



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

May 10, 2007

TO: Plan Commission

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

SUBJECT: **530 and 610 Junction Road – Rezoning – PUD (SIP) to Amended PUD (GDP-SIP) – 2 Retail / Office Buildings**

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 to the median breaks to accommodate propose driveway approaches.
2. The applicant shall provide scaled drawing at 1" = 40' or larger on one contiguous plan sheet showing all the 510, 520, 530, and 610 Junction Road, PUD (GDP) facility's access, proposed buildings, existing layouts of parking lots, loading areas, trees, signs, semitrailer and vehicle movements, ingress/egress easements and approaches to Junction Road. The applicant shall note additional changes maybe required at the existing driveway approaches and conditions with existing parking lot.
3. The applicant shall modify the driveway approach for the exclusive left turn and median breaks to accommodate the propose access. In addition, the applicant shall modify the driveway approach and public crosswalk for Junction Road not to terminate in the proposed driveway approach in accordance to Madison General Ordinance Section 10.08(4)(d).
 - In addition, the northerly driveway throat shall be extended to the parking lot to accommodate egress queuing in turning lanes and ingressing vehicles.
 - If the most northerly driveway approach entrance on Junction Road is modified to a special design "Street Type Entrance" a maximum of forty (40) feet in width with a radius of twenty-five (25) feet at the right-of-way. The egress shall be two lanes with a fourteen (14) foot right turn lane separated by an eight (8) inch solid epoxy white line with a pavement arrow in the lane with sign and a twelve (12) foot left turn lane with a double yellow epoxy line dividing the fourteen (14) foot ingress lane. A 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 shall be painted at the intersection of the street. The applicant shall provide detail drawing of the approach.

- The street type approach shall be reviewed and approved by the City Traffic Engineer. In addition, the applicant shall be responsible financially to maintain pavement marking as approved by the City Traffic Engineer. The applicant shall at all times maintain crosswalks, stop bars and lane lines, signage and included in the geometrically special design "Street Type Entrance." The applicant shall provide a detail 1" = 20' drawing of the "Street Type Entrance" from Junction Road to the first drive aisle to the easterly parking area as approved by the City Traffic. The applicant shall show, lane dimensions, lane line color and width according to the Federal Highway Administration "Manual On Uniform Traffic Devices." in epoxy for lane lines, 12 " cross walks lines, 24 " stop bars, double yellow, 8" white lane, White Pave Arrows, pavement markings details and signage for lane designation to as approved by the City Traffic Engineer. In addition, a note shall be shown on the plan, " ALL PAVEMENT MARKING SHALL BE INSTALLED IN EPOXY AND MAINTIAN BY THE PROPERTY OWNER."
- The driveway and median changes would be determined by the City Traffic Engineer and approved by the Board of Public Works. The applicant shall note on the site plan, "All work in the right-of-way shall be approved by the Board of Public Works."

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

4. The applicant shall show bicycle racks to be placed inside and outside the building. In addition, the applicant shall indicate the type of bicycle racks to be installed inside and outside the building.

GENERAL OR STANDARD REVIEW COMMENTS

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

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 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'.
6. 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.
7. The applicant shall design the surface and underground parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall. The applicant will need to show the dimensions for proposed and existing surface/existing parking stalls' items B, C, E, F, and degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. The applicant may design the underground parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or "One Size Fits All" stall maybe used for the only for the

underground parking area only, which is a stall $S = 8'-9"$ in width by $L = 17'-0"$ in length with a $E = 23'-0"$ backup. Stair cases, elevators shafts, aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.

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: Mike Michalski
Fax: 262-679-3626
Email: mike@lotlookdev.com

DCD: DJM: dm