

Sounder: Track and Structure Upgrades between Tacoma Dome Station and Reservation Junction

Project Number	S25
Subarea	Pierce
Primary Mode Impacted	Sounder
Facility Type	Sounder Service
Version Number	2.0
Date Last Modified	5/12/2006

Project Locator Map



Short Project Description

Provide track and structure upgrades along a 1.3 mile section from Freighthouse Square to Reservation Junction, including replacement of the single-track wooden trestle and bridge.

Project Purpose:

To upgrade track and allow potential future extensions of Sounder service in Pierce County as well as additional Sounder trips beyond the planned 18 trips per weekday under *Sound Move*.

Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$2.9	\$3.3
Enviro, Engr, Permits	\$3.3	\$3.8
Final Design	\$3.3	\$3.8
ROW Acquisition	\$9.2	\$10.6
Construction	\$27.7	\$31.9
Vehicles	\$0.0	\$0.0
Contingency	\$4.4	\$5.0
Total	\$50.8	\$58.4

**Proposed
Schedule not Yet Developed**

Environmental Documentation Required

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

Relationships to Other Projects

Relationship	Project
Impacts	Potential ST2 projects for Sounder expansion (Project S24) and service extension (Project S26) depend on satisfying conditions of ST/City of Tacoma Commuter Rail Agreement (Section 5.7)

Project Partners

Agency

BNSF	
City of Tacoma	
City of Tacoma	
WSDOT	

Sounder: Track and Structure Upgrades between Tacoma Dome Station and Reservation Junction

Long Description

This project scope and accompanying capital cost estimate are intended to include the entire project development cycle (administration, environmental clearance, design, all aspects of property acquisition, construction, testing, commissioning, and contingencies) from project initiation through start-up of operations.

Description:

Construct additional track and new structures along an approximately 1.3 mile section of track between the existing Tacoma Dome Sounder Station and Reservation Junction. The improvements will occur along the City of Tacoma's right-of-way and represent the second phase of track improvements that were initiated under *Sound Move*. The improvements (Phases 1 and 2) were identified in the Sound Transit/City of Tacoma agreement of June 2002.

Project Elements Included:

- Preliminary and final design for project elements
- Environmental assessment, including investigation of potential soils stability
- Upgrade embankment along G Street Bridge approach
- Install retained fill earth - K Street to G Street
- Track removal along G Street Bridge and Trestle
- Demolish G Street Bridge and Trestle
- Build new track along ST main line between L Street and G Street
- Build new track along Tacoma Rail mainline between K Street and G Street
- Build 2 new single crossovers, one in vicinity of Freighthouse Square and the second east of L Street
- Construct mechanically stabilized earth walls between K Street and I Street
- Construct new G Street steel/concrete trestle
- Construct new G Street Bridge steel deck girder
- Provide BNSF signal upgrades
- Temporary erosion control
- Detours and traffic control
- Tacoma Rail flagging (50 days)
- Freight rail service disruption - compensation for disrupted service for Tacoma Rail Sounder disruption - provide bus bridge between Lakewood and Puyallup

Utilities:

Right of Way

- Allowances for potential ROW items

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
 - Right-of-way (except for staging areas)
- Utility relocation or installation

Permits Required:

Demolition, building, electrical, mechanical, utility, land use, and construction-related

Agreements Required:

City of Tacoma

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.

Sounder: Track and Structure Upgrades between Tacoma Dome Station and Reservation Junction

Evaluation Measures

<i>Measure</i>	<i>Measurement/ Rating</i>	<i>Notes</i>
Average Weekday Ridership	N/A	
Capital Cost	\$50.8 - \$58.4	in Millions of 2005\$
Annual Operating Cost	\$0.0	in Millions of 2005\$
Travel Time & Reliability	N/A	
Connectivity & Integration	High	N/A
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

Key Issues and Benefits

Issues:

- Per agreement with City of Tacoma, a commitment to project funding (or an as yet un-negotiated fee in lieu of the project) must occur before an expansion beyond *Sound Move* service levels or an extension of service (beyond DuPont) can be implemented.
- Right of way along segment where second track is required is narrow and limits the construction engineering options.
- Final design and construction technique will depend on results of geotechnical evaluation (yet to be performed).

Benefits:

- Project permits expansion of Seattle-Lakewood Sounder service beyond *Sound Move* levels, and/or extension of service in Pierce County.
- Project increases rail capacity (both passenger rail and freight) along critical rail corridor in region, and replaces/upgrades older structures that require ongoing maintenance.