



Traffic Engineering and Parking Divisions

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TO: Plan Commission

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

SUBJECT: **415 to 419 West Dayton Street – Rezoning – R6 to PUD (GDP- SIP) – 20 Condominium 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 spacing of access for driveways is an important element in planning, design, and operations of roadways. Access points are the main source of crashes and congestion. Their location and spacing directly effect the safety and functional integrity of the streets. The applicant has combined the truck service and parking ramp driveway approaches. The driveway shall be redesign to better define truck service and automobile ingress/egress. The applicant shall modify the two (2) driveway approaches according to M.G.O. 10.08(3)(c) Any two entrance shall be a least ten (10) ft. apart and in case less then sum of the approach flare or radii.
2. The applicant shall submit site plans for 423 & 425 West Dayton Street. The joint driveway and approach should be at least ten (10) ft. wide according to M.G.O. In addition, the applicant shall show the existing parking according to M.G.O. or note "According to Central Area Backyard Parking Standards."

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, 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. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
5. The ramp down to the underground parking and its percent of slope shall be designed to accommodate low-clearance vehicles for a transition. The ramp breakover angle (limited by vehicle wheel-base and ground clearance) and angles of approach (affected by front overhang of vehicles) and departure (affected by rear overhang) are critical vehicle clearance points. Standards established by the Society of Automotive Engineers limit the ramp breakover angle to no less than 10 degrees; angle of departure, no less than 10 degrees; and angle of approach, no less than 15 degrees. The applicant shall provide a profile of the ramp showing the slopes critical clearance, when plans are submitted for approval. The applicant should explore ramp slopes (grades) less than 10 % that can be blended satisfactorily with an 8-foot transition length.
6. The applicant shall modify the driveway approaches according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4).
7. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
8. 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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