

Link LRT: Preliminary Engineering and Right-of-Way Preservation from Overlake Transit Center to Redmond (E. King County)

Project Number	E28
Subarea	East King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	1.0
Date Last Modified	12/14/2006

Project Locator Map



Short Project Description

Complete environmental reviews and preliminary engineering for extending light rail from Overlake Transit Center to Redmond Terminal Station and preserve key rights-of-way in the corridor.

Project Purpose: to establish the route and station locations and expedite construction of this light rail segment.

Cost and Schedule

Cost (in Millions of 2006\$)

Schedule

	Low	High
Agency Admin	\$5.0	\$5.7
Environmental Clearance and PE	\$20.2	\$23.2
Final Design, Specs, Permitting	\$0.0	\$0.0
ROW Acquisition	\$62.4	\$71.7
Construction	\$0.0	\$0.0
Vehicles	\$0.0	\$0.0
Contingency	\$0.0	\$0.0
Total	\$87.5	\$100.6

Proposed Schedule Not Yet Developed

Design Basis

Conceptual

Environmental Documentation Required

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

Relationships to Other Projects

Relationship	Project
Dependent on	Implementation of Link LRT from Seattle IDS Station to Overlake Transit Center

Project Partners

WSDOT
KC Metro
City of Redmond

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Long Description

Description:

This project would complete environmental reviews and preliminary engineering for extending light rail from Overlake Transit Center to Redmond Terminal Station, to establish the route and station locations, acquire key rights-of-way, and expedite construction of this LRT segment if funds become available. The project also includes environmental reviews and preliminary engineering for expansion that may be needed for the East Link LRT maintenance facility to serve the expanded East Link LRT system.

Estimated costs reflect an approximately 3.6 mile segment of Link LRT. The estimated costs are based on 5% of the range of conceptual capital construction costs for the Overlake Transit Center to Redmond Terminal Station segment of the prototypical Link LRT alignment developed for ST2 planning purposes. The estimated costs also include environmental reviews and preliminary engineering for expansion of the East Link LRT maintenance base to serve the expanded East Link LRT system.

Project Elements Included:

- Complete environmental reviews assuming current NEPA/SEPA process requirements, including scoping, draft and final environmental impact statements, and record of decision
- Perform preliminary engineering for the preferred alternative
- Prepare project definition and budget to support implementation as soon as funds become available

Utilities:

- none

Right-of-Way and Property Acquisition:

- Advance purchase of key rights-of-way

Mitigation:

- none

Exclusions:

- none

Permits Required:

- none

Agreements Required:

- none

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	
Capital Cost	\$87.5 - \$100.6	in Millions of 2006\$
Annual Operating Cost	N/A	
Travel Time & Reliability	N/A	
Connectivity & Integration	N/A	
Land Use & Development	High	
Customer Experience	N/A	
Risk Avoidance	High	

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Key Issues and Benefits

Issues:

- If the project is performed too far in advance of final design and construction, there is a risk that much or all of it would have to be re-done to reflect changed conditions and regulations. This project should be performed later in the ST2 program to minimize that risk.

Benefits:

- Completes necessary environmental and engineering to allow quicker progression to final design and construction if funds become available.
- Preserves opportunity to seek future federal funding for construction.
- Completing this work would strengthen the cost estimates and establish a current baseline scope and cost.