

## Express Bus: Direct Access Ramps & Parking Garage at Brickyard Park-&Ride (E. King County)

Project Number	E12
Subarea	East King
Primary Mode Impacted	ST Express
Facility Type	Park & Ride
Version Number	3.0
Date Last Modified	5/10/2006

**Project Locator Map**



### Short Project Description

Construct an HOV direct access facility as well as up to 500 structured parking stalls (displacing 200 surface stalls), and up to 200 surface stalls, for a net additional 500 stalls.

**Project Purpose:** Provides access to the I-405 inside HOV lanes, improve transit speed and reliability, and improve rider access to I-405 transit service through park-and-ride capacity expansion.

### Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$12.7	\$14.6
Enviro Clearance & PE	\$16.8	\$19.3
Final Design, Specs, Permitting	\$16.8	\$19.3
ROW Acquisition	\$17.9	\$20.6
Construction	\$141.2	\$162.3
Vehicles	\$0.0	\$0.0
Contingency	\$19.3	\$22.2
<b>Total</b>	<b>\$224.7</b>	<b>\$258.4</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	Use of King County Metro property
Impacted by	Future I-405 Corridor projects and implementation/construction schedule
Impacts	Wetlands surrounding the area

### Project Partners

WSDOT
King County Metro
King County
Seattle Public Utilities (SPU)

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### 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.*

#### Description

Construct a direct access ramp to Juanita-Woodinville Road and the Brickyard park-and-ride and construct a 500 stall parking garage on the existing surface park-and-ride lot. The direct access ramps will connect Juanita-Woodinville Way to I-405 using a flyover type of structure; access to the east side of the freeway will not be provided. The direct access ramp will provide access to Juanita-Woodinville Way NE on the west side of I-405 to northbound and southbound I-405. A 200 stall parking lot will be constructed directly south of the existing lot for parking during and after construction of the garage.

#### Project Elements Included:

- Widening/reconstruction of I-405
- Reconstruction of the NE 160th Street interchange including the overpass
- Relocation of 116th Avenue NE, between NE 155th Street and NE 160th Street
- Two ingress/egress points for passenger vehicles to be located off of Juanita-Woodinville Way
- A multi-level parking structure located at the intersection of Juanita-Woodinville Way and the I-405 southbound entrance ramp can provide approximately 500 parking stalls
- Signage, lighting, CCTV, customer emergency stations, elevators, stairs and fire suppression within the garage
- A bus loop to provide layover space and ease of passenger loading at the structure
- 1 percent for art per ST policy
- Temporary to permanent 200 stall parking facility immediately to the south of the existing park-and-ride lot

#### Utilities:

- To be determined

#### Right-of-Way and Property Acquisition:

- Relocation of 116th Avenue NE
- Park-and-ride site owned by King County, WSDOT and SPU

#### Mitigation:

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

#### Exclusions:

- Due to the close proximity of SR 522 interchange, no access would be provided from the direct access ramp to SR 522
- Additional bike storage, lockers, and racks
- Public restrooms
- Non-structural architectural and aesthetic elements in excess of the ST art program

#### Permits Required:

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

Seattle Public Utilities (SPU) permit needed due to Tolt River pipeline

#### Agreements Required:

Partnership agreement with WSDOT, King County Metro and King County

Access Decision Report - FHWA

*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.*

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### Evaluation Measures

<b>Measure</b>	<b>Measurement/ Rating</b>	<b>Notes</b>
Average Weekday Ridership	N/A	
Capital Cost	\$224.7 - \$258.4	in Millions of 2005\$
Annual Operating Cost	\$0.4	in Millions of 2005\$
Travel Time & Reliability	Medium	
Connectivity & Integration	High	
Land Use & Development	Low	
Customer Experience	High	
Risk Avoidance	Medium	

### Key Issues and Benefits

#### Issues:

This project is included in the I-405 Corridor Program (I-405 Congestion Relief and Bus Rapid Transit Project). However, if this project were selected by Sound Transit to move forward, Sound Transit cannot rely on or assume that funding from WSDOT will be available or in-place within the ST2 timeframe. Therefore, the entire cost of this project, including widening of I-405 to support the Master Plan vision of the I-405 Corridor Program, must be included in the cost estimate to account for the uncertainty of WSDOT or other project partner funding. The project may become a candidate for RTID funds which would reduce Sound Transit's funding responsibility. The existing park-and-ride property is owned by WSDOT and SPU. The parcel to the south is owned by King County.

A Tolt River Pipeline, owned by Seattle Public Utilities (SPU), crosses underneath the northern section of the existing Brickyard park-and-ride property. The pipeline is 5 feet in diameter and is buried approximately 10 to 15 feet deep. The pipeline runs along an approximately 70-foot wide right-of-way corridor. At the location of the Brickyard park-and-ride, this corridor is partially owned by SPU and partially owned by WSDOT with an SPU easement. Due to SPU restrictions, the parking garage will be built south of (i.e., not in) the pipeline corridor. A permit from SPU will be required for this ST2 project. Also, SPU will require protection for the pipeline from loading, vibration, and settlement due to construction and implementation of the ST2 project.

Other technical issues include:

- Wetlands dominate the parcel
- Right-of-way is required for a temporary park-and-ride lot
- Local street realignment (116th Avenue NE) and right-of-way requirements
- Steep grades (greater than 6%) from the I-405 direct access ramps to Juanita-Woodinville Way
- NE 160th Street Bridge replacement (over I-405)
- Parcel may be selected as I-405 corridor stormwater site

Wetlands mitigation and future mitigation regulation changes are of primary concern and present a risk.

#### Benefits:

- Provides additional park-and-ride capacity in the I-405 corridor
- Provides improved ST Express and King County Metro Transit operations via the direct access ramp
- Provides improved travel time and reliability to transit riders via the direct access ramp