

Express Bus: HOV Access Ramps at Mariner Park-&-Ride (Snohomish County)

Project Number	N8
Subarea	Snohomish
Primary Mode Impacted	ST Express
Facility Type	Direct Access
Version Number	3.0
Date Last Modified	5/17/2006

Project Locator Map



Short Project Description

Construct transit and HOV access ramps directly connecting the Mariner park-and-ride with the center HOV lanes on I-5. Provide access to and from both the north and south, and design the facility to accommodate possible future connection to the east side of I-5.

Project Purpose: to improve access to ST Express services operating on I-5 and speed and reliability of existing and planned services.

Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$2.5	\$2.9
Environmental Clearance and PE	\$3.3	\$3.8
Final Design, Specs, Permitting	\$3.3	\$3.8
ROW Acquisition	\$3.5	\$4.0
Construction	\$27.7	\$31.9
Vehicles	\$0.0	\$0.0
Contingency	\$3.8	\$4.4
Total	\$44.1	\$50.7

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
Impacted by	WSDOT 128th Street interchange upgrade project (not funded)
Complements	N15 Express Bus: Parking Garage, Transit Center and Bus Layover Facility at Mariner Park-&-Ride (Snohomish County)

Project Partners

WSDOT
Community Transit
Snohomish County
Cities of Everett and Mill Creek

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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 the revenue operations.

Description:

Construct a "Texas T" ramp over the southbound lanes of I-5 to the existing Mariner Park-and-Ride lot on the west side of I-5, providing access to and from I-5 northbound and southbound directions. This project would provide access to and from the west side of the freeway. The proposed HOV access would be located just to the south of I-5/128th Street SW/SE interchange; it would create a new intersection on 4th Avenue W.

Project Elements Included:

Continuous lighting, two new signals, drainage vaults, MSE and reinforced concrete retaining walls, new bridge over I-5, 1 percent for art per ST policy.

Utilities:

- Stormwater drainage

Right-of-Way and Property Acquisition:

- Right-of-way, and limited access along 4th Avenue NE (following WSDOT standards, the required length of limited access would land lock two developed parcels. Right-of-way acquisition includes these two parcels.)

Mitigation:

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

Exclusions:

- Non-structural architectural and aesthetic elements in excess of the ST art program
- Enhanced aesthetic surface treatments for retaining walls
- Freeway station stops
- Improvement to / reconstruction of I-5/128th St interchange
- Overpass to east side of I-5
- Operations and maintenance of the direct access ramp and facilities intersections

Permits Required:

- building, electrical, mechanical, utility, construction-related

Agreements Required:

- WSDOT, Snohomish County

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	
Capital Cost	\$44.1 - \$50.7	in Millions of 2005\$
Annual Operating Cost	\$0.0	in Millions of 2005\$
Travel Time & Reliability	Medium	
Connectivity & Integration	Medium	# transit routes: 4 ST, 7 CT
Land Use & Development	Medium	
Customer Experience	Medium	
Risk Avoidance	Medium	

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Key Issues and Benefits

Issues

- This project can be completed independently; however, because of impacts to/from WSDOT's proposed I-5/128th Street interchange rebuild, which is not funded, this project would be best designed and constructed in tandem with that project.

Benefits

- Facility allows existing ST Express services to serve this community.
- Provides significant rider travel time savings and operating cost savings for I-5 services that originate at Mariner P&R.
- Provides travel time and reliability benefits for HOVs as well as transit.