



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

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TO: Plan Commission

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

SUBJECT: **8102 Mid Town Road – Preliminary and Final Plat / Rezoning –MidTown Center Town of Middleton Sec 34 / PUD (GDP) to Amended PUD (GDP) – Mixed Use Development**

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 be required to make improvements to Midtown Road to accommodate the proposed Midtown Road Access as determined by City Traffic Engineer. The applicant shall enter to a subdivision contract or developer's agreement prior to Plat or PUD approval for this reconstruction work.
2. The applicant shall pay all outstanding Transportation Impact Fees for this area.
3. The applicant shall show driveway approaches across the street for Carns Drive and Mayo Drive. If necessary, the applicant shall modify the driveway approaches to align the proposed driveway approaches to the approaches across the street.
4. The applicant shall center the proposed Waldorf Blvd. approach to center on the Waldorf Blvd. median break.
5. The parking facility shall be modified to provide for adequate internal circulation for vehicles. This can be accommodated by eliminating a parking stall at the dead ends. The eliminated stall shall be modified to provide a turn around area ten (10) to twelve (12) feet in width and signed "No Parking Anytime."
6. The approval of this PUD (GDP) does not include the approval of the changes to roadways, proposed median break, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and Common Council for the restoration of the public right-of-way including any changes requested by the developer. The applicant shall enter into a subdivision contract or developer's agreement to accommodate proposed street improvements.
7. The ramp down to underground parking percent of sloped shall be designed to accommodate low-clearance vehicles for a transition. The applicant shall provide a profile

of the ramp showing the slopes critical clearance, when plans are submitted for approval.

8. The developer shall contact City Traffic Engineering, Kevin Fahey (266-4761) prior to submitting PUD (SIP) lot plans to arrange for relocation of the existing street light, and wiring. All cost related to this relocation shall be the responsibility of the developer.
9. The applicant shall show the dimensions for proposed all surface and underground parking stalls' items A, B, C, D, E, F, H and degree of angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. Signs and planting areas are to be excluded from the rectangular stall areas including the two (2) feet of vehicle overhang. The two (2) feet of vehicle overhang shall be shown on the plan and dimensioned.
10. "Stop" signs shall be installed at a height of seven (7) feet at all driveway approaches behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
11. The applicant shall add the following Maintenance of Traffic Measures to the GDP/SIP Zoning Text.

MAINTENANCE OF TRAFFIC MEASURES

Several streets within the GDP and plat include special traffic islands and traffic calming measures within the public right-of-way. The _____ (Association) shall be responsible, at the Association's sole cost and expense, for the maintenance and upkeep of such physical traffic measures. Such maintenance and upkeep shall be performed at the discretion of the Association except to the extent required by the City of Madison and shall include landscaping. If the landscaping is not maintained, the City will give notice to the _____ (Association) that it is not being maintained. If the Association does not respond to the notice within 60 days, the physical traffic measures will be topped with an asphalt pavement.

The _____ (Association) and persons involved with the maintenance and upkeep of the special traffic measures shall indemnify and hold harmless the City of Madison and its Boards and Commission and their officers, agent and employees from and against all claims, demands, loss of liability of any kind or nature for any possible injury incurred during maintenance and upkeep.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

12. None

GENERAL OR STANDARD REVIEW COMMENTS

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

13. The applicant shall execute and return the attached declaration of conditions and covenants for streetlights & traffic signals prior to sign off. The applicant will need to provide a deposit for their reasonable and proportionate share of traffic signal costs.

14. Utility easements shall be provided as follows:

| Between Lots | Between Lots | Between Lots |
|--------------|--------------|--------------|
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15. The applicant shall show a detail drawing of the 12 ft. utility easement dimensions and lot lines on the face of the plat.

16. There will be access restriction as noted on the Plat and shall be noted on the face of the plat and the PUD (GDP) as follows:

- a. Remove note 7 on the Plat.
- b. Note 8 shall state, “ No More Than One Private Access Shall Be Granted along the Northerly Right-Of-Way Of Midtown Road, Unless Otherwise Determined by The City Traffic Engineer.

17. 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 Dan J. McCormick, P.E., City Traffic Engineering at 266-4761 if you have questions regarding the above items.

Contact Person: Michael S. Marty
Fax: 608-838-0445
Email: mmarty@calkinsengineering.com

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