



**Planning, Development
and Transportation**
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DATE: 10.20.2014
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■ **Realigned River Road [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:

NCDOT:

- I was unable to locate the June 17th River Road abandonment letter.

TECHNICAL STANDARDS – NEW ROADS:

1. The Pavement Schedule on drawing page 2 (CT-300) shows does not reflect “R” properly, which varies from 1’6” curb and gutter on the truck apron portion of the roundabout to 2’ curb and gutter in most locations. The minimum standard median curb is 24” vertical curb.
2. Clarify the drainage/elevations in the vicinity of Driveway 1B. The intersection detail for 1A/1B shows a 10.67 measurement in the center of Driveway 1B. Ensure the roadway will not have a low point at this driveway the will create an area that will cover the travel lane during heavy rain events.
3. Align the cross walks with the Wheel Chair Ramps at the Roundabouts.
4. Ensure the connection between the Multi-Use Path and cross walks at Roundabout (Driveway 2) are fully connected. The connecting path ends over 15’ from the MUP for detail on sheet 2B (CT-101). Correct the issue on subsequent sheets, (3C, 8, etc)
5. Provide Keep Right Signs at the end of the concrete medians at DW#1A/1B, DW #3A/3B, DW #4A/4B, DW #5, DW #7A/7B and DW #9A/9B.
6. The Pedestrian Crossing signs at the Roundabouts must be located so that the edge of the sign face is at least 2’ from the shoulder and does not block visibility of pedestrians waiting to enter the crosswalk. Ensure the Pedestrian signs at Lorraine Drive and Driveway #6 Roundabout are not shown as interfering with the ramp symbols for the crosswalks.
7. Verify the location and need for signs posts shown within the Roundabout splitter islands on the Driveway #2 and southbound approaches. The Roundabout at DW# 2 has 4 signs on the splitter island.

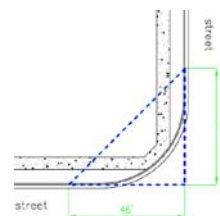
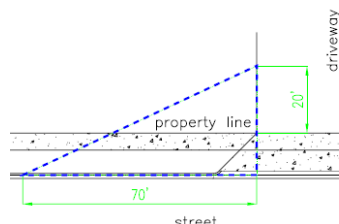
8. Verify the location of the stop signs for the full movement access driveways. (see Driveway 7A on sheet PM-7) Some of the driveways have the stop sign behind the pavement markings.
9. Ensure the signs placed within the concrete median have a minimum 2' clearance from the edge of the sign face to the adjacent travel/ turn lanes.
10. For the Roundabouts, ensure the signs placed between the sidewalk and the curbing have a minimum 2' clearance from the edge of the sign face. As this area is functioning as a plaza between the curb and sidewalk, it must have sufficient width to accommodate the signs.
11. The speed limit sign near STA. 125+10 is shown as 55 mph. Confirm speed limit on PM-6.

TECHNICAL STANDARDS – PAVEMENT MARKINGS:

12. Driveway 1A and 1B appear to be missing the pavement markings for the Eastbound and Westbound approaches on sheet PM-2.
13. Provide the required white lane marking within the Roundabouts and yellow edge line markings along the splitter islands per Section 3C of the MUTCD.
14. As the drawings for PM-3 and PM- 6 have used the Fish Hook markings leading up to the roundabouts, the applicant may consider using this marking within the lanes of the roundabout.
15. Provide and label reflectors on the site plan for the regular roadway. The reflectors on the splitter islands are clearly shown; however, many of the required reflectors along the lane lines and turn lanes do not appear to be present.
16. The Yield Ahead signs shown on the plan may not be necessary, per MUTCD guidance. As the Roundabouts have clear sight distance and adequate stopping distance of over 200'. If the Yield Ahead signs are to meet the 200' warning sign requirement, a sub plate with the 15 mph speed limit sign may be required.
17. The Keep Right signs shown on the splitter islands for the roundabouts (sheet PM-3) do not appear to be necessary and may add to driver confusion near the crosswalk.
18. The proposed Driveway #8 does not have the median opening and ingress and egress lanes described in the TIA and September 2014 Newland Communities River Lights Project Status Summary. (See sheet 3G)
19. **As previously stated verify the turning movements for School buses, and SU-40 vehicles along the primary intersections on River Road to include the Roundabouts, Marina Village Intersection, Lorraine Dr, and Wilderness Road intersections. Please resend the turning movement documentation via email.**

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

20. The 10' Multi-Use Trail appears to 'disappear' from the plans at STA. 166+00 in the vicinity of Driveway #9A.
21. The plan has utilized sight distance triangles that are different from the City's standard 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](#)] If the plan is utilizing the AASHTO sight distance triangle for the intersections, please ensure the distance meets the proposed posted speed of 45 mph.



22. 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](#)]

TECHNICAL STANDARDS – Barrier Free Design:

23. Ensure the location of handicap ramp(s) align with the crosswalks on the plan.
24. Provide dimensions for the vehicle clearance distance (20' minimum) for the refuge islands at the roundabout at Lorraine Drive. The present distance between the crosswalk and yield lines does not appear to provide the 20' minimum required by the MUTCD. Vehicles waiting to enter the travel lane will block the crosswalk if this storage length is not provided.

MISCELLANEOUS:

- ❖ 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.