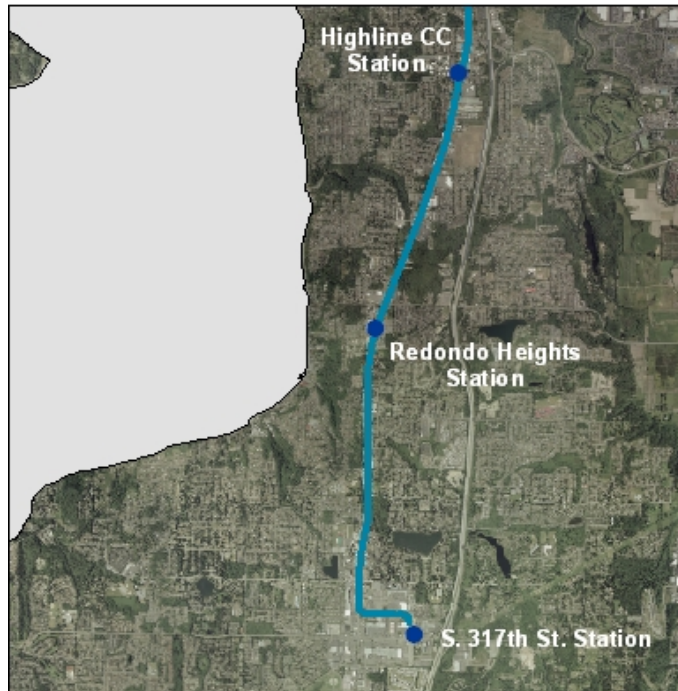


Link LRT: Extension from Kent-Des Moines Road to Federal Way Transit Center - Terminal

Project Number	S29T2
Subarea	South King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	2.0
Date Last Modified	5/12/2006



Short Project Description

Extension of the Central Link light rail system for approximately 5.5 miles from Kent-Des Moines Station to S 317th (at existing Federal Way Transit Center), including new stations at Redondo Heights (S 272nd Street) and Federal Way (S 317th). The S 317th St Link station would serve as an interim terminal for this extension.

For costing purposes, the alignment is assumed to be aerial primarily along SR 99. (A light rail extension project between S. 200th Station and Kent-Des Moines has been defined and costed separately - Project S28).

Project Purpose: To extend reliable high capacity transit service further south.

Cost and Schedule

Cost (In Millions of 2005\$); conceptual estimate only

	Low	High
Agency Admin	\$35.3	\$40.6
Environmental Clearance and PE	\$20.1	\$23.1
Final Design, Specs, and	\$50.2	\$57.8
ROW Acquisition	\$82.2	\$94.5
Construction	\$435.9	\$501.3
Vehicles	\$0.0	\$0.0
Contingency	\$40.2	\$46.2
Total	\$663.9	\$763.5

Schedule

**Proposed
Schedule Not Yet Developed**

Design Basis

Preliminary

Annual O&M*	\$10.0
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* In Millions of 2005 dollars

Environmental Documentation Required

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

Relationships to Other Projects

<i>Relationship</i>	<i>Project</i>
Dependent on	Requires extension of light rail to Kent-Des Moines (see Project S28).
Dependent on	Project S33T2 - additional LRV's and maintenance and operations base to support extension.

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Project Partners

Agency

KC Metro	
WSDOT	
City of Kent	
City of Des Moines	
Highline Community College	
City of Federal Way	

Long Description:

This capital project scope and the companion capital cost estimate, are intended to include the entire project development cycle cost (agency and project administration, design, all aspects of property acquisitions, permits, agreements, construction, testing, commissioning, and contingencies) from project initiation through the start-up of revenue operations.

Project Description:

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.

The project is related to Project S2 - Link LRT: Kent-Des Moines Road to Tacoma Dome.

Construct an extension of Link light rail transit from the Kent Des Moines area/Highline Community College (see Project S28) to S. 317th Street in Federal Way (vicinity of existing Federal Way Transit Center). For cost estimation purposes, the line is assumed to be elevated, primarily following an SR 99 alignment, and would include two new stations in Federal Way - at S 272nd Street/SR 99 (Redondo Heights) and at S 317th Street (existing Federal Way Transit Center).

Project Elements Included:

- Link LRT service extended approximately 5.5 miles south from Kent/Des Moines Station to the existing Sound Transit Federal Way Transit Center at S 317th Street (An extension of Link light rail from S. 200th Station to Kent-Des Moines Station has been defined and costed separately; Project S28).
- Alignment is assumed to be aerial.
- After leaving Kent-Des Moines Station, the representative alignment would continue along the west side of SR 99/Pacific Highway with an aerial profile. A station would be provided on Pacific Highway south of S 272nd Street to serve the Redondo Heights Station/Park-and-Ride facility. After leaving the Redondo Heights Station, the alignment would continue along the east side of SR 99 to S 316th Street. The alignment would then continue easterly in an alignment between S 312th and S 316th Street until it reaches the vicinity of Sound Transit's Federal Way Transit Center at S 317th Street. The S 317th Street station would serve as an interim terminal for this extension.
- Two new stations are assumed - at the existing Redondo Heights Park-and-Ride lot with an aerial center platform/ground level plaza, and at the existing Federal Way Transit Center with an aerial center platform/ground level plaza
- New 500-space parking structure at the Redondo Heights Link Station. Existing surface park-and-ride lot has 714 stalls
- New pedestrian bridge connecting the Redondo Heights Link station with the parking structure
- New pedestrian bridge connecting the S 317th Street Link station with the existing park-and-ride structure
- Features at the S 317th Street station to reflect that it is a terminus such as more extensive passenger drop-off areas
- 1 percent for art per ST policy
- Road widening and traffic signal modifications at 14 SR 99/Pacific Highway intersections
- Roadway modifications for sidewalk and curb reconstruction to shift roadway centerline to the east to accommodate column placement on the west side of the street within the right-of-way
- 10-minute headways in peaks; 15 minutes in base period
- 4-car trains in peak; 3-car trains in base
- LRT vehicles included in capital cost of Project S33T2
- Maintenance facility included in capital cost of Project S33T2

Other design features assumed in the cost estimate include:

- Two track crossovers - north of the Redondo Heights Station and north of the 317th Street Station
- Two tail tracks in the vicinity of the S 317th Street station, with a pocket track in between. The tracks would be long enough for a 4-car train.

Utilities

- Relocation of the existing high voltage power line (no undergrounding)

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Right-of-Way

- Right-of-way needed for roadway widening at 14 signalized intersections; allowances for additional right-of-way costs from temporary construction easements or column placement have been included in the cost estimates.

Mitigation

• The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

Exclusions

- Major roadway reconstruction to accommodate support columns for the aerial track (only minor pavement reconstruction has been costed - up to 6 feet wide including striping and sidewalk replacement on one side of the street)
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Public restrooms
- Track improvements
- Undergrounding of overhead utilities
- Community development funding
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Central command and control for operations

Permits Required

- Building, electrical, mechanical, utility, construction-related

Agreements Required

Agreements with WSDOT and affected jurisdictions

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	(to be determined)	
Capital Cost	\$663.9 - \$763.5	in Millions of 2005\$
Annual Operating Cost	\$10.0	in Millions of 2005\$; final O&M costs are 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	TBD	
Connectivity & Integration	High	
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

Key Issues and Benefits

Issues:

- An aerial alignment along SR 99 was selected as the representative alignment for estimation purposes in order to account for the potentially greater impacts and costs of constructing a light rail system along a highly developed and urbanized traffic corridor.
- Due to column placement, aerial alignment along SR 99/Pacific Highway would impact property access and parking.
- Alternative alignment following I-5 would reduce impacts to SR 99 but would make serving communities along SR 99 more difficult.
- Some costs associated with rebuilding sidewalks and curbs to shift the street centerline to the east are included; costs associated with major street re-building are not included in the project scope.

Benefits:

- Extends light rail service further south; consistent with Sound Transit's Long Range Plan.
- Serves the north **and central** areas of Federal Way.