



## 2019 Project Review Sheet (2020 Construction)

### City Council District 5 (Ballot # 5A)

<b>Project #</b>	19-174
<b>Project Title:</b>	Add flashing beacons
<b>Location:</b>	Neighborhood: Aurora, 98133 Area: N 125th St. and Interurban Trail Crossing ( <a href="https://www.google.com/maps/place/N+125th+St+%26+Interurban+Trail,+Seattle,+WA+98133/@47.7195843,-122.3509652">https://www.google.com/maps/place/N+125th+St+%26+Interurban+Trail,+Seattle,+WA+98133/@47.7195843,-122.3509652</a> )

### SDOT Contact Information

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SDOT Reviewer Name: Oli Frenchowicz  
Reviewer Phone Number: (206) 684-0813  
Review Date: August 6<sup>th</sup>, 2019

### SDOT Project Summary

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SDOT approves project

- Yes  
 Yes, with revisions  
 No

Comments: Based upon recent traffic data, SDOT recommends the installation of Rectangular Rapid Flashing Beacons (RRFBs) and updating the signage and channelization at the trail crossing.

There is an opportunity to partner with another program:

- Yes  
 No

Partnering Program: Bike Master Plan

**Total Project Cost: \$70,000**

YVYC 2019: Project 19-174, N 125th St. and Interurban Trail Crossing (  
<https://www.google.com/maps/place/N+125th+St+%26+Interurban+Trail,+Seattle,+WA+98133/@47.7195843,-122.3509652> )



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**Solution and Comments:**

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

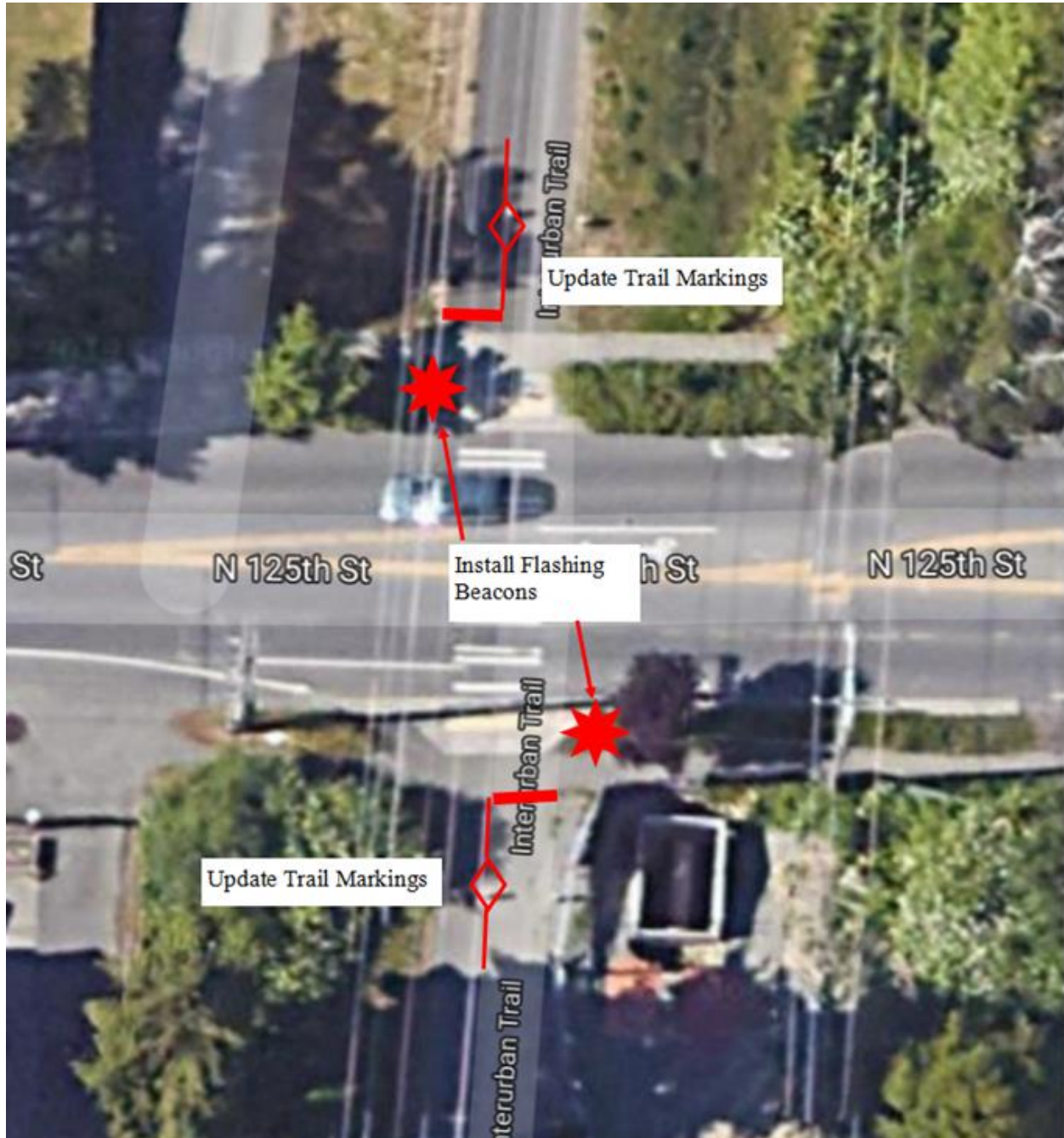
N 125<sup>th</sup> St is a collector arterial roadway with an average weekday vehicle volume of 7,500 vehicles per day. The 85<sup>th</sup> percentile speed was measured at 34.2 MPH. The Interurban Trail crossing at N 125<sup>th</sup> St is expected to have relatively high pedestrian and bicycle crossing volumes.

Per SDOT's crossing improvement policy, this location is eligible for Rectangular Rapid Flashing Beacons. If this project was selected, SDOT recommends installing the flashing beacons along with modifying markings and signs to match current standards.

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Image:



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## Information Provided by Community Members

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**Project Idea:** Add Flashing Beacons or other safety measures such as Speed Humps/Speed Tables to N 125th St. and Interurban trail crossing.

**Need for Project:** The bike and pedestrian crossing here is dangerous, oncoming traffic on N 125th St. does not stop and trail crossing signs are currently obstructed. Trail has stop signs in both directions but crossing is on a hill making it difficult to see oncoming traffic. Sometimes oncoming traffic will stop making it more less safe for vehicles behind them. This portion of the ride is also the first crossing after a long protected trail which plays a part in some ignoring the stop signs at the crossing itself. Having a safer way to cross here will help keep everyone using the crossing safe.

**Community Benefit from Project:** Drivers, bicyclists, and pedestrians who live, work, visit or commute through the Seattle area crossing or accessing the Interurban at 125th ave NW.

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### Risk Registry

SDOT Review	Drainage impacts	Constructability	Community process
Low	Low	Low	Low

### Cost Estimate

<b>Design Phase</b>	
Preliminary Engineering (Survey) Costs	\$3,000
Project Management Costs (City Labor)	\$3,000
Design Costs (Consultant Fees, if externally designed, internal labor otherwise)	\$3,000
<b>Subtotal - Design Phase Costs</b>	\$9,000
Design Contingency (10% of Design Phase Subtotal)	\$1,000
<b>Total Design Phase Costs</b>	\$10,000
<b>Construction Phase</b>	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$45,000
Drainage Costs	\$0
Estimating Contingency (10-20%)	\$5,000
<b>Subtotal - Construction Costs</b>	\$50,000
Construction Management (10-25% of Construction Cost)	\$5,000
Construction Contingency (20%)	\$5,000
<b>Total Construction Phase Costs</b>	\$60,000
<b>Total Project Cost = Total Design and Construction Phase Costs</b>	\$70,000

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