



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: 09.09.2019
TO: ProTrak
FROM: Mitesh Baxi
Traffic Engineering

■ **MARSHES AT RIVER'S EDGE PHASES 3, 4, 5 [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>

TECHNICAL STANDARDS – ACCESS (driveway, sidewalk):

1. Proposed driveway shall be City-standard ramp-type. Show appropriate City standard detail(s) on plan. [SD 3-03.3 & 3-03.4 CofWTSSM]
2. Dimension driveway widths and tapers. [Sec.18-530 CofW LDC]
3. The minimum two-lane driveway width is 23'. [7-9 CofW Tech Stds]
4. The maximum two-lane driveway width is 30'. [7-9 CofW Tech Stds]
5. A pavement marking plan is required for all driveways greater than 30' in width. [page 7-9 CofWTSSM]
6. Provide sidewalk detail SD 3-10 on the plan. [Sec. 18-529(b)(2) CofW LDC]
7. Provide curbing detail SD 3-11 on the plan. [Sec. 18-529(b)(2) CofW LDC]
8. 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]

TECHNICAL STANDARDS – PARKING:

9. International symbol of Accessibility parking space marking as per fig. 3B-22 of MUTCD.

10. Please show all the traffic control devices and pavement marking showing the traffic flow for this project.
11. The backing stub is to be 10' deep by 15' wide. Please dimension. [Chapter VII ,Detail SD 15-12 CofWTSSM]
12. Provide a turning movement analysis of the largest vehicle accessing this property.

TECHNICAL STANDARDS – ADA:

13. Show the typical handicap sign detail on the plan as per ADA and City standards. [Sheets A1 of 5 and A2 of 5, CofW Sign Specification]
<https://www.wilmingtonnc.gov/home/showdocument?id=3940>
14. Please show location of accessible ramp(s) and parking signs.
15. ADA ramps shall be as per City/ADA standards. Provide the standard details.
16. Note the required and proposed number of handicapped spaces in the development data. [Sec. 18-529(b)(2) CofW LDC]
17. Note/label the plan with spot elevations that clearly indicate the accessible route from the HC space(s) to the building. [Sec. 18-529(b)(2) CofW LDC]

GENERAL NOTES TO ADD TO THE PLAN:

- A. All traffic control signs and markings off the right-of-way are to be maintained by the property owner in accordance with MUTCD standards.

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.