



**Planning, Development
and Transportation**
Transportation Planning
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DATE: 11.25.2014
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■ **Realigned River Road [Plan Review# 4]**

↻ 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.

TECHNICAL STANDARDS – NEW ROADS, PAVEMENT MARKINGS:

1. Ensure sign W6-1 Divided Highway Sign is placed on the shoulder of the roadway and not on the median Island. (See MUTCD Section 2C.22 Divided Highway (W6-1)) This change will apply on both Sheets PM-2 and PM-8.
2. The Keep Right Sign R4-7 shall be placed on the end of the median island.
3. Ensure sign W6-2 Divided Highway Ends Sign is placed on the shoulder of the roadway. (See MUTCD Section 2C.23 Divided Highway Ends (W6-2)). (See Sheet PM-2)
4. Please provide details for the Multi-use Trail at the bridge. If pedestrians are to be on the same level as vehicular traffic on the bridge, show how pedestrians will get from the Northern side of River Road to the Southern Side of River Road near STA. 75+00. If the path comes back to the Roadway and crosses at grade, a Crosswalk may be required.
5. Add a note to the pavement marking plans, "All Stop Signs and Yield Signs for the driveways shall be installed prior to opening the Driveway for Traffic."
6. Remove the word "Only" adjacent to the second thru arrow closest to the Splitter Island for DW #2. (See Sheet PM-3)
7. One of the yield lines for the NB Approach at the Roundabout, (vicinity of STA. 53+00) appears to be missing. (See Sheet PM-3)
8. Shift the Wrong Way signs near STA. 79+00 eastward. (See Sheet PM-4)
9. The Pavement markings on the NB Approach to Wilderness Road are missing. Install thru arrows and Right Turn arrows at least 100' and 200' from the intersection. (See Sheet PM-5)
10. Shift the upper yield line for the NB Approach at the Roundabout (vicinity of STA. 134+00). (See Sheet PM-6)
11. If there is no Median Opening at Driveway #8, then the Do Not Enter and Wrong Way Signs located northwest of the driveway can be removed. (See Sheet PM-7)

12. The Speed Limit 45 mph sign near STA. 178+00 is missing. The plans show the Reduced Speed ahead sign, but not the speed limit sign. (See Sheet PM-8)
13. Verify the size of regulatory and Warning signs on Sheet PM-9 are appropriate for a Multilane Roadway, (per the MUTCD).

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.