

# 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:** *City of Redmond*

**Project Name:** *Overlake Access Ramp*

**Project Location:** *Access ramp SR 520 from 148<sup>th</sup> Avenue NE Interchange to 152<sup>nd</sup> Avenue NE at approximately NE 29<sup>th</sup> Street.*

**What type of project is it:** Support Centers  X  Corridors Serving Centers     

### **Plan Consistency:**

- Transportation 2040 project number:  none
- Is the project consistent with the Transportation 2040: Yes  X  No

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

- Briefly describe the project

*This project constructs an eastbound access ramp from SR 520 to 152nd Avenue NE at 148th Avenue NE interchange and an ADA accessible 148th Avenue NE Trail Connection over SR 520 .The access ramp would diverge from eastbound 148th Avenue NE off-ramp, be grade-separated from 148th Avenue NE and connect with 152nd Avenue NE at roughly NE 28<sup>th</sup> Street. The ramp would include one general purpose lane, and auxiliary lanes.*

- What is the intended outcome & benefit

*Improving SR 520 access will alleviate congestion on SR 520 in the Overlake area – a designated Urban Center . A direct westbound freeway access ramp to the Overlake Urban Center will serve thousands of people each day seeking to access Overlake from SR 520. The Overlake Access Ramp will provide the*

***infrastructure on SR 520 so that Overlake can accommodate existing traffic and planned growth for this urban center – specifically, this ramp project will support 25,000 new jobs and 5,000 new residents, plus additional commercial business space. As a transportation investment, this project reduces operating costs for employers, and reduces access cost for employees. Funding this project prevents economic deterioration and “primes the pump” for additional high-tech job growth in Washington State.***

*The Overlake Urban Center has over 43,000 employees. Overlake and Downtown Bellevue have the largest concentration of jobs in urban centers outside of Seattle. Information technology jobs are identified by the Washington Employment Security Department as providing among the very highest job-multiplier and high-export activity effects on Washington State. To succeed, these jobs depend upon mobility access for labor, intra-region mobility for labor and freight, and general mobility for business and tourism.*

*The Overlake Urban Center is an employment, transportation and residential hub. It is home to Microsoft, Nintendo, and Honeywell International, will accommodate two Sound Transit Light Rail stations, and a planned Overlake Village mixed-use development.*

*SR- 520 is a critical regional multimodal corridor. There is no direct freeway access at 148th Avenue NE from westbound SR 520 to the Overlake Urban Center. Motorists must exit SR 520 at 148th Ave NE, travel south one block away from this area and then weave back to the area. It is a counter-intuitive series of twists and turns which results in added congestion and lengthy backups on SR 520, at an interchange and on local arterials already at a failing “Level of Service”. According to WSDOT’s “2010 Ramps and Roadways”, this interchange serves 52,000 daily vehicular trips accessing (to and from) SR 520.*

*148th Avenue NE is the key north-south principal arterial connecting Downtown Redmond, Overlake, Bellevue and I-90. Multi-family residential, commercial development and traffic from the Overlake Transit Oriented Development and a planned Sound Transit Light Rail Station all rely on access to Overlake from SR 520 and 148th Avenue NE. During the PM peak hour, the Overlake Access Ramp would serve 700 trips seeking to access Overlake, trips that currently add to congestion and lengthy backups at a heavily congested interchange and local arterials.*

*By creating a more direct connection between the off ramp and trip destinations this project improves ramp terminal operations, and traffic operations at all adjacent intersections. Reduced queuing and weaving on SR 520 will reduce the likelihood and frequency of collisions in this otherwise heavily congested urban center.*

## **Project Status & Timeline**

### **Where is the project at in development?**

*Preliminary Engineering/Design*

### **What is the timeline for this project from start to completion?**

*(Please identify the major phases)*

*2011-2013 Preliminary Engineering /Design; Right of Way Acquisition;  
and Construction Phase 1*

*2013-2015 Construction Phase 2*

## **Additional Comments**

*This project is consistent with transportation plans by WSDOT, the City of Redmond, and the City of Bellevue and supports future land use planned and travel*

*demand forecast for this sub-area. In 2007, this project received strong support*

*from the cities of Bellevue and Redmond in the Overlake Neighborhood Plan Update. In 2008, it was adopted to the Redmond Transportation Facilities Plan*

*(project ID: RED-OV-096.1). In 2010, this project was added to WSDOT's State*

*Highway System Plan and in January of 2011 a request was made on behalf of WSDOT to add this project to PSRC's MTP (Metropolitan Transportation Plan). Close coordination has occurred between the City of Redmond, WSDOT, the City of Bellevue, and Sound Transit to assure that these proposed improvements are consistent with other planned improvements such as Eastlink (light rail between Bellevue and Redmond) and future highway improvements to SR 520.*

*While the environmental process has not yet begun for this project, there are no identified environmentally sensitive areas (wetlands, waterways, stream crossings) or areas of concern within the proposed project limits.*