



Development Services
 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: 10.21.2013
TO: ProTrak
FROM: Bill McDow
 Transportation Planning

■ **THE CREEK AT WILLOWICK [plan review #3]**

☞ 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.



NCDOT:

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

TECHNICAL STANDARDS – NEW ROADS:

1. As previously stated install advanced pedestrian warning signs on both approaches to the crosswalk at least 100' from the marked crosswalk using the pedestrian crossing sign, MUTCD sign W11-2. Show proposed crosswalk on the plan and show a detail for the crosswalk pavement markings and signs.



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

2. Revise the site plan and sign installation detail sheet with the pavement markings and reflectors for the landscape traffic islands on Kellerton Place, per the MUTCD. If object markers are also used to

show the location of the island, ensure the markers are not covered by landscaping within the proposed islands.

3. Show lane width for the landscaped traffic islands on the site plans.
4. Revise the landscaped traffic island detail to show the pavement marking delineation for the islands per the MUTCD. The total length of the lane line and taper section of the approach markings shall be a minimum of 2L as calculated for the obstruction. A reference to the applicable section is included below:

Section 3B.10 Approach Markings for Obstructions

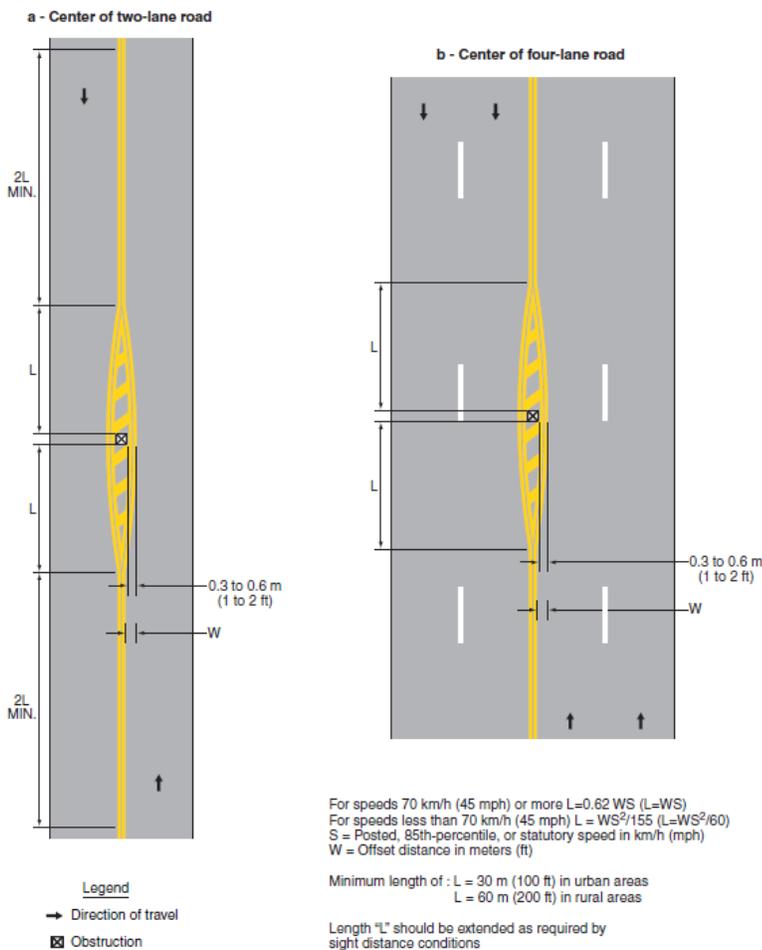
Standard:

Pavement markings shall be used to guide traffic away from fixed obstructions within a paved roadway. Approach markings for bridge supports, refuge islands, median islands, and raised channelization islands shall consist of a tapered line or lines extending from the centerline or the lane line to a point 0.3 to 0.6 m (1 to 2 ft) to the right side, or to both sides, of the approach end of the obstruction (see Figure 3B-13).

Guidance:

For roadways having a posted or statutory speed limit of 70 km/h (45 mph) or greater, the taper length of the tapered line markings should be computed by the formula $L = 0.62 WS$ for speeds in km/h ($L = WS$ for speeds in mph). For roadways where the posted or statutory speed limit is less than 70 km/h (45 mph), the formula $L = WS^2/155$ for speeds in km/h ($L = WS^2/60$ for speeds in mph) should be used to compute taper length.

Figure 3B-13. Examples of Markings for Obstructions in the Roadway (Sheet 1 of 2)



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.