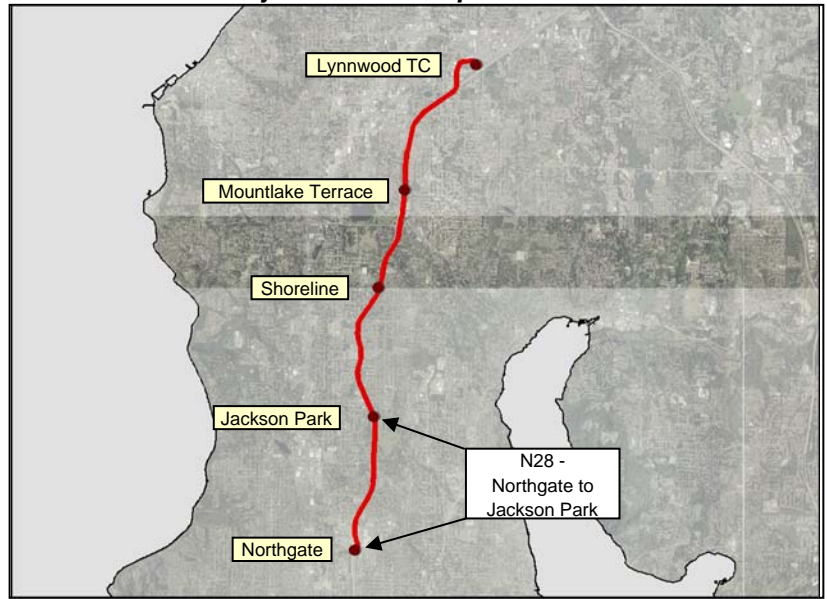


Link LRT: Northgate to Jackson Park (145th)

Project Number	N28
Subarea	North 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

Construct an extension of the Central Link light rail system for approximately 2.1 miles from Northgate to NE 145th Street. For costing purposes, the alignment is assumed to be entirely aerial primarily along I-5.

Project Purpose: To extend Link LRT service further north.

Cost and Schedule

Cost (in Millions of 2006\$)

Schedule

	Low	High
Agency Admin	\$14.8	\$17.0
Environmental Clearance and PE	\$9.3	\$10.7
Final Design, Specs, Permitting	\$23.3	\$26.8
ROW Acquisition	\$12.0	\$13.8
Construction	\$202.1	\$232.4
Vehicles	\$0.0	\$0.0
Contingency	\$18.6	\$21.4
Total	\$280.1	\$322.1

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	Project N6
Required for	Projects N29, N30 and N31T2

Project Partners

WSDOT
Cities of Seattle and Shoreline
FHWA
FTA

Link LRT: Northgate to Jackson Park (145th)

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 the revenue 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.

Description:

This project would construct an extension of the Central Link light rail system for approximately 2.1 miles from Northgate to NE 145th Street. For costing purposes, the alignment is assumed to be entirely aerial primarily along I-5.

Project Elements Included:

- Link LRT guideway, track and systems extended approximately 2.1 miles north from Northgate Station to Jackson Park Station (NE 145th Street)
- Alignment entirely aerial primarily along I-5
- After leaving Northgate Station, the alignment would continue along the east side of I-5 to NE 145th Street
- One new station at NE 145th Street, sized to accommodate 4-car trains
- 500 structured parking spaces at NE 145th Street
- Rebuild sound walls as necessary
- 1 percent for art per ST policy
- One track crossover at each station

Utilities:

- undergrounding of overhead utilities where utilities must be moved to accommodate the project
- electrical, water, sewer, communications

Right-of-Way and Property Acquisition:

- ROW acquisition required where alignment must leave WSDOT ROW
- ROW for construction staging areas
- ROW payment to WSDOT where alignment is in WSDOT ROW

Mitigation:

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

Exclusions:

- Non-structural architectural and aesthetic elements in excess of the ST art program

Permits Required:

- building, electrical, mechanical, utility, construction-related

Agreements Required:

- WSDOT, City of Seattle, FHWA, FTA

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.

Link LRT: Northgate to Jackson Park (145th)

Evaluation Measures

Measure	Measurement/ Rating	Notes
Average Weekday Ridership	N/A	See light rail system ridership estimates
Capital Cost	\$280.1 - \$322.1	in Millions of 2006\$
Annual Operating Cost	N/A	See LRT maintenance base, vehicles and operations project (SYS-LRT)
Travel Time & Reliability	High	
Connectivity & Integration	High	
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

Key Issues and Benefits

Issues

- none

Benefits

- Extends light rail service further north in a strong transit corridor
- Provides opportunities to restructure bus services, producing savings that could be reinvested elsewhere in the transit system.
- Connects Shoreline with the University District, Capitol Hill, Seattle CBD and Seatac designated urban centers.
- Significantly improves speed and reliability of transit service between Shoreline and Northgate, University District, Capitol Hill, and Downtown Seattle.