



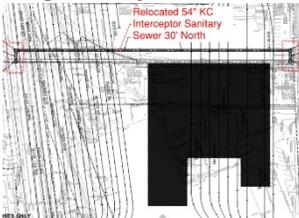
Attachment X.7.1 Alternative Technical Concepts (ATC)

1. Interim Trail Relocation - Utilize ERC for interim trail instead of 120th Street Frontage



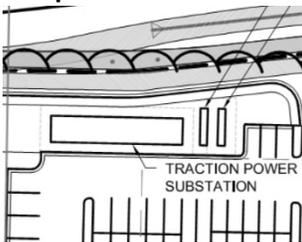
Relocating the interim pedestrian trail to the East Rail Corridor (ERC) which is located on the west side of the project site keeps the construction entrances free of public interface. This reduces needs for flaggers and prevents potential safety concerns. Utility connections also occur on 120th ST, relocating the trail reduces disruptions to the trail. This ATC has an increased cost of \$25,000. This is considered a low priority for Sound Transit.

2. King County Sewer - Relocate 54" Metro Sewer 30 feet to the north of existing alignment



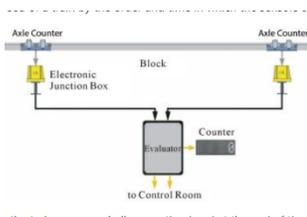
Moving the 54" sewer line 30 feet north will help constructability of the new line which disrupting existing line and reducing the duration of the bypass. It allows the entire OMF building to move north to help aid in the track alignment challenges on the smaller site. This ATC is an increased cost of \$160,000. This is considered a medium priority for Sound Transit.

3. TPSS on Slab on Grade instead of Basement - Delete the basement requirements for the TPSS and place it on SOG



Removing basement prevents water intrusion that could result in dissipative moisture into electronic equipment above in the TPSS. It would also remove the confined space safety concern for maintenance personnel to access the basement. This ATC would not match Sound Transit's standard design that is used everywhere else across the alignment. This ATC has a reduction in cost of \$650,000. This is considered a high priority for Sound Transit.

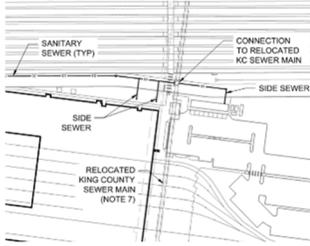
4. Use Axle Counters instead of Track Circuits



Axle Counters reduces cost and equipment which results in lower maintenance costs. Axles counters provide directional information to the vital processor without requiring any additional hardware or software. This concept does not match Sound Transit's standard but provides a large cost savings and reduced maintenance. This ATC has a reduction in cost of \$380,000. This is considered a high priority for Sound Transit.

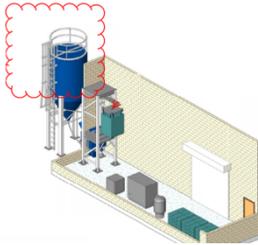


5. King County Sewer - Side sewer connection from OMF directly to 54" Metro Line



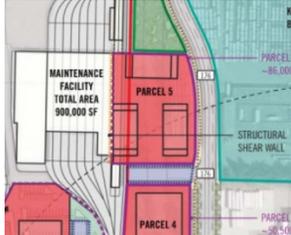
A direct sanitary sewer service connection to the King County Sewer would reduce piping and associated maintenance for ST owner sewer mains. The shorter route through site provides more flexible design options for the building. This ATC has a reduction in cost of \$85,000. This is considered a medium priority for Sound Transit.

6. Sand Silo Location - Locate inside OMF



The Sand Silo that provides storage for the Sand that is pumped into trains during maintenance can be relocated from outside to inside. Moving the sand silo inside reduces cost but provides only half the volume of sand storage which increases frequency of required silo fills. It provides better Aesthetics on the exterior of the building. This ATC has a reduction in cost of \$20,000. This is considered a low priority for Sound Transit.

7. TOD - Phase 2 TOD Concept that eliminates requirement for "shear wall" at East side of OMF Building



STs initial concept includes a shear wall element of the OMF building to allow for future TOD development on top of a portion of the facility. Revising Phase 2 of the TOD to eliminate the need of building on top of the OMF creates a more attractive TOD concept for future developers as well as reduces cost of the OMF building. This ATC has a reduction in cost of \$310,000. This is considered a high priority for Sound Transit.

8. Remove Solar Panels due to yearly sunlight average



Solar panels are prescribed in STs concept, however with the lack of sunny days in Seattle/Bellevue area the panels may not provide as much energy as expected. Removing panels significantly reduces cost but also reduces LEED points. This ATC has a reduction in cost of \$160,000. This is considered a medium priority for Sound Transit.