



Traffic Engineering Division

David C. Dryer, City Traffic Engineer

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TO: Plan Commission

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

SUBJECT: **601 West Wilson Street – Rezoning – PUD (SIP) to Amended PUD (GDP-SIP)
45,000 Sq. Ft. Commercial 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. The approval of this facility does not include the approval of the as proposed improvements in the street right-of-way. The applicant should remove all proposed improvements in the right-of-way on the site plan sheets or note: "All right-of-way improvements require separate approval by the Board of Public Works and Common Council for the public right-of-way changes to be requested by the developer."
2. The applicant shall enter into a subdivision contract or developer's agreement to accommodate proposed street improvements.
3. The attached streetlight and traffic signal declaration of conditions and covenant shall be executed and returned.
4. The applicant shall execute a waiver of notice and hearing on special assessments for the future traffic signal and associated street improvements at the intersections the City plans to signalize. The traffic signal waiver may also require a deposit for future area traffic signals and associated intersection changes.
5. The developer shall provide a multi-modal traffic impact study and improvement plan for the development to be review and approved by the City Traffic Engineer. Upon the review and approval of the traffic study findings and improvement plan by the City, the developer and the City shall agree upon the improvements, if any, to be made by the developer based on the City Traffic Engineer's review of the study. If the parties do not agree, the matter shall be referred to the Plan Commission. The developer shall enter into a developer's agreement for this with the City.
 - Among other things, the study will include an evaluation of the impact of traffic due to the development at the intersections immediately adjacent to the

development as well as other intersections which may be impacted. This study should also include an evaluation of existing conditions at the subject intersections for all modes of transportation. The developer should also review driveway and service delivery operations. In addition to conducting a TIS for each next phase of the development, the TIS shall also study and compare the previous phase of development. The developer may also need to submit a deposit or surety for potential mitigation measures for the development which may include new traffic control, signing and marking; new traffic signals, signal phasing and/or signal hardware changes; pedestrian improvements; intersection or street improvements to minimize congestion and accommodate development traffic into and out of the site.

GENERAL OR STANDARD REVIEW COMMENTS

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

6. 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 and across the street, 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'.
7. The applicant shall modify the driveway approaches to Dow Ct. and S. Bedford St. according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4).
8. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
9. A "Stop" sign shall be installed at a height of seven (7) feet at all 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.
10. "The ramp down to underground parking percent of sloped shall be designed to accommodate low-clearance vehicles for a transition. 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 8 % that can be blended satisfactorily with an 8-foot transition length. In addition, the applicant shall demonstrate on the plan sheet both ramps cross-section to underground parking for existing Findorff Building and proposed building. In addition, the applicant shall show

the ingress & egress ramps with dimensions, turning radiuses into the underground parking areas.

11. The applicant shall show the dimensions for Findorff and proposed building existing and proposed surface and underground parking stalls items A, B, C, D, E, and F, and for ninety-degree angle parking with nine (9) foot wide stalls and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. (If two (2) feet of overhang are used for a vehicle, it shall be shown on the plan.)
12. When site plans are submitted for approval, the developer shall provide a recorded copy of the joint driveway ingress/egress and crossing easements available to all lots in the site.
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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