



2018 Project Review Sheet (2019 Construction)

City Council District 7

Project #	17-715
Project Title:	Crosswalk improvement at Denny Way and 5th Ave intersection
Location:	Denny Way and 5th Avenue, south side of Denny Way east of Tillicum Place park.

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: SDOT Traffic Operations has reviewed the crossing of 5th Ave at Denny Way and approved a crossing treatment that would effectively improve safety and enhance pedestrian visibility. Considering the budget available through YVYC and the width of the roadway, this design includes an asphalt and painted curb bulb on the east side of the street, pedestrian-activated rapid flashing beacons, an asphalt median island, and upgraded signs and lane markings.

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.

Due to sight lines at the intersection and the budget available through the YVYC program, SDOT recommends using YVYC funds to install an asphalt and painted

YVYC 2018: 17-715, Denny Way and 5th Avenue



Project Idea: The crossing of 5th Avenue at Denny Way could be improved by adding a pedestrian refuge island as well as curb extensions from both sides of the crosswalk. Narrowing the roadway lanes would ensure that cars do not speed up as they head south on 5th Ave.

Need for Project: Pedestrians on heavily trafficked Denny Way have a hard time crossing 5th Avenue as cars speed up as they make the turn from either Denny Way or 5th Ave N. The crosswalk is placed at an angle behind Monorail tracks that makes it easy for vehicles to speed by.

Community Benefit from Project: People walking between the heavily pedestrian oriented areas of Belltown, Seattle Center, and South Lake Union.



Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
Low – concept uses standard treatments and has been vetted by Traffic Operations	Low – no likely drainage impacts with new infrastructure	Med – full closure of 5th Ave with UPO traffic control; Monorail coordination may be required for construction	High – would require removal of a commercial load zone parking space

Cost Estimate:

Design Phase	
Preliminary Engineering (Survey) Costs	\$0
Project Management Costs (City Labor)	\$ 2,000
Design Costs (Consultant Fees, if externally designed, internal labor otherwise) - use 10% of construction cost for in-house design of relative uncomplicated projects	\$ 6,000
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)	\$ 52,727
Drainage Costs	\$ 0
Estimating Contingency (10-20%)	\$ 5,273
Subtotal – Construction Costs	\$ 58,000
Construction Management (10-25% of Construction Cost)	\$ 11,600
Construction Contingency (20%)	\$ 11,600
Total Construction Phase Costs	\$ 81,200
Total Project Cost = Total Design and Construction Phase Costs	\$ 90,000