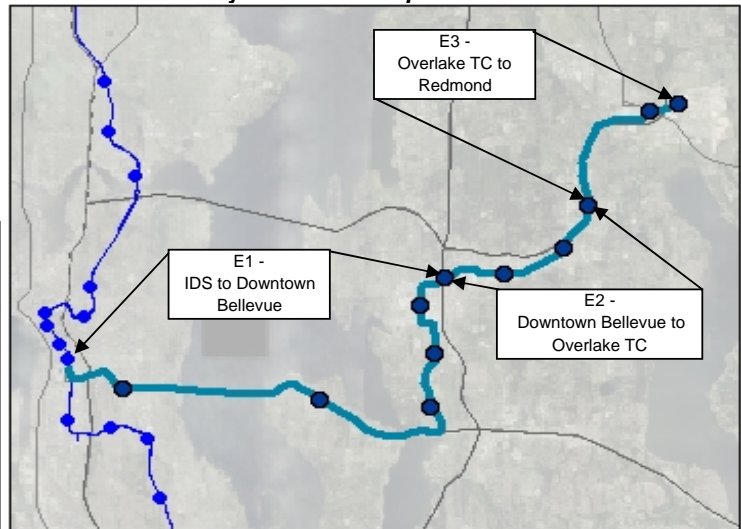


HCT-LRT: Overlake Transit Center to Redmond

Project Number	E3
Subarea	East King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	3.0
Date Last Modified	5/19/2006

Project Locator Map



Short Project Description

Continue the East Link project from the Overlake Transit Center to downtown Redmond. This segment of East Link would have two stations which would serve downtown Redmond and a regional park-and-ride. The alignment and station locations will be determined through project level design and environmental review. This project is a 3.6 mile component of the total proposed LRT line from Seattle to Redmond via I-90 and downtown Bellevue.

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

Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$34.8	\$40.0
Environmental Clearances and PE	\$18.3	\$21.1
Final Design, Specs, Permitting	\$45.8	\$52.7
ROW Acquisition	\$117.6	\$135.2
Construction	\$397.6	\$457.3
Vehicles	Not Included	Not Included
Contingency	\$35.4	\$40.7
Total Cost	\$649.6	\$747.0

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 E1: LRT Line and Stations from Seattle to downtown Bellevue and all associated projects that this project is dependant on or impacted by
Dependent on	Project E2: LRT Line and Stations from downtown Bellevue to Overlake Transit Center and all associated projects that this project is dependant on or impacted by
Dependent on	Project E4 - Construction of the Maintenance Facility and Vehicle Purchase

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Project Partners

Agency

WSDOT

KC Metro

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 has been constructed or will be constructed at the same time as this project
- Project E3 – LRT Line and Stations from Overlake Transit Center to Redmond Terminal Station is not a discrete project. This project is a segment within the East Corridor alignment from Seattle IDS to a terminal station in Redmond.
- Track will be installed using direct fixation
- LRT vehicles and maintenance facility included in capital cost of Project E4

Representative Alignment Project Elements:

Alignment facilities:

- 3.6 miles of new aerial alignment

Station facilities:

- two aerial stations in Redmond
- up to 1300 structured parking stalls at Redmond terminal station
- new kiss-and-ride facilities at up to two stations
- new local bus transfer facilities (six bays) at downtown Redmond station
- new bus transfer facilities (12 bays) at Redmond terminal station
- 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.

Mitigation:

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

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Exclusions:

- Maintenance Facility will be costed separately (refer to E4 project description).
- Vehicle costs will be costed separately (refer to E4 project description).
- Non-structural architectural and aesthetic elements in excess of the ST art program.
- Grade separated pedestrian crossings of arterials

Permits:

WSDOT agreements for:

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

BNSF permits / easements for:

- Aerial alignment within the BNSF right-of-way

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
- Construction on Project E2 – LRT line from downtown Bellevue to Overlake Transit Center
- Construction of the Maintenance Facility (E4)

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	5,000	
Capital Cost	\$649.6 - \$747.0	in Millions of 2005\$
Annual Operating Cost	\$7.0	in Millions of 2005\$. O&M costs for this project are subject to change and will be recalculated when the full extent of the ST2 LRT system for all of the Sound Transit subareas is known.
Travel Time & Reliability	High	
Connectivity & Integration	High	
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

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Key Issues and Benefits

Issues:

- Alignment between Overlake Transit Center and downtown Redmond will be determined through project level design and environmental review
- Use of SR 520 ROW dependent upon WSDOT long-range plans
- Use of BNSF alignment in downtown Redmond
- Potential stream and parkland impacts
- Environmental mitigation

Benefits:

- Provide exclusive right-of-way transit between Overlake and downtown Redmond
- Provides direct light rail service between the regional growth centers of Northgate, University District, Capitol Hill, downtown Seattle, downtown Bellevue, downtown Redmond, 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, Bellevue, and Redmond