

PROJECT TYPE Sidewalk Repair
PROXIMATE LENGTH N/A
COST ESTIMATE \$345,000

APPLICANT PROBLEM

Unstable and dangerous conditions due to City tree roots uplifting and breaking up sidewalks

APPLICANT SOLUTION

Replace curbs and sidewalks in cement to create uniform & consistent appearance.

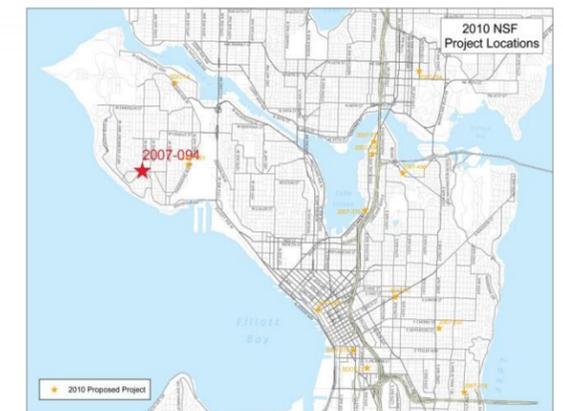
2010 note from District Council: Some sidewalks in the original 2007 proposal have been completed utilizing the NPF small projects and leveraging other funding through Liz Ellis at SDOT. Here are the next parts to be completed that the district council would like cost estimates for:

- *East side of 32nd Ave W from W Lynn to W Smith
- *South side of McGraw from 32nd to 34th (remaining parts that haven't been completed yet)
- *North side of McGraw from 34th to 35th



LEGEND:

- RIGHT-OF-WAY (R.O.W.)
- PROPOSED SIDEWALK
- PROPOSED PLANTING STRIP
- PROPOSED PARKING
- PROPOSED BIKE LANE
- PROPOSED SIDEWALK REPAIR
- BUS STOP



SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT) REVIEW

Repair/replace sidewalk and curb that has been damaged by tree roots along the following segments of sidewalk:

- East side of 32nd Ave W from W Lynn St to S Smith St
- South side of McGraw - the 85' east of 33rd Ave W
- North side of McGraw from 34th Ave W to 35th Ave W

Constructability

- Constructing new sidewalk while maintaining existing elevations at the store frontages and door entrances can be a design challenge to ensure there is no ponding on the sidewalk
- Tree roots will need to be pruned.
- Pedestrian access during construction will need to be maintained.

Community Issues

- SDOT has been working with the community for many years to repair the sidewalks in the business district.
- Outreach with existing businesses will be needed during design and construction
- Coordination with METRO will be required for bus stop improvements.

Benefits

- Improves pedestrian safety by eliminating tripping hazards and reducing the likelihood of standing water on the sidewalk.
- Improves access to business district.
- Improves access to/from transit stops.
- Reduces backlog of deferred maintenance of sidewalks.
- Improves environment by protecting mature street trees with expanded tree pits.

