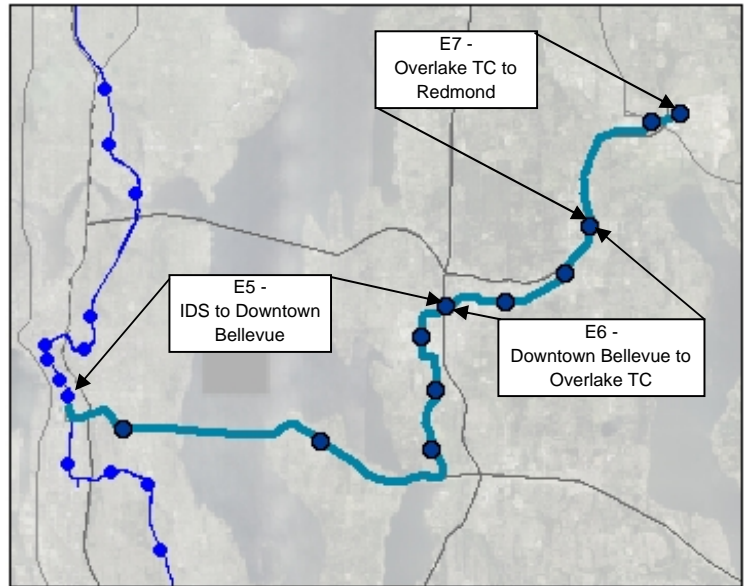


# HCT-RC BRT: Overlake Transit Center to Redmond

Project Number	E7
Subarea	East King
Primary Mode Impacted	ST Express
Facility Type	BRT Facility
Version Number	3.0
Date Last Modified	5/19/2006

**Project Locator Map**



## Short Project Description

Continue the Rail Convertible Bus Rapid Transit (RC BRT) project from the Overlake Transit Center to downtown Redmond. This segment of RC BRT 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 RC BRT 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)**

	Low	High
Agency Admin	\$32.9	\$37.8
Environmental Clearances and PE	\$17.1	\$19.6
Final Design, Specs, Permitting	\$42.7	\$49.1
ROW Acquisition	\$117.6	\$135.2
Construction	\$370.4	\$425.9
Vehicles	Not Included	Not Included
Contingency	\$32.9	\$37.8
<b>Total Cost</b>	<b>\$613.5</b>	<b>\$705.5</b>

**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

Relationship	Project
Dependent on	Project E5: RC BRT Line and Stations from Seattle to downtown Bellevue and all associated projects that this project is dependant on or impacted by
Dependent on	Project E6: RC BRT Line and Stations from downtown Bellevue to Overlake Transit Center and all associated projects that this project is dependent on or impacted by
Dependent on	Project E8 - Construction of the Maintenance Facility and Vehicle Purchase

## Project Partners

<b>Agency</b>	<b>Department</b>	<b>Contact</b>	<b>Phone</b>	<b>e-mail</b>
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 E5 – RC BRT Line and Stations from Seattle to downtown Bellevue has been constructed or will be constructed at the same time as this project
- Project E6 – RC BRT 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 E7 – RC BRT 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 proposed terminal station in Redmond
- No direct access facilities to be provided to the RC BRT transit only guideway
- Guideway infrastructure (drainage, walkways, structural components, etc.) constructed during the RC BRT phase will facilitate future installation of LRT components, ducting, catenary pole footings and stray current protection
- LRT rail and systems installation will not occur within the RC BRT guideway construction phase
- Fire/Life Safety systems and ventilation facilities constructed in the RC BRT phase will accommodate the more stringent design criteria for both bus and light rail operations
- Existing Overlake Transit Center provides bus transfer facilities
- Vehicles and maintenance facility included in capital cost of Project E8

### 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 percent for art per ST policy

### 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.

**Exclusions:**

- Maintenance Facility will be costed separately (refer to E8 project description).
- Vehicle costs will be costed separately (refer to E8 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**

- Construction of Project E5 – RC BRT line from Seattle to downtown Bellevue
- Construction of Project E6 – RC BRT line from downtown Bellevue to Overlake Transit Center
- Construction of the Maintenance Facility under Project E8

*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**

<b>Measure</b>	<b>Measurement/ Rating</b>	<b>Notes</b>
Average Weekday Ridership	4,500	
Capital Cost	\$613.5 - \$705.5	in Millions of 2005\$
Annual Operating Cost	\$6.0	in Millions of 2005\$. O&M costs for this project are subject to change and will be recalculated when the full extent of the operation of the ST2 bus system for all of the Sound Transit subareas is known.
Travel Time & Reliability	Medium	
Connectivity & Integration	High	
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

## Key Issues and Benefits

### Issues:

- System shut-down during conversion/time required to convert to LRT operations.

The estimated capital cost range to convert the prototypical RC BRT alignment to LRT operations between downtown Seattle and Redmond Terminal Station is **\$772.9 million to \$892.2 million** (2005\$). The conversion cost is dependant on the amount of LRT infrastructure provided at the time of RC BRT implementation, the construction schedule for conversion, the level of bus operations provided during the conversion period and assumes the HCT guideway is closed for the duration of conversion. It is anticipated that further analysis will be completed to define the conversion process and that the conversion cost will be refined.

- 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:

- Provides exclusive transit right-of-way between Overlake and downtown Redmond
- Provides direct HCT connection between the regional growth centers of downtown Seattle, downtown Bellevue, the Overlake manufacturing / industrial center, and downtown Redmond
- Supports long range transportation and land use plans
- Increases transit reliability and visibility
- Increases job accessibility, particularly from Seattle to the Eastside
- Increases accessibility to special events in Seattle, Bellevue, and Redmond