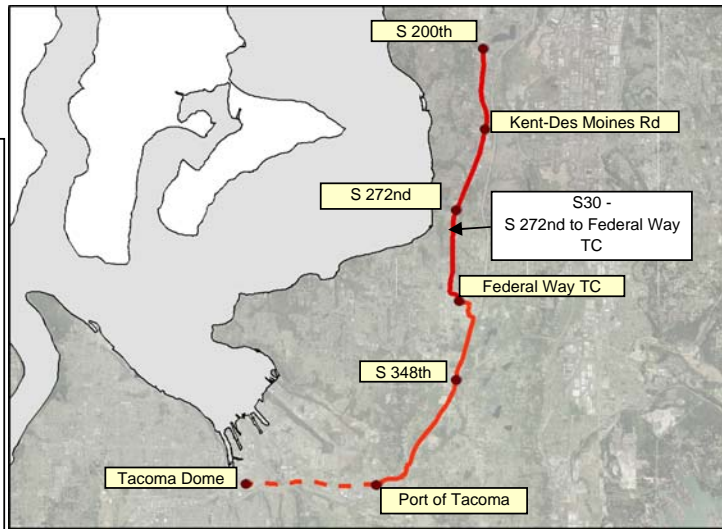


Link LRT: Extension from S 272nd Street to Federal Way Transit Center via SR 99

Project Number	S30
Subarea	South King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	3.0
Date Last Modified	12/14/2006

Project Locator Map



Continue extension of the Central Link light rail system for approximately 2.8 miles from S. 272nd Street to Federal Way (S. 317th St) in the vicinity of existing Federal Way Transit Center, including a new station in Federal Way. The project will include all necessary components such as infrastructure, systems, and stations. For prototypical costing purposes, the alignment is assumed to be aerial primarily along SR 99. The final alignment and station locations will be determined through project level design and environmental review. Prototypical cost estimates for the alignment are presented here.

Project Purpose: To extend reliable high capacity transit service farther south from S. 272nd St to Federal Way.

Cost and Schedule

Cost (In Millions of 2006\$); conceptual estimate only

	Low	High
Agency Admin	\$19.4	\$22.3
Environmental Clearance and PE	\$11.2	\$12.9
Final Design, Specs, and	\$28.0	\$32.2
ROW Acquisition	\$41.5	\$47.7
Construction	\$242.7	\$279.1
Vehicles	\$0.0	\$0.0
Contingency	\$22.4	\$25.7
Total	\$365.0	\$419.8

Schedule

**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

<i>Relationship</i>	<i>Project</i>
Dependent on	Project S29A: Link LRT: Extension from Kent-Des Moines Road to S. 272nd St via SR 99 and all associated projects that this project is dependent on or impacted by
Dependent on	Construction of the Maintenance Facility and Vehicle Purchase (separate project)

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Project Partners

Agency

KC Metro	
WSDOT	
City of Kent	
City of Des Moines	
Highline Community College	
City of Federal Way	

Long Description:

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

Project Description:

Construct an extension of Link light rail transit from S 272nd Street (in the vicinity of existing Redondo Heights park-and-ride lot) to the Federal Way Transit Center (317th St). For cost estimation purposes, the line is assumed to be elevated, primarily following an SR 99 alignment, and would include one new light rail station in Federal Way near the existing Federal Way Transit Center.

Assumptions

- 10-minute headways in peaks; 15 minutes in base period
- 4-car trains in peak; 3-car trains in base

Representative Alignment Project Elements Included:

- Link LRT service extended approximately 2.8 miles south from S 272nd Street Station to the Federal Way Transit Center. (Extensions of Link light rail from S. 200th Station to S 272nd Street have been defined and costed separately; Projects S28 and S29A)
- Alignment is assumed to be aerial
- After leaving the S. 272nd Street Station, the alignment would continue along the east side of SR 99 to S. 316th Street. The alignment would then continue easterly in an alignment between S 312th and S 316th Street until it reaches the vicinity of the Federal Way Transit Center located at S. 317th Street
- Column placement in the west side of the SR 99 100-foot right-of-way is assumed to require realigning the sidewalks to the west of the column. Modification to driveway access will also be required
- One new aerial station is assumed in the vicinity of the existing Federal Way Transit Center with an aerial center platform/ground level plaza
- New pedestrian bridge connecting the new Link station with the existing parking structure at the Federal Way Transit Center
- 1 percent for art per ST policy
- Passenger Drop Off facilities at station (20 bays)
- Local bus transfer facilities at station (four bays)
- Roadway modifications for sidewalk and curb reconstruction to shift roadway centerline to the west to accommodate column placements on the east side of the street within the right-of-way

Other design features assumed in the cost estimate include:

- One track crossover in the vicinity of the Federal Way Transit Center Station

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.

Right-of-Way

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

- Major roadway reconstruction to accommodate support columns for the aerial track (only minor pavement reconstruction has been costed - including striping and sidewalk replacement on one side of the street)
- LRT vehicles, maintenance base, and operations have been costed separately (refer to Project SYS-LRT description for systemwide elements)
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Public restrooms
- Track improvements
- Undergrounding of overhead utilities
- Community development funding
- Central command and control for operations

Permits Required

- Building, electrical, mechanical, utility, construction-related

Agreements Required

City of Federal Way

- Station Permits
- Transitway agreement to operate within city streets

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 forecasts
Capital Cost	\$365.0 - \$419.8	in Millions of 2006\$
Annual Operating Cost	n/a	See project description for systemwide elements
Travel Time & Reliability	High	
Connectivity & Integration	High	# of transit routes: ST 3; Pierce Transit 3; Metro 9
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Medium	

Key Issues and Benefits

Issues:

- An aerial alignment along SR 99 was selected as the representative alignment for estimation purposes in order to account for the potentially greater impacts and costs of constructing a light rail system along a highly developed and urbanized corridor.
- Due to column placement, aerial alignment along SR 99/Pacific Highway would impact property access and parking.
- Alternative alignment following I-5 would reduce impacts to SR 99 but would make serving communities along SR 99 more difficult.
- Some costs associated with rebuilding sidewalks and curbs to shift the street centerline to the east are included; costs associated with major street reconstruction are not included.
- ROW along the alignment

Benefits:

- Extends light rail service farther south; consistent with Sound Transit's Long-Range Plan.
- Serves the central area of Federal Way.
- New light rail station in Federal Way (S. 317th St)
- Increases job accessibility