



**Planning, Development
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DATE: 7.13.2018
TO: ProTrak
FROM: Bill McDow
Transportation Planning

■ **BRADLEY CREEK STATION [TRC Plan Review #2]**

↻ Initial Review Note ↻

All comments are based on adopted policy documents, specific City of Wilmington Land Development Code (CofW LDC) and City of Wilmington Technical Standards and Specifications Manual (CofWTSSM) requirements in effect at the time of this review. These have been noted after the comment as appropriate for your ease in further research.

The City Engineer may administratively approve dimensional variance requests per LDC Sec. 18-348. If the Applicant feels further interpretation is in order, please contact Transportation Planning directly to discuss in additional detail. Please apply for all administrative variances in writing, an email is acceptable or this may be included on the plan set. Please see Sec. 18-348 of the Land Development Code for the information required to process a variance request.

TRAFFIC IMPACT:

- ❖ Please revise the Oleander Drive and 58th Street intersection and 58th Street Roadway Designs to reflect the TIA improvements, (Bradley Creek Station TIA approval letter dated 6-18-2018).
- ❖ The Stop Bars and Stop Signs on 58th Street must be adjusted to accommodate the location/alignment of the Right Turn lanes, and pedestrian crossing locations along Oleander Drive.
- ❖ Please show the location of proposed wheel chair ramps at the corners of 58th Street and Oleander Drive. Please ensure the ramps are positioned outside the proposed Stopping location for vehicles attempting to make Right Turns onto or Right Turns from 58th Street.
- ❖ Show the location of proposed Traffic Signal Equipment and Traffic Signal Loops on the Site Plans and Roadway improvement sheets.
- ❖ The 58th Street right turn lane appears to have vehicle storage lengths, taper lengths that do not match the approved TIA requirements. Please revise.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

1. Please adjust the ending location of the West Bound Left Turn lane to provide unobstructed turning movements for vehicles attempting to use the intersection, such as left turn movements, through movements, and other movements.
2. Please correct the location of the Stop Sign and Stop Bar on 58th Street to align it with the West Bound Right Turn Lane.
3. Please show cross walks along 58th Street and wheel chair ramps on the SW corner of property (departing ramp) and at the SE side of the 58th Street intersection, receiving ramp).

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Non-Major Thoroughfares):

4. The proposed radius style Right In Only Driveway on 58th Street appears to have R5' radius on the ingress side of the driveway. Please increase this radius to minimum R25' radius to accommodate SUV, SU-30 and Fire Engine Movements at this driveway.

5. The proposed Site Access 2 driveway, (Northern Driveway) on 58th Street appears to be a modified with reduced 6' tapers. Please install a standard Commercial Driveway with standard taper widths at the northern 58th Street Driveway.
6. As previously stated, the site plans show the pavement on 58th Street ending adjacent to the northern driveway. The 58th Street ROW extends approximately 190' beyond the intersection of Marguerite Drive and 58th Street intersection. Please extend the pavement at least 60' beyond the driveway.
7. The site plans have shown a 58th Local Street with Vertical Curb detail, which has 17.5' paved sections on either side of the proposed 58th Street Centerline. Please clarify how the turn lanes and thru lanes on 58th Street will be incorporated into the 58th Street Local Street Detail.

TECHNICAL STANDARDS – ACCESS (driveway, sidewalk, and sight distance):

8. The proposed Oleander Drive Sidewalk Connection appears to go through two landscape islands. Please ensure the curb ramps and sidewalk sections are ADA accessible from the Oleander Drive Public Sidewalk and the building.
9. Provide a minimum drive aisle on the Eastern side of the building that will support Fire Engine and Rescue Vehicle Traffic. The current 15' drive aisle is less than the minimum Fire Access roadway width.
10. As previously stated, 5' sidewalk and possible curbing is required for Park Avenue.

TECHNICAL STANDARDS – PARKING:

11. As previously stated, Fire Engine access is required on each side of the building.
12. The proposed Fire Truck path shown on Auto Turns sheet AT1, does not show Fire Truck access to the southern side of the building and the first driveway. Provide Fire Truck access to the southern side of the building and southern driveway.

TECHNICAL STANDARDS – Barrier Free Design:

13. Please ensure the 58th Street driveways and sidewalk connections meet ADA requirements. Show Wheel chair ramps and driveway connections for the driveways and sidewalks.

GENERAL NOTES TO ADD TO THE PLAN:

- A. Install reflectors per City and NCDOT standards on 58th Street. Traffic Engineering must approve of pavement marking layout prior to actual striping.

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.

Please let me know if you have any questions or if I can be of further assistance as this development moves through the review process.