

To: Summey Engineering Associates
From: Jeff Walton, Associate Planner; 910-341-3260
CC: File;
Date: 7/6/2023
Re: Cookout – Market Street

The following is a list of comments for review from planning regarding the project. Please provide your corrections as listed below. A staff summary of comments:

Staff	Department	Notes
Chris Walker	Fire	No further comments
Rob Gordon	Engineering	No further comments
Jeff Walton	Planning, Plan Review	No further comments
Mitesh Baxi	Traffic Engineering	Comments below
Bill McDow	Transportation	Comments below

Mitesh Baxi – Traffic Engineering

COMMENTS:

1. Show and callout an existing streetlight in the front of this property off Market St. It is outside the SW corner of the property. Streetlights are not same as Traffic lights or signals.
2. Show, callout and dimension the 20'x70' SDT for driveway off Market St in accordance with City standard and code on site and landscape plans. [\[Sec.18-529\(c\) \(3\) CofW LDC\]](#) [\[Sec. 18-812 CofW LDC\]](#). 20' shall be measured from the property line towards the property
3. **SIGHT DISTANCE TRIANGLE FOR ANY STREET/DRIVEWAY INTERSECTIONS WITH THOROUGHFARES**
 Market St is a major thoroughfare [\[Chap VII \(C\) \(2\) \(a\) of CofW Tech Stds\]](#). In accordance with the City Code, sight distances along thoroughfares must be calculated in compliance with the AASHTO requirements. [\[Chap VII \(C\) \(1\) of CofW Tech Stds\]](#) [\[Sec.18-556 CofW LDC\]](#). Show and callout AASHTO departure sight distances for driveway off Market St.
4. Dimension the angle for parking spaces.

STRIPING AND SIGNAGE PLAN:

1. The right turn lane on Market St needs right-turn arrows, as per NCDOT/City standards. Show and callout.
2. Callout the sign shown north of the sidewalk for traffic entering street style driveway off Market St.
3. Pavement markings for crosswalk are not required at the private driveway off Market St and shall not be installed.

4. Need more detail and MUTCD reference on the proposed "Stop Yield to..." and Yield to..." signs called out in the parking lot.
5. Remove the striping for 'Do not enter' called out on driveway concrete off Princess Pl Dr.
6. Dimension all internal crosswalk width. It is to be 6' minimum as per MUTCD.
7. ADA ramps to be flared both the ends. Revise for symmetry.
8. One of the angled parking spaces is shown as striped in paving plan. Reason?
9. Show the crosswalk markings minimum 6' wide from handicap spaces to the connecting ramp towards Market St. Show ADA ramp with flares.

Bill McDow – Transportation Planning

TECHNICAL STANDARDS:

1. Please revise the SR 1301 (Princess Place Drive) and Birchwood Drive/Site Driveway 2 to meet the improvements listed in the Cook Out Market Street TIA Approval with Conditions Letter, dated April 25, 2022:
 - remove the pavement markings for "do not enter" on the pavement. The Do Not Enter Sign is sufficient.
 - revise the proposed traffic island at the intersection to a mountable island.
2. Please revise the US 17 Business (Market Street) and Site Driveway 1 to meet the improvements listed in the Cook Out Market Street TIA Approval with Conditions Letter, dated April 25, 2022:
 - revise the pork chop style traffic island to meet NCDOT guidelines.
3. Please ensure Stop Signs and Stop Bars are included at both site driveways.
4. The SW handicap ramp and cross walk for the walk-up window direct pedestrians toward Market Street and then back to the eastern receiving ramp. Please show the handicap ramp adjacent to the walk-up window and the eastern handicap ramp as facing each other.
5. Realign the crosswalk (for the walk-up window) between the ramps and pull the Stop bar back 4' from the new ramp locations.
6. Please consider relocating the bicycle rack, so it will not interfere with the sidewalk leading to the walk-up window.
7. The proposed "Stop Yield to Left Lane" sign and "Stop Yield to Right Lane" sign do not meet MUTCD guidelines. The Stop Yield wording appears to be confusing. Please replace with a standard MUTCD (Yield) sign for the lane.
8. Please list proposed signs according to the MUTCD number, i.e. Stop Sign R1-1 or Yield Sign R1-2)

Engineering comment:

There were minor changes to the impervious area with the most recent revision. Updated drainage area maps were included - please also update the stormwater permit application with the revised numbers with the next submittal. If there are further impervious area changes, please make the changes are reflected in revised DA maps and stormwater permit application.