



Traffic Engineering Division

David C. Dryer, City Traffic Engineer

Madison Municipal Building
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608/266-4761
TTY 608/267-9623
FAX 608/267-1158

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TO: Plan Commission

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

SUBJECT: **9602 Mineral Point Road – Preliminary & Final Plat / Rezoning – Blackhawk Church Town Center / PUD (GDP) to PUD (SIP) 11 Retail & Church**

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 plat and GDP shall include a note such that no development beyond Phase 1 of a specified number of lots shall occur until such time that intersection improvements as approved by the City are made at South Point Rd and CTH 'S', in order to provide adequate transportation capacity to support the development.
2. The plat and GDP shall be revised to align the subject plat's western right of way line of South Point Rd with the Silicon Prairie plat south of CTH 'S'
3. The plat and GDP shall be revised to include right of way for two roundabout intersections at "A" Street and Ritchie and "A" Street and South Point Rd. The Traffic Engineer will provide the ROW details.
4. The current site plans lack adequate pedestrian provisions. The plat, GDP and SIP shall be revised to provide a pedestrian sidewalk plan that provides functional and attractive sidewalks in all directions, leading to all public streets and all building entrances. The pedestrian plan and provisions shall be reviewed and approved by the City Ped-Bike Coordinator, Arthur Ross, and the City Traffic Engineer. Lot line and building adjustments maybe required.

GENERAL OR STANDARD REVIEW COMMENTS

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

5. The applicant shall execute and return the attached declaration of conditions and covenants for streetlights prior to sign off.

6. The applicant shall provide a deposit for future area traffic signals and associated intersection changes at the intersections the City plans to signalize. The proportional share of the cost is based on a parcel's daily trips generated as defined by the industry standard known as the Institute of Transportation Engineers' Trip Generation Manual. As of 2004, the City is assessing approximately \$30 per trip for the capital cost of improvements for this area. The deposit may be paid in development phases.
7. There will be access restrictions on plat for development of this final plat and shall be noted on the face of the plat as follows:
 - a. No Access shall be granted along the northerly right-of-way line of Mineral Point Road.
8. The final form of the right of way dedication and limited highway easement for CTH S shall be reviewed and approved after further consultation with the Traffic Engineer and City Engineer.
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.
10. The applicant shall enter into a subdivision contract for infrastructure elements required to serve the plat, including interim or temporary improvements to serve the plat, according to the City's plans and specifications.
11. 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), signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 40'.
12. When site plans are submitted for approval, the developer shall provide a recorded copy of the joint driveway ingress/egress and crossing easements available to all lots in the project. All easements shall be recorded on the face of the plat and shown on site plans.
13. The applicant shall modify the proposed easterly driveway onto Brader Way and the northerly driveway to South Point Road. The applicant shall be required to queue two (2) vehicles or 60 ft. back from back edge of sidewalk before the drive aisle can connect to the main drive aisle at both driveway approaches.
14. The applicant shall modify and show dimensions of all the 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-four (24) or twenty-six (26) ft. width for the driveway approach, and shall have two five (5) ft. flares. The applicant should modify all the driveway approaches and throats to the maximum width of thirty (30) ft. in width to accommodate truck service and turning vehicles. These changes shall be revised on the plan.

Please contact John Leach, Engineering Program Specialist 2, Dan J. McCormick, P.E., City Traffic Engineering at 266-4761 if you have questions regarding the above items.

Contact Person: Kevin Pape
Fax: 608-833-1089
Email: kpape@donofrio.cc