



**Planning, Development
and Transportation**

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DATE: 12.27.2018
TO: ProTrak
FROM: Mitesh Baxi
Traffic Engineering

■ **ST MARK MAYFAIRE ENTRANCE [TRC Plan Rev #2]**

ROUNDAABOUT DESIGN:

Since this roadway is intended to serve a collector street function, the roundabout should be designed as such. As the City does not currently address roundabout designs in the technical standards, the design should be prepared by an engineer experienced with such and should consider geometric controls such as:

- Entry, Circulating and exit speed-radius relationships. Provide the details on the site plan.
- Truck apron consistent with design vehicle. Include the auto-turn analysis sheet along with the other sheets for Protrak upload.
- Verify the outer edge rise of the apron from the circulatory roadway surface. Care must be taken to ensure that delivery trucks will not experience load shifting across the apron and also discourage passenger vehicles from using them.
- Please revise the diameter of the central island so that vehicles maintain slow speeds through the entries and the exits. Central Island must be sized to provide deflection for the passenger cars traveling west to east.
- Splitter Island is shown with the cut through level with the street. Please verify that detectable surfaces are separated by 2' minimum length of island. If it satisfies than show the graphics for the detectable warning surface.
- Please dimension the sight distances.
- Show the intersection sight distances.
- Pavement marking and signage plan shows City of Wilmington SD 11-14. Additionally, please show the location of all the traffic signage and markings at the roundabout on the plan.
- Revise typical roundabout cross section to label 'Grass Median' as 'Central Island'.

Recommendation: You may provide a table on a site plan showing design criteria for the sight distances, inscribed circle diameter, central island diameter, design vehicle type, design speed limit and other relevant details.

TECHNICAL STANDARDS – NEW ROADS:

1. Eastwood Rd is a major thoroughfare. The required triangular sight distance for any street intersections with said thoroughfares shall be provided in compliance with the AASHTO sight distance standards. [Sec.18-556 CofW LDC]. This is applicable for intersection of Road A with Eastwood Rd.

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

2. Site plan shows stop bar for the proposed driveway accessing parking facility, nearer to Eastwood Rd intersection. Considering the commercial driveway design a stop bar or stop sign is not required. If a Stop bar is installed than STOP sign shall be required. But if stop sign is installed a stop bar is not required.

STREET LIGHTING [City of Wilmington Street Lighting Policy]:

3. Please verify the minimum number of standard street lights required for this sub-division on the site plan (Street lighting notes). The minimum required standard street lights are five and not seven (Plan is provided with the previous review). Although, developers may choose to provide any extra lights or ornamental. Any installations above the criteria of Standard street lighting, will be considered as non-standard and has to conform to the City's non-standard street lighting procedure as per the policy.
4. Please specify if non-standard street lights are to be installed and provide the details of the type of light.

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.