



Sound Transit

- Regional transit service throughout the urban areas of Pierce, King, and Snohomish Counties
 Services: Link light rail, Sounder trains, STExpress
- Bus, Tacoma Link light Rail and soon, Bus Rapid Transit

Link Light Rail



Federal Way Link Extension

- Open: 2026
- Length: 7.8 miles, 3 stations
- Service: Every 6-8 minutes in peak hours
- · Projected travel times:
 - Federal Way Transit Center to Sea-Tac Airport:
 15 minutes
 - Kent/Des Moinesto downtown Seattle:
 42 minutes
- Projected ridership: 29,000 34,000 daily riders by 2026

FWLE Traffic Mitigation Project (F210)

- 10 project sites
- Located within 2 local cities (Kent, Federal Way) and 1 within King
- Varied site improvements such as roadway widening, turn pockets, storm drainage, retaining walls, signals, sidewalks/ADA improvements, etc.
- Project is a requirement from the Record of Decision (ROD) for FWLE





Agency-Consultant Collaboration

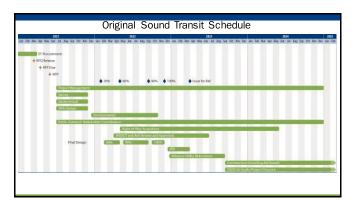
- Challenging delivery of PS&E package within the existing schedule
 Not just a "roadway project" Sound Transit is the project owner, but approvals and final ownership by multiple AHJ's
 AHJ involvement was essential for "no surprises"

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 Initial Challenges:
 Entire project started behind schedule
 Original scope of improvements not clearly defined in the ROD and with the AHJs
 2017 ROD requirements vs. 2021 design updates reflect different needs at two of the original 10 locations
 Opportunity, savings on schedule and overall project cost.
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 Construction of FWLE TM project to be completed before FWLE opening

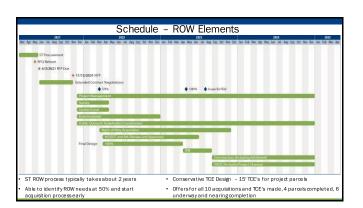






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Schedule – Design Elements							
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First Design (TDX)							
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	Construction Including Ad/Award						
	CSOC/As-builts/Project Closebur.						
Broke down contracting into multiple parts so data gathering/design could proceed while other parts	Revised traditional deliverables to 50%, 100%, IFB						
were vetted	ST wanted an expedited design effortby DEA						



	Schedule -	- Construction Elements	
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		Construction (Including Ad/Award)	
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Collaborated with Kent to	implement improvements	at 2 signalized intersections early utilizing City staff	
	formilestone dates on pu		
Multiple contractor NTP's	to begin differentworkele	ements individually	



Intersection Control Evaluation (ICE) Mitigation is a 200' turn lane All improvements within WSDOT Limited Access required analysis of a roundabout Complete Streets Major pedestrian increase around stations, particularly at the KDM & SR99 intersection Reduced lane widths along SR 99 to minimize crossing distance Although a "Traffic Mitigation" project, design decisions were evaluated for multi-modal impacts/benefit SR 99, SR 516, and I-5 Ramp Locations Differing design standards, ownership, maintenance, etc. Effective Collab Takeaway, Understanding an AHD's required needs including documentation, should be identified early in the project development.

Kent

- · Creative/Collaborative Process
 - 272nd Stormwater Solution
 - Reduced size=>pervious concrete
 Utility impacts/relocations
 - · Eliminate 272nd impacts via Pond SL-B
 - Schedule
 - · Cost savings
 - SR 516/KDM large tree protection
 - 272nd & Star Lake road lane variance
 - 2 signal-only FYA modifications (Kent complete construction for these improvements) By the City doing this work - there was a cost savings for the project and taxpayers
 - · Military location removal
 - Design Standards (WSDOTcurb verse Kent standards)



Effective Collab Takeaway; Collaboration is a 2-waystreet - typically with concessions on both sides. In the end, both sides are successful.

Federal Way

- Reduced Lanes on SR 99/272nd
- Improved Pedestrian safety (no added crossing distance)
 Minimizing impacts to ARCO
- SR 99/272nd Storm Pipe
 Make connection to CB in Kent jurisdiction rather than replacing trunk line from Federal Way side of jurisdictional boundary line
- Wetlands
- Wall to reduce wetland impacts would be built in Federal Way, but become Kent's structure after ROW dedication o Ecology/Corps F210 was able to cross utilize the F200 mitigation site as part of the overall FWLE program
- 320th site removal
 - Oldernatives that reduced crossing lengths, size/shape of traffic island, pedestrian facilities, utilities, and property impacts
 Oldernatives had major impacts on utilities, the bank, and the City's "Gateway Feature"
 Originally a borderline mitigation need. Updated traffic analysis eliminated the mitigation need, but required FHWA + FTA e-valuation for reapproval



Effective Collab Takeaway: Through tough technical challenges, collaboration allowed for consensus building

King County Housing Authority

- On-site with multiple field visits
- · Cooperation from Kent on lane widths to reduce impacts to KCHA
- Cooperation from KC Metro to site bus stop as far as possible from residential structure and residences.
- Carefully coordinated TCE to reduce parking impacts.
- Lessons learned from F200 resulted in reduced ROW procurement time for F210



Effective Collab Takeaway: Meeting onsite and identifying impads to property owners allowed for efficient TCE and ROW acquisition



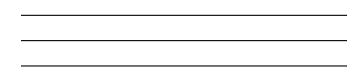
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King County Metro

- F210 built on the previous F200 coordination to continue efficient collaboration
- Coordination on Bus Stop relocations
- KDM & SR 99
 Star Lake Road & 272nd shifting so not in alignment with apartment windows
- Coordination on location of RapidRide Bus Stop on SR99 (Tool Town)
- Coordination on early opening of Federal Way Downtown Station (FWDS) Bus Loop and Layover
- · Coordination on new bus stop facilities/amenities







Effective Collab Takeaway: Leveraging existing relationships to expedite project development of public transit fadilities

Utilities

- ST responsible for utility relocation costs
- Service Agreements with Utilities
- PSE Electric
 Ground, aerial, transmission
 By removing 320th and Military eliminated need to relocate transmission line and other aerial and underground conflicts.
- Highline Water District
 New waterline (Emergency Repair) along 272nd mid design
- PSE Gas
 Avoid HP relocation from 272nd detention vault/piping

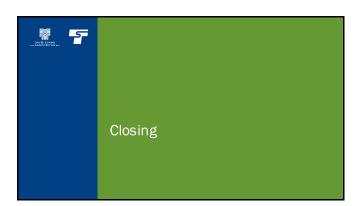
- Zayo/Federal Way Fiber
 272nd & SR 99 project collaboration and milestones
 Finding common connection points between projects



Effective Collab Takeaway: Early utility involvement meant ontime agreements prior to construction







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- Started behind schedule

 - Look at process for opportunity to shorten schedule
 Having a continuously updated integrated program schedule that blended design efforts, ROW, utilities, permitting F200, etc.
- To create a successful outcome, transit agencies must collaborate with stakeholders and project partners throughout the entire project
- Honest and open discussion to develop needed solutions
- Good stewards = reduced taxpayer \$\$