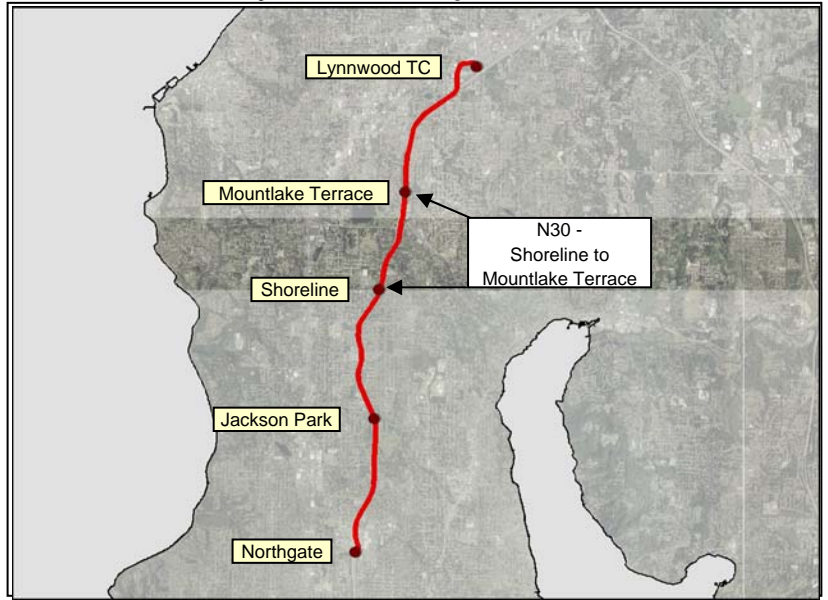


# Link LRT: Shoreline (185th) to Mountlake Terrace (236th)

Project Number	N30
Subarea	North King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	3.0
Date Last Modified	12/14/2006

**Project Locator Map**



## Short Project Description

Construct an extension of the Central Link light rail system for approximately 1.4 miles from NE 185th Street to 236th Street SW. 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	\$10.5	\$12.0
Environmental Clearance and PE	\$6.5	\$7.5
Final Design, Specs, Permitting	\$16.4	\$18.8
ROW Acquisition	\$9.3	\$10.7
Construction	\$142.0	\$163.3
Vehicles	\$0.0	\$0.0
Contingency	\$13.1	\$15.1
<b>Total</b>	<b>\$197.7</b>	<b>\$227.3</b>

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 N29
Required for	Project N31T2

## Project Partners

WSDOT
City of Shoreline
City of Mountlake Terrace
Community Transit
FHWA
FTA

# Link LRT: Shoreline (185th) to Mountlake Terrace (236th)

## 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 1.4 miles from NE 185th Street to 236th Street SW. 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 1.4 miles north from Shoreline (NE 185th Street) to Mountlake Terrace (236th Street SW)
- Alignment is expected to be entirely aerial primarily along I-5
- After leaving Shoreline Station, the alignment would continue along the east side of I-5 to 236th St SW
- One new station at 236th Street SW, sized to accommodate 4-car trains
- 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 Shoreline, City of Mountlake Terrace, 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: Shoreline (185th) to Mountlake Terrace (236th)

## Evaluation Measures

<i>Measure</i>	<i>Measurement/ Rating</i>	<i>Notes</i>
Average Weekday Ridership	N/A	See light rail system ridership estimates
Capital Cost	\$197.7 - \$227.3	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, potentially producing savings that could be reinvested elsewhere in the transit system.
- Connects Mountlake Terrace with Shoreline and the University District, Capitol Hill, Seattle CBD and Seatac designated urban centers.
- Significantly improves speed and reliability of transit service between Mountlake Terrace and Shoreline, Northgate, University District, Capitol Hill, and Downtown Seattle.