



Traffic Engineering Division

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TO: Plan Commission

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

SUBJECT: **5702 Raymond Road – Conditional Use – Build New 14,700 Sq. Ft.
Pharmacy w / Drive – Up Window – Walgreens Store**

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 has completed a traffic impact study with its application. The study is reasonably accurate and complete; however, there are several special areas of emphasis the City wants covered more completely as conditions of approval. Conditions below address these special areas of interest.
2. As a measure to mitigate traffic associated with the development and pre-existing conditions, the applicant shall execute and return the attached declaration of conditions and covenants for traffic signals. This is advance notice that the property involved may be subject to special assessments for their proportionate share of potential future traffic signals at the intersection of Raymond Road and Whitney Way. As an alternative, the Plan Commission could require an up-front deposit of the development's estimated share of the cost of the subject signal. The development's traffic at this intersection is estimated at approximately 4,000 – 5,000 vehicles per day or about 15% of the intersection's traffic, which equates to a deposit of \$15,000.

Note: It is planned that the City's PBMVC will decide in the fall of 2006, as part of the City's annual signal priority list, whether a traffic signal will be installed at this intersection. (Attached is the PBMVC's previous consideration of this signal as background information.) Separately, but concurrently the City's Capital Budget will need to include funds for signals planned and/or approved. As part of the budget process it will be determined whether the subject signal will use 100% city funds or a combination of city funds and special assessment district that would include the Walgreens shopping center.

3. The applicant shall reconstruct its driveway at Raymond Rd & Leland Road for low clearance vehicles from bottoming out. This driveway reconstruction shall be a five (5) ft. bump out to reduce the driveway slope for ingress & egress vehicles. The applicant shall submit a detail 1" 20' detail drawing of driveway approach to be reviewed and approved by the City Traffic Engineer.

4. The applicant shall modify the parking lot islands at the entrances to 20 ft. radiuses from Raymond Road, and South Whitney Way to accommodate vehicle-turning movements. The applicant shall submit a detail design noting dimensions of radii of the island on both sides of the driveway approaches to be approved by the City Traffic Engineer.
4. The proposed location of the loading dock as shown would require a semi truck to back onto the site, blocking the service corridor and driveway approach of Russett Rd. The applicant shall modify and demonstrate semi – truck movements on site not to back off the Russett Rd. right-of-way, block the service corridor, or block the driveway approach. The applicant should look at angle degree loading dock or conditional of approval that all Walgreen truck deliveries shall be with single units truck. The applicant shall note that Madison General Ordinance 10.08(a) 6 requires all facilities to have adequate internal circulation in which no backing movement, except that required to leave a parking stall, is allowed. All parking facilities shall be designed so as not to utilize any portion of the public right-of-way except to permit ingress and egress in a forward manner. Russett Rd. has residential uses across the street and the location to Toki School crossing will prohibit any backing off from the street. The only enforcement of this condition is the redesign of the loading dock and relocate the Russett Rd. approach that prevents backing off the street.
5. The site walkway fronting on S. Whitney Way shall be widened to at least 9 ft. The applicant will need to reduce the noted parking spaces from 19 ft. to 18 ft. to accommodate this modification. This modification will allow to widen the sidewalk to 9 ft. accommodate the pedestrian traffic.

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 provide scaled drawing at 1" = 30' or larger on one contiguous plan sheet showing all the facility's access, existing and proposed buildings, layouts of parking lots, loading areas, trees, signs, vehicle movements, ingress/egress easements and approaches.
8. The applicant shall modify the all-new driveway approaches according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4). The proposed width for the driveway approaches and two 5-foot flares with the public sidewalk across the approaches. This change shall be revised on the plan.
9. "Stop" and "No Left Turns" signs shall be installed at a height of seven (7) feet to the bottom of the first sign at the driveway approaches to S. Whitney Way and the relocated mid-block driveway approach on Raymond Rd. "Stop" signs shall be installed at a height of seven (7) feet at all other 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. The applicant shall relocate all private signs to be on the property not in the street right-of-way.

10. The drive-thru shall be clearly identified with pavement markings and signage and the service point shall be shown. The applicant shall provide to Traffic Engineering for approval, a Queuing Model showing provision for adequate queue storage that prevents queue interference with pedestrian or other vehicular movements.
11. The intersection shall be so designed so as not to violate the City's sight-triangle preservation requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
12. The applicant shall show the dimensions for existing and proposed parking stalls items A, B, C, D, E, and F, and for ninety-degree angle parking with nine (9) ft or ten (10) ft 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.)
13. The applicant shall modify the proposed pedestrian linkages to be accessible routes. The applicant shall note on the site plans from all proposed pedestrian linkages installing ramps from the building entrances to the public sidewalk.
14. 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.
15. 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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