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## Traffic Engineering Division

David C. Dryer, City Traffic Engineer

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September 30, 2005

TO: Plan Commission

FROM: David C. Dryer, P.E., City Traffic Engineer

SUBJECT: **1833 Winnebago Street – Rezoning – R3 to PUD (GDP-SIP) – 43 Condo Units**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The applicant shall enter into a subdivision contract or developer's agreement to accommodate proposed street improvements.
2. The City of Madison radio systems has 2 microwave directional lines of sight to remote towers citywide running along the south side of E. Washington Ave. The building elevation will not present a problem, as reviewed by Keith Lippert, (266-4767) Traffic Engineering Shop, 1120 Sayle Street.
3. The attached declarations of conditions and covenants for streetlights shall be executed and returned with site plans.

### GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

4. The applicant shall note on the site plans, "All street improvements approved by others not part of site approval."
5. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.

6. The applicant shall submit plans for parking at 1901 Winnebago Street according to M.G.O.
7. The applicant shall note that Madison General Ordinance 10.08(a) 6 requires all facilities to have adequate internal circulation in which no backing movement, except that required to leave a parking stall, is allowed. All parking facilities shall be designed so as not to utilize any portion of the public right-of-way except to permit ingress and egress in a forward manner: The applicant shall demonstrate on-site plans the truck service can turn around to ingress and egress the site in a forward movement for public safety on Winnebago St.
8. The applicant should modify the proposed Winnebago St. driveway approach according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4) or the Winnebago St. driveway approach entrance as proposed a special design "Street Type Entrance" shall require the following:
  - A note placed in the zoning text and on the site plans stating, "The property owners shall install and maintain The six (6) inch epoxy white lines for the six (6) foot wide crosswalk and twenty-four (24) inch epoxy white stop bar five (5) feet behind the crosswalk at Winnebago St. The Applicant shall provide a 1"=20' detail drawing of the approach and pavement markings with site plans.
9. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
10. The "Stop" sign shall be relocated to be installed at a height of seven (7) feet behind the property line or behind the Winnebago St. public sidewalk. In addition, the applicant shall install a private street name above the "Stop" sign indicating a private street according to M.G.O. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
11. The intersection shall be so designed so as not to violate the City's sight-triangle preservations requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
12. The stacked parking spaces shall be exclusive of access drives, aisle, ramps, columns, and bumper stops for each vehicle and be shown on the plan. The off-street vehicle facility design shall provide all vehicle storage and maneuvering in the aisles, and the off-street facility shall not require the use any of the public right-of-way for vehicle storage or maneuvering. The applicant shall mark and show stacked-parking stalls on the plan.
13. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and

conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.

14. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

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