



Traffic Engineering Division

David C. Dryer, City Traffic Engineer

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April 25, 2005

TO: Plan Commission

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

SUBJECT: **725 South Gammon Road – Conditional Use – Parking Structure Total 811 Parking Spaces**

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 developer shall execute an agreement with the City for their proportional share of operation and maintenance costs for the traffic signal at Watts and Gammon.
2. The development 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.

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, 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. The main driveway approach entrance on Watts Road shall be a special design "Street Type Entrance" 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 thru and 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.

5. The applicant shall make the following notes to the most westerly Watts Road driveway approach. A six (6) inch epoxy white lines for the six (6) foot wide crosswalk, twenty-four (24) inch epoxy white stop bar five (5) feet behind the crosswalk and a double yellow epoxy line dividing the egress/ingress lanes a the existing special street entrance. The Applicant shall provide detail drawing of the approach.
6. The applicant shall note on the site plans the following: "Stop" signs shall be installed at a height of seven (7) feet at all driveway approaches behind the property line. In addition, a "Right Turn Only" sign shall be installed under the "Stop" sign at the most northerly driveway approach with no median break. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
 - a. The applicant shall submit a note on the plan detail sheets, "The applicant/property owner shall install and maintain all pavement marking in epoxy at all street type entrances as approved."
7. The applicant shall show the dimensions for existing surface and proposed ramp 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.)
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.
9. 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.
10. 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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