



## 2019 Project Review Sheet (2020 Construction)

### City Council District 4 (Ballot # 4B)

<b>Project #</b>	19-134
<b>Project Title:</b>	Curb ramps and flashing beacons
<b>Location:</b>	Neighborhood: Laurelhurst, 98105 Area: Mary gates Memorial Dr. NE and Clark road

### SDOT Contact Information

SDOT Reviewer Name: Oli Frenchowicz

Reviewer Phone Number: (206) 684-0813

Review Date: August 5<sup>th</sup>, 2019

### SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: Based upon the traffic data, rapid rectangular flashing beacons (RRFBs) are not warranted at this intersection, however, SDOT does recommend installing curb bulbs and building curb ramps. The number of ramps are subject to the program's budget limit.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: Pedestrian Master Plan

**Total Project Cost: \$120,000**

YVYC 2019: Project 19-134, Mary gates Memorial Dr. NE and Clark road



### **Solution and Comments:**

This review has been completed for use in the 2019 Your Voice, Your Choice: Parks & Streets process.

Mary Gates Memorial Dr NE is a collector arterial with an average weekday vehicle volume of 8,000 vehicles per day. Speed data was unavailable for this segment of roadway. The Bicycle Master Plan calls for bike lanes at this location. This is a priority investment network according to the Pedestrian Master Plan.

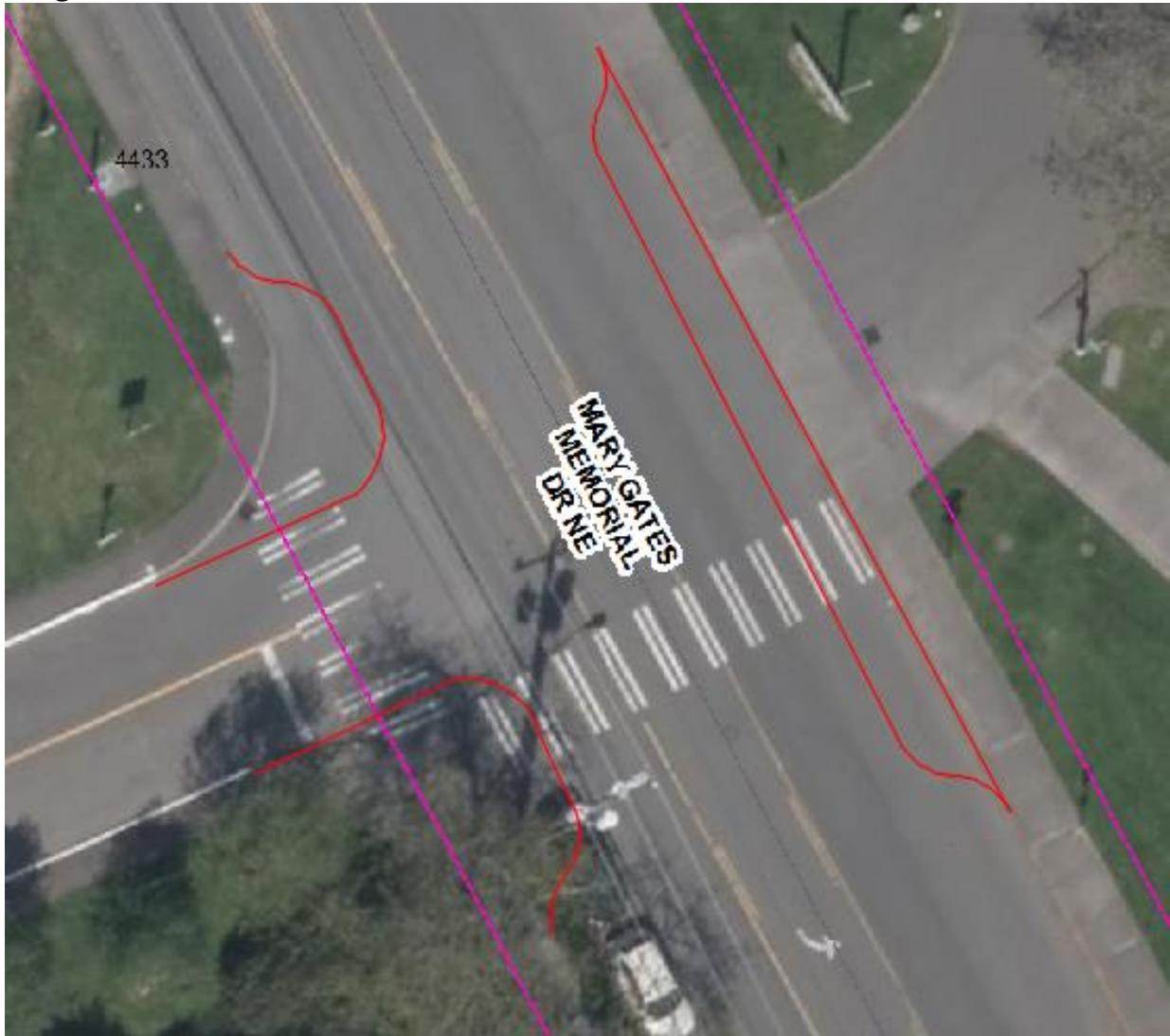
Due to the observed pedestrian crossing volumes, the intersection of Mary Gates Memorial Dr NE and NE Clark Rd does warrant pedestrian crossing improvements. Constructing pedestrian ramps and shortening the crossings is recommended if the project is selected for construction.

Curb ramps are recommended for improving pedestrian crossings. If this project was to be selected, coordination with the Bicycle Master Plan would be needed to determine what kind of treatments would be appropriate for shortening the pedestrian crossings. If possible, constructing curb bulbs on the NW and SW corners is recommended. On the east side of the intersection, bulbing out the curb and reconstructing the driveway should also be considered. If concrete construction limits future Bicycle Master Plan improvements, then paint and post treatments could be considered.

A Rectangular Rapid Flashing Beacon is not warranted at this location. Vehicle volumes are typically lower than usual.



Image:



YVYC 2019: Project 19-134, Mary gates Memorial Dr. NE and Clark road



## Information Provided by Community Members

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**Project Idea:** Curb ramps and flashing beacons

**Need for Project:** Because traffic moves really fast on this street and there is no curb ramps. Strollers and wheelchairs have no access.

**Community Benefit from Project:** All the pedestrians and bicyclists that are crossing. There are families, students, a childcare center and housing in the area.



### Risk Registry

<b>SDOT Review</b>	<b>Drainage impacts</b>	<b>Constructability</b>	<b>Community process</b>
Medium – BMP conflict	Medium – potential impacts	High – Potentially over budget limit	Low

### Cost Estimate

<b>Design Phase</b>	
Preliminary Engineering (Survey) Costs	\$5,000
Project Management Costs (City Labor)	\$5,000
Design Costs (Consultant Fees, if externally designed, internal labor otherwise)	\$8,000
<b>Subtotal – Design Phase Costs</b>	<b>\$18,000</b>
Design Contingency (10% of Design Phase Subtotal)	\$2,000
<b>Total Design Phase Costs</b>	<b>\$20,000</b>
<b>Construction Phase</b>	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$50,000
Drainage Costs	\$15,000
Estimating Contingency (10-20%)	\$10,000
<b>Subtotal – Construction Costs</b>	<b>\$75,000</b>
Construction Management (10-25% of Construction Cost)	\$10,000
Construction Contingency (20%)	\$15,000
<b>Total Construction Phase Costs</b>	<b>\$100,000</b>
<b>Total Project Cost = Total Design and Construction Phase Costs</b>	<b>\$120,000</b>