

East Link Extension Cost Savings



Downtown Bellevue Station

Selected Alternative: Downtown Tunnel at 110th Ave. NE

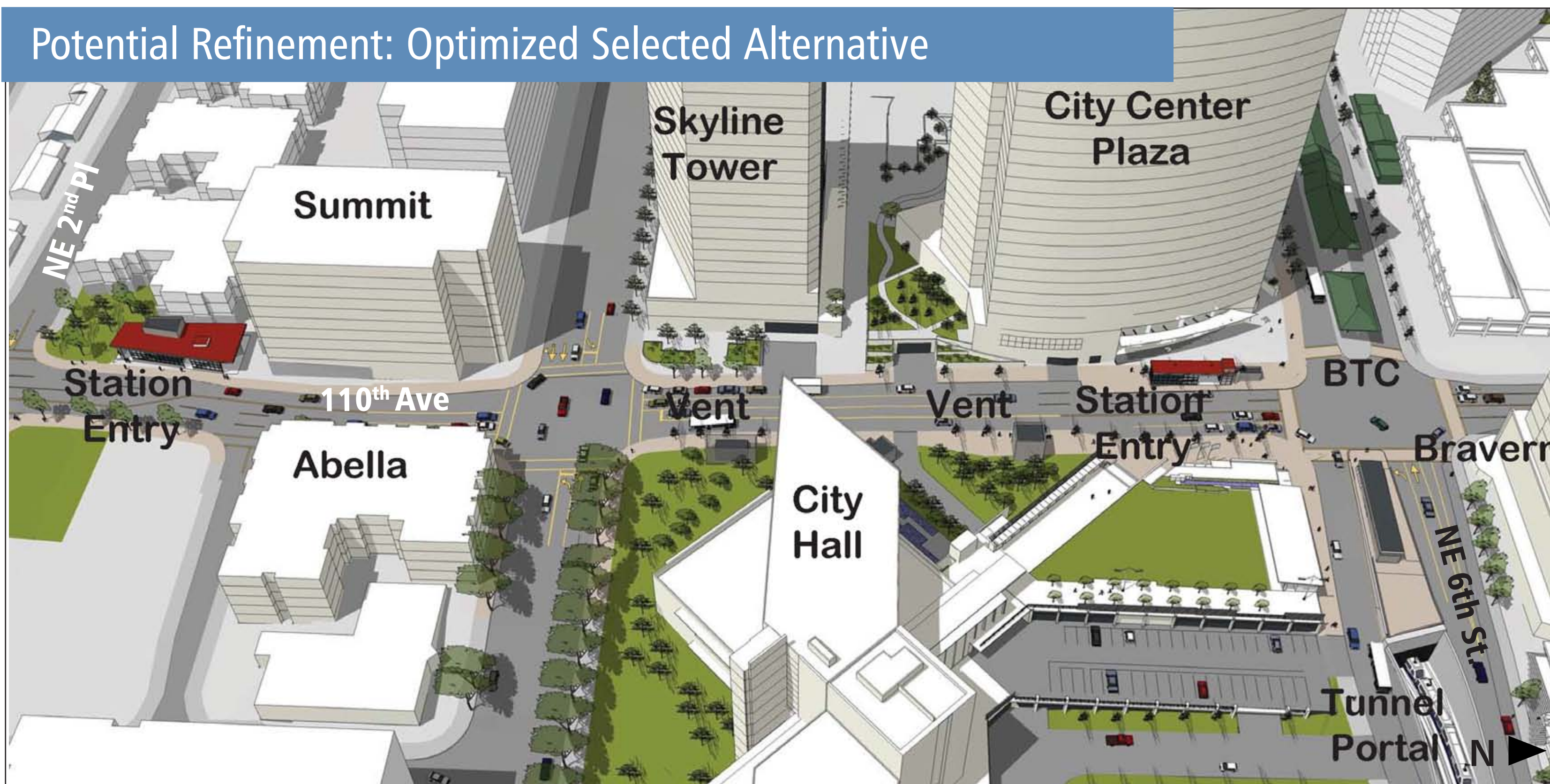


Selected Alternative:

Provides a cut-and-cover tunnel at 110th Ave. NE with a center platform and mezzanine above to transition passengers from center to side(s) of 110th Ave. NE.

**Cost Savings Potential:
\$6-10 million**

Potential Refinement: Optimized Selected Alternative

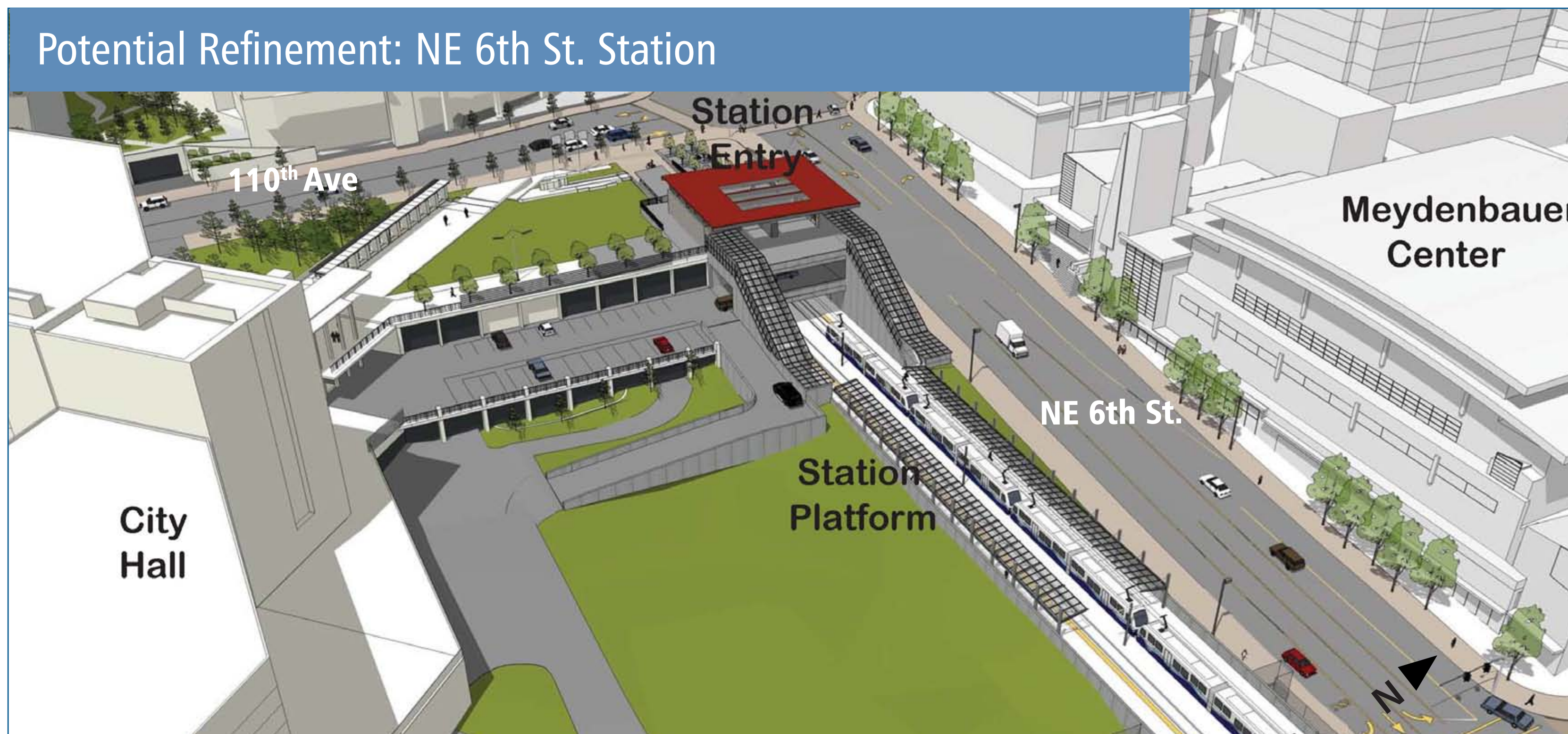


Potential Refinements:

North station entrance shifted west of 110th Ave. NE, closer to Bellevue Transit Center. Tunnel depth reduced.

**Cost Savings Potential:
\$19-33 million**

Potential Refinement: NE 6th St. Station



Potential Refinements:

Surface station at NE 6th St. Tunnel depth reduced and alignment moved south of NE 6th St.

East Link Extension Cost Savings



Downtown Bellevue NE 6th St. Station concept sketches

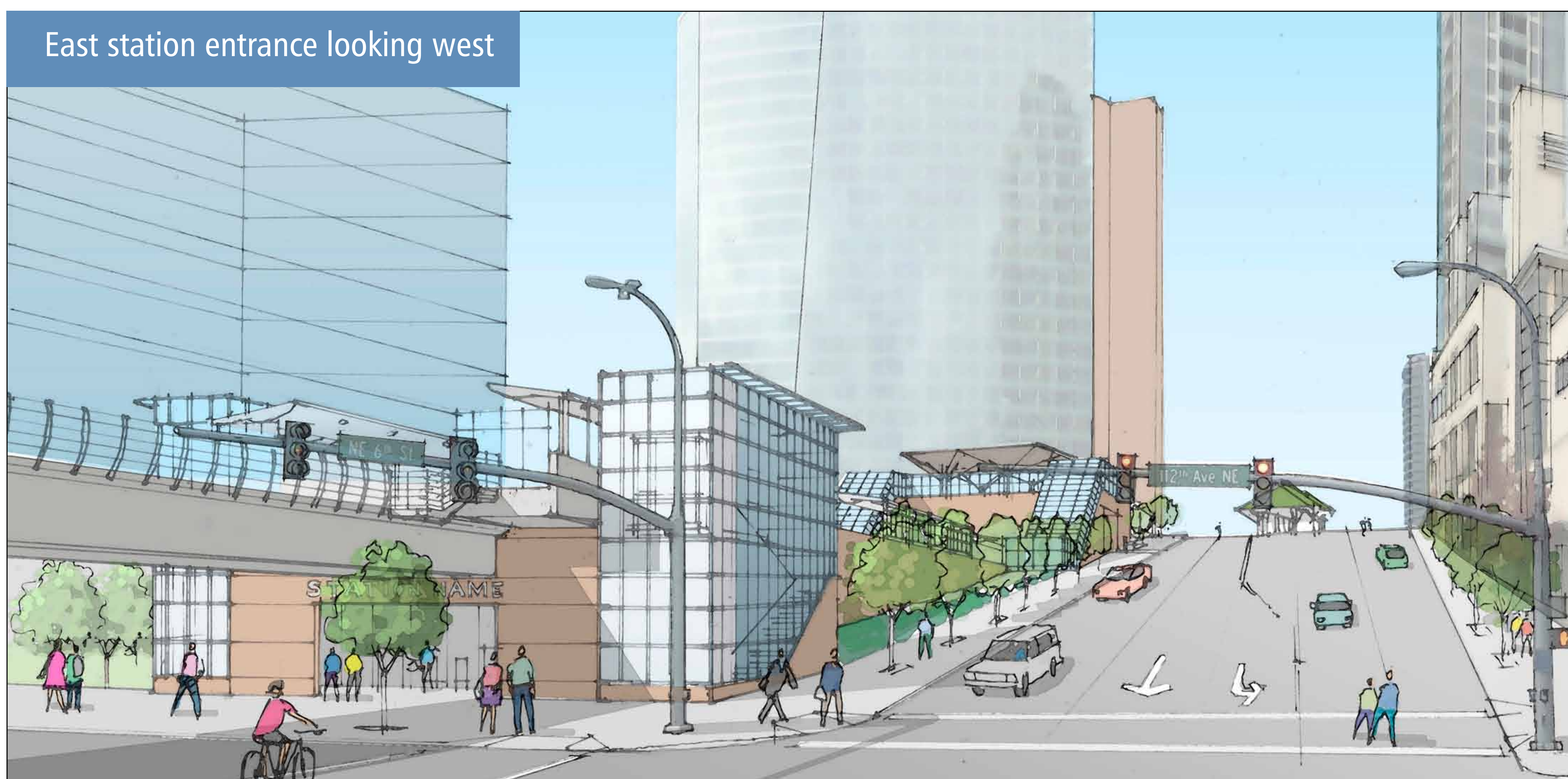
Aerial view of plaza



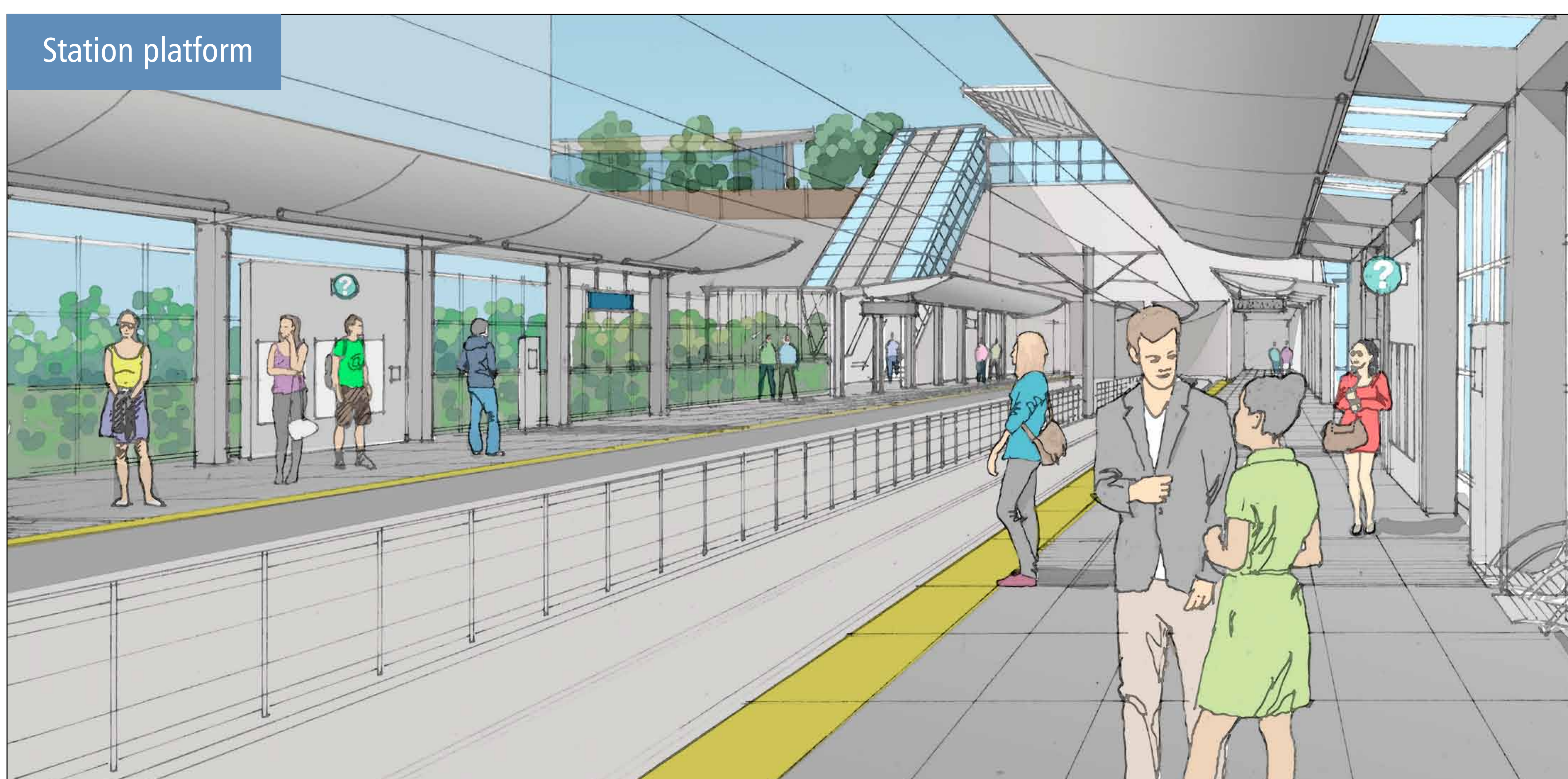
Plaza view



East station entrance looking west



Station platform



East Link Extension

Cost Savings Environmental Findings



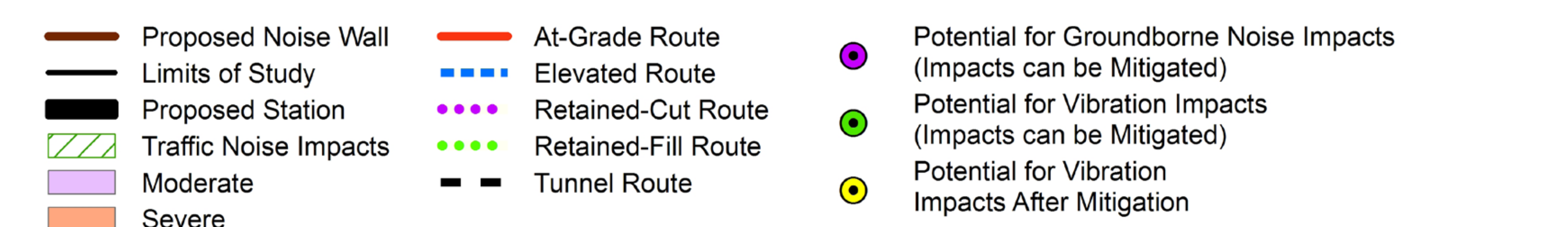
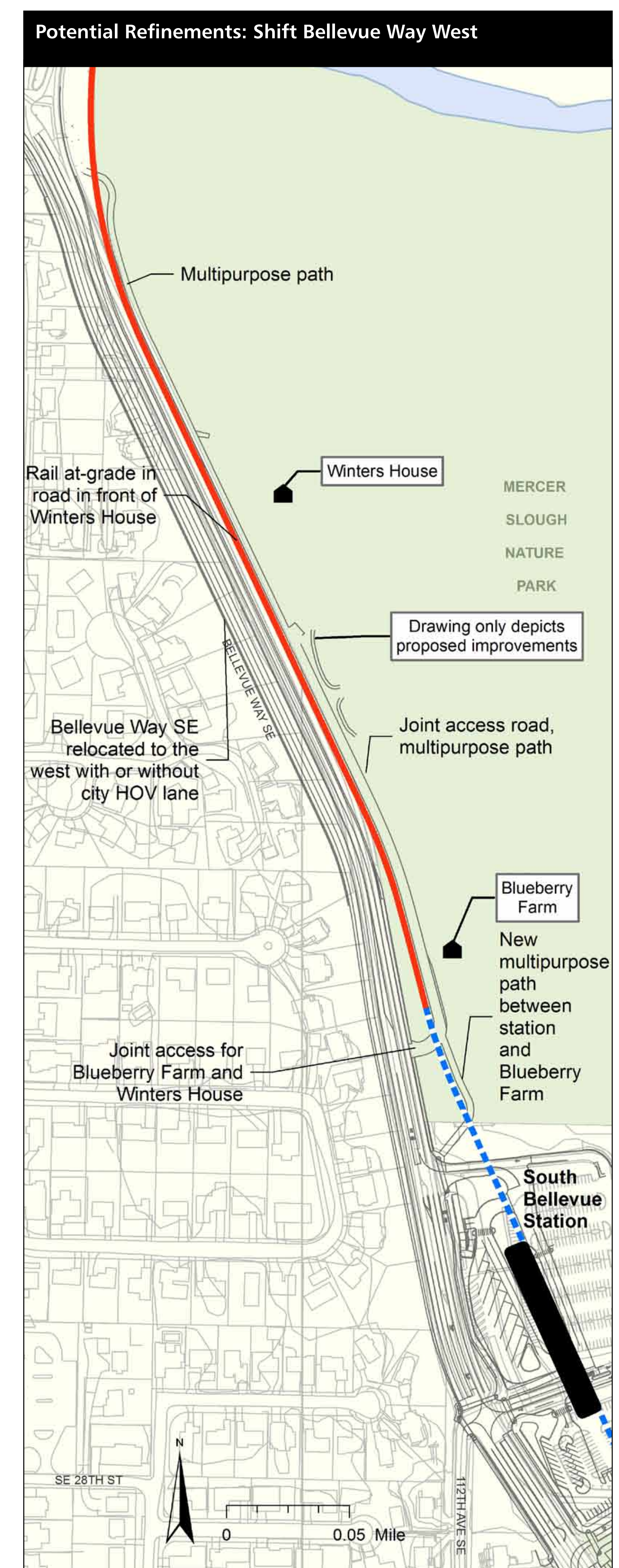
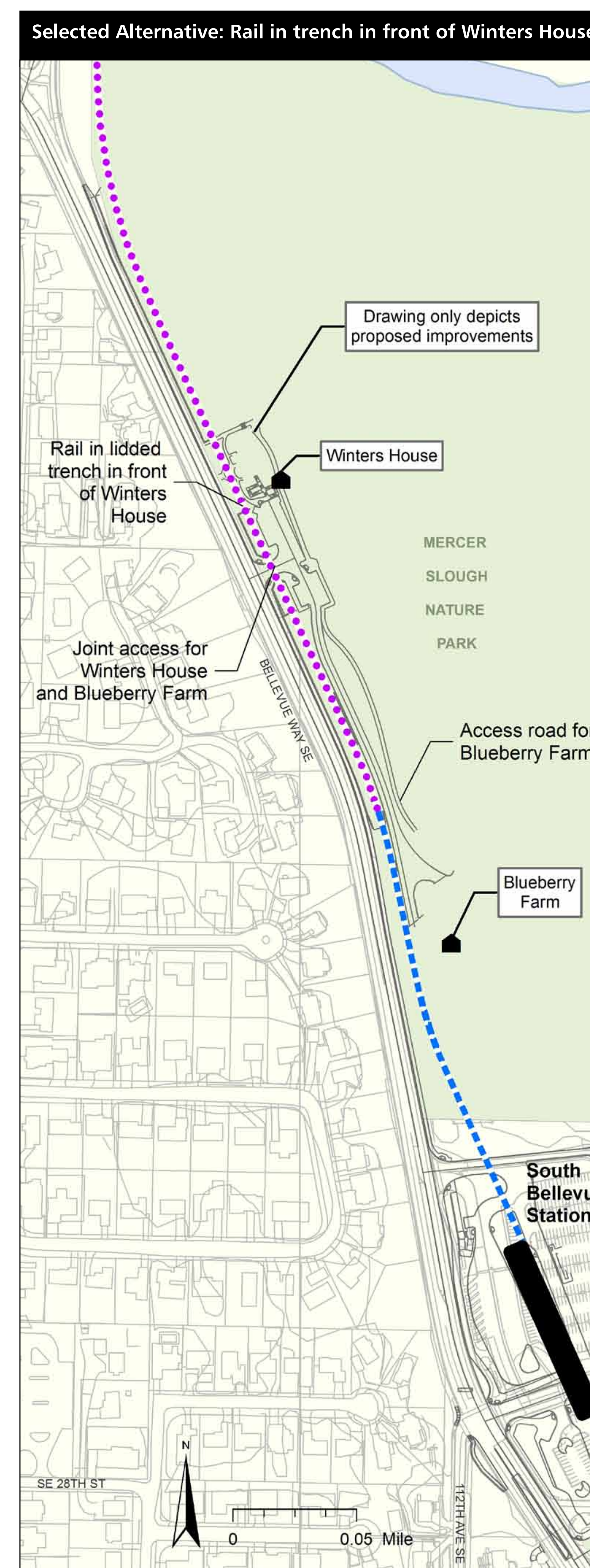
Bellevue Way Alignment

What has changed?

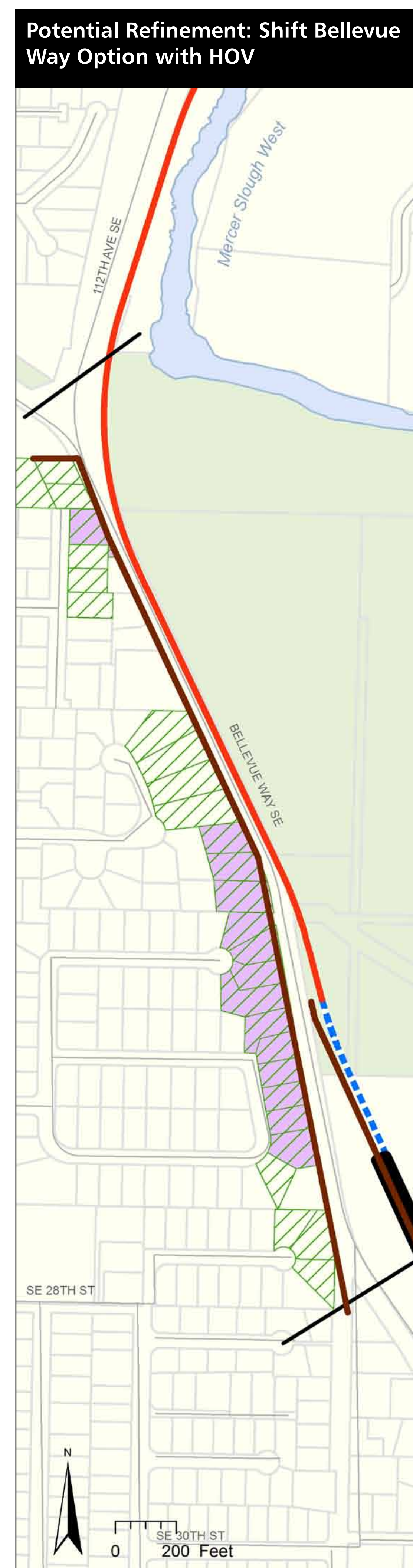
- Light rail runs at-grade on Bellevue Way in front of the Winters House
- Bellevue Way shifts west and a new City of Bellevue HOV lane is added
- The driveway to the Winters House and Blueberry Farm is relocated farther south

Key environmental findings

Environmental impacts	Selected Alternative	Shift Bellevue Way w/ HOV lane
Residential displacements	1	4
Traffic related noise receptors (after mitigation)	0 (0)	28 (0)
Light rail related noise receptors (after mitigation)	13 (0)	14 (0)
Wetland impacts in acres	0.2	0.1
Habitat impacts in acres	0.4	1.6
Park impacts in acres	2.3	1.3



Bellevue Way noise impacts



Note: Existing traffic noise levels at residences west of Bellevue Way exceed federal traffic noise criteria. Traffic noise mitigation for the potential refinement would reduce noise levels enough to comply with federal traffic noise criteria.

East Link Extension

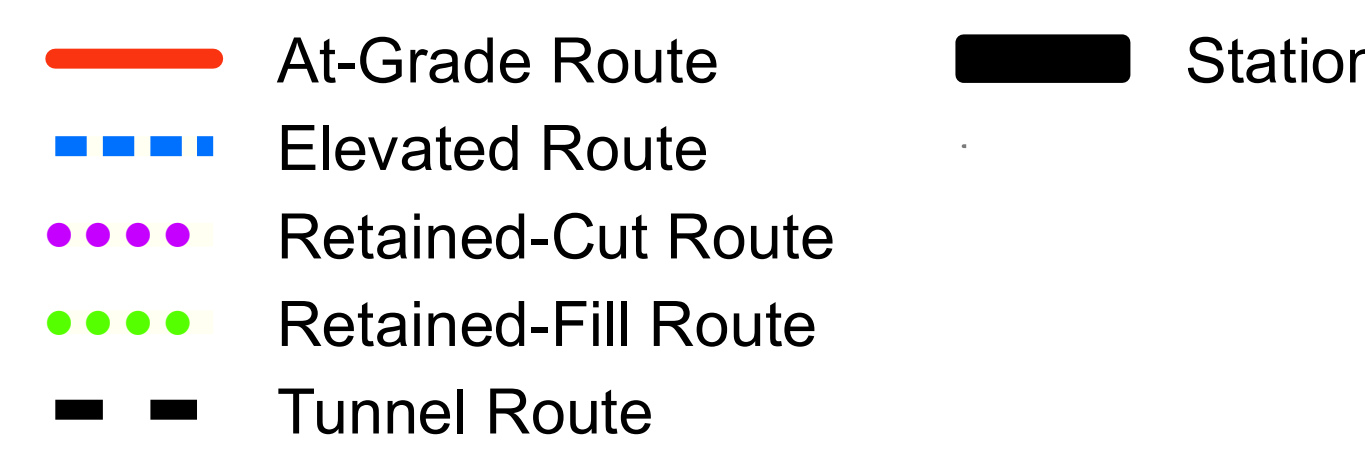
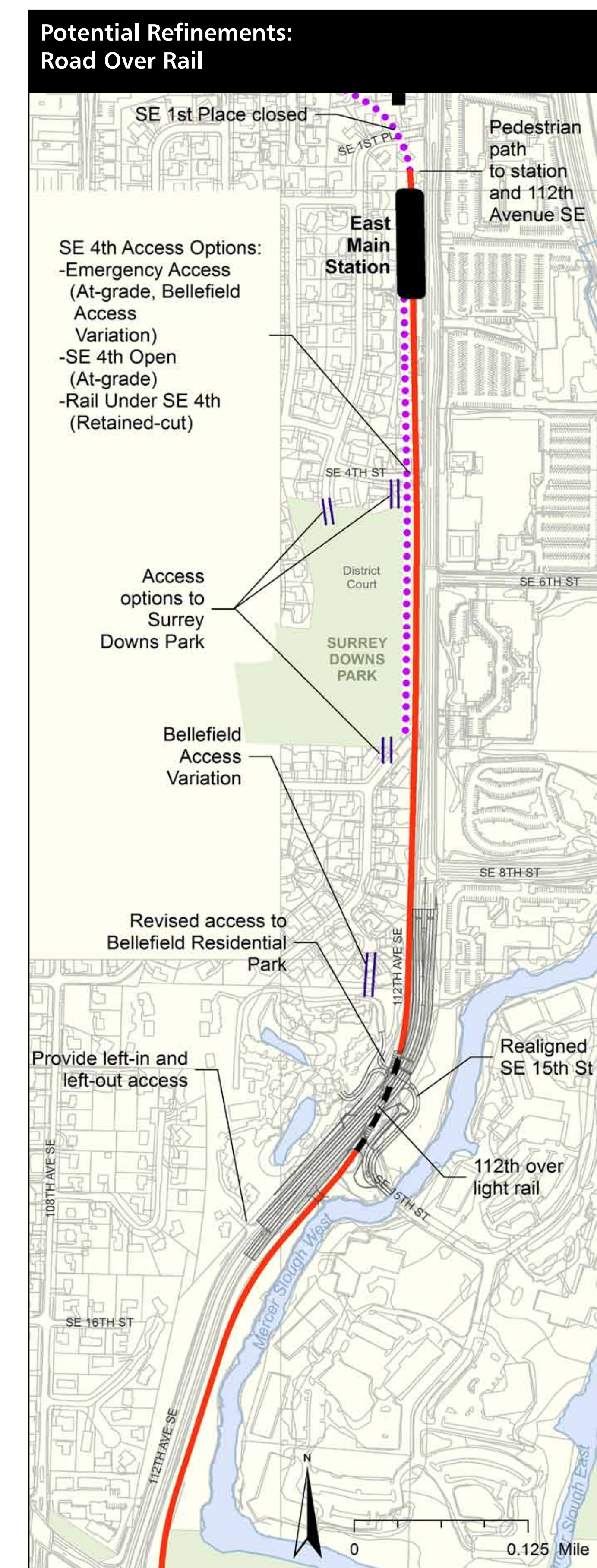
Cost Savings Environmental Findings



112th Ave. SE Alignment

What has changed?

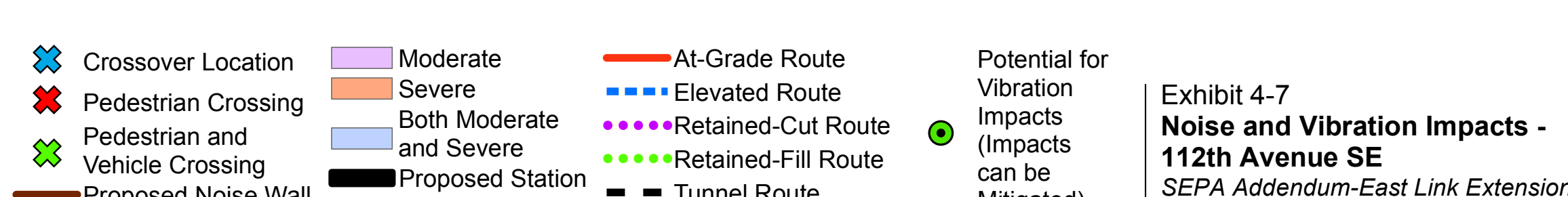
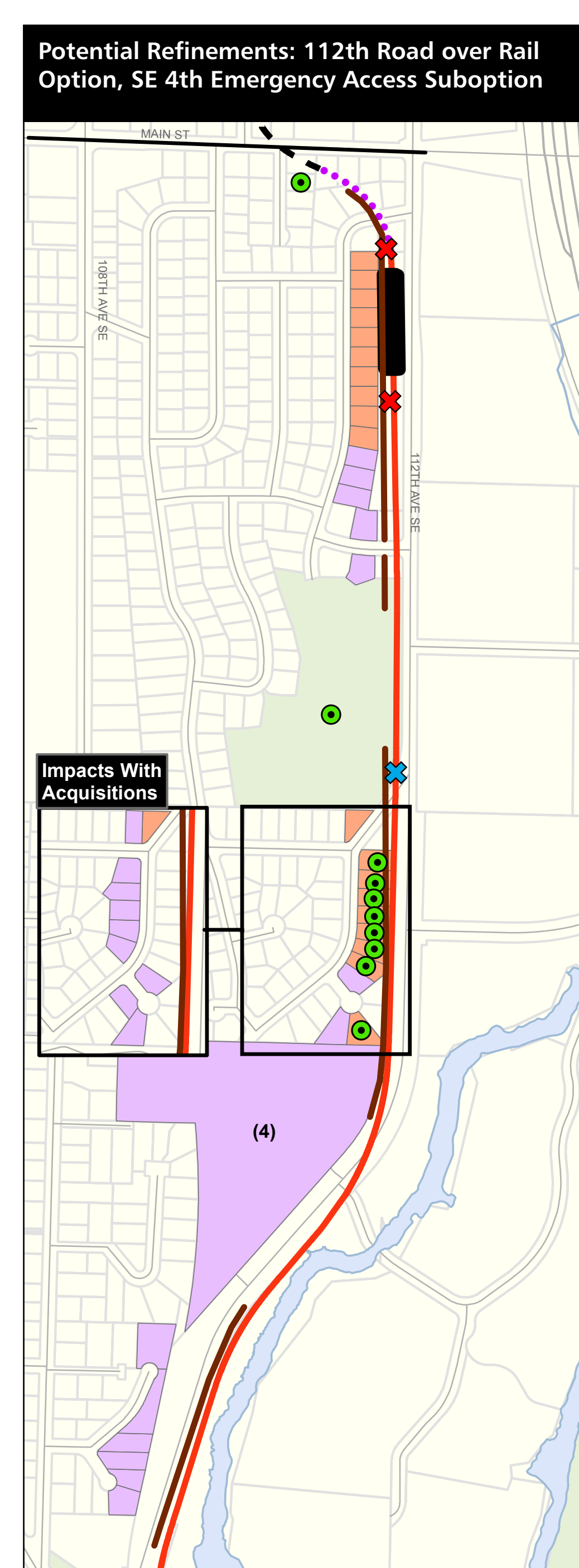
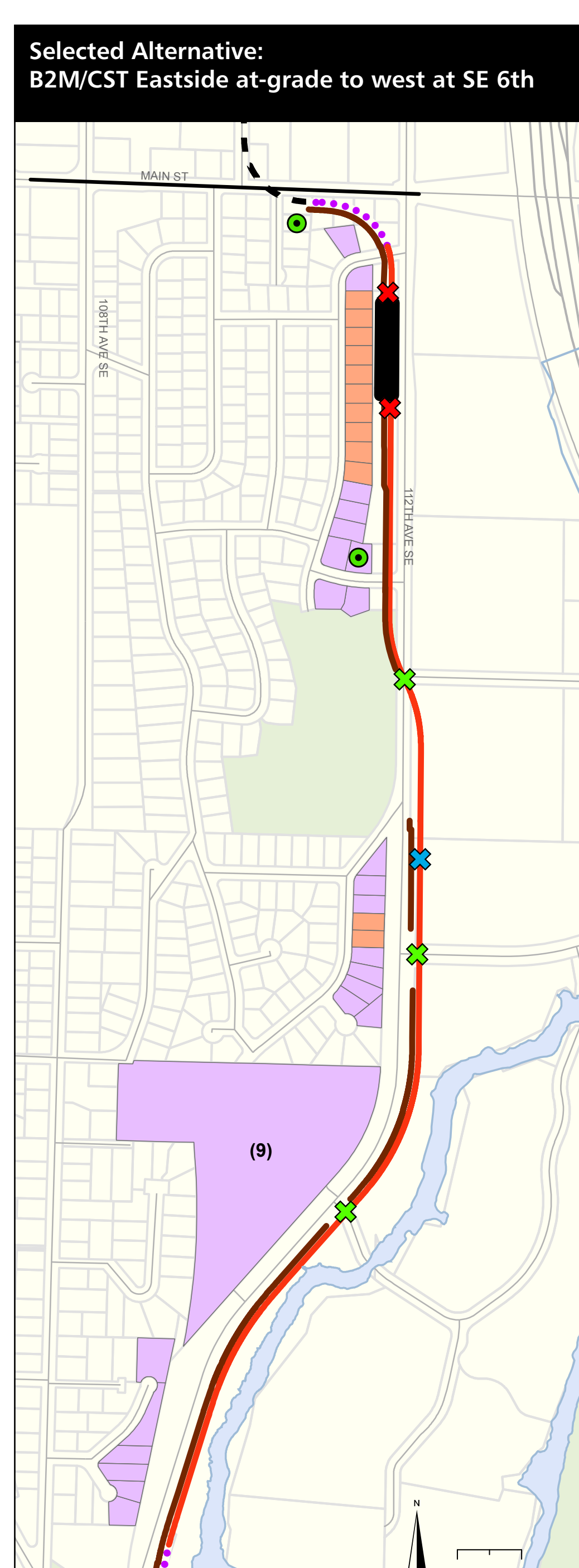
- Elevated roadway crosses light rail tracks and realigns SE 15th St.
- SE 4th St. access options:
 - Emergency access only
 - Bellefield access variation builds a new access road from Bellefield Residential Park
 - SE 4th Open: Light rail at-grade with SE 4th St. open
 - Rail Under SE 4th: Light rail in trench under SE 4th St.



Key environmental findings

Environmental Impacts	Selected Alternative	SE 4th St. Emergency Access Only	SE 4th St. Open	Rail under SE 4th St.
Residential displacements	46	51-59	51-59	51-59
Light rail related noise receptors (after mitigation)	44 (0)	35-36 (0)	39 (0)	33 (0)
Vibration in buildings (after mitigation)	2 (0)	2-10 (0)	2-10 (0)	2-10 (0)
Wetland impacts in acres	<0.1	0.3	0.3	0.3
Habitat impacts in acres	0.3	<0.1	<0.1	<0.1
Park impacts in acres	0.5	1.0	1.0	1.0

112th Ave. SE Alignment noise impacts



East Link Extension

Cost Savings Environmental Findings



Downtown Bellevue Station

What has changed?

Optimized Selected Alternative

- Station entrance shifted west of 110th Ave. NE; closer to Bellevue Transit Center
- Tunnel depth reduced

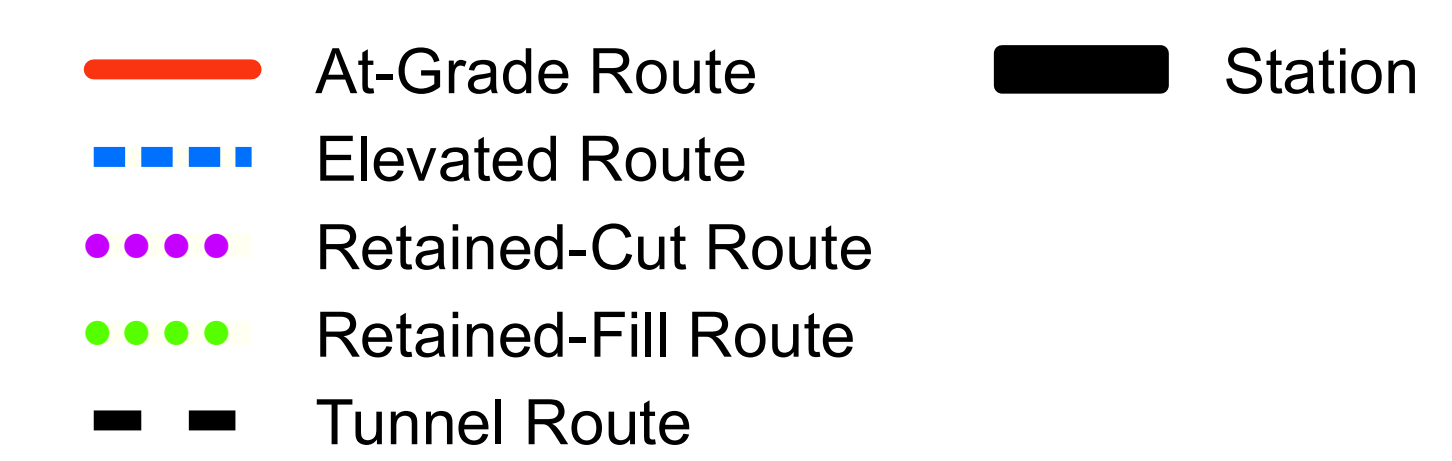
NE 6th St. Station

- Surface station on NE 6th St.
- Tunnel depth reduced
- Alignment moved south on NE 6th St.



Key environmental findings

Environmental impacts	Selected Alternative	Optimized Selected Alternative	NE 6th St. Station
Business displacements	8	8	37
Light rail related noise receptors (after mitigation)	84 (0)	84 (0)	84 (0)
Vibration in buildings (after mitigation)	1 (1)	1 (1)	0 (0)
Groundborne Noise	1 (0)	3 (0)	2 (0)
Park impacts in acres	0.1	0.1	<0.1



Downtown Bellevue Station noise impacts

