



TOWN OF BLACK MOUNTAIN

TOWN COUNCIL

September 9, 2024

REGULAR SESSION AGENDA

Time: 6:00 p.m.

Town Hall Council Chambers | 160 Midland Avenue, Black Mountain, NC 28711

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 **Conserve resources; print only when necessary.**

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1. CALL TO ORDER

DRAFT

- Welcome
- Pledge of Allegiance
- Moment of Silence
- Announcements
- Ethics Statement: In accordance with the Code of Ethics adopted by the Council, all Council Members have a duty to conduct the affairs of the governing board in an open and public manner free of conflicts of interest. Is there any item on the agenda the outcome of which will have a direct, substantial, and readily identifiable financial impact for any Council Member, his or her family or close business associates? Does any Council Member have a financial interest in any public contract coming before this Council today? There being none, all Council Members have a duty and obligation to vote.

2. PROCLAMATIONS, AWARDS, RECOGNITIONS, SPECIAL RESOLUTIONS

**A- Presentation of NC Accreditation Award to Black Mountain Police Department:
Bill Hollingsed, Executive Director of the NC Association of Chiefs of Police**

3. CITIZEN COMMENTS

Individuals wishing to address the Council are asked to sign in at the entrance to the board room, indicating the topic(s) or agenda item(s) you wish to discuss, so that the chair may group speakers according to topic. The chair will recognize individuals requesting to address the Council. **Comments by any one speaker shall be limited to three (3) minutes.** If the topic you wish to discuss pertains to

a **public hearing** scheduled for this meeting, please reserve your comment for the applicable public hearing.

4. COMMUNICATIONS FROM STAFF, COUNCILS, COMMISSIONS & AGENCIES

- A. Ridgecrest Connector Construction Potential Funding-** *Jessica Trotman, Assistant Town Manager*

5. CONSENT AGENDA

All items on the consent agenda are considered routine, to be enacted by one motion without discussion. If a member of the governing body requests discussion of an item, the item will be removed from the consent agenda and considered separately.

- A. Monthly Property Tax Collector Report -** *Tammy Holland, Finance Director*

Motion: To approve the monthly tax collection report as presented.

- B. Annual Property Tax Settlement and Order of Collection-** *Tammy Holland, Finance Director*

Motion: To approve the annual property tax settlement and order of collection as presented.

- C. Consideration of Budget Amendments-** *Tammy Holland, Finance Director*

- 1) Lead and Copper Line Compliance Capital Project- \$510,000** (Appropriate Fund Balance of \$10,000 from the Water Fund; Accept Loan Funding of \$500,000 from BIL DWSRF LSLR State Revolving Fund.)
- 2) Kiwanis Club Grant - \$2,000** (Recognize contribution grant from Kiwanis Club to be used within Police Dept. Community Outreach Fund.)
- 3) Fire Department Motorola Radios- \$15,400** (Appropriated Fund Balance from the Fire Dept. for Motorola invoices that had not previously been submitted for payment from vendor within prior fiscal years.)
- 4) Insurance Proceeds- Garage Door- \$12,490** (Recognize insurance proceeds to repair garage door at Public Works.)
- 5) Acceptance of NC Chief of Police Grant- \$28,000** (Recognize performance and wellness grant from the NC Assoc. of Chiefs of Police to be used within Police Dept.)
- 6) Insurance Proceeds- Parks & Recreation Van- \$1,539** (Recognize insurance proceeds to repair Parks & Recreation van.)
- 7) Insurance Proceeds- Pool Storage Building- \$1,099** (Recognize insurance proceeds to repair pool storage building.)
- 8) Insurance Proceeds- Police Dept. Dodge Durango Vehicle- \$35,448** (Recognize insurance proceeds to replace police vehicle).
- 9) Police Dept. Dodge Durango Vehicle Additional Funding- \$15,000**
(Appropriate Fund Balance and transfer funding from Police Forfeiture Fund to supplement additional funding needed to replace Dodge Durango.)
- 10) Stormwater GIS Data Technical Support Services- \$21,000** (Appropriate Fund Balance from the Stormwater Fund for GIS data technical services needed.)

Motion: I move that Town Council approve the budget amendments as presented.

D. Resolution Exempting Additional Professional Services for Stormwater Infrastructure Planning from G.S. 143-64.31 and Approving Agreement with W.K. Dickson to provide additional Professional Engineering Services for the Town of Black Mountain Stormwater Infrastructure Planning Project- *Angela*

Reece, Project & Facilities Manager

Motion: I move that Town Council approve the Resolution to Exempting Additional Professional Services for Stormwater Infrastructure Planning from G.S. 143-64.31 and approving the Agreement with W.K. Dickson to provide additional Professional Engineering Services for the Black Mountain Stormwater Infrastructure Planning Project as presented.

Motion for all Consent items: To approve all consent agenda items as presented (or as amended).

6. PUBLIC HEARING

The chair will recognize individuals requesting to address the Council regarding the specific topic of the public hearing. Public hearing comments by any one speaker shall be limited to ten (10) minutes. The Mayor reserves the right to alter time limits and other rules of procedure at the beginning of each public hearing.

A. Text Amendments to Chapter 4, Section 4.7.11.4, Uses, Chapter 4, Section 4.7.14, Table of Permitted Uses, and Chapter 5, Additional Use Standards for Specified Uses to Add Section 5.17 Mobile Retail Vendors- *Jessica Trotman, Assistant Town Manager*

Motion: I move that we approve the proposed text amendments to Chapter 4, Section 4.7.11.4, Uses, Chapter 4, Section 4.7.14, Table of Permitted Uses, and Chapter 5, Additional Use Standards for Specified Uses to Add Section 5.17 Mobile Retail Vendors as presented and find that the proposed changes are consistent with current state regulations and find that these recommendations promote the general welfare and are in keeping with good zoning practice.

7. CITIZEN COMMENTS

The chair will recognize individuals requesting to address the Council regarding the specific New Business or Unfinished Business items below. Comments by any one speaker shall be limited to three (3) minutes. If the topic you wish to discuss pertains to a public hearing scheduled for this meeting, please reserve your comment for the applicable public hearing.

8. UNFINISHED BUSINESS- *none.*

9. NEW BUSINESS

A. Consideration of Shared Parking Agreement with Black Mountain Primary School (301 E. State Street) - *Jessica Trotman, Assistant Town Manager*

Motion: I move to approve the shared parking agreement with the Black Mountain Primary School (301 E. State Street) as presented.

B. Update & Consideration of Lead and Copper Service Lines Compliance Capital Project Ordinance and Resolution Accepting Funding from NC Drinking Water State Revolving Fund (DWSRF) Loan Program- *Jessica Trotman, Assistant Town Manager;*

Tammy Holland, Finance Director

Motion: I move to approve both the capital project ordinance and the resolution to accept funding from NC Drinking Water State Revolving Fund (DWSRF) Loan Program as presented and recommended.

C. Discussion of Broadway Street Parking - Jessica Trotman, Assistant Town Manager

Motion: I move to direct staff to consult with NCDOT to change parking on Broadway Street from angled parking to parallel parking.

D. Consideration of Installing a Three-Way Stop at Intersection at Sutton Ave. and Richardson Blvd. - Jessica Trotman, Assistant Town Manager

Motion: I move to approve a three-way stop at the intersection of Sutton Ave. and Richardson Blvd.

E. Discussion of Prohibiting Unauthorized Parking and Potential Lease Agreement in the Norfolk Southern Railroad Right-of-Way along Sutton Ave. - Jessica Trotman, Assistant Town Manager

Motion: I move to direct staff to post the area "No Parking" and contact Norfolk Southern to discuss options for leasing the area for paved parallel parking spaces.

10. COMMUNICATION

- A. Attorney Craig Justus/Brian Gulden
- B. Town Manager Josh Harrold

11. COMMUNICATION FROM MAYOR AND TOWN COUNCIL

12. CLOSED SESSION- § 143-318.11 (a)(3)- To consult with an attorney employed or retained by the public body in order to preserve the attorney-client privilege between the attorney and the public body, which privilege is hereby acknowledged.

13. ADJOURNMENT



TOWN OF BLACK MOUNTAIN AGENDA ITEM SUMMARY

SUBMITTER: Cortney Kidd, *Accounting Manager* **MEETING DATE:** September 9, 2024

AGENDA SECTION: Consent Agenda- Item 5A **DEPARTMENT:** Finance

TITLE OF ITEM: Monthly Property Tax Collector Report

SUGGESTED MOTION(S):

Approval of the Monthly Tax Collector Report

SUMMARY:

Monthly Property Tax Collector Report

Pursuant to N.C.G.S. § 105-350(7), it is the duty of the tax collector to submit to the governing body at each of its regular meetings a report of the amount collected on each year's taxes with which is charged, the amount remaining uncollected, and the steps taken to encourage or enforce payment of uncollected taxes.

Per NCGS 105-381(b) the governing body must approve or deny requests for refunds or releases.

Below is the month end report for collections, refunds, and releases (current and prior years), provided by the Buncombe County Tax Collector. The tax department is using all collection remedies as provided by general statute to collect delinquent taxes.

ATTACHMENTS:

- i. Monthly Tax Collector Report



TOWN OF BLACK MOUNTAIN TAX COLLECTOR'S REPORT

TO: Black Mountain Board of Commissioners

FROM: Cortney Kidd, Municipal Tax Collector

DATE: MONDAY, September 9, 2024

SUBJECT: July 2024 Tax Collector Report

According to GS 105-350(7) it is the duty of the tax collector to submit to the governing body at each of its regular meetings a report of the amount collected on each year's taxes with which is charged, the amount remaining uncollected, and the steps taken to encourage or enforce payment of uncollected taxes.

Below is the month end report for collections (current and prior years), provided by the Buncombe County Tax Collector. The tax department is using all collection remedies as provided by general statute to collect delinquent taxes including but not limited to garnishments, attachments, and NC Debt Setoff.

CURRENT YEAR TAX -ALL TAXES, LIENS, LATE LIST PENALTIES, INTEREST AND FEES

Billed	\$ 5,282,413.94
Collected	\$ 51,257.18
Adjustments and Releases	\$ (54.52)
Outstanding real and personal property taxes	<u>\$ 5,231,102.24</u>

TAX COLLECTION PERCENTAGE FOR CURRENT TAX YEAR

0.97%

PRIOR YEAR TAXE(S) COLLECTED WITHIN THE MONTH

Collected	\$ 560.15
Adjustments and Releases	

Per NCGS 105-381(b) the Tax Collector is reporting tax releases/refunds within the current period:

Ad Valorem	\$ 29.51
Motor Vehicle	\$ 59.82



TOWN OF BLACK MOUNTAIN AGENDA ITEM SUMMARY

SUBMITTER: Cortney Kidd, *Accounting Manager* **MEETING DATE:** September 9, 2024

AGENDA SECTION: Consent Agenda- Item 5B **DEPARTMENT:** Finance

TITLE OF ITEM: Annual Property Tax Settlement and Order of Collection

SUGGESTED MOTION(S):

Annual Property Tax Settlement for fiscal year 2024 and Adoption of the Order of Collection for Fiscal Year 2025.

SUMMARY:

Annual Property Tax Settlement

Pursuant to N.C.G.S. § 105-373, After July 1 and before being charged with taxes for the current fiscal year the tax collector must provide an annual settlement of current and delinquent property tax collected in the previous fiscal year for approval. The annual settlement provides in detail the tax collection of The Town of Black Mountain's Real Property, Personal Property, and Motor Vehicles. This report also includes the details regarding collection of the East Buncombe Fire District tax collections.

Included within this settlement are the three primary requirements:

Order of Collection

Also, Pursuant to NCGS § 105-321, Following the approval of the Tax Collector's Annual Statement of the preceding year, the governing board shall adopt an order of collection directing the tax collector to collect the taxes charged in the tax records and receipts. The order of Collection authorizes the collection of current fiscal year property taxes and charging the tax collector with the obligation to "employ all lawful means" to collect taxes.

RECOMMENDED MOTION AND REQUESTED ACTION:

Approval of the Annual Property Tax Settlement for Fiscal Year 2024

Adoption of the Order of Collection for Fiscal Year 2025.

ATTACHMENTS:

- i. Annual Property Tax Settlement
- ii. Order of Collection

Annual Tax Settlement for Approval

To: Mayor and Town Council

Date: September 09, 2024

Subject: Tax Collector's Settlement for Fiscal Year 2024

Pursuant to the provisions of North Carolina General Statute § 105-373, this memorandum is the Tax Collector's report of settlement to the Black Mountain Council for Fiscal Year 2024. Contained is the full settlement of the total Real Estate, Personal Property, and Registered Motor Vehicle Tax Charged for collection within the fiscal year 2024.

Reference is hereby made to reports in the Office of the Tax Collector that list the persons owning real and/or personal property whose taxes for the preceding fiscal year remain unpaid and the principal amount owed by each person. These reports are available for inspection and review upon request from the Buncombe County Tax Collector. The Tax collector has made diligent efforts to collect the taxes due from the persons listed by utilizing the remedies prescribed and allowed by law.

North Carolina General Statute 105-373(3), requires that this settlement be submitted to the governing board. The settlement together with the action of the governing board shall be entered into the minutes of the governing body per state statute.



Buncombe County Tax Collections

Jennifer Pike
Tax Collector

Annual Settlement and Order of Collection for Approval by the Buncombe County Commissioners

Pursuant to the provisions of North Carolina General Statute § 105-373, this memorandum is the Tax Collector's report of settlement to the Buncombe County Board of Commissioners for fiscal year 2024.

At the beginning of each fiscal year, the Tax Collector must provide to the Board of Commissioners an annual settlement of property tax collected in the previous fiscal year for approval, prior to being charged to collect taxes for the current fiscal year.

Included in this settlement are three primary requirements:

- Sworn settlement of all taxes collected in the prior fiscal year
- List of unpaid taxes for the prior fiscal year
- List of taxpayers who have been found to be insolvent with unpaid personal property taxes

I certify the information contained in the fiscal year 2024 annual settlement has been reviewed and to my knowledge is true and accurate.

A handwritten signature in cursive script that reads "Jennifer Pike".

Jennifer Pike
Tax Collector

Following approval of the Tax Collector's Annual Settlement of the preceding year, pursuant to NCGS § 105-321, an order of collection to the Tax Collector must be adopted for the 2024 tax year authorizing the collection of the current fiscal year property taxes.

NCGS § 105-373. Settlements.

(a) Annual Settlement of Tax Collector. -

- (1) Preliminary Report. - After July 1 and before he is charged with taxes for the current fiscal year, the tax collector shall make a sworn report to the governing body of the taxing unit showing:
 - a. A list of the persons owning real property whose taxes for the preceding fiscal year remain unpaid and the principal amount owed by each person; and
 - b. A list of the persons not owning real property whose personal property taxes for the preceding fiscal year remain unpaid and the principal amount owed by each person. (To this list the tax collector shall append his statement under oath that he has made diligent efforts to collect the taxes due from the persons listed out of their personal property and by other means available to him for collection, and he shall report such other information concerning these taxpayers as may be of interest to or required by the governing body, including a report of his efforts to make collection outside the taxing unit under the provisions of G.S. 105-364.) The governing body of the taxing unit may publish this list in any newspaper in the taxing unit. The cost of publishing this list shall be paid by the taxing unit.
- (2) Insolvents. - Upon receiving the report required by subdivision (a)(1), above the governing body of the taxing unit shall enter upon its minutes the names of persons owing taxes (but who listed no real property) whom it finds to be insolvent, and it shall by resolution designate the list entered in its minutes as the insolvent list to be credited to the tax collector in his settlement.
- (3) Settlement for Current Taxes. - After July 1 and before he is charged with taxes for the current fiscal year, the tax collector shall make full settlement with the governing body of the taxing unit for all taxes in his hands for collection for the preceding fiscal year.

NCGS § 105-321. Disposition of tax records and receipts; order of collection.

(b) Before delivering the tax receipts to the tax collector in any year, the board of county commissioners or municipal governing body shall adopt and enter in its minutes an order directing the tax collector to collect the taxes charged in the tax records and receipts. A copy of this order shall be delivered to the tax collector at the time the tax receipts are delivered to him, but the failure to do so shall not affect the tax collector's rights and duties to employ the means of collecting taxes provided by this Subchapter. The order of collection shall have the force and effect of a judgment and execution against the taxpayers' real and personal property and shall be drawn in substantially the following form:

State of North Carolina

County (or City or Town) of _____

To the Tax Collector of the County (or City or Town) of _____

_____:

You are hereby authorized, empowered, and commanded to collect the taxes set forth in the tax records filed in the office of _____ and in the tax receipts herewith delivered to you, in the amounts and from the taxpayers likewise therein set forth. Such taxes are hereby declared to be a first lien upon all real property of the respective taxpayers in the County (or City or Town) of _____, and this order shall be a full and sufficient authority to direct, require, and enable you to levy on and sell any real or personal property of such taxpayers, for and on account thereof, in accordance with law.

Witness my hand and official seal, this ____ day of _____, _____

_____(Seal)

Chairman, Board of Commissioners of

_____ County

(Mayor, City (or Town) of

_____)

Attest:

Clerk of Board of Commissioners of _____ County

(Clerk of the City (or Town) of _____)

Black Mountain

Fiscal Year 2024 Property Tax

Net Levy	Collected	Uncollected	Percent Collected
\$5,195,218.20	\$5,185,647.06	\$9,571.14	99.82%

Regular Levy Prior Year Collections in Fiscal Year 2024

Tax Year	Levy Due	Collected	Uncollected
2022	8,223.84	5,271.70	2,952.14
2021	3,817.53	1,403.89	2,413.64
2020	2,067.72	280.20	1,787.52
2019	803.27	141.98	661.29
2018	612.06	111.82	500.24
2017	275.19	9.83	265.36
2016	107.71	-	107.71
2015	153.35	-	153.35
2014	130.00	-	130.00
2013	426.24	-	426.24

Regular Levy 2024 Prepaid Amount Collected: \$ 2,023.29

Write Off Total (As of 07/10/2024)

2013 Regular Levy \$ 456.13

Write off total includes accrued interest.

**Fire Protection &
Ambulance and Rescue Service Districts
Fiscal Year 2024**

Fire Protection & Service District		Net Levy		Collected	Uncollected	Percent Collected
Asheville Special	FAS	\$	113,433.37	\$ 113,268.01	\$ 165.36	99.85%
Asheville Suburban	FSB	\$	241,825.62	\$ 241,813.52	\$ 12.10	99.99%
Barnardsville	FBA	\$	1,018,155.63	\$ 1,010,163.46	\$ 7,992.17	99.22%
Broad River	FBR	\$	362,031.83	\$ 360,782.39	\$ 1,249.44	99.65%
East Buncombe	FEB	\$	1,042,583.12	\$ 1,040,754.97	\$ 1,828.15	99.82%
Enka-Candler	FEC	\$	3,989,397.10	\$ 3,971,801.66	\$ 17,595.44	99.56%
Fairview	FFA	\$	3,129,024.34	\$ 3,122,417.82	\$ 6,606.52	99.79%
French Broad	FFB	\$	825,724.62	\$ 821,321.06	\$ 4,403.56	99.47%
Garren Creek	FGC	\$	277,896.28	\$ 277,384.32	\$ 511.96	99.82%
Jupiter	FJU	\$	1,059,222.37	\$ 1,055,938.66	\$ 3,283.71	99.69%
Leicester	FLE	\$	1,521,435.97	\$ 1,512,533.32	\$ 8,902.65	99.41%
North Buncombe	FNB	\$	1,328,129.74	\$ 1,325,112.68	\$ 3,017.06	99.77%
Reems Creek/Beaverdam	FRC	\$	1,653,416.28	\$ 1,651,951.16	\$ 1,465.12	99.91%
Reynolds	FRE	\$	1,036,749.01	\$ 1,035,293.24	\$ 1,455.77	99.86%
Riceville	FRI	\$	1,572,766.92	\$ 1,570,458.66	\$ 2,308.26	99.85%
Skyland	FSK	\$	6,167,380.37	\$ 6,160,939.79	\$ 6,440.58	99.90%
Swannanoa	FSW	\$	1,751,650.09	\$ 1,746,137.28	\$ 5,512.81	99.69%
Upper Hominy	FUH	\$	1,020,845.67	\$ 1,011,678.16	\$ 9,167.51	99.10%
West Buncombe	FWB	\$	2,409,592.23	\$ 2,396,706.68	\$ 12,885.55	99.47%
Woodfin	FWO	\$	1,075,339.44	\$ 1,072,368.32	\$ 2,971.12	99.72%
TOTAL			\$ 31,596,600.00	\$ 31,498,825.16	\$ 97,774.84	99.69%



North Carolina Vehicle Tax System

County Finance Report

BUN Unpaid \$78,435.61

Fiscal Year To Date																								
Billing Information									Collections							Credit/Debit Card Cost Allocation					Total Collections/Uncollected			DMV Int Refund
Jurisdict ion	Nbr Vehicles	Renewal/LRP /Issue Net Values	Renew/Issue Levy (Tax)	Renew/Issue Levy (VehicleFee)	LRP Levy (Tax)	LRP Levy (VehicleFee)	Gross Levy (Tax)	Gross Levy (VehicleFee)	Renew/Issue Collections (Tax)	Renew/Issue Collections (VehicleFee)	LRP Collections (Tax)	LRP Collections (VehicleFee)	Net Collections (Tax)	Net Collections (VehicleFee)	% Collected	Billing Cost %	Total Collection By Credit Card	Credit Card %	Total Collection by Debit Card	Debit Card %	Interest Collected	Total Net Collections	LRP Uncollected	
BUN	248,198	\$3,300,805,315	\$13,941,623.79	\$0.00	\$2,489,745.97	\$0.00	\$16,431,369.76	\$0.00	\$13,884,456.02	\$0.00	\$2,468,478.13	\$0.00	\$16,352,934.15	\$0.00	99.52%	61.64%	\$11,409,713.24	61.48%	\$1,379,517.26	64.67%	\$130,137.24	\$16,483,071.39	\$21,267.84	(\$14.87)
CAS	71,909	\$982,781,250	\$3,359,580.08	\$1,963,740.00	\$616,978.99	\$153,570.00	\$3,976,559.07	\$2,117,310.00	\$3,348,764.62	\$1,959,630.00	\$610,546.81	\$152,520.00	\$3,959,311.43	\$2,112,150.00	99.63%	22.88%	\$4,287,792.03	23.10%	\$403,681.82	18.92%	\$33,350.95	\$6,104,812.38	\$7,482.18	\$0.00
CBF	1,529	\$38,098,819	\$114,828.19	\$0.00	\$17,269.73	\$0.00	\$132,097.92	\$0.00	\$114,347.62	\$0.00	\$17,100.39	\$0.00	\$131,448.01	\$0.00	99.51%	0.50%	\$94,003.47	0.51%	\$813.10	0.04%	\$785.03	\$132,233.04	\$169.34	\$0.00
CBM	7,719	\$93,707,924	\$257,509.99	\$35,800.00	\$40,728.73	\$2,150.00	\$298,238.72	\$37,950.00	\$257,133.06	\$35,775.00	\$40,606.76	\$2,145.00	\$297,739.82	\$37,920.00	99.84%	1.27%	\$239,362.19	1.29%	\$11,699.82	0.55%	\$2,155.41	\$337,815.23	\$126.97	\$0.00
CMT	458	\$6,826,121	\$26,223.46	\$0.00	\$3,904.49	\$0.00	\$30,127.95	\$0.00	\$26,178.40	\$0.00	\$3,658.04	\$0.00	\$29,836.44	\$0.00	99.03%	0.11%	\$20,968.45	0.11%	\$238.06	0.01%	\$244.28	\$30,080.72	\$246.45	\$0.00
CRA	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
CWO	6,336	\$82,989,481	\$235,094.45	\$0.00	\$40,869.49	\$0.00	\$275,963.94	\$0.00	\$233,614.67	\$0.00	\$40,163.31	\$0.00	\$273,777.98	\$0.00	99.21%	1.03%	\$192,270.53	1.04%	\$25,205.23	1.18%	\$2,180.84	\$275,958.82	\$706.18	\$0.00
CVW	4,859	\$67,396,987	\$204,890.34	\$0.00	\$31,289.43	\$0.00	\$236,179.77	\$0.00	\$204,197.89	\$0.00	\$31,189.66	\$0.00	\$235,387.55	\$0.00	99.66%	0.89%	\$167,019.60	0.90%	\$15,360.56	0.72%	\$1,308.04	\$236,695.59	\$99.77	\$0.00
DBA	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
DBE	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
DHA	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
DHC	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
DHI	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
DLE	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
DNB	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
DNN	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
DNR	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
DRC	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
DSK	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
DUH	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
DWB	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
DWO	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
FAS	607	\$9,393,239	\$6,345.18	\$0.00	\$1,517.51	\$0.00	\$7,862.69	\$0.00	\$6,345.18	\$0.00	\$1,517.51	\$0.00	\$7,862.69	\$0.00	100.00%	0.03%	\$5,944.59	0.03%	\$352.69	0.02%	\$67.48	\$7,930.17	\$0.00	\$0.00
FBA	4,006	\$43,705,305	\$79,962.90	\$0.00	\$16,330.79	\$0.00	\$96,293.69	\$0.00	\$79,565.66	\$0.00	\$16,210.43	\$0.00	\$95,776.09	\$0.00	99.46%	0.36%	\$62,239.97	0.34%	\$12,241.63	0.57%	\$647.00	\$96,423.09	\$120.36	\$0.00
FBE	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
FBR	1,092	\$12,065,082	\$16,766.36	\$0.00	\$2,609.84	\$0.00	\$19,376.20	\$0.00	\$16,707.36	\$0.00	\$2,609.84	\$0.00	\$19,317.20	\$0.00	99.70%	0.07%	\$14,380.18	0.08%	\$1,259.61	0.06%	\$173.76	\$19,490.96	\$0.00	\$0.00
FEB	4,591	\$53,658,851	\$49,560.45	\$0.00	\$8,374.68	\$0.00	\$57,935.13	\$0.00	\$49,264.84	\$0.00	\$8,150.57	\$0.00	\$57,415.41	\$0.00	99.10%	0.22%	\$42,011.92	0.23%	\$2,105.59	0.10%	\$476.90	\$57,892.31	\$224.11	\$0.00
FEC	24,545	\$323,047,004	\$316,855.89	\$0.00	\$61,236.76	\$0.00	\$378,092.65	\$0.00	\$315,828.29	\$0.00	\$60,927.34	\$0.00	\$376,755.63	\$0.00	99.65%	1.42%	\$230,912.68	1.24%	\$67,558.96	3.17%	\$2,966.20	\$379,721.83	\$309.42	\$0.00
FFA	12,273	\$182,344,928	\$230,080.08	\$0.00	\$38,644.63	\$0.00	\$268,724.71	\$0.00	\$226,815.28	\$0.00	\$37,405.88	\$0.00	\$264,221.16	\$0.00	98.32%	1.00%	\$204,052.84	1.10%	\$8,504.65	0.40%	\$1,903.05	\$266,124.21	\$1,238.75	\$0.00
FFB	3,443	\$40,420,686	\$69,718.07	\$0.00	\$15,483.38	\$0.00	\$85,201.45	\$0.00	\$69,669.41	\$0.00	\$15,467.09	\$0.00	\$85,136.50	\$0.00	99.92%	0.32%	\$53,067.16	0.29%	\$13,575.73	0.64%	\$768.93	\$85,905.43	\$16.29	\$0.00
FFL	0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
FGC	1,251	\$15,268,121	\$18,049.98	\$0.00	\$3,081.39	\$0.00	\$21,131.37	\$0.00	\$18,007.81	\$0.00	\$3,081.39	\$0.00	\$21,089.20	\$0.00	99.80%	0.08%	\$16,205.73	0.09%	\$541.86	0.03%	\$166.91	\$21,256.11	\$0.00	\$0.00
FJU	7,242	\$88,694,530	\$93,277.10	\$0.00	\$15,886.66	\$0.00	\$109,163.76	\$0.00	\$92,934.67	\$0.00	\$15,836.96	\$0.00	\$108,771.63	\$0.00	99.64%	0.41%	\$71,730.51	0.39%	\$13,617.89	0.64%	\$780.85	\$109,552.48	\$49.70	\$0.00
FLE	10,261	\$113,455,825	\$134,940.47	\$0.00	\$24,340.78	\$0.00	\$159,281.25	\$0.00	\$134,678.91	\$0.00	\$24,233.42	\$0.00	\$158,912.33	\$0.00	99.77%	0.60%	\$93,904.56	0.51%	\$27,379.46	1.28%	\$1,330.35	\$160,242.68	\$107.36	\$0.00
FNB	8,486	\$109,352,722	\$100,788.44	\$0.00	\$17,188.04	\$0.00	\$117,976.48	\$0.00	\$100,712.77	\$0.00	\$17,038.89	\$0.00												

Pursuant to NCGS § 105-321, ORDER OF COLLECTION

State of North Carolina
Town of Black Mountain

To the Tax Collector of Town of Black Mountain and by delegated authority, the Tax Collector for Buncombe County:

You are hereby authorized, empowered, and commanded to collect the taxes set forth in the tax records filed in the office of the Buncombe County Tax Department and the Information Technology Office and in the tax receipts herewith delivered to you, in the amounts and from the taxpayers likewise therein set forth. Such taxes are hereby declared to be a first lien upon all real property of the respective taxpayers in the Town of Black Mountain, and this order shall be a full and sufficient authority to direct, require, and enable you to levy on and sell any real or personal property of such taxpayers, for and on account thereof, in accordance with law. Tax records for the Town of Black Mountain are delivered to you for collection. You are further authorized to call upon the Sheriff to levy upon and sell personal property under execution for the payment of taxes.

Witness my hand and official seal, this ____ day of _____, 2024

_____(Seal)
Josh Harrold, Town Manager
Town of Black Mountain

Attest:

Wesley Barker, Clerk
Town of Black Mountain



TOWN OF BLACK MOUNTAIN AGENDA ITEM SUMMARY

SUBMITTER: Tammy Holland, *Finance Director* **MEETING DATE:** September 09, 2024

AGENDA SECTION: Consent Agenda- **Item 5C** **DEPARTMENT:** Finance

TITLE OF ITEM: Budget Amendment – *Tammy Holland, Finance Director*

SUGGESTED MOTION(S): I move to approve budget amendments as presented.

SUMMARY:

The Town of Black Mountain Council adopts the following FY24-25 Budget Ordinance Amendments for the purpose of appropriating additional funding required for expenditures.

Budget amendments BA25-23 through BA25-42 for the following

- **BA25-23 Lead and Copper Line Compliance Capital Project** **\$510,000**
 - Appropriate Fund Balance of \$10,000 from the Water Fund; Accept Loan Funding of \$500,000 from BIL DWSRF LSLR State Revolving Fund.
- **BA25-24 Kiwanis Club Grant** **\$2,000**
 - Budget amendment to recognize contribution grant received from the Kiwanis Club. Grant to be used within the Police Department Community Outreach Fund.
- **BA25-25 Fire Department Motorola Radios** **\$15,400**
 - Appropriated Fund Balance from the Fire Department for Motorola Invoices that had not previously been submitted for payment from the Vendor within prior fiscal years.
- **BA25-26 Insurance Proceeds – Garage Door** **\$12,490**
 - Recognize Insurance proceeds to repair Garage Door.
- **BA25-27 Acceptance of NC Chief of Police Grant** **\$28,000**
 - Recognize Performance and Wellness Grant from the NC Association of Chiefs of Police to be used within the Police Department.
- **BA25-34 Insurance Proceeds – Parks and Recreation Van** **\$1,539**
 - Recognize Insurance proceeds to repair Parks and Recreation Van.
- **BA25-38 Insurance Proceeds – Pool Storage Building** **\$1,099**
 - Recognize Insurance proceeds to repair Pool Storage Building.
- **BA25-39 Insurance Proceeds – Police Department Dodge Durango** **\$35,448**
 - Recognize Insurance proceeds to replace Police Dodge Durango.
- **BA25-40 Police Department Dodge Durango Additional Funding** **\$15,000**
 - Appropriate Fund Balance and Transfer funding from Police Forfeiture Fund to supplement additional funding needed to replace Durango.
- **BA25-42 Stormwater GIS Data Technical Support Services** **\$21,000**
 - Appropriate Fund Balance from the Stormwater Fund for GIS Data Technical Services needed.

ATTACHMENTS:

- i. Budget Amendments Detailed Report



TOWN OF BLACK MOUNTAIN BUDGET AMENDMENT REPORT

BE IT ORDAINED by the Town Council of The Town of Black Mountain, North Carolina, that the following amendments be made to the annual budget ordinance for the fiscal year ending June 30, 2025.

Adjustment Number	Summary	Description	Account Number	Account Name	Account Type	Amended Amount
BA25-0000023	Capital Project Fund acceptance of LSRL Loan	BAMEND - Transfer Funds for Closing Fees Lead and Copper Line Compliance Loan	450-8515-48590	Transfers In	Revenue	-\$10,000.00
			600-0000-48900	Appropriated Fund Balance	Revenue	-\$10,000.00
			600-7000-59510	Transfer Out	Expense	\$10,000.00
		BAMEND - Acceptance of Lead and Copper Line Compliance Loan	450-8515-48025	Debt Proceeds	Revenue	-\$500,000.00
			450-8515-52015	Professional and Technical Services	Expense	\$510,000.00
BA25-0000024	Kiwanis Club Grant	Kiwanis Club grant for children and families within the area	235-0000-43400	Grant Revenues- Nongovernmental	Revenue	-\$2,000.00
			235-4510-55023	Community Outreach/Public Relations Expense	Expense	\$2,000.00
BA25-0000025	Fire Department Motorola	Prior Year Outstanding invoices received from Motorola	200-0000-48900	Appropriated Fund Balance	Revenue	-\$15,400.00
			200-4520-52510	Non-Capital Equipment and Furniture	Expense	\$15,400.00
BA25-0000026	BAMEND - Garage Door Insurance Claim	Recognize Insurance Proceeds for Garage Door	100-0000-48010	Insurance Recovery Proceeds	Revenue	-\$12,490.00
			100-4610-52310	R & M - Buildings	Expense	\$12,490.00
BA25-0000027	BAMEND - NC Chief of Police Grant	North Carolina Association of Chiefs of Police Performance and Wellness Grant Program	100-4510-43400	Grant Revenues- Nongovernmental	Revenue	-\$28,000.00
			100-4510-52020	Contract Services	Expense	\$28,000.00
BA25-0000034	BAMEND - Insurance Proceeds	Budget Amendment Recognizing Insurance Claim Proceeds and Adopting Budget foRecreation Van Expense	100-0000-48010	Insurance Recovery Proceeds	Revenue	-\$1,539.00
			100-4700-52316	R & M - Vehicle	Expense	\$1,539.00
BA25-0000038	BAMEND - Insurance Proceeds Pool Storage Bldg	Pool Storage Building Amendment Budget revenue from Insurance Claim proceeds and associated expenditure	100-0000-48010	Insurance Recovery Proceeds	Revenue	-\$1,099.00
			100-4710-52310	R & M - Buildings	Expense	\$1,099.00
BA25-0000039	AMEND - PD Dodge Durango Insurance Proceeds	Budget Amendment to recognize insurance claims proceeds and associated expenses for PD Vehicle	100-0000-48010	Insurance Recovery Proceeds	Revenue	-\$35,448.00
			100-4510-57410	Capital Outlay-Vehicles	Expense	\$35,448.00
BA25-0000040	BAMEND - Transfer Funds for PD Vehcile Replacement	Transfer funds from the PD Forfeiture Funds to supplement additional funding required to replace damaged vehicle	100-4510-57410	Capital Outlay-Vehicles	Expense	\$15,000.00
			100-7000-48590	Transfers In	Revenue	-\$15,000.00
			230-4511-48900	Appropriated Fund Balance	Revenue	-\$15,000.00
			230-4511-59510	Transfer Out	Expense	\$15,000.00
BA25-0000042	BAMEND - Stormwater GIS Data Technical Services	Amendment for Stormwater GIS Technical Support Services	630-0000-48900	Appropriated Fund Balance	Revenue	-\$21,000.00
			630-5500-52015	Professional and Technical Services	Expense	\$21,000.00



TOWN OF BLACK MOUNTAIN AGENDA ITEM SUMMARY

SUBMITTER: Angela Reece, *MPA, MMC, NCCMC*, **MEETING DATE:** September 10, 2024
Project & Facilities Manager

AGENDA SECTION: CONSENT AGENDA- **Item 5D** **DEPARTMENT:** ADMINISTRATION

TITLE OF ITEM: Resolution Exempting Additional Professional Services for Stormwater Infrastructure Planning from G.S. 143-64.31 and Approving Agreement with W.K. Dickson to provide Additional Professional Engineering Services for the Town of Black Mountain Stormwater Infrastructure Planning Project– *Angela L. Reece, Project & Facilities Manager*

SUGGESTED MOTION(S): *I move that Town Council approve the Resolution to Exempting Additional Professional Services for Stormwater Infrastructure Planning from G.S. 143-64.31 and Approving the Agreement with W.K. Dickson to Provide Additional Professional Engineering Services for The Black Mountain Stormwater Infrastructure Planning Project as presented.*

SUMMARY:

The town previously accepted funding for a Stormwater Planning Project which begun in 2023. During the course of the project, it became known that additional services would be necessary to migrate Town owned stormwater data from Wildlands Engineering and Land of Sky Regional Council's servers onto town servers and incorporate it into one of the town's software programs. This will allow the combination many previously separate tools, such as the storymap and web map builders, into one consolidated application owned and managed by the Town as one seamless system.

The Experience Builder application will include development of web map containing the stormwater inventory data developed during the course of the project as well as GIS basemap data to be provided by OWNER for road centerlines, parcels and municipal boundaries. The webmap will serve as an internal tool to review the stormwater inventory, map flooding and other issues, and evaluate and develop proposed solutions. With all the current data layers from the Wildlands Stormwater Support App, it will be more efficient and cost beneficial to build a new web-based map with the survey grade data developed as part of this project.

Additionally, the Consultant will conduct a workshop and training session for administering the application to enable town staff to continue operation and customization of the Experience Builder application to meet future needs.

The additional services proposal will funded be separately and apart from the granted funding in SRP-SW-ARP-0055. This resolution will exempt the engineering firm from competitive bidding requirements as allowed by statute for small projects and will authorize the Town Manager and Town Attorney to execute a contract that will not exceed \$21,000. Any subsequent amendments (which are not expected)

that result in a cumulative fee beyond \$21,000 to the engineering service agreement will come back to the Council for approval.

FUNDING SOURCE:

ATTACHMENTS:

- 1. Resolution By the Town of Black Mountain Town Council Exempting Additional Professional Services For Stormwater Infrastructure Planning From G.S. 143-64.31 and Approving Agreement With W.K. Dickson to Provide Additional Professional Engineering Services For The Town Of Black Mountain Stormwater Infrastructure Planning Project**
- 2. Engineering Service Agreement**

**RESOLUTION BY THE TOWN OF BLACK MOUNTAIN TOWN COUNCIL EXEMPTING
ADDITIONAL PROFESSIONAL SERVICES FOR STORMWATER INFRASTRUCTURE
PLANNING FROM G.S. 143-64.31
AND APPROVING AGREEMENT WITH W.K. DICKSON TO PROVIDE ADDITIONAL
PROFESSIONAL ENGINEERING SERVICES FOR THE TOWN OF BLACK MOUNTAIN
STORMWATER INFRASTRUCTURE PLANNING PROJECT**

WHEREAS, G.S. 143-64.31 requires the initial solicitation and evaluation of firms to perform architectural, engineering, surveying, construction management-at-risk services, and design-build services (collectively “design services”) to be based on qualifications and without regard to fee; and

WHEREAS, the Town of Black Mountain wishes to contract for Professional Engineering services for additional services related to stormwater infrastructure planning to develop web-based GIS tools and to optimize existing software; and

WHEREAS, the Town’s GIS data and stormwater geodatabases are being stored on servers belonging to Wildlands Engineering and Land of Sky Regional Council; and

WHEREAS, the additional services will assist the Town with meeting drinking water and/or wastewater and/or stormwater infrastructure needs; and

WHEREAS, G.S. 143-64.32 authorizes units of local government to exempt contracts for design services from the qualifications-based selection requirements of G.S. 143-64.31 if the estimated fee is less than \$50,000; and

WHEREAS, W.K. Dickson is the lead engineering firm based on the evaluations, staff is recommending that Town Council declare to be best qualified to provide these Professional Engineering Services; and

WHEREAS, a contract for Professional Engineering Services with W.K. Dickson has been presented to the Town Council for approval.

WHEREAS, the Town proposes to enter into one contract for additional professional design services with W.K. Dickson for work on [the Stormwater Infrastructure Planning Project]; and

WHEREAS, the fee for additional design services for the above-described project is \$21,000; and

NOW THEREFORE, BE IT RESOLVED by the Town Council of the Town of Black Mountain, North Carolina that:

1. The above-described project is hereby made exempt from the provisions of G.S. 143-64.31.
2. The Town of Black Mountain accepts W.K. Dickson’s proposal for additional professional engineering services for the Stormwater Infrastructure Planning Project in an amount not to exceed \$21,000.
3. The Town Manager and Town Attorney are authorized to negotiate and execute a final contract with W.K. Dickson on behalf of Town Council consistent with the terms of this Resolution.
4. This resolution shall be effective upon adoption.

Adopted by the Town Council of the Town of Black Mountain, North Carolina on this 10th day of September 2024.

ATTEST:

C. Michael Sobol, Mayor

Wesley M. Barker, Town Clerk

Josh Harrold, Town Manager

**TOWN OF BLACK MOUNTAIN
STORMWATER INFRASTRUCTURE PLANNING
ADDITIONAL SERVICES SCOPE AND FEE**

The following scope and fee have been developed to provide additional services as requested by the OWNER:

1. ESRI Interactive Online Platform for Stormwater Infrastructure
2. Migration of Stormwater Support Web App from Wildlands' GIS server to the Town's server
3. Optimization of iWorq and GovWell asset management software.
4. Migration of stormwater geodatabases from Land of Sky Region Council's GIS server to the Town's server

These services have been split into two separate tasks. Task 1.0 Web-based GIS Tools combines services 1, 2, and 4, given that these all involve setting up an ArcGIS online account. Experience Builder is ESRI's new platform that combines many of its previously separate tools, such as the storymap and web map builders, into one consolidated application. Using Experience Builder will streamline our process and allow us to develop the multiple GIS deliverables in one seamless system.

Task 2.0 Asset Management Transition Support will address service 3. We propose to begin this task by holding an initial meeting to discuss the software, the desired capabilities, and to better understand the software support that the Town already has access to as part of the software agreement. Then a more detailed scope can be developed based on specific asset management goals and the most efficient use of the software.

1.0 Web-based GIS Tools

CONSULTANT will develop an ESRI ArcGIS Experience Builder application to be hosted on OWNER's ArcGIS Online account. The Experience Builder application will include development of web map containing the stormwater inventory data developed during the course of the project as well as GIS basemap data to be provided by OWNER for road centerlines, parcels and municipal boundaries. The webmap will serve as an internal tool to review the stormwater inventory, map flooding and other issues, and evaluate and develop proposed solutions. With all the current data layers from the Wildlands Stormwater Support App, it will be more efficient to build a new web-basedmap with the survey grade data developed as part of this project.

CONSULTANT will coordinate with OWNER's GIS staff to establish an ArcGIS Online Collaboration to enable the Experience Builder application to be passed to the OWNER's ArcGIS Online account for continued maintenance and administration. CONSULTANT will provide a virtual demonstration and training session for administering the application to enable OWNER staff to continue operation and customization of the Experience Builder application to meet future needs.

Deliverables:

1. Internal stormwater Experience Builder application to include a web map to be used by town for planning purposes. This application will replicate the existing symbology and functionality of the Wildlands Stormwater Support Application to the extent possible in addition to including additional functionality of Experience Builder.
2. Public-facing webmap application for website that can be used by citizens to view the Town's inventory, identify their subbasin, etc.

Task 1.0 Fee: \$15,000

2.0 Asset Management Software Optimization

CONSULTANT will conduct a workshop to review OWNER's current implementation of iWorq software and intended migration to GovWell asset management software. The purpose of the workshop will be to review data and operational workflow needs to forecast specific steps to optimize GovWell for OWNER's stormwater system management.

Deliverables:

1. Summary report of finding and recommendations from the workshop
2. Scope of work and fee proposal for the optimization of GovWell software

Task 2.0 Fee: \$6,000

Additional Services Total Fee: \$21,000

IN WITNESS WHEREOF, the CONSULTANT and the OWNER have executed this Contract as of the date written below.

OWNER:

TOWN OF BLACK MOUNTAIN

By: _____

Name: Josh Harrold

Title: Town Manager

Email: Josh.harrold@tobm.org

Date: _____

CONSULTANT:

W.K. DICKSON & CO., INC.

By: _____

Name: Bryan Thomas

Title: Vice President

Email: bthomas@wkdickson.com

Date: _____

This instrument has been preaudited in the manner required by the "Local Government Budget and Fiscal Control Act".

By: _____

Name: Tammy Holland

Title: Finance Director

Email: Tammy.holland@tobm.org

Date: _____

Address for giving notices:

160 Midland Avenue

Black Mountain, NC 28711

Address for giving notices:

5 Legacy Park Road, Suite A

Greenville, SC 29607

Designated Representative:

Name: Angela Reece

Title: Projects & Facilities Manager

Phone: 828-419-9300, ext. 315

Email: Angela.reece@tobm.org

Designated Representative:

Name: Lisa Wells

Vice President,
Title: Director of Watershed Services

Phone: 864-313-1580

Email: lwells@wkdickson.com



TOWN OF BLACK MOUNTAIN AGENDA ITEM SUMMARY

SUBMITTER: Jessica Trotman, *Planning Director* **MEETING DATE:** September 9, 2024

AGENDA SECTION: PUBLIC HEARING- **Item 6A** **DEPARTMENT:** Planning

TITLE OF ITEM: Public Hearing for Text Amendments to Chapter 4, Section 4.7.11.4, Uses, Chapter 4, Section 4.7.14, Table of Permitted Uses, and Chapter 5, Additional Use Standards for Specified Uses to Add Section 5.17 Mobile Retail Vendors

SUGGESTED MOTION(S):

I move that we approve the proposed text amendments to Chapter 4, Section 4.7.11.4, Uses, Chapter 4, Section 4.7.14, Table of Permitted Uses, and Chapter 5, Additional Use Standards for Specified Uses to Add Section 5.17 Mobile Retail Vendors as presented and find that the proposed changes are consistent with current state regulations and find that these recommendations promote the general welfare and are in keeping with good zoning practice.

SUMMARY:

There is currently no language regarding mobile retail vendors and a citizen applied for a text amendment to the Planning Board to add language for mobile retail vendors. The Planning Board heard the request at their July 22, 2024, meeting and recommends that language be added to allow for mobile retail vendors. The following details are proposed:

The proposed amendments introduce specific regulations governing mobile retail vendors within the Town of Black Mountain. These amendments outline the allowable districts, permitting requirements, operating locations, and site maintenance standards to ensure that mobile retail vendors operate in a manner consistent with town regulations and community standards.

Allowable Districts: The amendments specify the districts where mobile retail vendors can operate, with distinct limitations on the number of vendors permitted per parcel in each district:

- **Central Business:** One mobile retail vendor is allowed per parcel with no district-wide limit.
- **Highway Business:** One mobile retail vendor is allowed per parcel with no district-wide limit.
- **Light Industrial:** Up to six mobile retail vendors are permitted per parcel with no district-wide limit.
- **Heavy Industrial:** Up to six mobile retail vendors are permitted per parcel with no district-wide limit.
- **Neighborhood Mixed Use:** One mobile retail vendor is allowed per parcel with no district-wide limit.

- **Traditional Neighborhood Development:** Up to six mobile retail vendors are permitted per parcel with no district-wide limit.

A. Temporary Use Permit Requirements:

1. All mobile retail vendors must obtain a temporary use permit issued by the zoning administrator to operate within the town.
2. Vendors are required to submit an application to the planning department, including a site plan that indicates the specific locations where the vendor will operate. The site plan must demonstrate compliance with all ordinance requirements at each proposed location.
3. Vendors are restricted to operating only at the locations specified in the permit.
4. Permits are valid for one year from the date of issuance.

B. Operating Location and Requirements:

1. Mobile retail vendors may only operate on private, non-residential property with the property owner's permission. Operation on public streets, sidewalks, or rights-of-way is prohibited.
2. Mobile retail vendors are allowed as either a primary or secondary use of the property.
3. Vendors must adhere to the setback requirements applicable to the zoning district in which they operate. For setback purposes, mobile retail vendors are treated as buildings or structures, and they must not park closer than ten feet from any structure or another mobile retail vendor.
4. Adequate space must be provided for mobile retail vendors to maneuver onto the lot and for safe pedestrian and emergency vehicle access.
5. Sight triangles must be maintained as per Section 4.4.6 to ensure visibility.
6. Each vendor must have at least one onsite parking space, except in the central business district, where no onsite parking is required. However, the allocation of parking spaces for mobile retail vendors must not reduce available parking for other uses to the point where those uses no longer meet minimum parking requirements.
7. Vendors are permitted to display signs, specifically a cantilevered ground sign with a maximum height of six feet and a maximum area of five square feet.

C. Site Maintenance:

1. Mobile retail vendors are responsible for removing trash and litter from their site daily or as needed to maintain site cleanliness.
2. The use of temporary toilet facilities is not permitted.
3. Vendors cannot establish permanent water or sewer connections.
4. All temporary signs, seating, and merchandise must be removed or secured within the mobile unit during non-operating hours.

D. Special Events: The proposed regulations do not apply to mobile retail vendors operating exclusively as part of a special event permitted by the Town of Black Mountain or as part of a non-commercial, private event on private property, provided the event is non-recurring and temporary in nature.

BUDGET IMPACT:

Is this expenditure approved in the current fiscal year budget? N/A

If no, describe how it will be funded. N/A

ATTACHMENTS:

1. Ordinance

ORDINANCE #

AN ORDINANCE TO AMEND CHAPTER 4, USES, CHAPTER 4, 4.17.14, TABLE OF PERMITTED USES, AND CHAPTER 5, SECTION 5.17 OF THE TOWN OF BLACK MOUNTAIN LAND USE CODE TO ADD TEXT FOR MOBILE RETAIL VENDORS

WHEREAS, the Town of Black Mountain Planning Board is charged with reviewing and updating land use planning, zoning and subdivision regulations; and

WHEREAS, the Planning Board made a commitment to the Town Council to review the text of the Land Use Code in the years since its adoption to address any residual inconsistencies in the text and to look for opportunities to clarify or improve text; and

WHEREAS, upon recommendation of the Planning Board, the following text amendment is consistent with the comprehensive plan and reasonable in the public interest because it promotes a livable and walkable environment and a viable economy and promotes the general safety and welfare of the community;

WHEREAS, the Town of Black Mountain has the authority, pursuant to Article 7 of Chapter 160D of the North Carolina General Statutes, to adopt land development regulations, clarify such regulations, and may amend regulations from time to time in the interest of public health, safety and welfare; and

WHEREAS, the Town Council finds that the land use code text amendments are consistent with the comprehensive plan and are reasonable and in the public interest because of the following findings:

- Promotes a livable and walkable environment and a viable economy and promotes the general safety and welfare of the community.

WHEREAS, after notice duly given, a public hearing was held on September 9, 2024, as part of the regularly scheduled Town Council meeting at 6:00 p.m. in the Council Room of Town Hall, 160 Midland Avenue.

NOW, THEREFORE, BE IT RESOLVED that Chapter 4, Section 4.7.11.4, Uses, Chapter 4, Section 4.7.14 and Chapter 5, Section 5.17, of the Town of Black Mountain Land Use Code, be amended with the following (additions are underlined in bold and deletions are shown as red struck text):

Chapter 4

Section 4.7.11 Uses.

A. Permitted uses shall be based on the general category of use that has been established for a lot or group of lots in the master plan. The general land use categories are listed below with particular

uses allowed and suggested amounts for each, expressed as a percentage of the total gross area of the neighborhood.

Use	Amount	Allowable Uses
Public	At least 5%	Parks, squares, greenbelts, sidewalks/walkways, streets, alleys, and civic uses
Civic	At least 2%	Community buildings including meeting halls, libraries, post offices, schools, child care centers, clubhouses, religious buildings, recreational facilities, museums, performing arts buildings, and municipal buildings
Shop front	2% to 20%	Residential and commercial uses; approximately 50% of the building area shall be designated for residential use*
Attached Homes (Multi-Family)	15% to 30%	Buildings for residential use and limited commercial uses, such as a coffee house, home occupation or bed and breakfast inn
Detached Homes	30%	Buildings for residential uses, customary home occupational uses and bed and breakfast inns
Business	5% to 15%	Office, bar/brewery, restaurant, brew pub/tavern, retail, including eating establishments, <u>mobile retail vendors***</u> , and other commercial uses provided they produce little or no noise, odor, dust, or vibration**

* Residential uses are not permitted on the ground floors of shop front buildings

** Business uses shall be grouped together as follows: office and retail may be grouped with shop front buildings to form town centers. All other business uses shall be grouped together outside town and neighborhood center.

*****Mobile retail vendors shall allow up to 6 vendors per parcel and there is no limit of mobile retail vendors allowed in the district.**

Section 4.7.14. Table of Permitted Uses

Category	Use	CR-1	SR-2	TR-4	UR-8	NMU-8	OI-6	CBD	HB-8	LI-8	HI-0
Commercial	<u>Mobile Retail Vendor</u>					<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

Chapter 5

Section 5.17 Mobile Retail Vendors

A. Temporary Use Permit Required

1. **Any mobile retail vendor operating in the Town of Black Mountain must obtain a permit issued by the Zoning Administrator.**
2. **The vendor will submit an application to the Planning and Development Department, which shall include a site plan showing the location or locations where**

the mobile retail vendor will operate and demonstrate that all requirements of this ordinance can be met while operating at each location.

3. The vendor will only operate at those locations specified in the permit.
4. A permit will be valid for a period of one year from the date of issuance.

B. Operating Location and Requirements

1. Mobile retail vendors will operate only on private non-residential property with permission of the owner. No mobile retail vendors will operate on a public street, sidewalk, or right-of-way.
2. Mobile retail vendors will be allowed as a primary use or secondary use.
3. Mobile retail vendors will comply with the setback requirements for the zoning district in which the vendor is operating and, for purposes of setback regulations, will be treated as a building or structure. No mobile retail vendor will be parked closer than ten feet from a structure or other mobile retail vendor.
4. Each mobile retail vendor will have sufficient space to maneuver onto the lot and to allow for safe access by pedestrians and emergency response vehicles.
5. Sight triangles must be maintained to ensure visibility (see Section 4.4.6).
6. At least one onsite parking space per mobile retail vendor is required, except that no onsite parking will be required for a mobile retail vendor operating in the central business district. Allocation of parking spaces to the mobile retail vendor must not reduce available parking for other uses such that those uses would no longer meet minimum parking requirements.
7. Signage.
 - a. Cantilevered ground sign that has a pole with a maximum height of six feet, and with a sign that has a maximum square footage of five square feet will be allowed.
8. Number of Mobile Retail Vendors
 - a. In the central business, highway business, and neighborhood mixed use districts, mobile retail vendors will be limited to one per parcel.
 - b. In the light industrial, heavy industrial, and traditional neighborhood districts, mobile retail vendors will be limited to six per parcel.

C. Site Maintenance

1. Mobile retail vendors will remove trash and litter from the site each day and as needed. Mobile retail vendors must maintain the cleanliness of the site.
2. No temporary toilet facilities will be allowed.
3. No permanent water or sewer connections will be allowed.
4. All temporary signs, seating, and merchandise must be removed and/or brought into the mobile unit during non-operating hours.

D. Special Events

1. These regulations do not apply to mobile retail vendors operating solely as part of a special event for which a permit has been issued by the Town of Black Mountain, or as part of a non-commercial, private event on private property when the event is non-recurring and of a temporary duration.

READ, APPROVED AND ADOPTED, by a vote of _____ to _____ on this the 9th day of September 2024.

C. Michael Sobol, Mayor

ATTEST:

Wesley M. Barker, Town Clerk



TOWN OF BLACK MOUNTAIN AGENDA ITEM SUMMARY

SUBMITTER: Jessica Trotman, *Planning Director* **MEETING DATE:** September 9, 2024

AGENDA SECTION: NEW BUSINESS- **Item 9A** **DEPARTMENT:** Planning

TITLE OF ITEM: Shared Parking Agreement

SUGGESTED MOTION(S):

To approve shared parking agreements with Black Mountain Primary School (301 E State Street)

SUMMARY:

The Town of Black Mountain seeks approval to enter into a Shared Parking Agreement with the Buncombe County Board of Education. This agreement allows the Town to utilize an estimated thirty-eight parking spaces at the Buncombe County Schools' parking facilities located at 301 E State Street for public parking. The arrangement is non-exclusive and subject to availability, with specific restrictions during school hours and events.

Key Points:

- The parking facilities will be available for public use Monday through Sunday, except when needed by Buncombe County Schools.
- Parking is restricted from Monday to Friday, 12:00 a.m. to 5:00 p.m., to accommodate school operations.
- The initial term of the agreement is two years, with automatic renewals for additional two-year terms unless terminated by either party with 90 days' notice.
- The Town may provide maintenance services such as asphalt repairs, striping, seal coating, and snow removal as deemed necessary.
- Both parties agree to provide signage and communicate parking availability to the public.
- The agreement includes provisions for indemnification, security measures, and enforcement in coordination with the Black Mountain Police Department.

BUDGET IMPACT:

Is this expenditure approved in the current fiscal year budget? N/A

If no, describe how it will be funded. N/A

ATTACHMENTS:

1. *Shared Parking Agreement*

SHARED PARKING AGREEMENT

This Shared Parking Agreement (“Agreement”) dated September 5, 2024, is between the Buncombe County Board of Education (“Buncombe County Schools”), and the Town of Black Mountain (the “Town”). The parties are referred to individually as a “Party” and collectively as the “Parties”.

WHEREAS, Buncombe County Schools is the owner of the certain parking facilities (the “Parking Facilities”) located at 301 E State Street, bearing PIN #0619-47-2269.00000 (“Property”); and

WHEREAS, the Town desires to utilize an estimated thirty-eight parking spaces of Buncombe County Schools for shared parking in the Parking Facilities identified on Exhibit “A” attached hereto and Buncombe County Schools desires to permit the Town to utilize its Parking Facilities in accordance with the terms of this Agreement.

NOW, THEREFORE, in consideration of the covenants contained in this instrument and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the following grants, declarations, covenants and restrictions are made:

1. LICENSE FOR PARKING

Buncombe County Schools hereby licenses to Town, its employees, clients, contractors, vendors, guests, tenants, general public, or other invitees, the non-exclusive right to use the Parking Facilities for public parking purposes and grants the right for ingress and egress to and from the Parking Facilities over the Property subject to the terms and conditions herein.

Buncombe County Schools will make the Parking Facilities available to Town for Town’s non-exclusive use for authorized purposes only.

The Parking Facilities shall be available for public parking Monday through Sunday except when parking is needed by Buncombe County Schools for its own operations. Parking will not be permitted on Monday through Friday from 12:00 a.m. to 5:00 p.m. Buncombe County Schools reserves the right to restrict parking at any time, without notice, provided that proper signage is posted by Buncombe County Schools at a suitable location to notify the public.

2. PARTIES INVOLVED

- I. The Town of Black Mountain
160 Midland Avenue, Black Mountain, NC 28711
Jessica Trotman, Assistant Town Manager
828-419-9370
Jessica.trotman@tobm.org
- II. Buncombe County Schools Main Office
175 Bingham Road, Asheville, NC 28806

Clark Wyatt, Director of Facilities and Maintenance
828-232-4424

3. LICENSE TERM

The term of this Agreement shall commence on September 5, 2024, and thereafter continue for an initial term of two (2) years; provided, however, that this Agreement shall terminate during the initial term or any extension thereof if Buncombe County Schools sells or leases the Property. After the initial term, the term of this Agreement shall automatically renew for additional two (2) year terms unless and until either Party elects to terminate this Agreement as provided in Section 15 of this Agreement.

4. MAINTENANCE

In consideration of the right to use the Parking Facilities to provide public parking, the Town may provide, as it determines reasonably necessary, asphalt repair work, striping, seal coating, and snow removal.

Town shall provide waste cans and waste removal services as appropriate to the Parking Facilities.

Except as otherwise expressly set forth herein, Buncombe County Schools shall remain responsible for repairs and maintenance of the Parking Facilities, provided however, that should the Town cause any damage beyond normal wear and tear to the Parking Facilities, the Town will be responsible for necessary repairs.

Should Buncombe County Schools desire Town to provide maintenance to the Parking Facilities, Buncombe County Schools must submit a written request with a clear and concise statement as to the reason for the request. Such request shall be taken to the Town Council of the Town of Black Mountain who will accept or deny the request. If accepted, the Town shall perform maintenance and repairs in a workmanlike manner to a standard similar in quality to other public parking areas.

5. SIGNAGE

Except as otherwise expressly set forth herein, the Town shall provide signage, mutually agreed upon by the Parties, designating permissible public parking hours.

Both Parties will coordinate to inform the community about this agreement through their respective communication channels.

6. ENFORCEMENT

The Parties each reserve the right to tow, at the expense of the vehicle owners, vehicles improperly parked or abandoned. All enforcement shall be coordinated with the Black Mountain Police Department.

The Parties agree to cooperate to the best of their abilities to mutually use the Parking Facilities without disrupting the other Party. The Parties agree to meet on occasion to work through any problems that may arise with the shared use. If there is a conflict between the needs of the Parties as priority of use, Buncombe County Schools' needs shall prevail if a solution cannot be agreed upon by the Parties.

Neither Party is responsible for providing supervision or management of the Parking Facilities, except that Buncombe County Schools will be responsible for providing necessary signage or other notice when the Parking Facilities are to be used by Buncombe County Schools and closed to the public.

The Town shall assume liability for any damages or incidents occurring during the public use of the Parking Facilities related to its own negligence. Buncombe County Schools make this Parking Facility available for public use in accordance with this Shared Parking Agreement, pursuant to N.C.G.S. 115C-524(c) and (d).

The indemnity obligations under this Section shall survive termination of this Agreement.

All notices required or permitted to be given hereunder shall be in writing and may be delivered by hand or United States mail. Notices shall be treated as if given when delivered. All notices shall be addressed as follows:

If to Buncombe County Schools: Buncombe County Board of Education
175 Bingham Road
Asheville, NC 28806

This agreement contains the entire agreement between the Parties relating to the shared use of the Parking Facilities and neither Party shall be bound by any verbal statement or agreement made heretofore. This Agreement cannot be modified except by written agreement executed by

both Parties. No waiver of any of the provisions of this Agreement shall be deemed or shall constitute a waiver of any other provision hereof (whether or not similar), nor shall such waiver constitute a continuing waiver unless otherwise expressly provided.

12. SEVERABILITY

If any provision of this Agreement is determined by a court to be invalid or unenforceable, such determination shall not affect any other provision, each of which shall be construed and enforced as if such invalid or unenforceable portion were not contained herein. Such invalidity or unenforceability shall not affect any valid and enforceable application thereof, and each such provision shall be deemed to be effective, in the manner and to the fullest extent permitted by law.

13. CONSTRUCTION AND EXCLUSIVE JURISDICTION

This Agreement shall be construed, and the rights and duties of the Parties hereto determined, in accordance with the laws of the State of North Carolina. The Parties to this Agreement agree that any dispute arising under this Agreement, including any dispute relating to any claim, shall be resolved in a proceeding in Buncombe County Court of General Jurisdiction in the State of North Carolina, and the Parties hereby consent to the exclusive jurisdiction of such state court to decide any such dispute.

14. MULTIPLE COUNTERPARTS

This Agreement may be executed in any number of counterparts which, when taken together, shall constitute a complete, fully executed Agreement.

15. TERMINATION

Either party shall have the right to terminate this Agreement with or without cause by giving the other Party not less than 60 days prior written notice. If Buncombe County Schools transfers ownership or if part or all of the Parking Facilities are condemned, this Agreement will terminate automatically, and Town shall have 60 days within which to remove its signage. If access to the Parking Facilities is changed or limited, the Town shall have the authority to terminate this Agreement by giving Buncombe County Schools not less than 7 days prior written notice.

IN WITNESS THEREOF, the Parties have executed this Agreement as of September 5, 2024.

TOWN OF BLACK MOUNTAIN

By: _____
Its: Town Manager

Print Name: Josh Harrold

BUNCOMBE COUNTY BOARD OF EDUCATION

By: _____

Its: Madam Chair

Print Name: Ann Franklin



TOWN OF BLACK MOUNTAIN AGENDA ITEM SUMMARY

SUBMITTER: Tammy Holland, *Finance Director*; **MEETING DATE:** September 9, 2024
Jessica Trotman, *Assistant Town Mgr*

AGENDA SECTION: NEW BUSINESS- Item 9B **DEPARTMENT:** Finance/Planning

TITLE OF ITEM: Lead and Copper Service Lines Compliance Capital Project Ordinance and Resolution Acceptance of Funding

SUGGESTED MOTION(S):

MOTION TO: Approve the Capital Project Ordinance and Resolution Acceptance of Funding as presented and recommended.

SUMMARY:

The Town of Black Mountain periodically establishes capital project ordinances for endeavors that involve the acquisition or construction of major capital assets. The expenditure duration of a capital project will extend for a time frame greater than one fiscal year. Consequently, the adoption of a capital project ordinance allows the governmental entity to appropriate funds for the life of the project without the governing board having to reallocate funding on a fiscal year.

This agenda item is to consider the creation of a new Capital Project Ordinance for the Lead and Copper Service Lines Compliance and the Acceptance of Funding from The State Water Infrastructure Authority (SWIA) has offered funding through the Bipartisan Infrastructure Law (BIL) Drinking Water State Revolving Fund (DWSRF) Lead Service Line Replacement (LSLR) Funds.

The U. S. Environmental Protection Agency (EPA) established the Lead and Copper Rule (LCR) in 1991 to address corrosion issues and the health effects of lead in drinking water.

EPA released the final revisions to the LCR and published its Lead and Copper Rule Revisions (LCRR) that became effective on December 16, 2021. For LCRR compliance, by October 16, 2024, all water systems throughout the country must prepare and maintain an inventory of both public and private side service line materials, provide a map of the inventory on a public-facing website, and develop a lead service line replacement plan.

Pursuant to the United States Environmental Protection Agency (EPA) Revised Lead and Copper Rule, all water service connections to a water system must be inspected and inventoried by October of 2024. The service line replacement plan will not be known until after the water service line inventory is completed, which is due prior to the October 2024 deadline.

Until the Town-wide inventory is complete the full financial impact is not known. It is however, anticipated that there will be a significant financial impact over the next decade as we work to meet the EPA's regulations and ensure the protection of our community from the risks of lead exposure.

To offset this financial impact on the Citizens within the Town of Black Mountain, Staff has proactively applied for grants and low-cost funding through the Drinking Water State Revolving Fund (DWSRF) via the Bipartisan Infrastructure Law (BIL) legislation. The Town of Black Mountain is eligible to receive a total funding amount of \$500,000 from BIL DWSRF LSLR Funds. One Hundred Percent (100%) of the DWSRF BIL LSLR Loan will be repayable at 0% interest. This loan will require a closing fee equal to 2% of the total award, or \$10,000, this Supplemental funding will be transferred from the Water Fund.

RECOMMENDATION:

Adoption of the Lead and Copper Service Lines Compliance Capital Project, Resolution Acceptance of Funding, and budget amendment as presented and recommended.

BUDGET IMPACT: Yes

Increase in budgeted funds and Expenditures within the Capital Project Fund of \$510,000.

Transfer out within the Water Fund

ATTACHMENTS:

- i. Capital Project Ordinance
- ii. Resolution of Funding



Town of Black Mountain
Lead and Copper Service Lines Compliance
Capital Project Fund Ordinance

BE IT ORDAINED by the Town Board of the Town of Black Mountain, North Carolina, that, pursuant to the Local Government Budget and Fiscal Control a local government may, in its discretion, authorize and budget for a capital project or a grant project in a project ordinance adopted pursuant to G.S. 159-13.2. A project ordinance authorizes all appropriations necessary for the completion of the project and neither it nor any part of it need be readopted in any subsequent fiscal year; and the following Capital Project Fund Ordinance is hereby adopted as follows:

Section 1. Project Defined

The Town of Black Mountain defines a "Capital project" as a project financed in whole or in part by the proceeds of bonds, notes or debt instruments or a project involving the construction or acquisition of a capital asset with expenditures that span across multiple fiscal years.

Section 2. Project Authorization

The project authorized is Lead and Copper Service Lines Compliance. This project includes, but is not limited to the execution, acquisition, construction, and installation required by the EPA Revised Lead and Copper Rule.

Section 4. Directives

The officers of the Town of Black Mountain are hereby directed to proceed with the capital project within the terms and budget contained herein, as approved by the Governing Board of the Town of Black Mountain. The Town Manager is hereby directed to act on behalf of the Town Council in all matters associated with the project within the terms of all contracts, agreements, and legal requirements binding on the project and within limits of the funds appropriated

Section 5. Revenues

The following anticipated Revenues are hereby adopted:

Budgeted Revenues	
<u>Revenue Type</u>	<u>Anticipated Revenues</u>
Appropriated Fund Balance	\$10,000.00
Debt Proceeds	\$500,000.00
Total Funds	<u>\$510,000.00</u>

Section 6. Expenditures

The following anticipated appropriations are hereby adopted:

Budgeted Expenditures	
<u>Expense Type</u>	<u>Anticipated Expenditures</u>
Loan Closing Fee	\$10,000.00
Lead and Copper Service Line Inventory	\$500,000.00
Total Expenditures	\$510,000.00

Section 7. Funding

Funds may be advanced from other Town of Black Mountain fund accounts for the purpose of making payments as due. Reimbursement requests should be made to any applicable grantor agency following the regulations and rules of the grant.

Section 8. Records and Reporting

The Finance Director is hereby directed to maintain within the Capital Project Fund sufficient specific detailed accounting records to satisfy the disclosure requirements of all the contractual agreements, if applicable

Section 9. Official Copies

Copies of this Capital Project Ordinance shall be furnished to the Town Clerk and shall be held in the Finance Department for the direction in carrying out this project.

Section 10. Project Expiration

This project ordinance expires when the project has been completed and Project Funds have been obligated and expended for all project expenditures by the Town OR by the date set forth within the grant funding contract, if applicable, whichever occurs sooner.

Duly adopted this 9th day of September 2024.

C. Michael Sobol
Mayor

ATTEST:

Wesley Barker
Town Clerk



**TOWN OF BLACK MOUNTAIN
RESOLUTION
ACCEPTANCE OF FUNDING FROM THE NORTH CAROLINA DRINKING WATER STATE
REVOLVING LOAN PROGRAM**

- WHEREAS, The Town of Black Mountain has need for and intends to construct, plan for, or conduct a study in a project described as Lead and Copper Service Lines Compliance; and
- WHEREAS, The Town of Black Mountain's requested, State loan and/or grant assistance for the Lead and Copper Service Lines Compliance Project, has been approved by The North Carolina Department of Environmental Quality, Division of Water Infrastructure; and
- WHEREAS, The State Water Infrastructure Authority (SWIA) has offered funding through the Bipartisan Infrastructure Law (BIL) Drinking Water State Revolving Fund (DWSRF) Lead Service Line Replacement (LSLR) Funds; and
- WHEREAS, The Town of Black Mountain is eligible to receive a total funding amount of \$500,000 from BIL DWSRF LSLR Funds; One Hundred Percent of the DWSRF BIL LSLR Loan will be repayable at 0% interest; and
- WHEREAS, BIL DWSRF LSLR Funds are contingent on the Division of Water Infrastructure's receipt of the LSLR funds from the US EPA

Now therefore be it resolved, by the Town Council of the Town of Black Mountain, North Carolina, the following:

1. That the Town of Black Mountain, the **Applicant**, does hereby accept the BIL DWSRF LSLR loan in the amount of \$500,000.
2. That the **Applicant** will provide for efficient operation and maintenance of the project on completion of construction thereof.
3. That the **Applicant** will adopt and place into effect on or before completion of the project a schedule of fees and charges and other available funds which will provide adequate funds for proper operation, maintenance, and administration of the system and the repayment of all principal and interest on the debt.
4. That the governing body of the **Applicant** agrees to include in the loan agreement a provision authorizing the State Treasurer, upon failure of the Town of Black Mountain to make a scheduled repayment of the loan, to withhold from the Town of Black Mountain any State funds that would otherwise be distributed to the local government unit in an amount sufficient to pay all sums then due and payable to the State as a repayment of the loan.

5. The Town of Black Mountain does hereby give assurance to the North Carolina Department of Environmental Quality that the Town will adhere to all applicable items specified in the standard “Conditions and Assurances” of the Department’s funding offer, awarded in the form of contractual “Offer and Acceptance” documents; and
6. That Josh Harrold, Town Manager and Jessica Trotman, Assistant Town Manager, the **Authorized Representative** and successors so titled, is hereby authorized to execute and file an application on behalf of the **Applicant** with the State of North Carolina for a loan and/or grant to aid in the study of or construction of the project described above.
7. That the **Authorized Representative**, and successors so titled, is hereby authorized and directed to furnish such information as the appropriate State agency may request in connection with such application or the project: to make the assurances as contained above; and to execute such other documents as may be required in connection with the application.
8. That the **Applicant** has substantially complied or will substantially comply with all Federal, State, and local laws, rules, regulations, ordinances, and funding conditions applicable to the project and to Federal and State grants and loans pertaining thereto.

Duly adopted this 9th day of September 2024.

C. Michael Sobol
Mayor

ATTEST:

Wesley Barker
Town Clerk



TOWN OF BLACK MOUNTAIN AGENDA ITEM SUMMARY

SUBMITTER: Jessica Trotman, *Planning Director* **MEETING DATE:** September 9, 2024

AGENDA SECTION: NEW BUSINESS

DEPARTMENT: Planning

TITLE OF ITEM: Broadway Street Parking

SUGGESTED MOTION(S):

To direct staff to consult with NCDOT to change parking on Broadway Street from angled parking to parallel parking.

SUMMARY:

The angled parking along Broadway Street causes sight visibility issues and causes vehicles to cross the double-yellow line when large vehicles and trucks are parked in those parking spaces. Changing these spaces to parallel parking will result in an estimated loss of 8 parking spaces (20 to 12). Additional analysis is recommended before making a decision. Staff would like direction from Council on whether there is interest in making this change. If so, a full report will be presented at the October meeting.

BUDGET IMPACT:

Is this expenditure approved in the current fiscal year budget? N/A

If no, describe how it will be funded. N/A

ATTACHMENTS:



TOWN OF BLACK MOUNTAIN AGENDA ITEM SUMMARY

SUBMITTER: Jessica Trotman, *Planning Director* **MEETING DATE:** September 9, 2024

AGENDA SECTION: NEW BUSINESS- **Item 9D** **DEPARTMENT:** Planning

TITLE OF ITEM: Three-Way Stop at Richardson Blvd and Sutton Ave

SUGGESTED MOTION(S):

To approve a three-way stop at Richardson Blvd and Sutton Avenue.

SUMMARY:

A traffic study was conducted to evaluate the need for a three-way stop at the intersection of Richardson Boulevard and Sutton Avenue, due to increased vehicular and pedestrian traffic in the area. The study concluded that a three-way stop is reasonable and will significantly enhance safety, particularly for vehicles turning left or right onto Sutton Avenue from Richardson Boulevard. The Active Mobility Commission reviewed the study's findings and voted at their August 20, 2024, meeting to recommend the installation of the three-way stop at this intersection.

BUDGET IMPACT:

Is this expenditure approved in the current fiscal year budget? N/A

If no, describe how it will be funded. N/A

ATTACHMENTS:

1. *Traffic Study*



Memo

Jessica Trotman, P.E.

To: Assistant Town Manager
Town of Black Mountain

From: Colin Kinton, P.E. ^{DS} 

Date: 2024-06-28

Re: All-Way Stop Control Analysis Sutton Avenue at Richardson Boulevard

The purpose of this memorandum is to summarize the all-way stop analysis for the intersection of Sutton Avenue at Richardson Boulevard in the Town of Black Mountain, NC.

Project Overview

TPD has completed an all-way stop control warrant analysis for the intersection of Sutton Avenue & Richardson Boulevard. The intersection location is shown below in Figure 1.

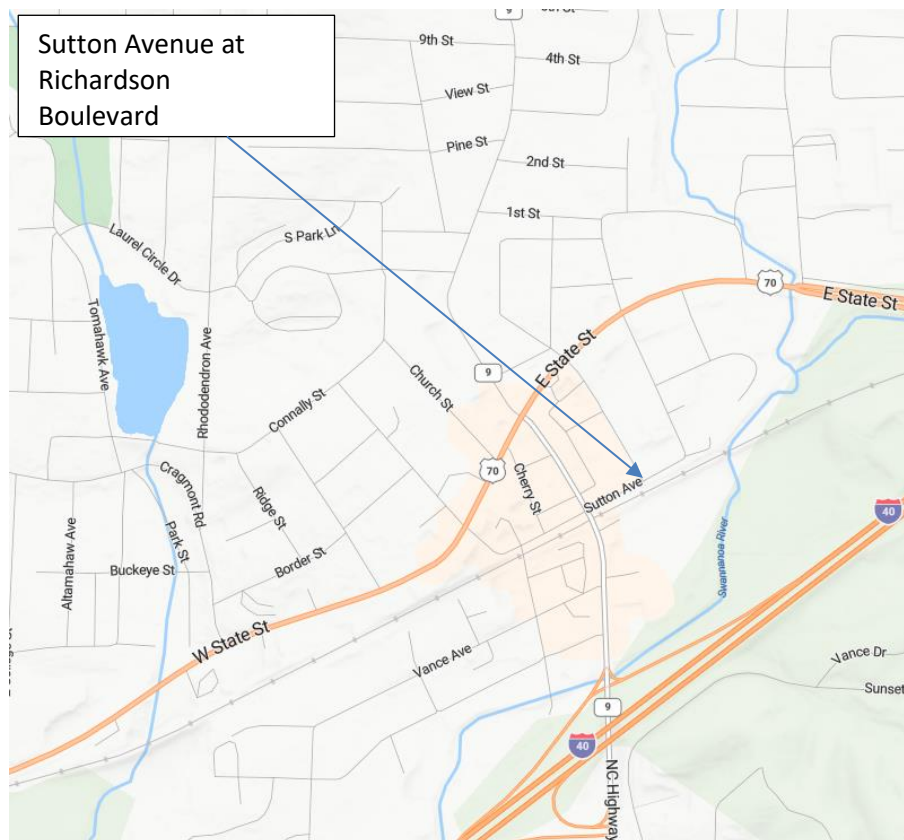


Figure 1-Intersection Location

All-Way Stop Control Warrant Analysis

Methodology

Per the Manual on Uniform Traffic Control Devices (MUTCD), a multi-way stop installation can be useful as a safety measure at some intersection locations. However, a multi-way stop installation should not be used for speed control. The decision to install multi-way stop control should be based on an engineering study. The following guidance is identified in the MUTCD to be considered in the engineering study for a multi-way STOP sign installation:

- A. Traffic signal warrants (not evaluated by TPD);
- B. Crash history (not evaluated by TPD);
- C. Minimum traffic volumes;
- D. Combination of warrants.

Other options that may be considered in an engineering study include:

- A. Left-turn conflicts;
- B. Vehicle/pedestrian conflicts;
- C. Sight distance;
- D. Neighborhood collector streets.

Manual traffic counts were conducted on 15-minute intervals during the Weekday (7:00 AM to 7:00 PM), and Saturday (12:00 PM to 3:00 PM) peak periods for study intersections. Data pertaining to heavy vehicles, pedestrians and transit vehicles were observed during the manual counts. Peak hours for the study area intersection are as follows:

- » Weekday AM Peak Hour: 7:30 AM – 8:30 AM
- » Weekday Midday Peak Hour: 11:30 AM – 12:30 PM
- » Weekday PM Peak Hour: 3:45 PM – 4:45 PM
- » Weekend Saturday Peak Hour: 12:00 PM – 1:00 PM

Existing count data is provided as an attachment.

The multi-way STOP guidance and options are indicated in italics below with the evaluation being shown in normal text.

Guidance

Minimum Traffic Volume

(C) *Minimum volumes:*

- 1) *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and*
- 2) *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but*
- 3) *If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70% of the above values.*

Utilizing the existing count data for the Weekday and Saturday count periods:

C.1: The major street approaches average greater than 300 vehicles per hour.

C.2: The minor street approaches do not average greater than 200 vehicles per hour. The average delay to the minor street vehicular traffic does not exceeds 30 seconds.

C.3: Does not apply. The 85th percentile approach speed of the major street traffic does not exceed 40 mph.

The minimum traffic volume warrant is not satisfied based on the existing count data.

Combination of Warrants

(D) Where no single criterion is satisfied, but where Criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Criterion C.1 is satisfied. Criterion C2 is not satisfied to 80% of the minimum values for the hours counted. Criterion D is not satisfied based on the existing count data.

Option

Left-Turn Conflicts

(A) The need to control left-turn conflicts.

The existing intersection geometry does not create any unusual left-turn conflicts but the development on the northeast corner of Sutton Avenue and Richardson Blvd has resulted in an increase in on-street parking demand. In addition, the increase in commercial development activity along Richardson Blvd., Sutton Ave., and S Ridgeway Ave. has resulted an increase in vehicular and pedestrian activities. Therefore, this criterion is satisfied.

Vehicle/Pedestrian Conflicts

(B) The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.

The intersection of Sutton Avenue & Richardson Boulevard is experiencing an increase in pedestrian activity with additional commercial development. A total of eighteen (18) pedestrians were observed during the weekday 12-hour count period and twenty-nine (29) pedestrians observed during the Saturday 3-hour count period. This criterion is satisfied.

Sight Distance

(C) Locations where a road user, after stopping, cannot see conflicting traffic and is not able to safely negotiate the intersection unless conflicting cross traffic is also required to stop reasonably safely.

Development on the northeast corner of Sutton Avenue and Richardson Blvd has resulted in an increase in on-street parking demand with resulting impacts to sight distance. As off-street parking is limited in the central business district of the Town, on-street parking may be considered appropriate to serve demand. Based on the sight distance evaluation, this criterion is satisfied.

Neighborhood Residential Collector Streets

(D) An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational

characteristics of the intersection.

Sutton Avenue & Richardson Boulevard are classified as commercial downtown streets.

Level of service (LOS) analysis for the intersection with two-way and multi-way stop control are shown in **Table 1**.

TABLE 1
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Movement	Weekday AM Peak Hour				Weekday Midday Peak Hour				Weekday PM Peak Hour				Weekday Sat Peak Hour			
	TWSC		AWSC		TWSC		AWSC		TWSC		AWSC		TWSC		AWSC	
	L O S	Delay	L O S	Delay	L O S	Delay	L O S	Delay	L O S	Delay	L O S	Delay	L O S	Delay	L O S	Delay
Eastbound	A	7.6	A	8.4	A	7.7	A	9.8	A	7.8	B	10.7	A	7.6	A	9.0
Westbound	--	--	A	8.0	--	--	A	8.2	--	--	A	8.8	--	--	A	8.0
Southbound	A	9.2	A	7.3	A	9.8	A	8.0	B	10.0	A	8.3	A	9.7	A	7.9

Intersection analyzed using HCM 6 LOS and Delay

LOS= Level of Service

Delay= Seconds of Stopped Delay

TWSC = two-way stop control

AWSC = all-Way stop control

Summary

An all-way stop control configuration does not result in a significant impact to traffic operations and remains an LOS A or LOS B with minimal delays for all approaches. **As a result of the pedestrian volumes and impacted sight distance from adjacent on-street parking, TPD recommends the installation of all-way STOP control at the intersection of Sutton Ave and Richardson Blvd.**

Parking along Sutton Avenue

The Town presently does not have an agreement with Norfolk and Southern Railway to allow for on-street parking along Sutton Ave between Richardson Blvd and S. Ridgeway Ave (along the south side of Sutton and adjacent to the railway line). **As back-out parking creates a safety concern in addition to the legal concern, we recommend installation of No Parking Anytime signs along the shoulder of the roadway.** Signs should be placed at a 5' setback from edge of pavement and at an average spacing of 50 ft. This would result in the installation of approximately 4-5 signs between Richardson Blvd and S. Ridgeway Ave.

Conclusion

Based on the analysis, with the implementation of all-way stop control at the intersection Sutton Ave and Richardson Blvd, traffic delays should remain unchanged. Implementation of all-way stop control should improve safety for pedestrians and vehicles approaching the intersection on Richardson Blvd. The proposed traffic control is expected to prohibit/restrict parking on the grass area near the railway along Sutton Ave between Richardson Blvd and S. Ridgeway Ave.

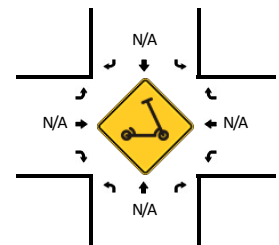
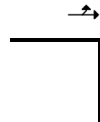
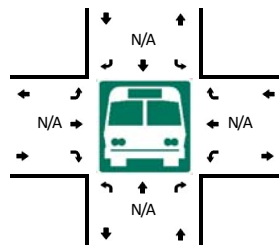
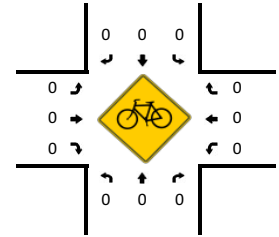
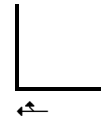
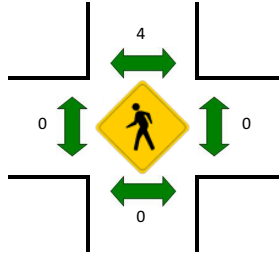
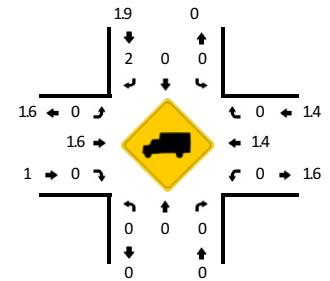
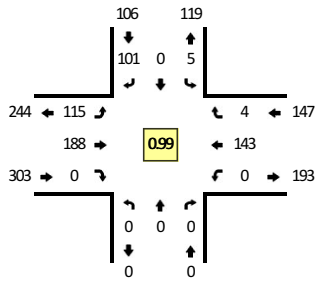
Please let us know if you have any questions or comments related to the assumptions, findings, and recommendations. You can reach me at ckinton@tpdinc.com.

Attachments:

- Traffic Count data
- Capacity Analysis Summary

LOCATION: Richardson Blvd -- Sutton Ave**CITY/STATE:** Black Mountain, NC**QC JOB #:** 16041401**DATE:** Tue, Dec 13 2022

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:00 PM -- 4:15 PM



15-Min Count Period Beginning At	Richardson Blvd (Northbound)				Richardson Blvd (Southbound)				Sutton Ave (Eastbound)				Sutton Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	5	0	9	7	0	1	0	19	0	0	41	
7:15 AM	0	0	0	0	0	0	6	0	22	20	0	0	0	25	0	0	73	
7:30 AM	0	0	0	0	0	0	13	0	16	24	0	0	0	42	0	0	95	
7:45 AM	0	0	0	0	0	0	13	0	27	21	0	0	0	37	1	0	99	308
8:00 AM	0	0	0	0	0	0	7	0	14	20	0	0	0	22	0	0	63	330
8:15 AM	0	0	0	0	0	0	15	0	20	21	0	0	0	20	0	0	76	333
8:30 AM	0	0	0	0	2	0	19	0	16	26	0	0	0	17	0	0	80	318
8:45 AM	0	0	0	0	1	0	16	0	17	22	0	0	0	25	0	0	81	300
9:00 AM	0	0	0	0	1	0	16	0	14	23	0	0	0	16	2	0	72	309
9:15 AM	0	0	0	0	0	0	11	0	16	15	0	0	0	15	0	0	57	290
9:30 AM	0	0	0	0	0	0	16	0	10	20	0	0	0	21	2	0	69	279
9:45 AM	0	0	0	0	0	0	22	0	11	26	0	0	0	16	0	0	75	273
10:00 AM	0	0	0	0	2	0	17	0	19	29	0	0	0	15	0	0	82	283
10:15 AM	0	0	0	0	0	0	26	0	15	18	0	0	0	25	1	0	85	311
10:30 AM	0	0	0	0	0	0	19	0	23	21	0	0	0	22	0	0	85	327
10:45 AM	0	0	0	0	4	0	23	0	23	14	0	0	0	21	2	0	87	339
11:00 AM	0	0	0	0	3	0	15	0	25	33	0	0	0	21	0	0	97	354
11:15 AM	0	0	0	0	0	0	22	0	25	23	0	0	0	16	1	0	87	356
11:30 AM	0	0	0	0	0	0	25	0	28	31	0	1	0	23	0	0	108	379
11:45 AM	0	0	0	0	2	0	30	0	27	34	0	0	0	30	0	0	123	415
12:00 PM	0	0	0	0	5	0	19	0	37	32	0	0	0	22	3	0	118	436
12:15 PM	0	0	0	0	1	0	29	0	26	35	0	0	0	21	2	0	114	463
12:30 PM	0	0	0	0	3	0	18	0	34	21	0	0	0	25	2	1	104	459
12:45 PM	0	0	0	0	4	0	20	0	32	41	0	0	0	27	1	0	125	461
1:00 PM	0	0	0	0	2	0	24	0	26	36	0	0	0	19	0	0	107	450
1:15 PM	0	0	0	0	1	0	21	0	25	33	0	0	0	24	1	0	105	441
1:30 PM	0	0	0	0	2	0	20	0	23	36	0	0	0	21	1	0	103	440
1:45 PM	0	0	0	0	2	0	24	0	25	37	0	0	0	19	1	0	108	423
2:00 PM	0	0	0	0	0	0	21	0	20	34	0	0	0	14	1	0	90	406
2:15 PM	0	0	0	0	2	0	24	0	35	34	0	0	0	21	0	0	116	417
2:30 PM	0	0	0	0	3	0	38	0	32	31	0	0	0	34	4	0	142	456
2:45 PM	0	0	0	0	2	0	38	0	17	35	0	0	0	42	3	0	137	485
3:00 PM	0	0	0	0	3	0	27	0	21	34	0	0	0	24	2	0	111	506
3:15 PM	0	0	0	0	3	0	23	0	27	45	0	0	0	26	0	0	124	514
3:30 PM	0	0	0	0	0	0	28	0	29	31	0	0	0	36	0	0	124	496
3:45 PM	0	0	0	0	1	0	24	0	29	47	0	0	0	37	0	0	138	497
4:00 PM	0	0	0	0	2	0	32	0	28	41	0	0	0	36	2	0	141	527
4:15 PM	0	0	0	0	0	0	20	0	28	48	0	0	0	39	1	0	136	539

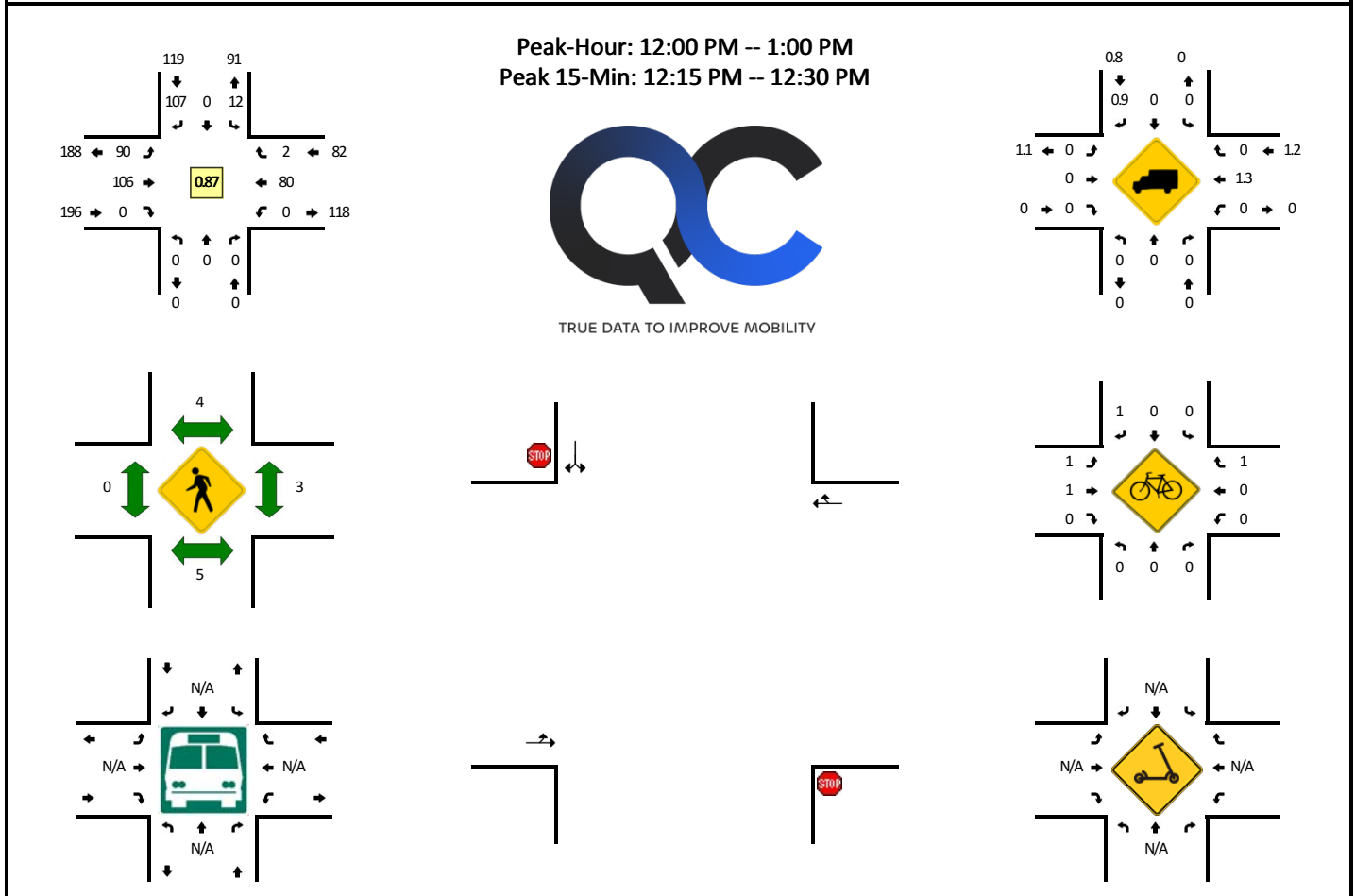
15-Min Count Period Beginning At	Richardson Blvd (Northbound)				Richardson Blvd (Southbound)				Sutton Ave (Eastbound)				Sutton Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	0	0	0	0	2	0	25	0	30	52	0	0	0	31	1	0	141	556
4:45 PM	0	0	0	0	0	0	21	0	25	43	0	1	0	21	1	0	112	530
5:00 PM	0	0	0	0	3	0	26	0	37	65	0	1	0	29	2	0	163	552
5:15 PM	0	0	0	0	1	0	22	0	25	37	0	0	0	19	2	0	106	522
5:30 PM	0	0	0	0	0	0	13	0	18	39	0	0	0	16	0	0	86	467
5:45 PM	0	0	0	0	1	0	12	0	19	46	0	0	0	14	1	0	93	448
6:00 PM	0	0	0	0	0	0	12	0	9	38	0	0	0	15	1	0	75	360
6:15 PM	0	0	0	0	0	0	5	0	9	34	0	0	0	14	0	0	62	316
6:30 PM	0	0	0	0	0	0	6	0	8	24	0	0	0	11	0	0	49	279
6:45 PM	0	0	0	0	0	0	7	0	11	23	0	0	0	19	1	0	61	247
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	8	0	128	0	112	164	0	0	0	144	8	0	564	
Heavy Trucks	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	16	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
Comments:																		

Report generated on 12/27/2022 11:02 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Richardson Blvd -- Sutton Ave
CITY/STATE: Black Mountain, NC

QC JOB #: 16041402
DATE: Sat, Dec 17 2022



15-Min Count Period Beginning At	Richardson Blvd (Northbound)				Richardson Blvd (Southbound)				Sutton Ave (Eastbound)				Sutton Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	0	0	0	0	2	0	22	0	22	27	0	0	0	18	0	0	91	
12:15 PM	0	0	0	0	4	0	34	0	27	20	0	0	0	29	0	0	114	
12:30 PM	0	0	0	0	0	0	30	0	19	25	0	1	0	19	2	0	96	
12:45 PM	0	0	0	0	6	0	21	0	21	34	0	0	0	14	0	0	96	397
1:00 PM	0	0	0	0	3	0	19	0	15	26	0	0	0	20	1	0	84	390
1:15 PM	0	0	0	0	2	0	17	0	19	36	0	1	0	21	0	0	96	372
1:30 PM	0	0	0	0	1	0	24	0	16	22	0	1	0	28	0	0	92	368
1:45 PM	0	0	0	0	0	0	19	0	28	26	0	0	0	25	4	0	102	374
2:00 PM	0	0	0	0	2	0	18	0	24	25	0	0	0	22	1	0	92	382
2:15 PM	0	0	0	0	2	0	24	0	20	31	0	0	0	23	1	0	101	387
2:30 PM	0	0	0	0	3	0	21	0	22	20	0	1	0	13	1	0	81	376
2:45 PM	0	0	0	0	6	0	27	0	23	48	0	0	0	16	1	0	121	395
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	16	0	136	0	108	80	0	0	0	116	0	0	456	
Heavy Trucks	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

Report generated on 6/11/2024 8:44 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of report: Tube Count - Single Page Summary

LOCATION: Ridgeway Ave N of Center Ave SPECIFIC LOCATION: CITY/STATE: Black Mountain, NC														QC JOB #: 16041407 DIRECTION: NB,SB DATE: Dec 14 2022
Start Time	1	2	3	4	5	6	7	8	9	10	11	12	13	None
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	17	8	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	39	5	1	2	0	0	0	0	0	0	0	0	0
07:00 AM	0	148	17	1	7	0	0	0	0	0	0	0	0	8
08:00 AM	1	108	29	0	6	0	0	1	0	0	0	0	0	0
09:00 AM	2	109	30	0	6	0	0	0	0	0	0	0	0	3
10:00 AM	1	101	28	1	12	0	1	1	0	0	0	0	0	1
11:00 AM	2	117	37	0	4	0	0	0	0	0	0	0	0	5
12:00 PM	2	129	49	1	5	0	0	0	0	0	0	0	0	2
01:00 PM	0	128	28	1	5	1	0	1	0	0	0	0	0	7
02:00 PM	0	159	37	0	3	0	0	0	0	0	0	0	0	0
03:00 PM	0	215	43	1	3	0	0	0	0	0	0	0	0	2
04:00 PM	0	175	45	0	7	0	0	0	0	0	0	0	0	1
05:00 PM	3	158	34	0	4	0	0	0	0	0	0	0	0	8
06:00 PM	1	130	30	0	2	0	0	0	0	0	0	0	0	9
07:00 PM	0	73	15	0	2	0	0	1	0	0	0	0	0	1
08:00 PM	0	54	13	0	1	0	0	0	0	0	0	0	0	2
09:00 PM	0	34	6	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	0
Day Total	12	1944	458	6	69	1	1	4	0	0	0	0	0	49
Percent	0.5%	76.4%	18%	0.2%	2.7%	0%	0%	0.2%	0%	0%	0%	0%	0%	1.9%
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76
12:00 AM	15	20	25	30	35	40	45	50	55	60	65	70	75	999
12:00 AM	0	0	5	3	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	1	4	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	1	2	1	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	1	7	10	6	1	0	0	0	0	0	0	0	0
06:00 AM	1	1	16	18	8	3	0	0	0	0	0	0	0	0
07:00 AM	10	8	46	84	27	6	0	0	0	0	0	0	0	0
08:00 AM	4	14	50	57	17	3	0	0	0	0	0	0	0	0
09:00 AM	9	14	51	60	12	3	1	0	0	0	0	0	0	0
10:00 AM	7	19	53	51	11	5	0	0	0	0	0	0	0	0
11:00 AM	8	26	65	45	19	2	0	0	0	0	0	0	0	0
12:00 PM	10	22	84	55	14	2	1	0	0	0	0	0	0	0
01:00 PM	11	20	56	64	15	5	0	0	0	0	0	0	0	0
02:00 PM	4	25	77	76	15	2	0	0	0	0	0	0	0	0
03:00 PM	10	38	116	78	20	2	0	0	0	0	0	0	0	0
04:00 PM	9	28	94	78	14	4	1	0	0	0	0	0	0	0
05:00 PM	16	22	94	56	16	2	1	0	0	0	0	0	0	0
06:00 PM	15	19	71	52	12	3	0	0	0	0	0	0	0	0
07:00 PM	4	18	34	23	13	0	0	0	0	0	0	0	0	0
08:00 PM	3	11	23	27	6	0	0	0	0	0	0	0	0	0
09:00 PM	2	3	12	17	4	2	0	0	0	0	0	0	0	0
10:00 PM	0	2	7	4	6	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	4	3	3	0	0	0	0	0	0	0	0	0
Day Total	124	291	970	871	239	45	4	0	0	0	0	0	0	0
Percent	4.9%	11.4%	38.1%	34.2%	9.4%	1.8%	0.2%	0%	0%	0%	0%	0%	0%	0%
Start Time	NB			SB			Total							
12:00 AM	4			4			8							
01:00 AM	3			2			5							
02:00 AM	3			1			4							
03:00 AM	2			1			3							
04:00 AM	0			4			4							
05:00 AM	5			20			25							
06:00 AM	18			29			47							
07:00 AM	67			114			181							
08:00 AM	71			74			145							
09:00 AM	79			71			150							
10:00 AM	81			65			146							
11:00 AM	98			67			165							
12:00 PM	112			76			188							
01:00 PM	101			70			171							
02:00 PM	107			92			199							
03:00 PM	138			126			264							
04:00 PM	136			92			228							
05:00 PM	147			60			207							
06:00 PM	119			53			172							
07:00 PM	66			26			92							
08:00 PM	52			18			70							
09:00 PM	24			16			40							
10:00 PM	12			7			19							
11:00 PM	9			2			11							
Day Total	1454			1090			2544							
Percent	57.2%			42.8%										

PEAK HOUR (AM): 07:00 AM

PEAK HOUR (PM): 03:00 PM

AVERAGE SPEED: 24 MPH

MODAL SPEED: 23 MPH

MEDIAN SPEED: 24 MPH

85th PERCENTILE: 29 MPH

POSTED SPEED:

TOTAL TRUCKS: 81 (3.2%)

(Class 4 thru 13)

Report generated on 6/11/2024 8:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Single Page Summary

LOCATION: Ridgeway Ave N of Center Ave SPECIFIC LOCATION: CITY/STATE: Black Mountain, NC														QC JOB #: 16041407 DIRECTION: NB,SB DATE: Dec 15 2022
Start Time	1	2	3	4	5	6	7	8	9	10	11	12	13	None
12:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	11	6	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	29	8	1	1	0	0	4	0	0	0	0	0	1
07:00 AM	0	135	21	1	9	0	1	0	0	0	0	0	0	0
08:00 AM	1	123	27	1	5	0	0	0	0	0	0	0	0	1
09:00 AM	1	105	26	0	8	0	0	0	0	0	0	0	0	6
10:00 AM	1	99	26	0	8	0	0	1	0	0	0	0	0	5
11:00 AM	1	114	29	0	2	0	0	0	0	0	0	0	0	2
12:00 PM	0	145	40	1	8	0	0	2	0	0	0	0	0	1
01:00 PM	0	157	23	0	6	0	0	0	0	0	0	0	0	0
02:00 PM	0	184	51	3	9	0	0	0	0	0	0	0	0	2
03:00 PM	6	187	46	0	6	0	0	0	0	0	0	0	0	9
04:00 PM	0	189	52	0	8	0	0	0	0	0	0	0	0	5
05:00 PM	1	198	48	0	8	0	0	1	0	0	0	0	0	7
06:00 PM	3	134	24	0	7	0	0	1	0	0	0	0	0	4
07:00 PM	0	83	18	0	5	0	0	2	0	0	0	0	0	0
08:00 PM	0	71	16	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	45	6	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	24	7	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	0
Day Total	14	2065	476	7	90	0	1	11	0	0	0	0	0	43
Percent	0.5%	76.3%	17.6%	0.3%	3.3%	0%	0%	0.4%	0%	0%	0%	0%	0%	1.6%
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76
	15	20	25	30	35	40	45	50	55	60	65	70	75	999
12:00 AM	0	1	2	4	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0
02:00 AM	1	0	0	2	0	0	0	0	0	0	0	0	0	0
03:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	1	1	7	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	1	4	7	5	0	0	0	0	0	0	0	0	0
06:00 AM	2	7	18	9	8	0	0	0	0	0	0	0	0	0
07:00 AM	0	11	51	76	22	6	1	0	0	0	0	0	0	0
08:00 AM	3	13	53	66	20	3	0	0	0	0	0	0	0	0
09:00 AM	11	14	64	44	11	1	1	0	0	0	0	0	0	0
10:00 AM	24	31	46	27	8	4	0	0	0	0	0	0	0	0
11:00 AM	8	17	49	55	17	2	0	0	0	0	0	0	0	0
12:00 PM	7	21	78	68	18	4	1	0	0	0	0	0	0	0
01:00 PM	9	23	67	59	23	5	0	0	0	0	0	0	0	0
02:00 PM	7	28	91	92	28	2	1	0	0	0	0	0	0	0
03:00 PM	19	22	79	104	26	2	2	0	0	0	0	0	0	0
04:00 PM	8	26	89	95	31	4	1	0	0	0	0	0	0	0
05:00 PM	10	25	116	80	29	3	0	0	0	0	0	0	0	0
06:00 PM	9	22	66	64	11	1	0	0	0	0	0	0	0	0
07:00 PM	0	14	40	43	11	0	0	0	0	0	0	0	0	0
08:00 PM	1	5	35	31	14	1	0	0	0	0	0	0	0	0
09:00 PM	2	4	14	21	8	2	0	0	0	0	0	0	0	0
10:00 PM	0	2	3	16	6	2	2	0	0	0	0	0	0	0
11:00 PM	0	0	6	5	0	1	0	0	0	0	0	0	0	0
Day Total	122	288	972	976	297	43	9	0	0	0	0	0	0	0
Percent	4.5%	10.6%	35.9%	36.1%	11%	1.6%	0.3%	0%	0%	0%	0%	0%	0%	0%
Start Time	NB			SB			Total							
12:00 AM	7			0			7							
01:00 AM	2			0			2							
02:00 AM	2			1			3							
03:00 AM	0			1			1							
04:00 AM	1			8			9							
05:00 AM	2			15			17							
06:00 AM	16			28			44							
07:00 AM	66			101			167							
08:00 AM	77			81			158							
09:00 AM	80			66			146							
10:00 AM	85			55			140							
11:00 AM	87			61			148							
12:00 PM	121			76			197							
01:00 PM	112			74			186							
02:00 PM	137			112			249							
03:00 PM	153			101			254							
04:00 PM	157			97			254							
05:00 PM	175			88			263							
06:00 PM	108			65			173							
07:00 PM	71			37			108							
08:00 PM	59			28			87							
09:00 PM	31			20			51							
10:00 PM	20			11			31							
11:00 PM	8			4			12							
Day Total	1577			1130			2707							
Percent	58.3%			41.7%										

PEAK HOUR (AM): 07:00 AM

PEAK HOUR (PM): 05:00 PM

AVERAGE SPEED: 24 MPH

MODAL SPEED: 23 MPH

MEDIAN SPEED: 24 MPH

85th PERCENTILE: 29 MPH

POSTED SPEED:

TOTAL TRUCKS: 109 (4%)

(Class 4 thru 13)

Report generated on 6/11/2024 8:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Single Page Summary

LOCATION: Ridgeway Ave N of Center Ave SPECIFIC LOCATION: CITY/STATE: Black Mountain, NC														QC JOB #: 16041407 DIRECTION: NB,SB DATE: Dec 16 2022
Start Time	1	2	3	4	5	6	7	8	9	10	11	12	13	None
12:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	0
01:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	35	9	1	2	0	0	0	0	0	0	0	0	0
07:00 AM	0	129	24	1	8	0	0	0	0	0	0	0	0	2
08:00 AM	0	95	25	0	9	0	0	0	0	0	0	0	0	1
09:00 AM	1	102	25	0	9	1	0	2	0	0	0	0	0	1
10:00 AM	1	124	28	0	5	0	0	1	0	0	0	0	0	0
11:00 AM	0	146	39	0	10	1	0	0	0	0	0	0	0	4
12:00 PM	4	150	46	0	10	1	1	3	0	0	0	0	0	3
01:00 PM	0	166	40	0	10	0	0	0	0	0	0	0	0	12
02:00 PM	2	181	44	1	20	0	0	0	0	0	0	0	0	4
03:00 PM	0	198	38	2	16	0	0	0	0	0	0	0	0	1
04:00 PM	1	245	38	0	11	0	0	0	0	0	0	0	0	9
05:00 PM	0	173	46	0	5	2	0	2	0	0	0	0	0	8
06:00 PM	0	144	26	0	3	0	0	0	0	0	0	0	0	1
07:00 PM	0	95	11	0	3	0	0	0	0	0	0	0	0	2
08:00 PM	1	78	16	0	3	0	0	0	0	0	0	0	0	0
09:00 PM	0	55	14	0	1	0	0	0	0	0	0	0	0	2
10:00 PM	0	28	5	0	1	0	0	0	0	0	0	0	0	0
11:00 PM	1	18	5	0	1	0	0	0	0	0	0	0	0	0
Day Total	11	2192	486	5	128	5	1	8	0	0	0	0	0	50
Percent	0.4%	76%	16.8%	0.2%	4.4%	0.2%	0%	0.3%	0%	0%	0%	0%	0%	1.7%
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76
	15	20	25	30	35	40	45	50	55	60	65	70	75	999
12:00 AM	0	0	2	3	2	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	3	2	1	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	6	4	5	1	0	0	0	0	0	0	0	0
06:00 AM	1	2	11	19	11	2	1	0	0	0	0	0	0	0
07:00 AM	2	5	62	73	20	2	0	0	0	0	0	0	0	0
08:00 AM	1	5	34	62	27	1	0	0	0	0	0	0	0	0
09:00 AM	5	11	46	54	23	2	0	0	0	0	0	0	0	0
10:00 AM	1	6	55	69	23	5	0	0	0	0	0	0	0	0
11:00 AM	9	26	54	82	25	4	0	0	0	0	0	0	0	0
12:00 PM	10	22	74	75	31	5	1	0	0	0	0	0	0	0
01:00 PM	16	24	73	82	28	4	1	0	0	0	0	0	0	0
02:00 PM	11	26	97	88	27	3	0	0	0	0	0	0	0	0
03:00 PM	3	18	96	101	29	8	0	0	0	0	0	0	0	0
04:00 PM	23	38	123	82	32	4	0	2	0	0	0	0	0	0
05:00 PM	16	35	104	62	14	4	1	0	0	0	0	0	0	0
06:00 PM	14	23	77	51	8	0	1	0	0	0	0	0	0	0
07:00 PM	3	12	48	41	5	1	1	0	0	0	0	0	0	0
08:00 PM	3	6	33	41	11	3	1	0	0	0	0	0	0	0
09:00 PM	3	11	21	27	9	1	0	0	0	0	0	0	0	0
10:00 PM	0	3	13	13	5	0	0	0	0	0	0	0	0	0
11:00 PM	1	3	9	9	1	1	1	0	0	0	0	0	0	0
Day Total	122	276	1044	1046	337	51	8	2	0	0	0	0	0	0
Percent	4.2%	9.6%	36.2%	36.2%	11.7%	1.8%	0.3%	0.1%	0%	0%	0%	0%	0%	0%
Start Time	NB			SB			Total							
12:00 AM	5			2			7							
01:00 AM	4			2			6							
02:00 AM	2			1			3							
03:00 AM	0			2			2							
04:00 AM	0			4			4							
05:00 AM	4			12			16							
06:00 AM	23			24			47							
07:00 AM	59			105			164							
08:00 AM	58			72			130							
09:00 AM	65			76			141							
10:00 AM	102			57			159							
11:00 AM	112			88			200							
12:00 PM	141			77			218							
01:00 PM	126			102			228							
02:00 PM	138			114			252							
03:00 PM	162			93			255							
04:00 PM	180			124			304							
05:00 PM	146			90			236							
06:00 PM	120			54			174							
07:00 PM	73			38			111							
08:00 PM	70			28			98							
09:00 PM	42			30			72							
10:00 PM	21			13			34							
11:00 PM	17			8			25							
Day Total	1670			1216			2886							
Percent	57.9%			42.1%										

PEAK HOUR (AM): 11:00 AM

PEAK HOUR (PM): 04:00 PM

AVERAGE SPEED: 24 MPH

MODAL SPEED: 23 MPH

MEDIAN SPEED: 24 MPH

85th PERCENTILE: 29 MPH

POSTED SPEED:

TOTAL TRUCKS: 147 (5.1%)

(Class 4 thru 13)

Report generated on 6/11/2024 8:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Single Page Summary

LOCATION: Ridgeway Ave N of Center Ave SPECIFIC LOCATION: CITY/STATE: Black Mountain, NC														QC JOB #: 16041407 DIRECTION: NB,SB DATE: Dec 17 2022
Start Time	1	2	3	4	5	6	7	8	9	10	11	12	13	None
12:00 AM	0	6	0	2	1	0	0	0	0	0	0	0	0	0
01:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	8	8	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	22	4	1	2	0	0	0	0	0	0	0	0	0
08:00 AM	0	61	16	0	7	0	0	0	0	0	0	0	0	0
09:00 AM	0	102	28	0	4	1	0	0	0	0	0	0	0	2
10:00 AM	1	115	29	1	2	0	0	0	0	0	0	0	0	3
11:00 AM	0	139	34	0	5	0	0	0	0	0	0	0	0	0
12:00 PM	2	147	34	0	4	0	0	0	0	0	0	0	0	3
01:00 PM	2	149	29	0	5	0	0	1	0	0	0	0	0	2
02:00 PM	1	154	29	0	9	0	0	0	0	0	0	0	0	3
03:00 PM	0	167	33	0	7	0	0	0	0	0	0	0	0	3
04:00 PM	3	148	39	0	11	0	0	0	0	0	0	0	0	7
05:00 PM	0	164	37	0	3	0	0	1	0	0	0	0	0	0
06:00 PM	0	138	25	0	4	0	0	0	0	0	0	0	0	2
07:00 PM	0	94	19	0	3	0	0	0	0	0	0	0	0	0
08:00 PM	1	62	14	0	1	0	0	0	0	0	0	0	0	1
09:00 PM	0	49	6	0	0	0	0	1	0	0	0	0	0	0
10:00 PM	0	23	6	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	18	1	0	1	0	0	0	0	0	0	0	0	0
Day Total	10	1778	395	4	69	1	0	3	0	0	0	0	0	26
Percent	0.4%	77.8%	17.3%	0.2%	3%	0%	0%	0.1%	0%	0%	0%	0%	0%	1.1%
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76
12:00 AM	15	20	25	30	35	40	45	50	55	60	65	70	75	999
12:00 AM	0	1	4	3	1	0	0	0	0	0	0	0	0	0
01:00 AM	0	1	1	2	2	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	1	2	1	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	1	4	6	4	1	0	0	0	0	0	0	0	0
07:00 AM	1	2	9	14	3	0	0	0	0	0	0	0	0	0
08:00 AM	1	8	33	32	10	0	0	0	0	0	0	0	0	0
09:00 AM	5	3	47	55	25	2	0	0	0	0	0	0	0	0
10:00 AM	6	17	55	54	18	1	0	0	0	0	0	0	0	0
11:00 AM	6	13	58	69	29	3	0	0	0	0	0	0	0	0
12:00 PM	7	24	75	60	22	2	0	0	0	0	0	0	0	0
01:00 PM	11	23	62	66	20	6	0	0	0	0	0	0	0	0
02:00 PM	6	24	66	78	17	4	1	0	0	0	0	0	0	0
03:00 PM	5	20	60	99	24	2	0	0	0	0	0	0	0	0
04:00 PM	11	22	71	67	32	4	1	0	0	0	0	0	0	0
05:00 PM	4	26	93	68	12	2	0	0	0	0	0	0	0	0
06:00 PM	5	21	68	62	9	4	0	0	0	0	0	0	0	0
07:00 PM	3	19	47	34	11	2	0	0	0	0	0	0	0	0
08:00 PM	1	7	21	37	12	0	1	0	0	0	0	0	0	0
09:00 PM	1	2	16	24	10	3	0	0	0	0	0	0	0	0
10:00 PM	0	3	5	13	5	2	1	0	0	0	0	0	0	0
11:00 PM	0	1	7	8	4	0	0	0	0	0	0	0	0	0
Day Total	73	238	803	857	272	39	4	0	0	0	0	0	0	0
Percent	3.2%	10.4%	35.1%	37.5%	11.9%	1.7%	0.2%	0%	0%	0%	0%	0%	0%	0%
Start Time	NB			SB			Total							
12:00 AM	5			4			9							
01:00 AM	5			1			6							
02:00 AM	3			1			4							
03:00 AM	1			1			2							
04:00 AM	0			0			0							
05:00 AM	0			4			4							
06:00 AM	9			7			16							
07:00 AM	11			18			29							
08:00 AM	38			46			84							
09:00 AM	70			67			137							
10:00 AM	87			64			151							
11:00 AM	101			77			178							
12:00 PM	117			73			190							
01:00 PM	105			83			188							
02:00 PM	126			70			196							
03:00 PM	117			93			210							
04:00 PM	133			75			208							
05:00 PM	132			73			205							
06:00 PM	101			68			169							
07:00 PM	76			40			116							
08:00 PM	52			27			79							
09:00 PM	36			20			56							
10:00 PM	19			10			29							
11:00 PM	9			11			20							
Day Total	1353			933			2286							
Percent	59.2%			40.8%										

PEAK HOUR (AM): 11:00 AM

PEAK HOUR (PM): 03:00 PM

AVERAGE SPEED: 24 MPH

MODAL SPEED: 23 MPH

MEDIAN SPEED: 24 MPH

85th PERCENTILE: 29 MPH

POSTED SPEED:

TOTAL TRUCKS: 77 (3.4%)

(Class 4 thru 13)

Report generated on 6/11/2024 8:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Single Page Summary

LOCATION: Ridgeway Ave N of Center Ave														QC JOB #: 16041407	
SPECIFIC LOCATION:														DIRECTION: NB,SB	
CITY/STATE: Black Mountain, NC														DATE: Dec 18 2022	
1	Start Time	1	2	3	4	5	6	7	8	9	10	11	12	13	None
	12:00 AM	1	10	3	0	0	0	0	0	0	0	0	0	0	2
	01:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0
	02:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0
	03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	04:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0
	05:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0
	06:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0
	07:00 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	0
	08:00 AM	0	42	12	0	4	0	0	0	0	0	0	0	0	0
	09:00 AM	0	72	13	0	3	0	0	0	0	0	0	0	0	2
	10:00 AM	1	97	23	0	4	0	0	0	0	0	0	0	0	1
	11:00 AM	0	109	16	0	6	0	0	0	0	0	0	0	0	0
	12:00 PM	4	124	27	0	2	0	0	0	0	0	0	0	0	3
	01:00 PM	0	146	33	0	6	0	0	0	0	0	0	0	0	4
	02:00 PM	2	117	28	0	6	0	0	0	0	0	0	0	0	0
	03:00 PM	1	145	24	0	5	0	0	0	0	0	0	0	0	2
	04:00 PM	0	156	22	0	2	0	0	0	0	0	0	0	0	9
	05:00 PM	2	134	25	0	3	0	0	0	0	0	0	0	0	3
	06:00 PM	1	81	24	0	4	1	0	0	0	0	0	0	0	8
	07:00 PM	0	68	12	0	2	0	0	0	0	0	0	0	0	0
08:00 PM	1	44	10	0	0	0	0	0	0	0	0	0	0	0	
09:00 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	13	5	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	
Day Total	13	1436	284	0	47	1	0	0	0	0	0	0	0	34	
Percent	0.7%	79.1%	15.6%	0%	2.6%	0.1%	0%	0%	0%	0%	0%	0%	0%	1.9%	
2	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76
	12:00 AM	15	20	25	30	35	40	45	50	55	60	65	70	75	999
	12:00 AM	5	2	2	4	2	0	0	1	0	0	0	0	0	0
	01:00 AM	0	0	0	0	1	1	1	0	0	0	0	0	0	0
	02:00 AM	0	0	1	1	1	1	0	0	0	0	0	0	0	0
	03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	04:00 AM	0	0	1	2	0	0	1	0	0	0	0	0	0	0
	05:00 AM	0	0	4	1	1	0	0	0	0	0	0	0	0	0
	06:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	0
	07:00 AM	0	1	10	4	4	3	0	0	0	0	0	0	0	0
	08:00 AM	2	9	19	22	5	0	0	1	0	0	0	0	0	0
	09:00 AM	4	7	19	40	18	0	1	0	1	0	0	0	0	0
	10:00 AM	5	9	45	51	12	3	1	0	0	0	0	0	0	0
	11:00 AM	1	11	36	57	22	4	0	0	0	0	0	0	0	0
	12:00 PM	5	14	60	49	27	3	2	0	0	0	0	0	0	0
	01:00 PM	10	18	43	80	35	3	0	0	0	0	0	0	0	0
	02:00 PM	6	23	53	51	18	1	1	0	0	0	0	0	0	0
	03:00 PM	5	13	67	59	27	4	1	0	1	0	0	0	0	0
	04:00 PM	14	15	55	72	28	4	1	0	0	0	0	0	0	0
	05:00 PM	13	29	58	50	16	1	0	0	0	0	0	0	0	0
	06:00 PM	14	26	32	39	8	0	0	0	0	0	0	0	0	0
07:00 PM	1	17	33	26	5	0	0	0	0	0	0	0	0	0	
08:00 PM	2	8	11	24	7	2	1	0	0	0	0	0	0	0	
09:00 PM	0	2	8	12	7	3	1	0	0	0	0	0	0	0	
10:00 PM	1	0	2	9	4	1	0	1	0	0	0	0	0	0	
11:00 PM	0	1	5	1	1	0	0	0	0	0	0	0	0	0	
Day Total	88	205	565	658	249	34	11	3	2	0	0	0	0	0	
Percent	4.8%	11.3%	31.1%	36.3%	13.7%	1.9%	0.6%	0.2%	0.1%	0%	0%	0%	0%	0%	
3	Start Time	NB			SB			Total							
	12:00 AM	5			11			16							
	01:00 AM	3			0			3							
	02:00 AM	4			0			4							
	03:00 AM	0			1			1			PEAK HOUR (AM): 11:00 AM				
	04:00 AM	4			0			4			PEAK HOUR (PM): 04:00 PM				
	05:00 AM	0			6			6							
	06:00 AM	0			4			4							
	07:00 AM	7			15			22							
	08:00 AM	18			40			58			AVERAGE SPEED: 24 MPH				
	09:00 AM	37			53			90			MODAL SPEED: 23 MPH				
	10:00 AM	54			72			126			MEDIAN SPEED: 24 MPH				
	11:00 AM	71			60			131			85th PERCENTILE: 29 MPH				
	12:00 PM	95			65			160			POSTED SPEED:				
	01:00 PM	107			82			189							
	02:00 PM	92			61			153							
	03:00 PM	111			66			177							
	04:00 PM	121			68			189							
	05:00 PM	104			63			167							
	06:00 PM	83			36			119							
	07:00 PM	45			37			82							
08:00 PM	34			21			55			TOTAL TRUCKS: 48 (2.6%)					
09:00 PM	25			8			33								
10:00 PM	11			7			18			(Class 4 thru 13)					
11:00 PM	5			3			8								
Day Total	1036			779			1815								
Percent	57.1%			42.9%											

Report generated on 6/11/2024 8:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Single Page Summary

LOCATION: Ridgeway Ave N of Center Ave SPECIFIC LOCATION: CITY/STATE: Black Mountain, NC														QC JOB #: 16041407 DIRECTION: NB,SB DATE: Dec 19 2022
Start Time	1	2	3	4	5	6	7	8	9	10	11	12	13	None
12:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	11	5	0	0	0	0	1	0	0	0	0	0	0
06:00 AM	0	27	7	0	1	0	0	1	0	0	0	0	0	1
07:00 AM	0	56	17	0	5	1	0	2	0	0	0	0	0	0
08:00 AM	0	111	26	0	13	3	0	0	0	0	0	0	0	1
09:00 AM	2	111	23	1	6	2	0	1	0	1	0	0	0	10
10:00 AM	0	130	22	0	8	0	0	3	0	0	0	0	0	0
11:00 AM	0	125	30	0	9	1	0	2	0	0	0	0	0	6
12:00 PM	1	157	39	0	8	1	0	1	0	0	0	0	0	4
01:00 PM	2	178	37	0	7	0	0	1	0	0	0	0	0	2
02:00 PM	1	170	49	0	6	1	0	0	0	0	0	0	0	4
03:00 PM	0	195	42	0	7	1	0	1	0	0	0	0	0	4
04:00 PM	3	168	53	0	5	1	0	1	0	0	0	0	0	5
05:00 PM	1	163	36	0	9	0	0	0	0	0	0	0	0	3
06:00 PM	0	130	25	0	4	0	0	0	0	0	0	0	0	4
07:00 PM	0	84	13	0	3	0	0	0	0	0	0	0	0	0
08:00 PM	0	45	6	0	1	0	0	0	0	0	0	0	0	0
09:00 PM	0	30	5	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	23	5	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	10	1948	442	1	92	11	0	14	0	1	0	0	0	44
Percent	0.4%	76%	17.2%	0%	3.6%	0.4%	0%	0.5%	0%	0%	0%	0%	0%	1.7%
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76
	15	20	25	30	35	40	45	50	55	60	65	70	75	999
12:00 AM	0	0	2	4	3	0	1	0	0	0	0	0	0	0
01:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	1	3	1	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	3	2	1	1	0	0	0	0	0	0	0	0
05:00 AM	0	1	5	5	5	1	0	0	0	0	0	0	0	0
06:00 AM	1	0	8	16	11	1	0	0	0	0	0	0	0	0
07:00 AM	4	4	30	37	5	1	0	0	0	0	0	0	0	0
08:00 AM	7	13	59	47	26	2	0	0	0	0	0	0	0	0
09:00 AM	17	21	57	53	9	0	0	0	0	0	0	0	0	0
10:00 AM	4	22	53	54	25	5	0	0	0	0	0	0	0	0
11:00 AM	9	16	56	58	28	5	0	1	0	0	0	0	0	0
12:00 PM	8	27	73	83	16	3	1	0	0	0	0	0	0	0
01:00 PM	18	33	86	73	16	1	0	0	0	0	0	0	0	0
02:00 PM	12	36	68	83	28	4	0	0	0	0	0	0	0	0
03:00 PM	15	46	93	70	22	4	0	0	0	0	0	0	0	0
04:00 PM	14	32	89	78	17	5	0	0	0	0	0	0	0	1
05:00 PM	7	33	85	69	16	1	0	1	0	0	0	0	0	0
06:00 PM	10	18	69	49	16	1	0	0	0	0	0	0	0	0
07:00 PM	6	14	39	33	7	1	0	0	0	0	0	0	0	0
08:00 PM	0	5	21	18	8	0	0	0	0	0	0	0	0	0
09:00 PM	1	6	12	13	3	0	0	0	0	0	0	0	0	0
10:00 PM	0	2	8	12	3	2	0	1	0	0	0	0	0	0
11:00 PM	0	4	2	4	1	0	0	0	0	0	0	0	0	0
Day Total	133	333	921	865	267	38	2	3	0	0	0	0	0	1
Percent	5.2%	13%	35.9%	33.7%	10.4%	1.5%	0.1%	0.1%	0%	0%	0%	0%	0%	0%
Start Time	NB			SB			Total							
12:00 AM	10			0			10							
01:00 AM	1			0			1							
02:00 AM	1			1			2							
03:00 AM	3			2			5							
04:00 AM	2			5			7							
05:00 AM	4			13			17							
06:00 AM	13			24			37							
07:00 AM	35			46			81							
08:00 AM	77			77			154							
09:00 AM	80			77			157							
10:00 AM	92			71			163							
11:00 AM	104			69			173							
12:00 PM	129			82			211							
01:00 PM	118			109			227							
02:00 PM	134			97			231							
03:00 PM	151			99			250							
04:00 PM	143			93			236							
05:00 PM	144			68			212							
06:00 PM	107			56			163							
07:00 PM	65			35			100							
08:00 PM	32			20			52							
09:00 PM	16			19			35							
10:00 PM	17			11			28							
11:00 PM	5			6			11							
Day Total	1483			1080			2563							
Percent	57.9%			42.1%										

PEAK HOUR (AM): 11:00 AM

PEAK HOUR (PM): 03:00 PM

AVERAGE SPEED: 24 MPH

MODAL SPEED: 23 MPH

MEDIAN SPEED: 24 MPH

85th PERCENTILE: 29 MPH

POSTED SPEED:

TOTAL TRUCKS: 119 (4.6%)

(Class 4 thru 13)

Report generated on 6/11/2024 8:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Single Page Summary

LOCATION: Ridgeway Ave N of Center Ave SPECIFIC LOCATION: CITY/STATE: Black Mountain, NC														QC JOB #: 16041407 DIRECTION: NB,SB DATE: Dec 20 2022
Start Time	1	2	3	4	5	6	7	8	9	10	11	12	13	None
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	16	6	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	32	6	0	2	0	0	0	0	0	0	0	0	1
07:00 AM	0	59	8	0	6	0	0	0	0	0	0	0	0	1
08:00 AM	0	83	29	1	12	0	0	1	0	0	0	0	0	2
09:00 AM	0	97	34	0	13	0	1	3	0	0	0	0	0	0
10:00 AM	0	134	30	0	5	0	0	0	0	0	0	0	0	2
11:00 AM	2	148	34	2	10	0	0	1	0	0	0	0	0	5
12:00 PM	3	145	37	0	10	0	0	0	0	0	0	0	0	6
01:00 PM	1	166	47	1	10	1	0	2	0	1	0	0	0	8
02:00 PM	4	181	37	0	6	0	0	0	0	0	0	0	0	7
03:00 PM	0	175	47	1	9	1	0	0	0	0	0	0	0	1
04:00 PM	0	198	46	0	11	0	0	0	0	0	0	0	0	15
05:00 PM	4	189	44	0	9	0	0	0	0	0	0	0	0	13
06:00 PM	0	149	20	0	7	0	0	1	0	0	0	0	0	2
07:00 PM	1	71	22	1	1	0	0	0	0	0	0	0	0	1
08:00 PM	0	53	8	0	3	0	0	0	0	0	0	0	0	0
09:00 PM	0	33	2	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	15	1982	463	6	114	2	1	8	0	1	0	0	0	64
Percent	0.6%	74.6%	17.4%	0.2%	4.3%	0.1%	0%	0.3%	0%	0%	0%	0%	0%	2.4%
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76
	15	20	25	30	35	40	45	50	55	60	65	70	75	999
12:00 AM	1	0	2	1	1	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	3	1	0	0	0	0	0	0	0	0	0
02:00 AM	0	1	2	1	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	1	3	1	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	6	11	4	1	0	0	0	0	0	0	0	0
06:00 AM	2	1	10	14	9	5	0	0	0	0	0	0	0	0
07:00 AM	2	4	25	32	9	1	1	0	0	0	0	0	0	0
08:00 AM	3	8	48	55	10	2	1	0	1	0	0	0	0	0
09:00 AM	4	25	60	42	15	2	0	0	0	0	0	0	0	0
10:00 AM	8	32	67	50	12	2	0	0	0	0	0	0	0	0
11:00 AM	10	26	73	68	19	5	1	0	0	0	0	0	0	0
12:00 PM	14	26	87	56	14	4	0	0	0	0	0	0	0	0
01:00 PM	31	39	88	69	9	1	0	0	0	0	0	0	0	0
02:00 PM	11	45	76	82	18	3	0	0	0	0	0	0	0	0
03:00 PM	11	33	83	76	30	1	0	0	0	0	0	0	0	0
04:00 PM	22	38	95	91	21	3	0	0	0	0	0	0	0	0
05:00 PM	19	25	84	101	28	2	0	0	0	0	0	0	0	0
06:00 PM	8	10	81	66	13	1	0	0	0	0	0	0	0	0
07:00 PM	2	13	25	44	11	2	0	0	0	0	0	0	0	0
08:00 PM	1	6	17	26	12	2	0	0	0	0	0	0	0	0
09:00 PM	0	7	7	15	5	1	0	0	0	0	0	0	0	0
10:00 PM	0	1	10	10	9	2	0	0	0	0	0	0	0	0
11:00 PM	0	0	2	4	0	0	0	0	0	0	0	0	0	0
Day Total	149	341	952	920	250	40	3	0	1	0	0	0	0	0
Percent	5.6%	12.8%	35.8%	34.6%	9.4%	1.5%	0.1%	0%	0%	0%	0%	0%	0%	0%
Start Time	NB			SB			Total							
12:00 AM	4			1			5							
01:00 AM	2			2			4							
02:00 AM	3			1			4							
03:00 AM	1			2			3							
04:00 AM	1			4			5							
05:00 AM	7			15			22							
06:00 AM	19			22			41							
07:00 AM	28			46			74							
08:00 AM	64			64			128							
09:00 AM	70			78			148							
10:00 AM	95			76			171							
11:00 AM	129			73			202							
12:00 PM	112			89			201							
01:00 PM	121			116			237							
02:00 PM	133			102			235							
03:00 PM	150			84			234							
04:00 PM	173			97			270							
05:00 PM	168			91			259							
06:00 PM	115			64			179							
07:00 PM	61			36			97							
08:00 PM	47			17			64							
09:00 PM	23			12			35							
10:00 PM	23			9			32							
11:00 PM	4			2			6							
Day Total	1553			1103			2656							
Percent	58.5%			41.5%										

PEAK HOUR (AM): 11:00 AM

PEAK HOUR (PM): 04:00 PM

AVERAGE SPEED: 24 MPH

MODAL SPEED: 23 MPH

MEDIAN SPEED: 24 MPH

85th PERCENTILE: 29 MPH

POSTED SPEED:

TOTAL TRUCKS: 132 (5%)

(Class 4 thru 13)

Report generated on 6/11/2024 8:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	77	86	121	1	0	48
Future Vol, veh/h	77	86	121	1	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	96	134	1	0	53
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	135	0	-	0	403	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	268	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1449	-	-	-	603	914
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	777	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1449	-	-	-	565	914
Mov Cap-2 Maneuver	-	-	-	-	565	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	777	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.6	0		9.2		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1449	-	-	-	914	
HCM Lane V/C Ratio	0.059	-	-	-	0.058	
HCM Control Delay (s)	7.6	0	-	-	9.2	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2	

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	119	132	96	5	8	103
Future Vol, veh/h	119	132	96	5	8	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	132	147	107	6	9	114
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	113	0	-	0	521	110
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	411	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1476	-	-	-	516	943
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1476	-	-	-	466	943
Mov Cap-2 Maneuver	-	-	-	-	466	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	669	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.6	0		9.8		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1476	-	-	-	878	
HCM Lane V/C Ratio	0.09	-	-	-	0.14	
HCM Control Delay (s)	7.7	0	-	-	9.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.3	-	-	-	0.5	

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	115	188	143	4	5	101
Future Vol, veh/h	115	188	143	4	5	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	209	159	4	6	112

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	163	0	0	626	161
Stage 1	-	-	-	161	-
Stage 2	-	-	-	465	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1416	-	-	448	884
Stage 1	-	-	-	868	-
Stage 2	-	-	-	632	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1416	-	-	402	884
Mov Cap-2 Maneuver	-	-	-	402	-
Stage 1	-	-	-	779	-
Stage 2	-	-	-	632	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1416	-	-	-	837
HCM Lane V/C Ratio	0.09	-	-	-	0.141
HCM Control Delay (s)	7.8	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.5

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	106	80	2	12	107
Future Vol, veh/h	90	106	80	2	12	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	118	89	2	13	119
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	91	0	-	0	408	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1504	-	-	-	599	968
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1504	-	-	-	556	968
Mov Cap-2 Maneuver	-	-	-	-	556	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	738	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.5	0		9.7		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1504	-	-	-	901	
HCM Lane V/C Ratio	0.066	-	-	-	0.147	
HCM Control Delay (s)	7.6	0	-	-	9.7	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	77	86	121	1	0	48
Future Vol, veh/h	77	86	121	1	0	48
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	96	134	1	0	53
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.4	8	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	0%	0%
Vol Thru, %	53%	99%	0%
Vol Right, %	0%	1%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	163	122	48
LT Vol	77	0	0
Through Vol	86	121	0
RT Vol	0	1	48
Lane Flow Rate	181	136	53
Geometry Grp	1	1	1
Degree of Util (X)	0.213	0.157	0.06
Departure Headway (Hd)	4.224	4.159	4.031
Convergence, Y/N	Yes	Yes	Yes
Cap	844	853	894
Service Time	2.282	2.23	2.031
HCM Lane V/C Ratio	0.214	0.159	0.059
HCM Control Delay	8.4	8	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.6	0.2

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	119	132	96	5	8	103
Future Vol, veh/h	119	132	96	5	8	103
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	132	147	107	6	9	114
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.8	8.2	8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	0%	7%
Vol Thru, %	53%	95%	0%
Vol Right, %	0%	5%	93%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	251	101	111
LT Vol	119	0	8
Through Vol	132	96	0
RT Vol	0	5	103
Lane Flow Rate	279	112	123
Geometry Grp	1	1	1
Degree of Util (X)	0.344	0.14	0.147
Departure Headway (Hd)	4.445	4.478	4.277
Convergence, Y/N	Yes	Yes	Yes
Cap	814	801	839
Service Time	2.445	2.502	2.3
HCM Lane V/C Ratio	0.343	0.14	0.147
HCM Control Delay	9.8	8.2	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.5	0.5	0.5

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	115	188	143	4	5	101
Future Vol, veh/h	115	188	143	4	5	101
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	209	159	4	6	112
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	10.7	8.8	8.3
HCM LOS	B	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	0%	5%
Vol Thru, %	62%	97%	0%
Vol Right, %	0%	3%	95%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	303	147	106
LT Vol	115	0	5
Through Vol	188	143	0
RT Vol	0	4	101
Lane Flow Rate	337	163	118
Geometry Grp	1	1	1
Degree of Util (X)	0.417	0.207	0.147
Departure Headway (Hd)	4.46	4.552	4.493
Convergence, Y/N	Yes	Yes	Yes
Cap	808	789	797
Service Time	2.486	2.581	2.526
HCM Lane V/C Ratio	0.417	0.207	0.148
HCM Control Delay	10.7	8.8	8.3
HCM Lane LOS	B	A	A
HCM 95th-tile Q	2.1	0.8	0.5

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	106	80	2	12	107
Future Vol, veh/h	90	106	80	2	12	107
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	118	89	2	13	119
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9	8	7.9
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	0%	10%
Vol Thru, %	54%	98%	0%
Vol Right, %	0%	2%	90%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	196	82	119
LT Vol	90	0	12
Through Vol	106	80	0
RT Vol	0	2	107
Lane Flow Rate	218	91	132
Geometry Grp	1	1	1
Degree of Util (X)	0.262	0.112	0.151
Departure Headway (Hd)	4.33	4.44	4.117
Convergence, Y/N	Yes	Yes	Yes
Cap	817	810	875
Service Time	2.425	2.452	2.122
HCM Lane V/C Ratio	0.267	0.112	0.151
HCM Control Delay	9	8	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.4	0.5



TOWN OF BLACK MOUNTAIN AGENDA ITEM SUMMARY

SUBMITTER: Jessica Trotman, *Planning Director* **MEETING DATE:** September 9, 2024
AGENDA SECTION: NEW BUSINESS- **Item 9E** **DEPARTMENT:** Planning
TITLE OF ITEM: Discussion of Prohibiting Unauthorized Parking and Potential Lease Agreement in the Norfolk Southern Railroad Right-of-Way along Sutton Ave.

SUGGESTED MOTION(S):

To direct staff to post the area “No Parking” and contact Norfolk Southern to discuss options for leasing the area for paved parallel parking spaces.

SUMMARY:

The Town has identified an area of concern on Sutton Avenue near the railroad tracks, where there is a strip of grass and gravel within the Norfolk Southern Railroad right-of-way. Currently, this area is being used for parking, despite it being unauthorized. This unauthorized parking has contributed to unsafe traffic conditions in the vicinity. In response, Town staff consulted with a traffic engineer to assess the situation and provide recommendations to improve safety. The traffic engineer has provided two potential solutions:

1. **Prohibit Unauthorized Parking:** Install appropriate signage to clearly indicate that parking in this area is not allowed. Additionally, a low-impact physical barrier could be installed to further discourage unauthorized parking and improve safety.
2. **Pursue a Lease Agreement with Norfolk Southern:** Explore the possibility of entering into a lease agreement with Norfolk Southern Railroad to formalize the use of this area for parking. If an agreement is reached, parallel parking spaces could be installed, similar to those on the east end of Sutton Avenue, thereby providing authorized and safe parking options.

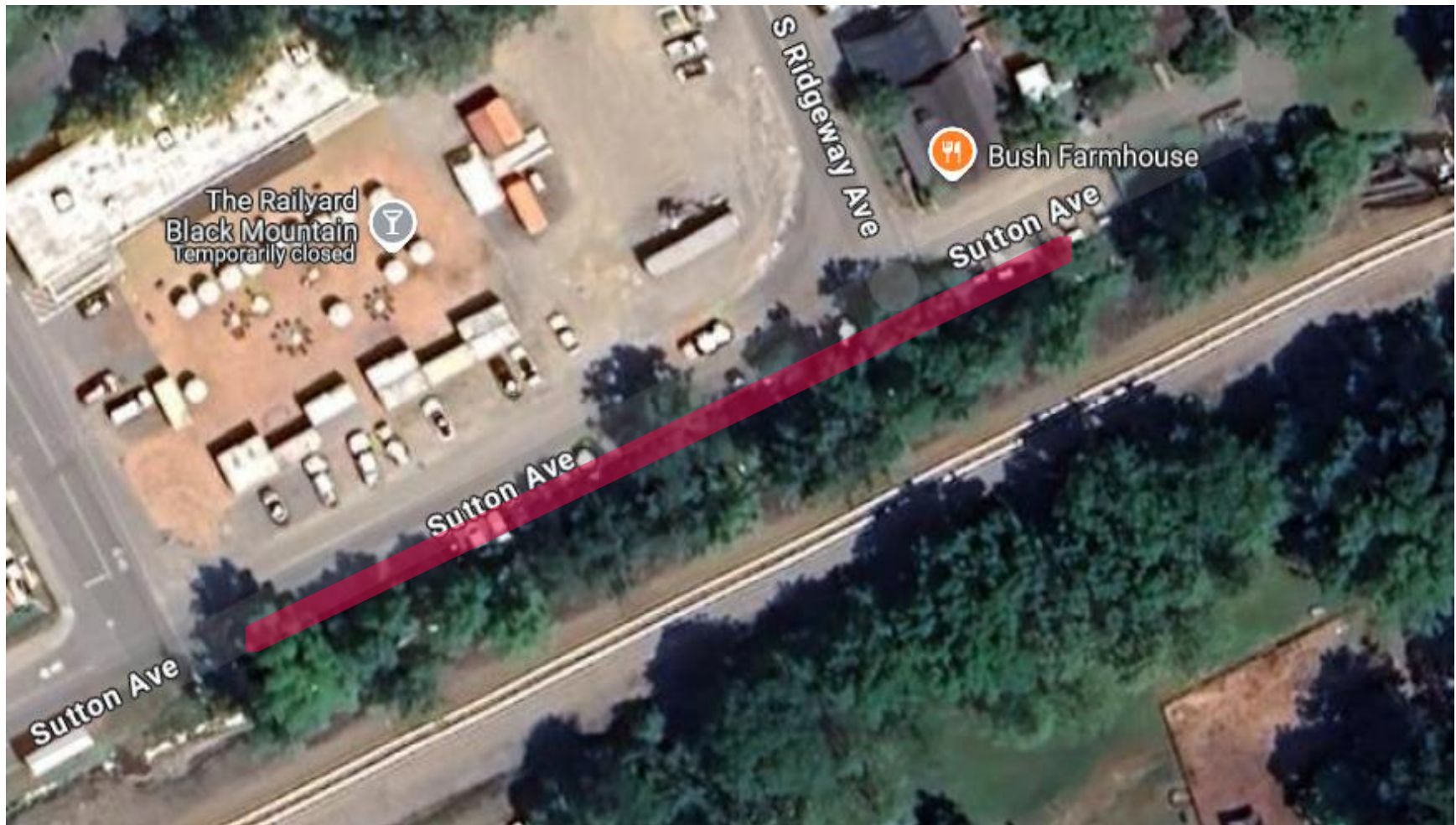
BUDGET IMPACT:

Is this expenditure approved in the current fiscal year budget? N/A

If no, describe how it will be funded. N/A

ATTACHMENTS:

1. Map



Proposed lease area within the NSRR right-of-way.