

Sounder: New Station at Broad Street (Seattle)

Project Number	N26
Subarea	N King/Sno
Primary Mode Impacted	Sounder
Facility Type	Station
Version Number	3.0
Date Last Modified	5/17/2006

Project Locator Map



Short Project Description

Construct a new station at the north end of the downtown Seattle core in the vicinity of Broad Street.

Project Purpose: to improve Sounder access to north downtown destinations.

Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$1.7	\$2.0
Environmental Clearance and PE	\$1.9	\$2.2
Final Design, Specs, Permitting	\$1.9	\$2.2
ROW Acquisition	\$5.5	\$6.3
Construction	\$16.4	\$18.8
Vehicles	\$0.0	\$0.0
Contingency	\$2.6	\$3.0
Total	\$30.0	\$34.5

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/Dependent on	Alaskan Way Viaduct/Seawall project (WSDOT/City of Seattle project)

Project Partners

King County Metro
WSDOT
City of Seattle
BNSF railroad
Port of Seattle

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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:

This project would construct a new Sounder commuter rail station at the north end of the downtown Seattle core in the vicinity of Broad Street.

Project Elements Included:

- Located south of intersection of Alaskan Way and Broad Street
- Two platforms (east and west side of tracks), each approximately 500 feet long (narrow platform on SB side)
- Deep foundations and piles for platforms due to waterfront soil conditions
- Canopies and windscreens (no canopy on SB platform)
- Signage
- Lighting
- Ticket vending machines
- Static and dynamic customer information
- CCTV
- Bicycle racks
- Bicycle lockers
- Security hut
- Grade-separated pedestrian access (pedestrian overpass) at ends of platforms
- Passenger drop-off zone for northbound passengers
- Improved pedestrian access across tracks at Broad Street (sidewalk, curb, gutter, pavement on south side of Broad Street) and new crossing safety equipment (flashers, gates)
- Additional bus shelters located on Alaskan Way
- Closure of Clay Street
- Compensation for freight rail disruption during track reconstruction
- 1 percent for art per ST policy

Utilities:

- electrical, stormwater

Right-of-Way and Property Acquisition:

- Payments to BNSF for ROW/property use

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
- Off-street parking
- Transit operator restrooms
- Public restrooms
- Intertrack widening
- Signal improvements
- Facilities that would support AMTRAK operations (e.g., extra long platforms, ticket booths)
- Off-street bus facilities
- Waterfront Streetcar track relocation
- Alaskan Way Viaduct/Seawall reconstruction costs
- Bus shuttle service

Permits Required:

- building, electrical, mechanical, utility, construction-related, shoreline, street closure

Agreements Required:

- City of Seattle, BNSF, King County Metro, WSDOT, Port of Seattle

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

<i>Measure</i>	<i>Measurement/ Rating</i>	<i>Notes</i>
Average Weekday Ridership	500	
Capital Cost	\$30.0 - \$34.5	in Millions of 2005\$
Annual Operating Cost	\$0.2	in Millions of 2005\$
Travel Time & Reliability	Medium	
Connectivity & Integration	Medium	# transit routes: 2 ST, 1 KCM
Land Use & Development	High	
Customer Experience	Medium	
Risk Avoidance	Low	

Key Issues and Benefits

Issues

- Station would be more useful if bus feeder service connecting the station to the downtown core were provided.
- Platform cost could be higher than normal due to potential seismic activity along waterfront.
- Station cannot be served by Sounder south trips without renegotiating track use agreements with BNSF
- Track crossovers may need to be rebuilt
- There may not be enough room to locate a pedestrian bridge across the tracks at the station
- High likelihood of freight railroad traffic disruption during construction that could require mitigation; costs are unknown
- AWW/Seawall replacement project may impact cost and timing of this project.
- Closure of city streets requires approval by Seattle City Council and would require conversation with the City.

Benefits

- Provides faster access for Sounder North riders to north downtown Seattle destinations, which will increase Sounder North ridership.