

PUGET SOUND REGIONAL COUNCIL PRIORITY PROJECT LIST

NARRATIVE PROJECT INFORMATION - October 2011

*Due to Peter Heffernan (peter.heffernan@kingcounty.gov) no later than close of business
Wednesday October 12.*

Project Sponsor: *King County DOT*

Project Name: Issaquah Fall City Rd & Klahanie Dr SE

Project Location: Issaquah Fall City Rd & Klahanie Dr SE

What type of project is it: Support Centers ____ Corridors Serving Centers x

Plan Consistency:

- Transportation 2040 project number: _____
- Is the project consistent with the Transportation 2040: Yes____ No ____

Project Description - No more than two full page - (see evaluation criteria for information to include):

The location is a signalized intersection with protected permitted phasing for eastbound lefts and permitted phasing for all other movements. The intersection has a history of eastbound left turn collisions and appears on King County's High Accident Location (HAL) list.

Analysis of the collisions patterns suggests that collisions may be reduced by 35% by adding protected only phasing for eastbound left turns. This improvement will require either the construction of dual left turn lanes or extension of the existing left turn lane. The estimated cost for this revision is \$6 million.

Project Status & Timeline

The planning phase of the project has been completed, with project scope defined and planning level cost estimate complete. No funding is currently available for design or construction. Assuming available funding in 2012, the following timeline is proposed:

Design: 2013-2014

Construction: 2015-2016

Additional Comments

None

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NARRATIVE PROJECT INFORMATION - October 2011

*Due to Peter Heffernan (peter.heffernan@kingcounty.gov) no later than close of business
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Project Sponsor: *King County DOT*

Project Name: Avondale Rd NE & NE Woodinville Duvall Rd

Project Location: Avondale Rd NE & NE Woodinville Duvall Rd

What type of project is it: Support Centers ____ Corridors Serving Centers x

Plan Consistency:

- Transportation 2040 project number: _____
- Is the project consistent with the Transportation 2040: Yes ____ No ____

Project Description - No more than two full page - (see evaluation criteria for information to include):

The location is a signalized intersection with protected only left turn phasing for all movements. The intersection has a history of eastbound rear end collisions and appears on King County's High Accident Location (HAL) list.

Analysis of the collisions patterns suggests that collisions may be reduced by 20% by completing CIP 100799, which includes dual left turn lanes for westbound and northbound traffic, signal improvements and illumination. The estimated cost for this revision is \$12 million.

Project Status & Timeline

The project was designed to a 50% level several years ago and then placed on hold due to lack of funds. No funding is currently available for further design or

construction, however, the majority of the necessary right-of-way has been acquired. Assuming available funding in 2012, the following timeline is proposed:

Design: 2012-2013

Construction: 2014-2015

Additional Comments

None

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*Due to Peter Heffernan (peter.heffernan@kingcounty.gov) no later than close of business
Wednesday October 12.*

Project Sponsor: *King County DOT*

Project Name: SE 128th Street

Project Location: SE 128th Street from 158th Ave SE to Lake Kathleen Road

What type of project is it: Support Centers ____ Corridors Serving Centers x

Plan Consistency:

- Transportation 2040 project number: _____
- Is the project consistent with the Transportation 2040: Yes ____ No ____

Project Description - No more than two full page - (see evaluation criteria for information to include):

The roadway has a high incidence of run-off-road collisions and has received grant funding for low cost safety improvements under the High Risk Rural Road Program (HRRRP). It also contains three intersections that appear on King County's High Accident Location (HAL) list due to left turn, rear-end, and right angle collisions. One of these intersections (168th Avenue SE & SE 128th Street) has received grant funding under the Highway Safety Improvement Program (HSIP) for advanced signal heads, street lighting upgrades, revised signal timing, and detector loop replacement. While these improvements are expected to result in a collision reduction, they are not considered adequate to address the corridor as a whole.

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Analysis of the collisions patterns suggests that collisions may be reduced by 20-40% by converting the four-lane road segment to a three lane section, and making improvements to the intersection of 164th Avenue SE and SE 208th Street. The intersection improvements would include adding dual eastbound left turn lanes and

northbound receiving lane. Removal of dilapidated concrete curbing and resurfacing of existing shoulders would also be considered.

The estimated cost for these improvements is \$3 million.

Project Status & Timeline

The HRRRP and HSIP projects are in the design phase, with construction expected in 2012 and 2013. The grant for these two project requires all work to be completed by the end of 2013.

The schedule for this new project and level of coordination with the two current projects would depend upon when funds were secured and timelines for granting agency approval (if required). Two alternative timelines are proposed based on the date of available funding.

Option 1: Notification of approval on or before March 1, 2012, and design funds obligated on or before June 1, 2012. Project would be advertised in same plan set as HRRRP project, and all required grant review would be completed as part of the HRRRP project. This option will require a commitment for timely review by granting agency since delay could result in loss of HRRRP funds.

Design: 2012

Construction: 2013

Option 2: Funding available after June 1, 2012. Project would be advertised separately from HRRRP project.

Design: 2013-2014

Construction: 2015-2016

Additional Comments

None

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*Due to Peter Heffernan (peter.heffernan@kingcounty.gov) no later than close of business
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Project Sponsor: *King County DOT*

Project Name: Kent Kangley Rd & Landsburg Rd SE

Project Location: Kent Kangley Rd & Landsburg Rd SE

What type of project is it: Support Centers ____ Corridors Serving Centers x

Plan Consistency:

- Transportation 2040 project number: _____
- Is the project consistent with the Transportation 2040: Yes ____ No ____

Project Description - No more than two full page - (see evaluation criteria for information to include):

The location is a two-way stop controlled intersection which appears on King County's High Accident Location (HAL) list due to a history of right angle collisions.

Analysis of the collisions patterns suggests that collisions may be reduced by 50% by constructing a roundabout or traffic signal. Intersection control review and conceptual design was completed under CIP 400107, and a roundabout was selected as the preferred alternative. The estimated cost for this improvement is \$3 million.

Project Status & Timeline

The Conceptual Design Report was completed in 2008, after which the project was placed on hold due to lack of funds. No funding is currently available for further design or construction.

Assuming available funding in 2012, the following timeline is proposed:

Design: 2012-2013

Construction: 2014-2015

Additional Comments

None

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*Due to Peter Heffernan (peter.heffernan@kingcounty.gov) no later than close of business
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Project Sponsor: *King County DOT*

Project Name: Avondale Road NE & NE 165th St

Project Location: Avondale Road NE & NE 165th St

What type of project is it: Support Centers ____ Corridors Serving Centers x

Plan Consistency:

- Transportation 2040 project number: _____
- Is the project consistent with the Transportation 2040: Yes ____ No ____

Project Description - No more than two full page - (see evaluation criteria for information to include):

The location is a signalized intersection with permitted phasing. The intersection has a history of rear end collisions and appears on King County's High Accident Location (HAL) list.

Analysis of the collisions patterns suggests that collisions may be reduced by 35% by installation of northbound and southbound left turn lanes. The estimated cost for this improvement is \$1.7 million.

Project Status & Timeline

The planning phase of the project has been completed, with project scope defined and planning level cost estimate complete. No funding is currently available for design or construction. Assuming available funding in 2012, the following timeline is proposed:

Design: 2014-2015
Construction: 2016-2017

Additional Comments

None