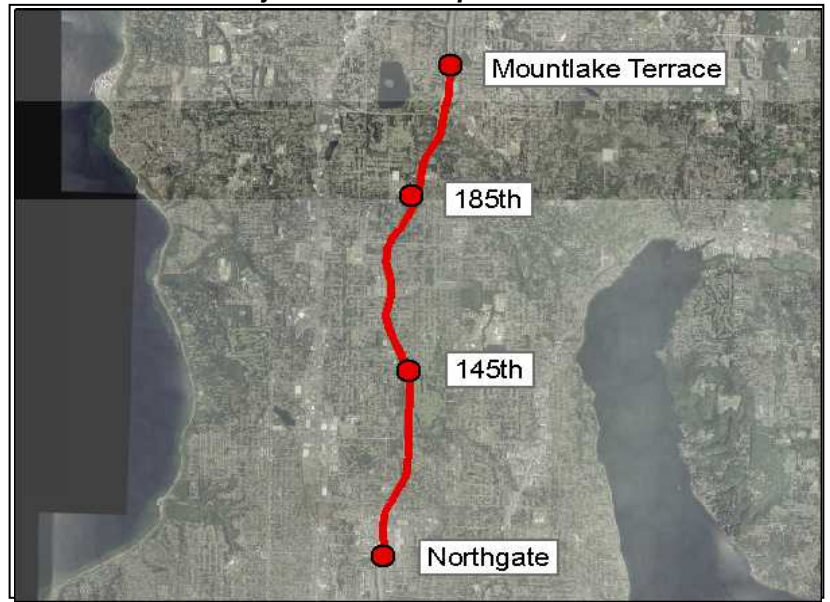


Link LRT: Northgate to Mountlake Terrace (SW 236th St)

Project Number	N39
Subarea	North King
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 5.8 miles from Northgate to Mountlake Terrace. For costing purposes, the alignment is assumed to be aerial primarily along I-5.

Project Purpose: To extend Link LRT service further north.

Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

Northgate to 145th	Low	High
Agency Admin	\$14.5	\$16.6
Environmental Clearance and PE	\$8.2	\$9.5
Final Design, Specs, Permitting	\$20.6	\$23.7
ROW Acquisition	\$33.7	\$38.7
Construction	\$178.5	\$205.3
Vehicles	\$0.0	\$0.0
Contingency	\$16.5	\$18.9
Total	\$271.9	\$312.6

Proposed Schedule Not Yet Developed

Annual O&M	\$3.0
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145th to 185th	Low	High
Agency Admin	\$15.6	\$17.9
Environmental Clearance and PE	\$8.9	\$10.2
Final Design, Specs, Permitting	\$22.1	\$25.5
ROW Acquisition	\$36.2	\$41.7
Construction	\$192.2	\$221.0
Vehicles	\$0.0	\$0.0
Contingency	\$17.7	\$20.4
Total	\$292.7	\$336.6

Annual O&M	\$3.0
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185th to 236th	Low	High
Agency Admin	\$11.8	\$13.5
Environmental Clearance and PE	\$6.7	\$7.7
Final Design, Specs, Permitting	\$16.7	\$19.2
ROW Acquisition	\$27.4	\$31.5
Construction	\$145.3	\$167.0
Vehicles	\$0.0	\$0.0
Contingency	\$13.4	\$15.4
Total	\$221.2	\$254.4

Annual O&M	\$3.0
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Design Basis

Conceptual

Link LRT: Northgate to Mountlake Terrace (SW 236th St)

Environmental Documentation Required

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

Relationships to Other Projects

Relationship	Project
Impacted by	Final design and timing of N6 UW-Northgate LRT Extension
Impacted by	N35 LRT Maintenance Facility and Vehicles

Project Partners

WSDOT, FTA, FHWA
Cities of Seattle, Shoreline, and Mountlake Terrace

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 5.8 miles from Northgate to Mountlake Terrace. For costing purposes, the alignment is assumed to be aerial primarily along I-5.

Project Elements Included:

- Link LRT service extended approximately 5.8 miles north from Northgate Station to Mountlake Terrace
- Alignment is aerial primarily along I-5
- After leaving Northgate Station, the alignment would continue along the east side of I-5 to Mountlake Terrace.
- New stations at NE 145th St, N 185th St, and SW 236th St
- 500 structured parking spaces each at NE 145th Street and N 185th St
- Rebuild sound walls as necessary
- 1 percent for art per ST policy
- 5-10 minute headways in peaks; 10-15 minutes in base period, depending on the extent of the full light rail system
- 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 Seattle, City of Shoreline, City of Mountlake Terrace, 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.

Link LRT: Northgate to Mountlake Terrace (SW 236th St)

Evaluation Measures

<i>Measure</i>	<i>Measurement/ Rating</i>	<i>Notes</i>
Average Weekday Ridership	20,000	
Capital Cost	\$785.8 - \$903.7	in Millions of 2005\$
Annual Operating Cost	\$9.0	in Millions of 2005\$. Final O&M costs for this project are subject to change, and will be recalculated when the full extent of the ST2 LRT system is identified.
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 Mountlake Terrace 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 Northgate to Mountlake Terrace, without accounting for the effects of the full system, which may include further extensions to the North, South and East.
- Programmed park-and-ride capacity of approximately 900 stalls at Mountlake Terrace is anticipated to be adequate to meet terminal station demand.

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 Mountlake Terrace and Shoreline with the University District, Capitol Hill, Seattle CBD and Seatac designated urban centers.
- Significantly improves speed and reliability of transit service between Mountlake Terrace, Shoreline and Northgate, University District, Capitol Hill, and Downtown Seattle.