



2018 Project Review Sheet (2019 Construction)

City Council District 7

Ballot #7A

Project #	18-714
Project Title:	Crossing Improvements on Queen Anne Dr. and 4th Ave North
Location:	Southeast quadrant of the 7 way intersection at Queen Anne Dr. and 4th Ave North on the NE corner of Queen Anne

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments:

This application is to install improvements at the southeast corner of Queen Anne Dr, 4 Ave N & Raye ST intersection. The project and proposed improvements are a part of a Recommended Package of Improvements from the SDOT Report 16-025, December 2016 (prepared by Casseday Consulting).

There is an opportunity to partner with another program:

- Yes
- No



Partnering Program: There are possible partnership with the following:

- SRTS, the intersection has a middle range ranking because of the potential YVYC leveraging opportunity;
- Pedestrian Master Plan, the intersection ranks low;
- Vision Zero, the intersection ranks low;
- ADA ramp, waiting to hear from Program owner.

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

We propose to complete the design for the entire proposal as requested. However, due to the scope, potential costs of the project, we may not be able to implement the entire proposal. We propose to implement the following first:

1. southeast curb bulb at the corner of 4TH Avenue N & Raye (UPPER) ST
clear away the vegetation and pave the corner of Raye (UPPER) ST & Raye ST

If there is funding available, then we can implement the proposed

2. curb ramp at the corner of Raye (LOWER) ST & Raye ST
clear away the vegetation and pave the corner of Raye (LOWER) ST & Raye ST

Traffic data does not support marked crosswalks at:

- the north leg across 4th Ave North
- the south leg across 4th Ave North, and
- the east legs of Raye Street.

Also, due to the traffic volumes and nature of improvements assumes the intersection could be CLOSED for several days (i.e. entire weekend: late Friday through early morning Monday). The complete closure of the intersection for the entire weekend will limit construction traffic control costs; allowing the project funds to be focused on construction.

Image:

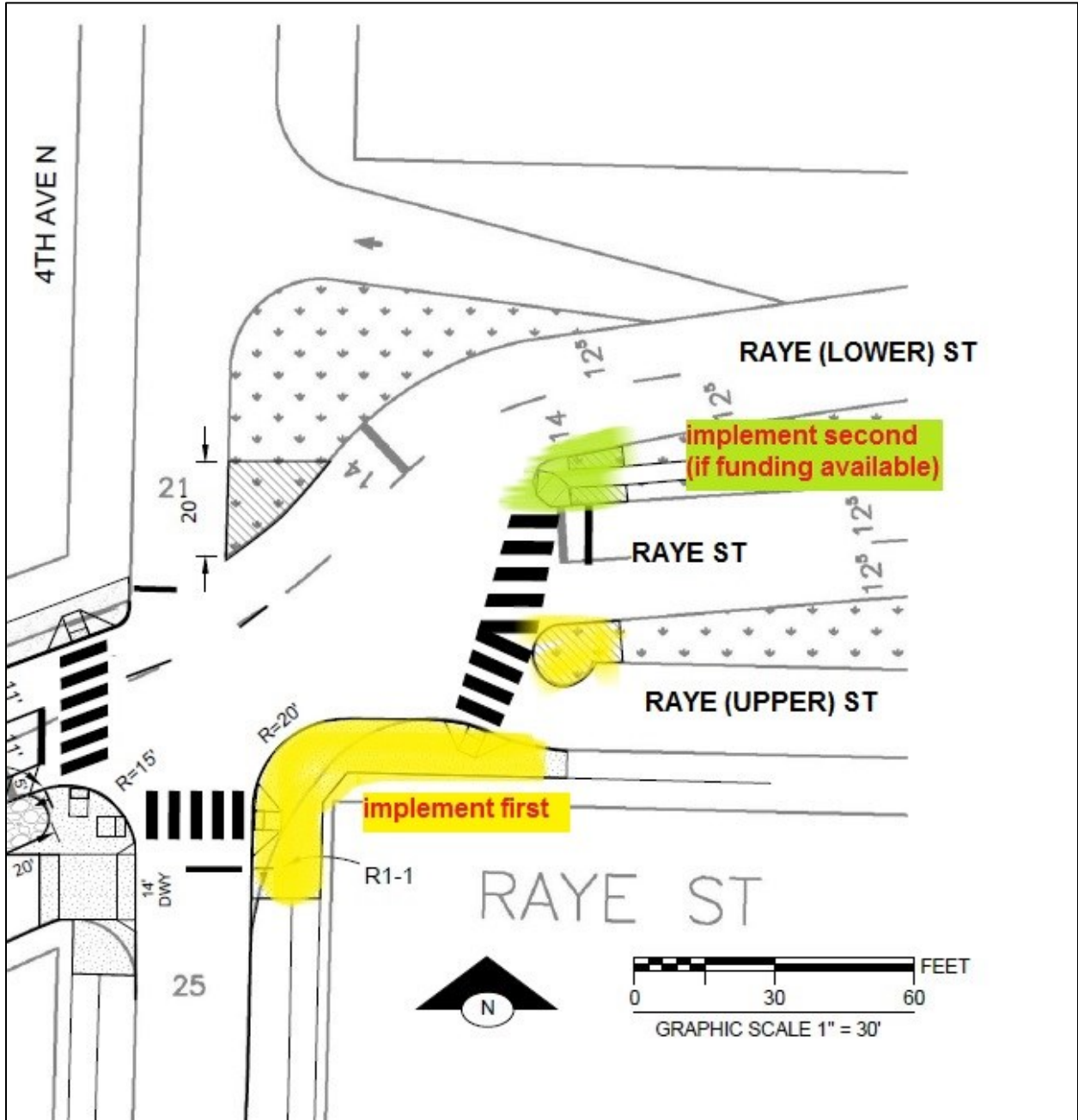


Figure 1: Proposed Improvements



Information Provided by Community Members

Project Idea: On the north end of Queen Anne, a confusing 7-way intersection presents a difficult situation for vehicle drivers, cyclists, and pedestrians, including children making their way to school and all pedestrians traveling downhill towards Fremont and to or under SR 99 (Aurora Bridge) to catch buses. This intersection was evaluated by Casseday Consulting and recommendations for improvements were made in the SDOT report 16-025 (12/2016). Recommended improvements to the NW and SW corners of the intersection were selected as part of the 2017 YVYC program and will be implemented in 2018. This application is to complete the recommended improvements by funding changes to the SE Corner of the intersection. The SE improvements include extended sidewalk and curb extensions plus curb ramps and marked crossings for the south leg across 4th Ave North and for the east legs of Raye Street to access the walkway to transit on Aurora Ave North. These improvements will greatly enhance visibility and safety for pedestrians trying to navigate this scary intersection in order to access transit on Aurora.

Need for Project: This project will complete the recommendations made in SDOT report 16-025. These improvements are needed for pedestrians trying to access the walkway that travels between upper and lower Raye St. on the east side of the intersection in order to access bus routes on Aurora. The intersection operation is complex with multiple movements and potential conflicts among vehicles, and the intersection is very congested during rush hours, leaving drivers impatient and frustrated. Pedestrians attempting to access the path down to Aurora are difficult to observe and vulnerable to conflicts with vehicle movements (both turning and straight movements). Currently pedestrians must walk out in front of cars on unmarked intersections and in places where drivers do not anticipate pedestrians to be present.

Community Benefit from Project: This project benefits pedestrians seeking access to transit on Aurora. It also benefits all of the drivers and pedestrians who use the intersection by providing greater clarity for how pedestrians should cross the streets and by helping drivers see pedestrians when they are in the intersection.



Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
High	High - There are existing inlets and may need to be installed or relocated Also, there are existing roadway concrete panels that have cracked which may be due to failing underground storm/sewer lines. IF the storm/sewer lines are failing, they will need to be repaired	High - The ROW limits are right a back of sidewalk. TCE's likely Need to have intersection closed for at least two days to maximize construction time	High - (for general community consensus, construction impacts, and TCE)

Cost Estimate:

Design Phase	
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
Subtotal - Design Phase Costs	\$8,000
Design Contingency (10% of Design Phase Subtotal)	\$800
Total Design Phase Costs	\$8,800
Construction Phase	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$50,000
Drainage Costs	\$4,000
Estimating Contingency (10-20%)	\$10,800
Subtotal - Construction Costs	\$64,800
Construction Management (10-25% of Construction Cost)	\$3,240
Construction Contingency (20%)	\$12,960
Total Construction Phase Costs	\$81,000
Total Project Cost = Total Design and Construction Phase Costs	\$89,800 (\$90,000)