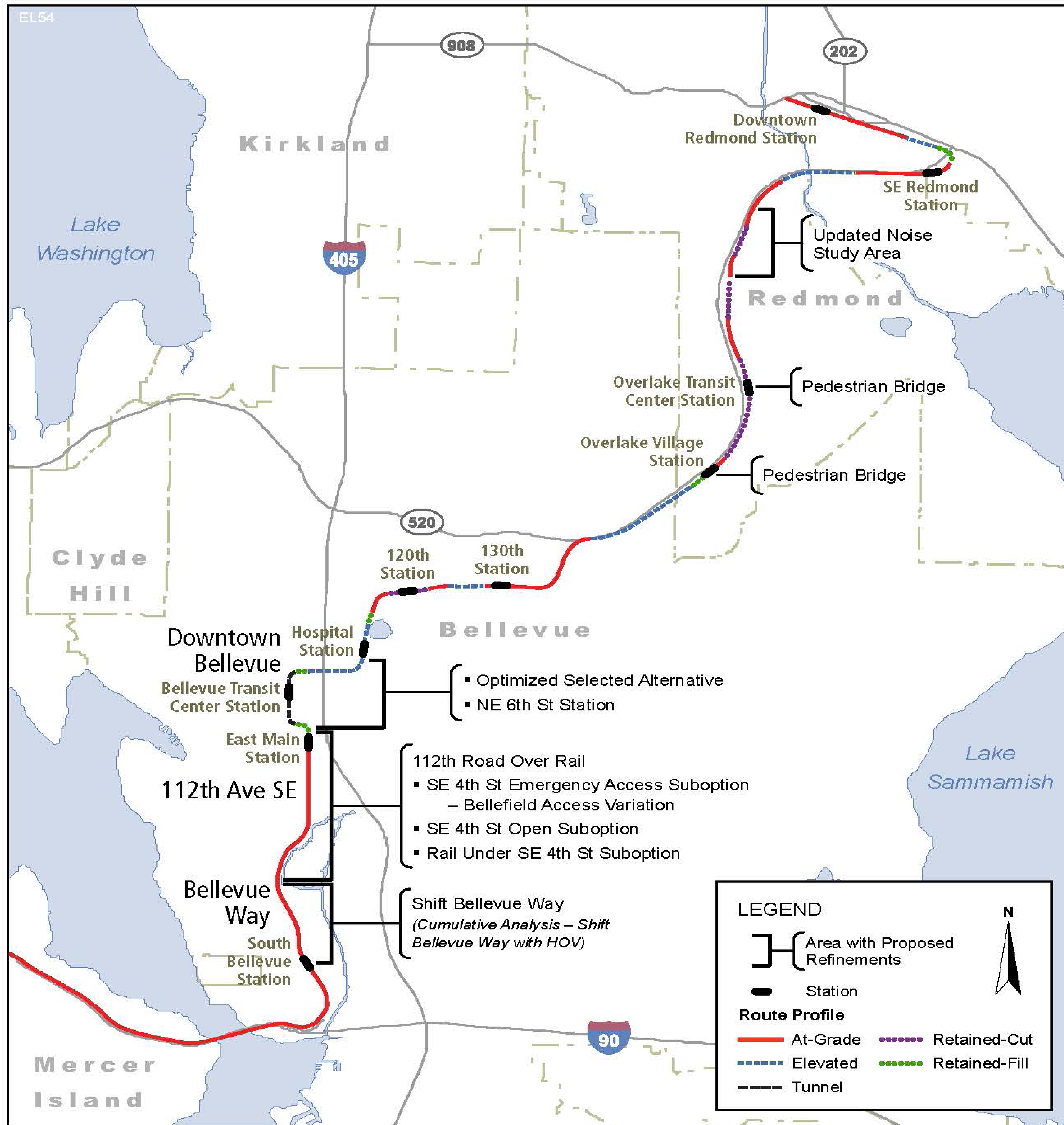


# East Link Extension Cost Savings



# East Link Extension Cost Savings



## Potential Cost Savings

Range of Savings  
\$4-\$61 million

| Potential Refinements   | Savings (Increase) Range (2010\$) |
|---|-----------------------------------|
| <b>Bellevue Way Alignment</b>                                 |                                   |
| Shift Bellevue Way West                                       | \$5-\$8 million savings           |
| <b>112th Road Over Rail</b>                                   |                                   |
| SE 4th St. Open   | \$2-\$4 million savings           |
| Rail Under SE 4th St.   | (\$6-\$11 million) increase       |
| SE 4th St. Emergency Access Only                              | \$2-\$4 million savings           |
| <b>Downtown Station</b>                                       |                                   |
| Optimized Selected Alternative                                | \$6-\$10 million savings          |
| NE 6th St. Station  | \$19-\$33 million savings         |
| <b>Engineering Ideas</b>                                      |                                   |
| Elevated guideway design                                      | \$9-\$16 million total savings    |
| Reduce stormwater vaults                                      |                                   |
| Expedite tunnel construction through additional road closures |                                   |

The range of savings reflects both the low and high end of potential cost savings. The potential refinements to the Selected Alternative have been developed to reduce project costs within the City of Bellevue, while supporting light rail system performance and City objectives.



## Community Involvement

Since Spring 2012, the Cost Saving Ideas have evolved based on technical and environmental analysis as well as public input. The following key themes emerged from the Cost Savings public involvement process to date:

- General support for cost savings
- Concern about noise and visual impacts
- Concern about the timeline for property acquisition
- Concern about increased cut-through traffic in the Surrey Downs neighborhood
- Concern about access to Surrey Downs neighborhood and Bellefield Residential and Office Park
- Support for elevating 112th Ave. SE over the light rail line
- Support for access to downtown light rail station and relocating the station to NE 6th St.

### How will community feedback influence the final decision?

Sound Transit and the City of Bellevue will weigh public input before making a decision to select final Cost Savings Ideas. All comments submitted by April 10 will be compiled and shared with the Sound Transit Board and Bellevue City Council.



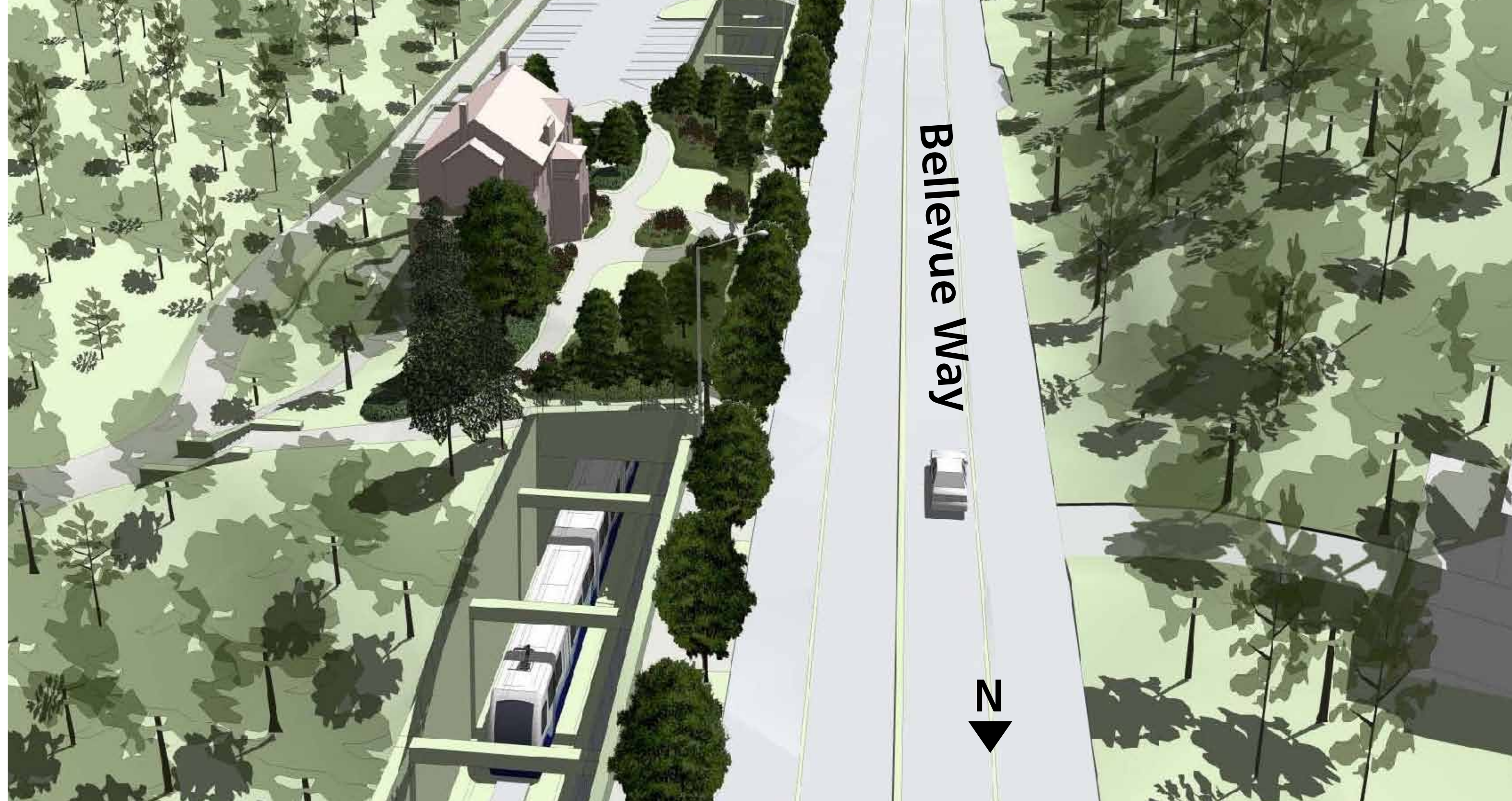


# East Link Extension Cost Savings



## Bellevue Way Alignment

Selected Alternative: Light Rail in Trench



Selected Alternative:

Light rail in a retained-cut alignment along Bellevue Way in front of Winters House.

Potential Refinement: Shift Bellevue Way west with HOV lane



Potential Refinement:

Light rail runs at-grade on Bellevue Way in front of 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.

Cost Savings  
Potential:  
\$5-8 million



Potential Refinement: View east toward Mercer Slough Nature Park north of South Bellevue Park-and-Ride

## Visual Simulations Options at Winters House



Existing view of Winters House looking north from Bellevue Way SE



Selected Alternative: Winters House looking north from Bellevue Way SE



Potential Refinement: Winters House looking north from Bellevue Way SE



# East Link Extension Cost Savings



## 112th Ave. SE and SE 15th St.

Potential Refinement: Road over Rail

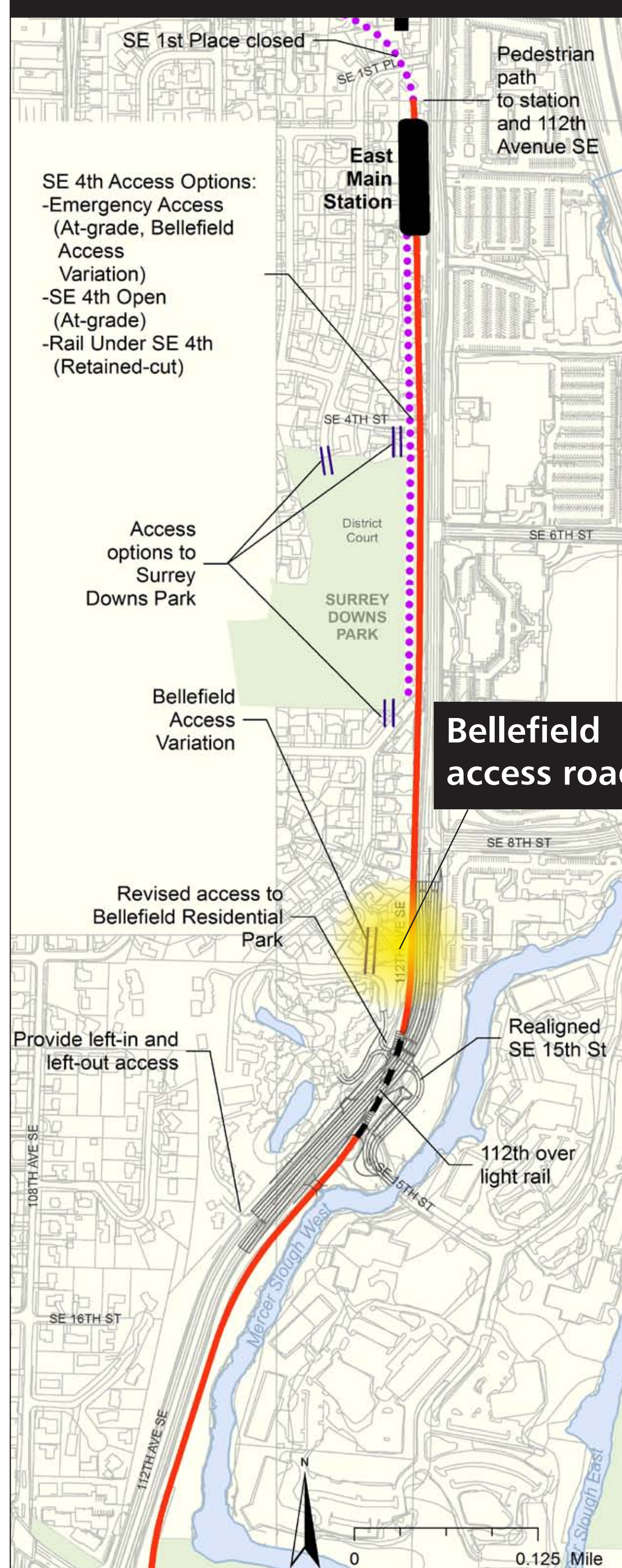


Elevated 112th Ave. SE crosses over light rail, realigning SE 15th St. This refinement replaces the recommendation made by the City of Bellevue in the MOU, which was considered and not carried forward for further consideration. Red dashed line indicates 60-foot buffer between light rail and residential buildings, per the City of Bellevue's Land Use Code Amendments.

Selected Alternative:  
Rail at-grade on 112th Ave. SE



Potential Refinements:  
Bellefield Access Variation



Selected Alternative:

Transitions from retained cut on Bellevue Way to at-grade on the east side of 112th Ave. SE until SE 6th St, crosses at-grade to the west side of 112th Ave. SE before turning west at Main Street to enter the tunnel portal. SE 4th St. is realigned through Surrey Downs Park to connect to 112th Ave. SE, forming a four-way intersection at SE 6th St.

Potential Refinement at SE 15th St.:

A design variation of the SE 4th St. Emergency Access Only option builds a new access road from SE 15th St. in Bellefield Residential Park to 111th Pl. SE in the Surrey Downs Neighborhood.

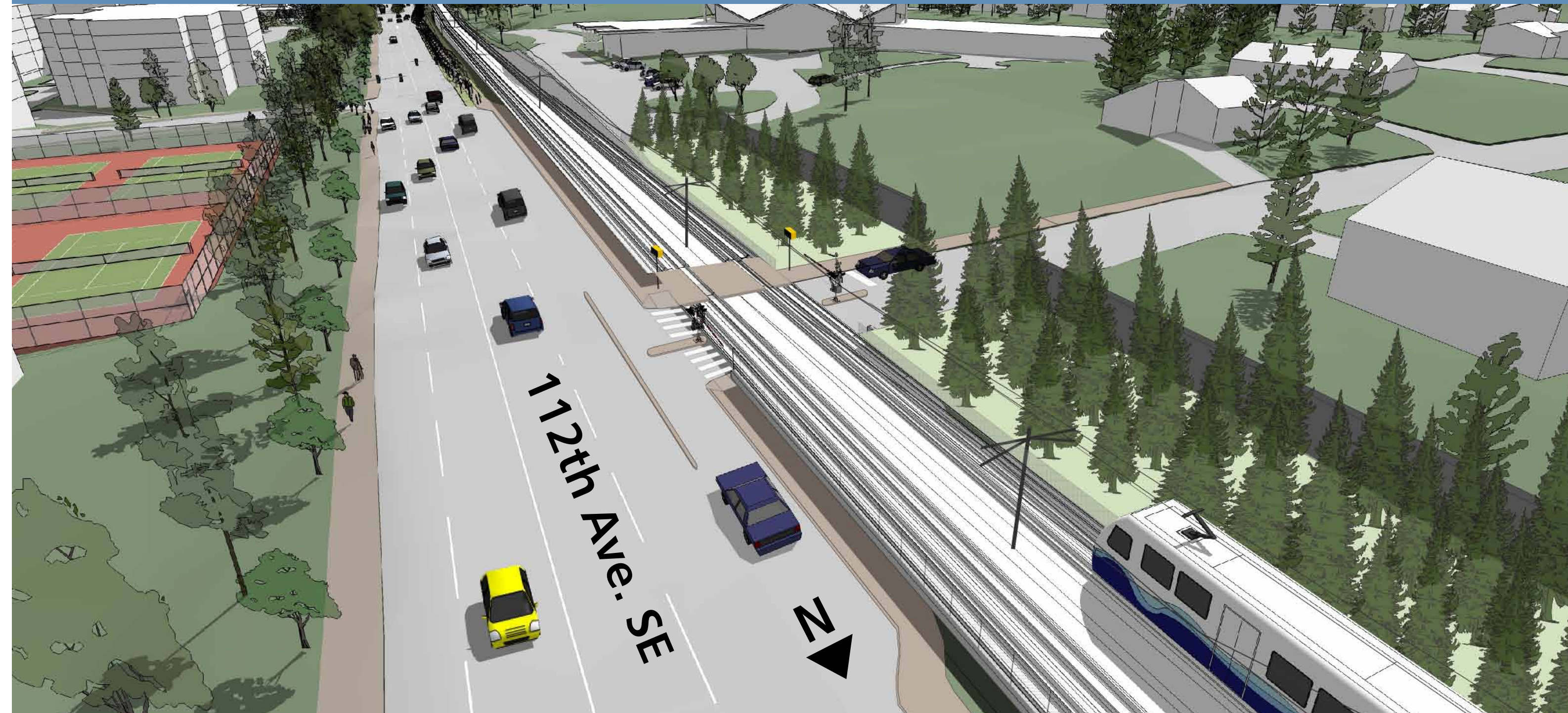


# East Link Extension Cost Savings



## 112th Ave. SE and SE 4th St. Road over Rail suboptions looking south

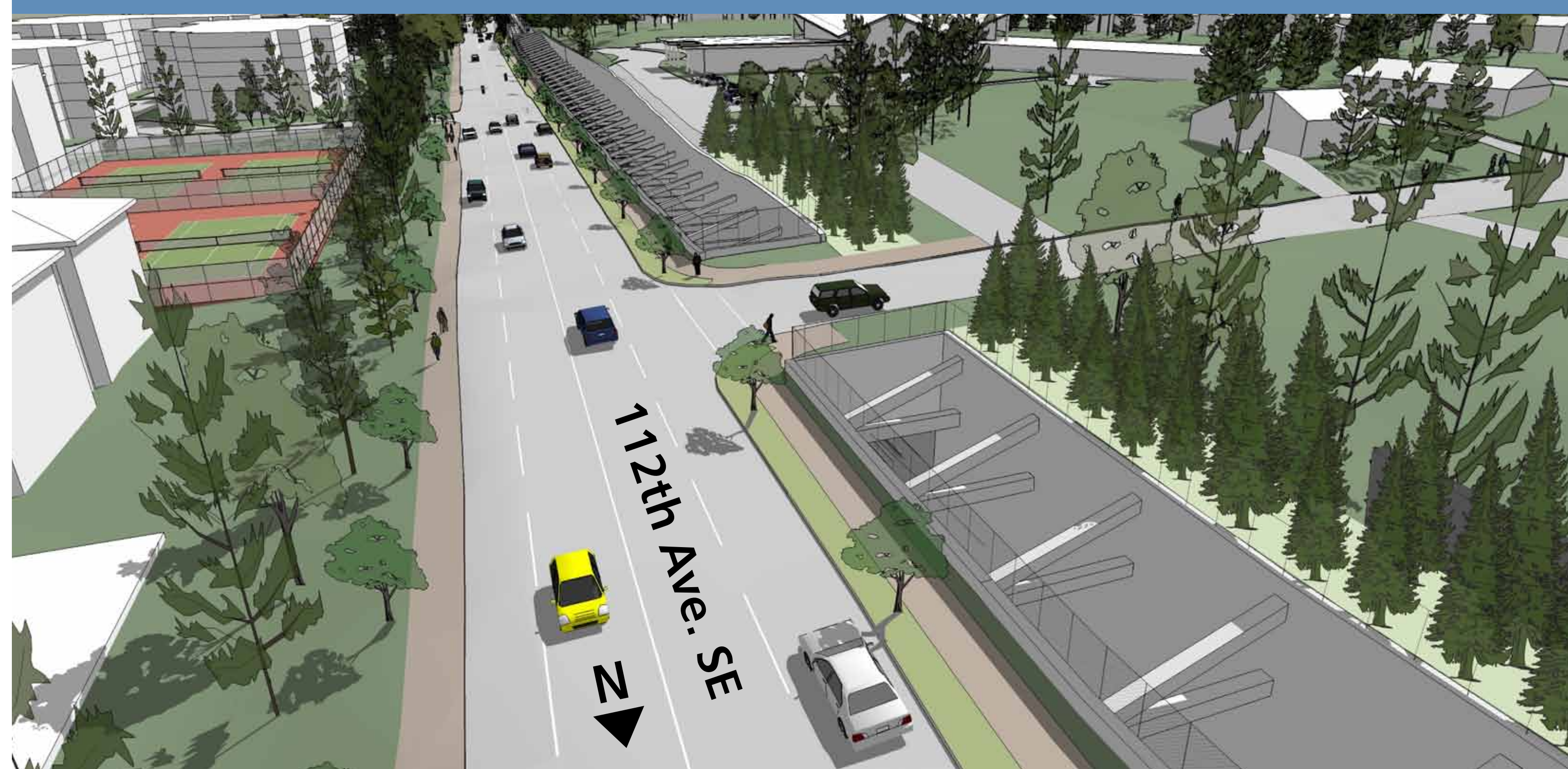
Potential Refinement: SE 4th St. Open



Cost Savings  
Potential:  
\$2-4 million

Light rail at-grade on 112th Ave. SE with SE 4th St. open to right in/right out traffic.

Potential Refinement: Rail under SE 4th St.



Cost Increase:  
+ \$6-11 million

Light rail in a retained cut alignment along 112th Ave. SE with SE 4th St. open to Surrey Downs neighborhood.

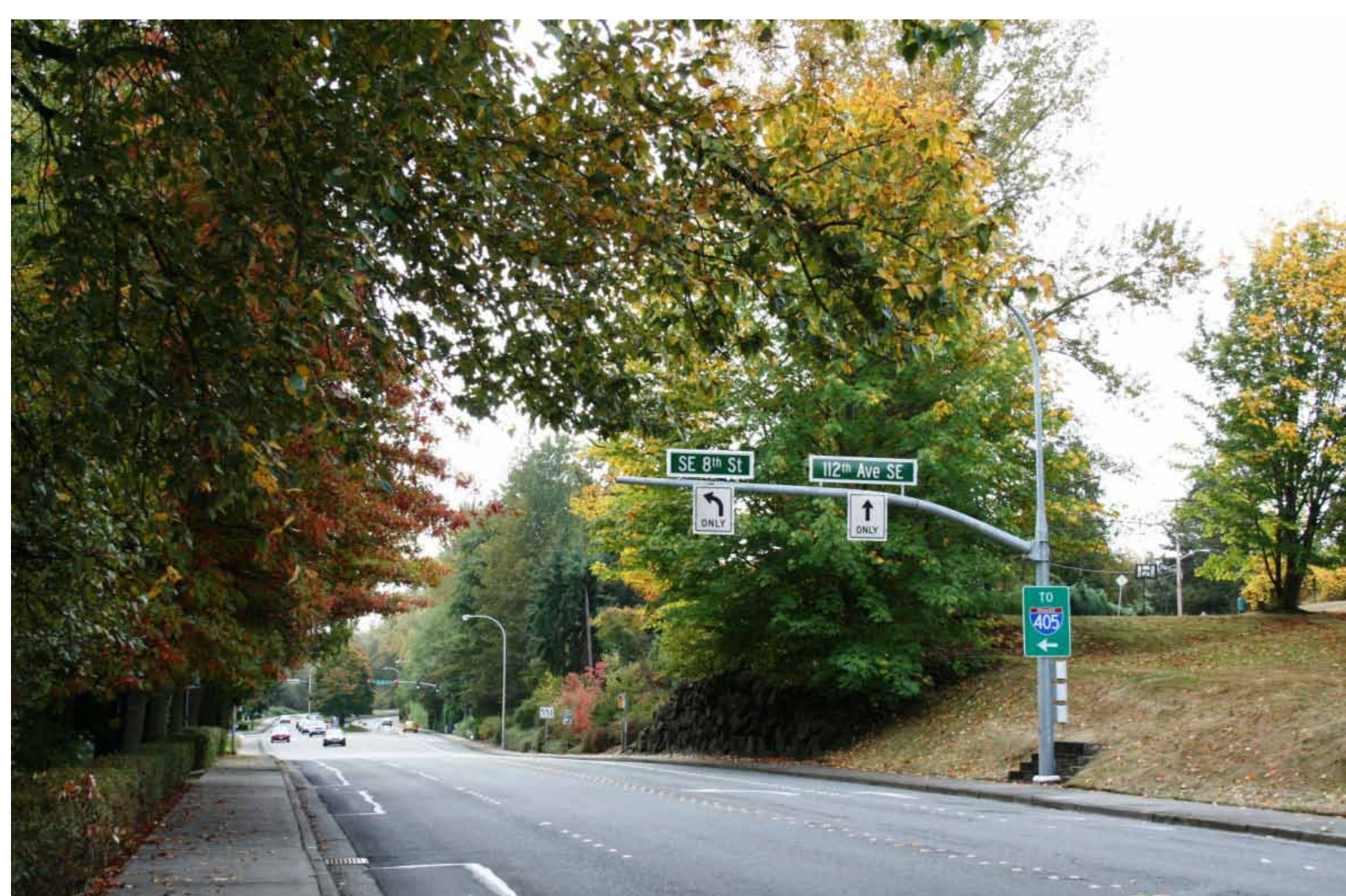
Potential Refinement: Emergency Access Only



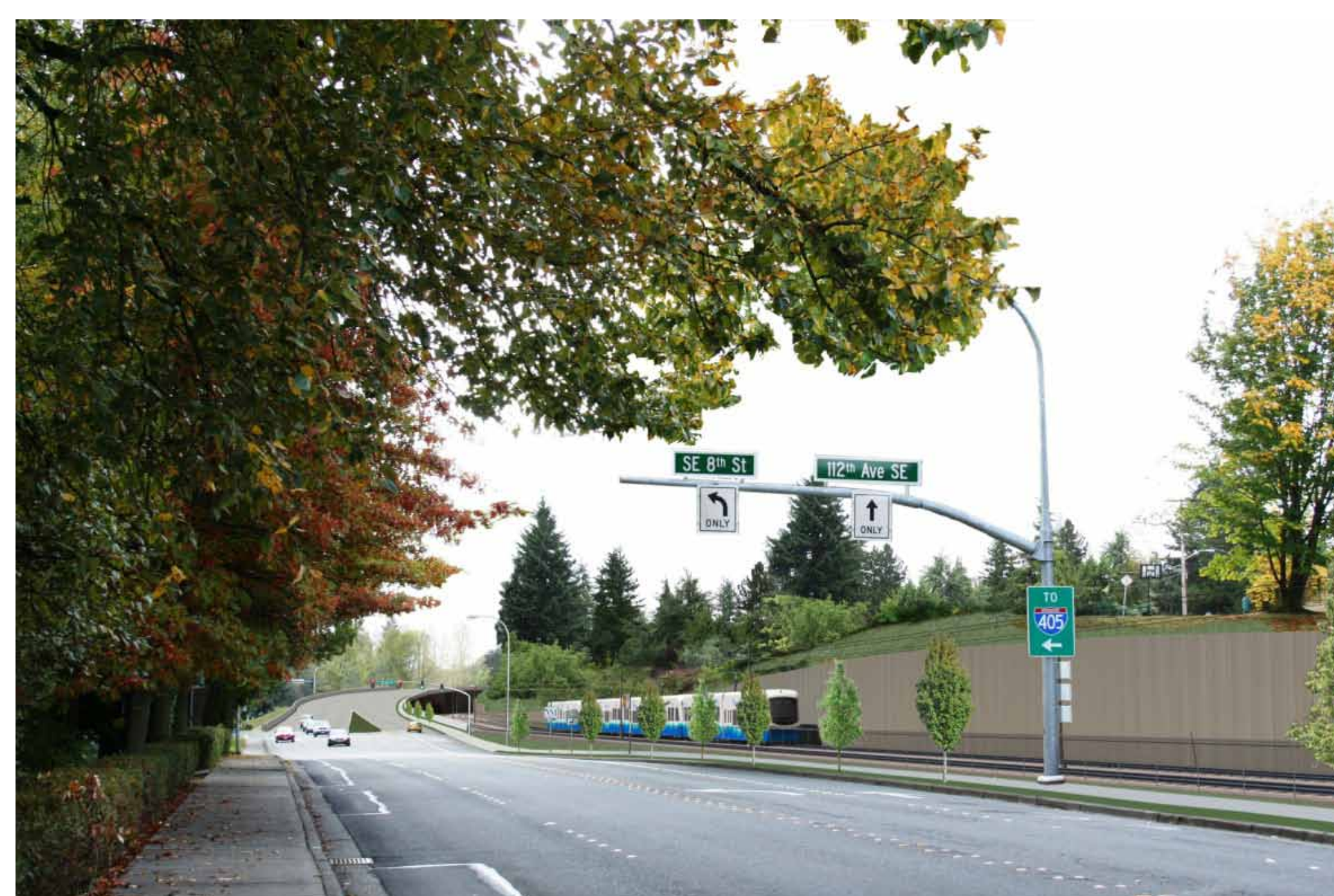
Cost Savings  
Potential:  
\$2-4 million

Light rail at-grade on 112th Ave. SE with SE 4th St. limited to emergency access only.

## Visual Simulations



112th Ave. SE looking south from SE 8th St. intersection toward Surrey Downs Park



Potential Refinement: SE 4th St. Emergency Access and SE 4th St. Open - 112th Ave. SE at SE 8th St. looking southbound



Potential Refinement: Rail Under SE 4th St. - 112th Ave. SE at SE 8th St. looking southbound