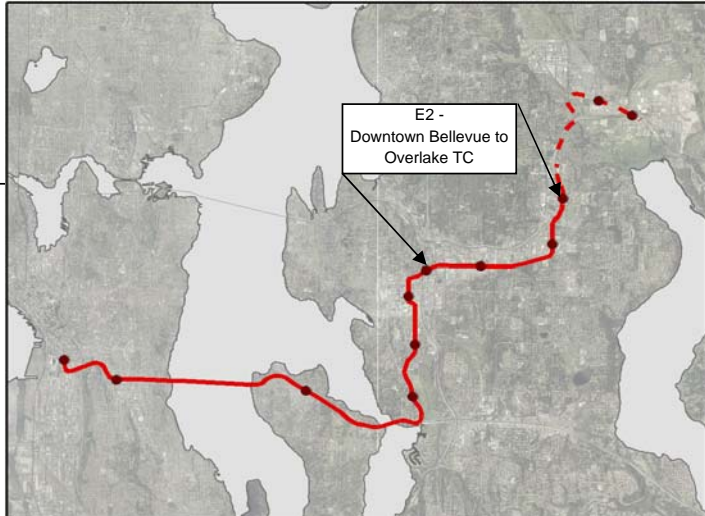


Link LRT: Downtown Bellevue to Overlake Transit Center

Project Number	E2
Subarea	East King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	4.0
Date Last Modified	12/14/2006

Project Locator Map



Short Project Description

Continue the East Link project from east of downtown Bellevue to the Overlake Transit Center with a connection to a light rail vehicle maintenance facility. This segment of East Link would have three stations which would serve the Bellevue-Redmond Road corridor, the Overlake Station neighborhood, and the Overlake Transit Center. The alignment and station locations will be determined through project level design and environmental review. The cost estimates presented here reflect whether the connection at the western end of this segment is to an underground or aerial alignment through downtown Bellevue. This project is a 3.1 mile component of the total proposed LRT line from Seattle to Redmond via I-90 and downtown Bellevue LRT.

Project Purpose: Provide reliable High Capacity Transit (HCT) within its own ROW from east of downtown Bellevue to Overlake Transit Center.

Cost and Schedule

Cost (in Millions of 2006\$)

Schedule

Alignment incl. underground component cost

	Low	High
Agency Admin	\$35.7	\$41.0
Environmental Clearances and PE	\$18.3	\$21.0
Final Design, Specs, Permitting	\$45.6	\$52.5
ROW Acquisition	\$134.2	\$154.3
Construction	\$396.1	\$455.5
Vehicles	Not Included	Not Included
Contingency	\$36.5	\$42.0
Total Cost	\$666.3	\$766.3

Proposed Schedule Not Yet Developed

Alignment incl. aerial component cost

	Low	High
Agency Admin	\$34.5	\$39.6
Environmental Clearances and PE	\$17.5	\$20.1
Final Design, Specs, Permitting	\$43.7	\$50.2
ROW Acquisition	\$134.2	\$154.3
Construction	\$379.0	\$435.8
Vehicles	Not Included	Not Included
Contingency	\$34.9	\$40.2
Total Cost	\$643.6	\$740.2

Design Basis

Conceptual

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Link LRT: Downtown Bellevue to Overlake Transit Center

Relationships to Other Projects

<i>Relationship</i>	<i>Project</i>
Dependent on	Project E1: LRT Line and Stations from Seattle to downtown Bellevue and all associated projects that this project is dependent on or impacted by
Impacted by	The proposed City of Bellevue redevelopment plans between Bellevue-Redmond Road and SR 520, and the designation of a Transportation Corridor
Dependent on	Construction of the Maintenance Facility and Vehicle Purchase (SYS-LRT)

Project Partners

Agency

WSDOT
KC Metro
City of Bellevue
City of Redmond

Long Description

This capital project scope and the companion capital cost estimate are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of operations.

At this stage of project development, a representative alignment was used to develop a cost estimate. The final alignment and station locations would be determined through project level design and environmental review. The base cost estimate includes design allowance contingency, construction change order contingency, and unallocated contingency.

Assumptions:

- Project E1 - LRT Line and Stations from Seattle to downtown Bellevue has been constructed or will be constructed at the same time as this project
- Project E2 - LRT Line and Stations from downtown Bellevue to Overlake Transit Center is not a discrete project. This project is a segment within the East Corridor alignment from Seattle IDS to a proposed terminal station in Redmond.
- Underground alignment option will be bored tunnels and/or cut and cover tunnel construction for this section of alignment
- Track will be installed using direct fixation
- Existing Overlake Transit Center provides bus transfer facilities in Overlake
- **Maintenance facility, LRT vehicles, and operations costs are included on project description SYS-LRT**

Representative Alignment Project Elements:

Alignment facilities:

- 0.3 miles of at-grade alignment
- 2.8 miles of new aerial alignment (for elevated alternative through downtown Bellevue); OR 2.6 miles of new aerial alignment and 0.2 miles new underground alignment (for subway alternative through downtown Bellevue)

Station facilities:

- one at-grade station in Bellevue
- two aerial stations in Redmond
- up to 820 structured parking stalls
- new kiss-and-ride facilities at up to two stations
- new local bus transfer facilities (four bays) at up to two stations
- 1% of station construction cost to be allocated for art

Utilities:

Utility investigations have not been carried out. Relocation of standard utilities along the alignment has been assumed as part of the scope and has been estimated using an average per route-foot allowance.

ROW:

Property interests required for the prototypical alignment include fee acquisitions, partial takes, easements and interagency agreements. Right-of-way requirements include construction staging and contractor laydown areas. No specific provisions are made for contractor parking. Cost estimates include associated relocation, administration and legal costs, and contingency.

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Mitigation:

The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

Exclusions:

- Maintenance facility, LRT vehicles, and operations will be costed separately (refer to project description SYS-LRT)
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Grade separated pedestrian crossings of arterials
- Costs for WSDOT-owned ROW

Permits:

WSDOT agreements for:

- Transit agreement to operate within the SR 520 right-of-way

City of Bellevue agreements:

- Transitway agreement to operate within the city streets
- Transitway agreement to operate within the planned Bellevue Transportation Corridor (generally aligning with NE 16th Street)
- Station Permits

City of Redmond agreements:

- Transitway agreement to operate within the city streets
- Station Permits

Others:

- Potential operating agreement with King County Metro

Project Dependencies

- Completion of Central Link
- Construction on Project E1 – LRT line from Seattle to downtown Bellevue
- Maintenance facility, LRT vehicles, and operations (refer to project description SYS-LRT)

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, implementation schedules, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

Evaluation Measures

Measure	Measurement/ Rating	Notes
Average Weekday Ridership	N/A	See light rail system ridership estimates
Capital Cost (Underground Align.)	\$666.3 - \$766.3	in Millions of 2006\$
Capital Cost (Aerial Align.)	\$643.6 - \$740.2	in Millions of 2006\$
Annual Operating Cost	N/A	See project description SYS-LRT
Travel Time & Reliability	High	
Connectivity & Integration	High	
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

Link LRT: Downtown Bellevue to Overlake Transit Center

Key Issues and Benefits

Issues:

- Alignment between downtown Bellevue and Overlake Transit Center will be determined through project level design and environmental review
- ROW along the alignment, including the new transportation corridor proposed by the City of Bellevue
- Park-and-ride capacity
- Location of light rail vehicle maintenance facility
- Environmental mitigation

Benefits:

- Provide exclusive right-of-way transit between downtown Bellevue and Overlake, which are the two largest job centers on the Eastside
- Provides direct light rail service between the regional growth centers of Northgate, University District, Capitol Hill, downtown Seattle, downtown Bellevue, and the Overlake manufacturing / industrial center
- Supports long range transportation and land use plans
- Increases transit reliability, visibility, and simplicity
- Increases job accessibility, particularly from Seattle to the Eastside
- Increases accessibility to special events in Seattle and Bellevue