



## 2018 Project Review Sheet (2019 Construction)

### City Council District 5

Ballot #5D

<b>Project #</b>	<b>18-521</b>
<b>Project Title:</b>	<b>Intersection Improvements on 32nd Ave NE at NE 137<sup>th</sup> &amp; NE 140<sup>th</sup> Sts</b>
<b>Location:</b>	<b>The intersections of 32nd Ave NE with the streets NE 137th, NE 140th and NE 143rd</b>

### SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: This location does not meet warrants for all way stops but current yield signing is recommended to be upgraded to stop signs at 137<sup>th</sup> and 140<sup>th</sup> St intersections.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: N/A

**Total Project Cost: \$3,000**



### **Solution and Comments:**

This review has been completed for use in the 2018 Your Voice, Your Choice: Parks & Streets process.

The intersections of 32nd Ave NE with the streets NE 137<sup>th</sup>, NE 140<sup>th</sup>, and NE 143<sup>rd</sup> do not meet SDOT or MUTCD warrants for all way stop control. Past speed data along 32<sup>nd</sup> Ave NE indicate an 85<sup>th</sup> percentile speed of 23.8 mph. We recommend replacing existing yield signs with stop signs and update supports to current standards to prevent 32<sup>nd</sup> Ave NE from being used as an easy N-S route.

This work will replace 4 yield signs at 137<sup>th</sup> and 140<sup>th</sup> with stop signs, add 1 red/white sleeve to a support at 137<sup>th</sup>, and replace one support at 140<sup>th</sup> with a new TS-10 and red/white sleeve.

**Image: N/A**



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## Information Provided by Community Members

**Project Idea:** 4 way stop sign to slow down cars speeding past Little Brook Park. Crosswalks at the stops would be even better

**Need for Project:** It would force cars to slow down driving through the neighborhood where children often run in the streets.

**Community Benefit from Project:** Neighborhood pedestrians walking in the dark coming from a nearby bus stop down NE 137, people, kids, and dogs walking to the park, and drivers who get confused at the intersections and fail to yield.



**Risk Registry:**

SDOT Review	Drainage impacts	Constructability	Community process
Low	N/A	Low	Low

**Cost Estimate:**

<b>Design Phase</b>	
Preliminary Engineering (Survey) Costs	\$ 0
Project Management Costs (City Labor)	\$ 0
Design Costs (Consultant Fees, if externally designed, internal labor otherwise) - use 10% of construction cost for in-house design of relative uncomplicated projects	\$ 500
<b>Subtotal - Design Phase Costs</b>	\$ 500
Design Contingency (10% of Design Phase Subtotal)	\$ 0
<b>Total Design Phase Costs</b>	\$ 500
<b>Construction Phase</b>	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$ 2,000
Drainage Costs	\$ 0
Estimating Contingency (10-20%)	\$ 0
<b>Subtotal - Construction Costs</b>	\$ 2,000
Construction Management (10-25% of Construction Cost)	\$ 0
Construction Contingency (20%)	\$ 500
<b>Total Construction Phase Costs</b>	\$ 2,500
<b>Total Project Cost = Total Design and Construction Phase Costs</b>	\$ 3,000