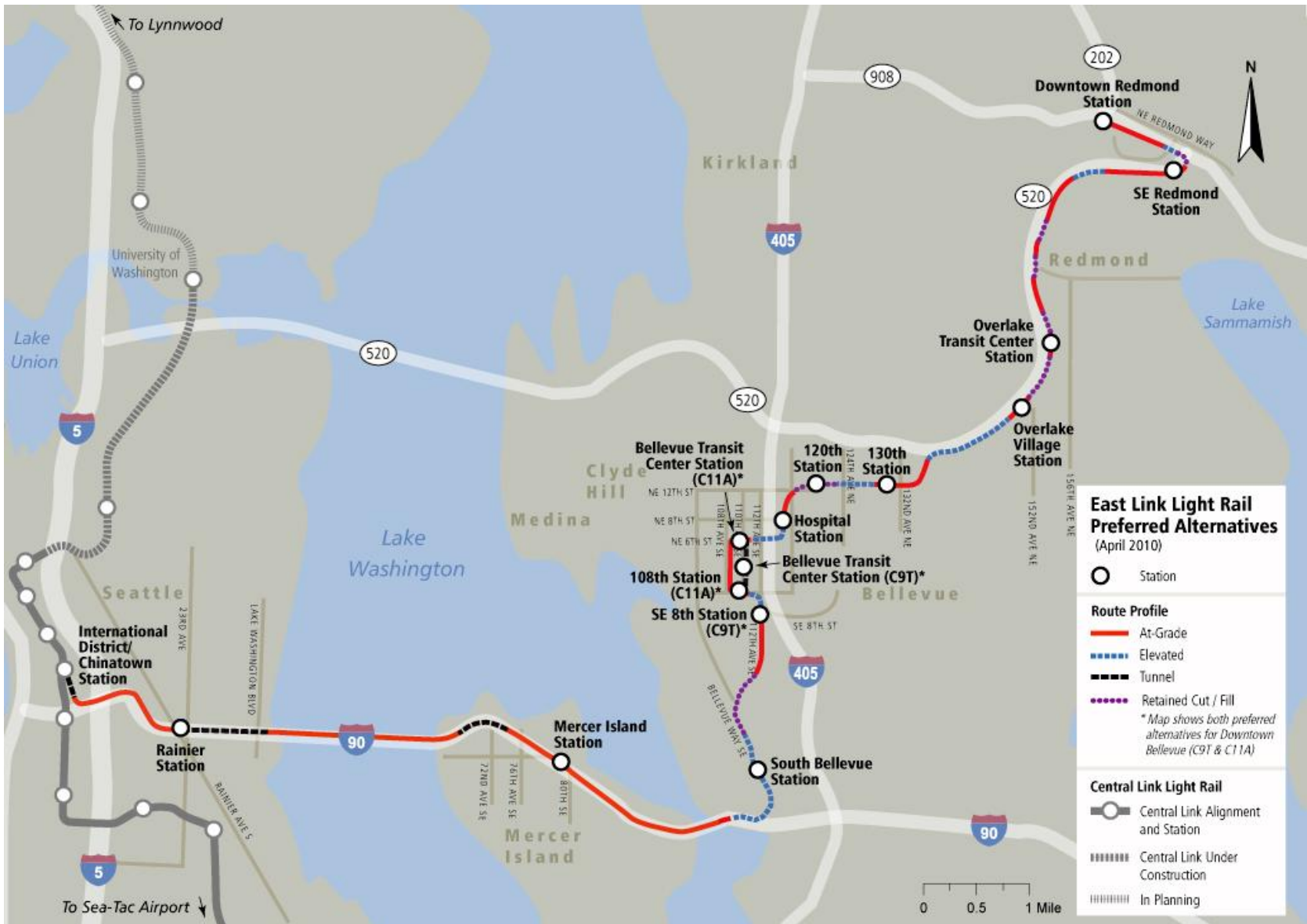


East Link Preferred Alternative



Project Timeline

Prepare Draft EIS	2007-2008
ST2 Approved by Voters	November 2008
Identify Preferred Route Alternatives	May 2009/April 2010
Preliminary Engineering/FEIS	2009-2010
Preferred 112 th and Hospital Station Design Options	July 2010
Supplemental Draft EIS	Fall 2010
Final EIS/ST Board Selects Final Project to be Built	Spring/Summer 2011
Final Design	2011-2013
Construction Starts	2013/2014
Service Starts	2020/2021
Public Meetings and Outreach is Continuous	

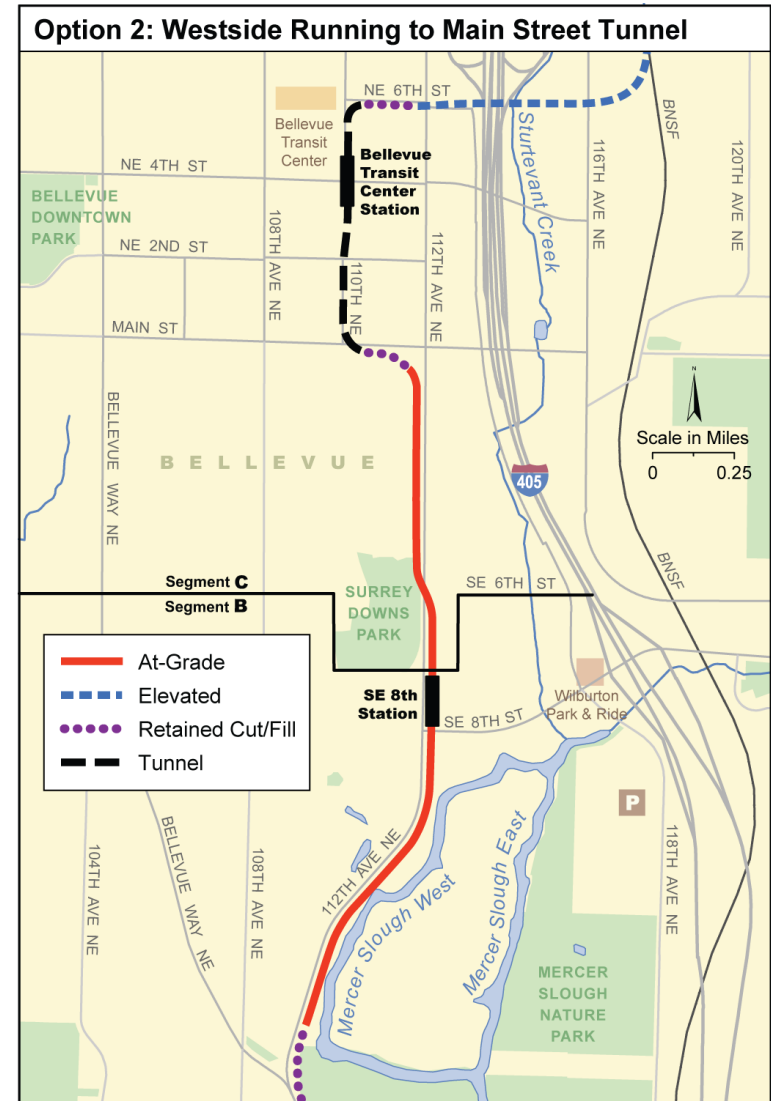
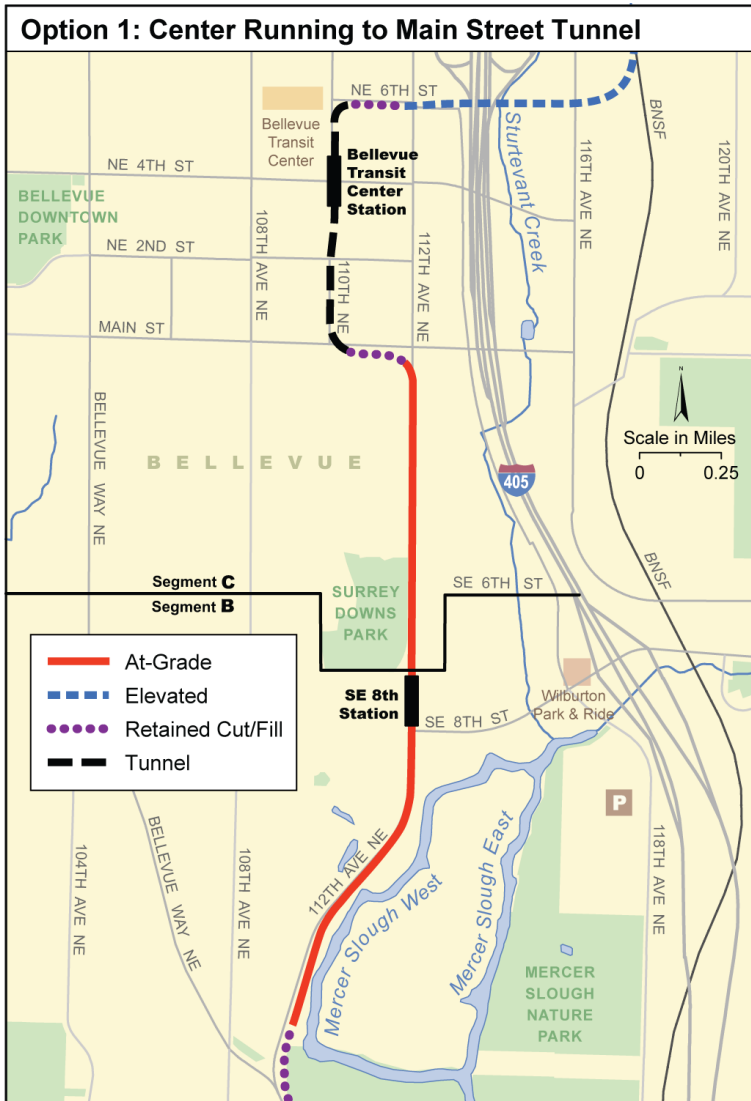
Project Developments

- April 22, 2010 Board Motion responds to:
 - Recession reduces ST revenue forecasts by 20%
 - Expert review recommends using 112th Avenue
 - Term sheet with City of Bellevue on funding a downtown tunnel includes ST identifying cost reductions
- Motion directs that:
 - “Design options on 112th will be studied further jointly with the City of Bellevue ...”
 - “Design options for the location of the Hospital Station ... will be studied further...”

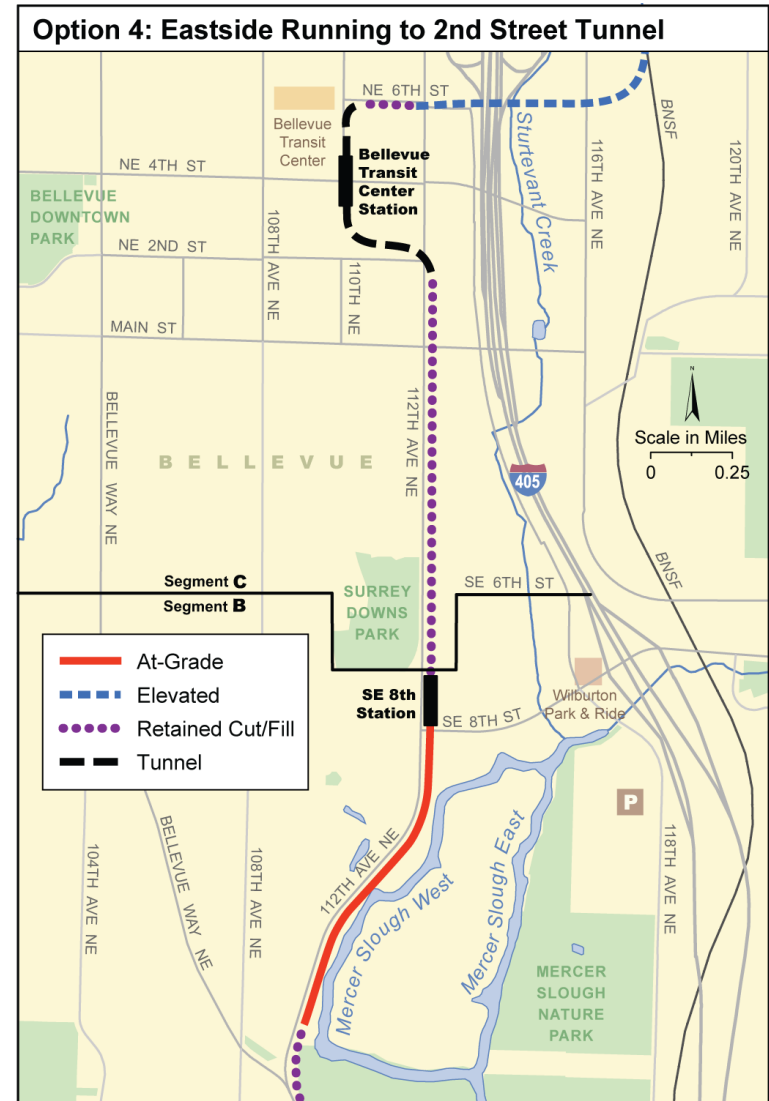
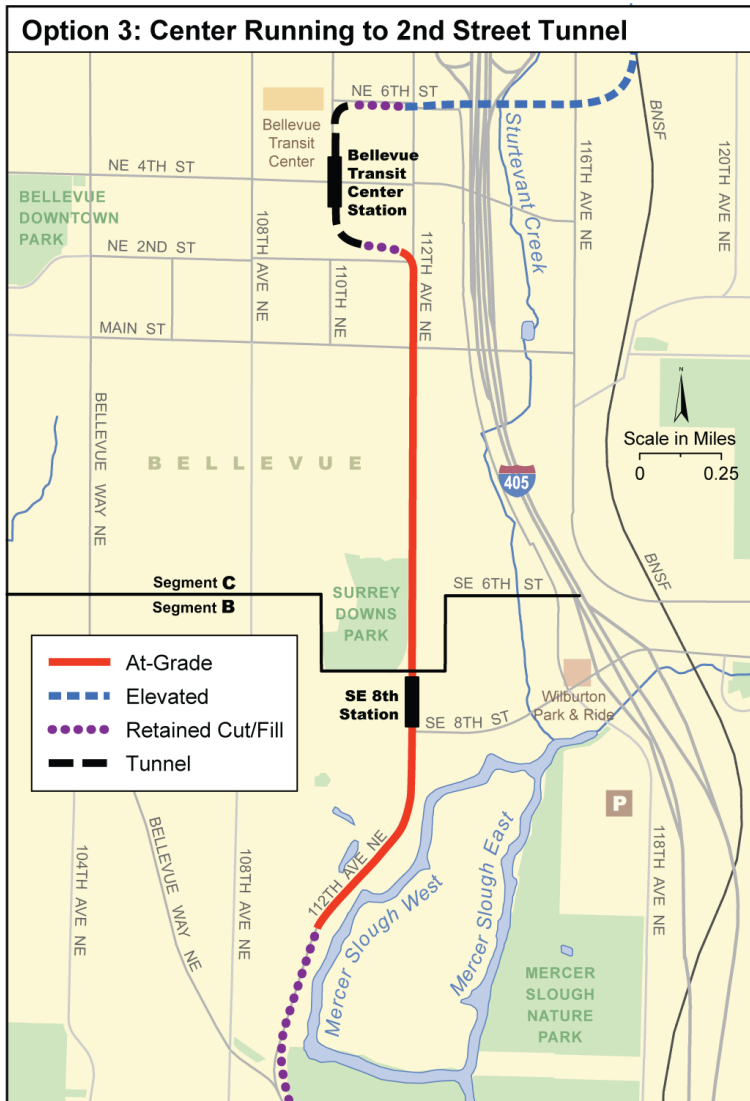
112th Compared to B3 Baseline



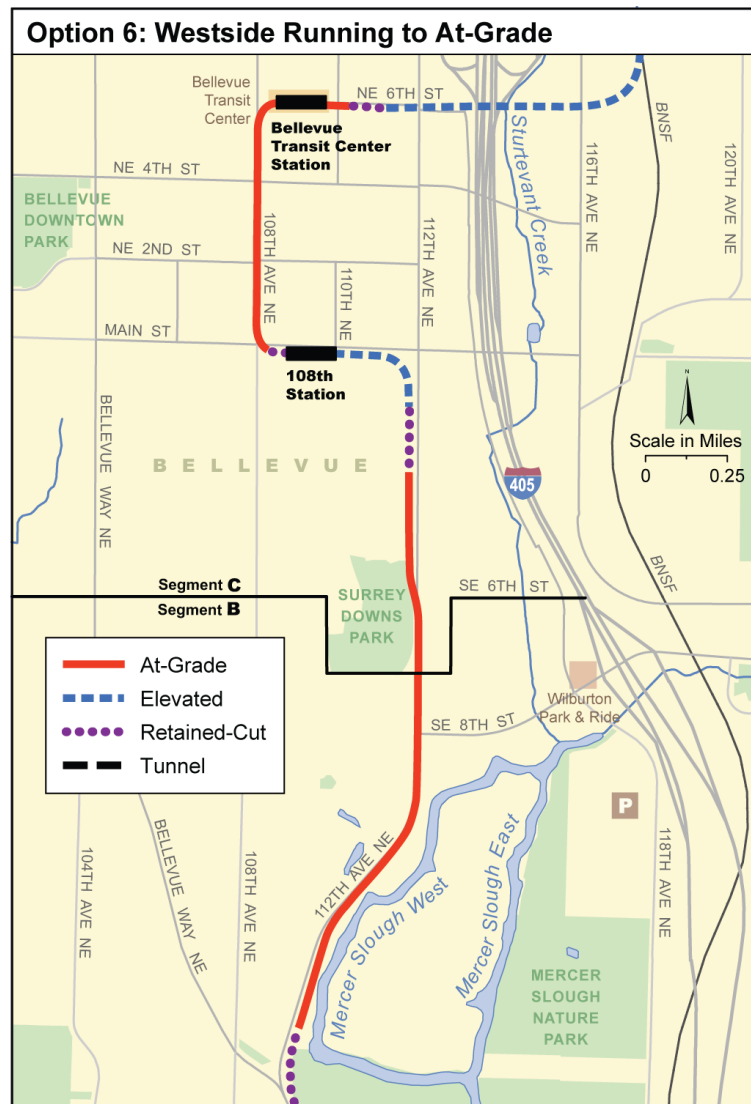
Options 1 & 2: 112th to Main Street Portal



Options 3 & 4: 112th to 2nd Street Portal



Options 5 & 6: 112th to Downtown At-Grade



112th Ave SE and Bellevue Way: Existing



112th Ave SE and Bellevue Way: Side Running



112th Ave SE and Bellevue Way: Center Running



112th Ave SE and SE 6th Street: Existing



112th Ave SE and SE 6th Street: Center Running



112th Ave SE and SE 6th St: Westside



112th Ave SE and SE 6th Street: Retained Cut



Main Street to At-Grade Downtown: Existing



Main Street Portal: From Center Running



Main Street Portal: From Westside



2nd Street Portal: Existing



2nd Street Portal: From Center Running



2nd Street Portal: From Retained Cut



Main Street to At-Grade Downtown: Existing



Main Street to At-Grade Downtown: From Center



Main Street to Downtown At-Grade: From Westside



Cost Estimating

- 112th Design Options at a limited level of conceptual engineering
- American Society of Cost Estimating Engineers suggest that a -20% to +30% range applies at this stage of design
- Cost estimate for entire project will be updated at the end of preliminary engineering and a cost risk analysis performed

Evaluation Summary: Cost Reduction

Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Reduction in capital cost compared to B3S-C9t (millions, \$2007)	\$75-125	\$85-150	\$105-170	\$75-135	\$255-425	\$280-455

Evaluation Summary: Transportation

Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Driveways converted to right-in, out	15	2	15	2	15	6
Changes to side streets (closed/right-in, right-out)	0/2	1/0	1/2	0/0	2/2	3/0
At-grade roadway crossings	4	3	4	2	2	3
Intersections not meeting City LOS standard (without mitigation/ with mitigation)	1/0	1/0	0/0	1/0	1/0	1/0

Evaluation Summary: Displacements

Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Residences displaced	1	46	0	0	2	46
Businesses displaced	7	7	5	5	7	7

Evaluation Summary: Noise

Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Impacts (severe/moderate)	21/107	6/42	21/98	1/31	3/116	9/93
Impacts after mitigation (severe/moderate)	0/0	0/0	0/0	0/0	0/0	0/0

Evaluation Summary: Wetland Impacts & Parks

Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Wetlands affected (acres)	0	0	0	0	0	0
Wetland buffer affected (acres)	1.3	2.0	0.4	2.1	0.4	1.3
Parks affected (acres)	0.5	1.4	0.2	0.3	0.2	1.0

Evaluation Summary: Construction Impacts

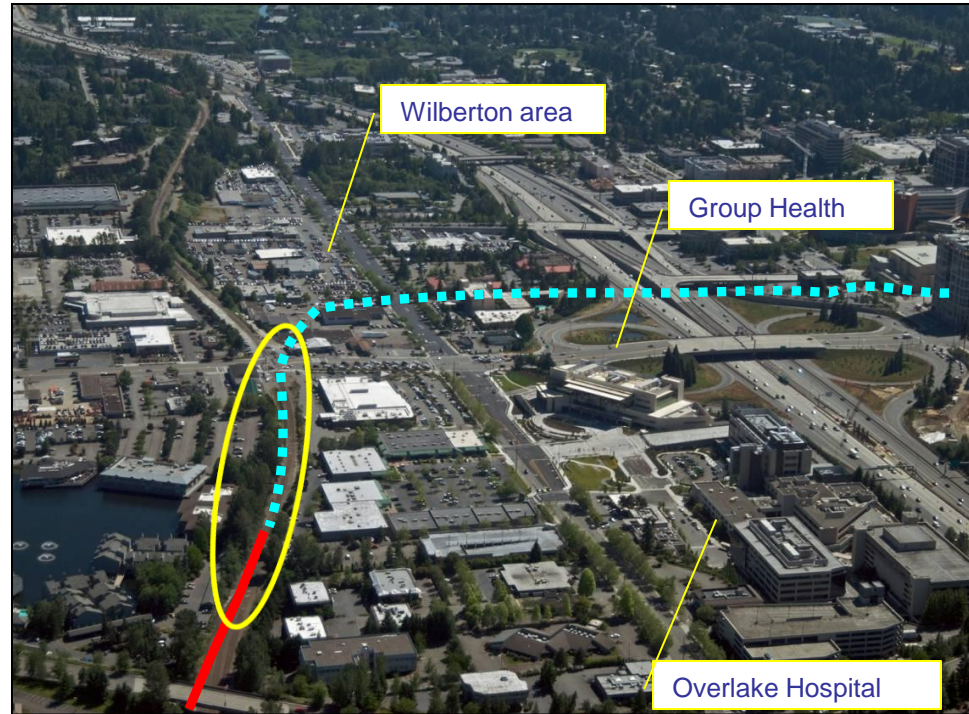
Criteria	Main Street Portal		2 nd Street Portal		108 th At-Grade	
	Option 1 (Center)	Option 2 (Westside)	Option 3 (Center)	Option 4 (Eastside)	Option 5 (Center)	Option 6 (Westside)
Relative construction disruption	Moderate to higher	Lower	Moderate to higher	Moderate	Moderate to higher	Moderate to lower
Construction duration	Intermediate	Shortest	Intermediate	Longest	Intermediate	Intermediate

Questions Regarding 112th Options?



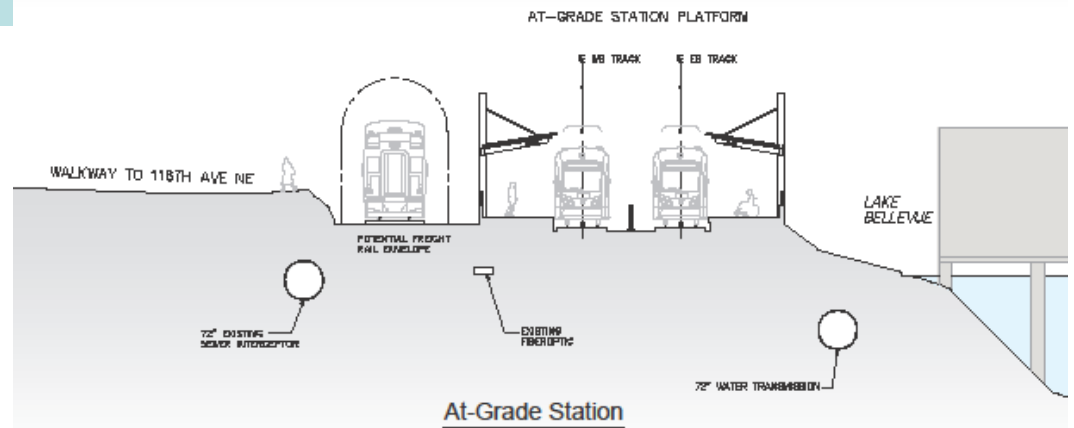
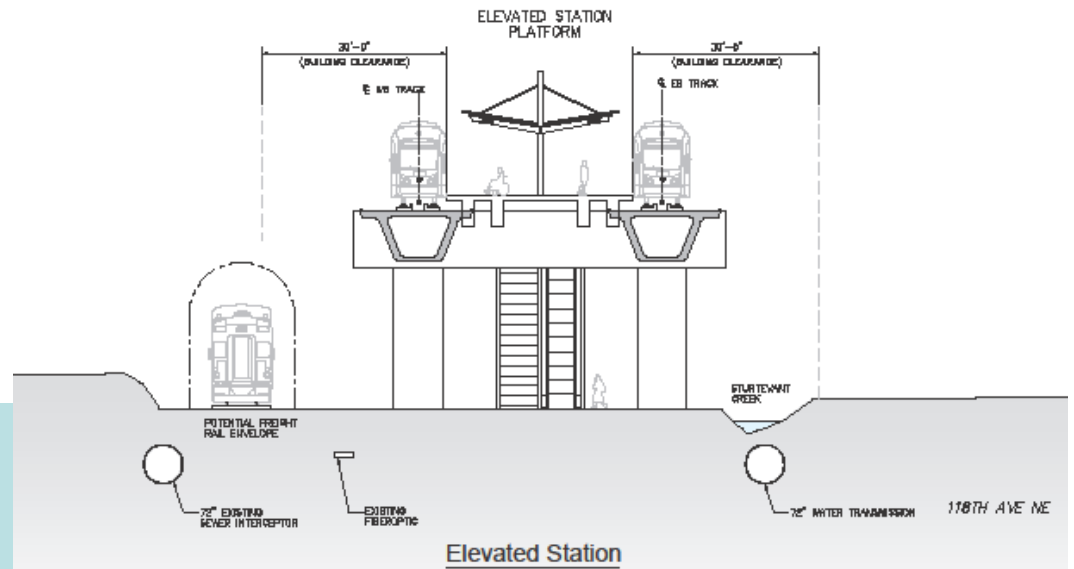
Hospital Station Location Alternatives

- **Station serves Hospital District and Wilberton area**



- **Children's Hospital closest to 120th Station**

Hospital Station Profile Options



Corridor Cross Section

Station Location Options



Station Spacing Diagram



Elevated:

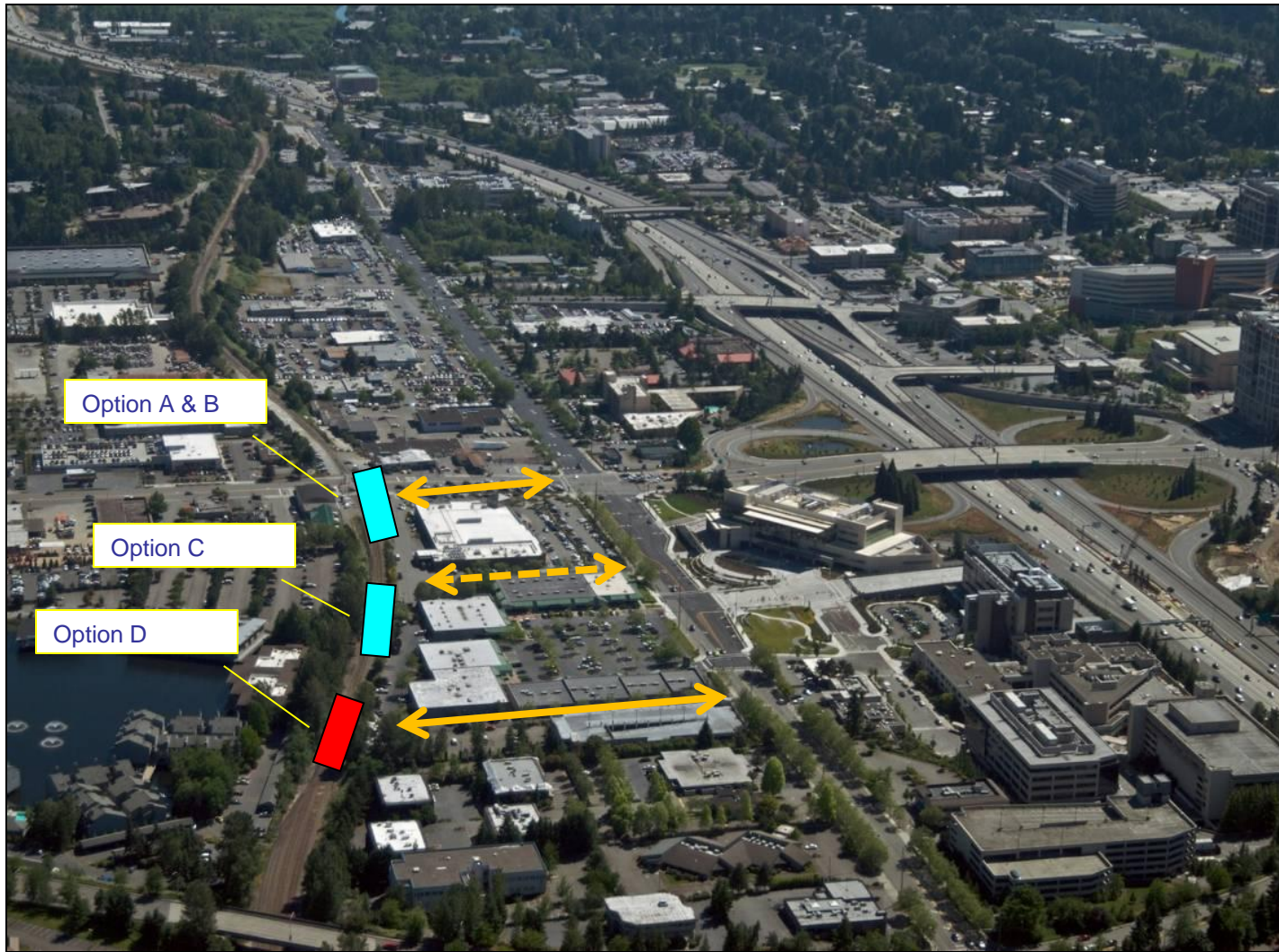
- Option A
- Option B
- Option C

At-Grade:

- Option D



Locations and Access from 116th



Evaluation Summary

Criteria	Elevated Stations			At-Grade
	Option A (North of NE 8 th)	Option B (Span NE 8th)	Option C (South of NE 10th)	Option D (North of NE 10th)
Cost	Baseline	Slightly more	Slightly more	Less
Station spacing (from 120 th)	3000'	3200'	2800'	2100'
Station visibility	High	Highest	Moderate	Low
Displacements (businesses)	5	5	1	0
Construction impacts	Moderate	Moderate to High	Moderate	Moderate to Low

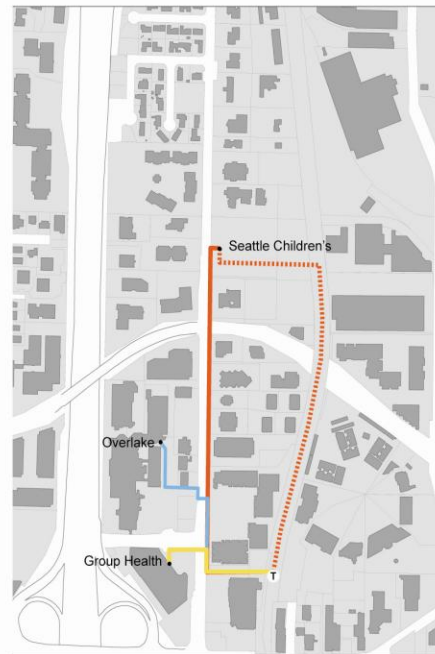
Wilberton/Medical Office Area Access

Criteria	Elevated Stations			At-Grade
	Option A (North of NE 8 th)	Option B (Span NE 8th)	Option C (South of NE 10th)	Option D (North of NE 10th)
Percent of jobs within 5 minute walk (10,300 jobs forecast by 2030)	50%	53%	50%	35%
Percent of jobs within 10 minute walk (10,300 jobs forecast by 2030)	83%	84%	84%	84%
Percent of population within 5 minute walk (1,425 residents forecast by 2030)	28%	42%	28%	0%
Percent of population within 5 minute walk (1,425 residents forecast by 2030)	99%	99%	99%	53%

Hospital Access

Criteria	Elevated Stations			At-Grade
	Option A (North of NE 8 th)	Option B (Span NE 8 th)	Option C (South of NE 10 th)	Option D (North of NE 10 th)
Group Health	900'	1,175'	1,400'	1,300'
Overlake	1,475'	1,750'	1,400'	1,300'
Children's*	1,700'	1,700'	1,700'	1,700'

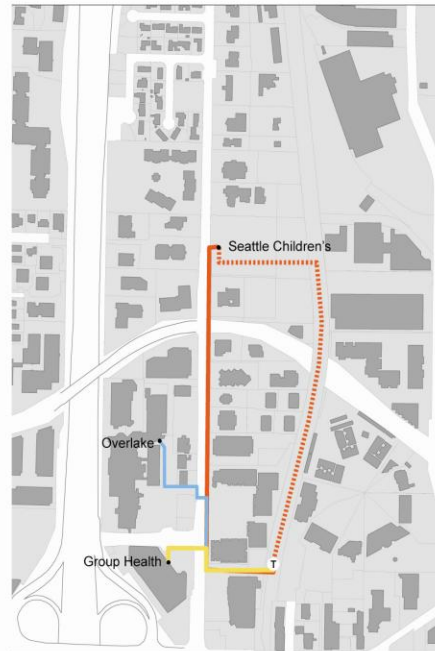
*In all cases, Children's is closest to the 120th Station via new City planned NE 15th



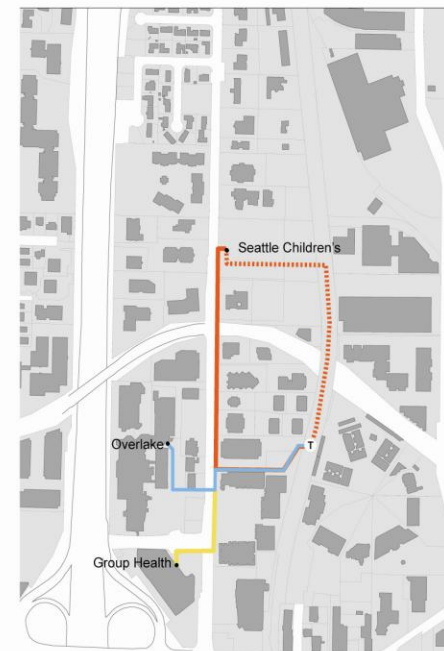
A



B



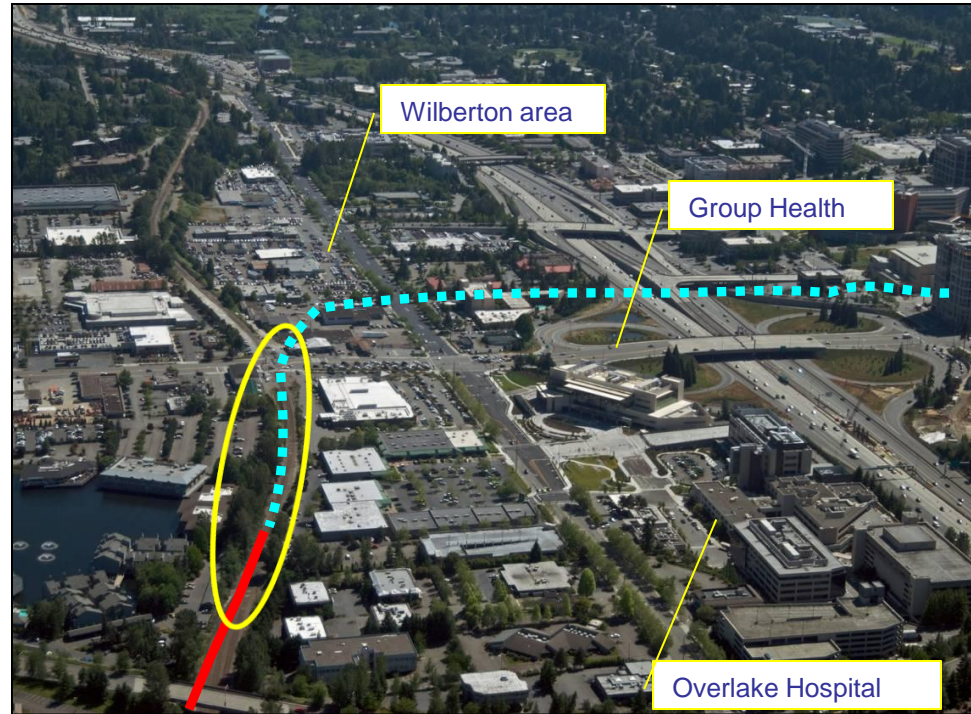
C



D



Questions Regarding Hospital Station?



Next Steps

- City Council briefing (July 6th)
- Ongoing outreach and identification of community preferences for 112th Avenue
 - 2nd Workshop (June 29th): Evaluating the 112th Ave. Options
 - 3rd Workshop (July 7th): Community Preferences on 112th Ave.
 - Open House (July 14th): 112th Avenue, Bellevue Way, and South Bellevue Park-and-Ride
- Hospital Station outreach
- Sound Transit Board direction on 112th and Hospital station design options to advance
 - Capital Projects Committee (July 15th)
 - Board (July 22nd)