



Planning, Development and Transportation

Transportation Planning
305 Chestnut Street
PO Box 1810
Wilmington, NC 28402-1810

910 341-3258
910 341-7801 fax
www.wilmingtonnc.gov
Dial 711 TTY/Voice

DATE: 07.25.2018
TO: ProTrak
FROM: Mitesh Baxi
Traffic Engineering

■ **ST MARK MAYFAIRE ENTRANCE [TRC Plan Review]**

↻ 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.



BASE INFORMATION:

- Revise all sheets to accurately illustrate the existing conditions on and surrounding this parcel. Show all adjacent traffic signs, lane configurations, traffic control devices and pavement markings on the site inventory plan. Please refer to the Technical Standards and Specifications Manual (link is below) Ch. VII C.1.a.2. for specific information and distance requirements. Contact Traffic Engineering at 341-7888 if you need assistance locating these elements. <https://www.wilmingtonnc.gov/home/showdocument?id=1910>

NCDOT:

It is the Applicant’s responsibility to coordinate directly with NCDOT to determine if any driveway permits/ revisions/ review processes are required. Contact NCDOT at 910. 251.2655. Please note additional comments may be forthcoming once coordination occurs.

ROUNDAABOUT DESIGN:

Since this roadway is intended to serve a collector street function, the roundabout should be designed as such. As the City does not currently address roundabout designs in the technical standards, the design should be prepared by an engineer experienced with such and should consider geometric controls such as:

- Entry angle and offset to center as appropriate
- Entry, Circulating and exit speed-radius relationships
- Inscribed diameter consistent with design vehicle
- Truck apron consistent with design vehicle.
- Consideration for Splitter Island that accommodate pedestrian refuge as room allows.
- Approach and departure sight distances.

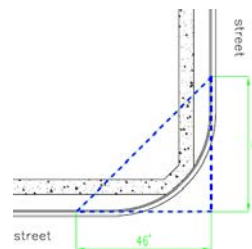
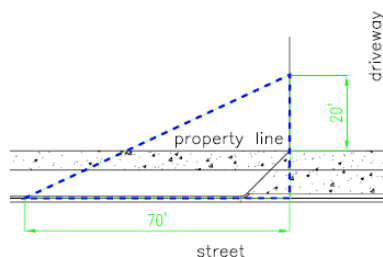
- Sight distances across the center island
 - Appropriate signing and markings
- This list is not inclusive and submittals should provide reasoning used for each parameter.

TECHNICAL STANDARDS – NEW ROADS:

1. Please provide NCDOT Eastwood Rd improvement plan for the proposed intersection.
2. Clarify whether Eastwood Rd intersection will be Non Signal or Signalized intersection.
3. Curb ramps shown at the intersection of Eastwood Rd and proposed public ROW, does not align with the crosswalk. The ramps at marked crossings must be wholly contained within the markings. Please revise.
4. The crosswalk on proposed Road A shall be relocated closer to the roundabout. The approximate distance required for crosswalk from the yield line of roundabout is 20'.
5. For collector streets the minimum median width is 13' face-to-face. [Page 7-7 CofW Tech Stds]
6. The minimum horizontal centerline radius is 200' for collector streets.
7. For collector streets 6' plaza is required on both sides of the street. Please revise.

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

8. Site plan shows a driveway to discontinue. When the use of any driveway has been permanently discontinued, replace all necessary curbs, gutters, aprons, sidewalks, and appurtenances thereto [Sec. 18-530 CofW LDC]. Please label it accordingly.
9. Driveways shall be City-standard ramp-type driveways. Show City standard detail(s) on plan. [SD 3-03.3 & 3-03.4 (Vertical curb) CofWTSSM]. Where no curb exists in the vicinity, a flat slab type or a street type entrance may be allowed or required by the City Engineer. [page 7-9 CofWTSSM]
10. Site plan shows stop bar for the proposed driveway accessing parking facility, nearer to Eastwood Rd intersection. A 'STOP' sign shall be installed for this driveway. [MUTCD]
11. Show and apply the City's 20'x70' sight distance triangle at each driveway and the City's 46'x46' sight distance triangle at each street corner intersection on the site plan and landscaping plan. [Sec.18-529(c)(3)CofW LDC] Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [Sec.18-556 CofW LDC]



STREET LIGHTING [City of Wilmington Street Lighting Policy]:

12. The standard streetlight shall be a DEP enclosed cutoff (Cobra type), high pressure sodium vapor (HPSV) or DEP designated LED equivalent fixture installed within the recommended range of mounting heights for the specific fixture. The standard streetlight shall be installed on a wooden pole in areas served from overhead facilities and on a fiberglass pole in areas served from underground facilities.
13. A layout for the Standard street lighting has been provided with the review. Minimum of 5 (Five) street lights are required for this sub-division. Although, developers may choose to provide any extra lights or ornamental. Any installations above the criteria of Standard street lighting, will be considered as non-standard and has to conform to the City's non-standard street lighting procedure as per the policy.
14. Developers shall bear any installation costs associated with streetlights, if applicable. In areas served from underground facilities, the developers shall pay the one-time underground contribution charge, if applicable.

15. The Planning, Development and Transportation Director or designee and the City Landscape Designer will coordinate plaza plantings and streetlight locations to minimize the obstruction of light by vegetation.

MISCELLANEOUS:

- ❖ Contact Traffic Engineering at (910) 341-7888 to discuss street lighting options.
- ❖ We will reserve comments on the parking lot, driveway geometry and other technical issues until a full construction drawing is submitted.

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.

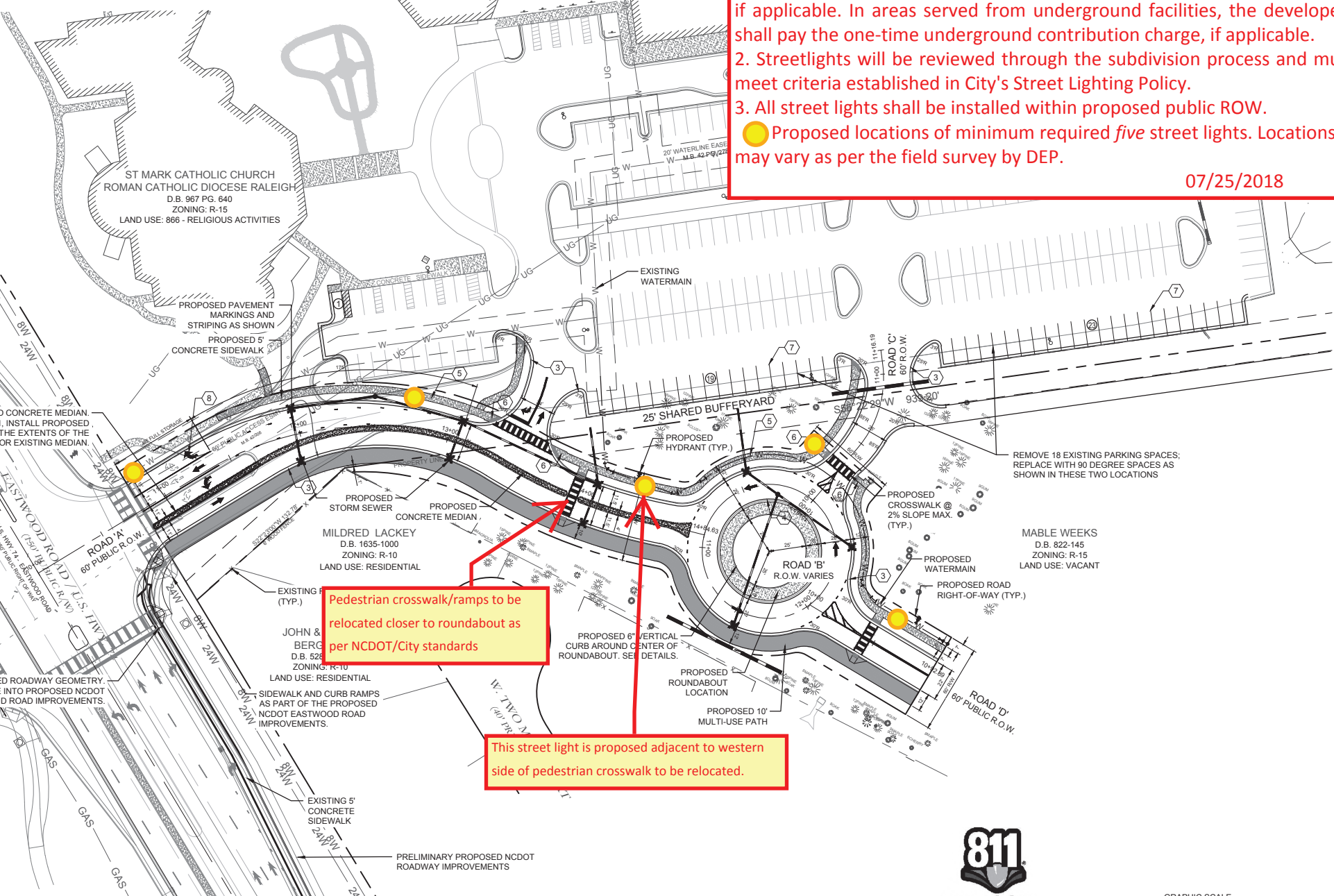
St Mark Mayfaire Entrance Standard Street Lighting Plan

1. Developers shall bear any installation costs associated with streetlights, if applicable. In areas served from underground facilities, the developers shall pay the one-time underground contribution charge, if applicable.
2. Streetlights will be reviewed through the subdivision process and must meet criteria established in City's Street Lighting Policy.
3. All street lights shall be installed within proposed public ROW.

● Proposed locations of minimum required five street lights. Locations may vary as per the field survey by DEP.

07/25/2018

MUST APPROVE OF PAVEMENT MARKING LAYOUT PRIOR TO ACTUAL STRIPING.



Pedestrian crosswalk/ramps to be relocated closer to roundabout as per NCDOT/City standards

This street light is proposed adjacent to western side of pedestrian crosswalk to be relocated.

PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION



CLIENT INFORMATION:
MAYFAIRE
122 Cinema Drive
Wilmington, North Carolina 28403
(910) 701-5200

PARAMOUNT ENGINEERING

OVERALL SITE PLAN
ST. MARK CATHOLIC CHURCH &
MAYFAIRE II ENTRANCE
EASTWOOD ROAD

PROJECT STATUS:
CONCEPTUAL LAYOUT
FINAL DESIGN
RELEASED FOR CONST.

DRAWING INFORMATION
DATE: 07/25/18
SCALE: 1" = 40'