

## **National Gypsum Rail Spur TRC Submittal 040120**

### **TRC Plan Review 4/20/20**

Planning - Brian Chambers, 910.342.2782, [brian.chambers@wilmingtonnc.gov](mailto:brian.chambers@wilmingtonnc.gov)

- No further comments

Engineering – Rich Christensen, 910.341.7813, [richard.christensen@wilmingtonnc.gov](mailto:richard.christensen@wilmingtonnc.gov)

- See below

WFD – Chris Walker, 910.343.3918, [chris.walker@wilmingtonnc.gov](mailto:chris.walker@wilmingtonnc.gov)

- No further comments

Traffic Engineering – Mitesh Baxi, 910.341.7893, [mitesh.baxi@wilmingtonnc.gov](mailto:mitesh.baxi@wilmingtonnc.gov)

- See below

Transportation Planning – Bill McDow, 910.341.7819, [bill.mcdow@wilmingtonnc.gov](mailto:bill.mcdow@wilmingtonnc.gov)

- See below

Engineering has reviewed the plans for the National Gypsum Company Sidetrack Expansion project submitted April 1, 2020 and have the following comments:

#### **Operation and Maintenance Agreement**

1. An incomplete O&M Agreement was submitted. However, the City has updated its O&M forms. Please complete and submit the City's O&M form for the Infiltration Basin. The form can be found here:  
<https://www.wilmingtonnc.gov/departments/engineering/plan-review/stormwater-permits>

#### **Stormwater Narrative**

2. Sheets C-900 and C-901 in Appendix C and D of the Narrative and Calculations do not appear to have been printed correctly.
3. Appendix D: There is a discrepancy in regard to the contour area of the basin at elevation 36'. The routing has it as 42,542sf, but the plans have it at 40,329sf. Please clarify.
4. Appendix D: Why weren't the normal outlet and overflow modelled together in the same routing? The normal outlet routing analysis does not account for the flow leaving the overflow structure during the 25-year event. The overflow weir elevation is set at 37.00'. In the normal outlet routing, the water surface elevation in the basin during the 25-year reaches elevation 37.06' which would activate the overflow.
5. The emergency outlet or overflow must be designed according to the following parameters:
  - a. Minimum of six (6) inches higher than the top of the outlet structure but in no case lower than the water surface elevation that restricts the discharge to the 25-year pre-development flow rate.
  - b. Sized to pass the 100-year storm event.
6. Please submit a 10-year storm event routing analysis of the infiltration basin where the system no longer infiltrates.

#### **Plans**

7. C-401 and C-450 need the Engineering Approval Stamp added.
8. The normal outlet must have a hinged trash rack with appropriately sized openings to avoid pipe clogging.

Please submit revised plan sheets, stormwater narrative, calculations and any other supporting documentation to Engineering for additional review. Please call or email if there are any questions. Thank you.



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and Transportation**

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**DATE:** 04.13.2020

**TO:** ProTrak

**FROM:** Mitesh Baxi  
Traffic Engineering

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■ **NATIONAL GYPSUM COMPANY RAIL SPUR ADDITION [TRC Plan Review #3]**

Existing signage within the sight distance triangle may need relocation.

No further comments.



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and Transportation**  
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**DATE:** 4.15.2020

**TO:** ProTrak

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■ **NATIONAL GYPSUM RAIL SPUR [TRC Plan Review #3]**

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

1. The site has internal sidewalk adjacent to the building, therefore, the SD 3-10 and General Note are applicable.
2. Provide sidewalk detail SD 3-10 on the plan.

**GENERAL NOTES TO ADD TO THE PLAN:**

- A. Any broken or missing sidewalk panels, driveway panels and curbing will be replaced.

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.