



October 25, 1996

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Los Angeles County
Metropolitan
Transportation
Authority

TO: BOARD OF DIRECTORS

FROM: JAMES L. de la LOZA *[Signature]*
STANLEY G. PHERNAMBUCO *[Signature]*

SUBJECT: METRO RED LINE MID-CITY EXTENSION: WILTON/
ARLINGTON ALIGNMENT COST AND SCHEDULE
ESTIMATES

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ISSUE

In September 1996, the Board received a report on the Metro Red Line Mid-City Extension Wilton/Arlington engineering feasibility study. Since then, MTA's Construction Division has developed preliminary project schedules and cost estimates for the alignment alternatives analyzed in the feasibility study. Attachment A provides this information for the four alternatives analyzed. The estimated cost ranges from \$627 to \$733 million, with projected Revenue Operation Dates (ROD) in 2006 to 2007.

BACKGROUND

Four alternative alignments were developed in the "*Engineering Feasibility Study: Mid-City Extension, Metro Red Line, Segment 3 - Wilton/Arlington Alignments.*" This report was transmitted to the Board in September. These alternatives vary as they approach the Pico/San Vicente Station; two alternatives approach the station from Pico Boulevard and two approach the station from Venice Boulevard (Attachment B), with the actual station profiles determined by topography, utilities and the depth of subsurface gases. The alternatives along Pico Boulevard include an aerial station and a shallow underground station. The alternatives along Venice Boulevard include an above-ground station on retained fill and a below-grade open-air station. Construction scenarios were developed for each alternative, and costs were escalated based on the mid-point of construction. The estimates cover the total project cost of; construction, including professional services, mitigation, real estate and Art program requirements.

Attachment A

**METRO RED LINE MID-CITY EXTENSION: COST AND SCHEDULE ESTIMATES FOR
WILTON/ARLINGTON ALIGNMENT FEASIBILITY STUDY ALTERNATIVES**

**Escalated Cost*
(ROD estimate)**

**Alignment A1: Pico approach to Pico/San Vicente Station,
with aerial structure for Pico/San Vicente Station**

\$696 million
(May 2007)

West from Wilshire/Western Station; south on Wilton Place with an underground station at Olympic Boulevard and Arlington Avenue; south on Arlington Avenue; and west on Pico Boulevard with an aerial structure leading to a station east of the intersection of Pico and San Vicente Boulevards (approximately 2.4 miles).

**Alignment A2: Pico approach to Pico/San Vicente Station,
with shallow underground Pico/San Vicente Station**

\$733 million
(November 2006)

West from Wilshire/Western Station; south on Wilton Place with an underground station at Olympic Boulevard and Arlington Avenue; south on Arlington Avenue; and west on Pico Boulevard with an underground station east of the intersection of Pico and San Vicente Boulevards (approximately 2.4 miles).

**Alignment B1: Venice approach to Pico/San Vicente Station,
with above-ground Pico/San Vicente Station on retained-fill**

\$627 million
(December 2006)

West from Wilshire/Western Station; south on Wilton Place with an underground station at Olympic Boulevard and Arlington Avenue; south on Arlington Avenue; and west on Venice Boulevard with an above-ground station on retained-fill east of the intersection of Pico and San Vicente Boulevards (approximately 2.6 miles).

**Alignment B2: Venice approach to Pico/San Vicente Station,
with below-grade open-air station at Pico/San Vicente Station**

\$650 million
(December 2006)

West from Wilshire/Western Station; south on Wilton Place with an underground station at Olympic Boulevard and Arlington Avenue; south on Arlington Avenue; and west on Venice Boulevard with an below-grade open-air station with retaining walls east of the intersection of Pico and San Vicente Boulevards (approximately 2.6 miles).

* Costs are escalated based on mid-point of construction.

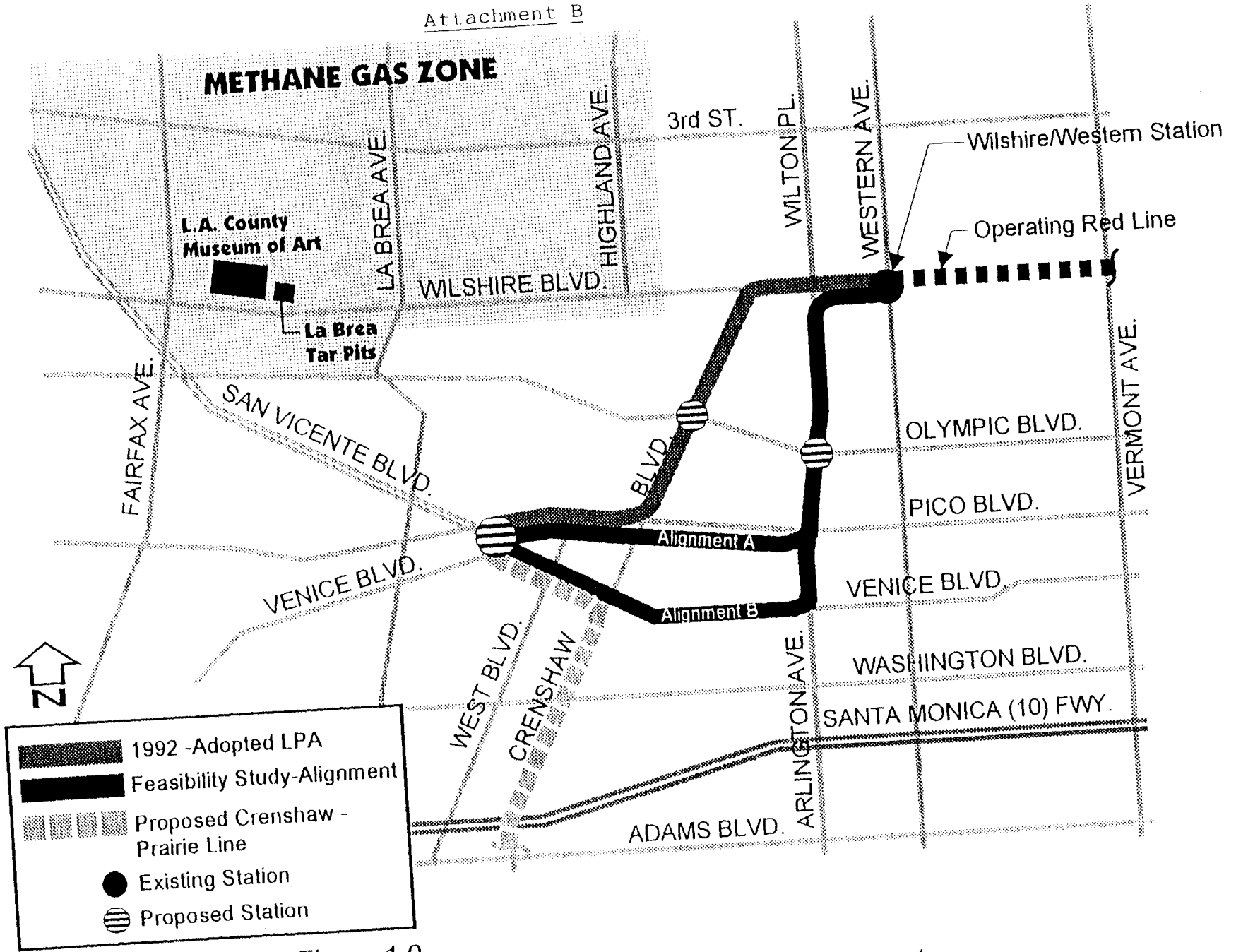


Figure 1.0 METRO RED LINE: Mid-City Alternative Alignments