



## 2018 Project Review Sheet (2019 Construction)

### City Council District 2

Ballot #2B

<b>Project #</b>	<b>18-262</b>
<b>Project Title:</b>	<b>Improvements on Corson Ave S between E Marginal Way S and Airport Way S</b>
<b>Location:</b>	<b>Corson Ave S between E Marginal Way S and Airport Way S</b>

### SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: SDOT supports making a pedestrian crossing improvement by tightening the northeast corner radius of Corson Ave S and East Marginal Way S to shorten the crossing distance across Corson Ave S and slowing vehicle turning right from E Marginal Way S to Corson Ave S.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: N/A

**Total Project Cost: \$90,000**



### **Solution and Comments:**

This review has been completed for use in the 2018 Your Voice, Your Choice: Parks & Streets process.

After consulting the Georgetown Mobility Plan Final Report for low-cost capital projects along the Corson Ave S corridor, SDOT recommends funding the E Marginal Way / Corson Ave S intersection improvements. The intent of the project is to manage the traffic speeds and improving pedestrian visibility with the possibility of reducing the northeast curb radius. This intersection has been identified as a safety concern in previous community planning efforts. The report notes that, "traffic turns off E Marginal and travels quickly along Corson."

When considering any changes to the curb radius, SDOT recognizes the need to accommodate the Washington State Department of Transportation (WSDOT) trucks that access their maintenance yard off Carson Ave S. Given the larger turning radii for their typical vehicles, to consider tightening the northeast corner radius at Corson Ave S and E Marginal Way S, SDOT needed to consider consolidating the two southbound lanes on Corson Ave S to allow enough space for northbound trucks from E Marginal Way S to turn right on to Corson Ave S. SDOT analysis showed that reconfiguring the traffic lanes on the north leg of the intersection will have minimal impact to existing traffic operations.

Image:

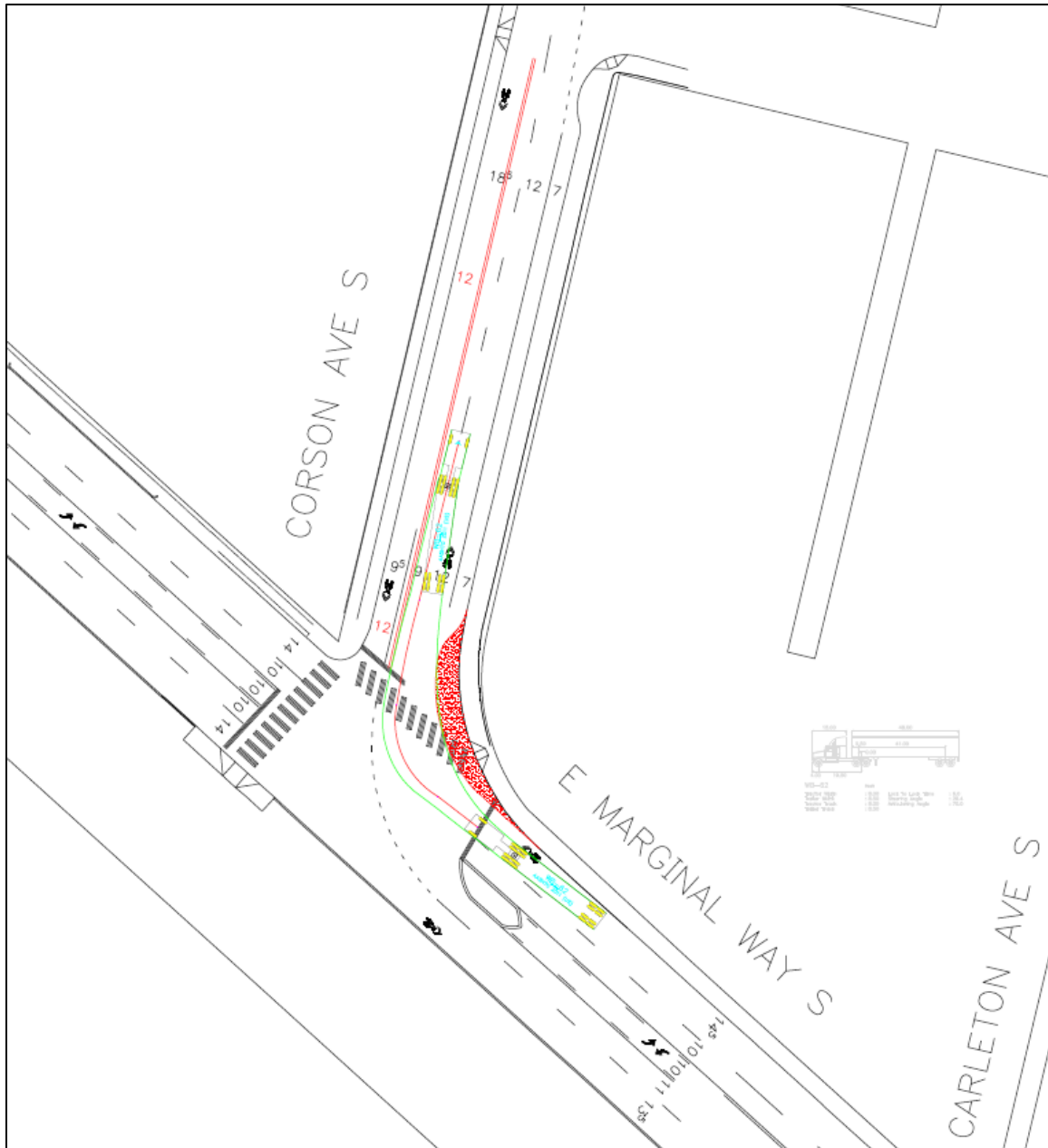


Figure 1: Turning Analysis for a WB-62 Vehicle with Proposed Lane Reconfiguration and Bulb



---

## Information Provided by Community Members

**Project Idea:** Corson Ave S Traffic Safety and Pedestrian Improvements Study. (SDOT mobility study project #2 page 46)

**Need for Project:** Community would like a more comfortable pedestrian environment, and better management of travel speeds from I-5 into the neighborhood. There are several BPSA priority locations along this corridor. The BMP proposed network indicates an in-street facility, but this study should assess feasibility.

**Community Benefit from Project:** Improve vehicle and pedestrian safety along central north- south route.



**Risk Registry:**

<b>SDOT Review</b>	<b>Drainage impacts</b>	<b>Constructability</b>	<b>Community process</b>
Low – recommended under the Georgetown Mobility Plan	Medium – need to relocate existing drains	Medium – construction along 2 arterials require more traffic control	Low

**Cost Estimate:**

<b><i>Design Phase</i></b>	
Preliminary Engineering (Survey) Costs	\$1,000
Project Management Costs (City Labor)	\$1,000
Design Costs (Consultant Fees, if externally designed, internal labor otherwise) - use 10% of construction cost for in-house design of relative uncomplicated projects	\$8,500
<b>Subtotal – Design Phase Costs</b>	\$10,500
Design Contingency (10% of Design Phase Subtotal)	\$1,500
<b>Total Design Phase Costs</b>	\$12,000
<b><i>Construction Phase</i></b>	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$46,000
Drainage Costs	\$5,000
Estimating Contingency (10-20%)	\$5,000
<b>Subtotal – Construction Costs</b>	\$56,000
Construction Management (10-25% of Construction Cost)	\$7,000
Construction Contingency (20%)	\$15,000
<b>Total Construction Phase Costs</b>	\$78,000
<b>Total Project Cost = Total Design and Construction Phase Costs</b>	\$90,000

