



November 4, 2016

Subject: Huntersville Sports Village Draft TIA Review Comments

Ramey Kemp Assoc. submitted a draft TIA on behalf of Sports Village Land Group LLC on 10/7/16 for the proposed Huntersville Sports Village located in the northwest corner of the intersection of Hambright Road at Mt Holly Huntersville Road. Town staff has reviewed the TIA and have the following comments:

- 1) Traffic volumes for the approved developments do not balance between study area intersections for multiple approved developments. Revise as needed.
- 2) For the McIlwaine Subdivision approved development, incorrect volumes are represented at the intersection of McIlwaine Road at McCoy Road. Correction of this will change the analysis results. Additionally, all traffic to/from that development at the intersection of Mt Holly Huntersville Road at Hambright Road is proposed to travel south on Mt Holly Huntersville Road which does not seem to be a reasonable assumption.
- 3) The TIA assumes that a southbound right-turn lane on NC 115 at Mt Holly Huntersville Road is to be constructed by others prior to this development. This assumption is incorrect as that turn lane is not proposed to be constructed due to the upcoming Main Street project which proposes a roundabout at the intersection.
- 4) A westbound right-turn lane on Hambright Road at McCoy Road was assumed in all future year analysis. However, a publicly funded project does not exist at the intersection, nor is construction by private development underway or financially guaranteed. This assumption is not acceptable.
- 5) A southbound right-turn lane on McCoy Road at McIlwaine Road was assumed in all future year analysis. However, a publicly funded project does not exist at the intersection, nor is construction by private development underway or financially guaranteed. This assumption is not acceptable.
- 6) A right-turn lane on Gilead Road at Old Statesville Road (NC 115) is proposed as mitigation at the intersection due to site traffic. However, it is unclear if this improvement is even feasible given the location of adjacent buildings. More reasoning is needed as to the choice of the mitigation and more detail on if construction is even feasible.
- 7) A modification to signal phasing is proposed to the eastbound left-turn lane on Gilead Road at McCoy Road. While the ICU level decreases to an acceptable level per Town requirements, would NCDOT even allow this phasing change to occur? Also, while the ICU level decreases, only 7 vehicles are projected to make this movement during the PM Peak Hour and it is doubtful that the improvement would make much difference to impacts at the intersection.

The above comments are to be addressed and a revised TIA submitted to the Town for review.

Thank you,

Stephen Trott, P.E.
Town Transportation Engineer
704-766-2220
strott@huntersville.org

Engineering & Public Works

Post Office Box 664 • 105 Gilead Road, Suite 300 • Huntersville, NC 28070
phone 704.766.2220 • fax 704.992.5528 • www.huntersville.org