



**Planning, Development
and Transportation**

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■ **MARSHES AT RIVER'S EDGE PHASES 3-5 [TRC 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.

TRAFFIC IMPACT:

- ❖ The proposed Left Turn Lane on River Road will be required to meet City Technical Standards and MUTCD requirements.

TECHNICAL STANDARDS – NEW ROADS:

1. The proposed Turn lane on River Road will be required to meet roadway requirements for Engineering, and AASHTO (offsets, horizontal centerline, taper, storage length and deceleration length) for the new turn lane.
2. The proposed turn lane appears to be adding a lane and widening the River Road cross section to 41' width and removing old pavement markings and restriping the roadway section. Due to the depth of milling required to remove the markings, (approximately 1 inch milling) and area of restriping the contractor shall be required to mill and overlay the full length of the widening and restriping. Revise the site plan to show the 1" milling, full pavement overlay and restriping for the turn lanes and widening.
3. The proposed left turn lane does not have pavement markings on both sides of the Turn lane as required by the MUTCD and City Technical Standard Detail SD 8-20. Please revise.
4. The proposed widening for the left turn lane does not appear to account for asymmetrical widening per Standard Detail 8-20 for Left Turn Lane Widening, which calls for 12' turn lane width instead of 10' width. The existing turn lane at Independence Blvd and River Road is 11' wide. Please increase width of turn lane by 1' to 11' to match the turn lane width of existing turn lanes on River Road and to accommodate the width of pavement markings and gore lines associated with the turn lane. [Left Turn Lane Widening, SD 8-20, City Technical Standard].
5. Please revise the proposed Widening and Turn Lane Section to show cross-section detail with 4' bike lanes, 11' travel lanes and 11' turn lane. Please label the turn lane and bike lanes within the Section Detail.

6. Please verify the proposed taper length for the turn lane based upon the speed limit for River Road, which is 45 mph in this section, per the MUTCD, which determines the Taper Length based upon the speed of the roadway and width of the lateral shift. Taper length for roadways at 45 mph is determined by the formula $L=WS$. The start of the taper length can start at the start of the turn lane for Wilmington Marina at the intersection of River Road and Independence Blvd.
7. Install wheelchair ramp at corner of River Road and Independence Blvd, per NCDOT and/or City standards. Connect sidewalk with ramp.
8. Show centerline geometry of new turn lane. The minimum horizontal centerline radius is 200' for collector streets.
9. The River Road approach to the bridge has a dip in the pavement immediately prior to the bridge. Please feather the pavement overlay to the bridge. The proposed overlay appears to end approximately 15'-20' prior to the bridge.

TECHNICAL STANDARDS – PARKING:

10. The proposed parking lots improvements do not show pavement markings and parking spaces. Please revise to show the parking spaces and pavement markings.
11. Please label the dimensions for the proposed Emergency vehicle turn arounds for lots that are over 160' in length.

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.

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.