



## 2018 Project Review Sheet (2019 Construction)

### City Council District 3

Ballot #3D

<b>Project #</b>	<b>17-347</b>
<b>Project Title:</b>	<b>Corner Improvements at 25th Ave S &amp; Plum St</b>
<b>Location:</b>	<b>The NE corner of the intersection of 25th Ave South and South Plum Street.</b>

### SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: Recommendation is to formalize curbing and install curb ramps on the northeast corner of 25<sup>th</sup> Ave S and S Plum St.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: Possible partnership with ADA curb ramp or PMP programs (Will need to be verified with program owner and how it ranks on priority).

**Total Project Cost: \$68,800**



### **Solution and Comments:**

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

Recommendation is to formalize the corner and install curb ramps on the northeast corner of 25th Ave S and S Plum St. Installation of this project will complete all the ramps within this intersection and will connect to existing sidewalk. Location is adjacent to the Lighthouse for the Blind Incorporated.

### **Image:**



*Figure 1: Proposed Improvements*



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## Information Provided by Community Members

**Project Idea:** By creating a formal corner with ADA approved accessible ramps at the NE corner where one currently does not exist, it will eliminate several parking spaces that obscure the visual angle of drivers watching for cross traffic opening up the intersection for greater pedestrian and vehicular safety. It would move the intersection forward in improving the overall design of the intersection for pedestrians and drivers while sacrificing only a few parking spaces that should not be there. There is ample parking at the nearby organizations and many free street parking spaces. Another step towards making the intersection as safe as possible would be to make it a Four-way stop intersection instead of a Two-way stop. This would prevent short-cutting drivers from speeding through the intersection and potentially causing accidents.

**Need for Project:** The intersection of S Plum Street and 25th Ave South has been the site of a variety of accidents, including residential drivers, Metro drivers, and school buses - and many undocumented near misses, some including pedestrians. Due to the elevation gain on the approach to the intersection from the west and property height at the NW and SW corners a driver's view of other approaching vehicles is impaired at this Two-Way Stop intersection. The NE corner is taken up by diagonal parking, which at times includes large vans or trucks that completely block the visual access of drivers traveling south on 25th of vehicles approaching from the east. This street is commonly used by drivers seeking a "short cut" between Rainier or 23rd and MLK Way - often these drivers are in a hurry and speeding. This intersection is directly adjacent to the Lighthouse for the Blind, Inc. and the American red Cross. Both business have many employees and visitors that are traveling through this intersection, both on foot and by vehicle.

**Community Benefit from Project:** Employees commuting to the Lighthouse for the Blind, Inc. located on the SE corner of the intersection, employees and visitors to the Red Cross on the NE corner of the intersection, residents and visitors to the neighborhood, including those who may be traveling to the nearby section of the Mountains-to-Sound Greenway, and the employees and many visitors to the 2100 Building (1 block away). The 2100 building is home to 12 non-profits that focus on



working with children in the community - children and teens are often traveling through the neighborhood to attend programming.



**Risk Registry:**

<b>SDOT Review</b>	<b>Drainage impacts</b>	<b>Constructability</b>	<b>Community process</b>
Low	Medium (inlets may need to be installed or relocated)	Medium (ROW limits are right at back of sidewalk. TCE's likely)	Low/Med (Low for general community, Medium for TCE needs)

**Cost Estimate:**

<b><i>Design Phase</i></b>	
Preliminary Engineering (Survey) Costs	\$ 1,500
Project Management Costs (City Labor)	\$ 1,500
Design Costs (Consultant Fees, if externally designed, internal labor otherwise) - use 10% of construction cost for in-house design of relative uncomplicated projects	\$ 5,000
<b>Subtotal - Design Phase Costs</b>	\$ 8,000
Design Contingency (10% of Design Phase Subtotal)	\$ 800
<b>Total Design Phase Costs</b>	\$ 8,800
<b><i>Construction Phase</i></b>	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$ 30,000
Drainage Costs	\$ 10,000
Estimating Contingency (20%)	\$ 8,000
<b>Subtotal - Construction Costs</b>	\$ 48,000
Construction Management (5% of Construction Cost)	\$ 2,400
Construction Contingency (20%)	\$ 9,600
<b>Total Construction Phase Costs</b>	\$ 60,000
<b>Total Project Cost = Total Design and Construction</b>	\$ 68,800