



Traffic Engineering Division

David C. Dryer, City Traffic Engineer

Madison Municipal Building
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608/266-4761
TTY 608/267-9623
FAX 608/267-1158

November 14, 2005

TO: Plan Commission

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

SUBJECT: **3270 to 3276 Maple Grove Drive – Rezoning – Temp A to PUD (GDP-SIP)**

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 for the street reconstruction to accommodate the plat. The reconstruction of the streets and sidewalk shall be subject to the plans and specifications of the City Traffic Engineer and City Engineer.
2. Unless otherwise provided, the attached street light declaration of conditions and covenants shall be executed and returned.

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 and across the street approaches (or as approved), existing public sidewalk ends on Fair Haven Rd., 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'.
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 applicant shall relocate the Maple Grove Drive driveway approach to center on the approved driveway approach across the street. This relocate accommodate both site driveway approaches and auto headlights.

6. The applicant shall relocate the driveway or drive aisle to the driveway onto Fairhaven Road. 20 to 30 ft. easterly to allow for queuing of one (1) vehicle between the public sidewalk westerly side of the drive aisle. In addition, this relocation allows vehicles egress to be 90 degrees to Fairview Rd.
7. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
8. A "Stop" sign shall be installed at a height of seven (7) feet at the driveway approaches. 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.
9. To provide for adequate pedestrian pathways/linkage from the Fair Haven Rd. public sidewalk to the building entrances, the applicant shall modify proposed private sidewalk along the main drive aisle and relocating the five (5) ft. sidewalk with a three (3) to five (5) ft. grass terrace/buffer behind the drive aisle and sidewalk. In addition, the applicant shall note on sheet C-1.1 detail on plans to connect to the existing public sidewalk on Fair Haven Rd.
10. The Developer shall post a deposit or reimburse the City for all costs associated with any modifications to Street Lighting, Signing and Pavement Marking including labor and materials for both temporary and permanent installations.
11. 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: Randy Bruce
Fax: 608-836-6934
Email: rbruce@knothebruce.com

DCD:DJM:dm