

Link LRT: Mountlake Terrace (236th) to Lynnwood TC (Terminal)

Project Number	N31T2
Subarea	Snohomish
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	1.0
Date Last Modified	5/19/2006

Project Locator Map



Short Project Description

Construct and operate an extension of the Central Link light rail system for approximately 2.3 miles from 236th Street SW to Lynnwood Transit Center, with terminal station at Lynnwood TC. For costing purposes, the alignment is assumed to be entirely aerial primarily along I-5.

Project Purpose: To extend Link LRT service further north.

Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$17.6	\$20.3
Environmental Clearance and PE	\$10.0	\$11.5
Final Design, Specs, Permitting	\$25.1	\$28.9
ROW Acquisition	\$41.1	\$47.2
Construction	\$217.7	\$250.4
Vehicles	\$0.0	\$0.0
Contingency	\$20.1	\$23.1
Total	\$331.6	\$381.4

Proposed Schedule Not Yet Developed

Annual O&M	\$7.0
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Design Basis

Conceptual

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

Relationship	Project
Impacted by	N39 Link LRT: Northgate to Mountlake Terrace (SW 236th St)
Impacted by	N35 LRT Maintenance Facility and Vehicles

Project Partners

WSDOT
City of Mountlake Terrace
City of Lynnwood
FHWA
FTA

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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.

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.

Description:

This project would construct and operate an extension of the Central Link light rail system for approximately 2.3 miles from 236th Street SW to Lynnwood Transit Center, with terminal station at Lynnwood TC. For costing purposes, the alignment is assumed to be entirely aerial primarily along I-5.

Project Elements Included:

- Link LRT service extended approximately 2.3 miles north from Mountlake Terrace (236th Street SW) to Lynnwood TC
- Alignment is expected to be entirely aerial primarily along I-5
- After leaving Mountlake Terrace Station, the alignment would continue along the east side of I-5 to North of SW 220th St, where it would cross over I-5 to the West side
- One new terminal station at Lynnwood TC, with 1,000 additional structured parking spaces
- Rebuild sound walls as necessary
- 1 percent for art per ST policy
- 5-10 minute headways in peaks; 10-15 minutes in base period
- 4-car trains in peak; 3-car trains in base period
- One track crossover at each station
- Trail track at the terminal station
- Bus transfer facilities at stations

Utilities:

- undergrounding of overhead utilities where utilities must be moved to accommodate the project
- electrical, water, sewer, communications

Right-of-Way and Property Acquisition:

- ROW acquisition required where alignment must leave WSDOT ROW
- ROW for construction staging areas
- ROW payment to WSDOT where alignment is in WSDOT ROW

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

Permits Required:

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

Agreements Required:

- WSDOT, City of Mountlake Terrace, City of Lynnwood, FHWA, FTA

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	10,000	
Capital Cost	\$331.6 - \$381.4	in Millions of 2005\$
Annual Operating Cost	\$7.0	in Millions of 2005\$
Travel Time & Reliability	High	
Connectivity & Integration	High	
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

Key Issues and Benefits

Issues

- While this representative alignment is defined to a Lynnwood terminus, any of the intervening stations could be developed as an interim terminus, but could require more P&R capacity, bus transfer facilities, or other access improvements
- Ridership and operations cost estimates are related only to the extension of Link light rail from Mountlake Terrace to Lynnwood, without accounting for the effects of the full system, which may include further extensions to the North, South and East.

Benefits

- Extends light rail service further north in a strong transit corridor
- Provides opportunities to restructure bus services, potentially producing savings that could be reinvested elsewhere in the transit system.
- Connects Lynnwood designated urban center with the University District, Capitol Hill, Seattle CBD and Seatac designated urban centers.
- Significantly improves speed and reliability of transit service between Lynnwood, Mountlake Terrace, Shoreline and Northgate, University District, Capitol Hill, and Downtown Seattle.