

Central Corridor LRT
Project Scope/ Cost Alternative Scenarios - DRAFT

SCENARIO	DEIS	A	B	C	D	E	F	G	H	
Description	Project as defined in DEIS/ LPA	Minimum Cost Project	At-Grade with traffic or transit/ ped mall	At-Grade with traffic or transit/ ped mall plus Hamline Station	At-Grade with traffic or transit/ ped mall plus Hamline Station plus Optimized Hiawatha Connection	At-Grade with traffic or transit/ ped mall plus Western Station	At-Grade with traffic or transit/ ped mall plus Hamline, Victoria and Western Stations	Value Engineered Tunnel with Portal Station	Value Engineered Tunnel with Mezzanine Station	
Decision Element										
Washington Avenue East Bank		At-Grade with traffic or transit/ ped mall (\$147,600,000)	At-Grade with traffic or transit/ ped mall (\$147,600,000)	At-Grade with traffic or transit/ ped mall (\$147,600,000)	At-Grade with traffic or transit/ ped mall (\$147,600,000)	At-Grade with traffic or transit/ ped mall (\$147,600,000)	At-Grade with traffic or transit/ ped mall (\$147,600,000)	Value Engineered Tunnel with Portal Station (\$48,100,000)	Value Engineered Tunnel with Mezzanine Station \$8,000,000	
Infill Stations		None	Infill Station Infrastructure (3) \$4,100,000	Hamline Infill Station, Infill Station Infrastructure (2) \$8,200,000	Hamline Infill Station, Infill Station Infrastructure (2) \$8,200,000	Western Infill Station, Infill Station Infrastructure (2) \$8,200,000	Hamline, Victoria and Western Infill Stations \$16,500,000	Infill Station Infrastructure (3) \$4,100,000	Infill Station Infrastructure (3) \$4,100,000	
Union Depot		Front of Union Depot	Front of Union Depot	Front of Union Depot	Front of Union Depot	Front of Union Depot	Front of Union Depot	Front of Union Depot	Front of Union Depot	
Hiawatha Connection		Improved Hiawatha Connection \$1,700,000	Improved Hiawatha Connection \$1,700,000	Improved Hiawatha Connection \$1,700,000	Optimized Hiawatha Connection \$7,000,000	Improved Hiawatha Connection \$1,700,000	Improved Hiawatha Connection \$1,700,000	Improved Hiawatha Connection \$1,700,000	Improved Hiawatha Connection \$1,700,000	
Vehicle Maintenance Facility (VMF)		No additional Vehicle Maintenance Facility Costs	Additional Vehicle Maintenance Facility Costs \$20,000,000	Additional Vehicle Maintenance Facility Costs \$20,000,000	Additional Vehicle Maintenance Facility Costs \$20,000,000	Additional Vehicle Maintenance Facility Costs \$20,000,000	Additional Vehicle Maintenance Facility Costs \$20,000,000	Additional Vehicle Maintenance Facility Costs \$20,000,000	Additional Vehicle Maintenance Facility Costs \$20,000,000	
Connection to VMF		Single Track to VMF \$4,400,000	Double Track to VMF \$8,500,000	Double Track to VMF \$8,500,000	Double Track to VMF \$8,500,000	Double Track to VMF \$8,500,000	Double Track to VMF \$8,500,000	Double Track to VMF \$8,500,000	Double Track to VMF \$8,500,000	
Washington Avenue Bridge		Additional Washington Avenue Bridge Modifications \$25,000,000	Additional Washington Avenue Bridge Modifications \$25,000,000	Additional Washington Avenue Bridge Modifications \$25,000,000	Additional Washington Avenue Bridge Modifications \$25,000,000	Additional Washington Avenue Bridge Modifications \$25,000,000	Additional Washington Avenue Bridge Modifications \$25,000,000	Additional Washington Avenue Bridge Modifications \$25,000,000	Additional Washington Avenue Bridge Modifications \$25,000,000	
University Avenue Reconstruction Cost Savings		University Ave Reconstruction Cost Savings (\$25,000,000)	University Ave Reconstruction Cost Savings (\$25,000,000)	University Ave Reconstruction Cost Savings (\$25,000,000)	University Ave Reconstruction Cost Savings (\$25,000,000)	University Ave Reconstruction Cost Savings (\$25,000,000)	University Ave Reconstruction Cost Savings (\$25,000,000)	University Ave Reconstruction Cost Savings (\$25,000,000)	University Ave Reconstruction Cost Savings (\$25,000,000)	
Downtown Saint Paul- Cedar/ 4th Intersection		Saint Paul Diagonal (\$2,600,000)	Saint Paul Diagonal (\$2,600,000)	Saint Paul Diagonal (\$2,600,000)	Saint Paul Diagonal (\$2,600,000)	Saint Paul Diagonal (\$2,600,000)	Saint Paul Diagonal (\$2,600,000)	Saint Paul Diagonal (\$2,600,000)	Saint Paul Diagonal (\$2,600,000)	
Additional Mitigation		No additional project mitigation	Additional Project Mitigation Costs \$20,000,000	Additional Project Mitigation Costs \$20,000,000	Additional Project Mitigation Costs \$20,000,000	Additional Project Mitigation Costs \$20,000,000	Additional Project Mitigation Costs \$20,000,000	No additional project mitigation	No additional project mitigation	
2 or 3-car Platforms		2-car platforms	3-car platforms \$15,000,000	3-car platforms \$15,000,000	3-car platforms \$15,000,000	3-car platforms \$15,000,000	3-car platforms \$15,000,000	3-car platforms \$15,000,000	3-car platforms \$15,000,000	
Public Art		Public Artwork	Public Artwork	Public Artwork	Public Artwork	Public Artwork	Public Artwork	Public Artwork	Public Artwork	
Total Capital Costs	\$	990,000,000	845,900,000	909,100,000	913,200,000	918,500,000	913,200,000	921,500,000	988,600,000	1,044,700,000
Estimated CEI	\$	26.05	22.20	23.80	24.26	24.44	24.14	24.63	25.62	27.00

Assumed operating plan, LRT speeds and baseline are unchanged from PE Approval
A ridership annualization factor of 331 was used for the CEI calculations
Assumes 30% Contingency for Construction Costs
Washington Avenue Bridge Modifications cost based on URS preliminary cost estimate of \$25MM - \$30MM
Assumes property donation from RCRRA for VMF
Assumes property donation from U of M for Regents Property
Assumes property donation from State of Minnesota for CAAPB Property
Assumes property for Saint Paul diagonal at no cost
Private Utilities, including District Energy, incur relocation costs
Public Artwork at \$3,700,000 included in all scenarios
Indicates required elements