

Memo

To: Dan Fisk, PE Paramounte Engineering
From: Nicole Smith, Associate Planner; 910-341-1611
CC: File;
Date: 6/24/2020
Re: 17th Street Mixed Use

The following is a list of comments for review from planning regarding the project. Please provide your corrections as listed below. Additional review will be required once all the needed documents have been provided. Items or documents not provided on initial submission will be subject to further review. Please contact me for any further questions.

| Review | Department | Comments |
|---------------|-------------------------|---------------------------------------|
| Nicole Smith | Planning | Nothing further. Ready to sign. |
| Eric Seidel | Engineering | Nothing further. Ready to sign. |
| Chris Walker | Fire | Nothing further. Ready for signature. |
| Bill McDow | Transportation Planning | See comments below. |
| Mitesh Baxi | Traffic Engineering | See comments below. |

Transportation Planning (Bill McDow):

The proposed crosswalk is directly under the signal heads and on the South side of the intersection. The 17th Street Mixed Use Plan moves it to the north side of the intersection, which will put it in conflict with the existing Traffic Loops, two existing storm drains, 1 utility pole and existing pavement markings. Both the City Comments from Traffic Engineering and NCDOT kept the crosswalk in its existing location and upgraded the pavement markings, instead of moving the crosswalk to the north side of the intersection. Note there will be a need to update the DOT roadway and signal plans accordingly.

TrafficEngineering(MiteshBaxi):

17TH ST MIXED-USE OFFSITE IMPROVEMENTS [TRC PLAN REVIEW #6]

TECHNICAL STANDARDS:

- The latest plan submission shows changes to the lane and intersection configuration of S 16th St and Greenfield St. Please provide the reasoning for these changes or revise the plans.
 1. Lane configuration on S 16th St north of Greenfield St is missing pavement marking for one of the lanes. Please show an appropriate pavement markings for the lane configuration.
 2. The crosswalk pavement markings are relocated from south to north side of the intersection.
 3. The relocation of the crosswalk may require the existing wheelchair ramps at the NE and NW corner of this intersection to be retrofitted with flexible surface-applied detectable warning mats [[Chapter II \(E\) \(6\) of CofWTSSM](#)]. [[NCDOT/City standards](#)]

Please let me know if you have any questions.