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**DATE:** 08.11.2014  
**TO:** ProTrak  
**FROM:** Bill McDow  
 Transportation Planning

■ **MELTON OAKS [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.



**BASE INFORMATION:**

- Revise plan sheets to accurately illustrate the existing conditions on and surrounding this parcel. Show all adjacent traffic signs, buried cable, and other utilities 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.

**NCDOT:**

It is the Applicant's responsibility to coordinate directly with NCDOT to determine if any driveway permits/ revisions/ review processes are required. Contact Allen Hancock, PE at 910.251.2655. Please note additional comments may be forthcoming once coordination occurs.

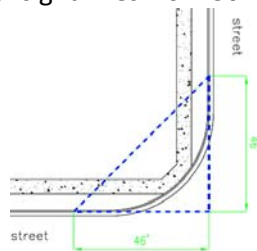
**TECHNICAL STANDARDS – NEW ROADS:**

1. As previously stated, Five Oaks Lane is designed as a Cul-de-sac off Navaho Trail. However, the cul-de-sac exceeds the maximum Cul-de-sac length of 500'. It appears that a variance will be necessary for this Cul-de-sac length. [\[Chapter VII, Sec. B \(2\) CofWTSSM\]](#)
2. As previously stated, the proposed street cross-section does not have sidewalk on both sides of Five Oaks Lane.
3. Show the proposed elevations and vertical profile for the Five Oaks Lane.

4. The existing plan has shown a connection to Antler Drive from Five Oaks Lane, between Lot 7 and Lot 8. However, the northern connection to Antler Drive is not shown.
5. As previously requested, show the proposed street corner radii for the intersection of Navaho Trail and Five Oaks Lane and Five Oaks Lane and Antler Drive. The minimum street corner radius is 35'. [7-5 CofW Tech Stds]

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

6. Provide the required public sidewalk along the frontage for Navaho Trail and the site.
7. Install wheel chair ramps at the corner of Five Oaks Lane and Navaho Trail.
8. Provide sidewalk detail SD 8-15 on the plan.
9. For the intersection of Five Oaks Lane and Navaho Trail, Show and apply 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.18-566 CofW LDC]



**GENERAL NOTES TO ADD TO THE PLAN:**

- A. All pavement markings in public rights-of-way and for driveways are to be thermoplastic and meet City and/or NCDOT standards. [Detail SD-13 CofW Tech Stds]
- B. All signs and pavement markings in areas open to public traffic are to meet MUTCD (Manual on Uniform Traffic Control Devices) standards. [Detail SD 15-13 CofW Tech Stds]
- C. All traffic control signs and markings off the right-of-way are to be maintained by the property owner in accordance with MUTCD standards.
- D. A utility cut permit is required for each open cut of a City street. Note this on the plan and contact 341-5888 for more details. In certain cases an entire resurfacing of the area being open cut may be required.
- E. Install reflectors per City and NCDOT standards. Traffic Engineering must approve of pavement marking layout prior to actual striping.
- F. It shall be the responsibility of the subdivider to erect official street name signs at all intersections associated with the subdivision in accordance with the Technical Standards and Specifications Manual. The subdivider may acquire and erect official street name signs or may choose to contract with the city to install the street signs and the subdivider shall pay the cost of such installation. Contact Traffic Engineering at 341-7888 to discuss installation of traffic and street name signs. Proposed street names must be approved prior to installation of street name signs.
- G. A landscaping plan indicating the location of required street trees shall be submitted to the City of Wilmington Traffic Engineering Division and Parks and Recreation Department for review and approval prior to the recording of the final plat. [SD 15-14 CofW Tech Stds]
- H. Contact Traffic Engineering at 341-7888 forty-eight hours prior to any excavation in the right of way.

**MISCELLANEOUS:**

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.
- ❖ Contact 341-7888 to discuss street lighting options.
- ❖ Transportation Planning Staff will review the landscape plan once submitted for compliance with sight distance requirements.
- ❖ Include appropriate City of Wilmington approval stamps prior to submitting final plans.

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.