

SDOT Planning Level Project

Estimates December 2015

The figures below are very high level planning estimates that include design and contingency costs. Projects that are selected for review by Neighborhood District Councils will be evaluated by SDOT staff for a more detailed estimate. Depending on the specific project and location, final estimates may be higher than those shown here.

It is always best to discuss your Neighborhood Park and Street Fund (NPSF) project with the Seattle Department of Transportation (SDOT) before submitting your application. Transportation projects are often deceptively complex or unfeasible. For many projects, SDOT may be able to help you select the most appropriate design solution and increase the competitiveness of your application.

PEDESTRIAN IMPROVEMENTS:

- [Concrete Sidewalk](#) - \$65,000 to \$90,000. ***The NPSF cannot fund an entire block of “standard” concrete sidewalk with curb/gutter.*** Appropriate projects are those that are less than ½ block (110’) in length or locations where a curb already exists and there are no drainage issues.
- [Curb Bulb](#) - \$30,000 to \$80,000. The cost can vary significantly due to the size, demolition required, drainage, survey requirements, concrete road panel replacement, traffic control, and landscaping.
- [Curb Ramps](#) - \$15,000 per ramp. Typically, projects require ramps to be installed in pairs.
- [Marked Crosswalk](#) - Before a crosswalk can be marked, it must be evaluated using national standards, including the number of lanes that pedestrians must cross, the proximity of the location to existing traffic signals, and the number of pedestrians who cross the street consistently at that location. If a crossing meets the standards, and curb ramps exist, crosswalks can be signed and marked for \$8,500. If no curb ramps are present, they must be installed, for an average of \$15,000/per ramp. If SDOT determines additional measures are needed, such as an overhead sign, flashing beacons, etc., these may add \$25,000 in cost.
- [Median Island](#) with 2 curb ramps - \$40,000, assuming there are no drainage impacts.
- Sidewalk Repair - \$90,000 or less for a six-foot wide sidewalk on a typical block (330’ long). This does not include any curb replacement, work in the planting strip, or upgrades for new curb ramps. Costs are higher if trees are present. Leveraging opportunities with SDOT’s Sidewalk Safety and Repair Program are occasionally available in neighborhood business districts.
- [Street Trees](#) - \$1,000/tree.
- [Pedestrian Countdown Signal](#) - \$7,000 per intersection (4 crossings).

TRAFFIC CALMING:

For traffic calming projects, you must participate in SDOT's Traffic Calming Program before applying for your project to ensure that the project is beneficial, feasible and that there is sufficient community support. Information about the program and how to participate is available on line at: www.seattle.gov/transportation/neighborhoodtraffic.htm.

- Set of Two [Chicanes/Choker](#) - \$25,000 (without landscaping); \$50,000 (with landscaping). The cost difference is a result of differences in the chicane/choker design (drainage, etc.), not the plantings themselves.
- Curbs created using wheel stops - \$30,000 for one block. Often this improvement allows for traffic calming as the street width is effectively reduced to 25' with parking on both sides and landscaping opportunities.
- [Radar Speed Signs](#) - \$25,000 to \$35,000 includes two radar speed signs. Not all streets or locations are feasible due to the availability and/or cost of a power source.
- [Speed Humps](#) - \$5,000 per speed hump including signs. Speed hump projects usually consist of a minimum of three humps for a total of \$15,000.
- [Traffic Circle](#) - \$25,000 to \$30,000 but costs vary depending upon landing area, size of the circle, and survey work due to monument resetting. Not all intersections are feasible for circles.

OTHER FUNDING SOURCES:

- [SDOT the Levy or Move Seattle Neighborhood Street Fund](#) – funds large (approximately \$100,000 - \$750,000) neighborhood transportation projects which are identified and prioritized by the community.
- [SDOT Community Tree Program](#) – funds neighborhood street trees.
- [SDOT Bike Rack Program](#) – funds installation of community requested bike racks.
- [SDOT Traffic Circle Program](#) – funds a limited number of traffic circles.
- [More Funding Sources](#)