



Traffic Engineering Division

David C. Dryer, City Traffic Engineer

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April 20, 2006

TO: Plan Commission

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

SUBJECT: **8240 Mineral Point Road – Rezoning – C2 to PUD (GDP- SIP) – Bank with Drive Up Window / Future Retail**

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 attached Traffic Signal and St. Light declaration of conditions and covenants shall be executed and returned to City Traffic Engineering.
2. The applicant's contractor shall be responsible for securing all proper permits and driveway approvals from Dane County Highway and Transportation Department for grading along County Trunk Highway "S" in the right-of-way. The contractor shall provide copies of all approved permits to Traffic Engineering prior to approval of plans. Contact City Traffic Engineering if you have questions.

GENERAL OR STANDARD REVIEW COMMENTS

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

3. The applicant shall revise plan sheets to show existing conditions on Junction Road and Mineral Point Rd. 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), 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 applicant shall note Mineral Point Road and Junction Road proposed dedication to the public for roadway purposes on the site plans.

5. The applicant shall revise Parking Lot Plan Site Information Block on Sheet C103 to Wisconsin Community Bank plan.
6. 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 with site plans for approval.
7. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
8. The applicant shall modify the noted Junction Rd. & Mineral Point Road driveway approaches according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4). The proposed twenty (20) foot width for the driveway approach, with two 5-foot flares with the sidewalk going through the approaches. In addition, the applicant shall show existing conditions on Junction Rd. & Mineral Point Rd. on the revised plan sheets submitted for approval.
9. All existing Junction Road and Mineral Point Road driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
10. "Stop" and "No Left Turns" signs shall be installed at a height of six (6) feet to the bottom of the first sign at the driveway approaches to Mineral Point Rd. and Junction Road. 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.
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 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.
13. 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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