



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608 266 4761
TTY 866-704-2315
FAX 608 267 1158

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TO: Plan Commission

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

SUBJECT: **301 South Ingersoll Street – Rezoning – M1 to PUD (GDP-SIP) – Build 76 Unit Apartment Building**

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. None

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

2. Direct, safe and reasonable pedestrian and bike pathways with ramps and crosswalks shall be provide from the buildings entrance to the public walkway from/to logical directions of approach. The applicant shall revise the sidewalk running along the driveway and loading zone in the driveway, that the sidewalk shall be separated with curb from both the loading area and driveway. M.G.O. states no ramps or crosswalks shall end in a driveway approach.

GENERAL OR STANDARD REVIEW COMMENTS

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

3. 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 to lots on either side of the property, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, approaches, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.

4. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
5. The plan sheets C-1.1 and C-1.2 show a driveway on S. Ingersoll St. to be removed from proposal.
6. The applicant shall modify the driveway approach according to M.G.O. 10.08(3)(b), No entrance shall be closer than five (5) ft. to an adjacent property line.
7. 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.
8. 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.
9. 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:

Contact Person: J. Randy Bruce
Fax: 608-836-6934
Email: rbruce@knothebruce

DCD: DJM: dm