

Express Bus: Transit-Only Access Ramps at Ash Way Park-&-Ride (Snohomish County)

Project Number	N36
Subarea	Snohomish
Primary Mode Impacted	ST Express
Facility Type	Direct Access
Version Number	1.0
Date Last Modified	5/17/2006

Project Locator Map



Short Project Description

Complete the northern half of the existing transit-only access ramp directly connecting the Ash Way park-and-ride with the center HOV lanes on I-5. This will provide access to and from both the north and south.

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	\$1.9	\$2.2
Environmental Clearance and PE	\$2.5	\$2.8
Final Design, Specs, Permitting	\$2.5	\$2.8
ROW Acquisition	\$2.6	\$3.0
Construction	\$20.8	\$23.9
Vehicles	\$0.0	\$0.0
Contingency	\$2.8	\$3.3
Total	\$33.1	\$38.1

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
Complements	N16 Express Bus: Parking Garage at Ash Way Park-&-Ride (Snohomish County)
Complements	N39 Link LRT: Extension from Northgate to Mountlake Terrace
Complements	N31 Link LRT: Extension from Mountlake Terrace to Lynnwood

Project Partners

WSDOT
Community Transit
Snohomish County

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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:

Complete the northern half of the existing transit-only access ramp directly connecting the Ash Way park-and-ride with the center HOV lanes on I-5. This will provide access to and from both the north and south, which would support restructuring I-5 ST Express services from the north to serve Ash Way before they connect with light rail in south Snohomish County, if and when light rail is extended.

Project Elements Included:

- Continuous lighting
- Drainage vaults
- MSE and reinforced concrete retaining walls
- 1 percent for art per ST policy

Utilities:

- Stormwater drainage

Right-of-Way and Property Acquisition:

- Miscellaneous easements

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
- Operations and maintenance of facility

Permits Required:

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

Agreements Required:

- WSDOT

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	\$33.1 - \$38.1	in Millions of 2005\$
Annual Operating Cost	\$0.0	in Millions of 2005\$
Travel Time & Reliability	Medium	
Connectivity & Integration	Medium	# transit routes: 3 ST
Land Use & Development	Medium	
Customer Experience	Medium	
Risk Avoidance	Medium	

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Key Issues and Benefits

Issues

- May necessitate reconsideration of HOV use of the entire transit-only Ash Way direct access ramp facility and related changes to I-5 access and traffic operations.
- Project has significantly less utility and benefit if ST Express service to Seattle continues to originate at the Ash Way P&R

Benefits

- Supports consolidation of multiple ST Express routes along the I-5 corridor between Snohomish County and north King County/Seattle into one trunk service connecting with light rail, which would be desirable if and when light rail extends into south Snohomish County from King County.