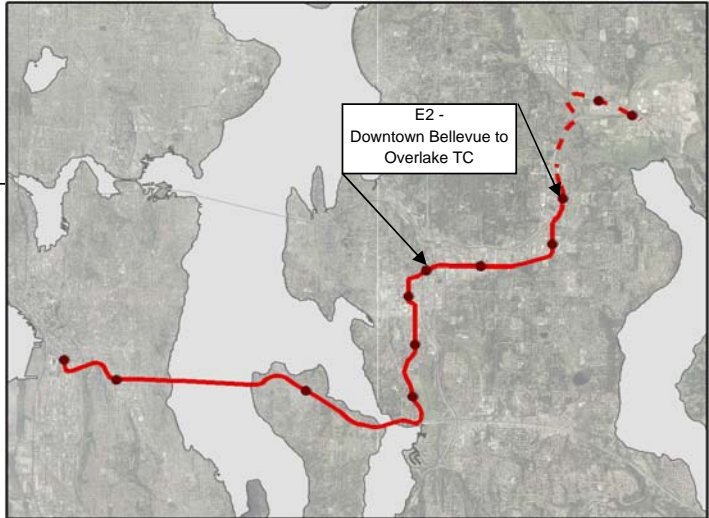


Link LRT: Downtown Bellevue/Overlake Hospital to Overlake Transit Center

Project Number	E2
Subarea	East King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	5.0
Date Last Modified	4/24/2008

Project Locator Map



Short Project Description

Continue the East Link project from east of downtown Bellevue to the Overlake Transit Center with a connection to a light rail vehicle maintenance facility. This segment of East Link would have three stations which would serve the Bellevue-Redmond Road corridor, the Overlake Station neighborhood, and the Overlake Transit Center. The alignment and station locations will be determined through project level design and environmental review. The cost estimates presented here reflect whether the connection at the western end of this segment is to an underground or aerial alignment through downtown Bellevue. This project is a 3.5 mile component of the total proposed LRT line from Seattle to Redmond via I-90 and downtown Bellevue LRT.

Project Purpose: Provide reliable High Capacity Transit (HCT) within its own ROW from east of downtown Bellevue to Overlake Transit Center.

Cost

in Millions of 2007\$

	Low	High
Agency Admin	\$35.8	\$41.1
Environmental Clearances and PE	\$15.9	\$18.3
Final Design, Specs, Permitting	\$39.9	\$45.8
ROW Acquisition	\$194.1	\$223.2
Construction	\$346.0	\$397.9
Vehicles	Not Included	Not Included
Contingency	\$31.9	\$36.7
Total Cost	\$663.5	\$763.1

Design Basis

Conceptual

Environmental Documentation Required

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

Relationships to Other Projects

Relationship	Project
Dependent on	Project E1: LRT Line and Stations from Seattle to Downtown Bellevue/Overlake Hospital and all associated projects that this project is dependent on or impacted by
Impacted by	The proposed City of Bellevue redevelopment plans between Bellevue-Redmond Road and SR 520, and the designation of a Transportation Corridor
Dependent on	Construction of the Maintenance Facility and Vehicle Purchase (SYS-LRT)

Link LRT: Downtown Bellevue/Overlake Hospital to Overlake Transit Center

Project Partners

Agency

WSDOT

KC Metro

City of Bellevue

City of Redmond

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 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.

Assumptions:

- Project E1 - LRT Line and Stations from Seattle to downtown Bellevue/Overlake Hospital has been constructed or will be constructed at the same time as this project
- Project E2 - LRT Line and Stations from downtown Bellevue/Overlake Hospital to Overlake Transit Center is not a discrete project. This project is a segment within the East Corridor alignment from Seattle IDS to a proposed terminal station in Redmond.
- Track will be installed using direct fixation or ballasted track
- Expanded Overlake Transit Center provides bus transfer facilities in the Overlake/Microsoft area
- Maintenance facility, LRT vehicles, and operations costs are included on project description SYS-LRT

Representative Alignment Project Elements:

Alignment facilities:

- 1.2 miles of at-grade alignment (including retained cut section)
- 2.3 miles of elevated alignment

Station facilities:

- one aerial station in Bellevue
- two at-grade stations in Redmond
- up to 620 structured parking stalls
- new kiss-and-ride facilities at up to two stations
- new local bus transfer facilities (12 bays) at up to two stations
- 1% for art per ST policy

Utilities:

Initial utility identification has not been carried out for major utilities. Identification of non-major utilities along the alignment has been assigned a project cost per route-foot.

ROW:

Property interests required for the prototypical alignment include fee acquisitions, partial takes, easements and interagency agreements. Right-of-way requirements include construction staging and contractor laydown areas. No specific provisions are made for contractor parking. Cost estimates include associated relocation, administration and legal costs, and contingency.

Mitigation:

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

Exclusions:

- Maintenance facility, LRT vehicles, and operations will be costed separately (refer to project description SYS-LRT)
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Grade separated pedestrian crossings of arterials
- Costs for WSDOT-owned ROW

Link LRT: Downtown Bellevue/Overlake Hospital to Overlake Transit Center

Permits:

WSDOT agreements for:

- ROW use agreement to operate within the SR 520 right-of-way

City of Bellevue agreements:

- Transitway agreement to operate within the city streets
- Transitway agreement to operate within the planned Bel-Red Transportation Corridor (generally aligning with NE 16th Street)
- Station Permits

City of Redmond agreements:

- Transitway agreement to operate within the city streets
- Station Permits

Others:

- Potential operating agreement with King County Metro

Project Dependencies

- Completion of Central Link
- Construction on Project E1 – LRT line from Seattle to Downtown Bellevue/Overlake Hospital
- Maintenance facility, LRT vehicles, and operations (refer to project description SYS-LRT)

Flexible Access to ST Facilities:

The parking budget for the East Link project is only representative of ways that access could be provided to East Link service. Environmental review for the project is studying multiple station options all of which include pedestrian, bike and bus access. Parking is also being studied in some locations. All local jurisdictions in the corridor are participating in the planning process as NEPA/SEPA cooperating agencies. Following publication of the draft EIS, the Sound Transit Board will identify the stations and access components to be included in the preferred alternative for the project.

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, 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	See light rail system ridership estimates
Capital Cost	\$663.5 - \$763.1	in Millions of 2007\$
Annual Operating Cost	N/A	See LRT maintenance base, vehicles and operations project (SYS-LRT)
Travel Time & Reliability	High	
Connectivity & Integration	High	
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

Link LRT: Downtown Bellevue/Overlake Hospital to Overlake Transit Center

Key Issues and Benefits

Issues:

- Alignment between Overlake Hospital and Overlake Transit Center will be determined through project level design and environmental review
- ROW along the alignment, including the new transportation corridor proposed by the City of Bellevue
- Park-and-ride capacity
- Location of light rail vehicle maintenance facility
- Environmental mitigation

Benefits:

- Provide exclusive right-of-way transit between downtown Bellevue and Overlake, which are the two largest job centers on the Eastside
- Provides direct light rail service between the regional growth centers of Northgate, University District, Capitol Hill, downtown Seattle, downtown Bellevue, and the Overlake manufacturing / industrial center
- Supports long range transportation and land use plans
- Increases transit reliability, visibility, and simplicity
- Increases job accessibility, particularly from Seattle to the Eastside
- Increases accessibility to special events in Seattle and Bellevue