

Appendix A

Noise and Vibration Impacts by Build Alternative

Noise

The maps in this section depict noise impacts by parcel for the project alternatives and design options. Properties presumed to be displaced for the project are not shown as being impacted.

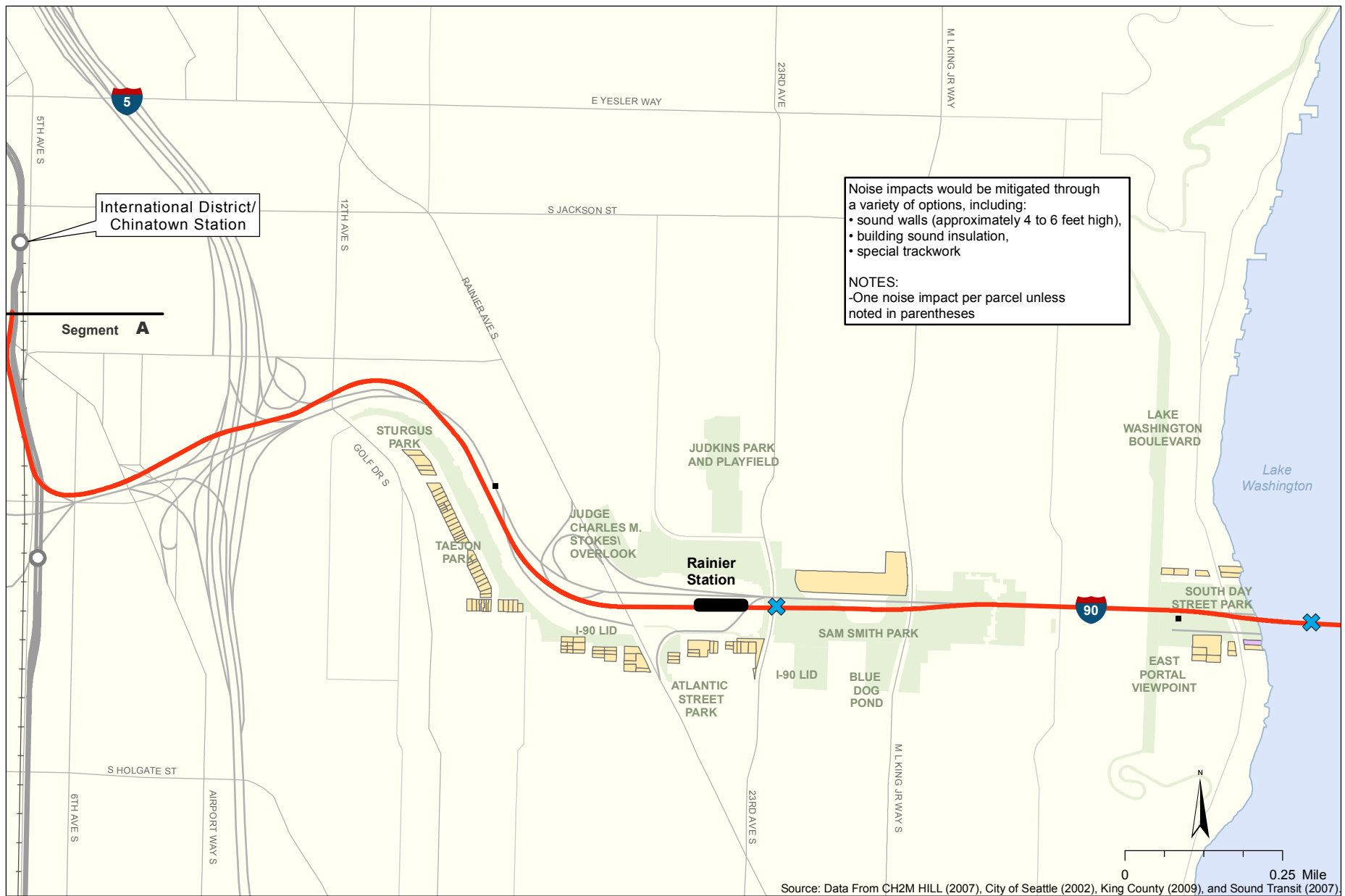


Exhibit A-1-Na
Noise Impacts
Segment A,
A1
East Link Project



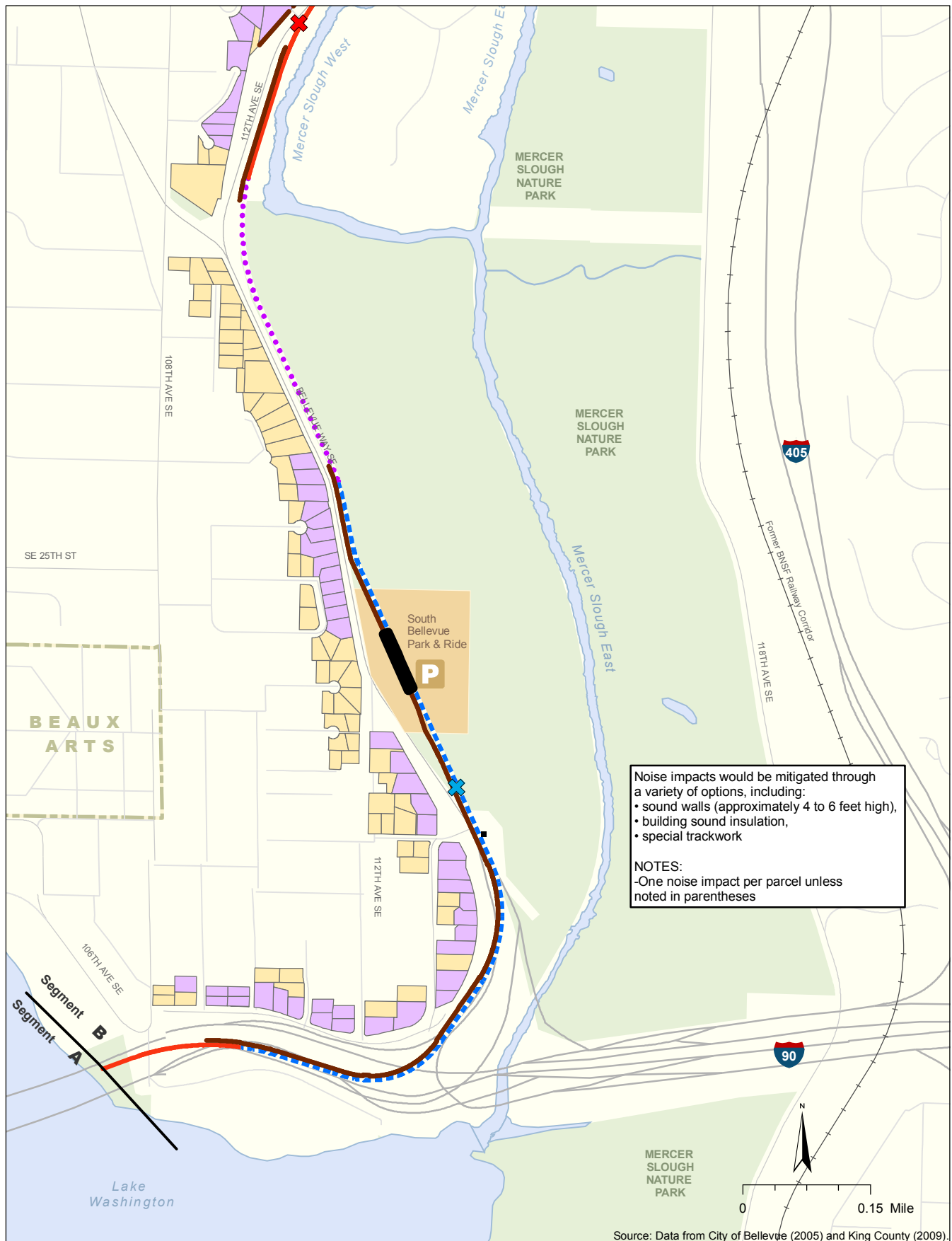
Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

NOTES:
-One noise impact per parcel unless noted in parentheses

- | | | | |
|---|---|--|---|
| — At-Grade Route | Traction Power Substation | Moderate | ✕ Crossover Location |
| - - - Elevated Route | Proposed Station | Severe | ✕ Gated Crossing |
| ⋯ Retained-Cut Route | | Both Moderate and Severe | ✕ Shared Crossing (No Gates) |
| ⋯ Retained-Fill Route | | No Noise Impact | |
| — Tunnel Route | | | |

Exhibit A-1-Nb
Noise Impacts
Segment A,
A1
East Link Project



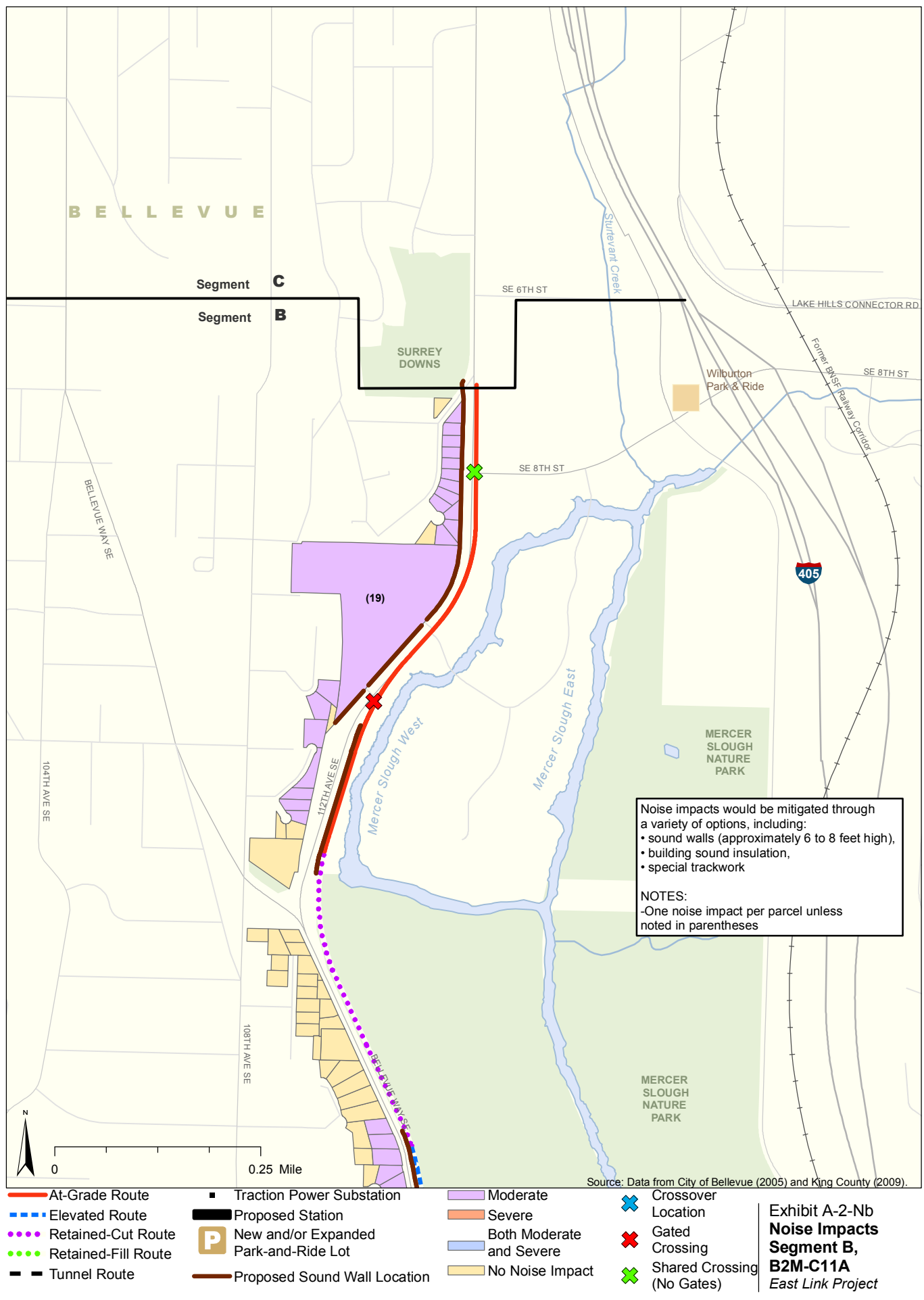
Noise impacts would be mitigated through a variety of options, including:

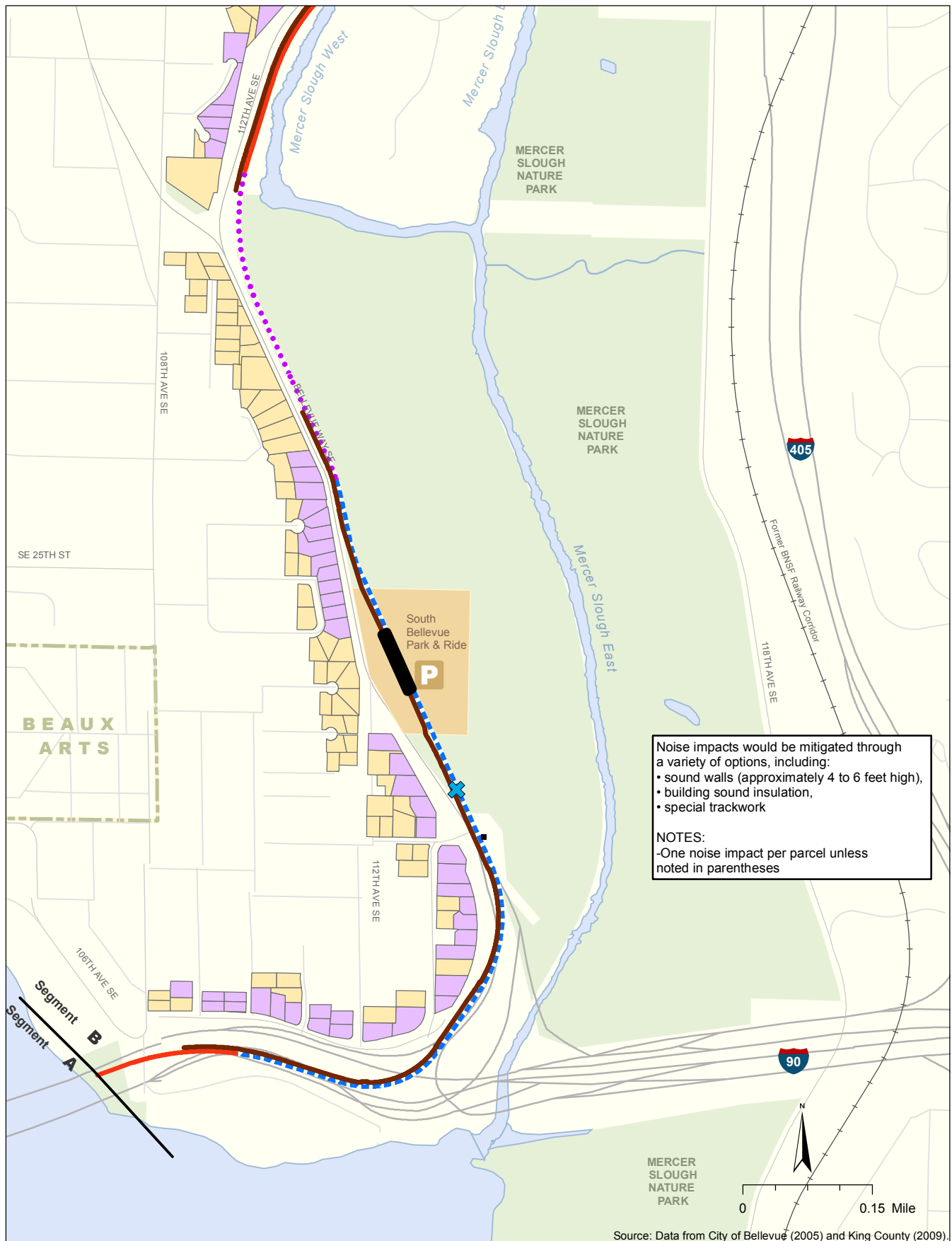
- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

NOTES:

- One noise impact per parcel unless noted in parentheses

**Exhibit A-2-Na
Noise Impacts
Segment B,
B2M-C11A
East Link Project**





Noise impacts would be mitigated through a variety of options, including:

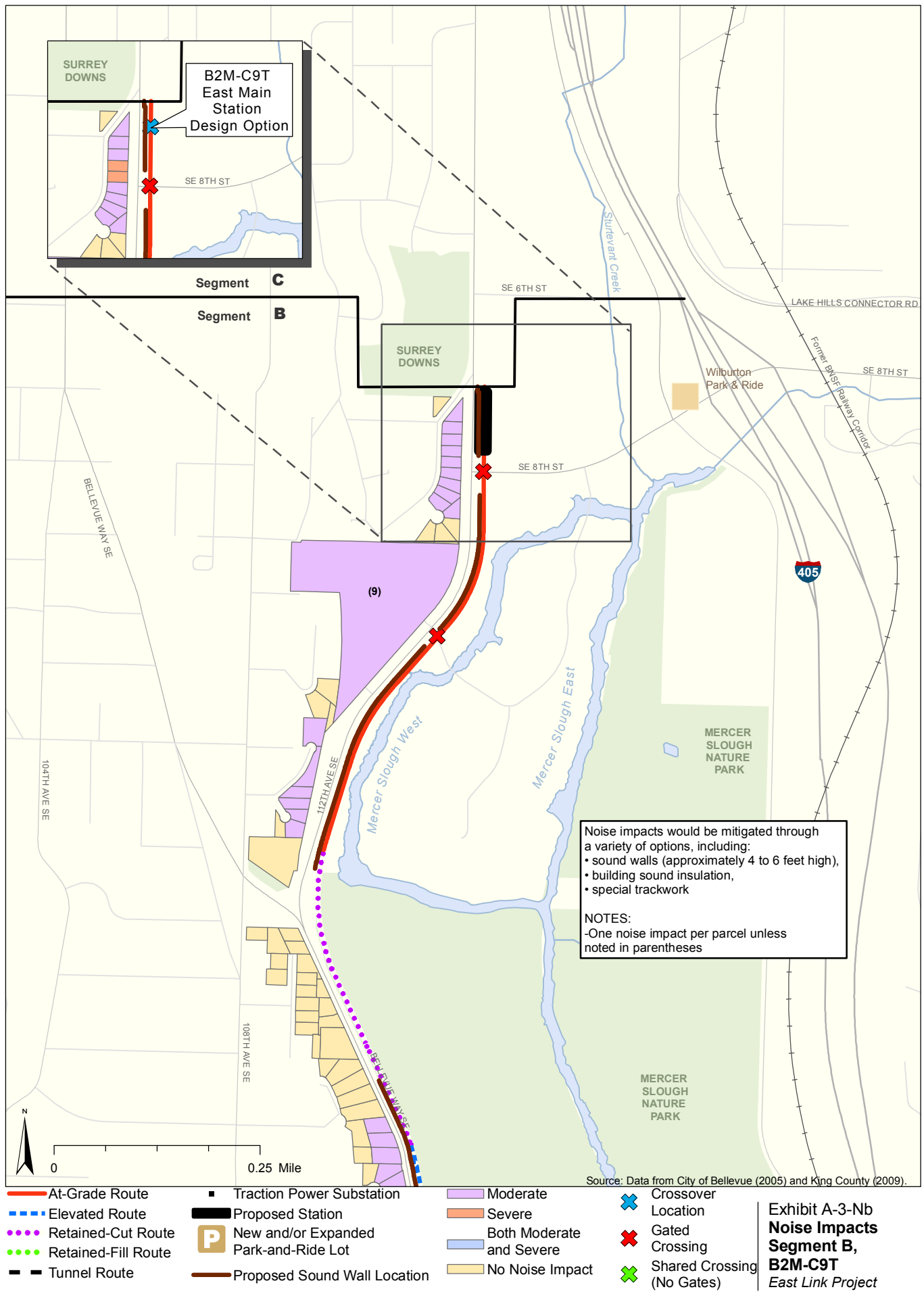
- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

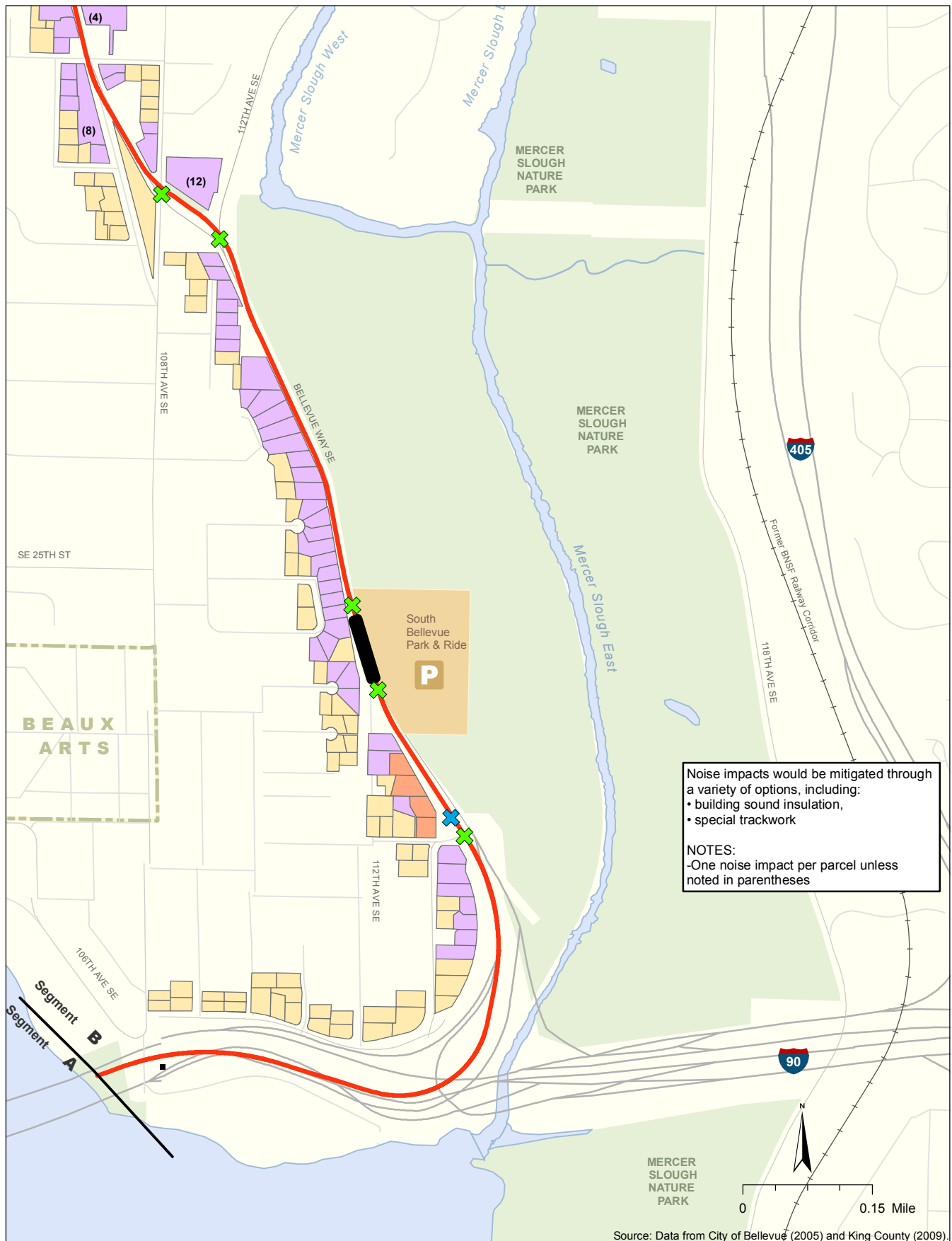
NOTES:
 -One noise impact per parcel unless noted in parentheses

- | | | | |
|---|--|---|--|
| <ul style="list-style-type: none"> At-Grade Route Elevated Route Retained-Cut Route Retained-Fill Route Tunnel Route | <ul style="list-style-type: none"> Traction Power Substation Proposed Station New and/or Expanded Park-and-Ride Lot Proposed Sound Wall Location | <ul style="list-style-type: none"> Moderate Severe Both Moderate and Severe No Noise Impact | <ul style="list-style-type: none"> Crossover Location Gated Crossing Shared Crossing (No Gates) |
|---|--|---|--|

Source: Data from City of Bellevue (2005) and King County (2009).

Exhibit A-3-Na
Noise Impacts
Segment B,
B2M-C9T
East Link Project





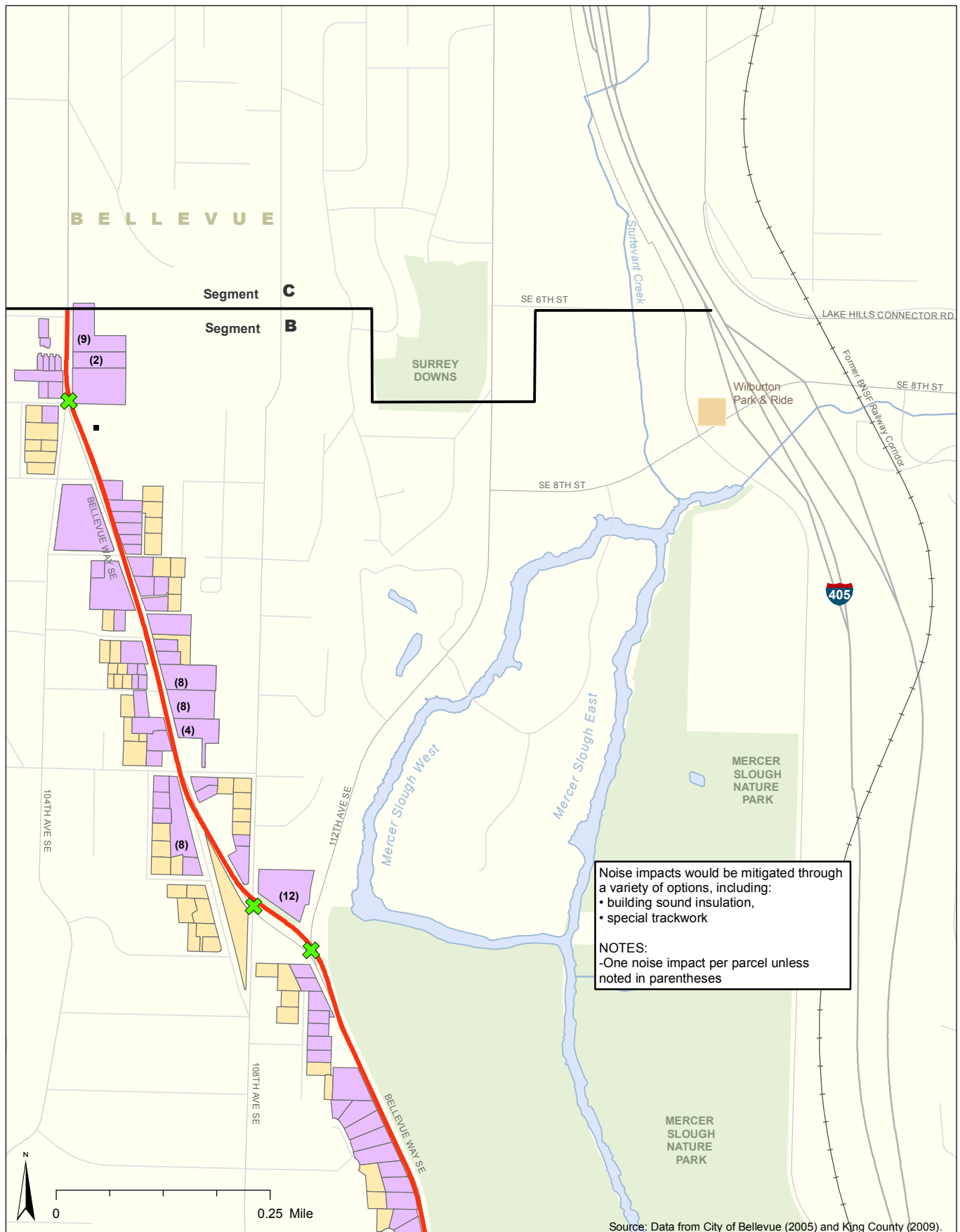
Noise impacts would be mitigated through a variety of options, including:

- building sound insulation,
- special trackwork

NOTES:
-One noise impact per parcel unless noted in parentheses

| | | | |
|--|--|--|---|
| <p>— At-Grade Route</p> <p>— Elevated Route</p> <p>— Retained-Cut Route</p> <p>— Retained-Fill Route</p> <p>— Tunnel Route</p> | <p>■ Traction Power Substation</p> <p>■ Proposed Station</p> <p>P New and/or Expanded Park-and-Ride Lot</p> <p>— Proposed Sound Wall Location</p> | <p>— Moderate</p> <p>— Severe</p> <p>— Both Moderate and Severe</p> <p>— No Noise Impact</p> | <p>✕ Crossover Location</p> <p>✕ Gated Crossing</p> <p>✕ Shared Crossing (No Gates)</p> |
|--|--|--|---|

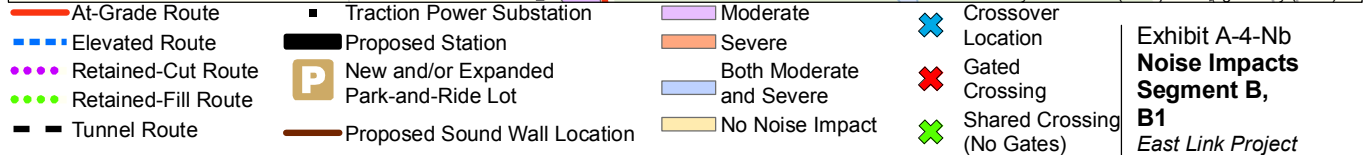
Exhibit A-4-Na
Noise Impacts
Segment B,
B1
East Link Project

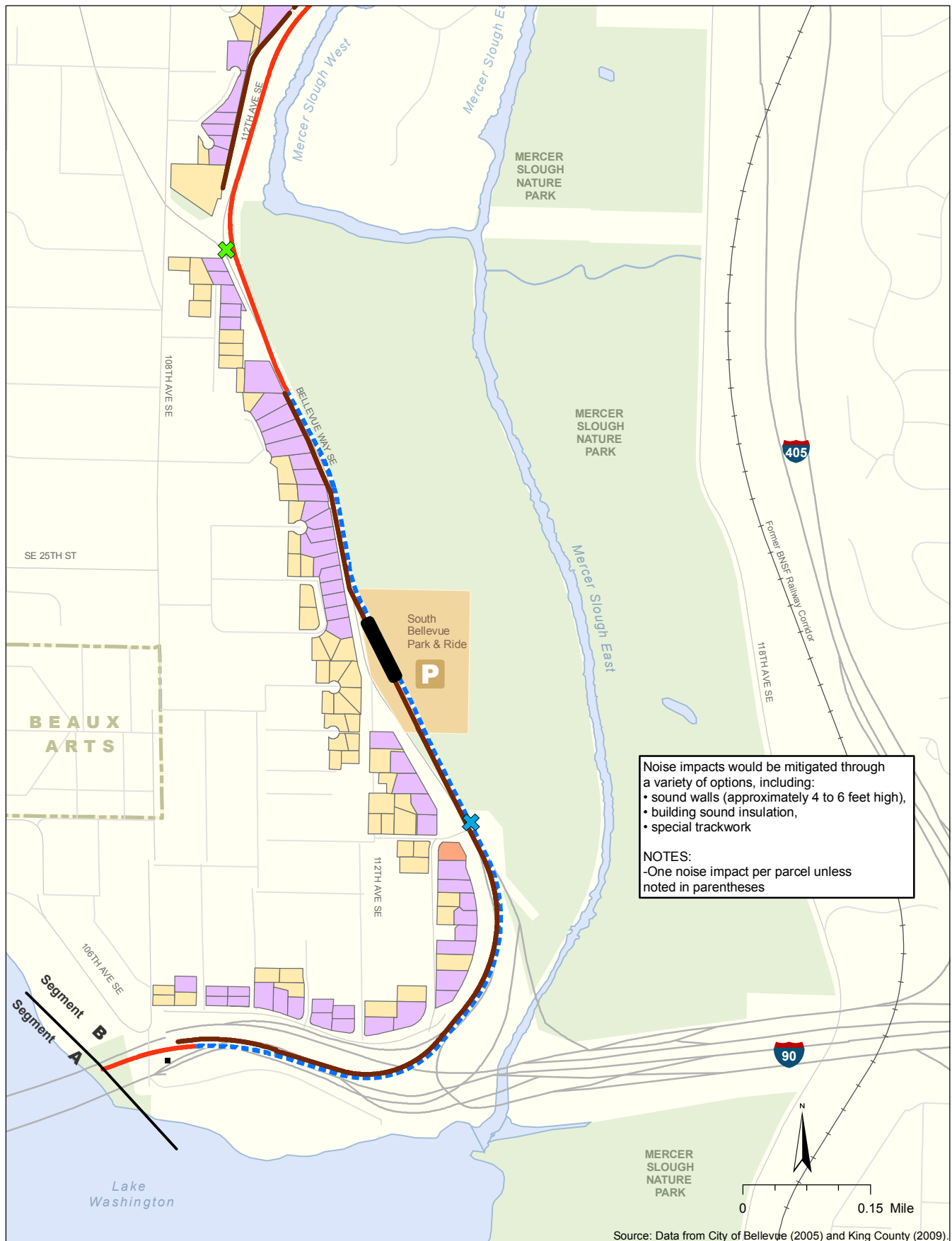


Noise impacts would be mitigated through a variety of options, including:

- building sound insulation,
- special trackwork

NOTES:
-One noise impact per parcel unless noted in parentheses





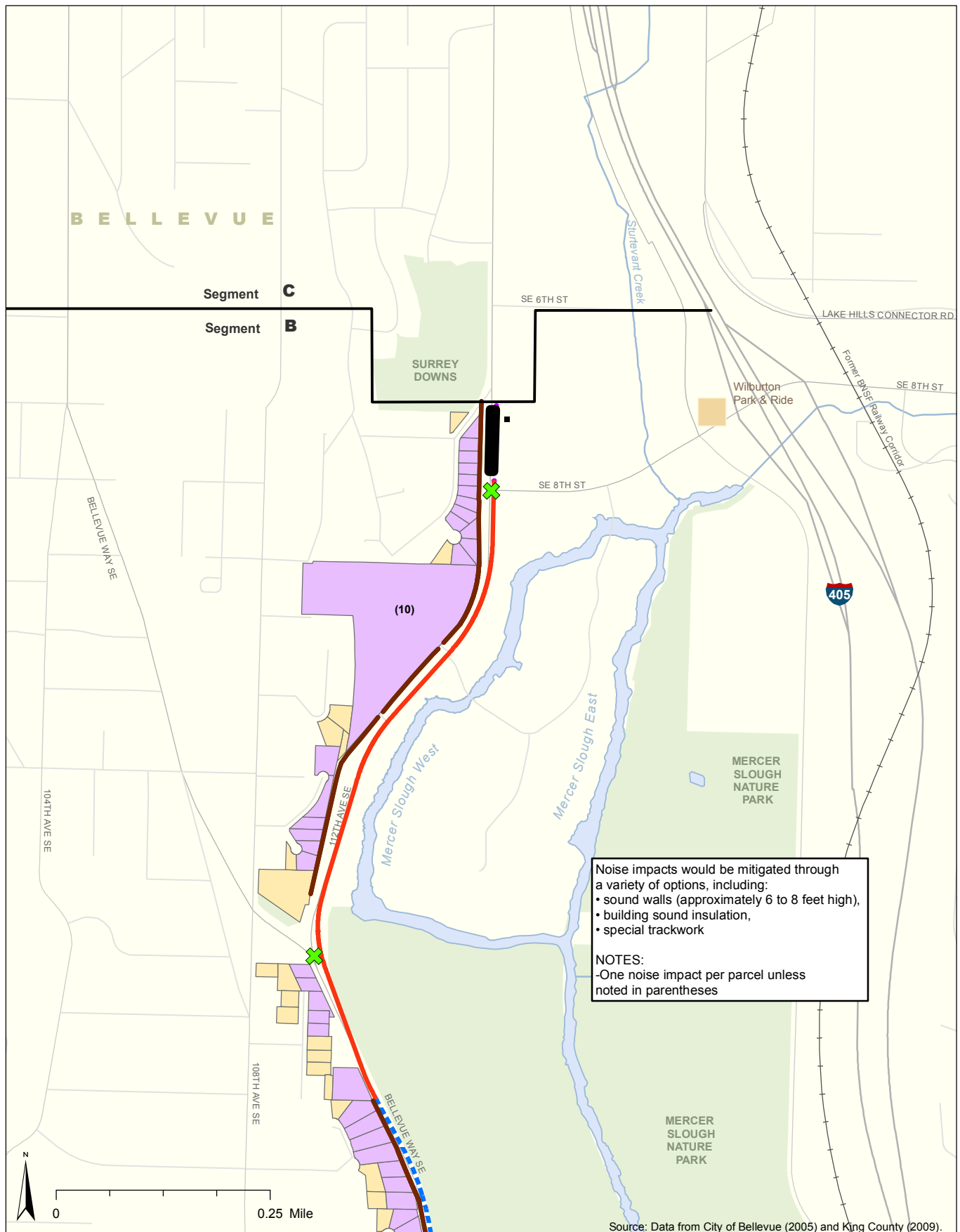
Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

NOTES:

- One noise impact per parcel unless noted in parentheses

- | | | | |
|-----------------------|---|----------------------------|------------------------------|
| — At-Grade Route | ■ Traction Power Substation | ■ Moderate | ⊕ Crossover Location |
| — Elevated Route | ■ Proposed Station | ■ Severe | ⊗ Gated Crossing |
| ● Retained-Cut Route | ■ New and/or Expanded Park-and-Ride Lot | ■ Both Moderate and Severe | ⊕ Shared Crossing (No Gates) |
| ● Retained-Fill Route | ■ Proposed Sound Wall Location | ■ No Noise Impact | |
| — Tunnel Route | | | |
- Exhibit A-5-Na
Noise Impacts
Segment B,
B2A
East Link Project**



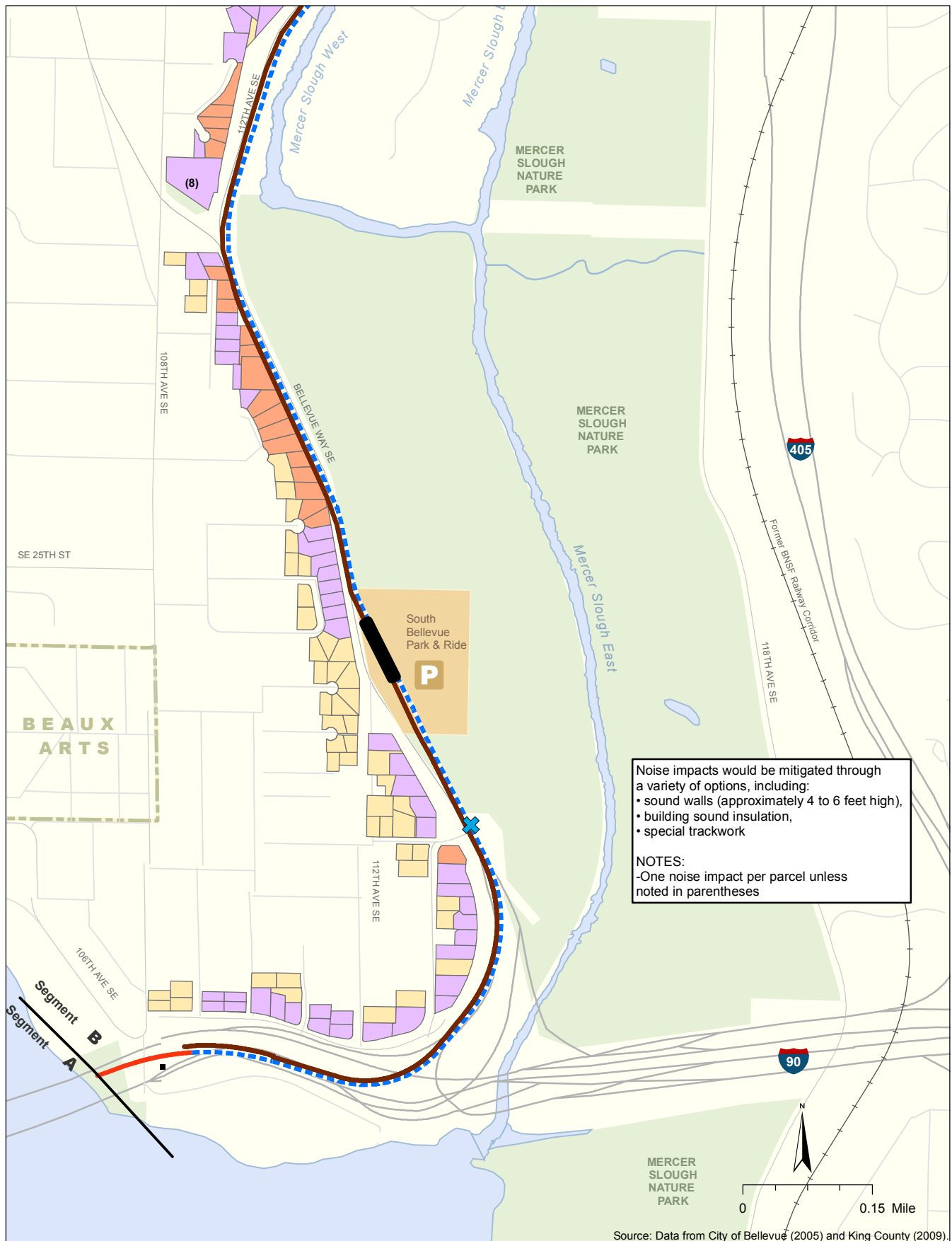
Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 6 to 8 feet high),
- building sound insulation,
- special trackwork

NOTES:

- One noise impact per parcel unless noted in parentheses

| | | | | |
|--|---|--|---|---|
| <p>At-Grade Route</p> <p>Elevated Route</p> <p>Retained-Cut Route</p> <p>Retained-Fill Route</p> <p>Tunnel Route</p> | <p>Traction Power Substation</p> <p>New and/or Expanded Park-and-Ride Lot</p> <p>Proposed Sound Wall Location</p> | <p>Moderate</p> <p>Severe</p> <p>Both Moderate and Severe</p> <p>No Noise Impact</p> | <p>Crossover Location</p> <p>Gated Crossing</p> <p>Shared Crossing (No Gates)</p> | <p>Exhibit A-5-Nb</p> <p>Noise Impacts</p> <p>Segment B,</p> <p>B2A</p> <p><i>East Link Project</i></p> |
|--|---|--|---|---|



Noise impacts would be mitigated through a variety of options, including:

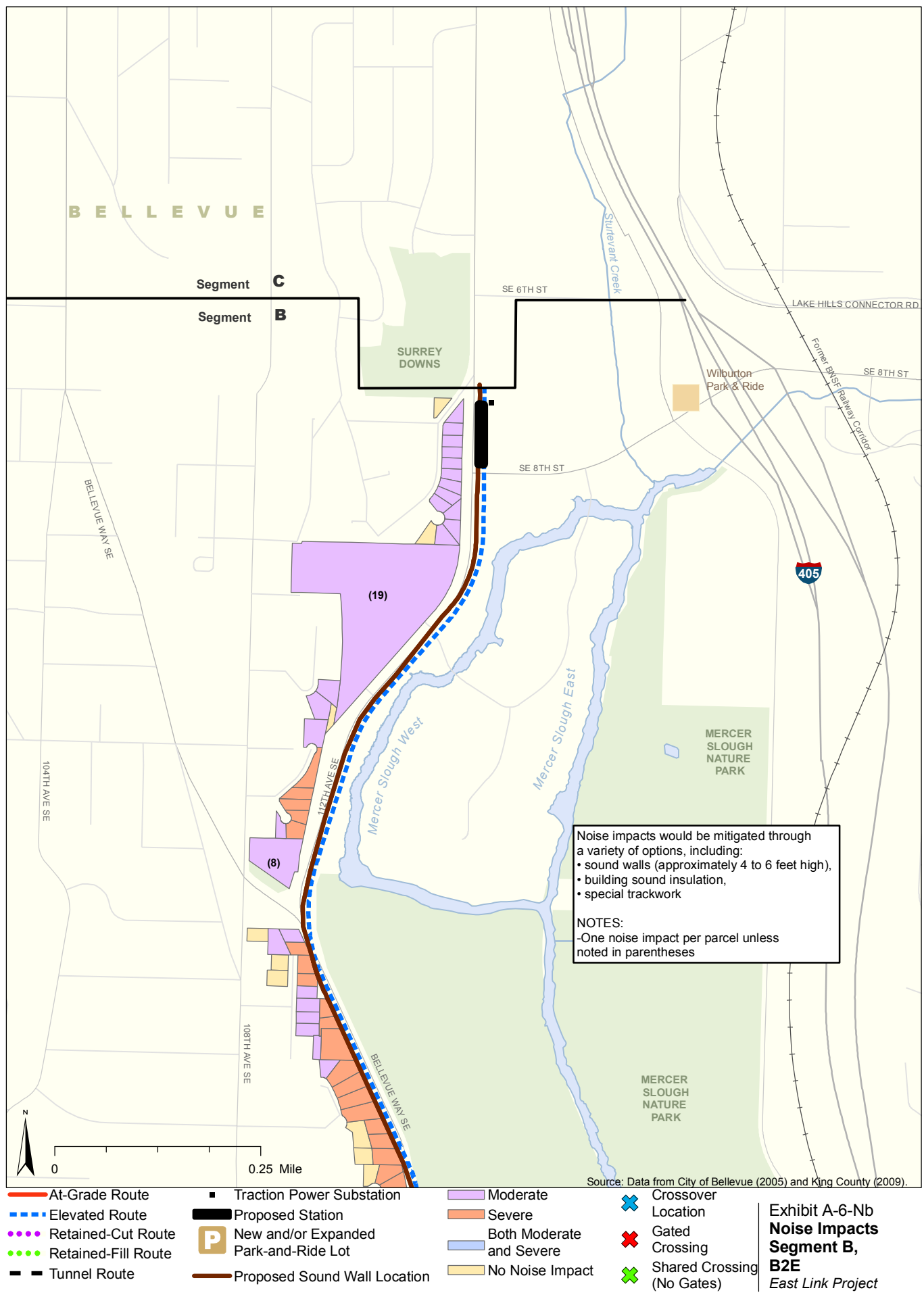
- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

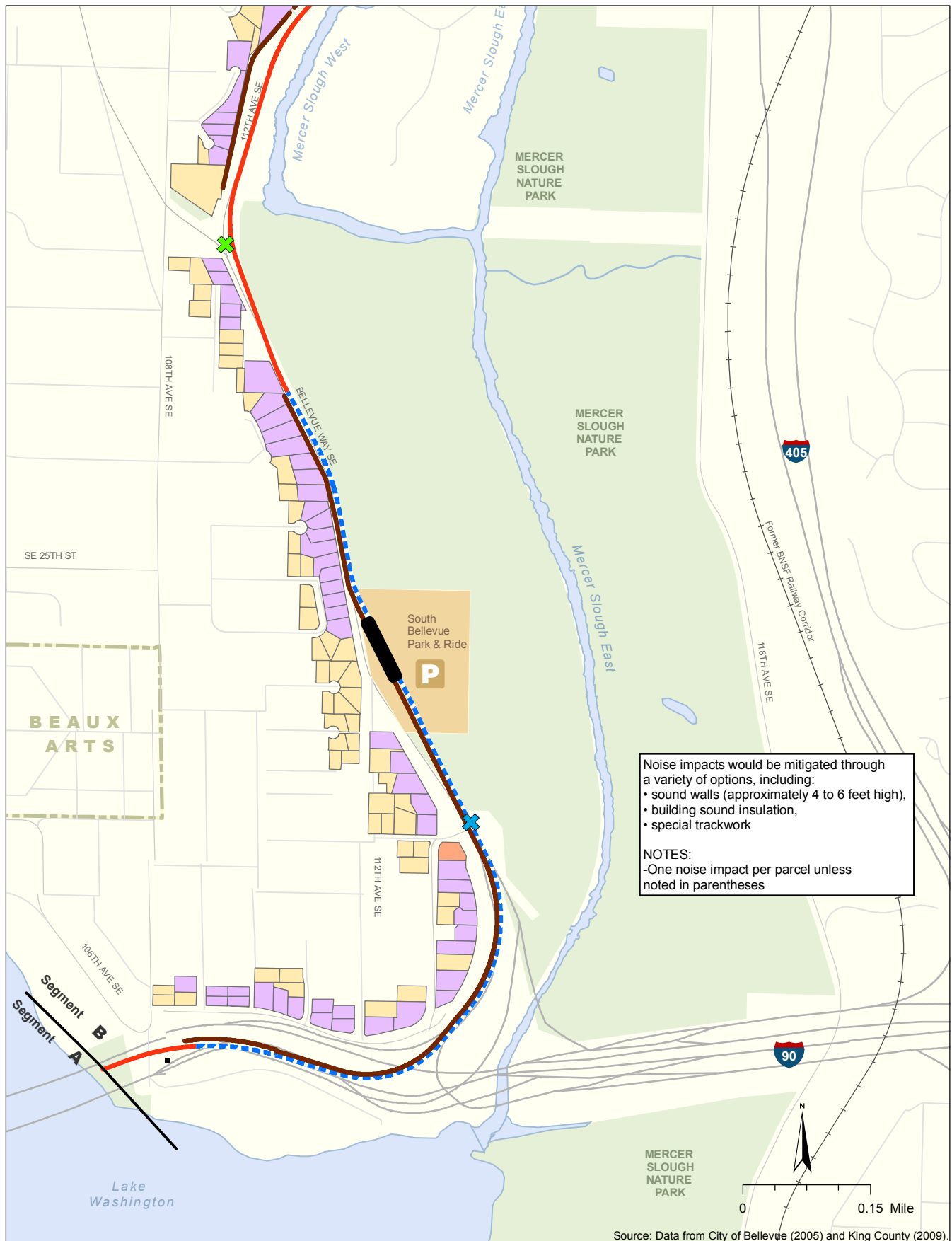
NOTES:

- One noise impact per parcel unless noted in parentheses

| | | | |
|---|--|---|--|
| <ul style="list-style-type: none"> At-Grade Route Elevated Route Retained-Cut Route Retained-Fill Route Tunnel Route | <ul style="list-style-type: none"> Traction Power Substation Proposed Station New and/or Expanded Park-and-Ride Lot Proposed Sound Wall Location | <ul style="list-style-type: none"> Moderate Severe Both Moderate and Severe No Noise Impact | <ul style="list-style-type: none"> Crossover Location Gated Crossing Shared Crossing (No Gates) |
|---|--|---|--|

Exhibit A-6-Na
Noise Impacts
Segment B,
B2E
East Link Project





Noise impacts would be mitigated through a variety of options, including:

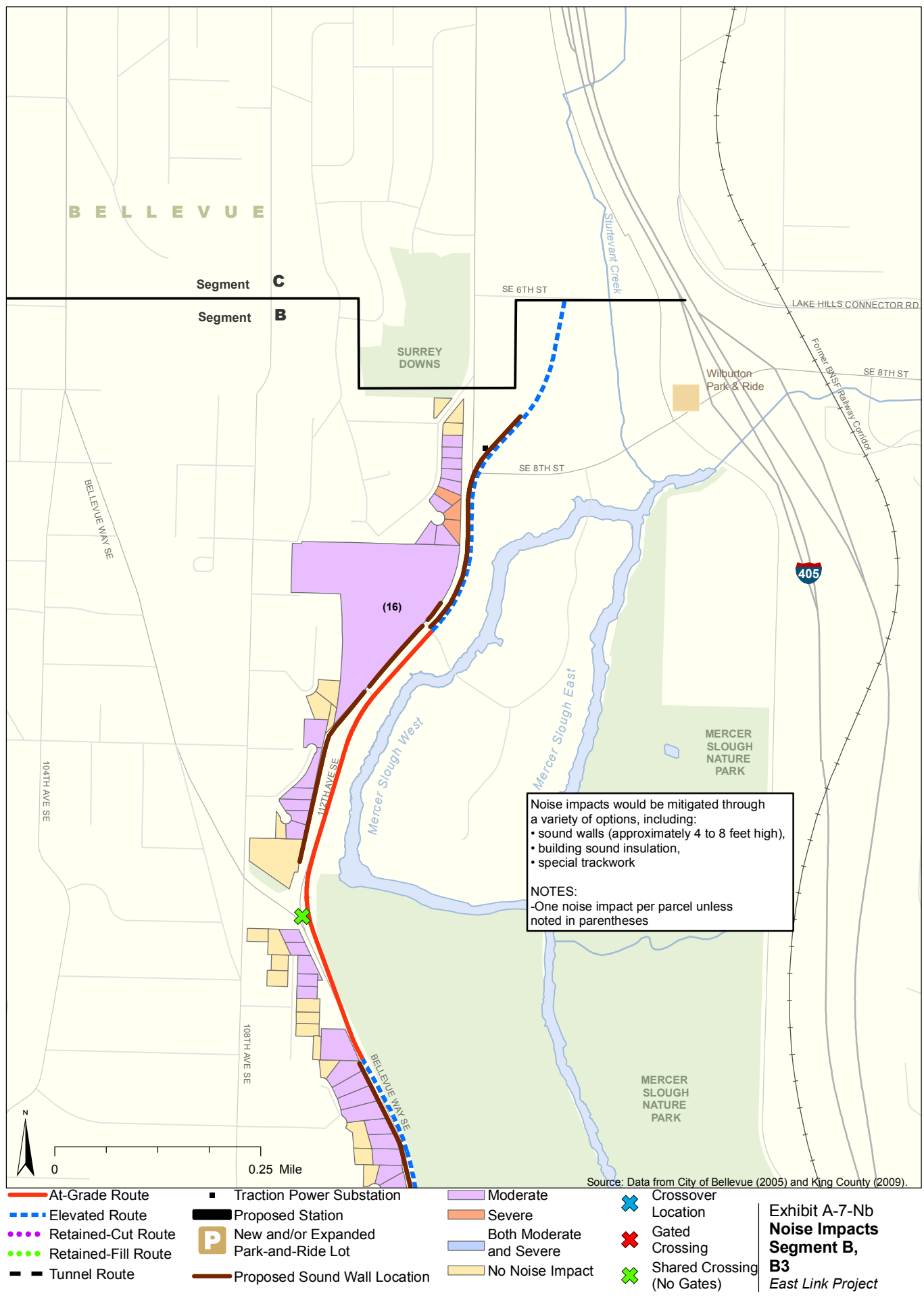
- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

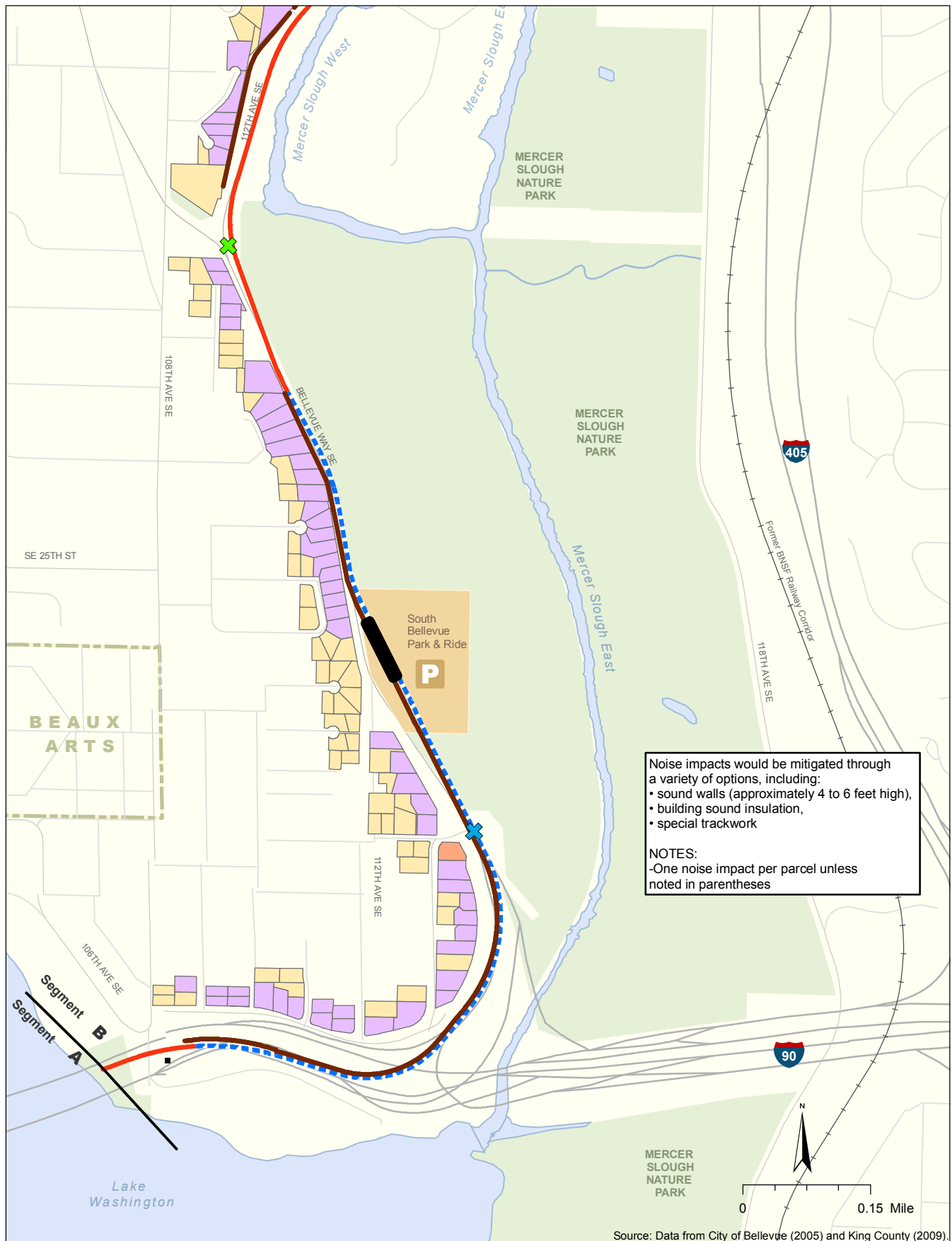
NOTES:

- One noise impact per parcel unless noted in parentheses

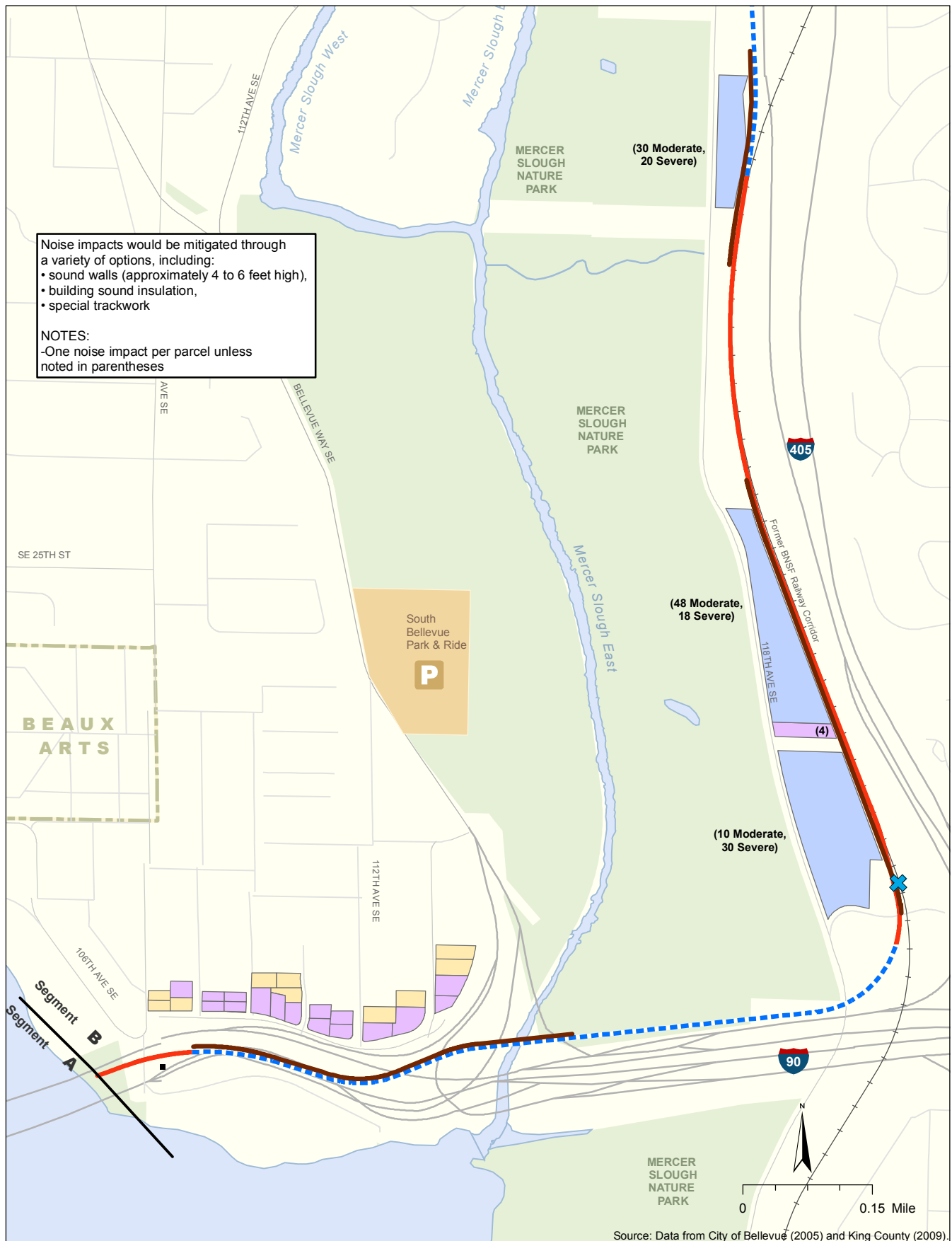
- | | | | |
|---------------------------|---|----------------------------|------------------------------|
| — At-Grade Route | ■ Traction Power Substation | ■ Moderate | ⊕ Crossover Location |
| - - - Elevated Route | ■ Proposed Station | ■ Severe | ⊗ Gated Crossing |
| • • • Retained-Cut Route | ■ New and/or Expanded Park-and-Ride Lot | ■ Both Moderate and Severe | ⊕ Shared Crossing (No Gates) |
| • • • Retained-Fill Route | ■ Proposed Sound Wall Location | ■ No Noise Impact | |
| — Tunnel Route | | | |

**Exhibit A-7-Na
Noise Impacts
Segment B,
B3
East Link Project**



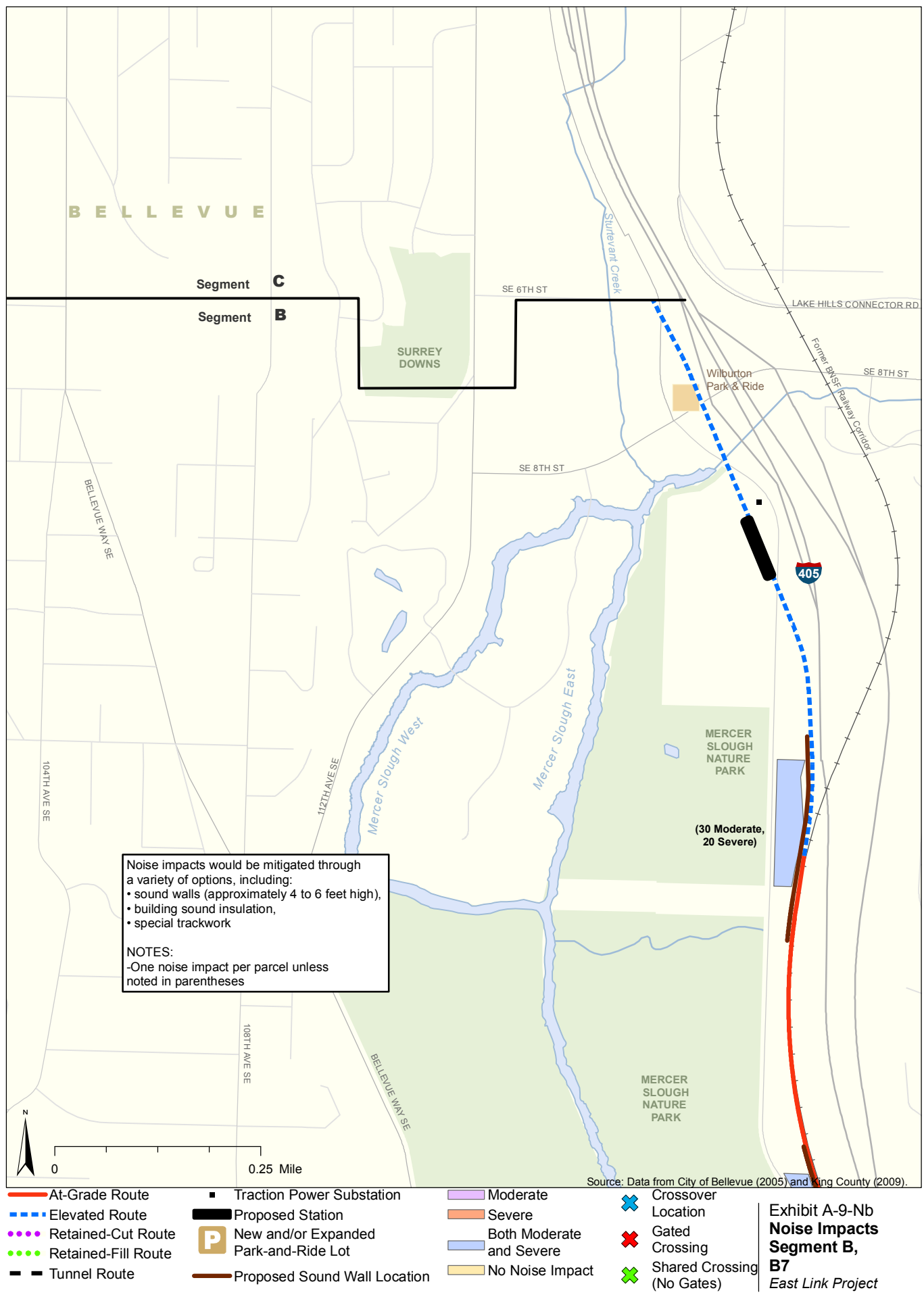


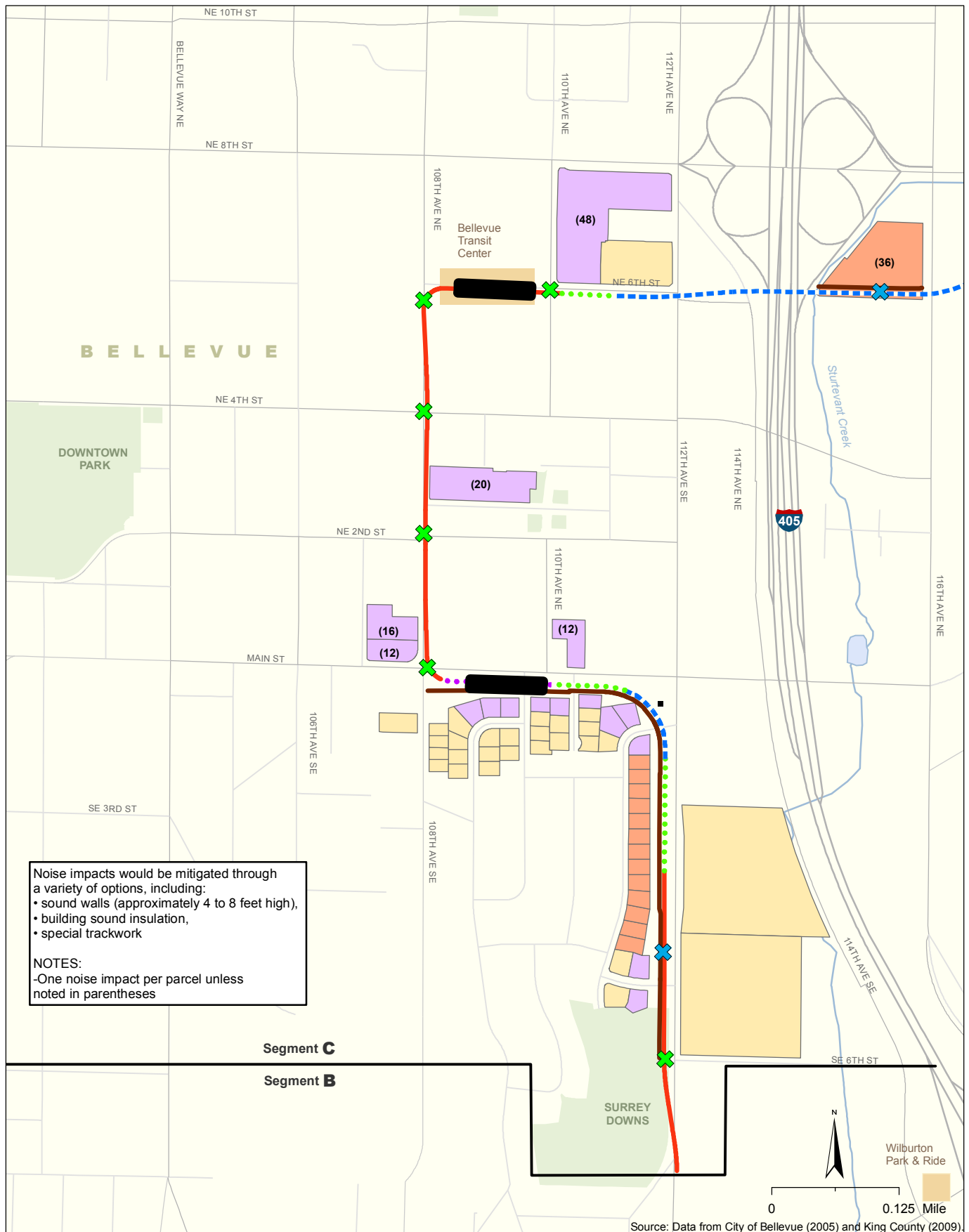
**Exhibit A-8-Na
Noise Impacts
Segment B,
B3 Design Option
East Link Project**



| | | | |
|--|--|--|---|
| <p>— At-Grade Route</p> <p>--- Elevated Route</p> <p>... Retained-Cut Route</p> <p>... Retained-Fill Route</p> <p>— Tunnel Route</p> | <p>■ Traction Power Substation</p> <p>■ Proposed Station</p> <p>P New and/or Expanded Park-and-Ride Lot</p> <p>— Proposed Sound Wall Location</p> | <p>■ Moderate</p> <p>■ Severe</p> <p>■ Both Moderate and Severe</p> <p>■ No Noise Impact</p> | <p>✕ Crossover Location</p> <p>✕ Gated Crossing</p> <p>✕ Shared Crossing (No Gates)</p> |
|--|--|--|---|

**Exhibit A-9-Na
Noise Impacts
Segment B,
B7
East Link Project**





Noise impacts would be mitigated through a variety of options, including:

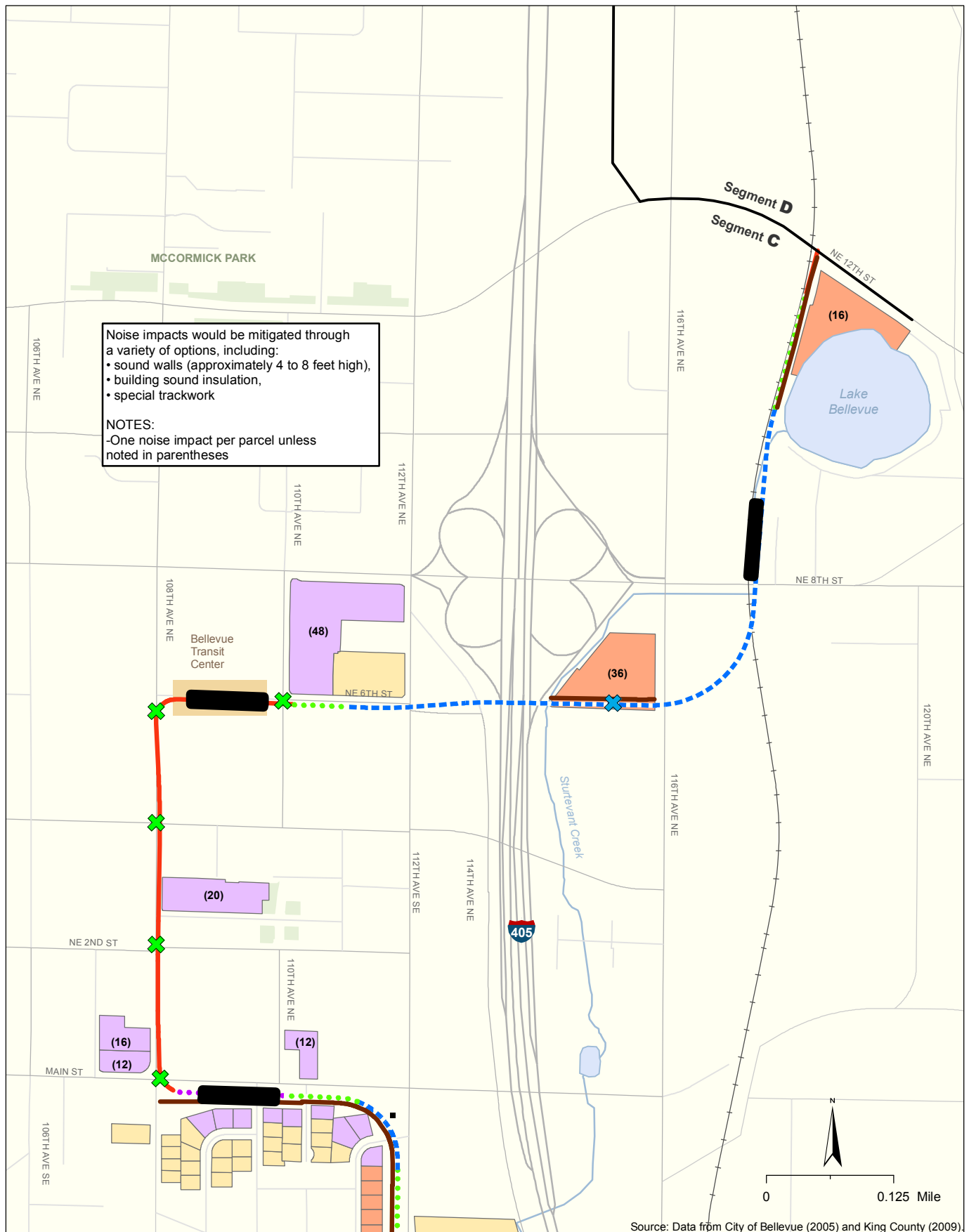
- sound walls (approximately 4 to 8 feet high),
- building sound insulation,
- special trackwork

NOTES:

- One noise impact per parcel unless noted in parentheses

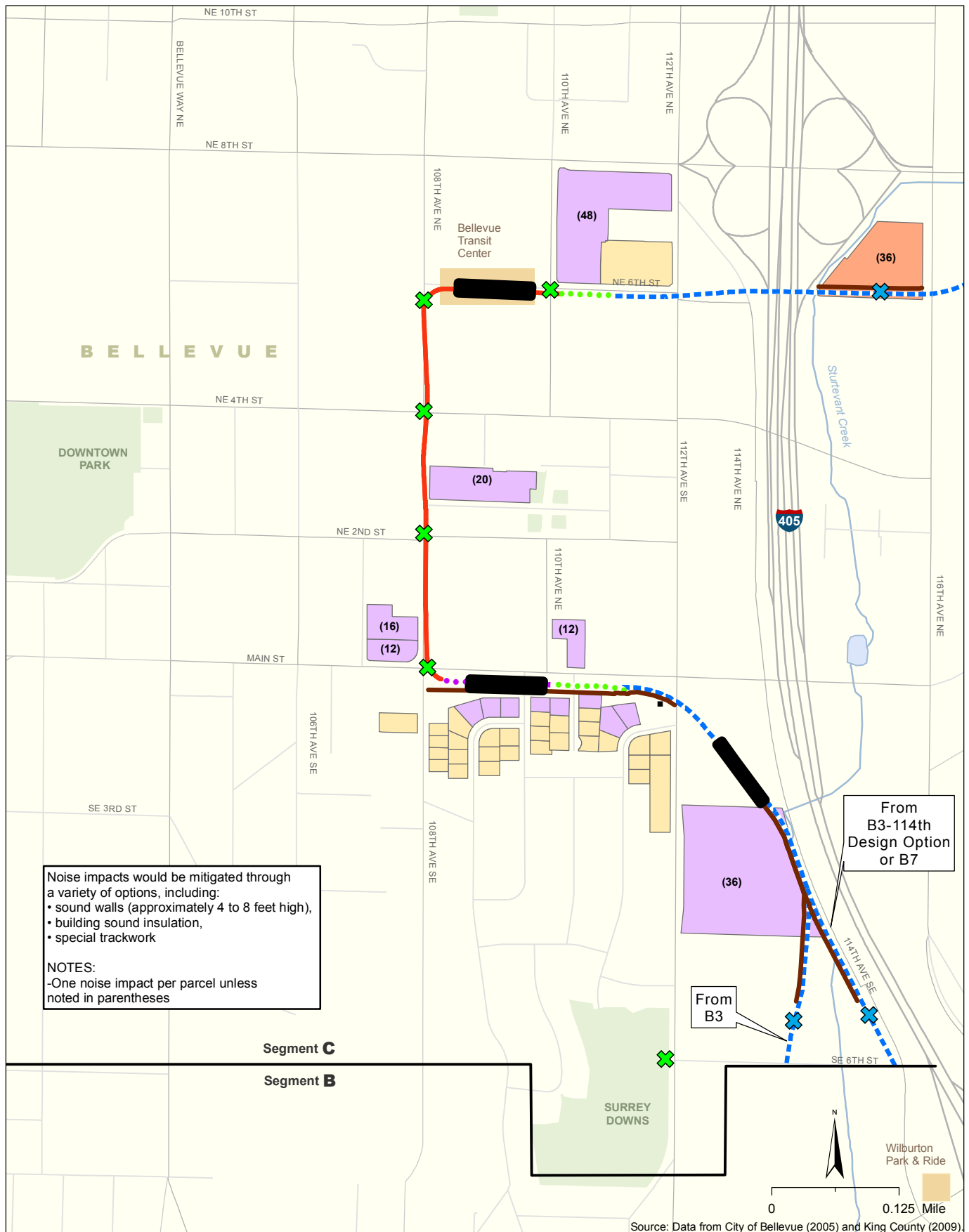
- | | | |
|---------------------|---------------------------------------|---------------------------|
| At-Grade Route | New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| Elevated Route | Crossover Location | Moderate |
| Retained-Cut Route | Gated Crossing | Severe |
| Retained-Fill Route | Shared Crossing (No Gates) | Both Moderate and Severe |
| Tunnel Route | | No Noise Impact |
| Proposed Station | | |

Exhibit A-10-Na
Noise Impacts
Segment C
C11A from B2M
East Link Project



- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | ✕ Crossover Location | Proposed Sound Wall Location |
| . . . Retained-Cut Route | ✕ Gated Crossing | Moderate |
| . . . Retained-Fill Route | ✕ Shared Crossing (No Gates) | Severe |
| Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

Exhibit A-10-Nb
Noise Impacts
Segment C
C11A from B2M
East Link Project



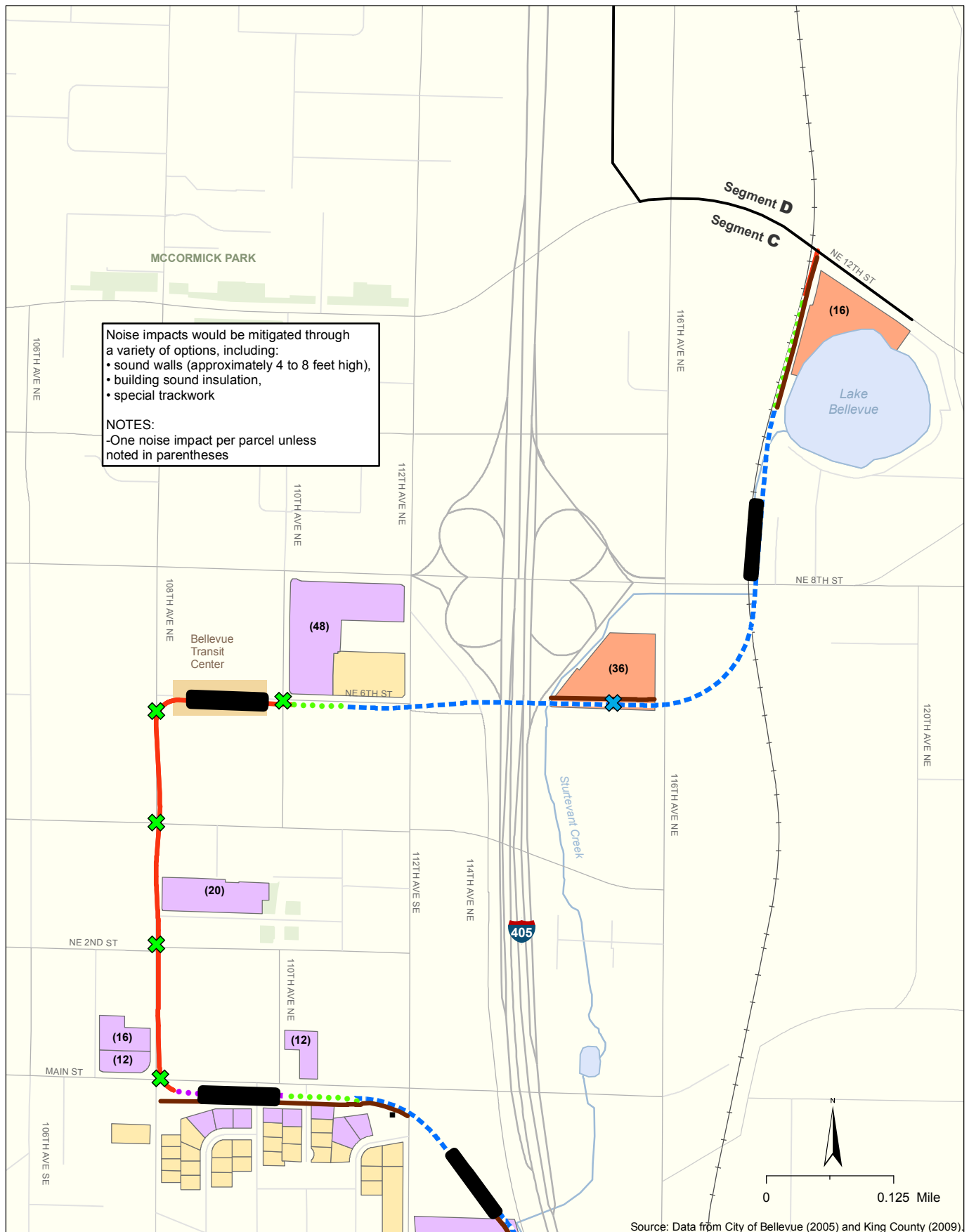
Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 4 to 8 feet high),
- building sound insulation,
- special trackwork

NOTES:
 -One noise impact per parcel unless noted in parentheses

- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | X Crossover Location | Proposed Sound Wall Location |
| . . . Retained-Cut Route | X Gated Crossing | Moderate |
| . . . Retained-Fill Route | X Shared Crossing (No Gates) | Severe |
| Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

Exhibit A-11-Na
Noise Impacts
Segment C
C11A from B3/B7
East Link Project



Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 4 to 8 feet high),
- building sound insulation,
- special trackwork

NOTES:

- One noise impact per parcel unless noted in parentheses

- | | | |
|-----------------------|--|--------------------------------|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | ■ Traction Power Substation |
| - - - Elevated Route | ⊗ Crossover Location | — Proposed Sound Wall Location |
| ⋯ Retained-Cut Route | ⊗ Gated Crossing | — Moderate |
| ⋯ Retained-Fill Route | ⊗ Shared Crossing (No Gates) | — Severe |
| — Tunnel Route | | — Both Moderate and Severe |
| ■ Proposed Station | | — No Noise Impact |

Exhibit A-11-Nb
Noise Impacts
Segment C
C11A from B3/B7
East Link Project

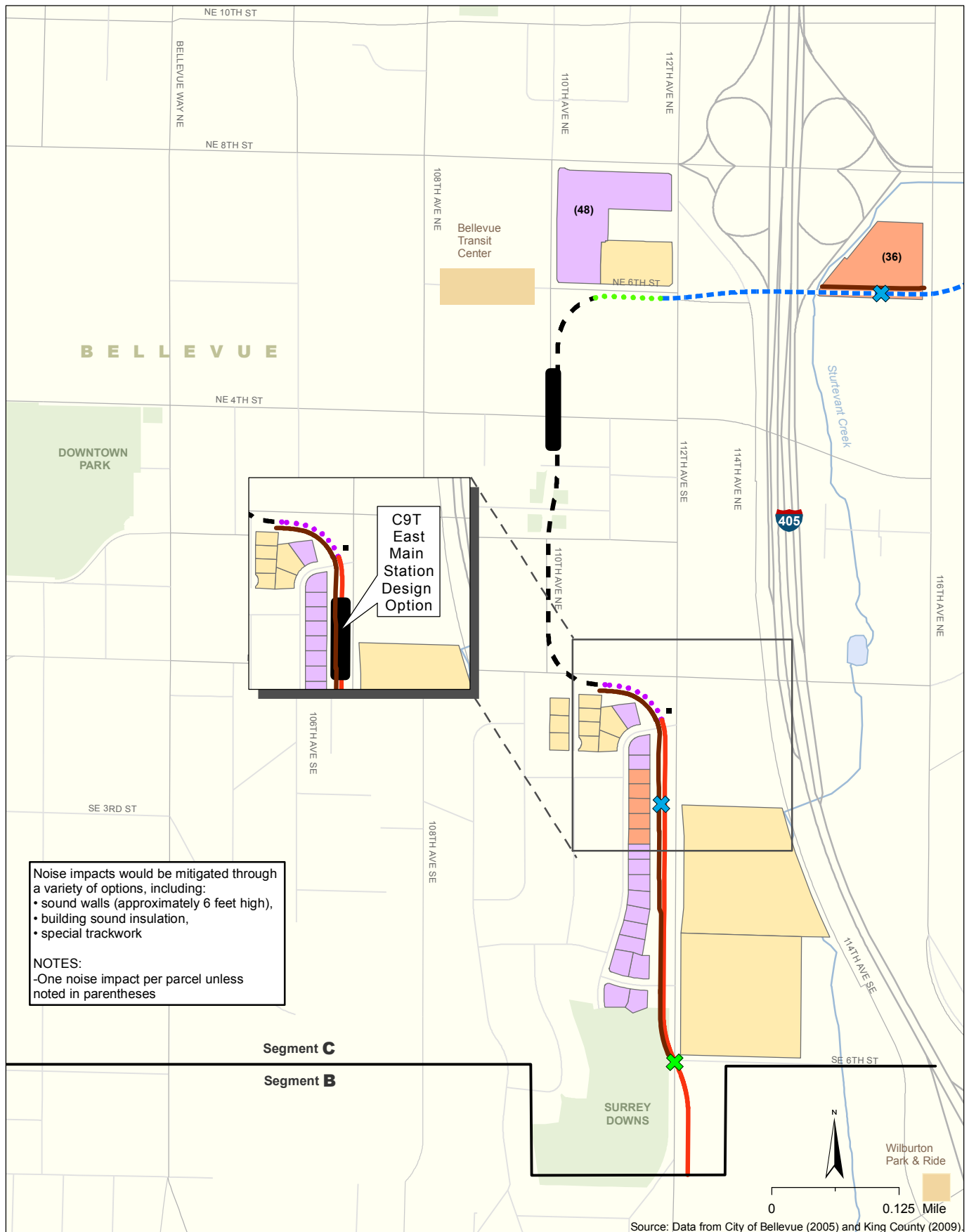
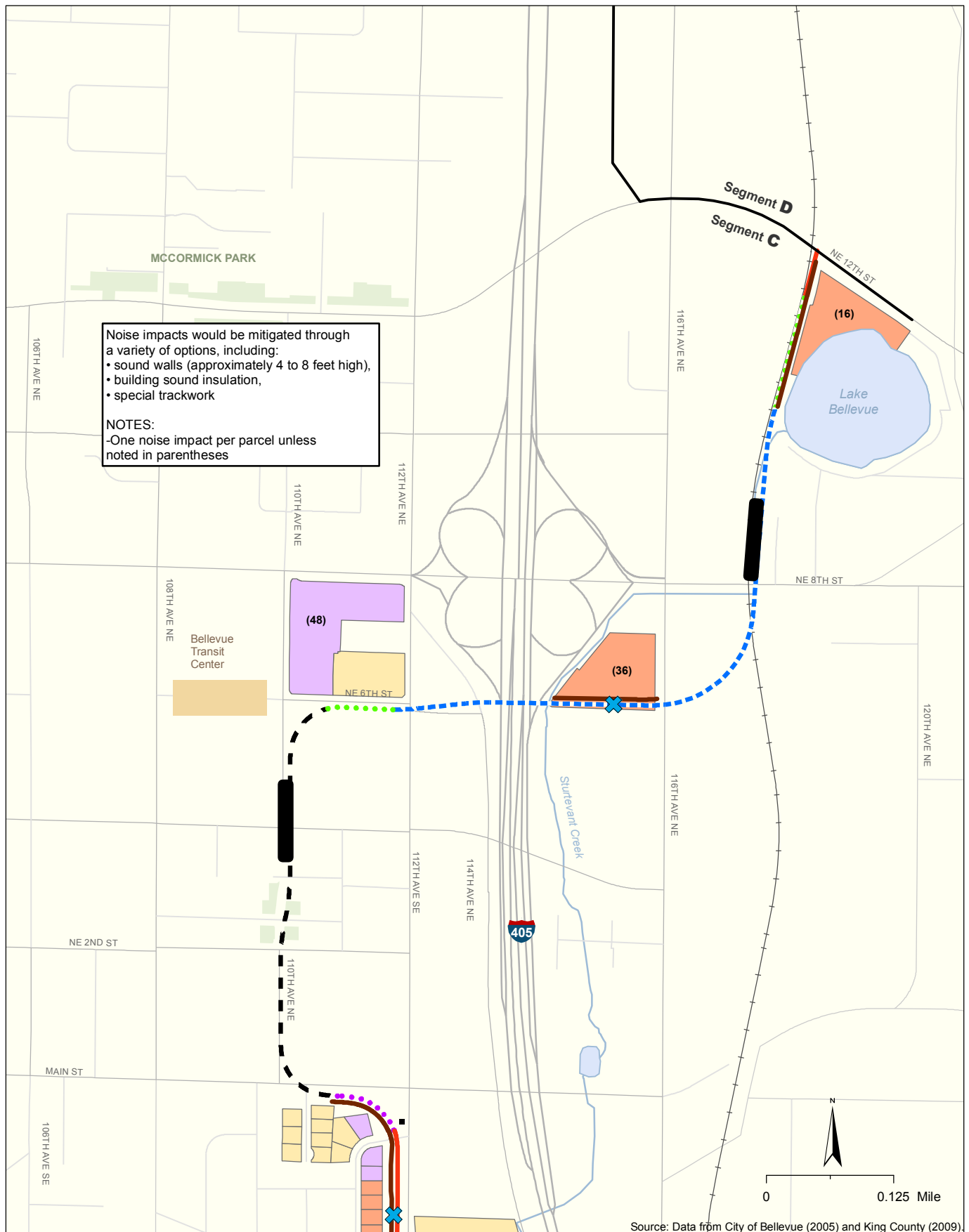
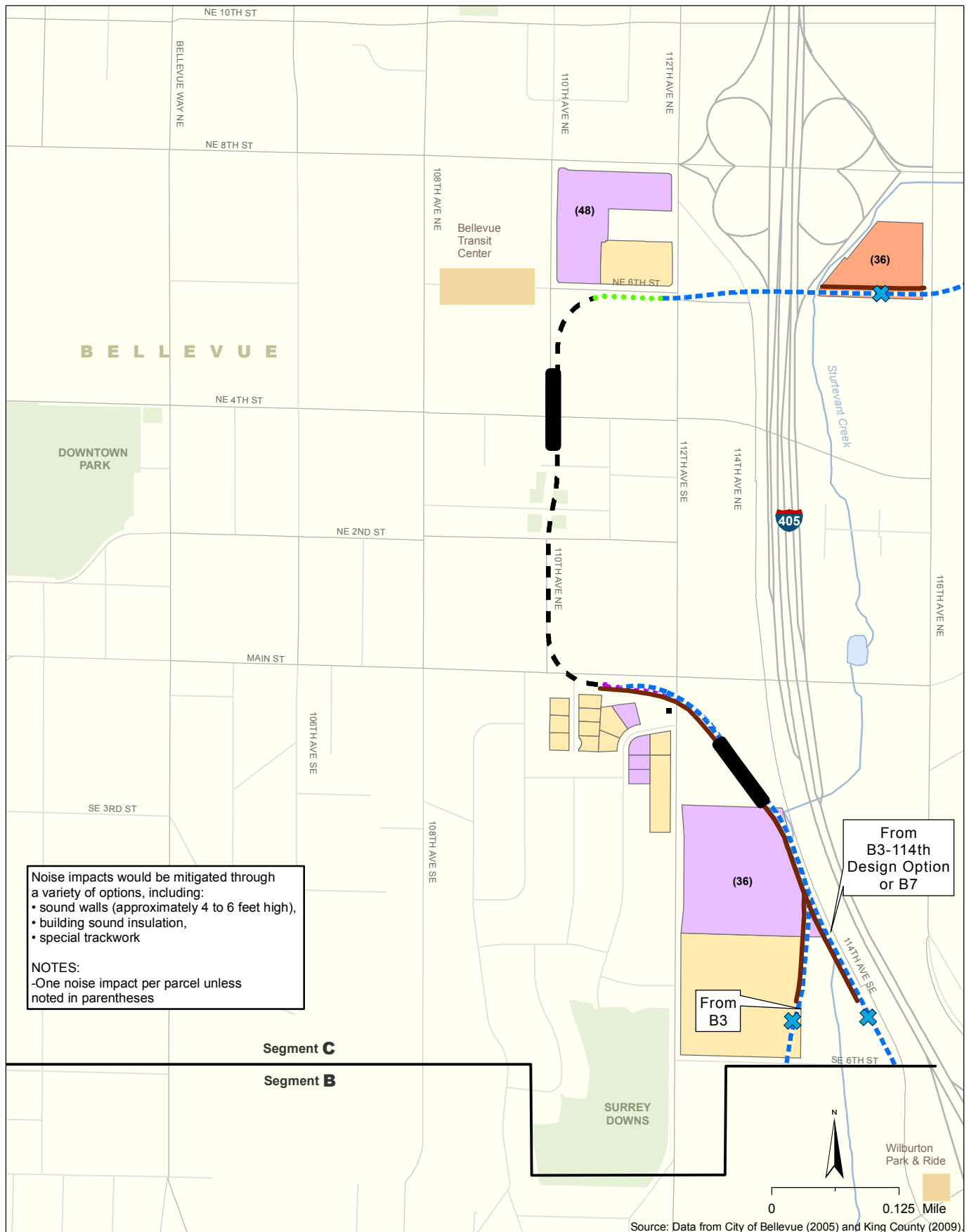


Exhibit A-12-Na
Noise Impacts
Segment C
C9T from B2M
East Link Project



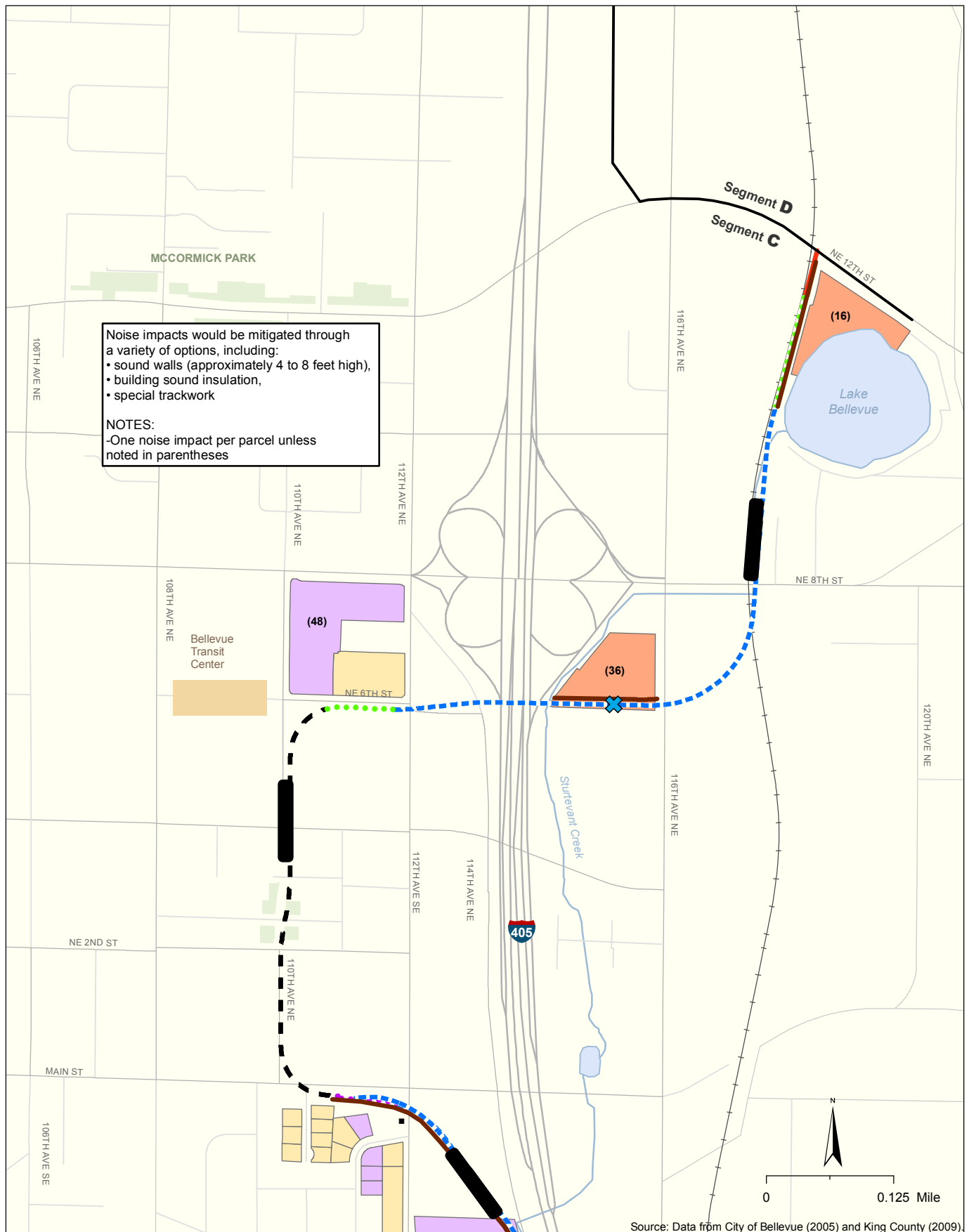
- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | X Crossover Location | Proposed Sound Wall Location |
| • • • Retained-Cut Route | X Gated Crossing | Moderate |
| • • • Retained-Fill Route | X Shared Crossing (No Gates) | Severe |
| - - - Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

**Exhibit A-12-Nb
Noise Impacts
Segment C
C9T from B2M
East Link Project**

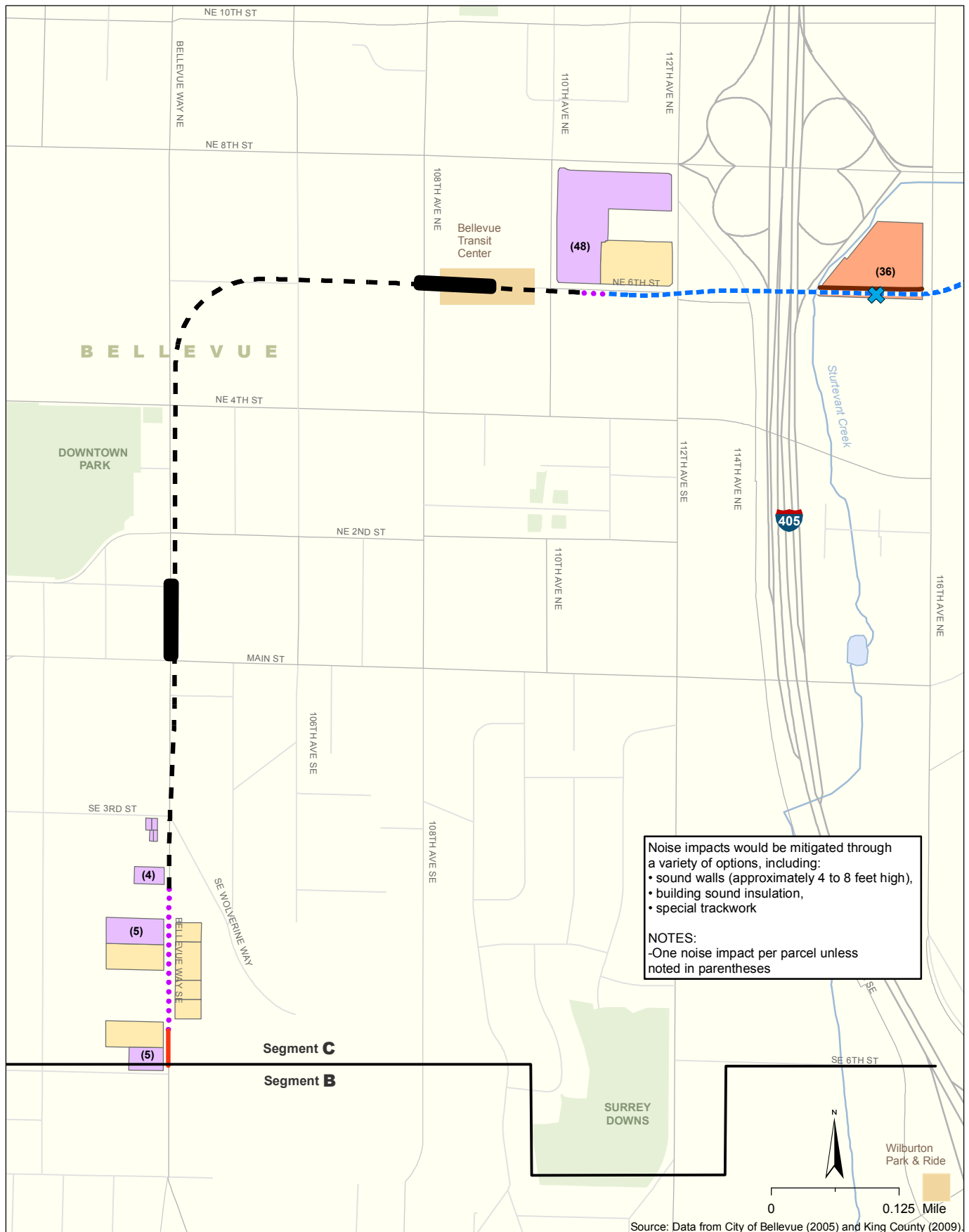


| | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | ✕ Crossover Location | Proposed Sound Wall Location |
| • • • Retained-Cut Route | ✕ Gated Crossing | Moderate |
| • • • Retained-Fill Route | ✕ Shared Crossing (No Gates) | Severe |
| - - - Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

Exhibit A-13-Na
Noise Impacts
Segment C
C9T from B3/B7
East Link Project



Source: Data from City of Bellevue (2005) and King County (2009).



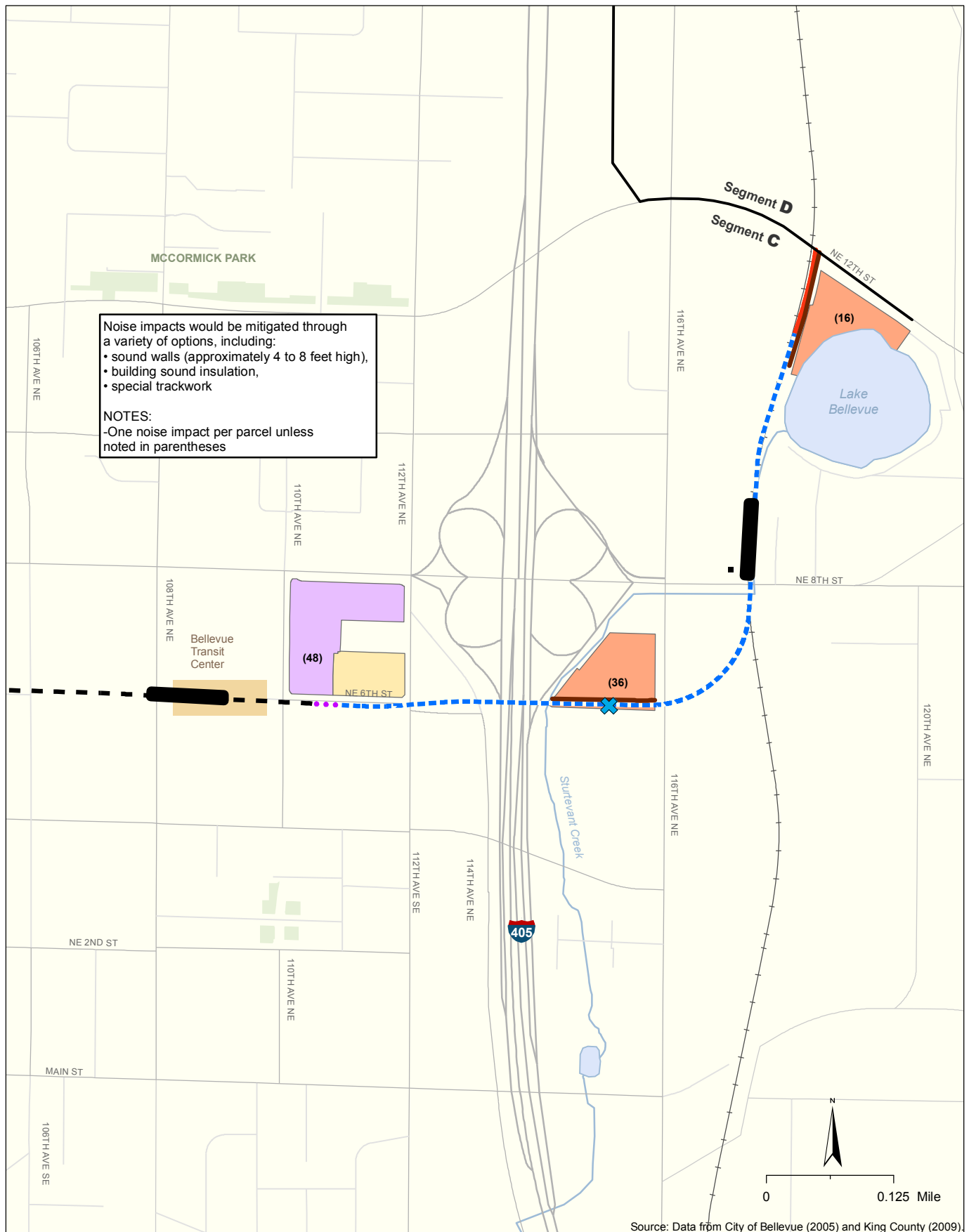
Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 4 to 8 feet high),
- building sound insulation,
- special trackwork

NOTES:
-One noise impact per parcel unless noted in parentheses

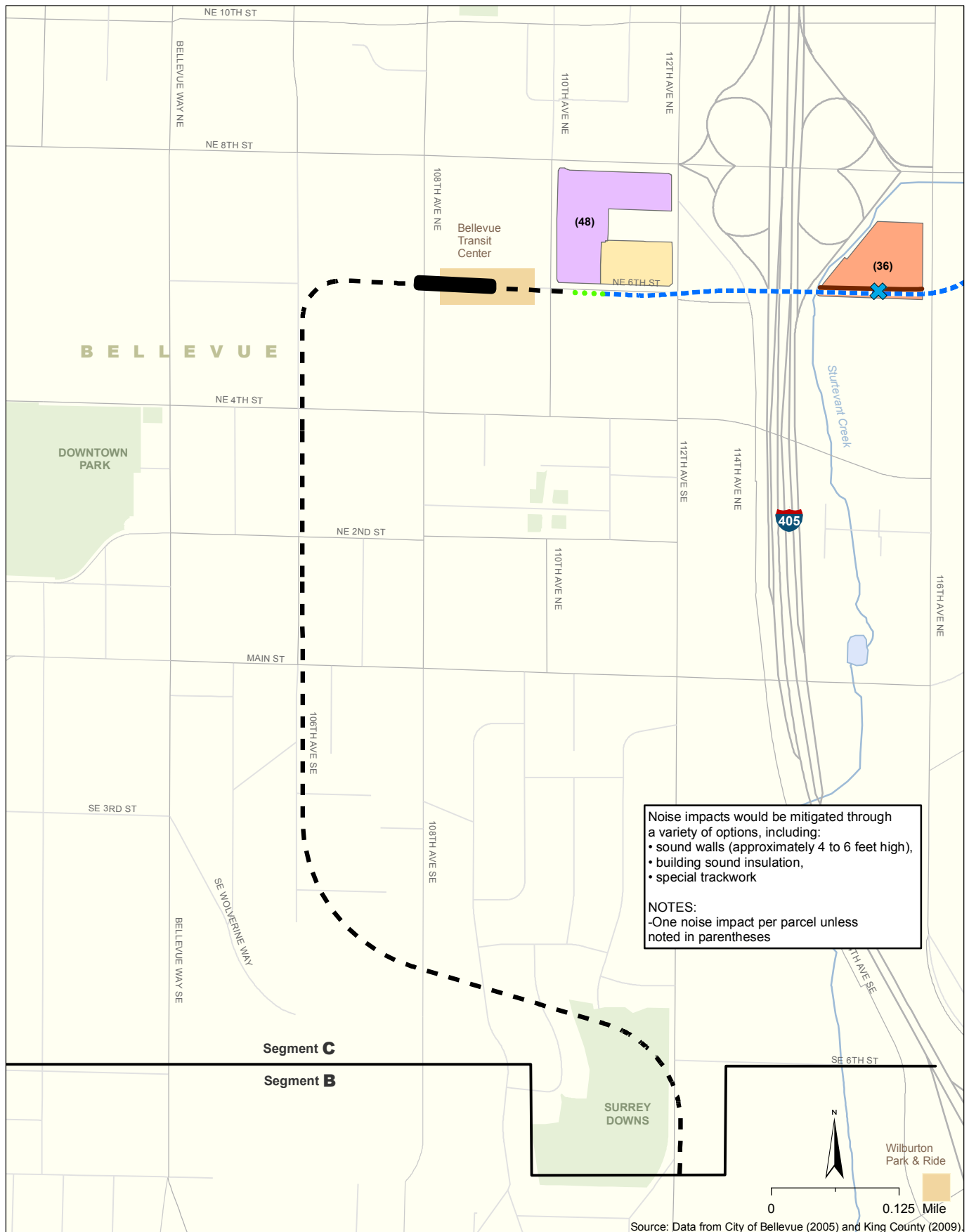
- | | | |
|---------------------|---------------------------------------|---------------------------|
| At-Grade Route | New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| Elevated Route | Crossover Location | Moderate |
| Retained-Cut Route | Gated Crossing | Severe |
| Retained-Fill Route | Shared Crossing (No Gates) | Both Moderate and Severe |
| Tunnel Route | | No Noise Impact |
| Proposed Station | | |

Exhibit A-14-Na
Noise Impacts
Segment C
C1T
East Link Project

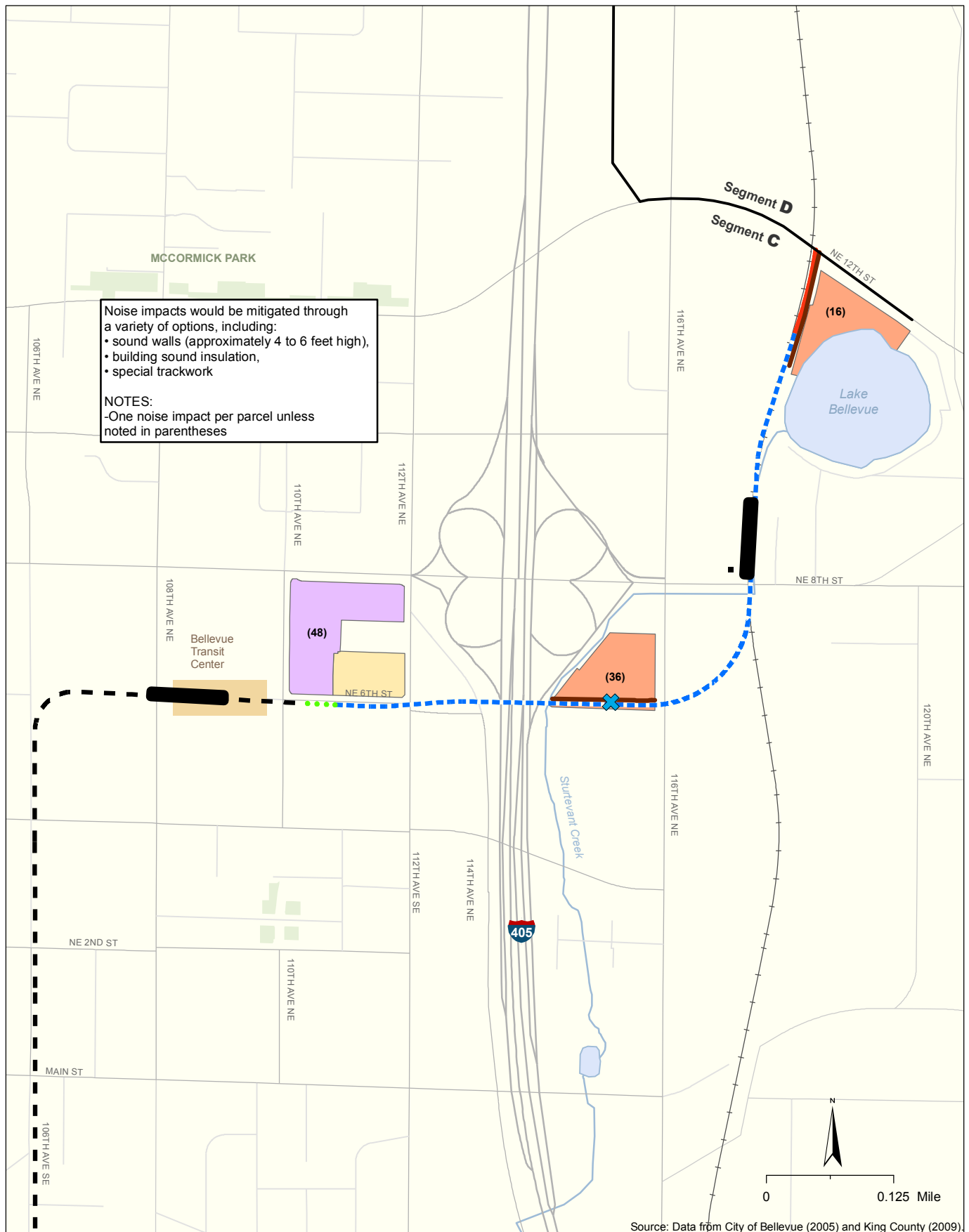


Source: Data from City of Bellevue (2005) and King County (2009).

**Exhibit A-14-Nb
Noise Impacts
Segment C
C1T
East Link Project**

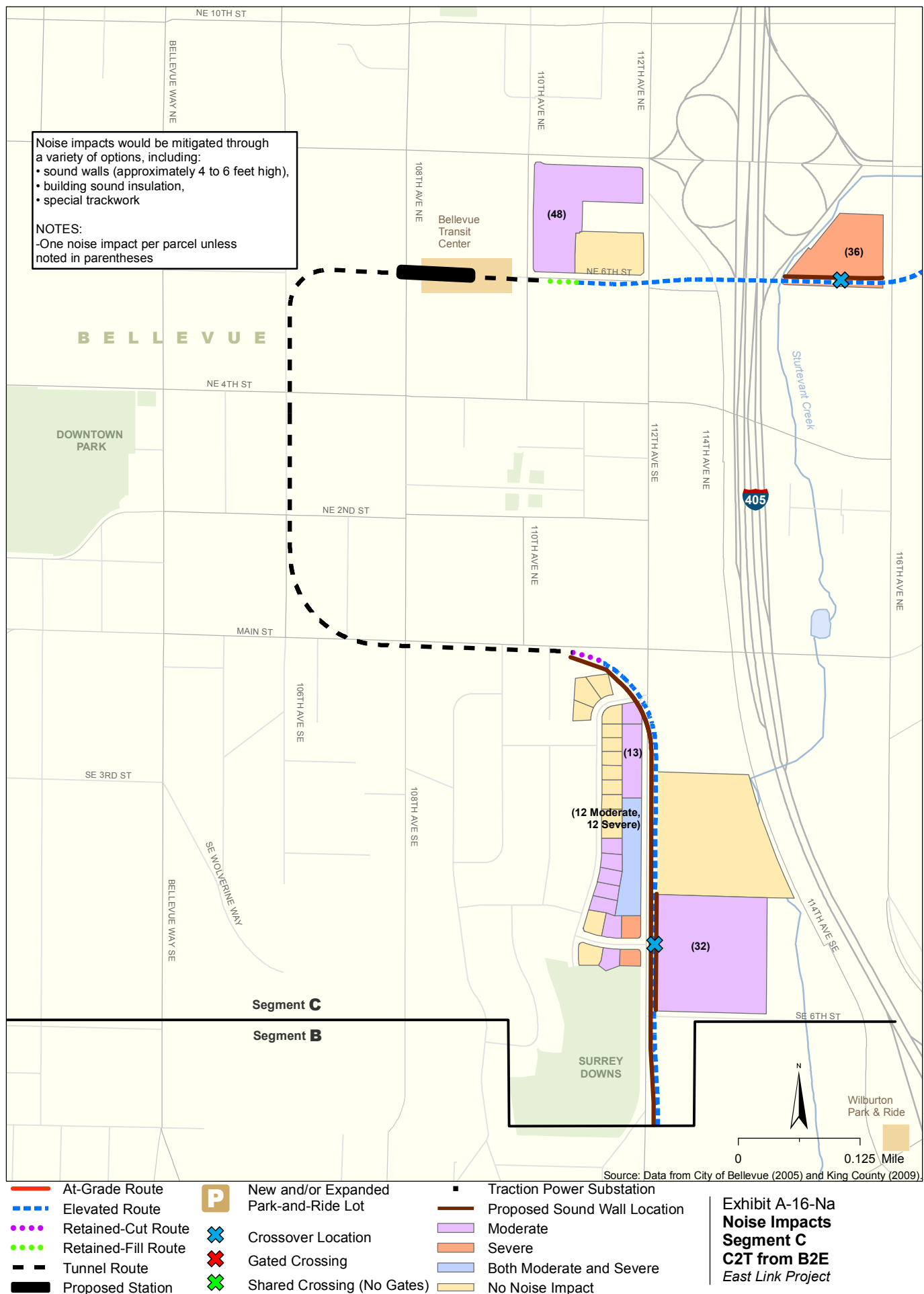


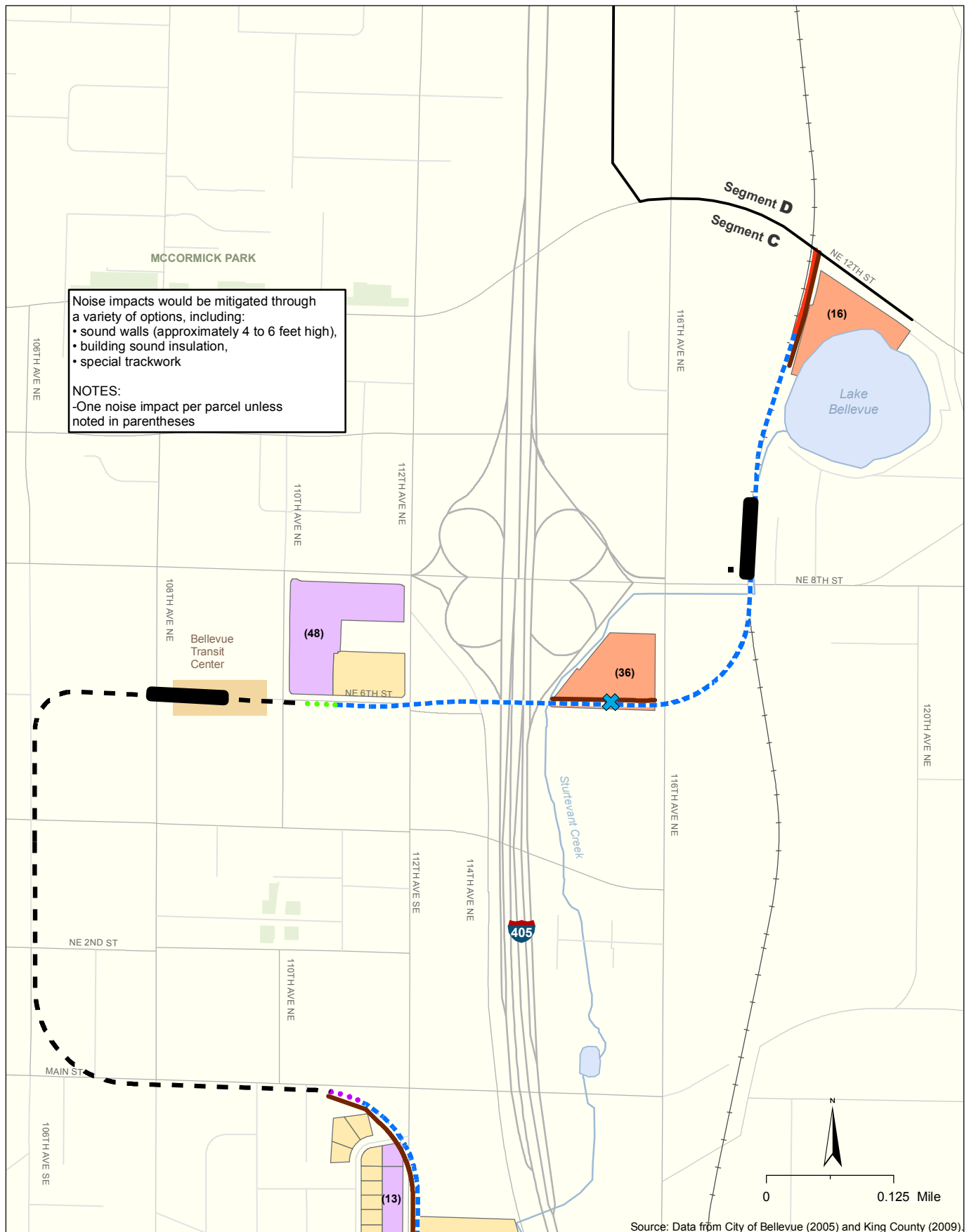
**Exhibit A-15-Na
Noise Impacts
Segment C
C2T from B2A
East Link Project**



- | | | |
|--|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | X Crossover Location | Proposed Sound Wall Location |
| • • • Retained-Cut Route | X Gated Crossing | Moderate |
| • • • Retained-Fill Route | X Shared Crossing (No Gates) | Severe |
| - - - Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

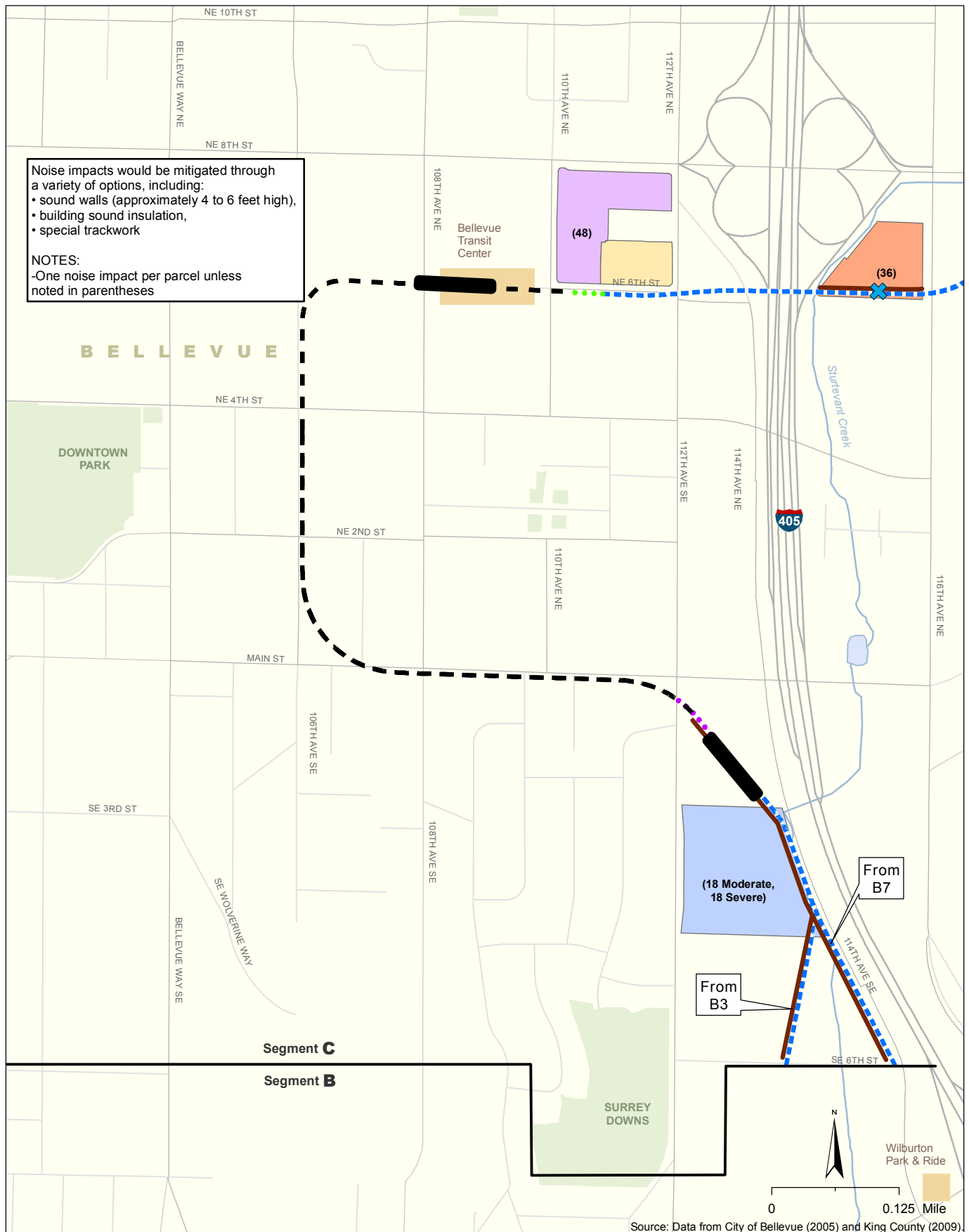
**Exhibit A-15-Nb
Noise Impacts
Segment C
C2T from B2A
East Link Project**



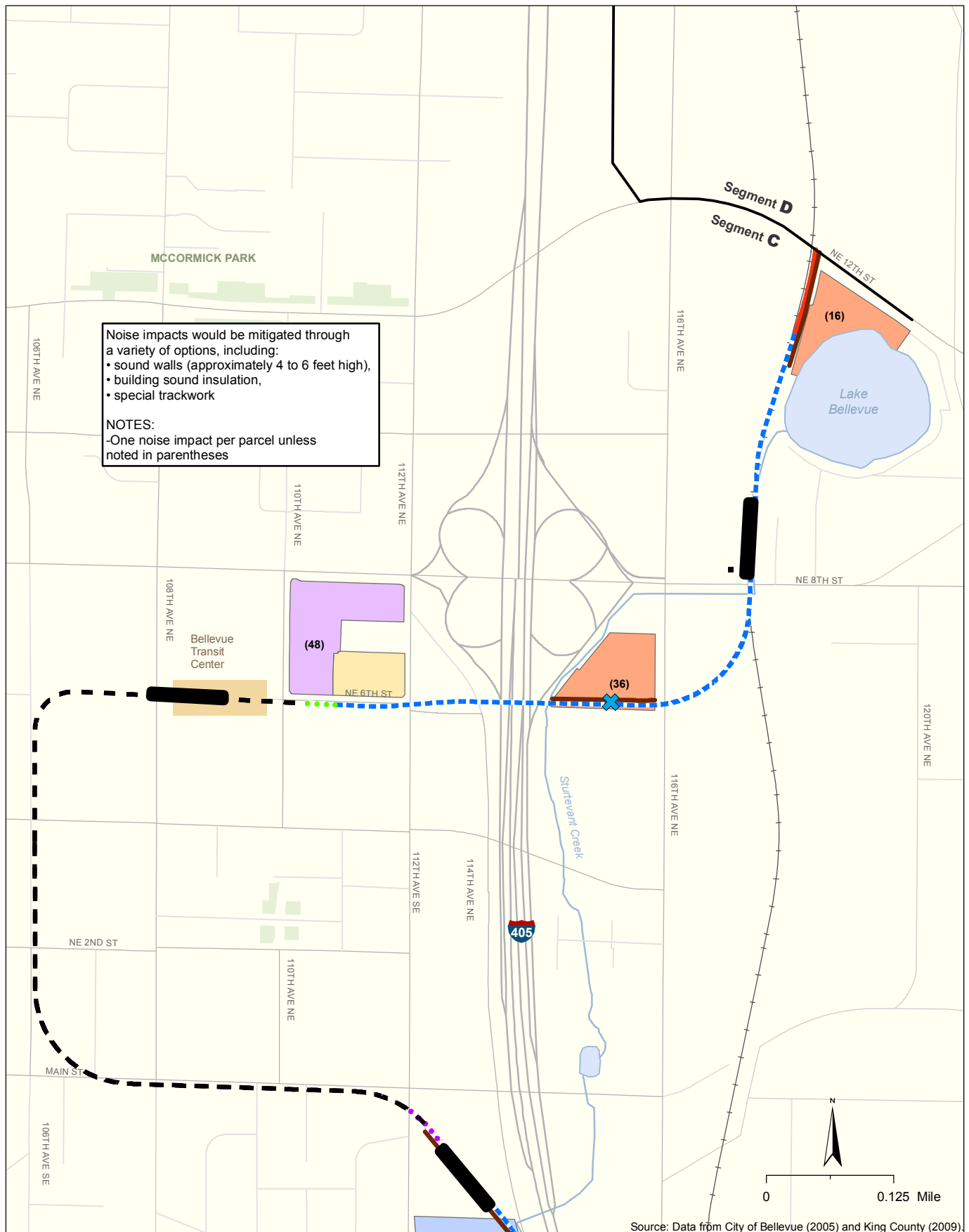


Source: Data from City of Bellevue (2005) and King County (2009).

**Exhibit A-16-Nb
 Noise Impacts
 Segment C
 C2T from B2E
 East Link Project**



**Exhibit A-17-Na
Noise Impacts
Segment C
C2T from B3/B7
East Link Project**



- | | | |
|--|---|---|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | X Crossover Location | Proposed Sound Wall Location |
| - - - Retained-Cut Route | X Gated Crossing | Moderate |
| - - - Retained-Fill Route | X Shared Crossing (No Gates) | Severe |
| - - - Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

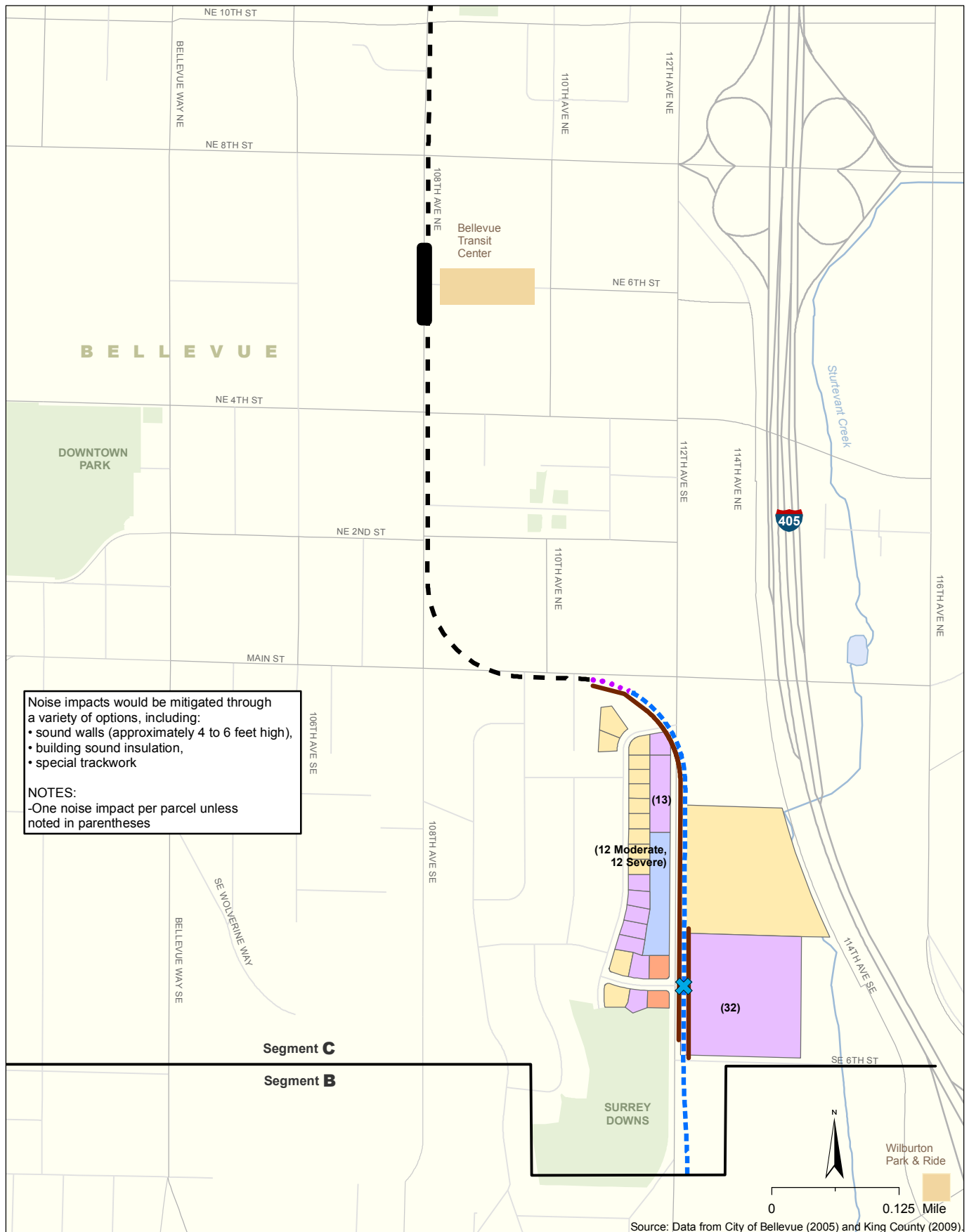
**Exhibit A-17-Nb
Noise Impacts
Segment C
C2T from B3/B7
East Link Project**



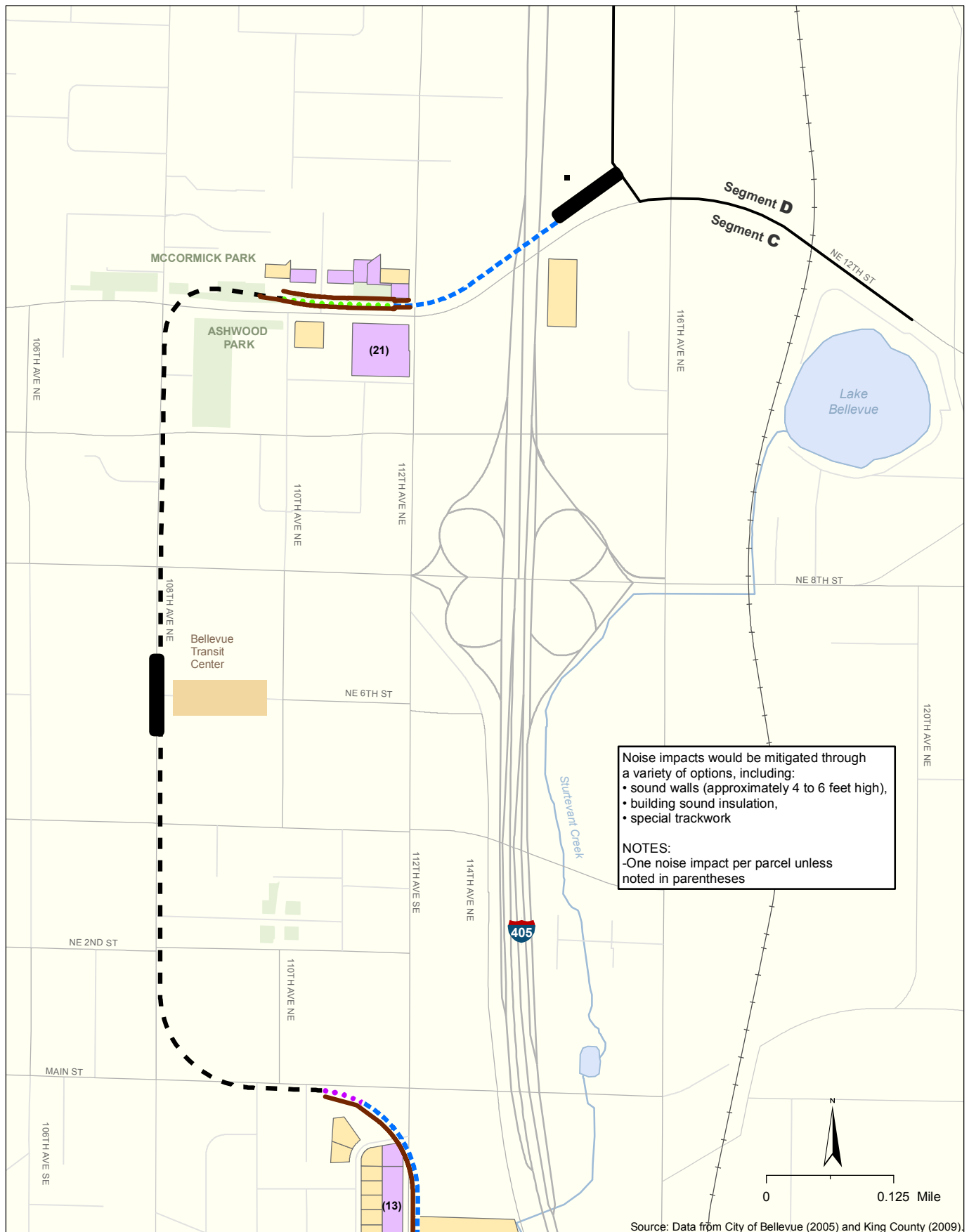
Exhibit A-18-Na
Noise Impacts
Segment C
C3T from B2A
East Link Project



**Exhibit A-18-Nb
Noise Impacts
Segment C
C3T from B2A
East Link Project**

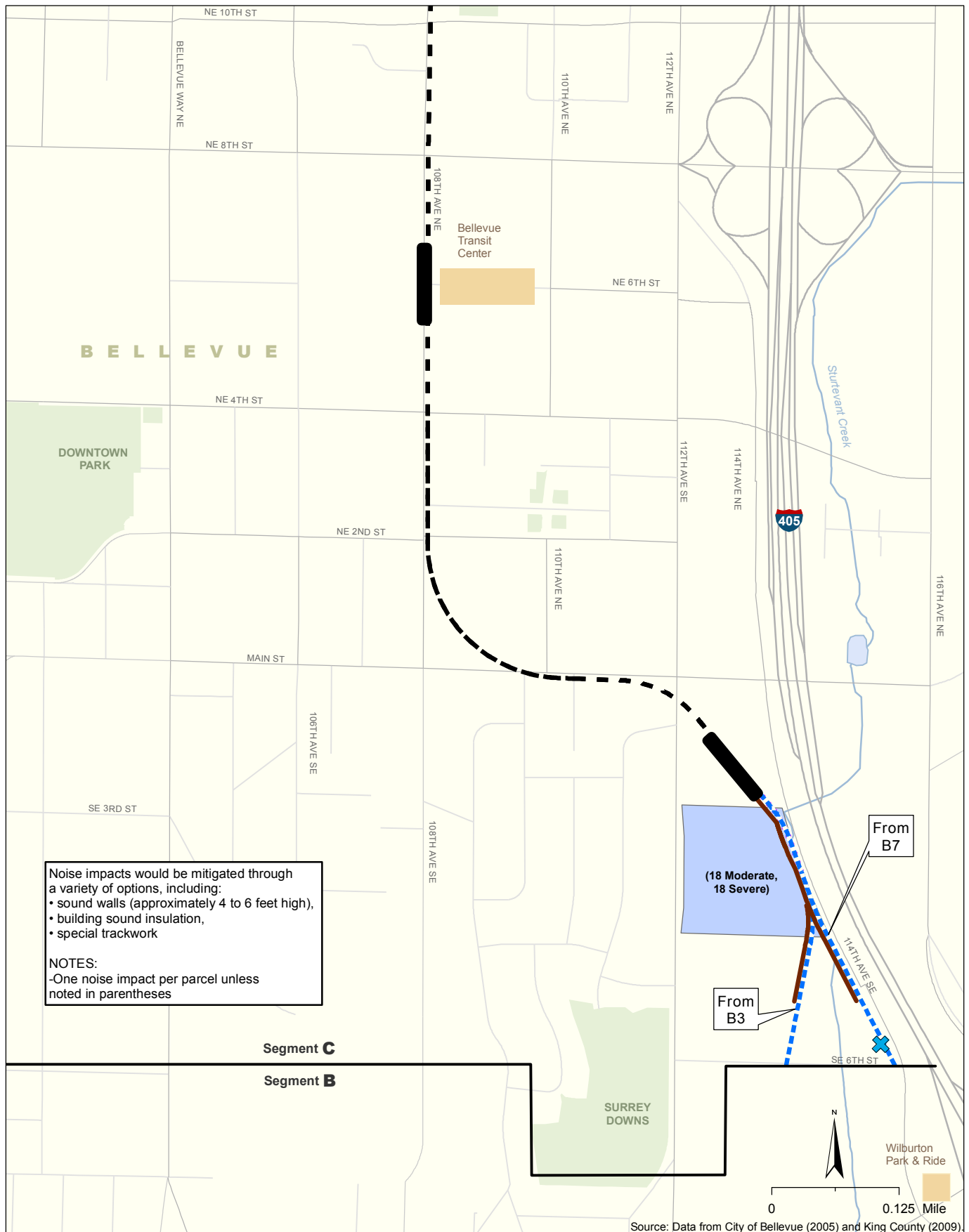


**Exhibit A-19-Na
Noise Impacts
Segment C
C3T from B2E
East Link Project**



Source: Data from City of Bellevue (2005) and King County (2009).

**Exhibit A-19-Nb
Noise Impacts
Segment C
C3T from B2E
East Link Project**



Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

NOTES:

- One noise impact per parcel unless noted in parentheses

- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | ✕ Crossover Location | Proposed Sound Wall Location |
| • • • Retained-Cut Route | ✕ Gated Crossing | Moderate |
| • • • Retained-Fill Route | ✕ Shared Crossing (No Gates) | Severe |
| - - - Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

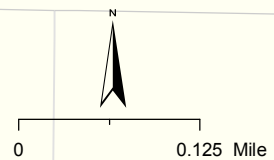
Exhibit A-20-Na
Noise Impacts
Segment C
C3T from B3/B7
East Link Project



Noise impacts would be mitigated through a variety of options, including:

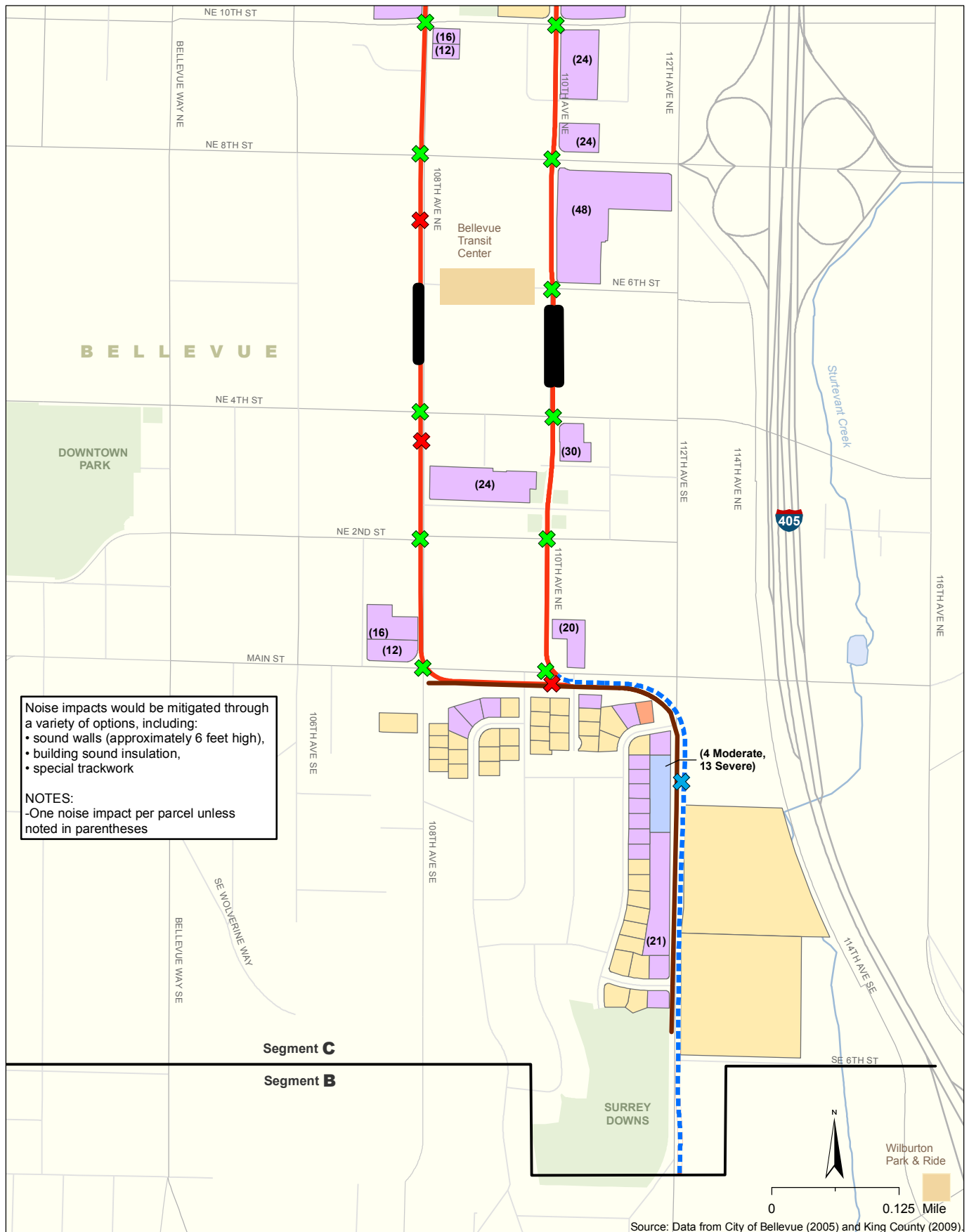
- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

NOTES:
-One noise impact per parcel unless noted in parentheses



- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | X Crossover Location | Proposed Sound Wall Location |
| . . . Retained-Cut Route | X Gated Crossing | Moderate |
| . . . Retained-Fill Route | X Shared Crossing (No Gates) | Severe |
| - - - Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

Exhibit A-20-Nb
Noise Impacts
Segment C
C3T from B3/B7
East Link Project



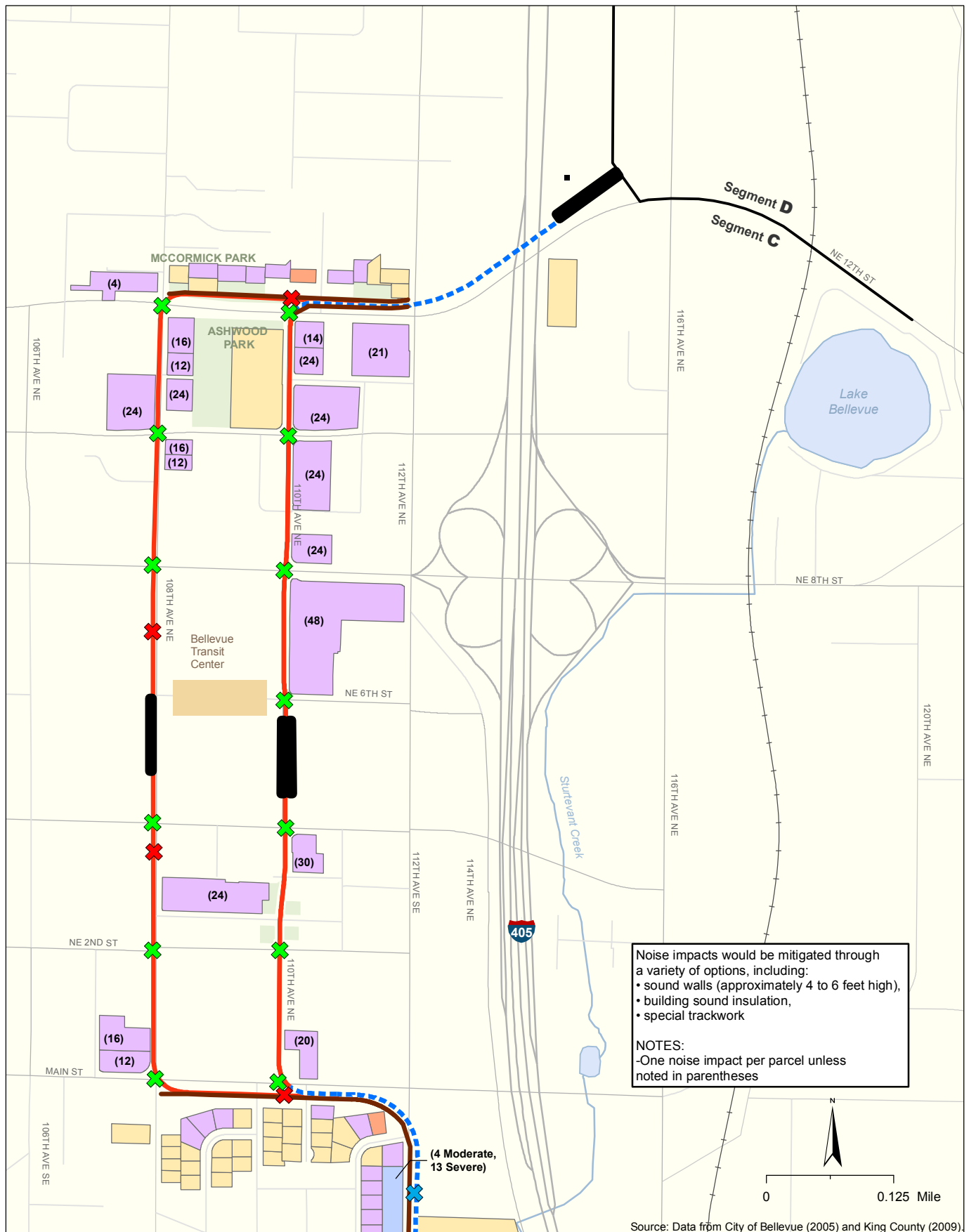
Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 6 feet high),
- building sound insulation,
- special trackwork

NOTES:
-One noise impact per parcel unless noted in parentheses

- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | ✕ Crossover Location | Proposed Sound Wall Location |
| • • • Retained-Cut Route | ✕ Gated Crossing | Moderate |
| • • • Retained-Fill Route | ✕ Shared Crossing (No Gates) | Severe |
| Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

Exhibit A-21-Na
Noise Impacts
Segment C
C4A from B2A/B2E
East Link Project



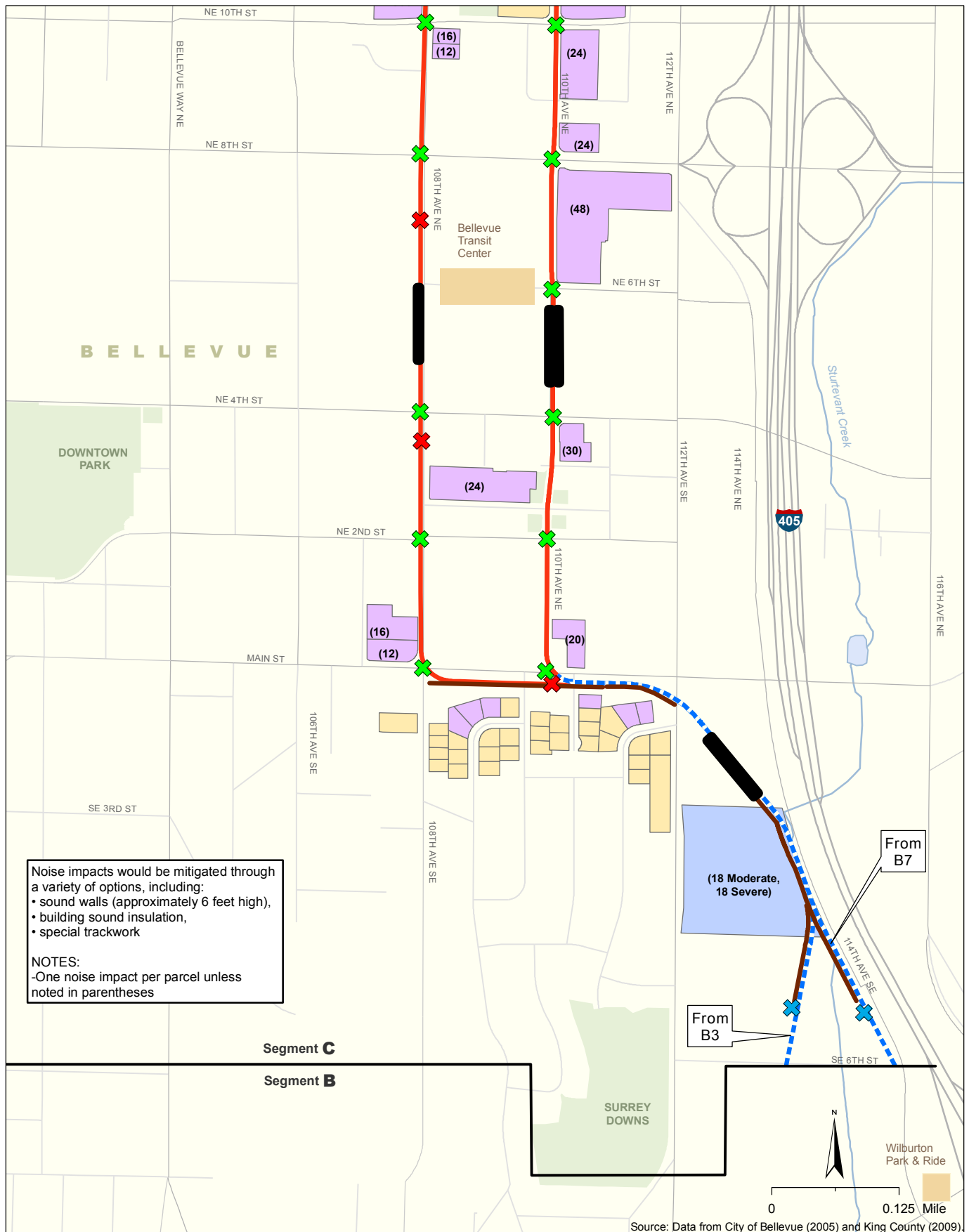
Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

NOTES:
-One noise impact per parcel unless noted in parentheses

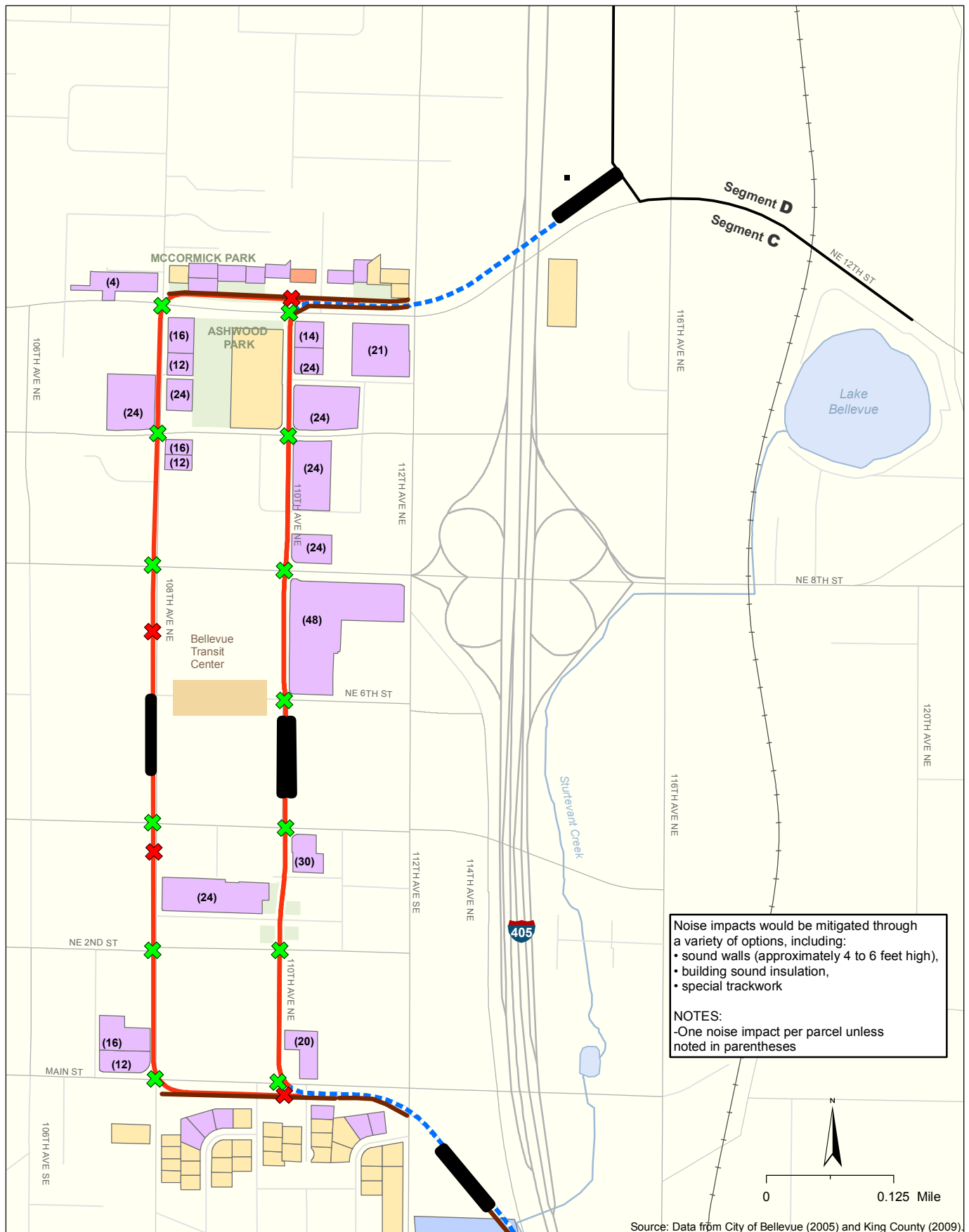
- | | | |
|---|---|---|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | X Crossover Location | Proposed Sound Wall Location |
| • • • Retained-Cut Route | X Gated Crossing | Moderate |
| • • • Retained-Fill Route | X Shared Crossing (No Gates) | Severe |
| Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

Exhibit A-21-Nb
Noise Impacts
Segment C
C4A from B2A/B2E
East Link Project



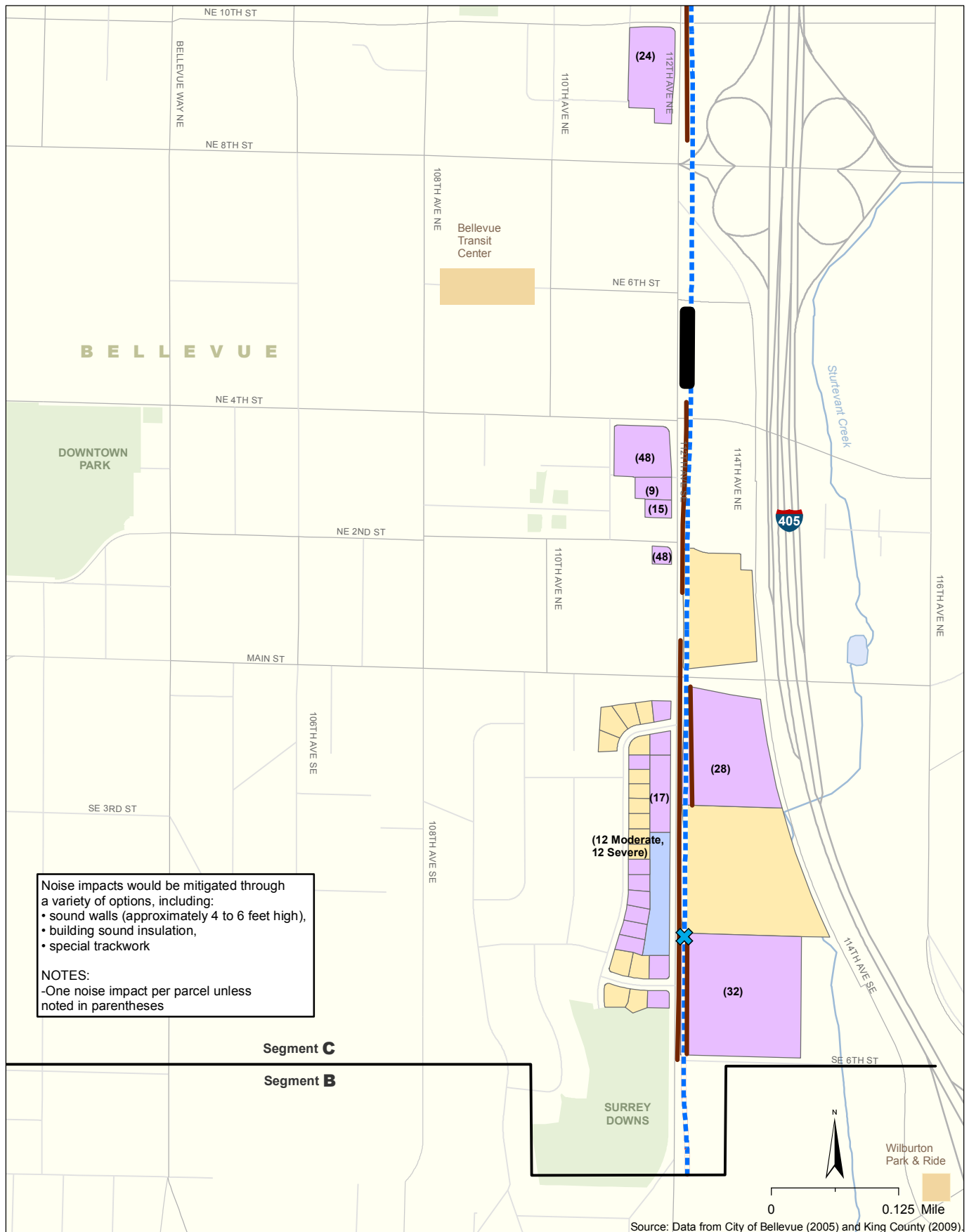
- | | | |
|---|---|---|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | X Crossover Location | Proposed Sound Wall Location |
| . . . Retained-Cut Route | X Gated Crossing | Moderate |
| . . . Retained-Fill Route | X Shared Crossing (No Gates) | Severe |
| Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

Exhibit A-22-Na
Noise Impacts
Segment C
C4A from B3/B7
East Link Project



- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | X Crossover Location | Proposed Sound Wall Location |
| • • • Retained-Cut Route | X Gated Crossing | Moderate |
| • • • Retained-Fill Route | X Shared Crossing (No Gates) | Severe |
| Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

**Exhibit A-22-Nb
Noise Impacts
Segment C
C4A from B3/B7
East Link Project**



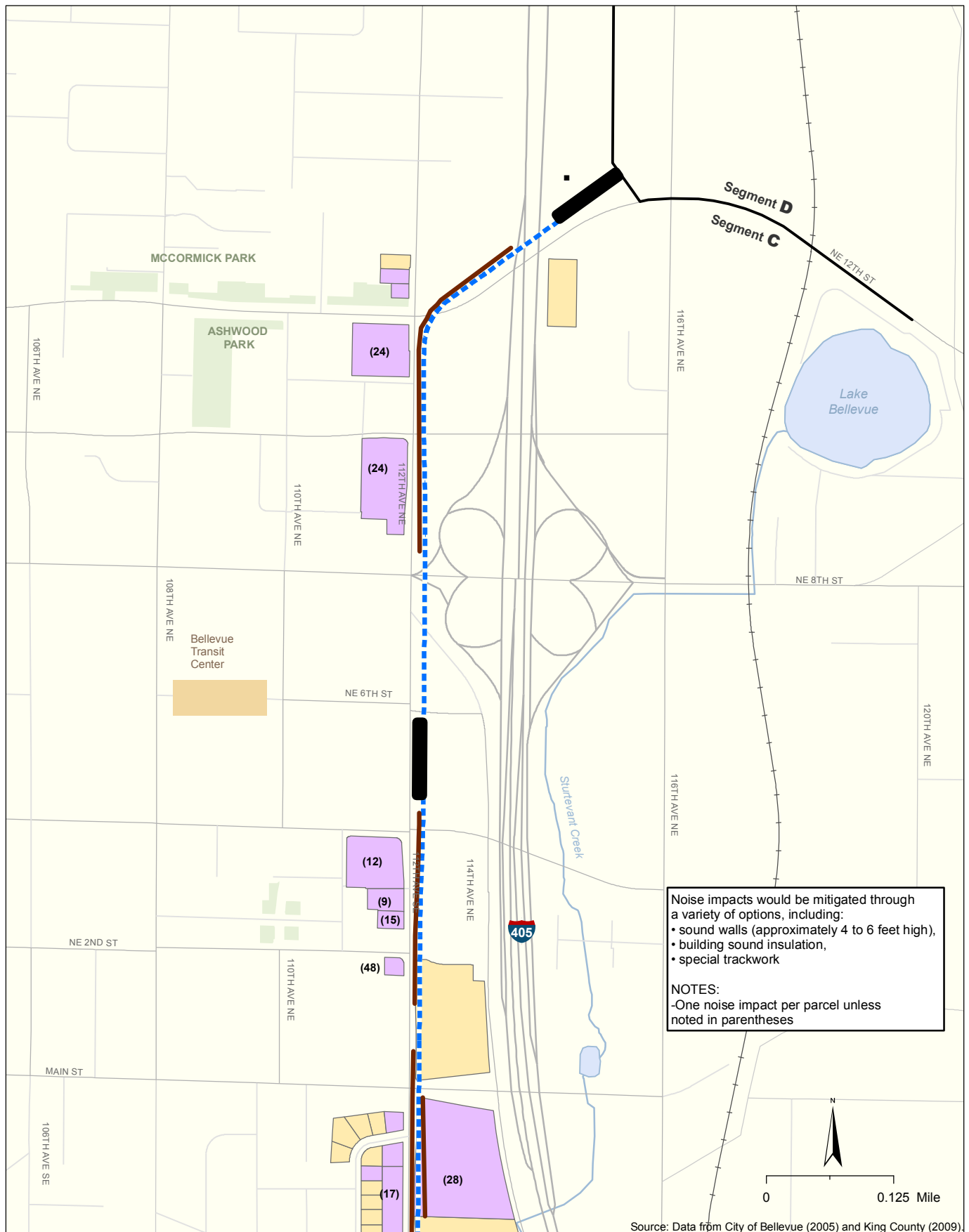
Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

NOTES:
 -One noise impact per parcel unless noted in parentheses

- | | | |
|---------------------|---------------------------------------|------------------------------|
| At-Grade Route | New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| Elevated Route | Crossover Location | Proposed Sound Wall Location |
| Retained-Cut Route | Gated Crossing | Moderate |
| Retained-Fill Route | Shared Crossing (No Gates) | Severe |
| Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

Exhibit A-23-Na
Noise Impacts
Segment C
C7E from B2A/B2E
East Link Project



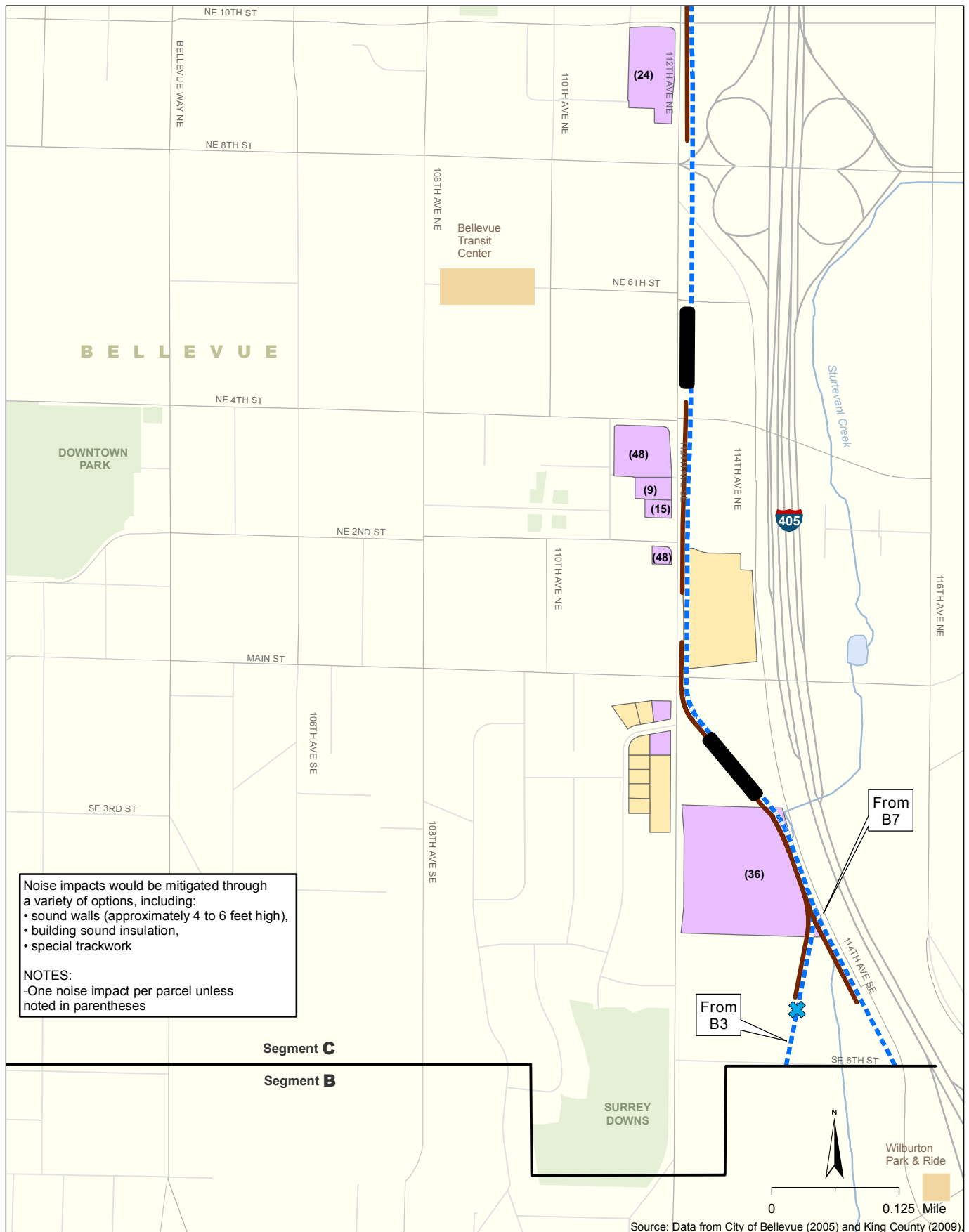
Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

NOTES:
-One noise impact per parcel unless noted in parentheses

Source: Data from City of Bellevue (2005) and King County (2009).

Exhibit A-23-Nb
Noise Impacts
Segment C
C7E from B2A/B2E
East Link Project



Noise impacts would be mitigated through a variety of options, including:

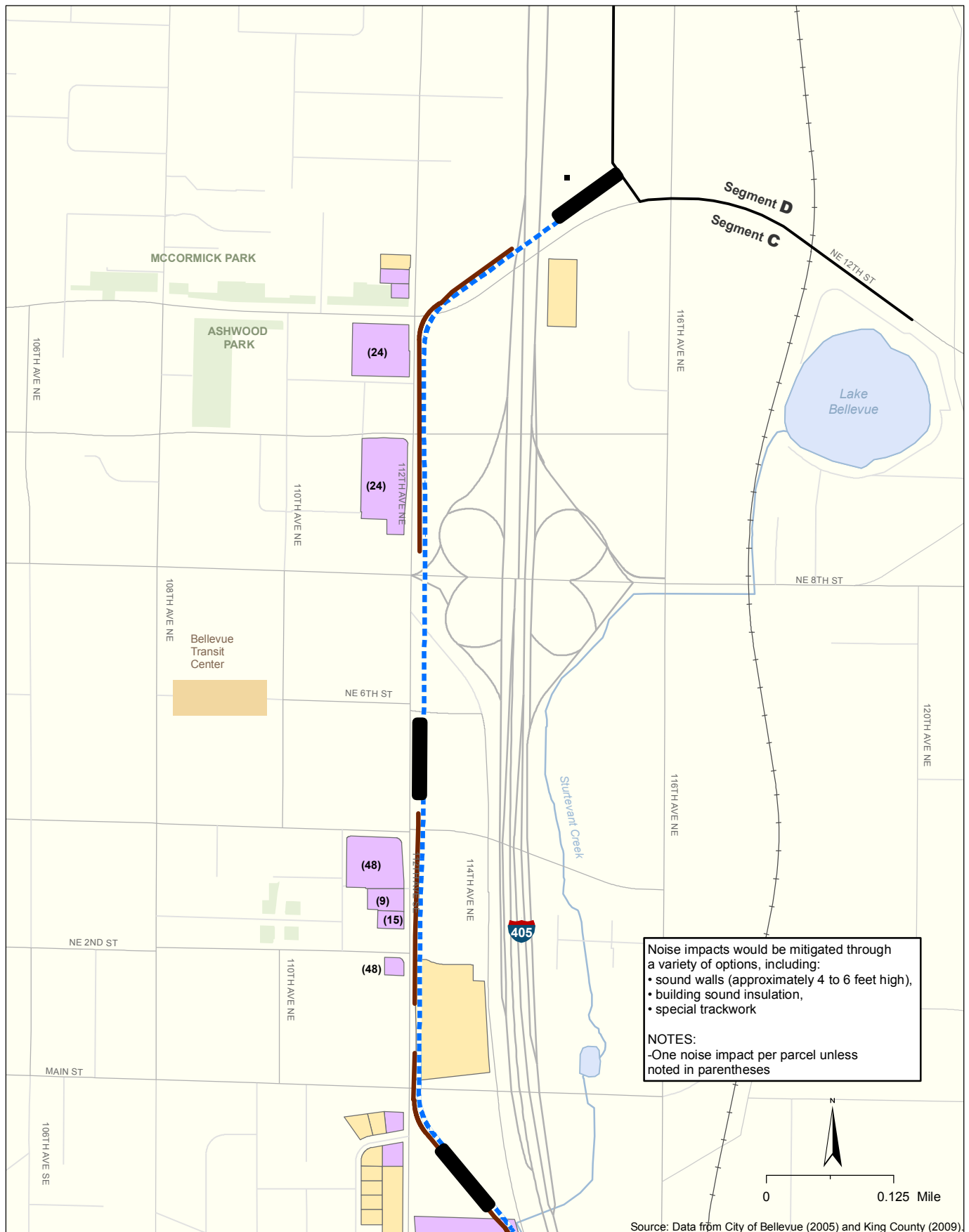
- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

NOTES:

- One noise impact per parcel unless noted in parentheses

- | | | |
|---|---|---|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | X Crossover Location | Proposed Sound Wall Location |
| • • • Retained-Cut Route | X Gated Crossing | Moderate |
| • • • Retained-Fill Route | X Shared Crossing (No Gates) | Severe |
| Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

Exhibit A-24-Na
Noise Impacts
Segment C
C7E from B3/B7
East Link Project



Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

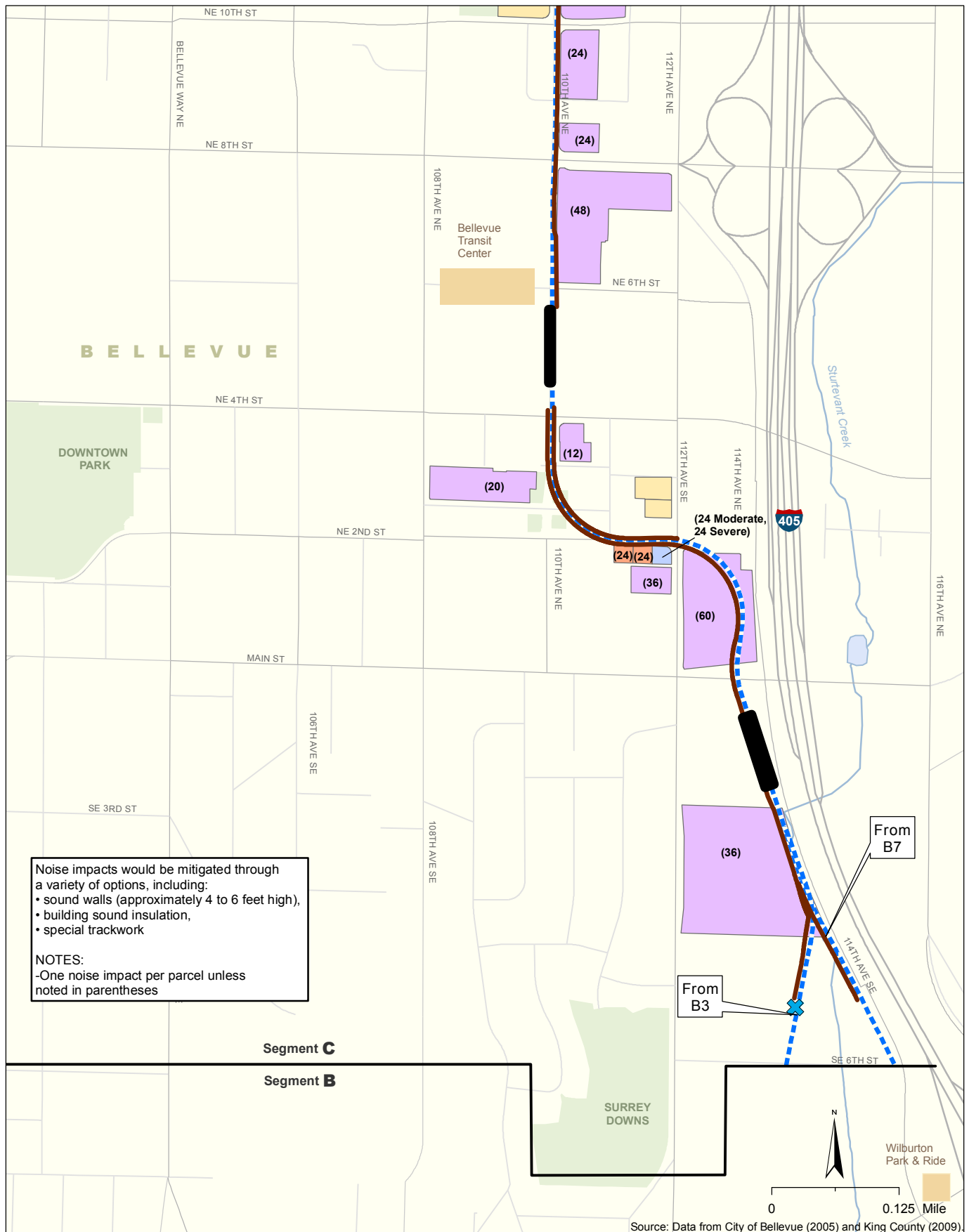
NOTES:

- One noise impact per parcel unless noted in parentheses

- | | | |
|-------------------------|--|--------------------------------|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | ■ Traction Power Substation |
| - - - Elevated Route | ⊗ Crossover Location | — Proposed Sound Wall Location |
| ••• Retained-Cut Route | ⊗ Gated Crossing | — Moderate |
| ••• Retained-Fill Route | ⊗ Shared Crossing (No Gates) | — Severe |
| — Tunnel Route | | — Both Moderate and Severe |
| ■ Proposed Station | | — No Noise Impact |

Exhibit A-24-Nb
Noise Impacts
Segment C
C7E from B3/B7
East Link Project

Source: Data from City of Bellevue (2005) and King County (2009).



Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

NOTES:
-One noise impact per parcel unless noted in parentheses

- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | ✕ Crossover Location | Proposed Sound Wall Location |
| • • • Retained-Cut Route | ✕ Gated Crossing | Moderate |
| • • • Retained-Fill Route | ✕ Shared Crossing (No Gates) | Severe |
| — Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

Exhibit A-25-Na
Noise Impacts
Segment C
C8E
East Link Project

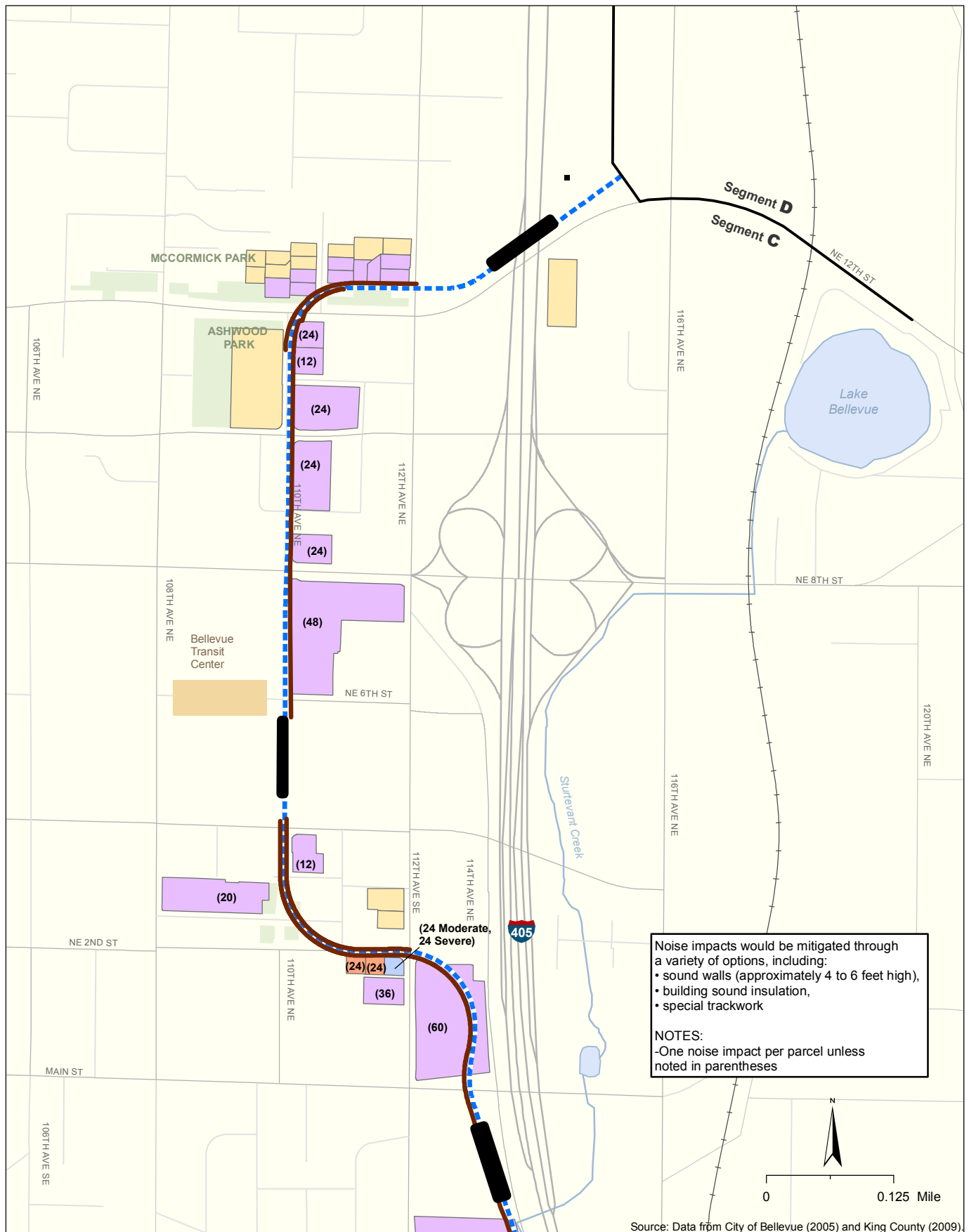
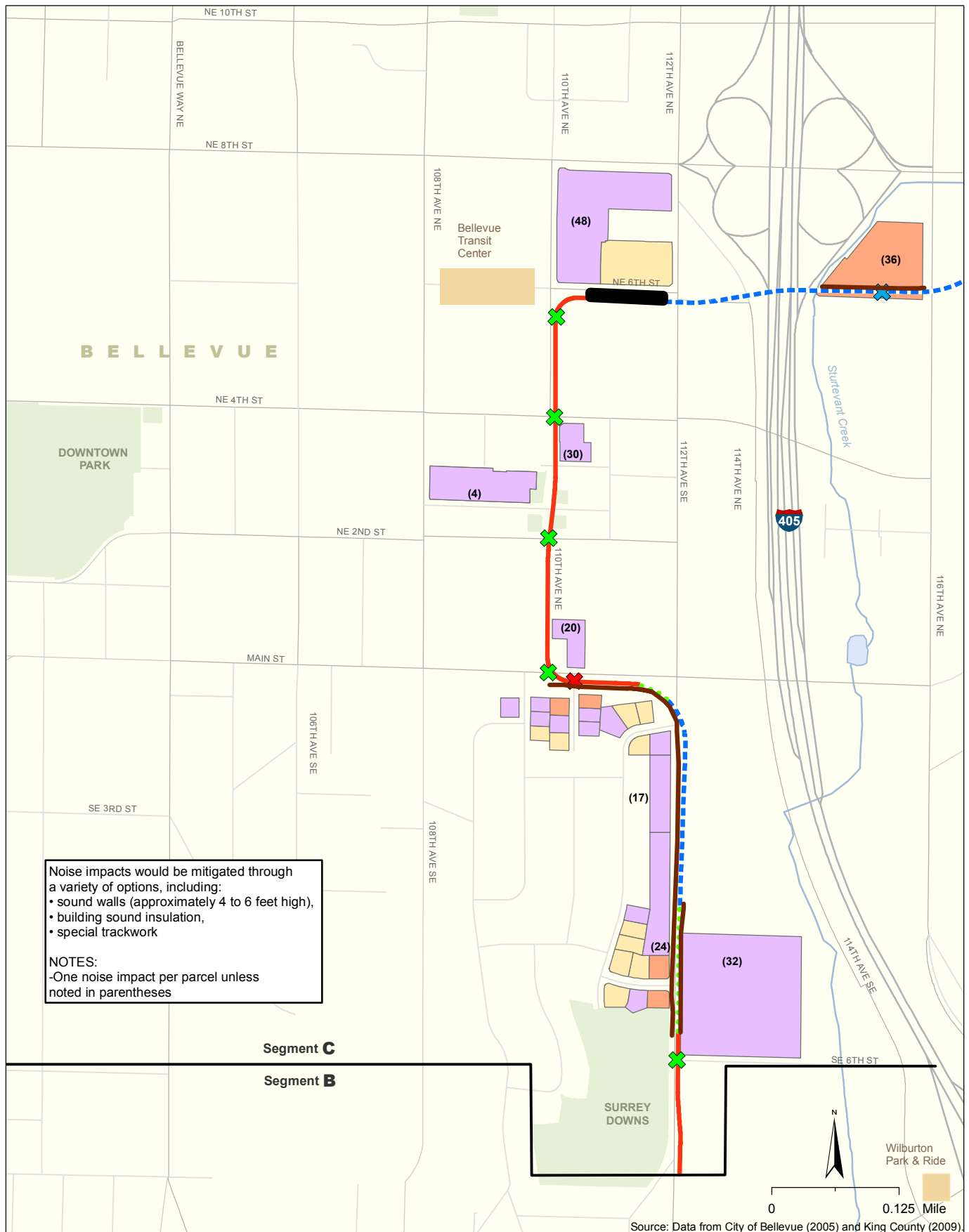


Exhibit A-25-Nb
Noise Impacts
Segment C
C8E
East Link Project



Noise impacts would be mitigated through a variety of options, including:

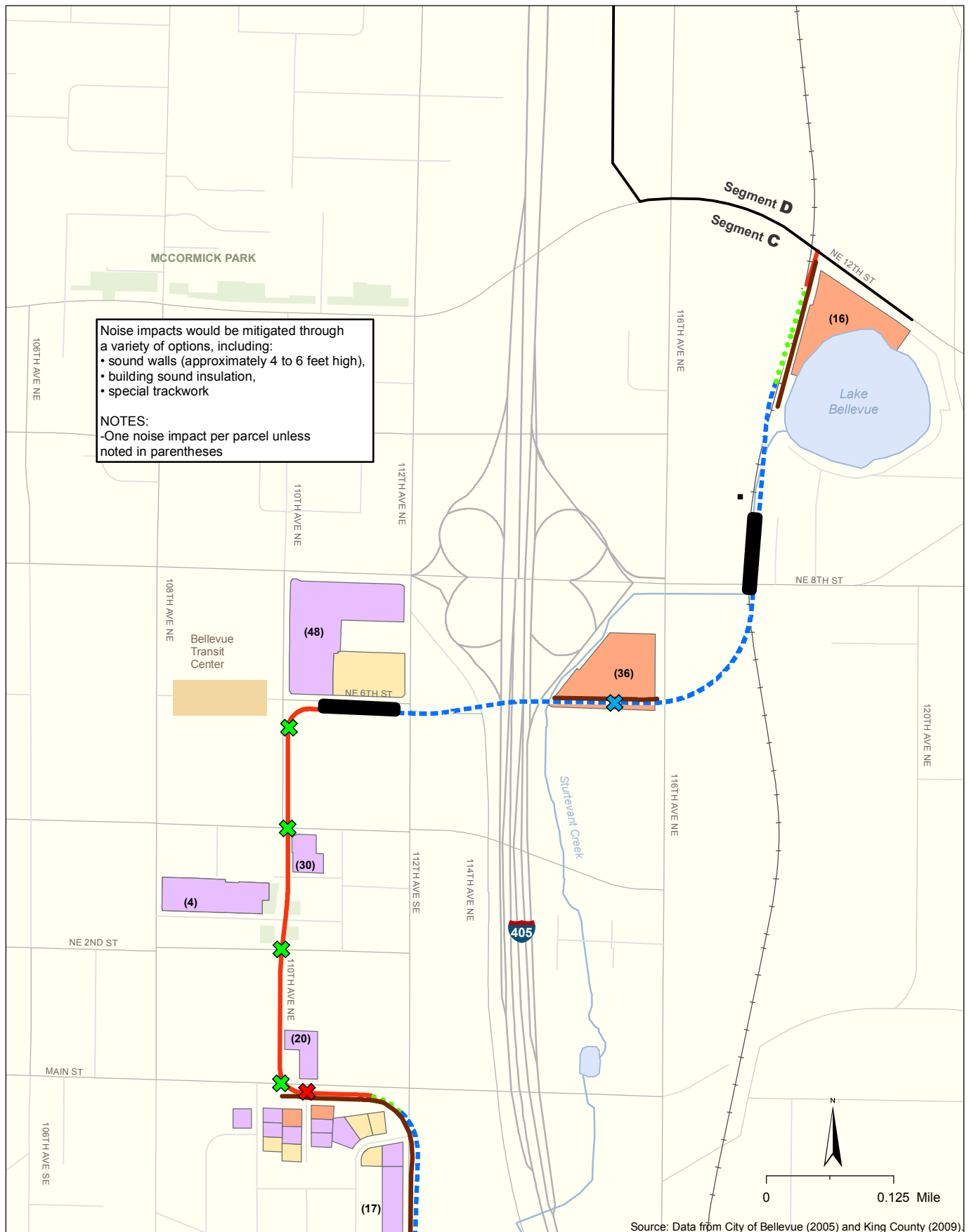
- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

NOTES:

- One noise impact per parcel unless noted in parentheses

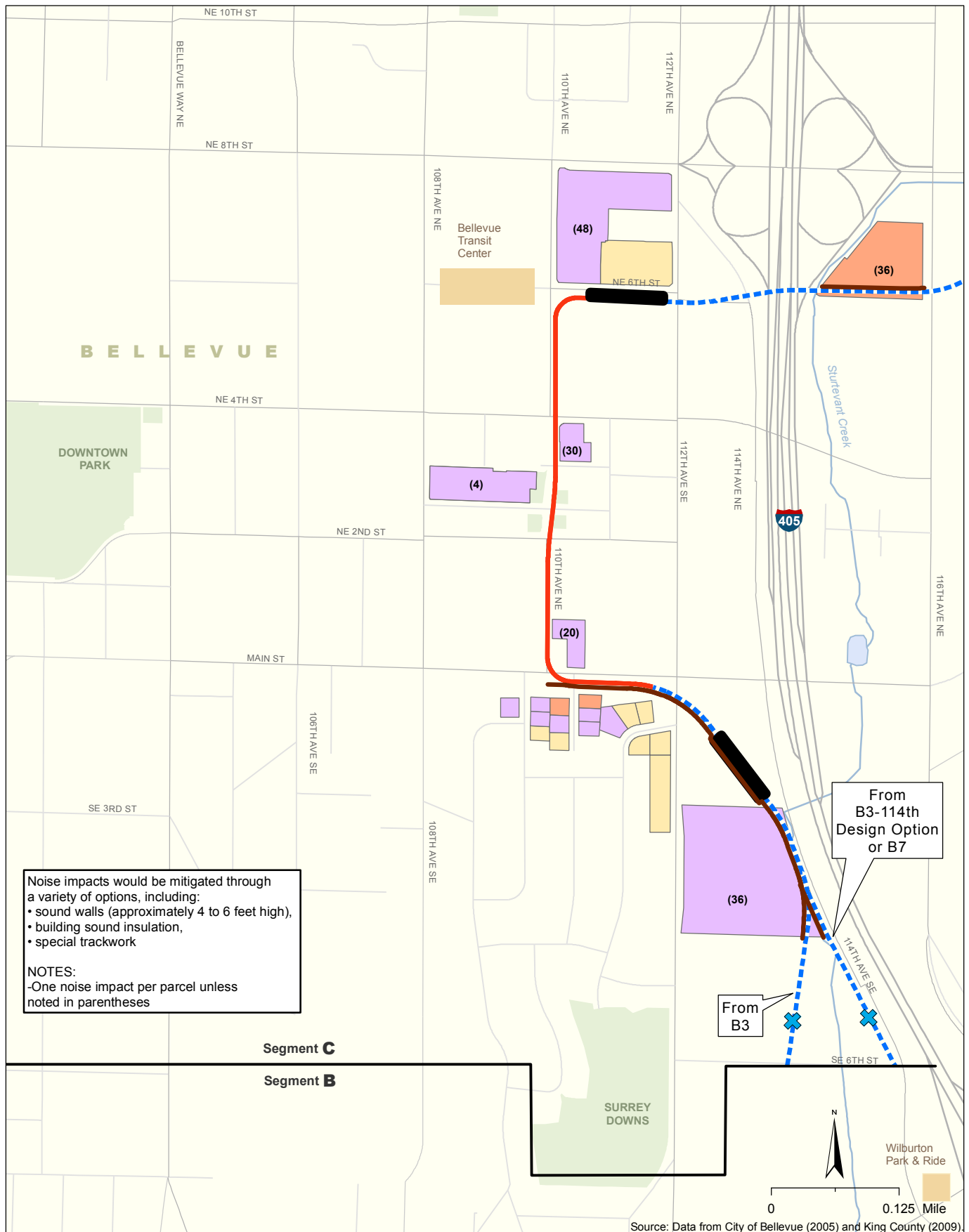
- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | ✕ Crossover Location | Proposed Sound Wall Location |
| • • • Retained-Cut Route | ✕ Gated Crossing | Moderate |
| • • • Retained-Fill Route | ✕ Shared Crossing (No Gates) | Severe |
| Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

Exhibit A-26-Na
Noise Impacts
Segment C
C9A from B2A
East Link Project



- | | | |
|---|---|---|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | ✕ Crossover Location | Proposed Sound Wall Location |
| • • • Retained-Cut Route | ✕ Gated Crossing | Moderate |
| • • • Retained-Fill Route | ✕ Shared Crossing (No Gates) | Severe |
| Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

**Exhibit A-26-Nb
 Noise Impacts
 Segment C
 C9A from B2A
 East Link Project**



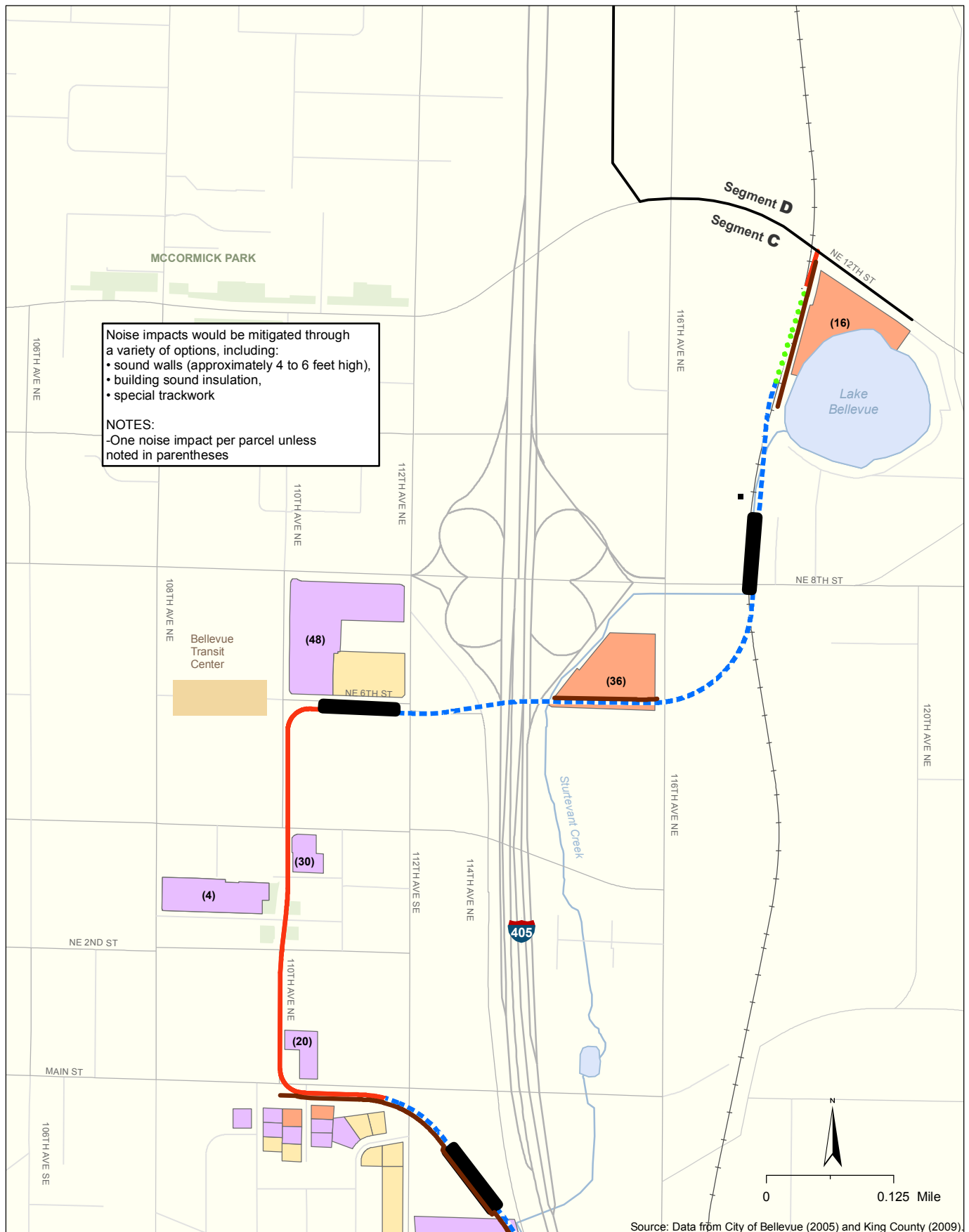
Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

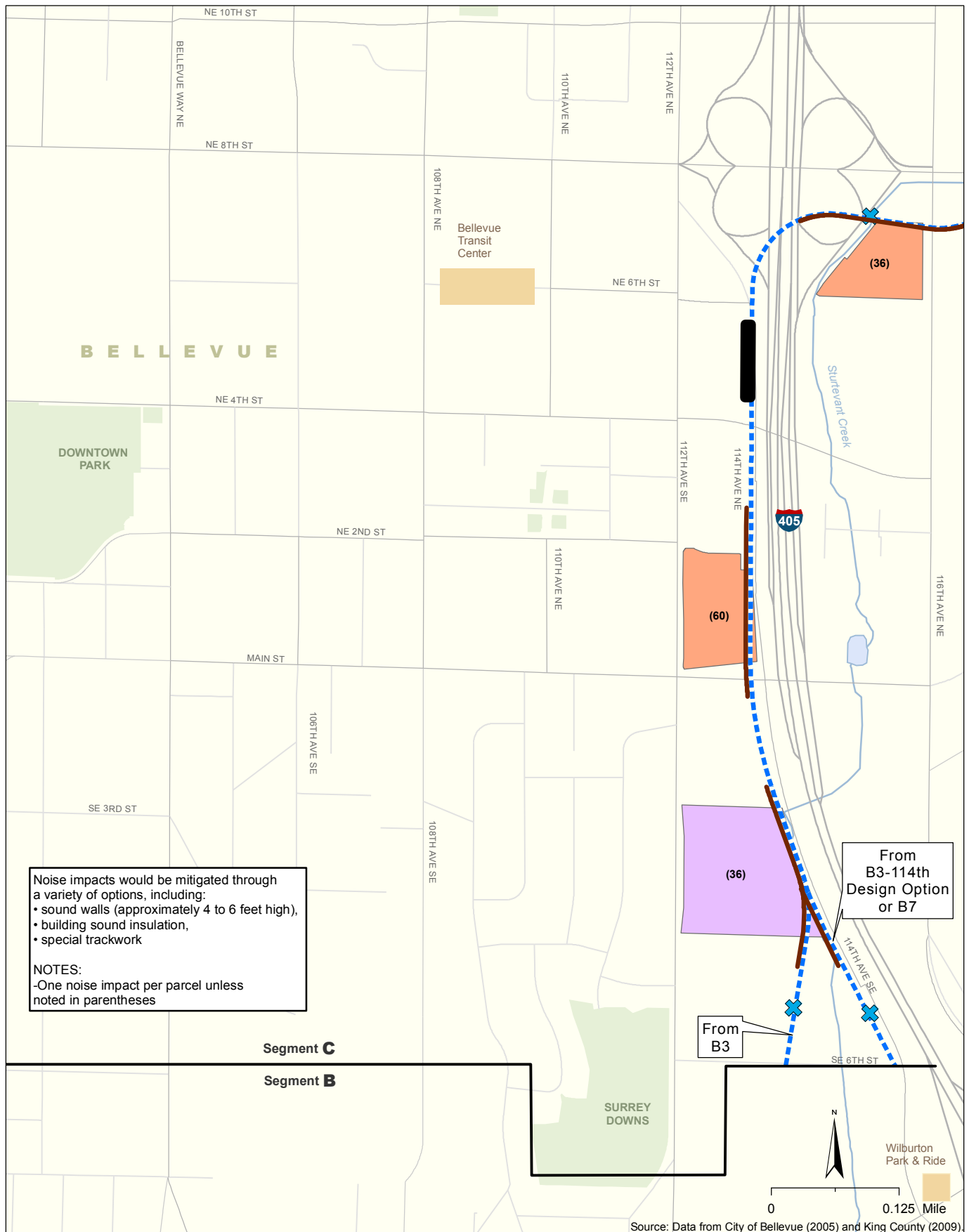
NOTES:
 -One noise impact per parcel unless noted in parentheses

- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | ✕ Crossover Location | Proposed Sound Wall Location |
| • • • Retained-Cut Route | ✕ Gated Crossing | Moderate |
| • • • Retained-Fill Route | ✕ Shared Crossing (No Gates) | Severe |
| Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

Exhibit A-27-Na
Noise Impacts
Segment C
C9A from B3/B7
East Link Project



**Exhibit A-27-Nb
Noise Impacts
Segment C
C9A from B3/B7
East Link Project**



- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | ✕ Crossover Location | Proposed Sound Wall Location |
| • • • Retained-Cut Route | ✕ Gated Crossing | Moderate |
| • • • Retained-Fill Route | ✕ Shared Crossing (No Gates) | Severe |
| — Tunnel Route | | Both Moderate and Severe |
| Proposed Station | | No Noise Impact |

Exhibit A-28-Na
Noise Impacts
Segment C
C14E
East Link Project

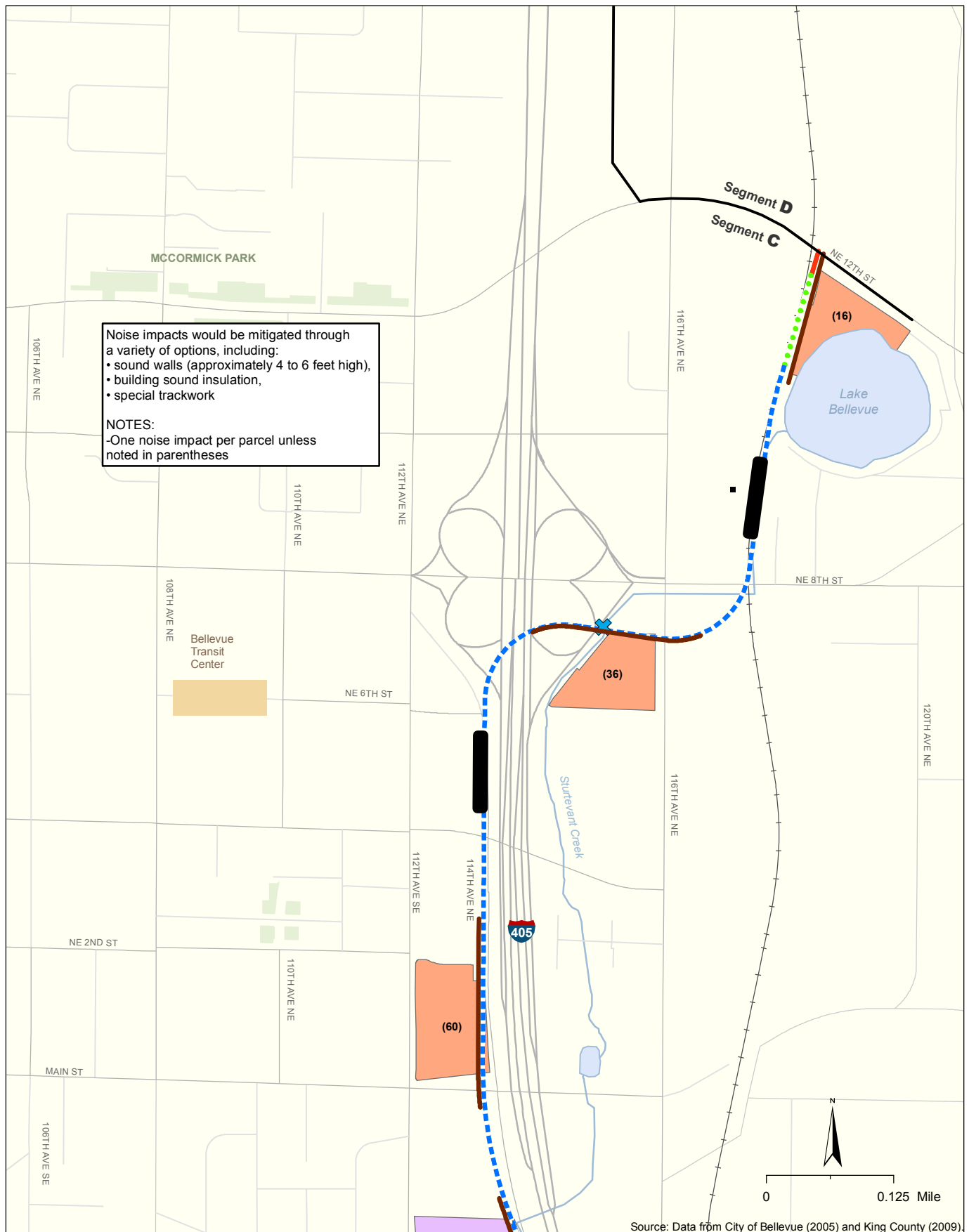
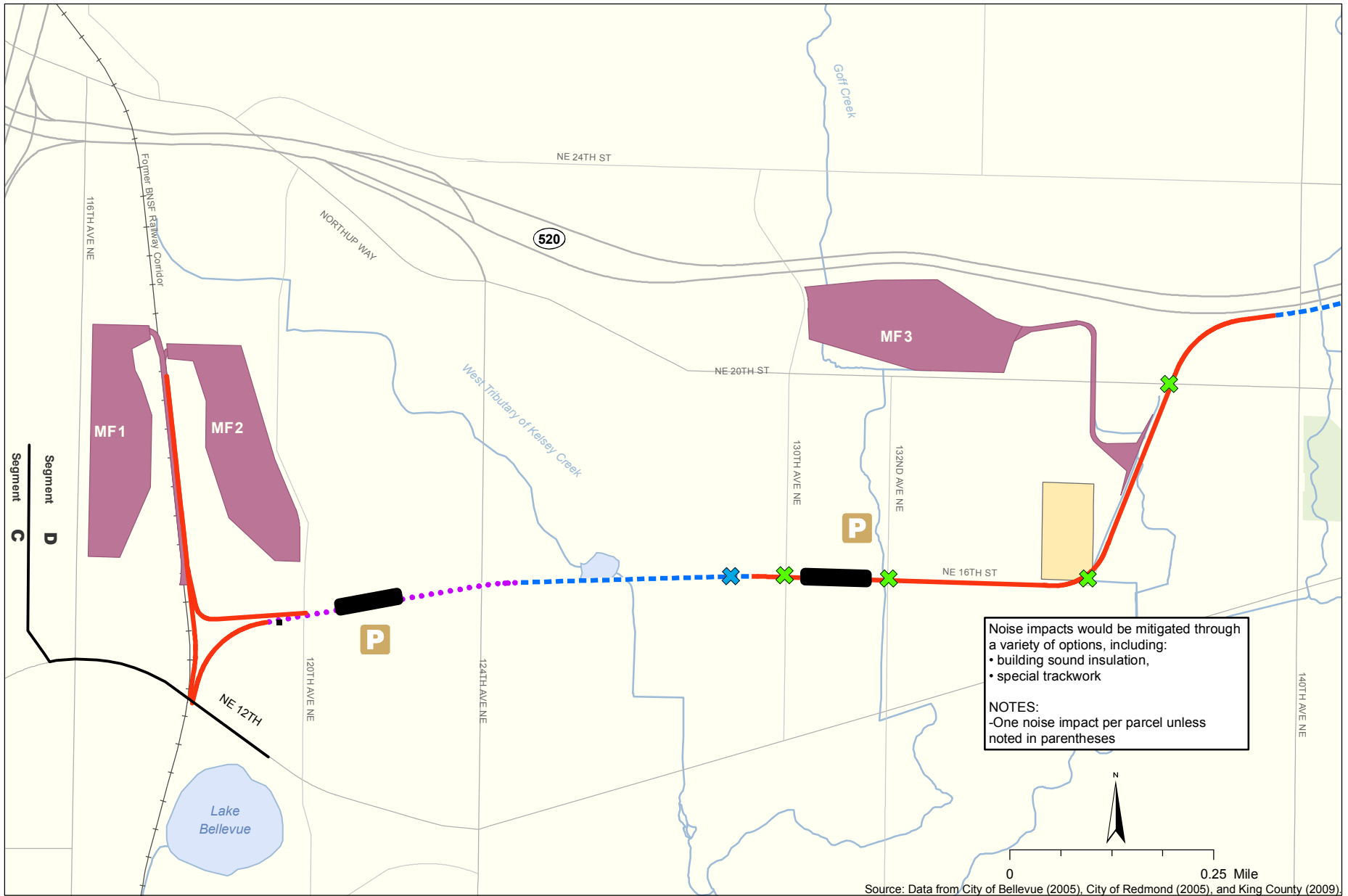


Exhibit A-28-Nb
Noise Impacts
Segment C
C14E
East Link Project



Noise impacts would be mitigated through a variety of options, including:

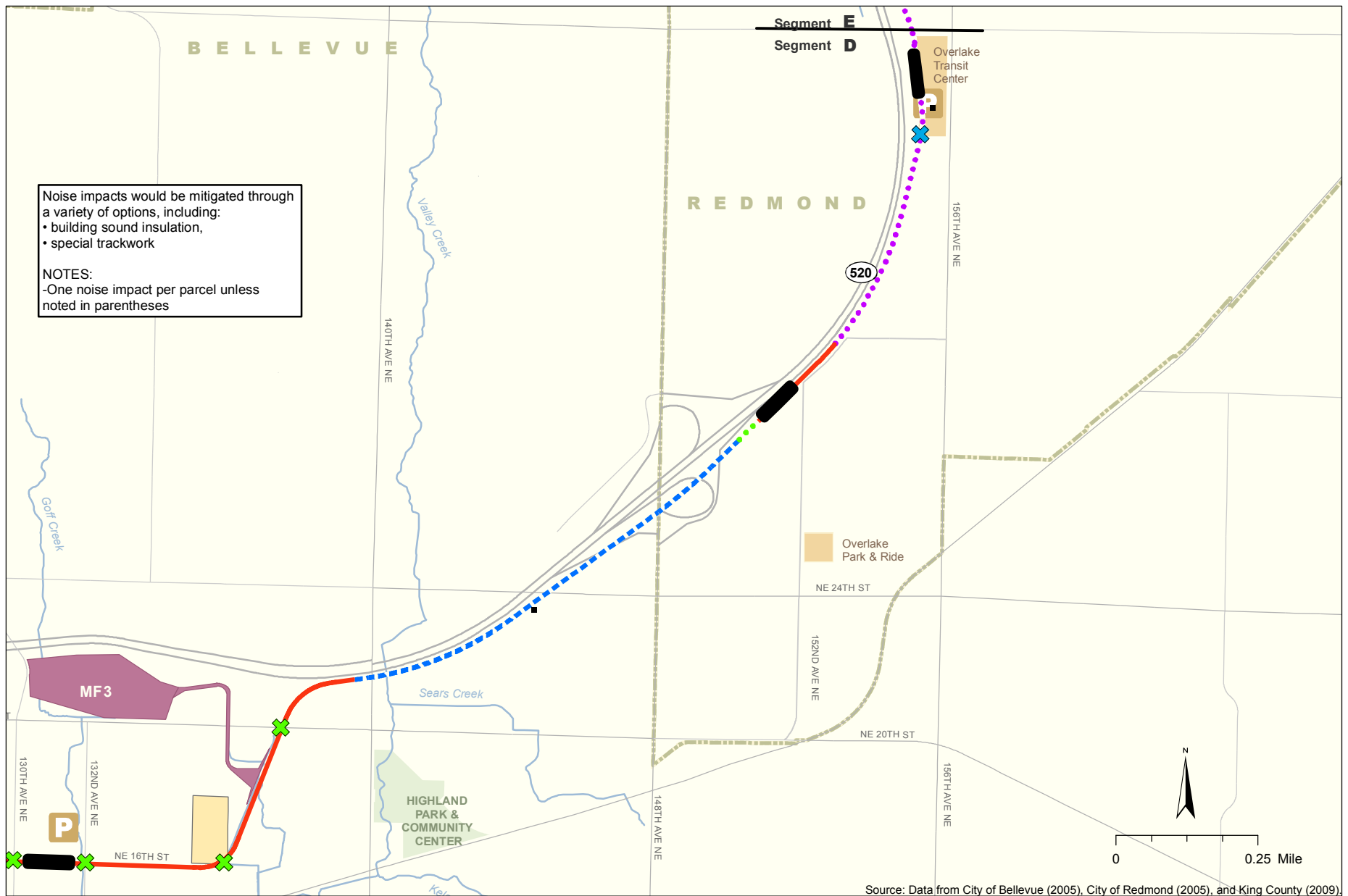
- building sound insulation,
- special trackwork

NOTES:

- One noise impact per parcel unless noted in parentheses

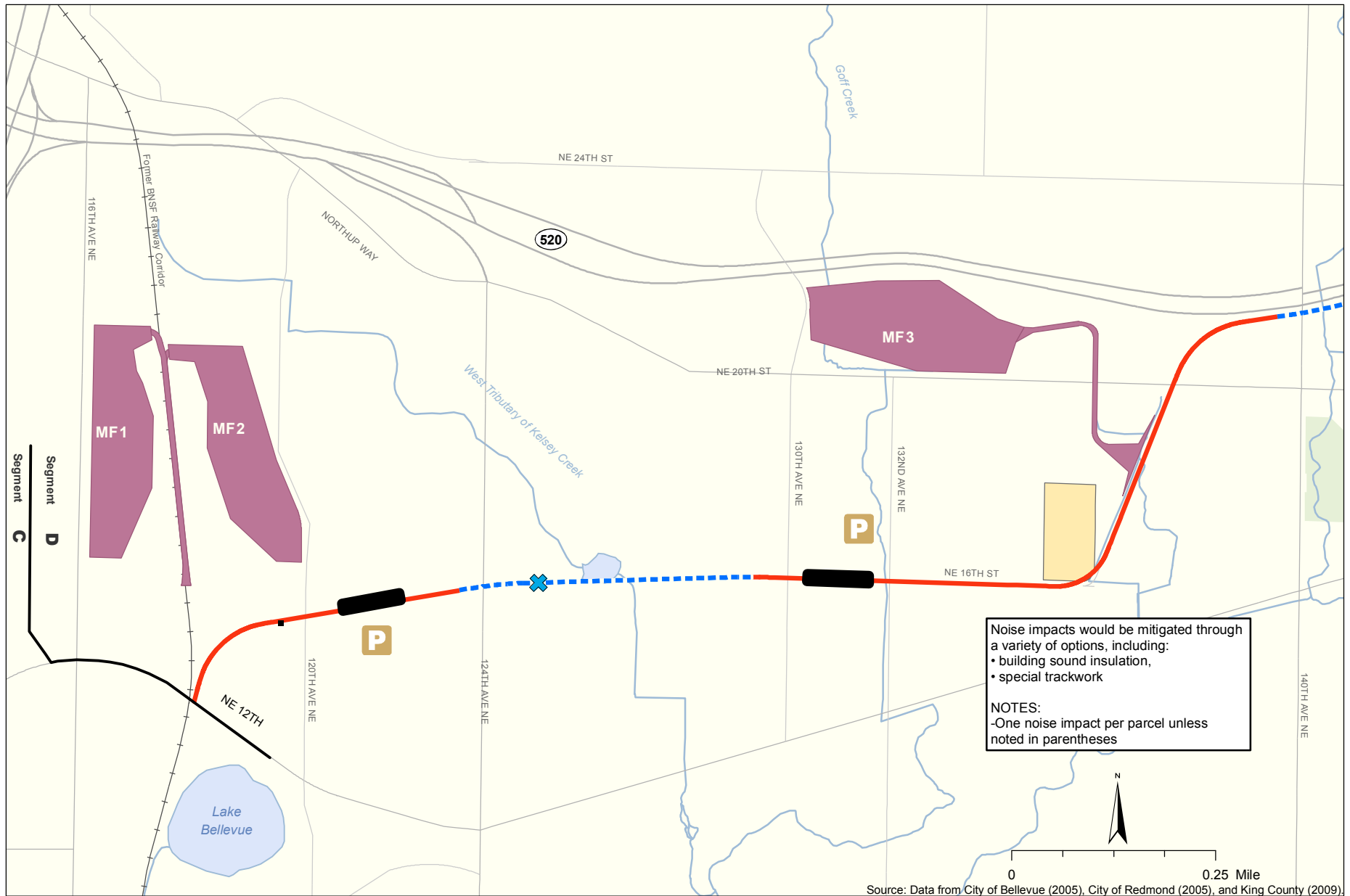
- | | | | |
|-------------------------|---|--------------------------------|----------------------------|
| — At-Grade Route | ■ Traction Power Substation | — Proposed Sound Wall Location | ■ Moderate |
| --- Elevated Route | ■ Proposed Station | ⌘ Crossover Location | ■ Severe |
| ... Retained-Cut Route | ■ Maintenance Facility and Access Track | ⌘ Gated Crossing | ■ Both Moderate and Severe |
| ... Retained-Fill Route | ■ New and/or Expanded Park-and-Ride Lot | ⌘ Shared Crossing (No Gates) | ■ No Noise Impact |
| --- Tunnel Route | | | |

Exhibit A-29-Na
Noise Impacts
Segment D, D2A
East Link Project



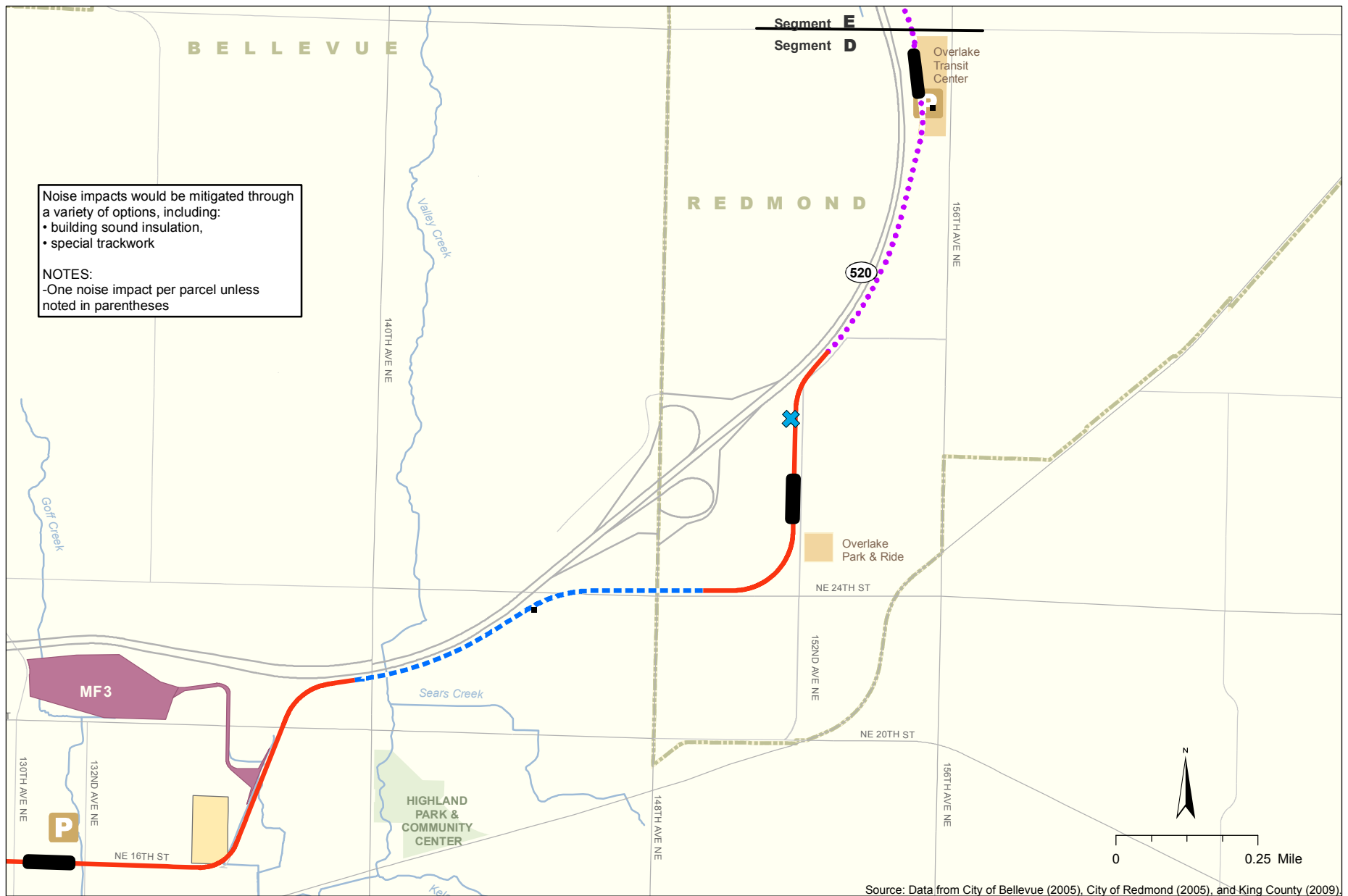
- | | | | |
|-------------------------|---|--------------------------------|----------------------------|
| — At-Grade Route | ■ Traction Power Substation | ✕ Crossover Location | ■ Moderate |
| --- Elevated Route | ■ Proposed Station | ✕ Gated Crossing | ■ Severe |
| ... Retained-Cut Route | ■ Maintenance Facility and Access Track | ✕ Shared Crossing (No Gates) | ■ Both Moderate and Severe |
| ... Retained-Fill Route | ■ New and/or Expanded Park-and-Ride Lot | — Proposed Sound Wall Location | ■ No Noise Impact |
| --- Tunnel Route | | | |

Exhibit A-29-Nb
Noise Impacts
Segment D, D2A
 East Link Project



- | | | | |
|-------------------------|---|--------------------------------|----------------------------|
| — At-Grade Route | ■ Traction Power Substation | — Proposed Sound Wall Location | ■ Moderate |
| --- Elevated Route | ■ Proposed Station | × Crossover Location | ■ Severe |
| ... Retained-Cut Route | ■ Maintenance Facility and Access Track | × Gated Crossing | ■ Both Moderate and Severe |
| ... Retained-Fill Route | ■ New and/or Expanded Park-and-Ride Lot | × Shared Crossing (No Gates) | ■ No Noise Impact |
| --- Tunnel Route | | | |

Exhibit A-30-Na
Noise Impacts
Segment D, D2A
Design Option
East Link Project



- | | | | |
|-------------------------|---|--------------------------------|----------------------------|
| — At-Grade Route | ■ Traction Power Substation | ✕ Crossover Location | ■ Moderate |
| --- Elevated Route | ■ Proposed Station | ✕ Gated Crossing | ■ Severe |
| ... Retained-Cut Route | ■ Maintenance Facility and Access Track | ✕ Shared Crossing (No Gates) | ■ Both Moderate and Severe |
| ... Retained-Fill Route | P New and/or Expanded Park-and-Ride Lot | — Proposed Sound Wall Location | ■ No Noise Impact |
| - - - Tunnel Route | | | |

Exhibit A-30-Nb
Noise Impacts
Segment D, D2A
Design Option
East Link Project

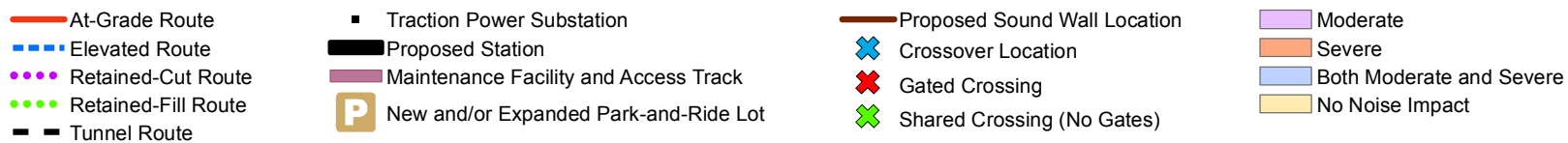
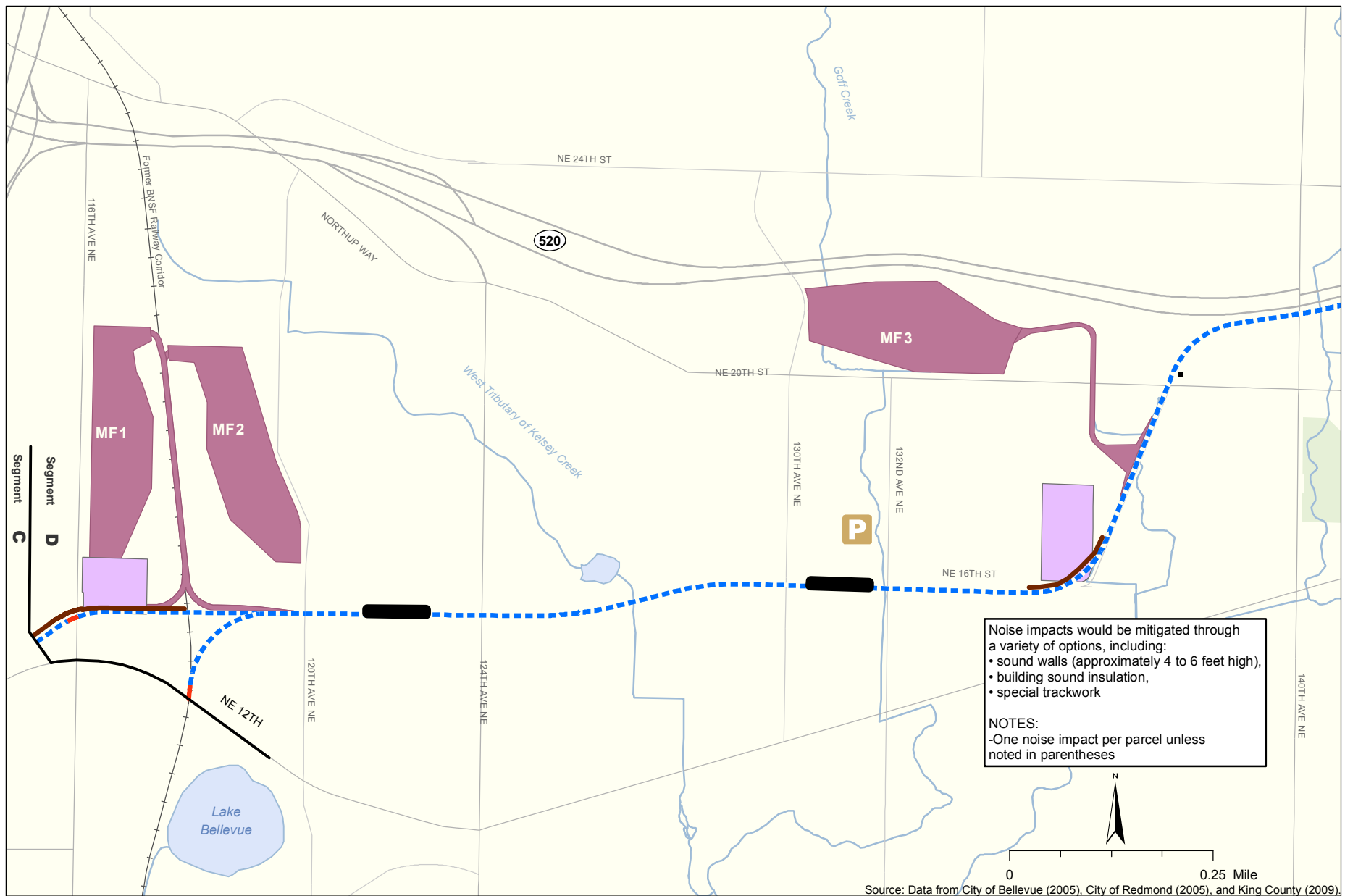
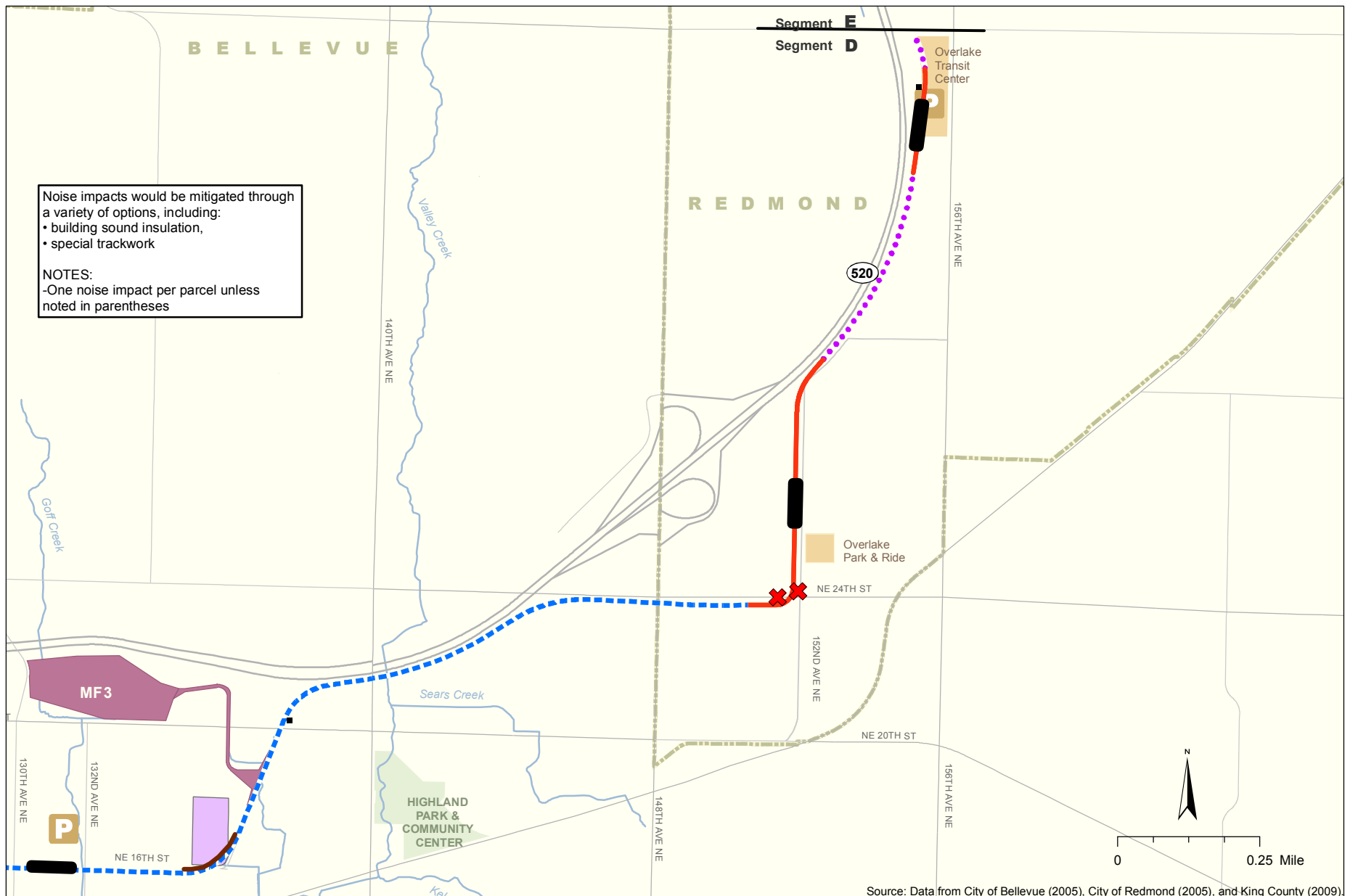
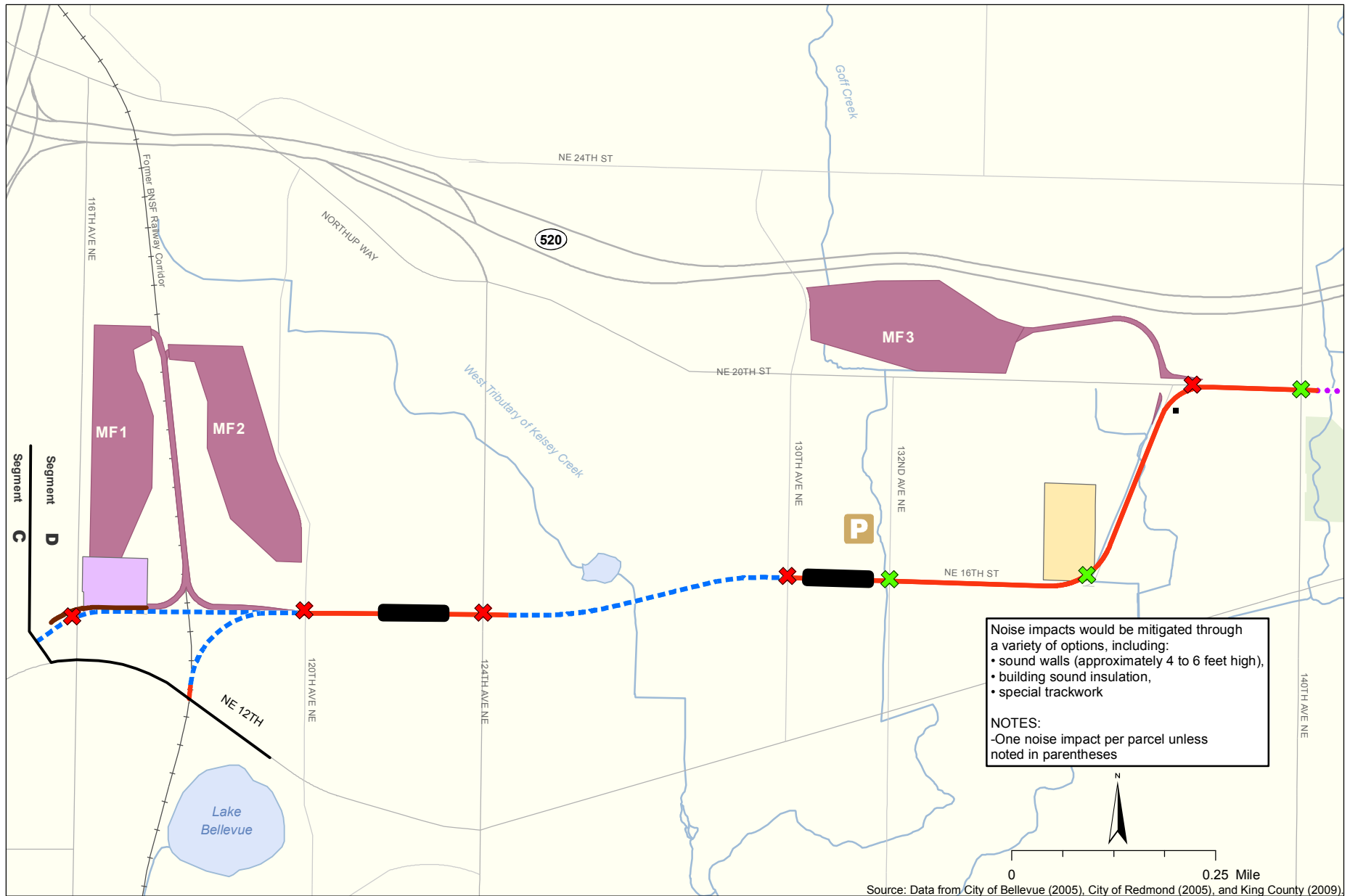


Exhibit A-31-Na
Noise Impacts
Segment D, D2E
East Link Project



- | | | | |
|-------------------------|---|--------------------------------|----------------------------|
| — At-Grade Route | ■ Traction Power Substation | ✕ Crossover Location | ■ Moderate |
| - - - Elevated Route | ■ Proposed Station | ✕ Gated Crossing | ■ Severe |
| ... Retained-Cut Route | ■ Maintenance Facility and Access Track | ✕ Shared Crossing (No Gates) | ■ Both Moderate and Severe |
| ... Retained-Fill Route | P New and/or Expanded Park-and-Ride Lot | — Proposed Sound Wall Location | ■ No Noise Impact |
| - - - Tunnel Route | | | |

Exhibit A-31-Nb
Noise Impacts
Segment D, D2E
East Link Project



Noise impacts would be mitigated through a variety of options, including:

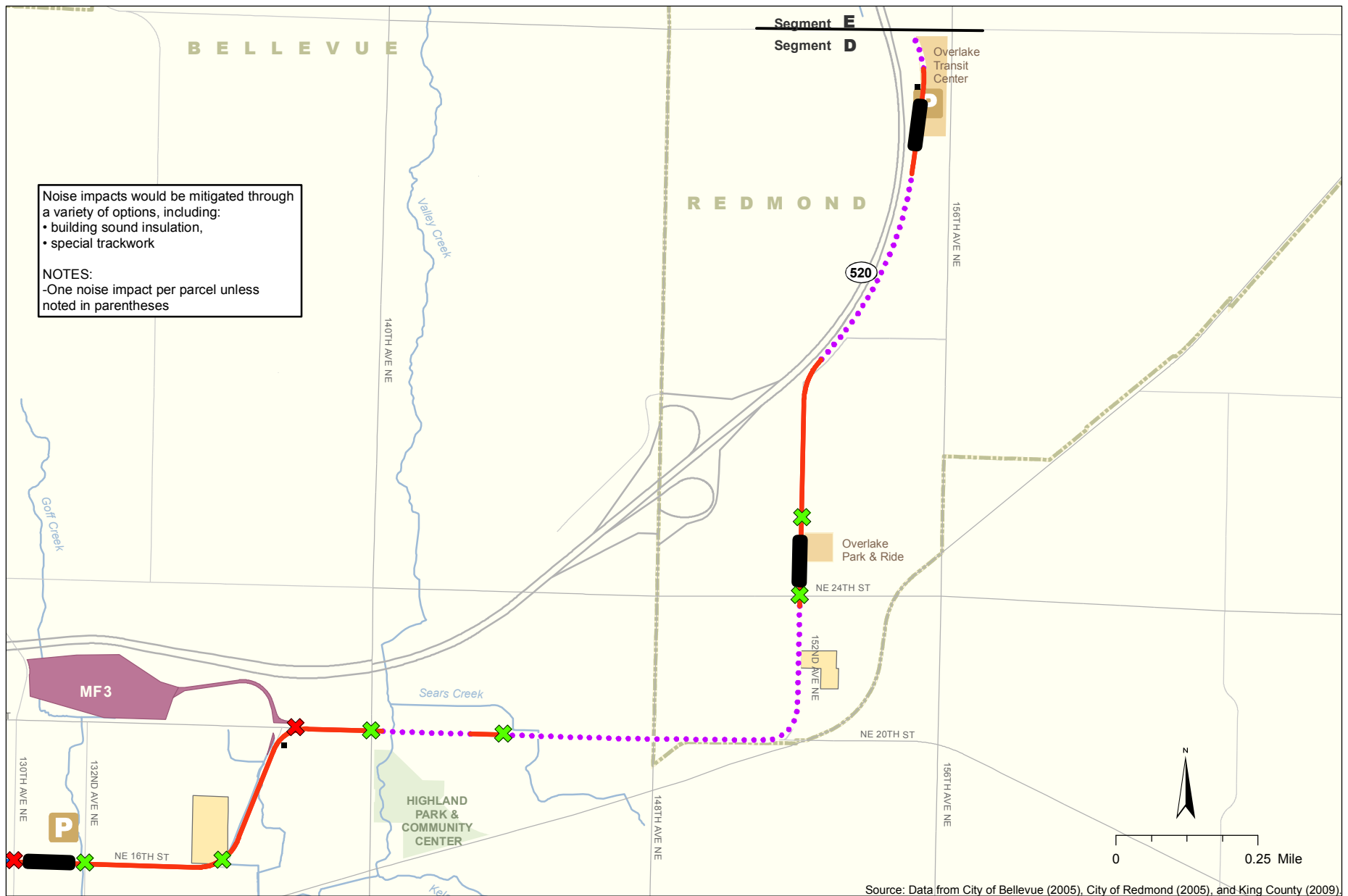
- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

NOTES:

- One noise impact per parcel unless noted in parentheses

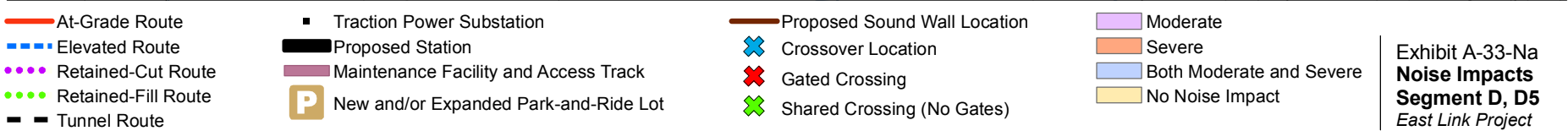
- | | | | |
|-------------------------|---|--------------------------------|----------------------------|
| — At-Grade Route | ■ Traction Power Substation | — Proposed Sound Wall Location | ■ Moderate |
| --- Elevated Route | ■ Proposed Station | × Crossover Location | ■ Severe |
| ... Retained-Cut Route | ■ Maintenance Facility and Access Track | × Gated Crossing | ■ Both Moderate and Severe |
| ... Retained-Fill Route | P New and/or Expanded Park-and-Ride Lot | × Shared Crossing (No Gates) | ■ No Noise Impact |
| — Tunnel Route | | | |

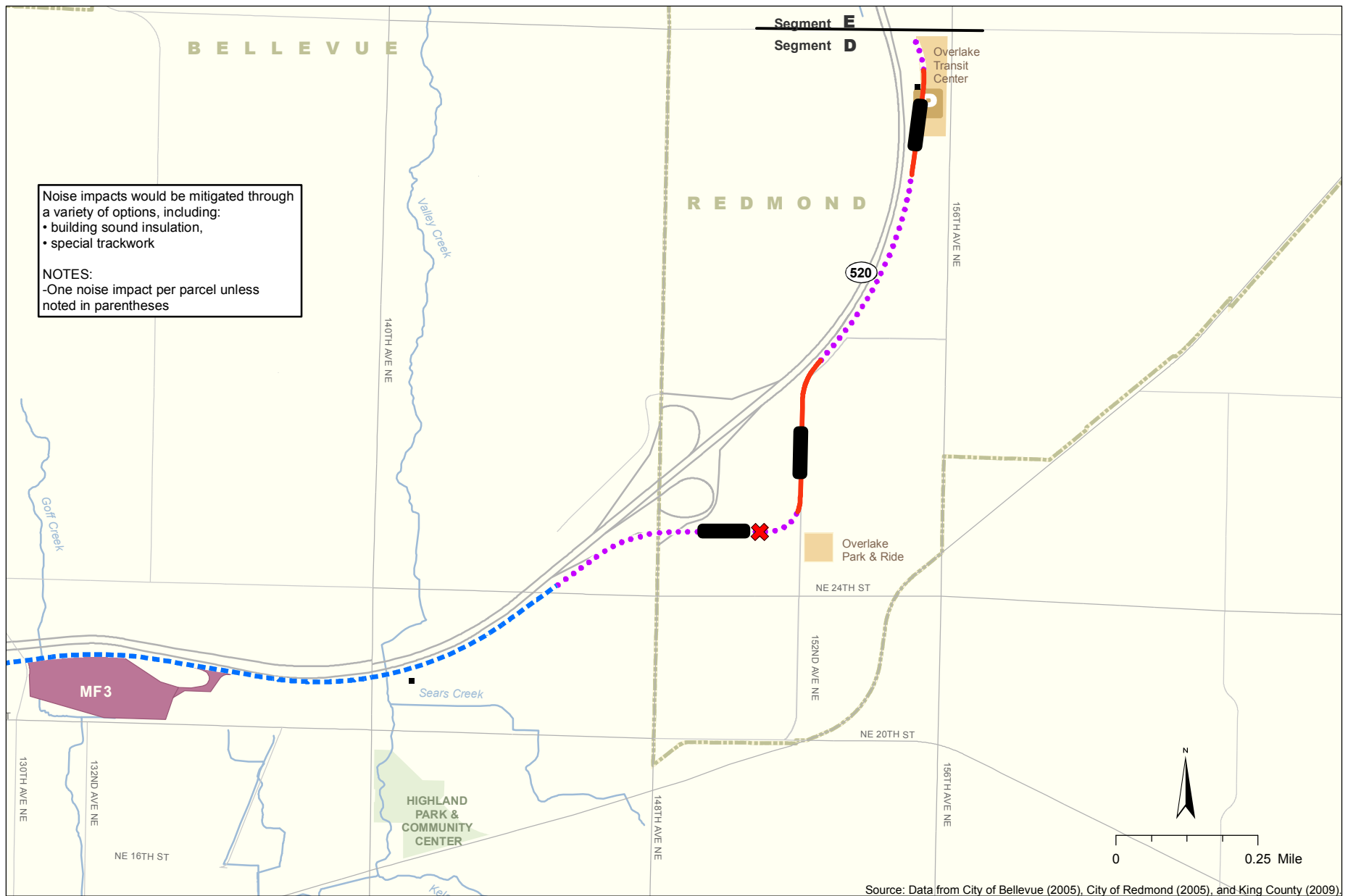
Exhibit A-32-Na
Noise Impacts
Segment D, D3
East Link Project



- | | | | |
|-------------------------|---|--------------------------------|----------------------------|
| — At-Grade Route | ■ Traction Power Substation | ✕ Crossover Location | ■ Moderate |
| — Elevated Route | ■ Proposed Station | ✕ Gated Crossing | ■ Severe |
| ... Retained-Cut Route | ■ Maintenance Facility and Access Track | ✕ Shared Crossing (No Gates) | ■ Both Moderate and Severe |
| ... Retained-Fill Route | P New and/or Expanded Park-and-Ride Lot | — Proposed Sound Wall Location | ■ No Noise Impact |
| — Tunnel Route | | | |

**Exhibit A-32-Nb
Noise Impacts
Segment D, D3
East Link Project**





- | | | | |
|-------------------------|---|--------------------------------|----------------------------|
| — At-Grade Route | ■ Traction Power Substation | ✕ Crossover Location | ■ Moderate |
| --- Elevated Route | ■ Proposed Station | ✕ Gated Crossing | ■ Severe |
| ... Retained-Cut Route | ■ Maintenance Facility and Access Track | ✕ Shared Crossing (No Gates) | ■ Both Moderate and Severe |
| ... Retained-Fill Route | ■ New and/or Expanded Park-and-Ride Lot | — Proposed Sound Wall Location | ■ No Noise Impact |
| — Tunnel Route | | | |

Exhibit A-33-Nb
Noise Impacts
Segment D, D5
East Link Project

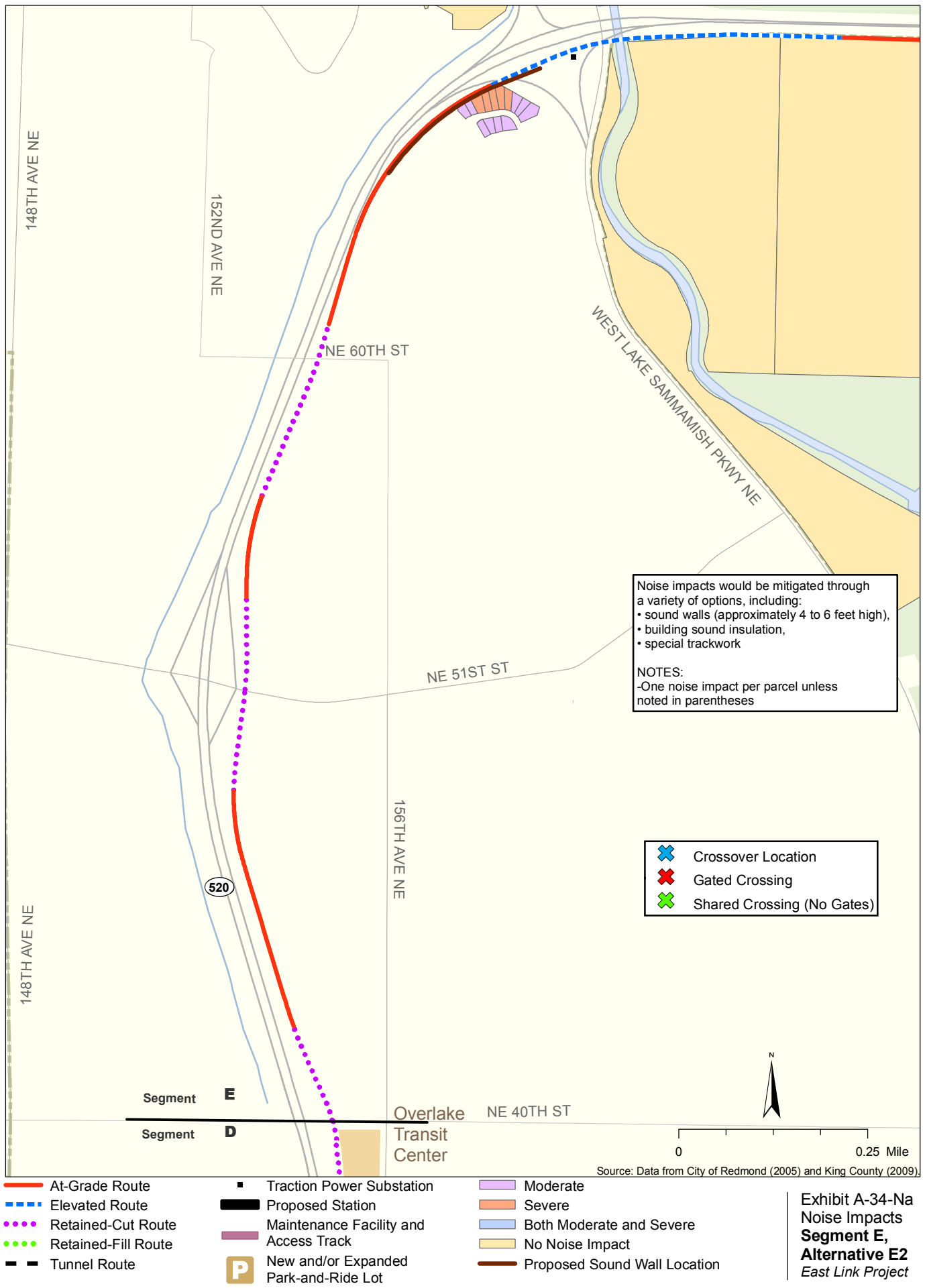
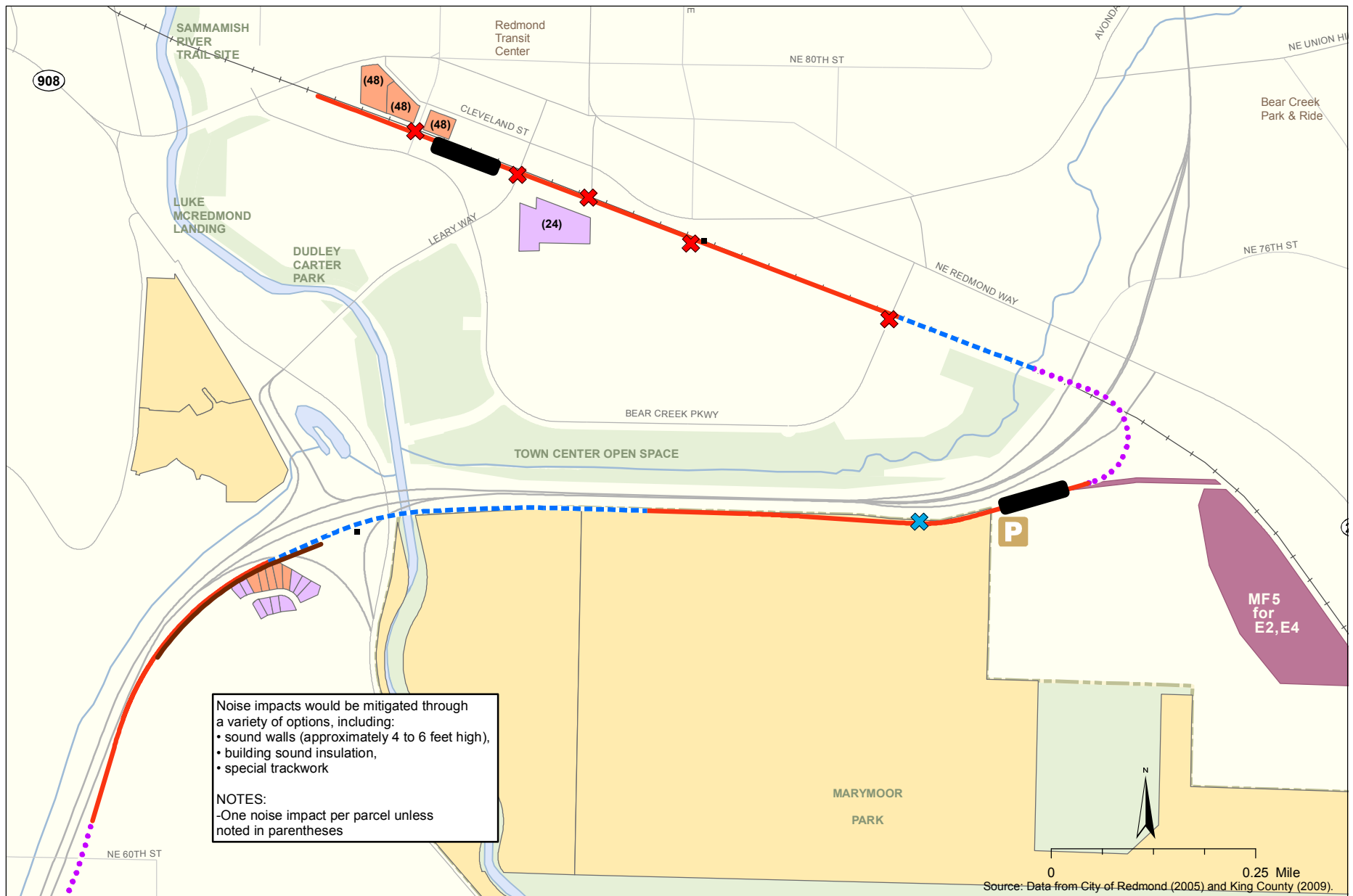


Exhibit A-34-Na
Noise Impacts
Segment E,
Alternative E2
East Link Project



- | | | | |
|-------------------------|---|--------------------------------|------------------------------|
| — At-Grade Route | ■ Traction Power Substation | — Proposed Sound Wall Location | ✕ Crossover Location |
| - - - Elevated Route | ■ Proposed Station | — Moderate | ✕ Gated Crossing |
| ••• Retained-Cut Route | ■ Maintenance Facility and Access Track | — Severe | ✕ Shared Crossing (No Gates) |
| ••• Retained-Fill Route | ■ New and/or Expanded Park-and-Ride Lot | — Both Moderate and Severe | |
| — Tunnel Route | | — No Noise Impact | |

Exhibit A-34-Nb
Noise Impacts
Segment E,
Alternative E2
East Link Project

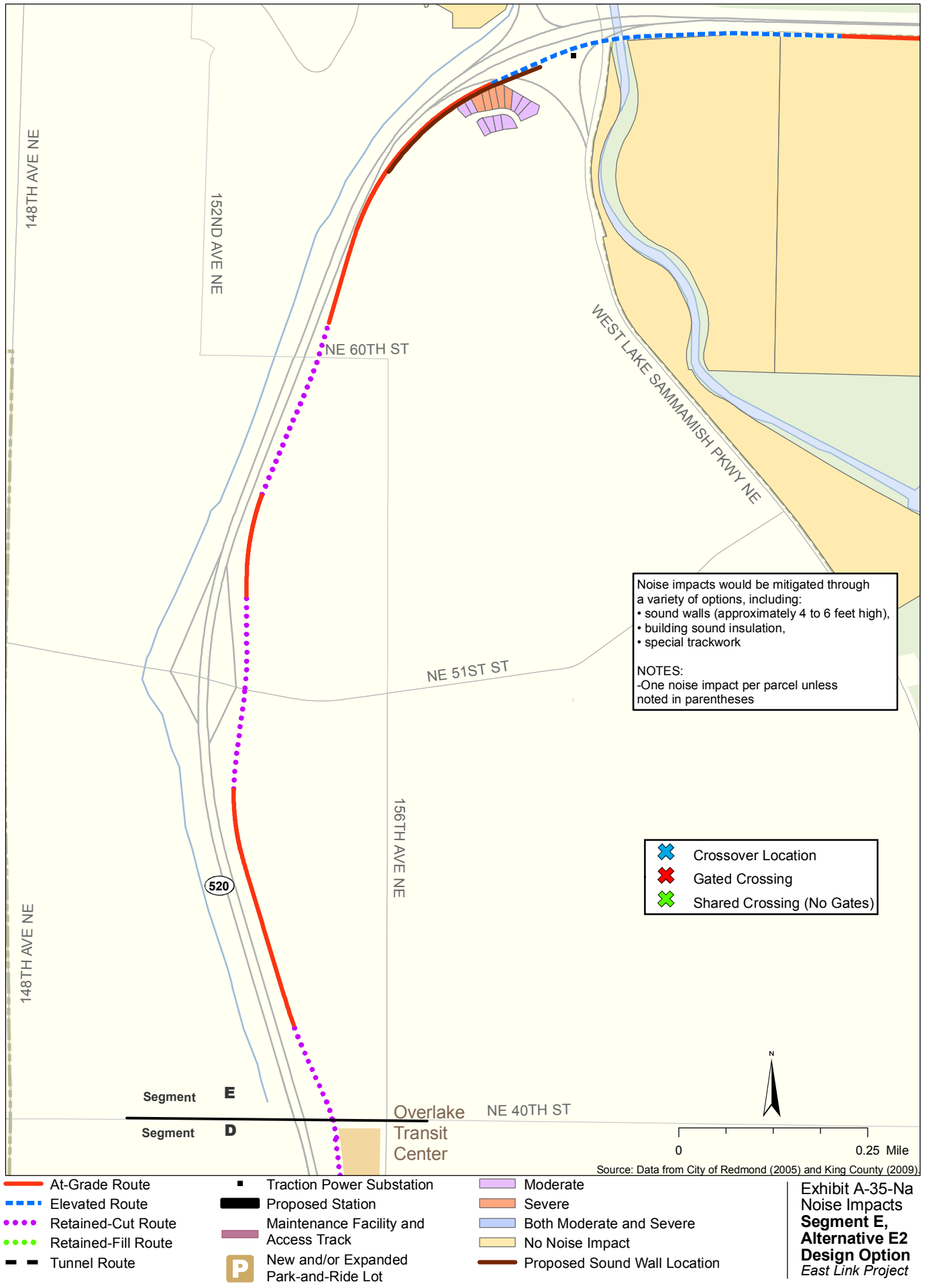
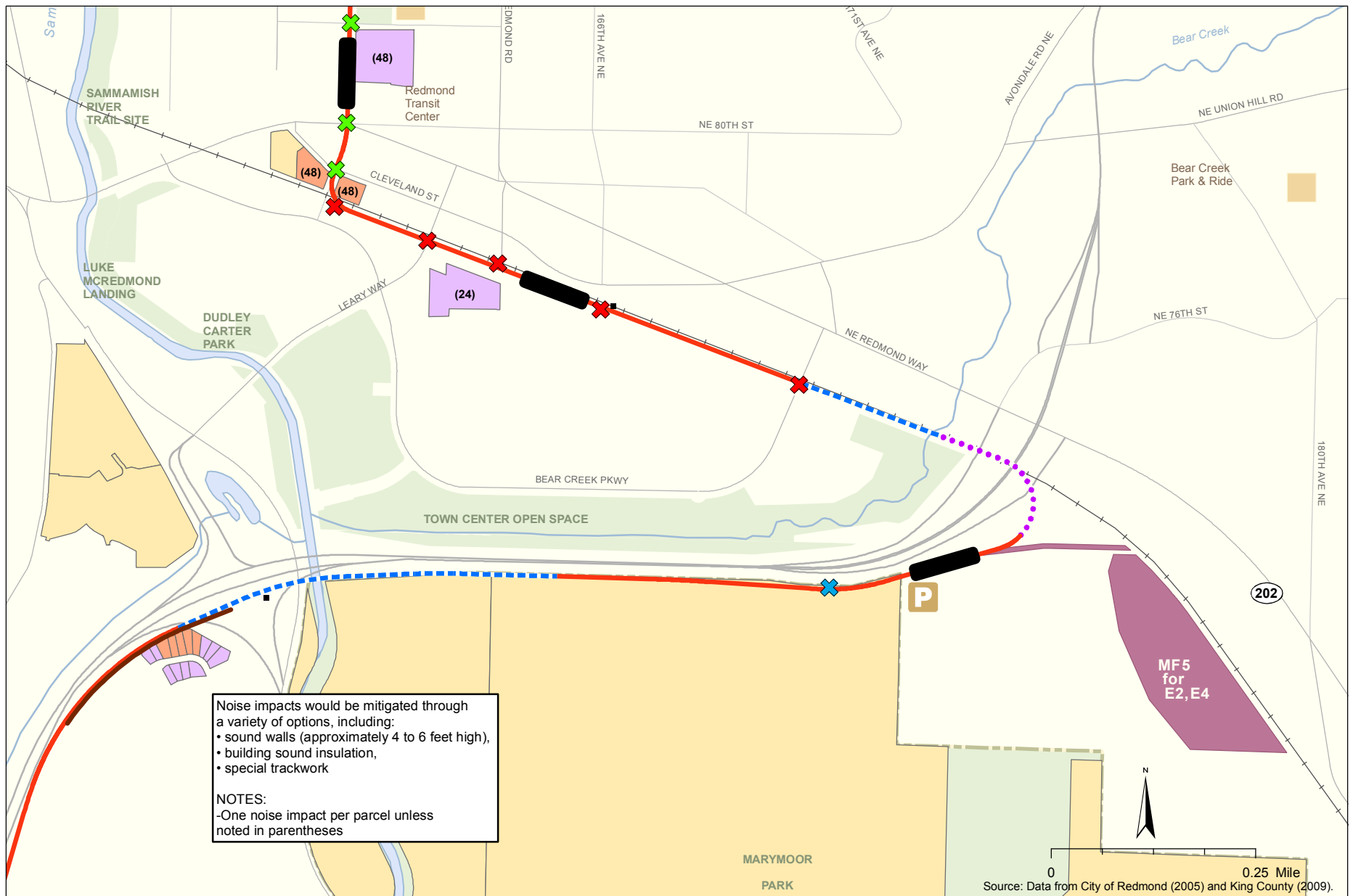
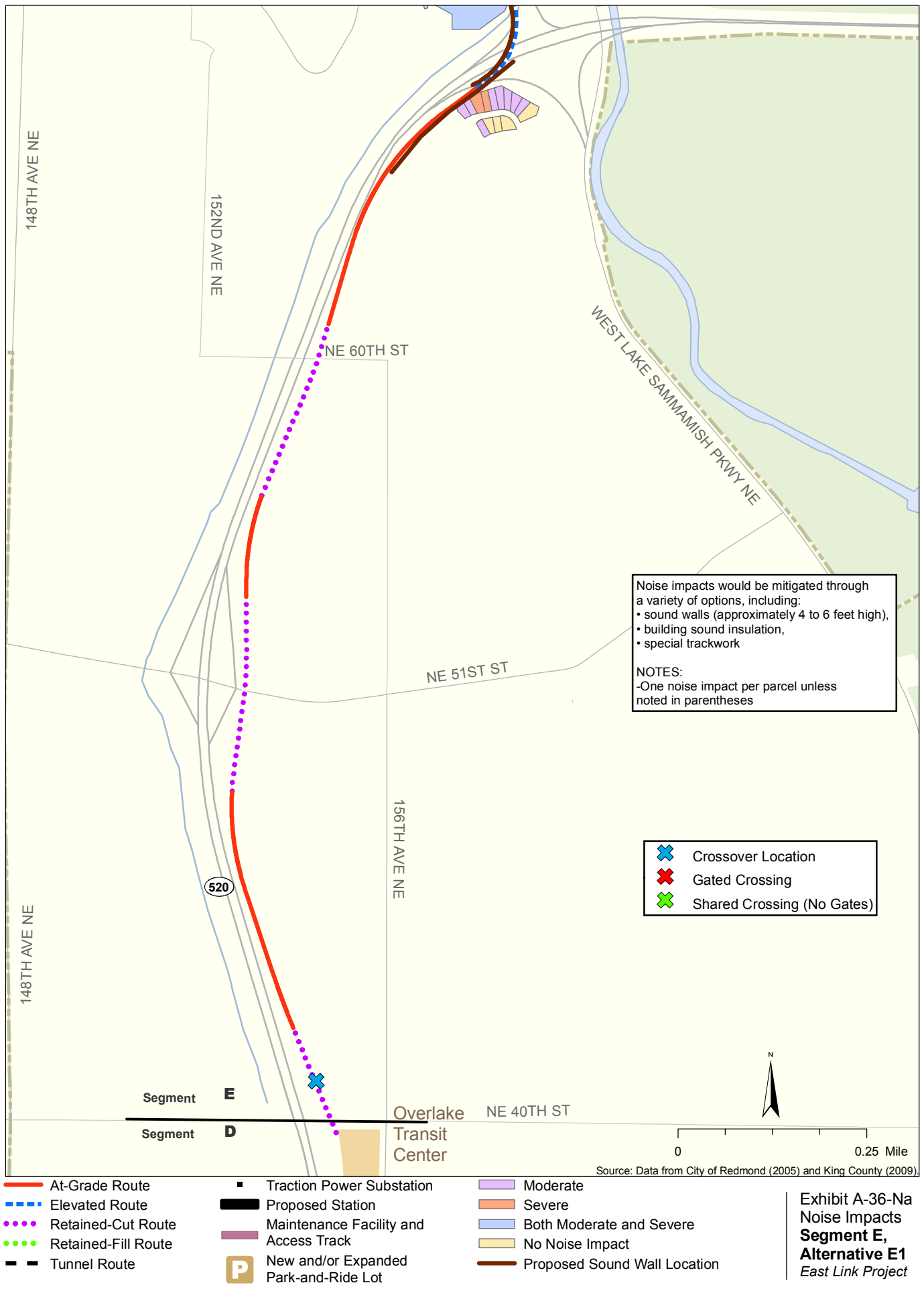


Exhibit A-35-Na
Noise Impacts
Segment E,
Alternative E2
Design Option
East Link Project



- | | | | |
|-----------------------|---|--------------------------------|------------------------------|
| — At-Grade Route | ■ Traction Power Substation | — Proposed Sound Wall Location | ⚡ Crossover Location |
| - - - Elevated Route | ■ Proposed Station | — Moderate | ✖ Gated Crossing |
| ⋯ Retained-Cut Route | ■ Maintenance Facility and Access Track | — Severe | ✚ Shared Crossing (No Gates) |
| ⋯ Retained-Fill Route | ■ New and/or Expanded Park-and-Ride Lot | — Both Moderate and Severe | |
| — Tunnel Route | | — No Noise Impact | |

Exhibit A-35-Nb
Noise Impacts
Segment E,
Alternative E2
Design Option
East Link Project



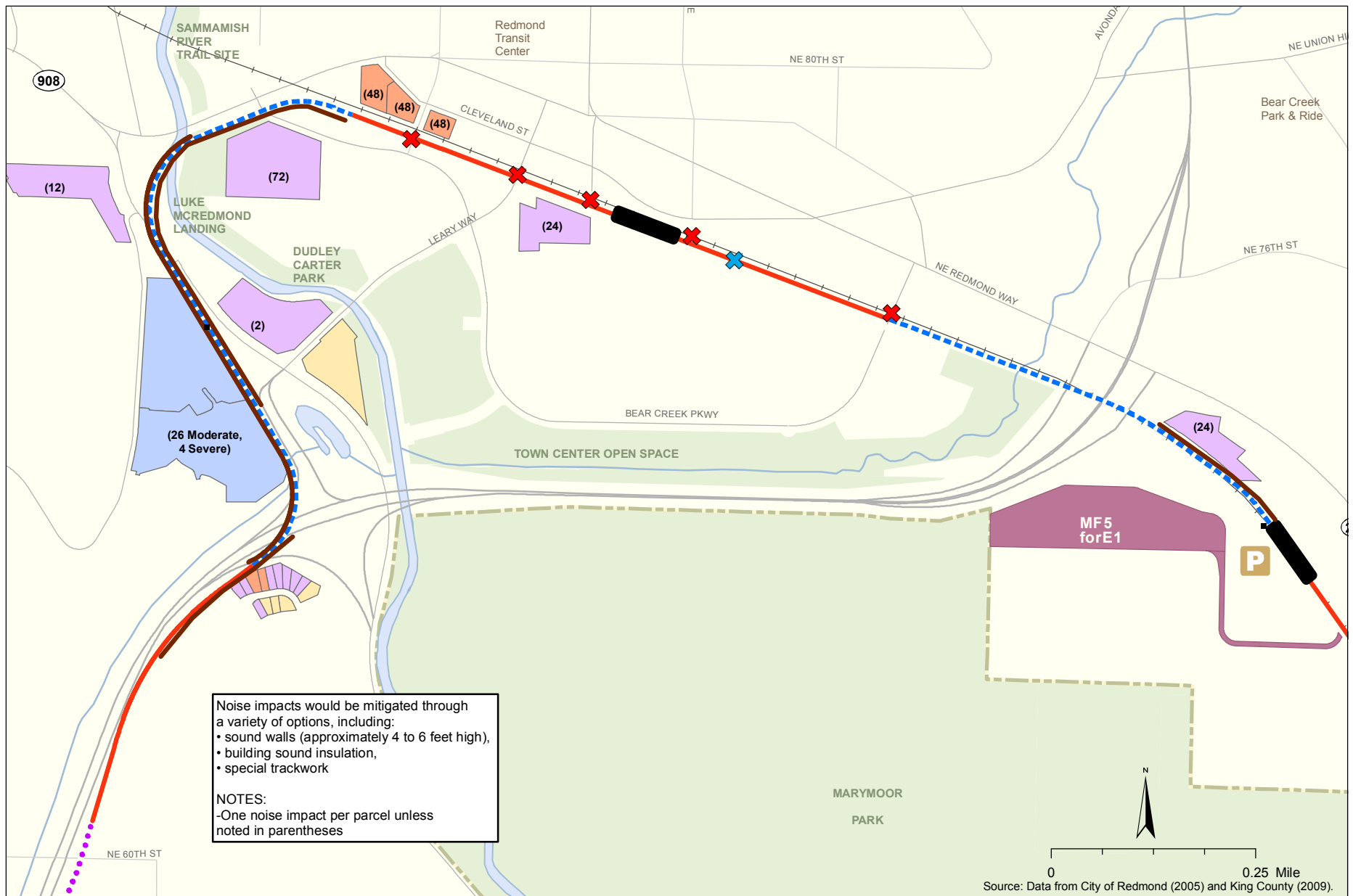
Noise impacts would be mitigated through a variety of options, including:

- sound walls (approximately 4 to 6 feet high),
- building sound insulation,
- special trackwork

NOTES:

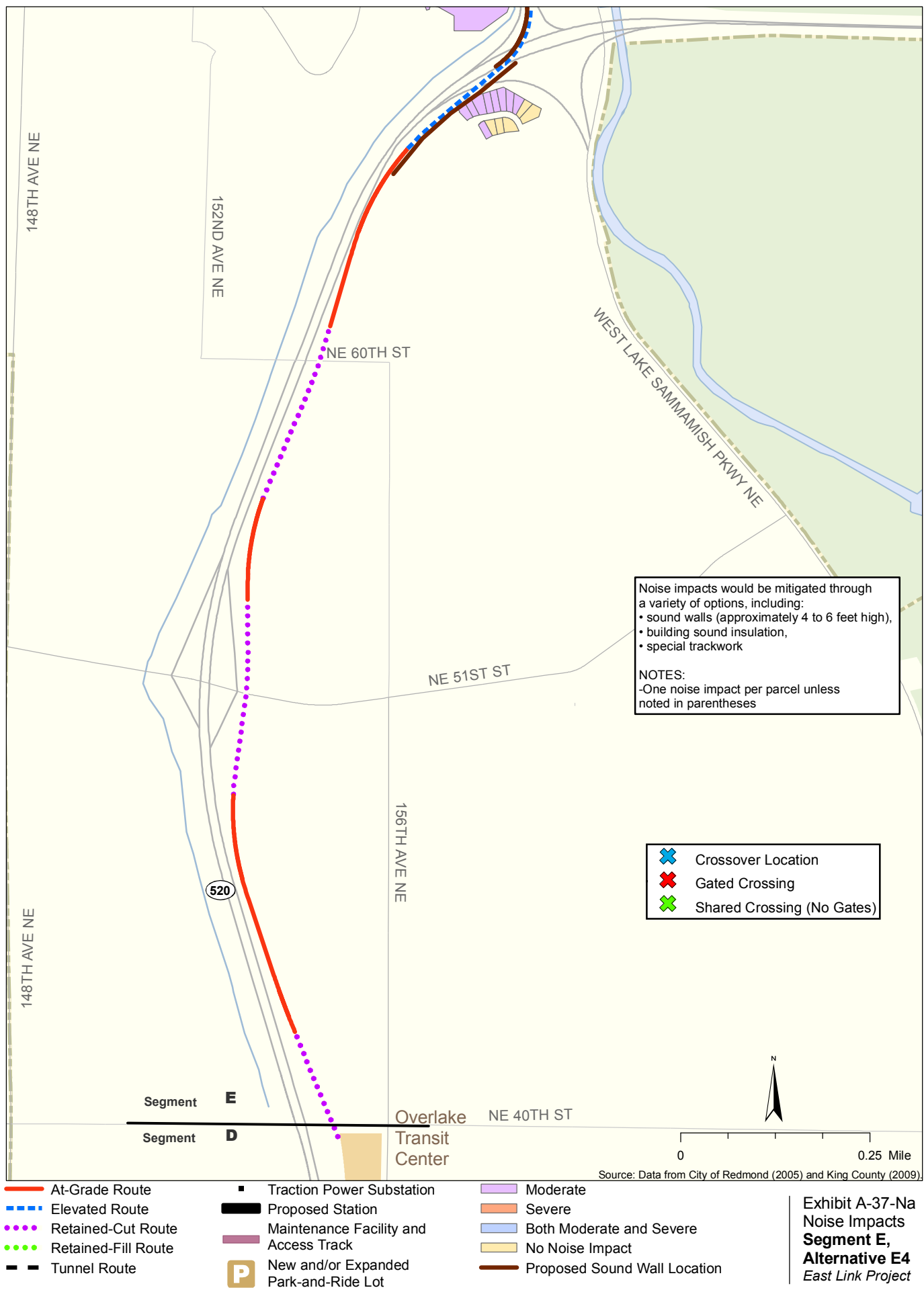
- One noise impact per parcel unless noted in parentheses

Crossover Location
 Gated Crossing
 Shared Crossing (No Gates)



- | | | | |
|---------------------------|---|--------------------------------|------------------------------|
| — At-Grade Route | ■ Traction Power Substation | — Proposed Sound Wall Location | ✕ Crossover Location |
| - - - Elevated Route | ■ Proposed Station | — Moderate | ✕ Gated Crossing |
| • • • Retained-Cut Route | ■ Maintenance Facility and Access Track | — Severe | ✕ Shared Crossing (No Gates) |
| • • • Retained-Fill Route | ■ New and/or Expanded Park-and-Ride Lot | — Both Moderate and Severe | |
| — Tunnel Route | | — No Noise Impact | |

Exhibit A-36-Nb
Noise Impacts
Segment E,
Alternative E1
East Link Project



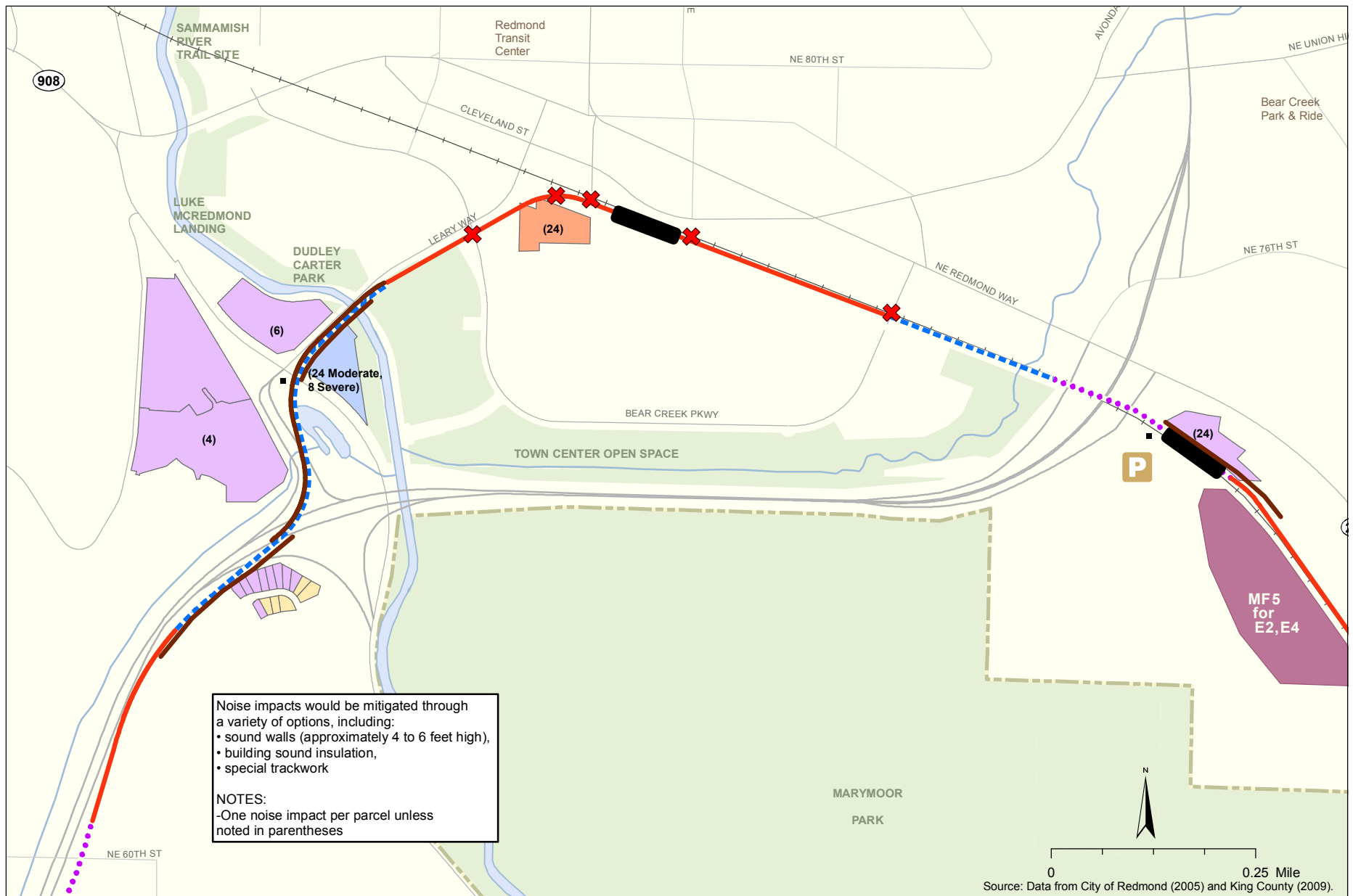
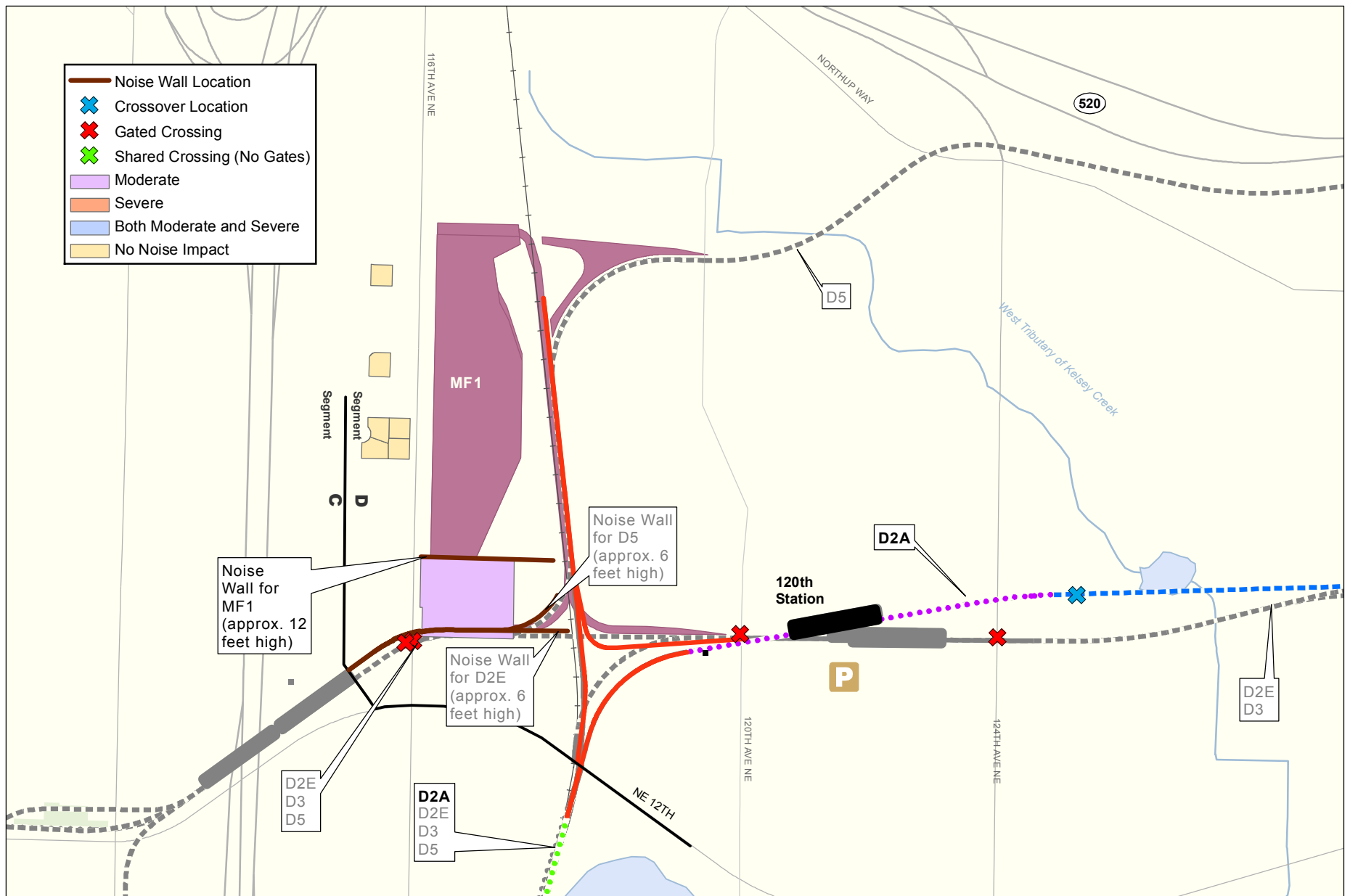


Exhibit A-37-Nb
Noise Impacts
Segment E,
Alternative E4
East Link Project



- Preferred Alternative D2A**
- At-Grade Route
 - Elevated Route
 - Retained-Cut Route
 - Retained-Fill Route
 - Tunnel Route
- Other Alternatives D3**
- At-Grade Route
 - Elevated Route
 - Retained-Cut or Retained-Fill Route
 - Tunnel Route

- Traction Power Substation
- Proposed Station
- Maintenance Facility and Access Track
- New and/or Expanded Park-and-Ride Lot

Source: Data from City of Bellevue (2005), City of Redmond (2005), and King County (2006).



Exhibit A-38
Noise Impacts
Maintenance Facility
Alternative MF1
East Link Project

Vibration

The maps in this section depict vibration and groundborne noise impacts by parcel for the project alternatives and design options. Properties presumed to be displaced for the project are not shown as being impacted.



Source: Data from City of Seattle (2002), King County (2009), and Sound Transit (2007).

- | | |
|---------------------------|--|
| — At-Grade Route | ● Proposed Station |
| - - - Elevated Route | ■ Traction Power Substation |
| • • • Retained-Cut Route | ⋈ Crossover Location |
| • • • Retained-Fill Route | ✗ Gated Crossing |
| — Tunnel Route | ▨ Potential for Vibration Impacts (Impacts can be Mitigated) |

Exhibit A-1-Va
Vibration Impacts
Segment A,
Alternative A1
East Link Project



Source: Data from City of Seattle (2002), King County (2009), and Sound Transit (2007).

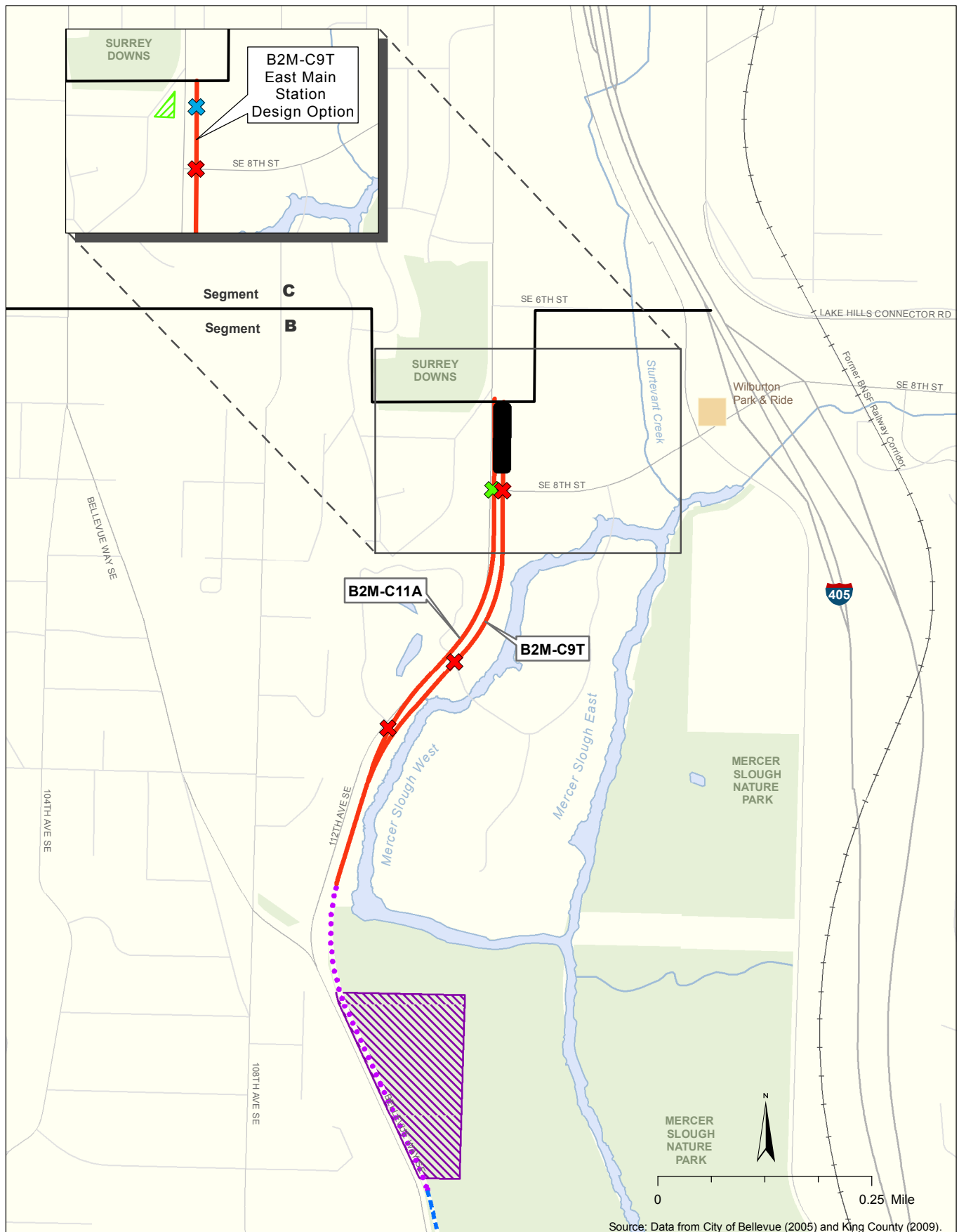
- | | |
|-----------------------|--|
| — At-Grade Route | ● Proposed Station |
| — Elevated Route | ■ Traction Power Substation |
| — Retained-Cut Route | ⋈ Crossover Location |
| — Retained-Fill Route | ✕ Gated Crossing |
| — Tunnel Route | ▨ Potential for Vibration Impacts (Impacts can be Mitigated) |

Exhibit A-1-Vb
Vibration Impacts
Segment A,
Alternative A1
East Link Project



- | | | |
|--|--|--|
| — At-Grade Route | ■ Traction Power Substation | ✕ Crossover Location |
| - - - Elevated Route | P Proposed Station | ✕ Gated Crossing |
| ... Retained-Cut Route | P New and/or Expanded Park-and-Ride Lot | ✕ Shared Crossing (No Gates) |
| ... Retained-Fill Route | | ✕ Potential for Groundborne Noise Impacts (Impacts can be Mitigated) |
| - - - Tunnel Route | | |

Exhibit A-2-Va
Vibration Impacts
Segment B,
B2M
East Link Project



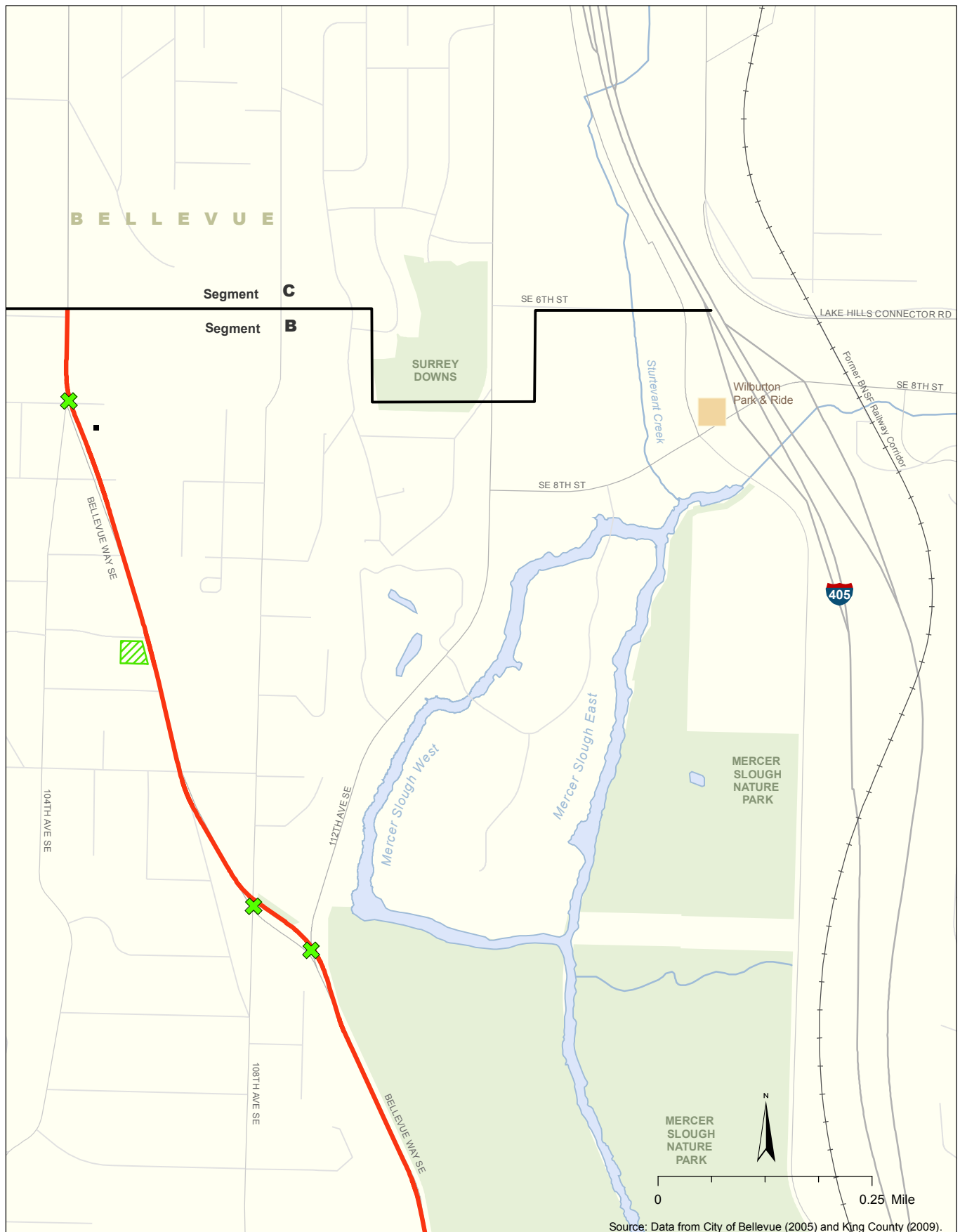
- | | | | |
|-----------------------|---|------------------------------|--|
| — At-Grade Route | ■ Traction Power Substation | ⌘ Crossover Location | ▨ Potential for Vibration Impacts (Impacts can be Mitigated) |
| - - - Elevated Route | ■ Proposed Station | ✕ Gated Crossing | ▨ Potential for Groundborne Noise Impacts (Impacts can be Mitigated) |
| ⋯ Retained-Cut Route | P New and/or Expanded Park-and-Ride Lot | ✕ Shared Crossing (No Gates) | |
| ⋯ Retained-Fill Route | | | |
| - - - Tunnel Route | | | |

Exhibit A-2-Vb
Vibration Impacts
Segment B,
B2M
East Link Project



- | | | |
|-----------------------|--|--|
| — At-Grade Route | ■ Traction Power Substation | ⊕ Crossover Location |
| - - - Elevated Route | ■ Proposed Station | ⊗ Gated Crossing |
| ⋯ Retained-Cut Route | P New and/or Expanded Park-and-Ride Lot | ⊕ Shared Crossing (No Gates) |
| ⋯ Retained-Fill Route | | ▨ Potential for Vibration Impacts (Impacts can be Mitigated) |
| — Tunnel Route | | |

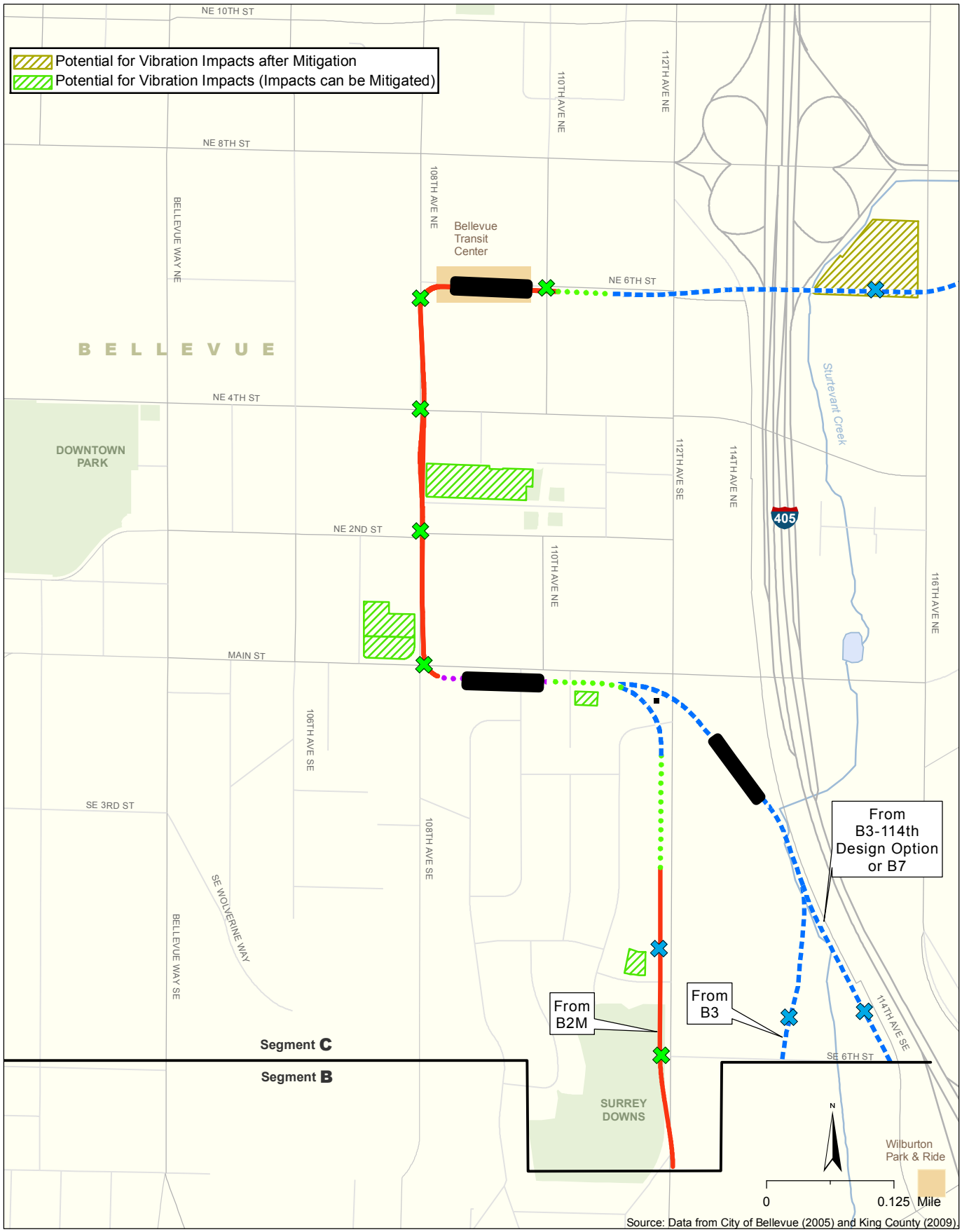
Exhibit A-3-Va
Vibration Impacts
Segment B,
B1
East Link Project



Source: Data from City of Bellevue (2005) and King County (2009).

- | | | |
|-------------------------|---|--|
| — At-Grade Route | ■ Traction Power Substation | ✕ Crossover Location |
| --- Elevated Route | ■ Proposed Station | ✕ Gated Crossing |
| ... Retained-Cut Route | ■ New and/or Expanded Park-and-Ride Lot | ✕ Shared Crossing (No Gates) |
| ... Retained-Fill Route | | ✕ Potential for Vibration Impacts (Impacts can be Mitigated) |
| --- Tunnel Route | | |

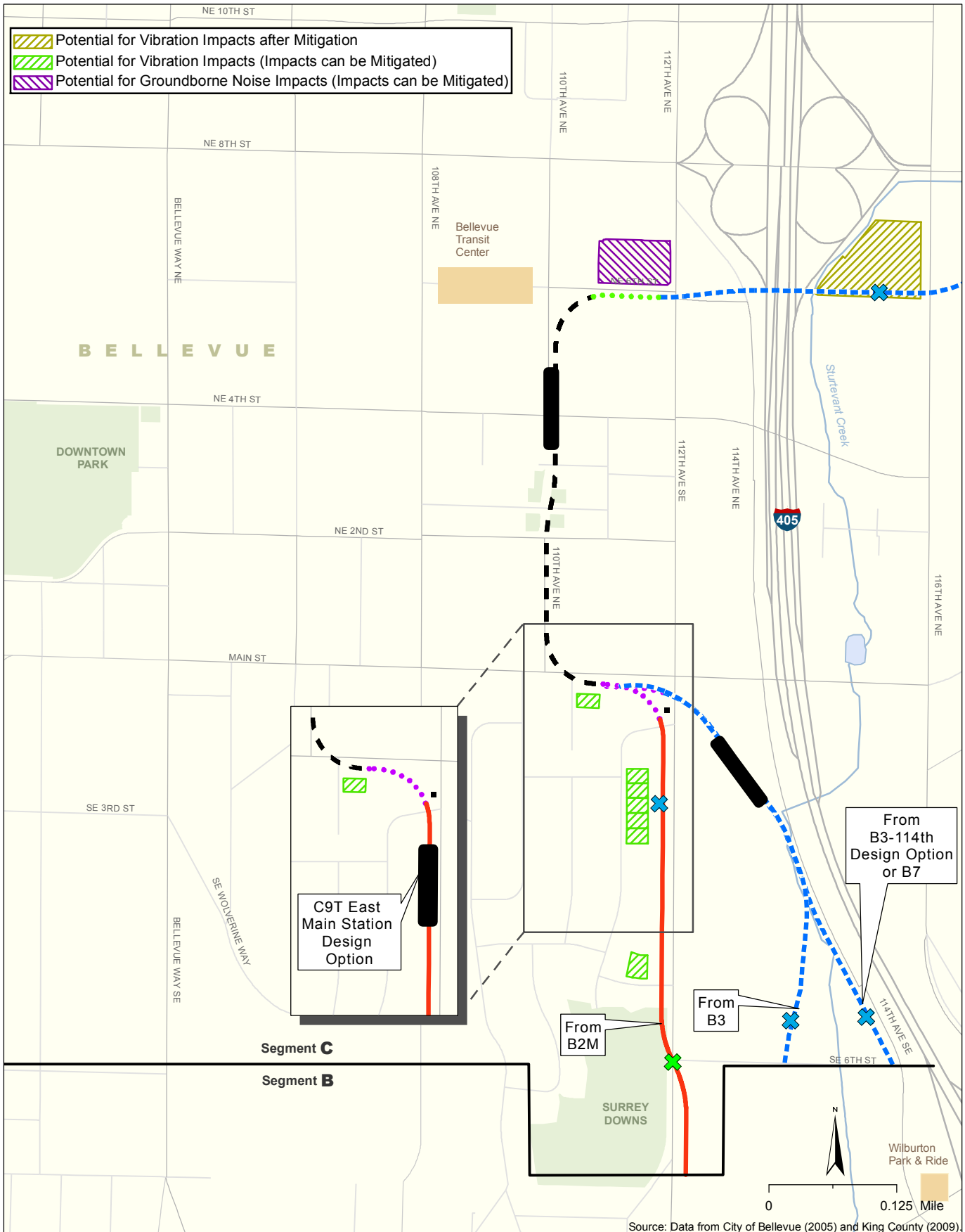
Exhibit A-3-Vb
Vibration Impacts
Segment B,
B1
East Link Project



- | | | |
|--|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | ■ Traction Power Substation |
| - - - Elevated Route | ✕ Crossover Location | |
| . . . Retained-Cut Route | ✕ Gated Crossing | |
| . . . Retained-Fill Route | ✕ Shared Crossing (No Gates) | |
| - - - Tunnel Route | | |
| Proposed Station | | |



Exhibit A-4-Vb
Vibration Impacts
Segment C
C11A
East Link Project



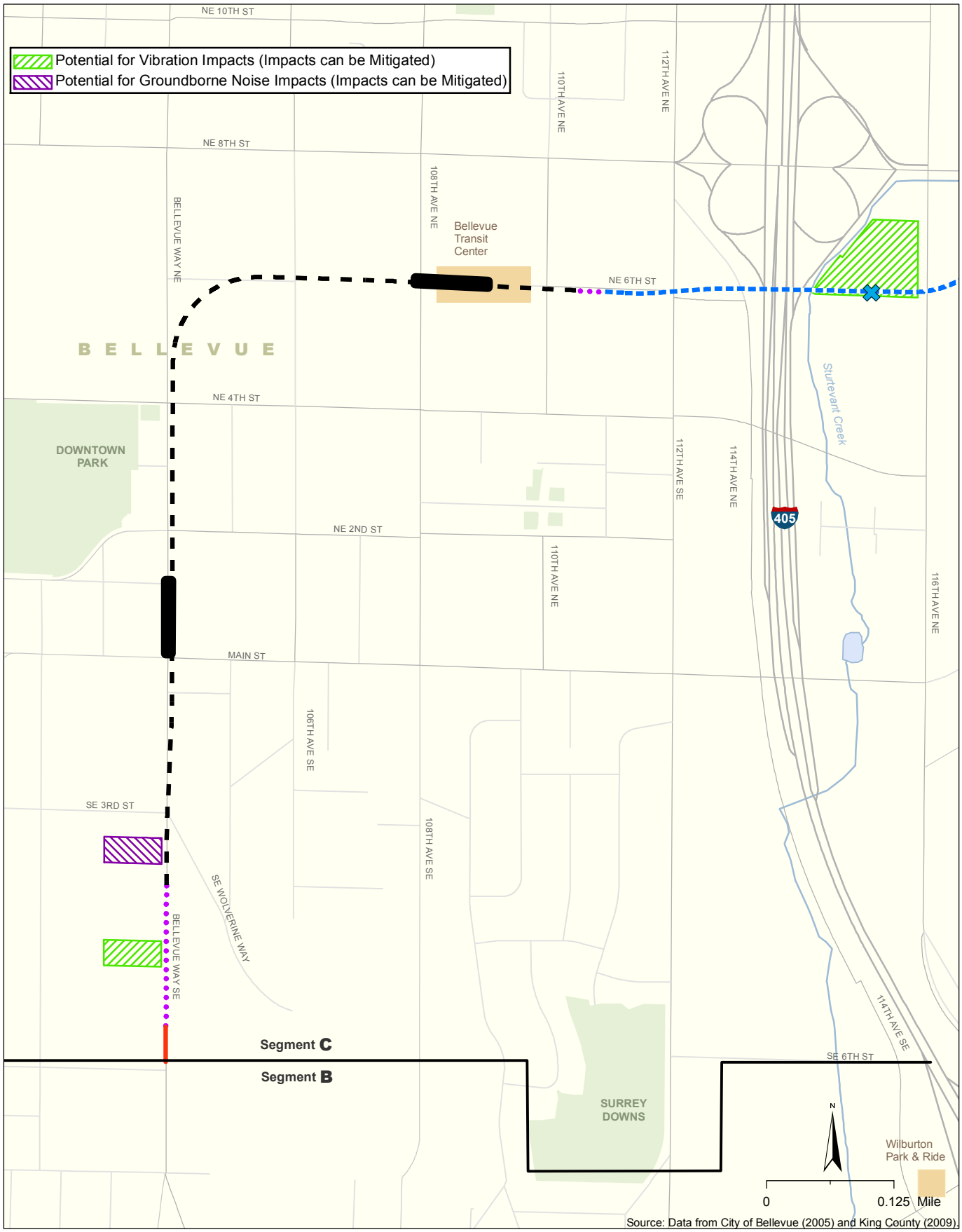
- | | | |
|---------------------|--|-----------------------------|
| At-Grade Route | P New and/or Expanded Park-and-Ride Lot | ■ Traction Power Substation |
| Elevated Route | ⊗ Crossover Location | |
| Retained-Cut Route | ⊗ Gated Crossing | |
| Retained-Fill Route | ⊗ Shared Crossing (No Gates) | |
| Tunnel Route | | |
| Proposed Station | | |

Exhibit A-5-Va
Vibration Impacts
Segment C
C9T
East Link Project



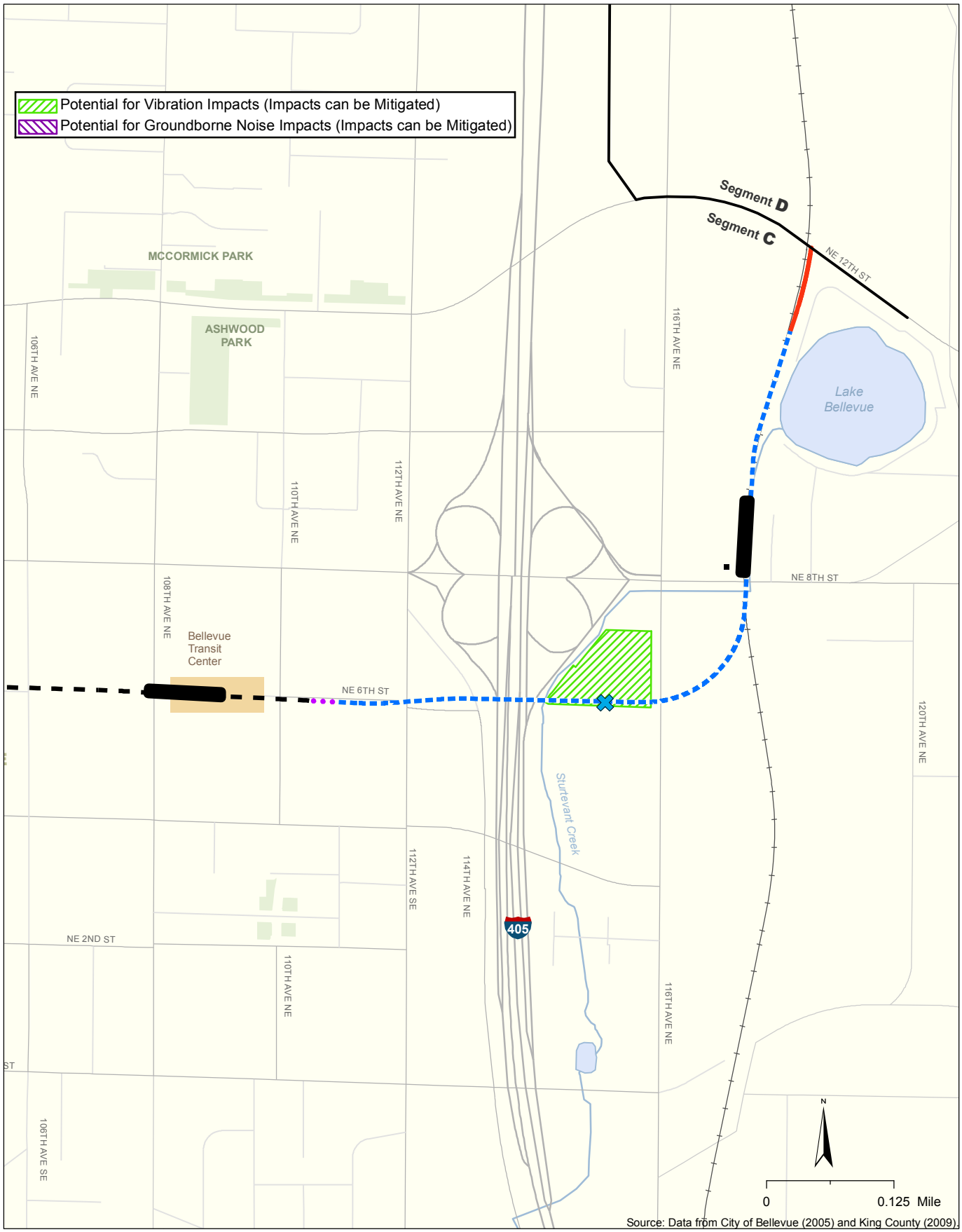
| | | |
|---|---|---|
| <ul style="list-style-type: none"> At-Grade Route Elevated Route Retained-Cut Route Retained-Fill Route Tunnel Route Proposed Station | <ul style="list-style-type: none"> New and/or Expanded Park-and-Ride Lot Crossover Location Gated Crossing Shared Crossing (No Gates) | <ul style="list-style-type: none"> Traction Power Substation |
|---|---|---|

Exhibit A-5-Vb
 Vibration Impacts
 Segment C
 C9T
 East Link Project



- | | | |
|---|--|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | ✕ Crossover Location | |
| . . . Retained-Cut Route | ✕ Gated Crossing | |
| . . . Retained-Fill Route | ✕ Shared Crossing (No Gates) | |
| - - - Tunnel Route | | |
| Proposed Station | | |

Exhibit A-6-Va
Vibration Impacts
Segment C
C1T
East Link Project

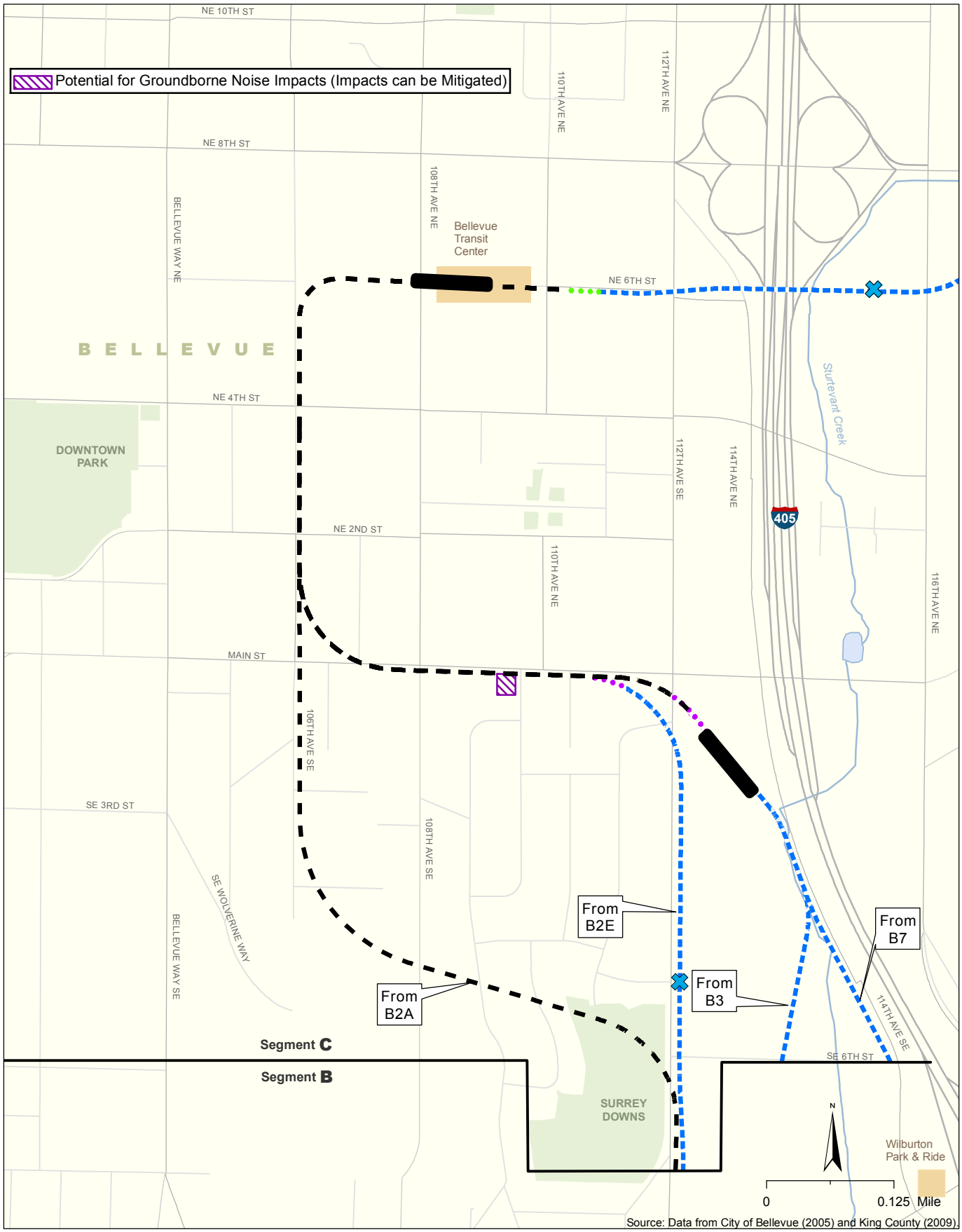


Potential for Vibration Impacts (Impacts can be Mitigated)
 Potential for Groundborne Noise Impacts (Impacts can be Mitigated)

- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | X Crossover Location | |
| . . . Retained-Cut Route | X Gated Crossing | |
| . . . Retained-Fill Route | X Shared Crossing (No Gates) | |
| - - - Tunnel Route | | |
| Proposed Station | | |

Source: Data from City of Bellevue (2005) and King County (2009).

Exhibit A-6-Vb
Vibration Impacts
Segment C
C1T
 East Link Project

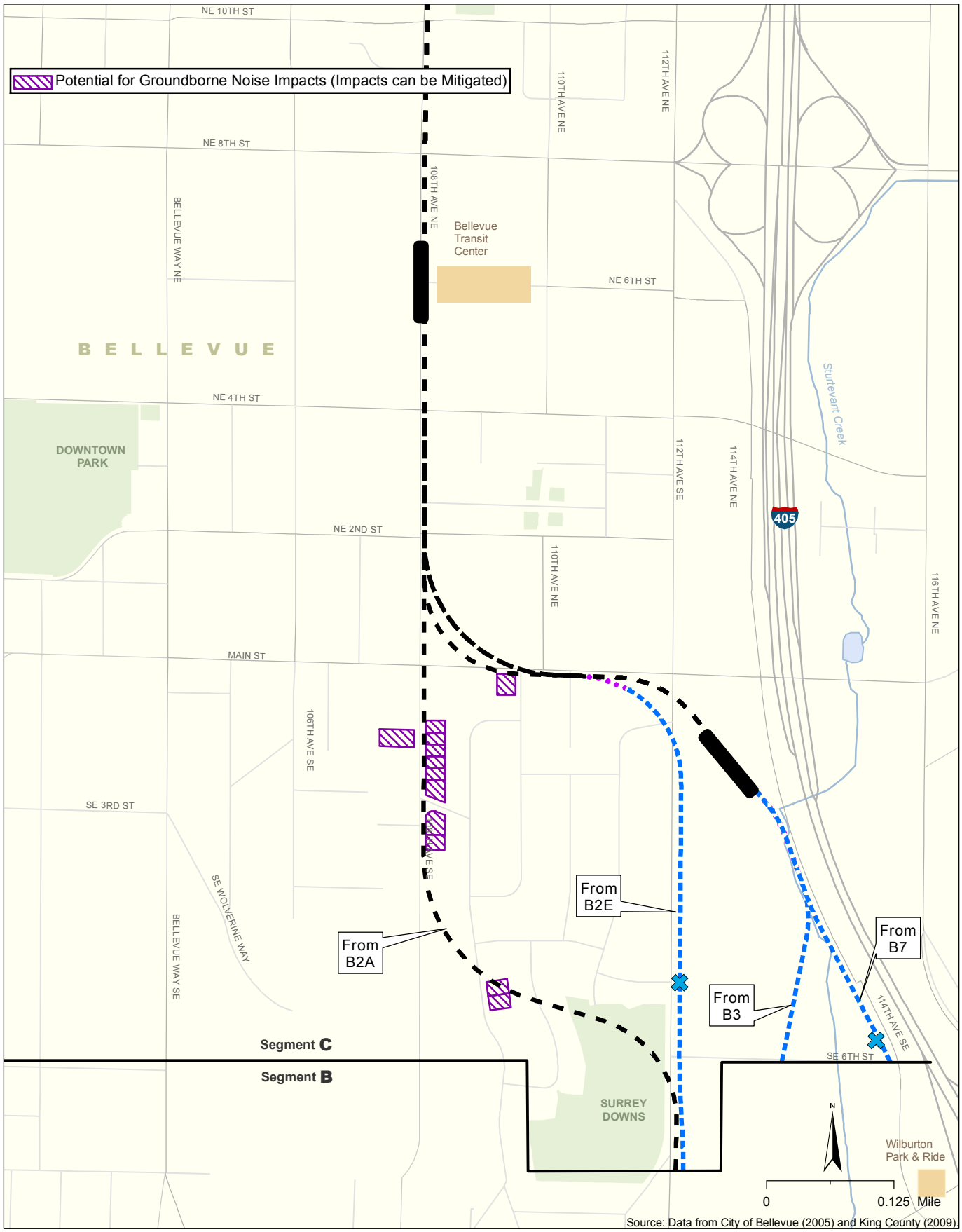


- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | X Crossover Location | |
| . . . Retained-Cut Route | X Gated Crossing | |
| . . . Retained-Fill Route | X Shared Crossing (No Gates) | |
| - - - Tunnel Route | | |
| Proposed Station | | |

Exhibit A-7-Va
Vibration Impacts
Segment C
C2T
East Link Project



Exhibit A-7-Vb
Vibration Impacts
Segment C
C2T
East Link Project



- | | |
|-------------------------|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot |
| - - - Elevated Route | ⚡ Crossover Location |
| ... Retained-Cut Route | ⛔ Gated Crossing |
| ... Retained-Fill Route | ⚡ Shared Crossing (No Gates) |
| - - - Tunnel Route | |
| ■ Proposed Station | |

■ Traction Power Substation

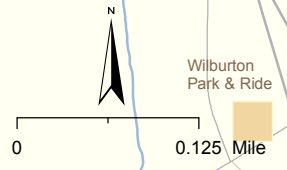


Exhibit A-8-Va
Vibration Impacts
Segment C
C3T
East Link Project



- | | |
|---------------------------|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot |
| - - - Elevated Route | ⚡ Crossover Location |
| Retained-Cut Route | ⛔ Gated Crossing |
| Retained-Fill Route | ⛶ Shared Crossing (No Gates) |
| - - - Tunnel Route | |
| █ Proposed Station | |

Exhibit A-8-Vb
Vibration Impacts
Segment C
C3T
East Link Project

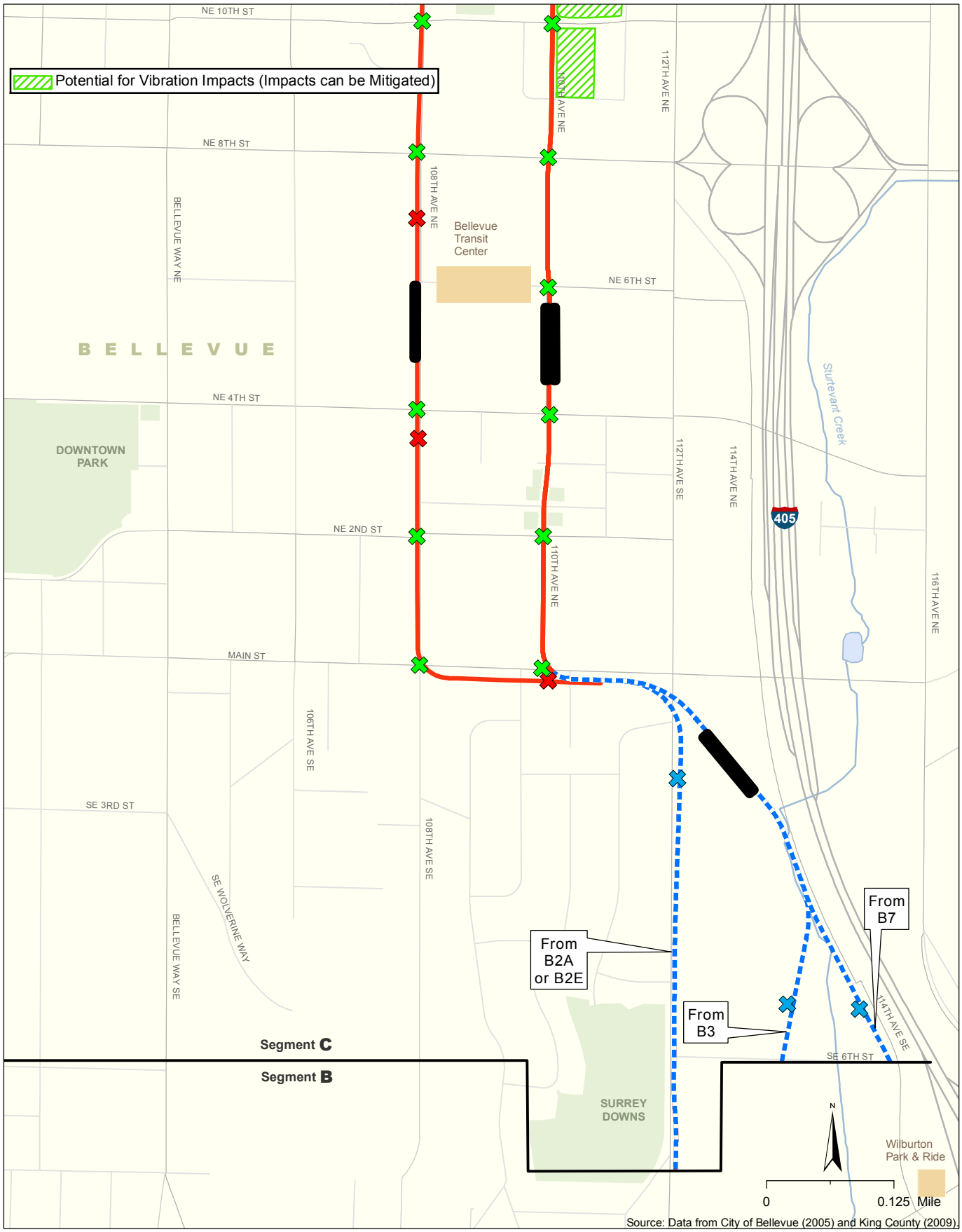
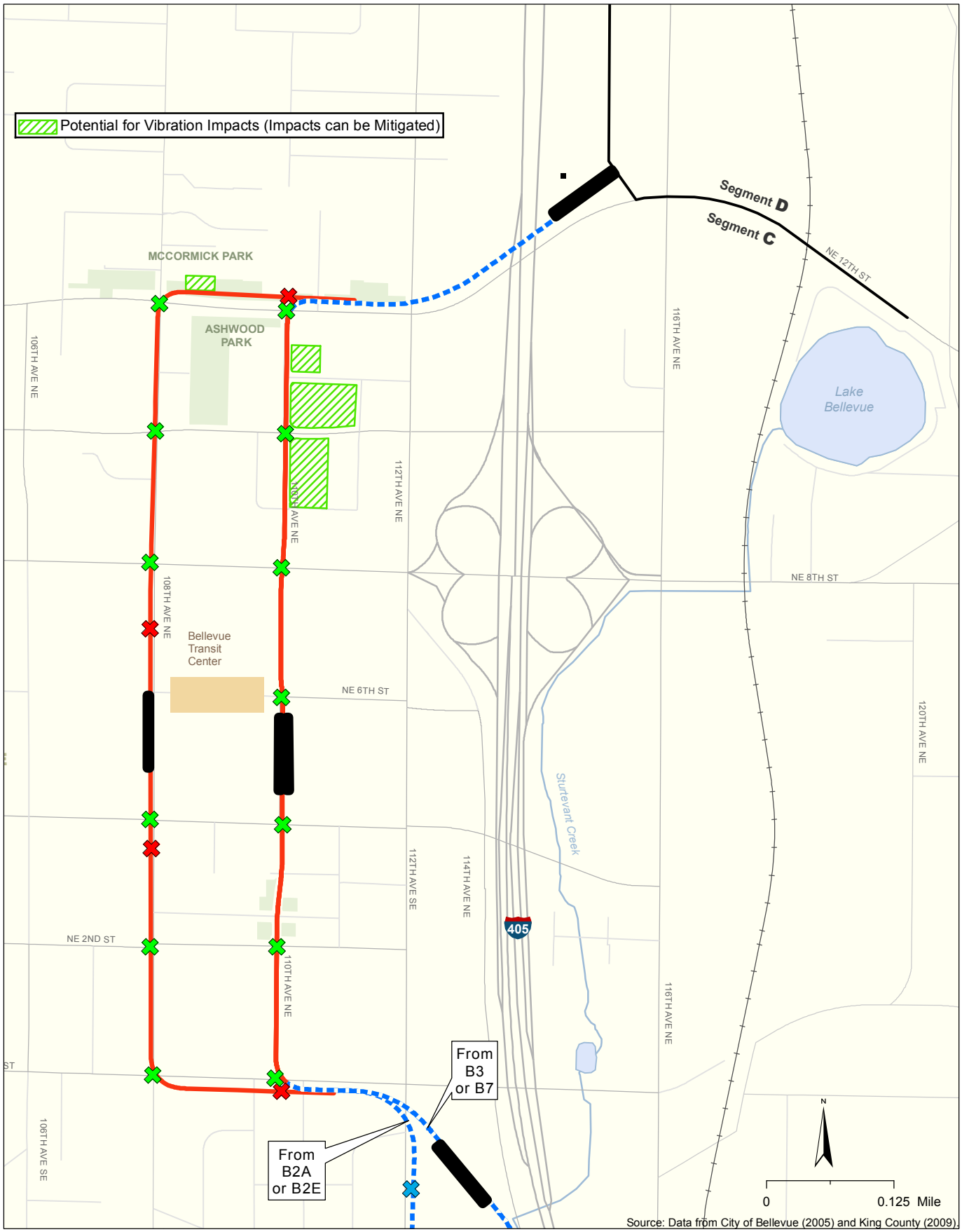


Exhibit A-9-Va
Vibration Impacts
Segment C
C4A
East Link Project

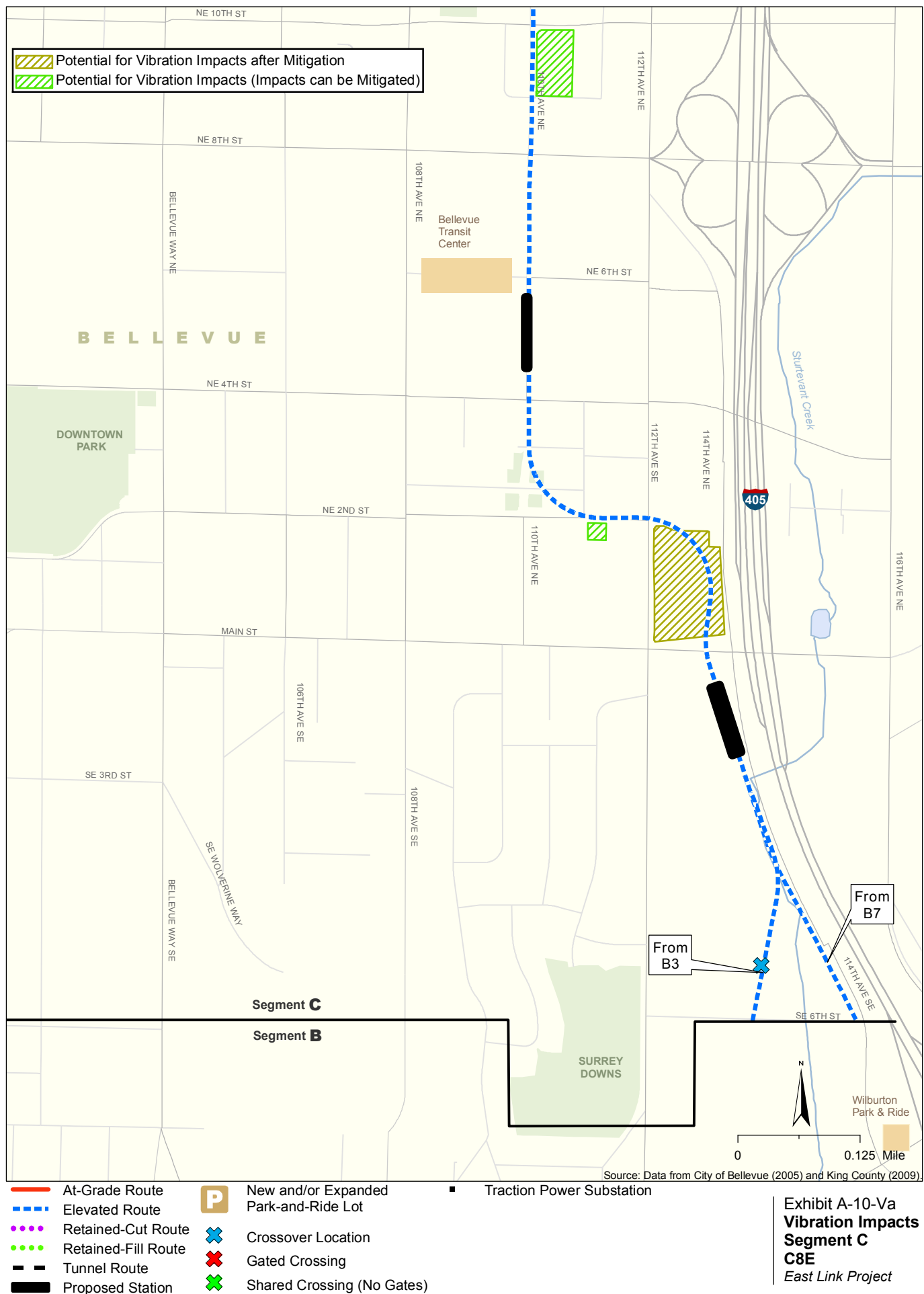


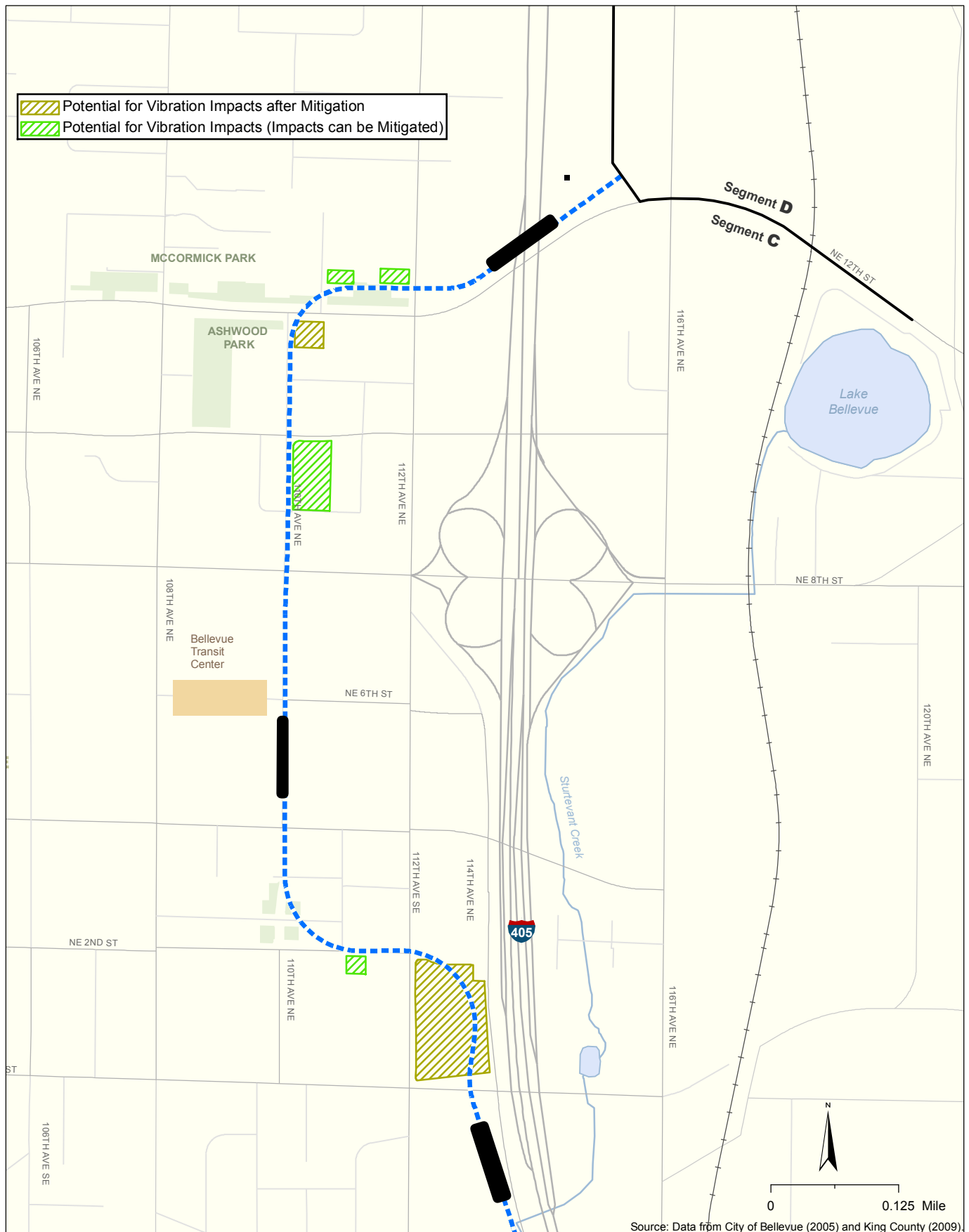
- | | |
|--|---|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot |
| - - - Elevated Route | X Crossover Location |
| • • • Retained-Cut Route | X Gated Crossing |
| • • • Retained-Fill Route | X Shared Crossing (No Gates) |
| — Tunnel Route | |
| ■ Proposed Station | |

■ Traction Power Substation

Exhibit A-9-Vb
Vibration Impacts
Segment C
C4A
East Link Project

Source: Data from City of Bellevue (2005) and King County (2009).





Source: Data from City of Bellevue (2005) and King County (2009).

- | | | |
|---|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | Traction Power Substation |
| - - - Elevated Route | ✕ Crossover Location | |
| ⋯ Retained-Cut Route | ✕ Gated Crossing | |
| ⋯ Retained-Fill Route | ✕ Shared Crossing (No Gates) | |
| — Tunnel Route | | |
| Proposed Station | | |

Exhibit A-10-Vb
Vibration Impacts
Segment C
C8E
East Link Project



- | | | |
|--|---|--|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | ■ Traction Power Substation |
| - - - Elevated Route | X Crossover Location | |
| . . . Retained-Cut Route | X Gated Crossing | |
| . . . Retained-Fill Route | X Shared Crossing (No Gates) | |
| — Tunnel Route | | |
| Proposed Station | | |

Exhibit A-11-Va
Vibration Impacts
Segment C
C9A
East Link Project

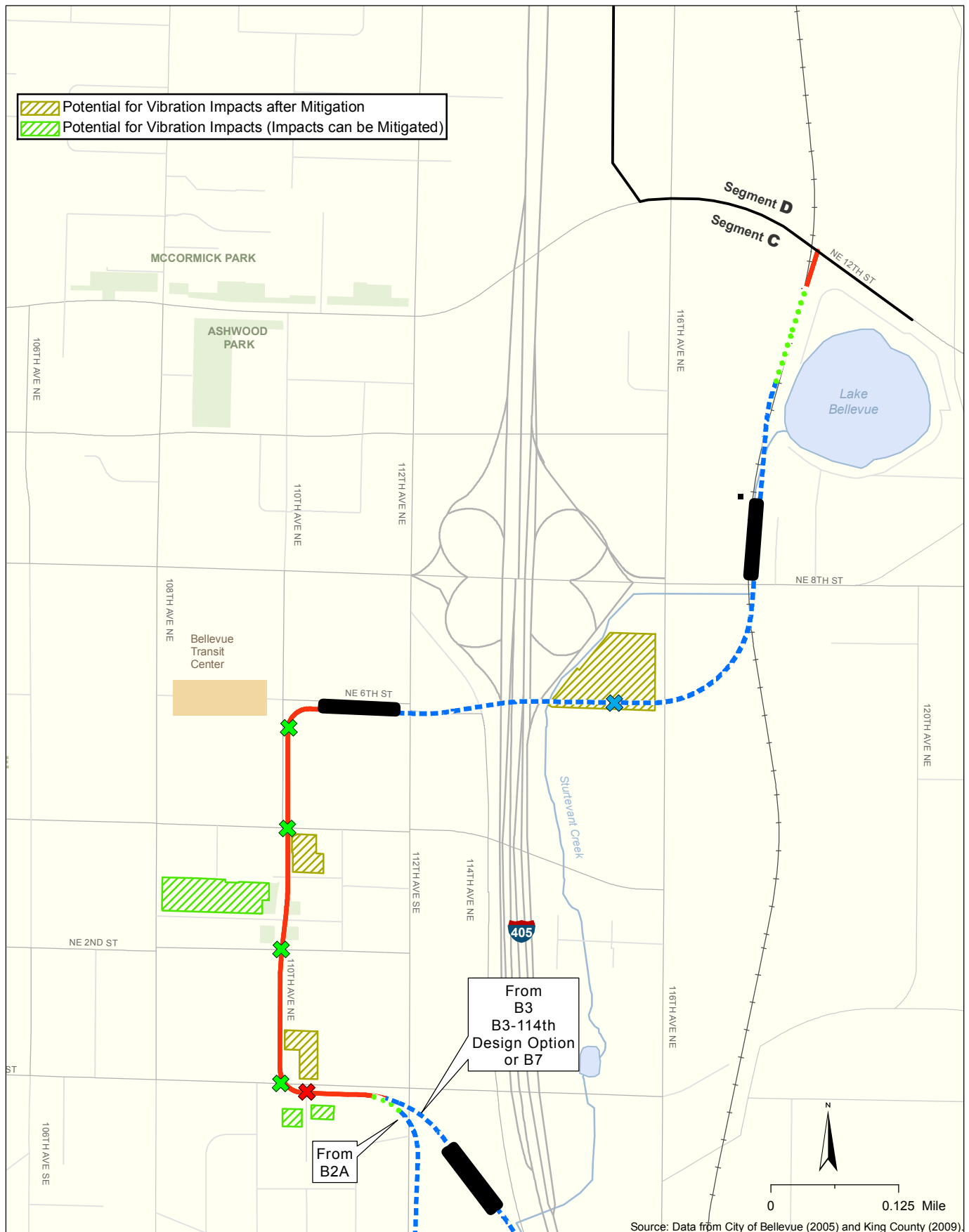
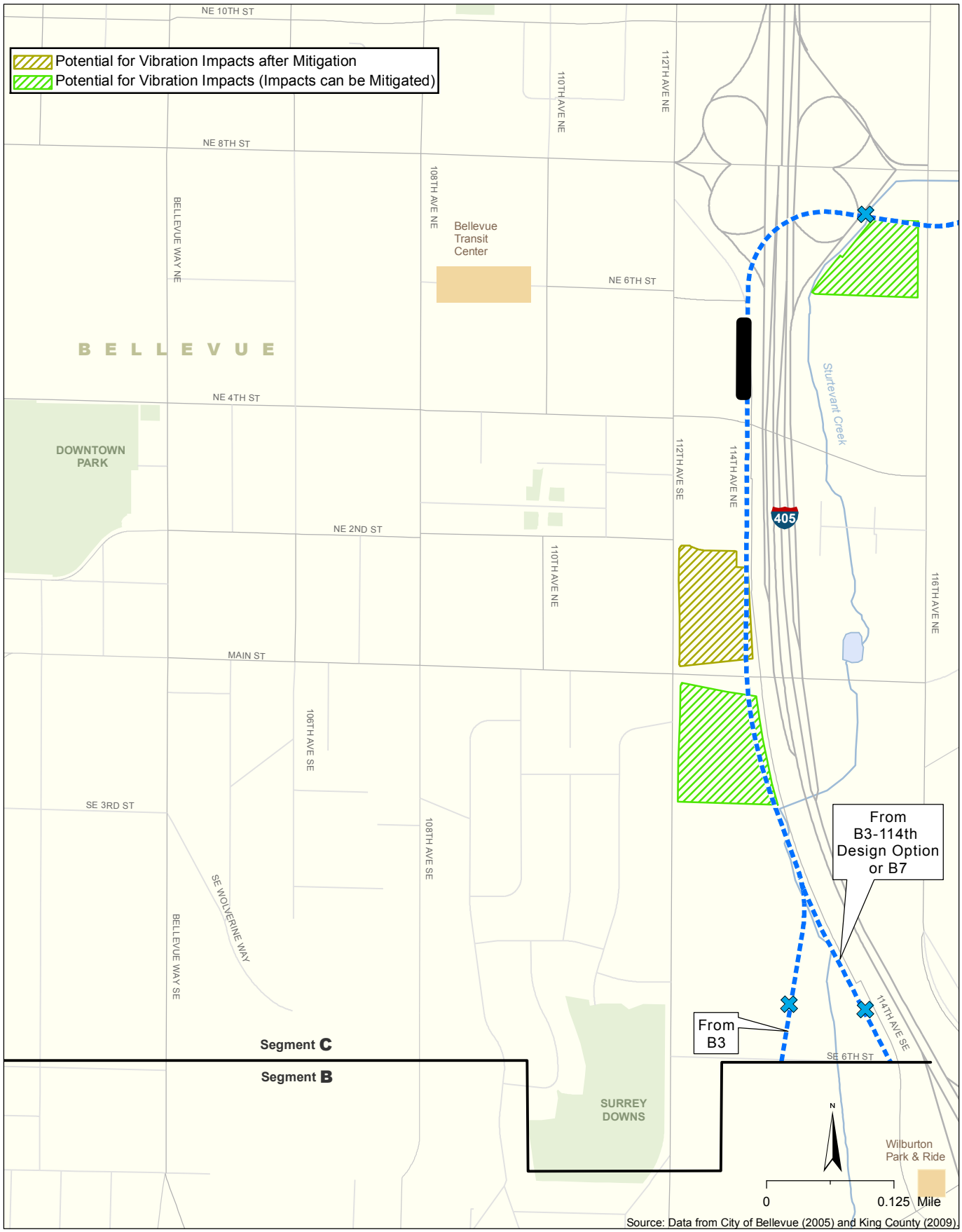


Exhibit A-11-Vb
Vibration Impacts
Segment C
C9A
East Link Project



- | | | | |
|--|---------------------|--|---------------------------------------|
| | At-Grade Route | | New and/or Expanded Park-and-Ride Lot |
| | Elevated Route | | Crossover Location |
| | Retained-Cut Route | | Gated Crossing |
| | Retained-Fill Route | | Shared Crossing (No Gates) |
| | Tunnel Route | | |
| | Proposed Station | | |

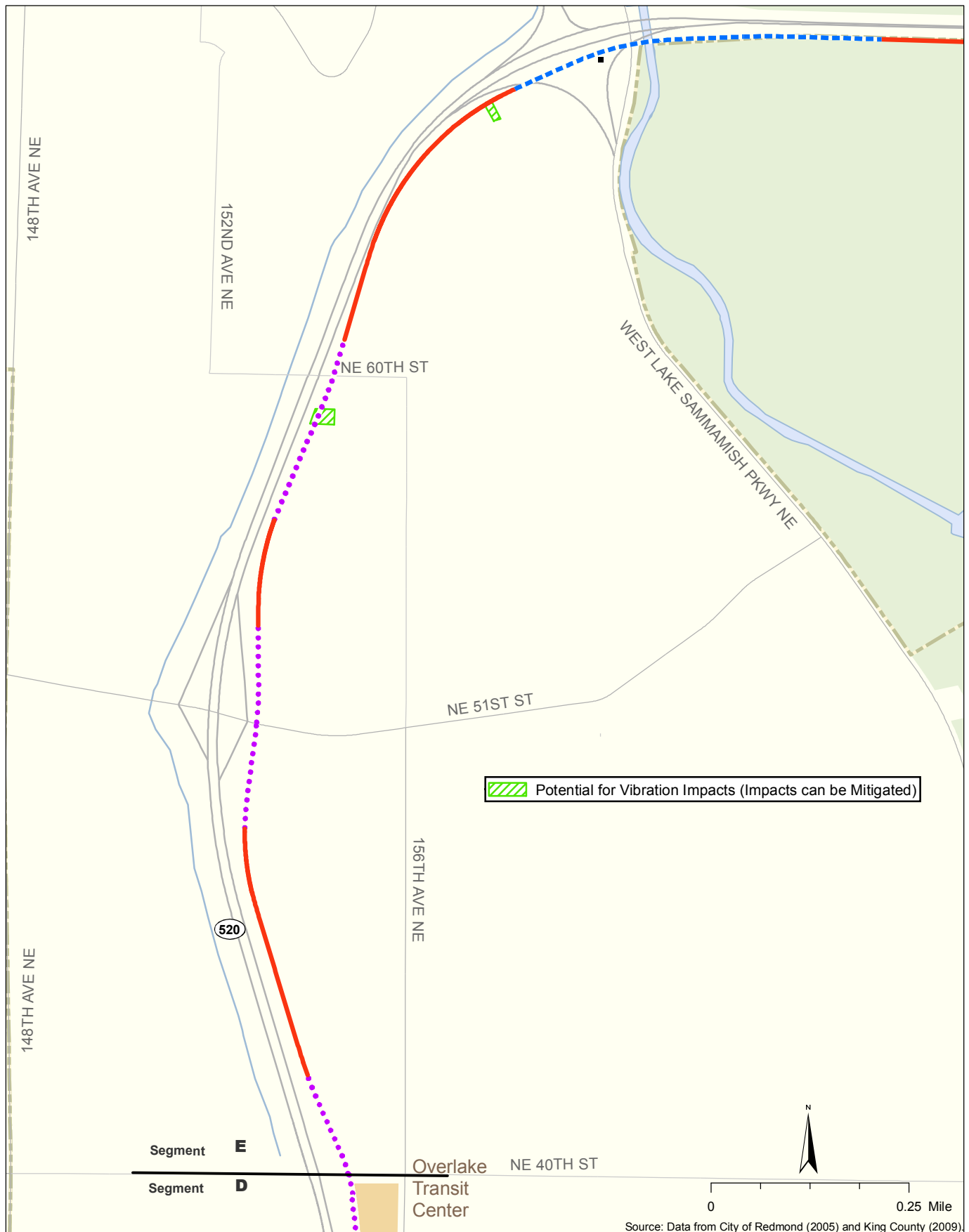
■ Traction Power Substation

Exhibit A-12-Va
Vibration Impacts
Segment C
C14E
East Link Project



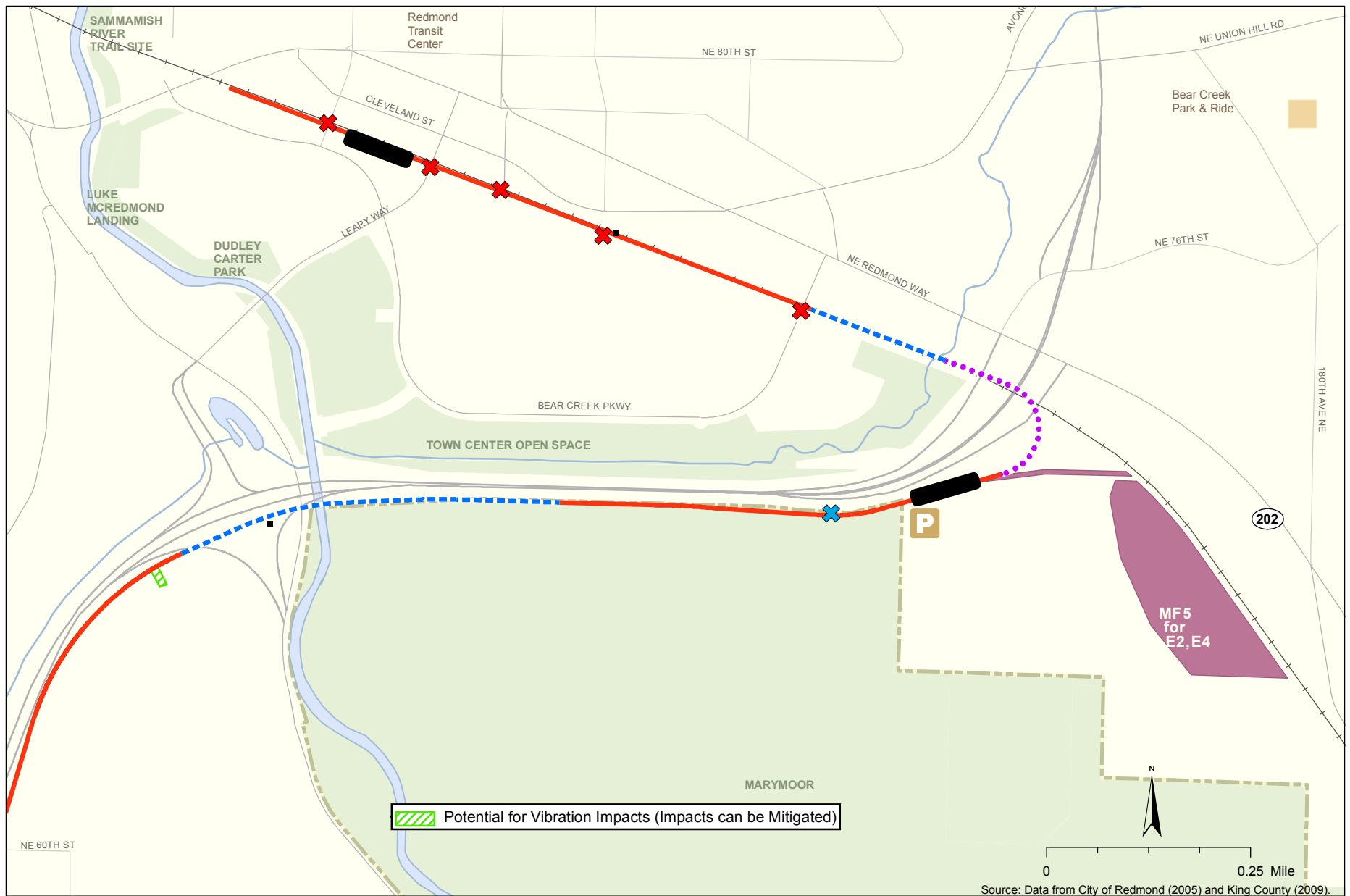
- | | | |
|---|---|-----------------------------|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | ■ Traction Power Substation |
| - - - Elevated Route | ✕ Crossover Location | |
| . . . Retained-Cut Route | ✕ Gated Crossing | |
| . . . Retained-Fill Route | ✕ Shared Crossing (No Gates) | |
| — Tunnel Route | | |
| Proposed Station | | |

Exhibit A-12-Vb
Vibration Impacts
Segment C
C14E
East Link Project



- | | | |
|-----------------------|---|------------------------------|
| — At-Grade Route | ■ Traction Power Substation | ⚡ Crossover Location |
| — Elevated Route | — Maintenance Facility and Access Track | ✖ Gated Crossing |
| — Retained-Cut Route | P New and/or Expanded Park-and-Ride Lot | ✖ Shared Crossing (No Gates) |
| — Retained-Fill Route | | |
| — Tunnel Route | | |
| ■ Proposed Station | | |

Exhibit A-13-Va
Vibration Impacts
Segment E,
Alternative E2
East Link Project



- At-Grade Route
- - - Elevated Route
- Retained-Cut Route
- Retained-Fill Route
- - - Tunnel Route
- Traction Power Substation
- Proposed Station
- Maintenance Facility and Access Track
- P New and/or Expanded Park-and-Ride Lot

- ✕ Crossover Location
- ✕ Gated Crossing
- ✕ Shared Crossing (No Gates)

 Potential for Vibration Impacts (Impacts can be Mitigated)

Source: Data from City of Redmond (2005) and King County (2009).

Exhibit A-13-Vb
Vibration Impacts
Segment E,
Alternative E2
East Link Project

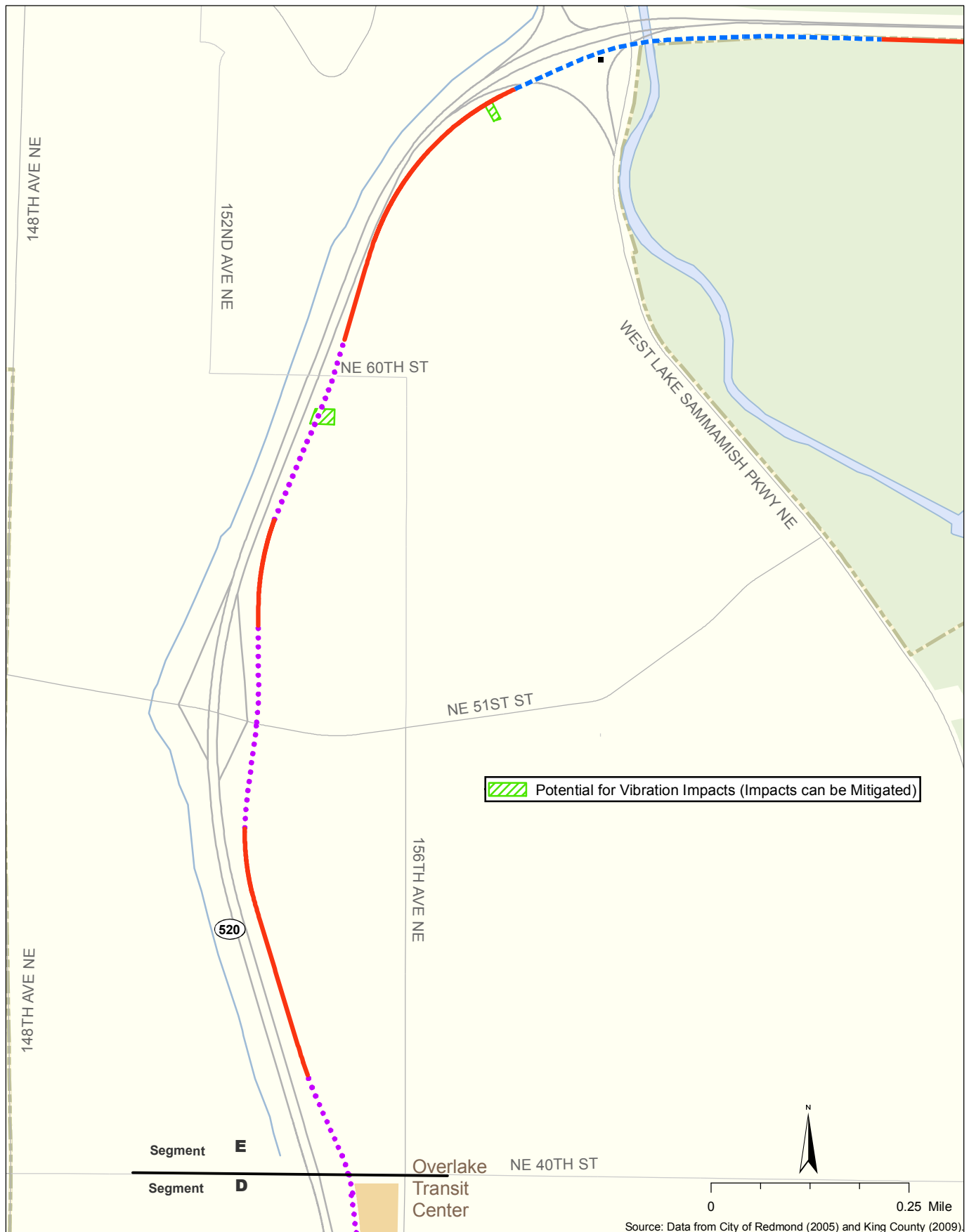
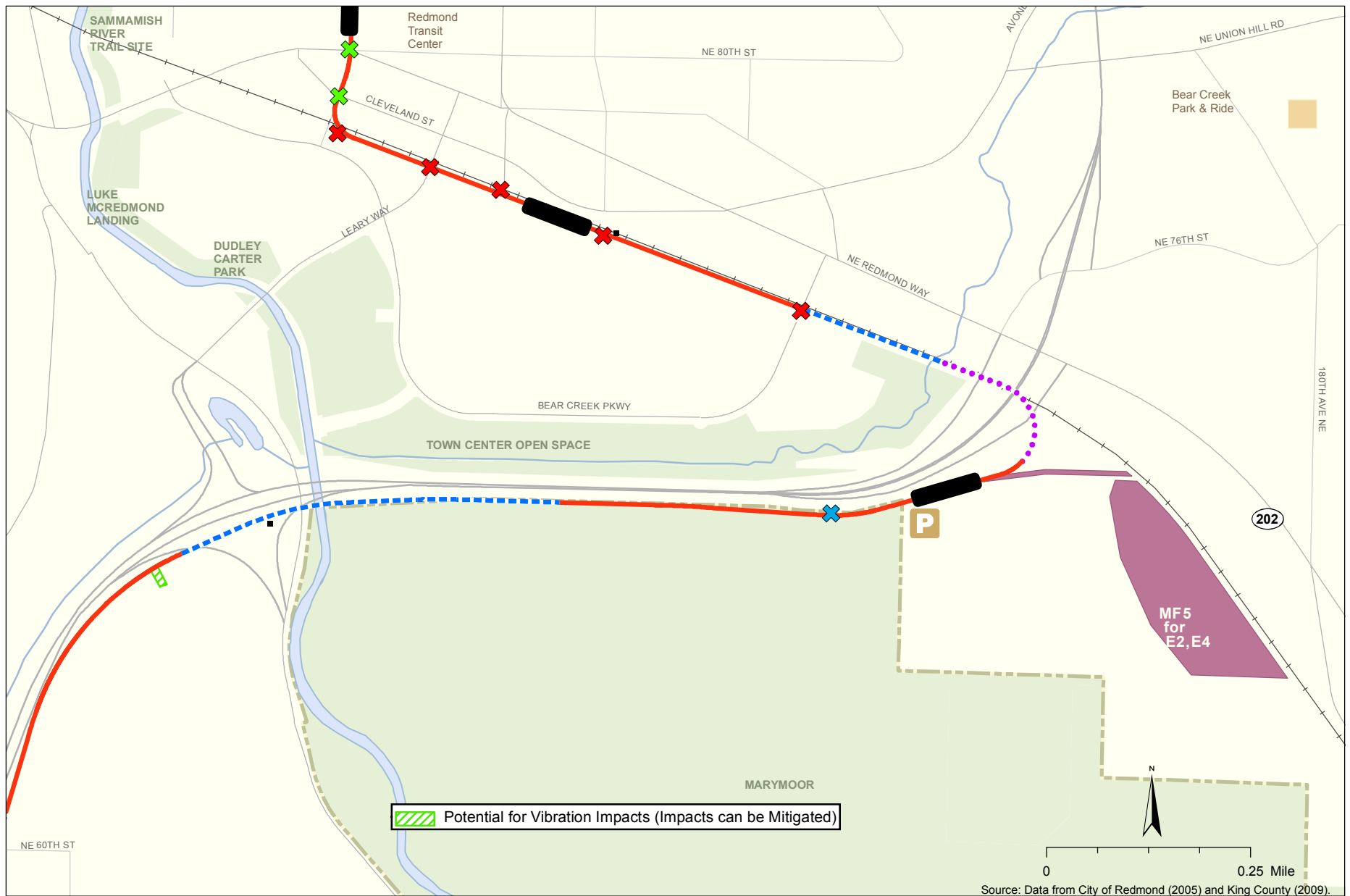
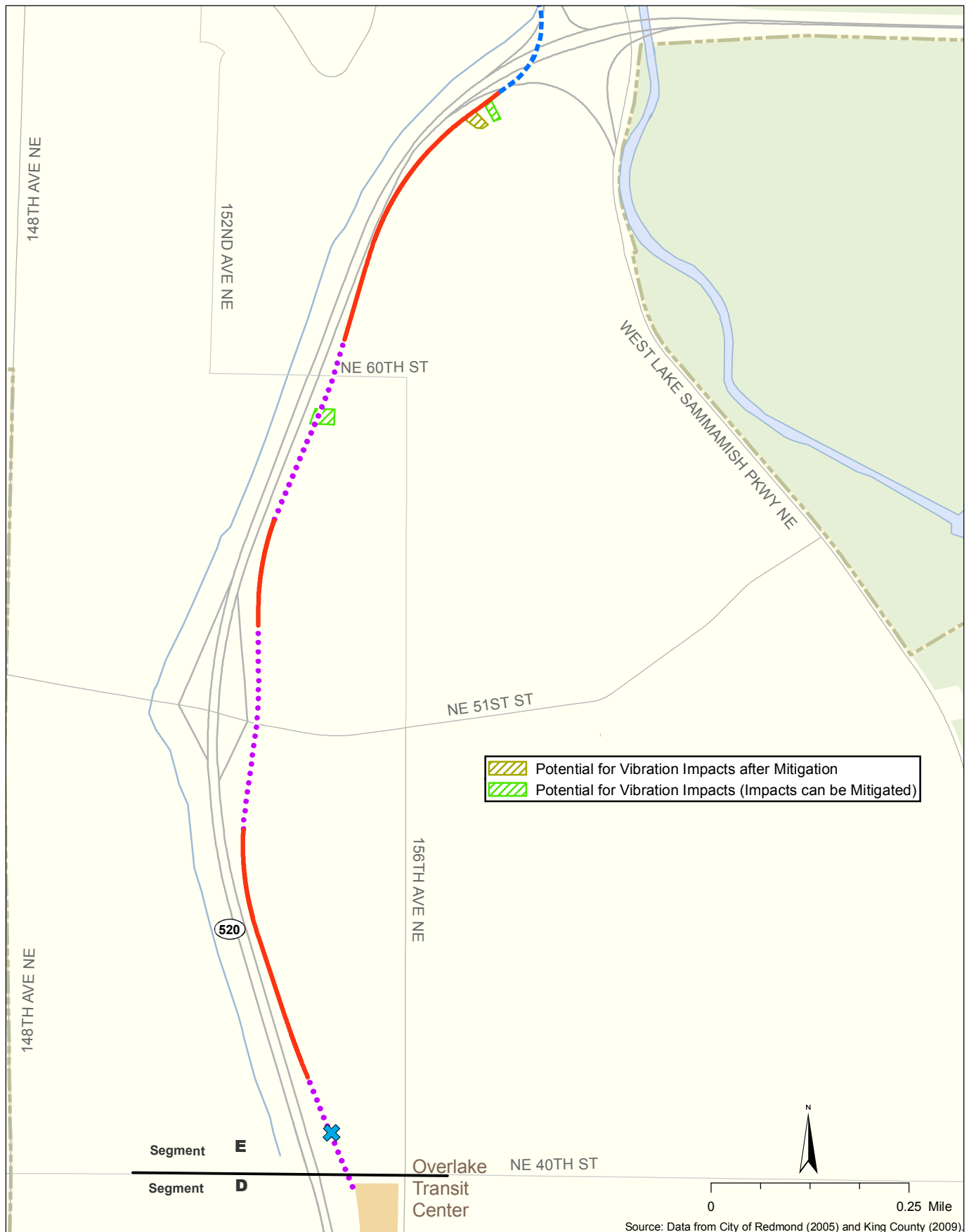


Exhibit A-14-Va
Vibration Impacts
Segment E,
Alternative E2
Design Option
East Link Project



- | | | |
|-----------------------|---|------------------------------|
| — At-Grade Route | ■ Traction Power Substation | ⋈ Crossover Location |
| - - - Elevated Route | ■ Proposed Station | ⋈ Gated Crossing |
| ⋯ Retained-Cut Route | ■ Maintenance Facility and Access Track | ⋈ Shared Crossing (No Gates) |
| ⋯ Retained-Fill Route | ■ New and/or Expanded Park-and-Ride Lot | |
| - - - Tunnel Route | | |

Exhibit A-14-Vb
Vibration Impacts
Segment E,
Alternative E2
Design Option
East Link Project



- At-Grade Route
- - - Elevated Route
- ... Retained-Cut Route
- ... Retained-Fill Route
- - - Tunnel Route
- Proposed Station

- Traction Power Substation
- Maintenance Facility and Access Track
- P New and/or Expanded Park-and-Ride Lot

- ✕ Crossover Location
- ✕ Gated Crossing
- ✕ Shared Crossing (No Gates)

Exhibit A-15-Va
Vibration Impacts
Segment E,
Alternative E1
East Link Project

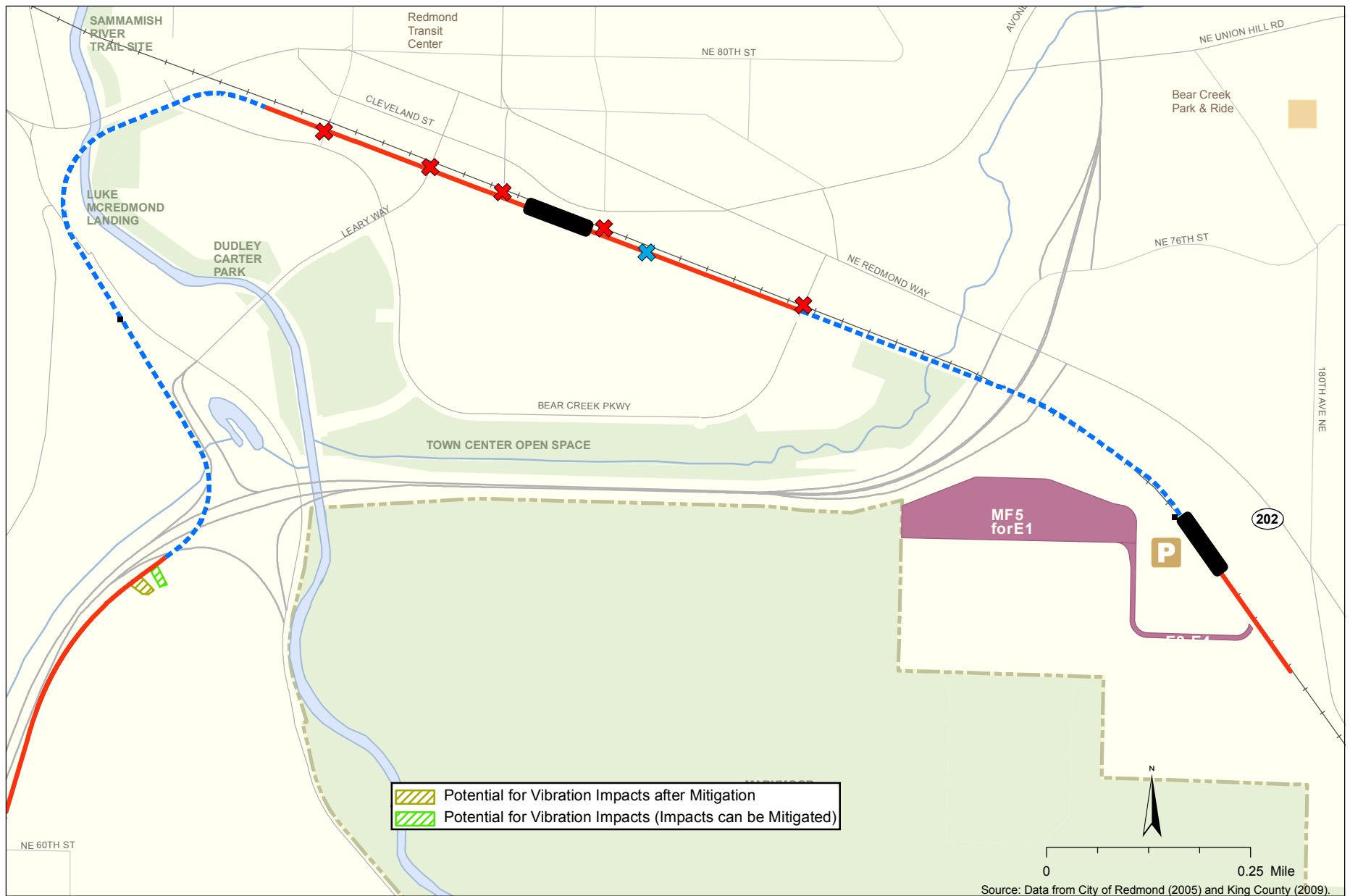
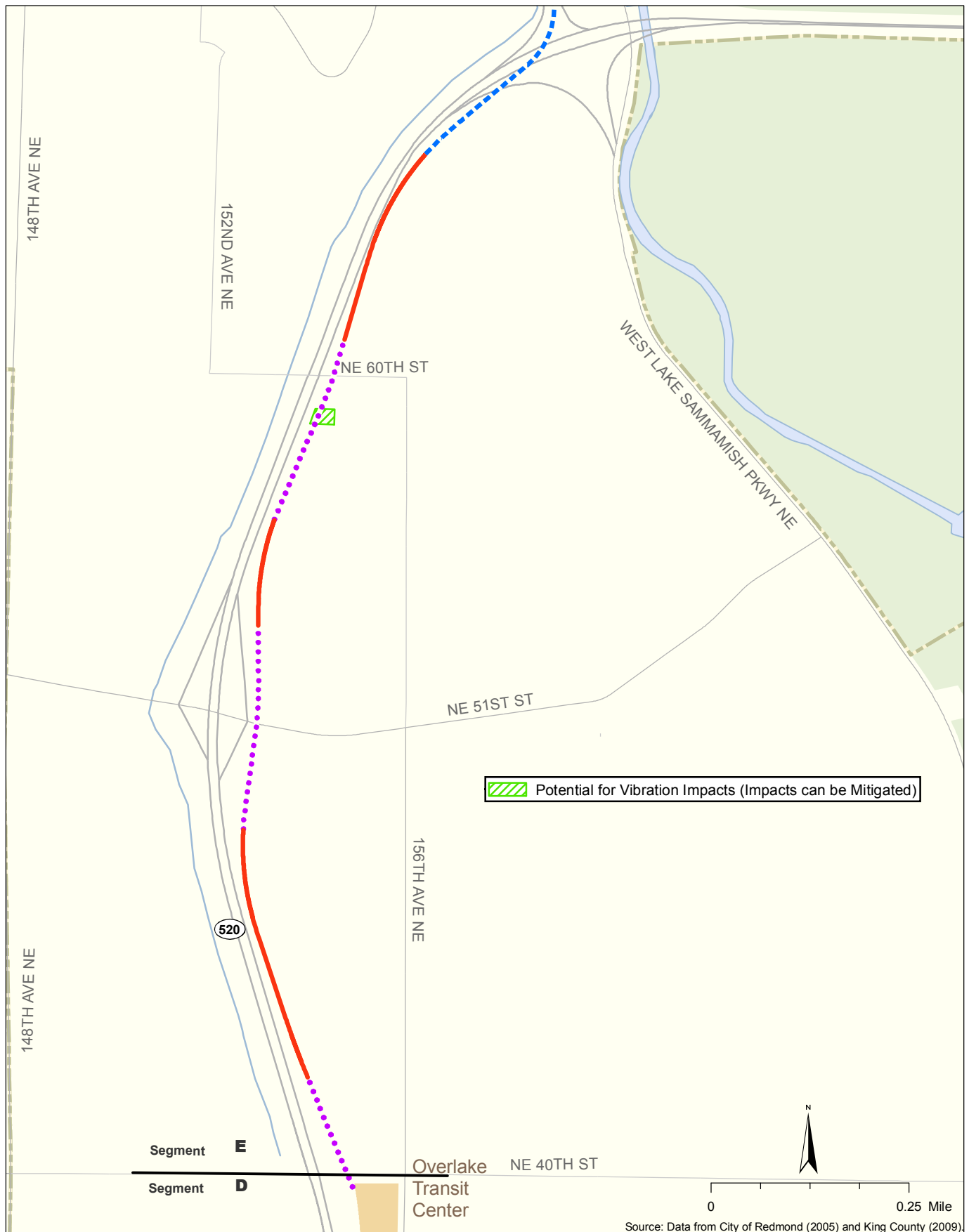


Exhibit A-15-Vb
Vibration Impacts
Segment E,
Alternative E1
East Link Project



- | | | |
|--|---|---|
| — At-Grade Route | P New and/or Expanded Park-and-Ride Lot | ✕ Crossover Location |
| - - - Elevated Route | ■ Traction Power Substation | ✕ Gated Crossing |
| - - - Retained-Cut Route | ■ Maintenance Facility and Access Track | ✕ Shared Crossing (No Gates) |
| - - - Retained-Fill Route | | |
| - - - Tunnel Route | | |
| P Proposed Station | | |

Exhibit A-16-Va
Vibration Impacts
Segment E,
Alternative E4
East Link Project

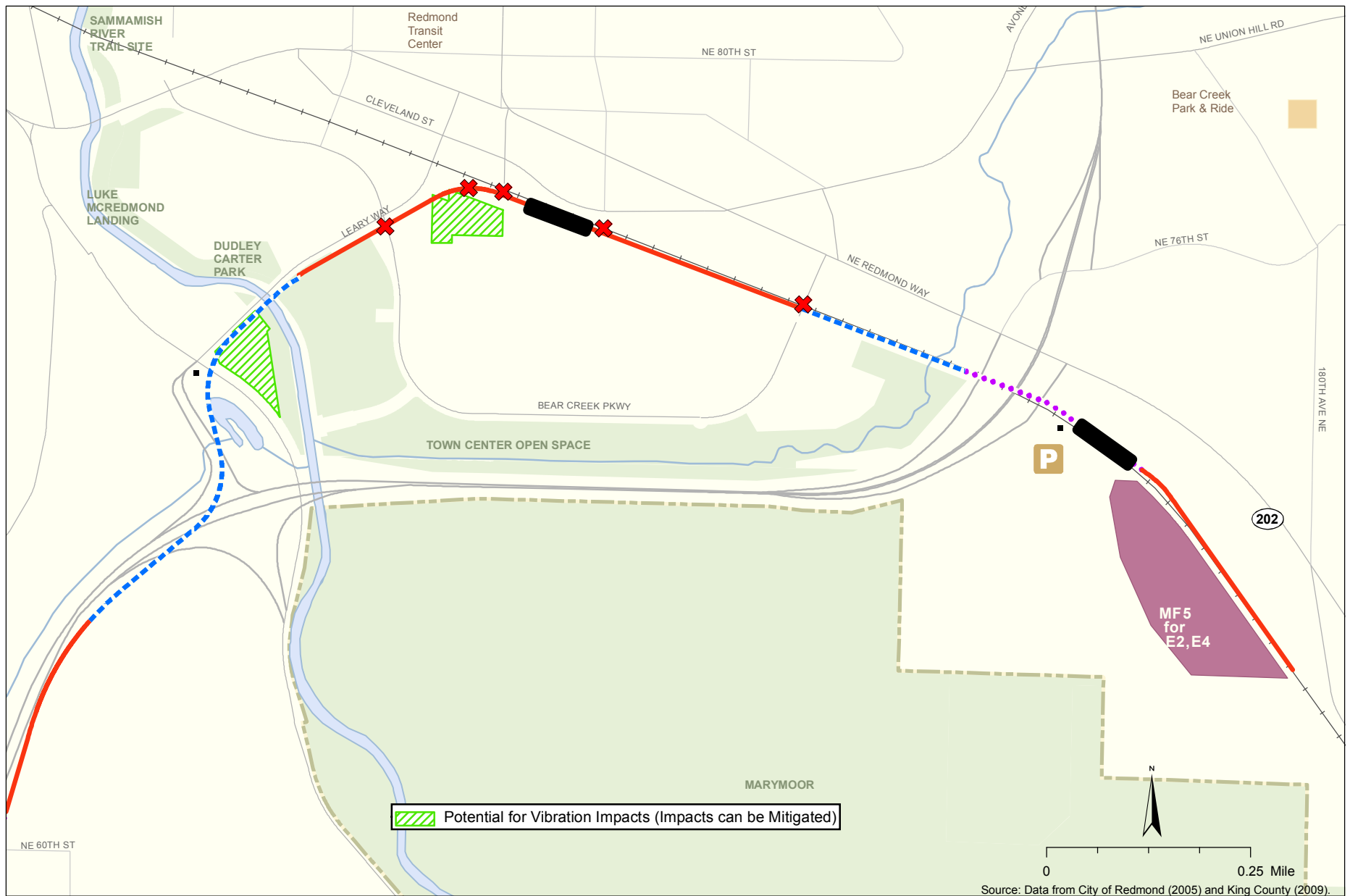


Exhibit A-16-Vb
Vibration Impacts
Segment E,
Alternative E4
East Link Project