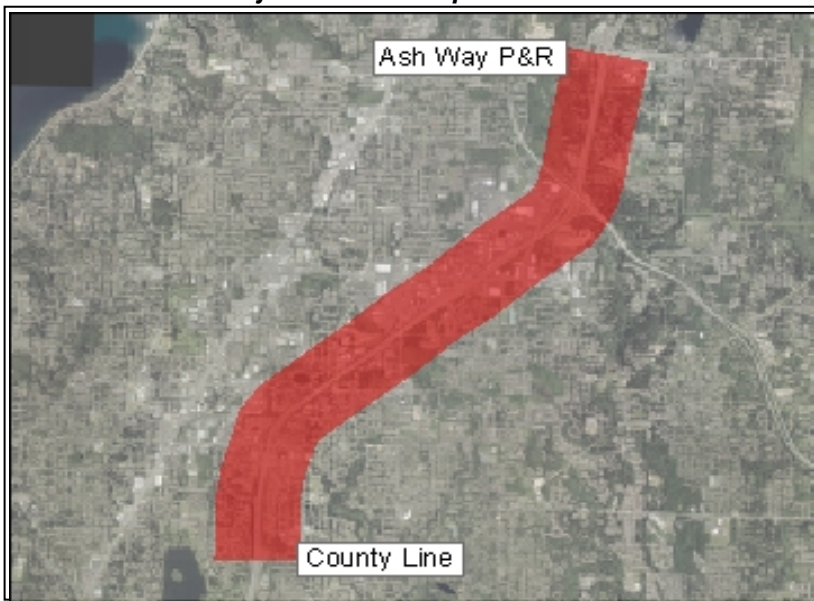


# Link LRT: Preliminary Engineering from King/Snohomish County Line to Ash Way (Snohomish County)

Project Number	N3
Subarea	Snohomish
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	3.0
Date Last Modified	5/17/2006

**Project Locator Map**



## Short Project Description

Complete environmental reviews and preliminary engineering for extending light rail from the vicinity of the King- Snohomish county line to Ash Way.

**Project Purpose:** to establish the preferred route and expedite construction in a future phase of Sound Transit system development.

## Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$1.4	\$1.6
Environmental Clearance and PE	\$23.7	\$27.2
Final Design, Specs, Permitting	\$0.0	\$0.0
ROW Acquisition	\$0.0	\$0.0
Construction	\$0.0	\$0.0
Vehicles	\$0.0	\$0.0
Contingency	\$2.5	\$2.9
<b>Total</b>	<b>\$27.6</b>	<b>\$31.8</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	N5 Link LRT: Preliminary Engineering from Northgate to King/Snohomish County Line (N. King County)
Impacted by	N2 Link LRT: Planning Study from Ash Way to Everett Station (Snohomish County)

## Project Partners

WSDOT
Power utilities
City of Lynnwood
FTA
FHWA
Snohomish County

# Link LRT: Preliminary Engineering from King/Snohomish County Line to Ash Way (Snohomish County)

## Long Description

### Description:

This project would complete environmental reviews and preliminary engineering for extending light rail from the vicinity of the King- Snohomish county line to Ash Way, to establish the preferred route and expedite construction in a future phase of Sound Transit system development.

Estimated costs reflect an approximately 5.6 mile segment from 236th St SW to the Ash Way P&R.

### Project Elements Included:

- Conduct alternatives screening
- Complete environmental reviews assuming current NEPA/SEPA process requirements, including scoping, draft and final environmental impact statements, and record of decision
- Perform conceptual engineering for DEIS alternatives
- Perform preliminary engineering for the preferred alternative
- Prepare project definition and budget to support a potential future ballot measure to fund final design and construction
- Right-of-way preservation

### Utilities:

- none

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

- Advance acquisition to preserve property necessary to build the preferred alternative route in the future

### Mitigation:

- none

### Exclusions:

- none

### Permits Required:

- none

### Agreements Required:

- none

*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	N/A	
Capital Cost	\$27.6 - \$31.8	in Millions of 2005\$
Annual Operating Cost	\$0.0	in Millions of 2005\$
Travel Time & Reliability	N/A	
Connectivity & Integration	N/A	
Land Use & Development	High	
Customer Experience	N/A	
Risk Avoidance	High	

# Link LRT: Preliminary Engineering from King/Snohomish County Line to Ash Way (Snohomish County)

## Key Issues and Benefits

### Issues:

- If the project is performed too far in advance of final design and construction (which would require approval of a future phase ballot proposal), there is high risk that much or all of it would have to be re-done to reflect changed conditions and regulations. This project should be performed late in the ST2 program to minimize that risk.

### Benefits:

- Completes necessary environmental and engineering to allow quicker progression to final design and construction in a future phase.
- Preserves opportunity to seek future federal funding for construction.
- Completing this work would strengthen the cost estimates and establish a baseline scope and cost.