

**ATTACHMENT A**  
***Map of Preferred Alternative***



**ATTACHMENT B**  
***Alternatives Considered***

## **ATTACHMENT B: Alternatives Considered**

All of the alternatives evaluated as part of the East Link Project Final EIS would serve downtown Seattle, Mercer Island, Bellevue and Redmond. The Project would connect to Central Link at the International District/Chinatown Station and terminate in downtown Redmond. For evaluation purposes, the East Link study area was divided into five segments along distinct geographic boundaries. The five segments are as follows:

**Segment A, Interstate-90**, travels from the Downtown Seattle Transit Tunnel to South Bellevue, where I-90 touches land in Bellevue.

**Segment B, South Bellevue**, travels from where I-90 touches land in Bellevue to SE 6th Street, including the south boundary of Surrey Downs Park.

**Segment C, Downtown Bellevue**, travels from SE 6th Street north to NE 12th Street, encompassing Downtown Bellevue and the area east of I-405 to the former BNSF Railway corridor.

**Segment D, Bel-Red/Overlake**, travels from Downtown Bellevue (from the former BNSF Railway corridor or NE 12th Street) to the Overlake Transit Center at the intersection of NE 40th Street and State Route 520 (SR 520).

**Segment E, Downtown Redmond**, travels from the Overlake Transit Center to Downtown Redmond, with three potential project terminus locations.

The alternatives for East Link are evaluated in Chapters 3 and 4 of the East Link Final EIS. They are shown in Exhibits B1 through B5. The following descriptions of alternatives considered are derived from Chapter 2 of the East Link Final EIS.

### **Segment A: Interstate 90, Preferred Interstate 90 Alternative (A1)**

This segment has one alternative, *Preferred Interstate 90 Alternative (A1)*, which crosses Lake Washington and connects Seattle and Mercer Island with Segment B, South Bellevue. This alternative has two stations, one in Seattle and one on Mercer Island.

*Preferred Alternative A1* begins in the Downtown Seattle Transit Tunnel at the International District/Chinatown Station where it connects to the Central Link light rail system. From there, the alternative enters the D2 Bridge and Roadway. The D2 Roadway is a ramp between Downtown Seattle and Rainier Avenue providing HOV access to I-90. Two potential operational options exist for this section of the D2 Roadway; the preferred option identified in the Final EIS is where the roadway would operate as a joint light rail/bus facility with embedded track. The other option would operate light rail exclusively on the D2 Roadway. In both options, nontransit HOV automobiles would be prohibited. The existing Rainier Avenue bus flyer stop would remain on I-90 for either scenario. Subsequent to the publication of the Final EIS, the Sound Transit Board identified exclusive light rail use on the D2 Roadway as the preferred operational scenario in Segment A. This is reflected in the description of the Preferred Alternative in this Record of Decision.

*Preferred Alternative A1* proceeds in the I-90 center roadway to the Rainier Station east of the existing Rainier Valley Bus Stop. Pedestrian access to the Rainier Station is from Rainier Avenue South via a new retained-cut ramp and from 23rd Avenue South via elevators and escalators/stairs. *Preferred Alternative A1* then passes through the Mount Baker Tunnel, travels in an exclusive right-of-way in the center roadway on the floating bridge and continues to the Mercer Island Station located between 77th and 80th Avenues SE by the existing Mercer Island Park-and-Ride. The preferred pedestrian access is from both 77th and 80th Avenues SE. There is an option (not preferred) to construct access from 80th Avenue SE along with a new pedestrian bridge over the eastbound lanes of I-90 to the station with direct connection from the Mercer Island Sculpture Garden and Town Center Shopping district (approximately 78th Avenue SE). A portion of the center roadway on the floating bridge would be dedicated to a WSDOT maintenance road to allow continued access to the bridge pontoon hatches. To accommodate movement of the floating bridge in relation to the fixed approach bridge structure at both ends, a specialized rail expansion joint would be installed on the bridge.

From the Mercer Island Station to Segment B, *Preferred Alternative A1* continues along the I-90 center roadway in exclusive right-of-way. Converting the center roadway to light rail would close the existing ramps that connect the center roadway to the westbound and eastbound general-purpose lanes near the Rainier Avenue South interchange on the west and the East Channel bridge on the east. In addition, the ramps connecting both 77th Avenue SE and Island Crest Way to the center roadway would be closed. *Preferred Alternative A1* would relocate the planned eastbound HOV off-ramp to Mercer Island from 77th Avenue SE to Island Crest Way by connecting the existing eastbound center roadway off-ramp to Island Crest Way with the future eastbound HOV lane, which is part of the I-90 Two-Way Transit and HOV Operations Project. A second option would leave the planned eastbound HOV off-ramp to Mercer Island at 77th Avenue SE. Finally, a third option removes the eastbound HOV off-ramp to Mercer Island altogether. The eastbound I-90 general purpose ramp to 77th Avenue SE and the ramp from Island Crest Way to the westbound I-90 general-purpose lanes would remain open with the project.

**Segment B: South Bellevue Alternatives**

Segment B has six alternatives that connect to Downtown Bellevue in Segment C. The alternatives in Segment B have one or two stations at three possible locations: the South Bellevue Station, the SE 8th Station, and the 118th Station. The Sound Transit Board identified *Preferred 112th SE Modified Alternative (B2M)* as the *Preferred Alternative* in Segment B. This alternative was selected based on technical analysis and input from the community

**Preferred 112th SE Modified Alternative (B2M)**

*Preferred Alternative B2M* is elevated in the I-90 center roadway, crosses over westbound I-90, and continues elevated on the east side of Bellevue Way SE to the

South Bellevue Station, located at the current South Bellevue Park-and-Ride; this alternative also maintains the westbound and eastbound I-90 HOV direct access ramps.

The South Bellevue Station includes a parking structure with up to five levels built on the site of the existing South Bellevue Park-and-Ride; however, only three stories would be visible above Bellevue Way SE. After leaving the station, the route transitions to a retained cut on the east side of Bellevue Way within Mercer Slough Nature Park to the intersection of Bellevue Way SE and 112th Avenue SE. In front of the Winters House the route is in a lidded retained cut approximately 170 feet long. From this point, *Preferred Alternative B2M* has two variations that connect to one of the Segment C *Preferred Alternatives*: one provides a connection to the *Preferred 108th NE At-Grade Alternative (C11A)* and one connects with the *Preferred 110th NE Tunnel Alternative (C9T)*. The following describes the two variations:

When connecting to *Preferred Alternative C11A*, *Preferred Alternative B2M* transitions from a retained cut to at-grade on the east side of 112th Avenue SE. South of SE 15th Street, *Preferred Alternative B2M* crosses the northbound lanes of 112th Avenue SE at a gated crossing and continues north in the center of 112th Avenue SE at-grade until reaching Segment C at SE 6th Street. This variation does not have a SE 8th Station.

When connecting to *Preferred Alternative C9T*, *Preferred Alternative B2M* transitions from retained cut to at-grade on the east side of 112th Avenue SE to the at-grade SE 8th Station north of SE 8th Street. If a station at East Main is selected for C9T, this station would not be built. From there, *Preferred Alternative B2M* remains at-grade until reaching Segment C at SE 6th Street. This variation of *Preferred Alternative B2M* has a gated crossing (preferred) or an option to close the Bellefield Office Park entrance at SE 15th Street.

### **Bellevue Way Alternative (B1)**

The Bellevue Way Alternative (B1) travels within the I-90 center roadway and continues in the Bellevue Way SE HOV direct-access ramp under the westbound lanes of I-90 onto Bellevue Way at-grade to the South Bellevue Station and Park-and-Ride; use of the westbound and eastbound HOV access ramps would be eliminated. Alternative B1 travels in the median of Bellevue Way SE up to Segment C at SE 6th Street. The South Bellevue Station includes a four-story parking structure; however, only about two stories appear above the grade of Bellevue Way. To maintain two travel lanes in either direction with light rail in the median, the stretch of Bellevue Way from north of the South Bellevue Station up to SE 6th Street would generally be widened to the west. However, north of the 112th Avenue SE intersection, the widening of Bellevue Way might fluctuate to either side in some locations.

### **112th SE At-Grade Alternative (B2A)**

The 112th SE At-Grade Alternative (B2A) is elevated in the I-90 center roadway, crosses over westbound I-90, and touches down on the east side of Bellevue Way in an elevated profile. With this alternative, the westbound ramp would be maintained and the

eastbound I-90 HOV ramp would either be closed or be kept open by reconstructing the ramp and making other interchange modifications. An elevated station would be located at the South Bellevue Park-and-Ride, with additional parking as provided Alternative B1. After leaving the station, Alternative B2A transitions to at-grade in the median of Bellevue Way, turning into the median of 112th Avenue SE and extending to SE 6th Street

Additional right-of-way would be required along the east side of Bellevue Way SE, both north and south of the Winters House, as well as across from the Winters House on the west side of the road. Also, 112th Avenue SE would be widened to the east and west within existing right-of-way to maintain existing travel lanes. The profile of the SE 8th Station on 112th Avenue SE depends on which alternative it connects with in Segment C: a retained-cut station if connecting with the tunnel alternatives or an at-grade station if connecting with at-grade and elevated alternatives.

### **112th SE Elevated Alternative (B2E)**

The 112th SE Elevated Alternative (B2E) is the same as Alternative B2A up to the South Bellevue Station and Park-and-Ride. After the station, Alternative B2E crosses to the west side of Bellevue Way SE until just south of the Bellevue Way SE/112th Avenue SE intersection, where the alternative crosses over to continue along the east side of 112th Avenue SE to SE 6th Street. The SE 8th Station is elevated for Alternative B2E. Most of the additional right-of-way would be required along the west side of Bellevue Way SE north of the South Bellevue Station and on the east side of 112th Avenue SE just south and north of SE 8th Street.

### **112th SE Bypass Alternative (B3)**

The 112th SE Bypass Alternative (B3) follows the same route as Alternatives B2A and B2E to the South Bellevue Park-and-Ride. North of the park-and-ride, Alternative B3 mimics Alternative B2A in profile and right-of-way requirements, except that it becomes elevated along 112th Avenue SE, south of SE 8th Street, and then turns northeast in new right-of-way behind commercial buildings and up to SE 6th Street; this alternative does not include a SE 8th Station.

The Alternative B3 - 114th Extension Design Option is a design option to Alternative B3 that crosses the northbound lanes of 112th Avenue SE at a gated crossing north of the SE 15th Street intersection, then crosses Bellefield Office Park at-grade, transitions from at-grade to elevated structure, and extends the route at SE 8th Street farther east to 114th Avenue SE, then north along the east side of 114th Avenue SE. The extension travels through the Wilburton Park-and-Ride and then crosses 114th Avenue SE to connect to Segment C.

## **BNSF Alternative (B7)**

The BNSF Alternative (B7) is elevated in the I-90 center roadway similar to Alternatives B2A, B2E, and B3, except that it crosses over westbound I-90 and the HOV off-ramp near Bellevue Way SE and moves to the north side of I-90. It continues eastbound elevated across Mercer Slough in a new 30-foot right-of-way until it turns north inside the former BNSF Railway corridor. As with Alternatives B2A, B2E, and B3, the eastbound I-90 HOV ramp would be closed or reconstructed and the westbound ramp would be retained with this alternative. When inside the former BNSF Railway right-of-way, Alternative B7 transitions to at-grade until the former BNSF Railway corridor turns east over I-405, at which point Alternative B7 becomes elevated, veers west, and crosses 118th Avenue SE to the 118th Station south of SE 8th Street. Automobile and pedestrian access to the 118th Station would be from 118th Avenue SE. This location is proposed as a new four-story park-and-ride structure that would replace the existing Wilburton Park-and-Ride. Alternative B7 continues northward, adjacent to the I-405 right-of-way, up to SE 6th Street.

## **Segment C: Downtown Bellevue**

This segment has ten alternatives through Downtown Bellevue, crossing I-405 to connect with Segment D at NE 12th Street. The Segment C alternatives connect with most of the Segment B alternatives, although the Bellevue Way Tunnel Alternative (C1T) connects only with the Bellevue Way Alternative (B1), and the 110th NE Elevated (C8E) and the 114th NE Elevated (C14E) Alternatives connect only with Alternatives B3 (including the B3 - 114th Extension Design Option) and B7. Each alternative in this segment has two or three stations at six possible locations: Old Bellevue, 108th, Bellevue Transit Center, Hospital, Ashwood/Hospital, and East Main stations.

As discussed previously, the Sound Transit Board identified two preferred alternatives in Segment C in April and July 2010: *Preferred 108th NE At-Grade Alternative (C11A)* and *Preferred 110th NE Tunnel Alternative (C9T)*. *Preferred Alternative C11A* is at-grade in Downtown Bellevue, while *Preferred Alternative C9T* is in a tunnel in Downtown Bellevue. *Preferred Alternative C9T* is preferred based on a term sheet (a preliminary agreement) executed between Sound Transit and the City of Bellevue related to finding additional funding sources and scope reductions that would decrease the affordability gap between *Preferred Alternative C11A* and this tunnel alternative. *Preferred Alternative C11A* is preferred if additional funding and scope reductions cannot be found to afford the tunnel.

In the following descriptions of alternatives, the connectors are described where applicable, then the mainline portion of the alternative is described. The descriptions of the connectors end at the common point where the mainline description continues.

### **Preferred 108th NE At-Grade Alternative (C11A)**

*Preferred Alternative C11A* travels from Segment B at-grade north along 108th Avenue NE, turns east at NE 6th Street, and crosses over I-405 to connect with the Segment D alternatives.



## **Connectors from Segment B:**

From *Preferred Alternative B2M*, *Preferred Alternative C11A* transitions from center-running on 112th Avenue SE to side-running on the west side, crossing the southbound lanes south of SE 6th Street. It continues north from SE 6th Street, remaining at-grade along the west side of 112th Ave SE, transitioning from an at-grade profile to retained fill on the west side of 112th Avenue SE, and then becomes elevated to cross SE 1st Place and turns west. *Preferred Alternative C11A* then travels on the south side of Main Street in a retained fill to the 108th Station between 108th and 110th Avenues.

From Alternatives B3, B3 - 114th Extension Design Option, and B7, the connectors are elevated and converge to a single route just north of SE 6th Street. The connector then heads northwest, crossing over 112th Avenue SE to travel along the south side of Main Street to the 108th Station.

From the 108th Station, *Preferred Alternative C11A* turns north at-grade, crossing Main Street to the center of 108th Avenue NE. At NE 6th Street, *Preferred Alternative C11A* turns east along the center of NE 6th Street to the at-grade Bellevue Transit Center Station, located at the existing Bellevue Transit Center between 108th and 110th Avenues NE. *Preferred Alternative C11A* then crosses 110th Avenue NE at-grade and transitions to a retained fill and then to an elevated profile between 110th and 112th Avenues NE before crossing 112th Avenue NE. *Preferred Alternative C11A* transitions from center-running on NE 6th Street between 110th and 112th Avenues NE to the north side of NE 6th Street before crossing I-405 and 116th Avenue NE. *Preferred Alternative C11A* then turns north along the former BNSF Railway corridor to cross NE 8th Street and reach the elevated Hospital Station before connecting with Segment D alternatives from the former BNSF Railway corridor. The Hospital Station would not preclude the development of a pedestrian or trail connection over NE 8th Street that would be designed and constructed by others.

## **Preferred 110th NE Tunnel Alternative (C9T)**

*Preferred Alternative C9T* travels from Segment B in a tunnel north along 110th Avenue NE, turns east at NE 6th Street, and crosses over I-405 to connect with the Segment D alternatives.

## **Connectors from Segment B:**

From *Preferred Alternative B2M*, *Preferred Alternative C9T* begins on the east side of 112th Avenue SE at SE 6th Street and then transitions to the west side of 112th Avenue SE at SE 6th Street. *Preferred Alternative C9T* then travels at-grade on the west side of 112th Avenue SE before turning west at Main Street to enter the tunnel portal on Main Street. This connector requires realigning SE 4th Street through Surrey Downs Park to connect to 112th Avenue SE farther south, forming a four-way intersection at SE 6th Street.

From Alternatives B3, B3 - 114th Extension Design Option, and B7, the connectors are elevated and converge to a single route just north of SE 6th Street. The connector then heads northwest to the elevated East Main Station south of Main Street. The connector then crosses over 112th Avenue SE to travel along the south side of Main Street and enter the tunnel portal on Main Street.

From the tunnel portal on Main Street, *Preferred Alternative C9T* continues on the south side of Main Street before turning north under 110th Avenue NE. *Preferred Alternative C9T* includes the Bellevue Transit Center Station at NE 4th Street. From this station, *Preferred Alternative C9T* continues north to NE 6th Street, where it turns east and transitions to an elevated profile in the center of NE 6th Street, and then swings to the north side of NE 6th Street to cross 112th Avenue NE, I-405, and 116th Avenue NE. *Preferred Alternative C9T* then turns north along the former BNSF Railway corridor to cross NE 8th Street and reach the elevated Hospital Station; it then connects with Segment D alternatives from the former BNSF Railway corridor. The Hospital Station would not preclude development of a pedestrian or trail connection over NE 8th Street that would be designed and constructed by others.

*Preferred Alternative C9T* also has a design option, Alternative C9T – East Main Station Design Option, which would include an at-grade station just south of the intersection of 112th Avenue SE and Main Street on the west side of 112th Avenue SE. This design option would only be implemented with a connection to *Preferred Alternative B2M*. Under this configuration, the SE 8th Station on *Preferred Alternative B2M* would not be built. Subsequent to the publication of the Final EIS, the Sound Transit Board selected the East Main Station as the preferred station location for *Preferred Alternative C9T* connecting to *Preferred Alternative B2M*. This is reflected in the description of the Preferred Alternative in this Record of Decision.

### **Bellevue Way Tunnel Alternative (C1T)**

The Bellevue Way Tunnel Alternative (C1T) continues at-grade in the median of Bellevue Way SE from Alternative B1, then transitions to a tunnel in a retained cut from approximately SE 4th Street to SE 2nd Street. C1T continues in a tunnel to the underground Old Bellevue Station between Main Street and NE 2nd Street. The alternative turns east at NE 6th Street under the Bellevue Arts Museum to an underground station at the Bellevue Transit Center. Alternative C1T exits the tunnel after 110th Avenue NE in an elevated profile in the median of NE 6th and crosses 112th Avenue NE, I-405, and 116th Avenue NE before turning north inside the former BNSF Railway corridor. The Hospital Station is elevated just north of NE 8th Street. Alternative C1T then descends to an at-grade profile to cross under NE 12th Street, where it connects to Segment D alternatives. The Hospital Station could include development of a pedestrian or trail connection over NE 8th Street that would be designed and constructed by others.

## **106th NE Tunnel Alternative (C2T)**

The 106th NE Tunnel Alternative (C2T) travels from Segment B in a tunnel under 106th Avenue NE, turns east at NE 6th Street, and crosses over I-405 to connect with the Segment D alternatives.

### **Connectors from Segment B:**

From Alternative B2A, Alternative C2T transitions into a retained cut, then into a tunnel in the median of 112th Avenue SE before turning northwest under the Surrey Downs Park, on the District Court House side, and travels diagonally to connect to 106th Avenue NE at Main Street.

From Alternative B2E, elevated on the east side of 112th Avenue, the connector turns west at Main Street and descends into a tunnel west of 112th Avenue SE along the south side of Main Street, where it turns to align under 106th Avenue NE.

- From Alternatives B3 and B7, the connector converges in new right-of-way just south of Main Street to the retained-cut East Main Station. From there, the connector turns west at Main Street and descends into a tunnel under 112th Avenue SE along the south side of Main Street, where it turns under a small retail complex to align under 106th Avenue NE.

**North of Main Street:** Alternative C2T continues under 106th Avenue NE in a tunnel and turns east under NE 6th Street to the underground Bellevue Transit Center Station. From this point eastward, the Alternative C2T route is identical to Alternative C1T as it connects to Segment D alternatives.

## **108th NE Tunnel Alternative (C3T)**

The 108th NE Tunnel Alternative (C3T) travels from Segment B in a tunnel under 108th Avenue NE, turns east at NE 12th Street, and crosses I-405 to connect with the Segment D alternatives.

### **Connectors from Segment B:**

From Alternative B2A, Alternative C3T transitions into a retained cut, then tunnels in the median of 112th Avenue SE before turning northwest under the Surrey Downs Park/District Court House site and diagonally to where it connects to 108th Avenue NE at Main Street.

From Alternative B2E, elevated on the east side of 112th Avenue, the connector turns west at Main Street and descends into a tunnel west of 112th Avenue SE along the south side of Main Street, where it turns in an easement under 108th Avenue NE.

From Alternatives B3 and B7, the connectors converge into a new right-of-way west of I-405; then, south of Main Street, the connector descends into a retained-cut to East Main Station. From there, the connector turns west at Main Street and descends into a tunnel under 112th Avenue SE along the south side of Main Street, where it turns under 108th Avenue NE.

North of Main Street, Alternative C3T continues along 108th Avenue NE in a tunnel to the underground Bellevue Transit Center Station. The alternative continues north until turning east onto the north side of NE 12th Street. The exit portal is at approximately 110th Avenue NE, and then the guideway transitions to an elevated profile to cross over 112th Avenue NE and I-405 with the Ashwood/Hospital Station located just east of I-405.

### **Couplet Alternative (C4A)**

The Couplet Alternative (C4A) travels from Segment B at-grade with a northbound track on 110th Avenue NE and southbound track on 108th Avenue NE. It turns east at NE 12th Street and crosses I-405 to connect with the Segment D alternatives.

### **Connectors from Segment B:**

From Alternative B2A, the connector transitions from an at-grade to elevated profile on the east side of 112th Avenue. The connector turns west at Main Street and returns at-grade along the south side of the road, with single tracks to 110th and 108th Avenues NE.

From Alternative B2E, elevated on the east side of 112th Avenue, the connector is the same as Alternative B2A.

From Alternatives B3 and B7, the connectors converge just south of Main Street to the elevated East Main Station. From there, the connector turns west at Main Street, crosses over 112th Avenue SE, and descends to an at-grade profile along the south side of Main Street, with tracks to 110th and 108th Avenues NE.

Between Main Street and NE 12th Street, Alternative C4A is an at-grade couplet using 110th and 108th Avenues NE. The northbound track on 110th Avenue NE would remove one lane of traffic and 110th would become one-way in the southbound direction. The southbound track on 108th Avenue NE would remove one lane of traffic and assumes that 108th would become one way in the northbound direction. Under Alternative C4A, the light rail would run counterflow to automobile traffic on 108th and 110th Avenues NE, which would improve visibility with automobiles and provide protected movement

Through the intersection. Operating light rail vehicles in the opposite direction as automobile traffic would also allow two-way bus service in a joint-use lane between NE 4th and NE 8th Streets in Downtown Bellevue. The Bellevue Transit Center Station would be on 108th and 110th Avenues NE south of NE 6th Street. The couplet would combine into a double track going east north of NE 12th Street in an elevated profile to

cross over 112th Avenue NE and I-405, with the Ashwood/Hospital Station located just east of I-405.

### **112th NE Elevated Alternative (C7E)**

The 112th NE Elevated Alternative (C7E) travels from Segment B, elevated along 112th Avenue, turns east at NE 12th Street, and crosses I-405 to connect with the Segment D alternatives.

#### **Connectors from Segment B:**

From Alternative B2A, an at-grade to elevated profile on the east side of 112th Avenue SE, the connector crosses Main Street.

From Alternative B2E, elevated on the east side of 112th Avenue SE, the connector is the same as Alternative B2A.

From Alternatives B3 and B7, the connectors converge just south of Main Street to an elevated East Main Station. From there, the connector turns northwest along the east side of 112th Avenue SE and crosses Main Street.

North of Main Street, Alternative C7E is an elevated profile along the east side of 112th Avenue SE, with the Bellevue Transit Center Station south of NE 6th Street and a pedestrian overpass connecting to the Bellevue Transit Center. Alternative C7E continues elevated, turning east at NE 12th Street to cross over 112th Avenue SE and I-405, with the Ashwood/Hospital Station located just east of I-405.

### **110th NE Elevated Alternative (C8E)**

The 110th NE Elevated Alternative (C8E) travels from Segment B adjacent to 114th Avenue/I-405, turns west at NE 2nd Street and north elevated along 110th Avenue NE, turns east at NE 12th Street, and crosses I-405 to connect with the Segment D alternatives.

#### **Connectors from Segment B:**

From Alternatives B3 and B7, the connectors converge just south of Main Street to the elevated East Main Station. From there, the connectors continue north over Main Street adjacent to I-405/114th Avenue.

North of Main Street, Alternative C8E is an elevated profile adjacent to 114th Avenue NE/ I-405, turning west at NE 2nd Street, crossing over 112th Avenue NE, and turning north at 110th Avenue NE to the median of the road and to an elevated Bellevue Transit Center station south of NE 6th Street. Alternative C8E continues elevated in the median of 110th Avenue NE, turning east at NE 12th Street to cross over 112th Avenue NE and I-405, with the Ashwood/Hospital Station located over I-405.

## **110th NE At-Grade Alternative (C9A)**

110th NE At-Grade Alternative (C9A) travels from Segment B at-grade north along 110th Avenue NE, turns east at NE 6th Street, and crosses over I-405 to connect with the Segment D alternatives.

### **Connectors from Segment B:**

From Alternative B2A, Alternative C9A begins at-grade in the center of 112th Avenue SE and transitions to retained fill just north of SE 6th Street. The alternative then transitions to elevated and curves slightly to the east side of 112th Avenue SE before turning west and crossing over 112th Avenue SE and transitioning to at-grade along Main Street. This connector requires widening 112th Avenue SE to the east for northbound traffic where the profile is at-grade and transitioning to elevated. Once the connector is elevated, northbound traffic travels under the elevated portions before 112th Avenue SE rejoins the original alignment.

From Alternatives B3, B3 - 114th Extension Design Option, and B7, the connectors are elevated and converge to a single route just north of SE 6th Street. The connector then heads northwest to the elevated East Main Station south of Main Street. The connector then crosses over 112th Avenue SE to travel west along the south side of Main Street.

Alternative C9A heads west on the south side of Main Street at-grade before turning north in the center of 110th Avenue NE and traveling at-grade in the center of the street to NE 6th Street, where it turns east to a Bellevue Transit Center Station located between 110th and 112th Avenues NE. From the station, this alternative travels east in an elevated profile over 112th Avenue NE, I-405, and 116th Avenue NE. Alternative C9A then turns north along the former BNSF Railway corridor to cross NE 8th Street and reach the elevated Hospital Station, then connects with Segment D alternatives from the former BNSF Railway corridor. The Hospital Station could include development of a pedestrian or trail connection over NE 8th Street that would be designed and constructed by others.

## **114th NE Elevated Alternative (C14E)**

The 114th NE Elevated Alternative (C14E) travels from Segment B adjacent to 114th Avenue/I-405, turns east to cross I-405 between NE 6th Street and NE 8th Street, and connects with the Segment D alternatives.

### **Connectors from Segment B:**

From Alternatives B3, B3 - 114th Extension Design Option, and B7, the connectors are elevated and converge to a single route just north of SE 6th Street. The connector then heads north, crossing over Main Street just west of and adjacent to I-405/114th Avenue NE. This alternative does not include the East Main Station.

North of Main Street, Alternative C14E is elevated the entire distance and crosses over I-405 beginning at NE 6th Street. The Bellevue Transit Center Station is located on an elevated structure above 114th Avenue NE, between NE 4th and 6th Streets, east of the existing Bellevue Transit Center. To provide better access from the existing Bellevue Transit Center, a moving sidewalk connects the station to City Hall Plaza, located across the street from the Bellevue Transit Center. Under Alternative C14E, a 200-space underground parking structure could be implemented by others as part of a larger development project on nearby property. After crossing I-405, Alternative C14E crosses 116th Avenue NE in an elevated profile and then turns north in the former BNSF Railway corridor to an elevated Hospital Station. The Hospital Station could include development of a pedestrian or trail connection over NE 8th Street that would be designed and constructed by others.

### **Interim Termini in Segment C**

The East Link Project considered construction in phases, depending on available funding or other factors. In Segment C, an interim terminus might be located at the Hospital Station or Ashwood/Hospital Station under a phased construction, depending on the alternative selected. However, operational plans might require constructing a maintenance facility. The closest of the proposed maintenance facility alternative sites is in Segment D, so an access track and maintenance facility would be built beyond Segment C under this phasing scenario. In addition, an interim terminus would require storage tracks up to 850 feet beyond the station platform for temporary layover of a four-car train. The preferred location for these storage tracks would be an extension within the former BNSF Railway corridor, north of the Hospital Station.

### **Segment D: Downtown Bellevue to Overlake Transit Center**

There are four alternatives in Segment D, which serve both the City of Bellevue's Bel-Red Corridor and Redmond's Overlake Village planning areas. All Segment D alternatives begin with connections from either the north side of NE 12th Street across 116th Avenue NE or from the former BNSF Railway corridor coming from NE 6th Street. These are referred to below as connections from "NE 12th" or "former BNSF." Segment D alternatives have between two and four stations at four possible locations: the 120th, 130th, Overlake Village, and Overlake Transit Center stations. *Preferred NE 16th At-Grade (D2A)*, NE 16th Elevated (D2E), and NE 20th (D3) Alternatives have the option of building either the 120th Station or the 130th Station, or building both stations. The Sound Transit Board identified the *Preferred NE 16th At-Grade Alternative (D2A)* as the preferred alternative in Segment D.

### **Preferred NE 16th At-Grade Alternative (D2A)**

*Preferred Alternative D2A* travels parallel to and north of a new NE 15th Street corridor east from the former BNSF Railway corridor in a mixed at-grade, retained-cut, and elevated profile.

*Preferred Alternative D2A* leaves the former BNSF Railway corridor at-grade and then transitions to a retained cut under 120th Avenue NE to a retained-cut 120th Station. After leaving the 120th Station, the route continues in a retained cut under 124th Avenue NE before transitioning to an elevated profile over the West Tributary of Kelsey Creek and then returns to the at-grade 130th Station. This alternative would also construct a 300-stall surface park-and-ride lot at the 130th Station. *Preferred Alternative D2A* continues at-grade on NE 16th Street, turns north at 136th Place NE, and crosses NE 20th Street at-grade until it transitions to an elevated structure along the south side of SR 520. This alternative then continues northeast to the Overlake Village Station west of 152nd Avenue NE, next to SR 520, and transitions to a retained-cut profile after the station until reaching the retained-cut Overlake Transit Center Station, which includes a proposed four-story 320-stall parking structure.

Two bicycle/pedestrian bridges connecting the north side of SR 520 to the Overlake Village and Overlake Transit Center Stations are being considered and would be funded by others. From the Overlake Transit Center Station, the route descends into a retained-cut profile on the east side of SR 520 and crosses under NE 40th Street before connecting with all Segment E alternatives.

Under a phased construction, any station on *Preferred Alternative D2A* might serve as an interim terminus, which would include tracks east of the station for train storage and turnback operations. However, the preferred location for these storage tracks would be in the former BNSF Railway corridor north of the Segment C/D break. If such a feature were built at an interim terminus station, then the project might also include parking for operators, and office/storage space for light maintenance activities such as cleaning interiors of vehicles.

*Preferred Alternative D2A* also includes two design options. The Alternative D2A - 120th Station Design Option follows the same horizontal alignment between 120th and 124th Avenues NE, but it is at-grade instead of in a retained cut, with an at-grade 120th Station, then transitions to elevated over 124th Avenue NE. The Alternative D2A - NE 24th Design Option leaves the SR 520 corridor at NE 24th Street and runs elevated along the north side of NE 24th Street. After crossing 148th Avenue NE, D2A - NE 24th Design Option turns north, then becomes at-grade along the west side of 152nd Avenue NE to the Overlake Village Station, then continues north to rejoin the SR 520 right-of-way.

### **NE 16th Elevated Alternative (D2E)**

The NE 16th Elevated Alternative (D2E) is approximately an elevated version of *Preferred Alternative D2A* until 132nd Avenue NE, where Alternative D2E aligns itself on the south side of NE 16th Street, then transitions to the west side of 136th Place NE. Just north of NE 20th Street, D2E has a similar route to the Alternative D2A - NE 24th Design Option, except D2E remains on the south side of NE 24th Street before turning north along the west side of 152nd Avenue NE.

### **NE 20th Alternative (D3)**

The NE 20th Alternative (D3) follows approximately the same route as *Preferred*



*Alternative D2A* until *Alternative D3* approaches NE 20th Street, where it turns east into the median of NE 20th Street at-grade, requiring widening on either side of the road, then into a retained cut east of 140th Avenue NE. *Alternative D3* remains in a retained-cut profile, heading north at 152nd Avenue NE, and transitions to an at-grade center-running route just south of NE 24th Street. 152nd Avenue NE would be widened to the east and west. The alternative continues north to Overlake Village and then is similar to the D2A - NE 24th Design Option profile and station descriptions, except that D3 is in the median of 152nd Avenue NE and the Overlake Village Station is closer to NE 24th Street.

### **SR 520 Alternative (D5)**

The SR 520 Alternative (D5) is elevated from the north side of NE 12th Street, or at-grade in the former BNSF Railway corridor, turns east at approximately NE 20th Street, crosses Northup Way, and continues east on the south side of SR 520. The alternative crosses over NE 24th Street and then transitions into a retained-cut profile under 148th Avenue NE and then into the retained cut/at-grade station at the Overlake Village Station behind the Safeway store or at the Overlake Village Station at NE 25th Street along the west side of 152nd Avenue NE. From 152nd Avenue NE, *Alternative D5* is similar to the D2A - NE 24th Design Option, going to Segment E.

### **Interim Termini in Segment D**

Under a phased construction and depending on available funding, buildout of the selected alternative in Segment D may have an interim terminus at any of the proposed stations. This would include access tracks to connect with a maintenance facility within Segment D, if one is constructed. In addition, an interim terminus would require storage tracks up to 850 feet beyond the terminus station platform for temporary layover of a four-car train.

### **Segment E: Overlake Transit Center to Downtown Redmond**

Three alternatives are considered for Segment E. All Segment E alternatives follow one route from Segment D along the south side of SR 520 until they split into three different routes accessing Downtown Redmond. From the Overlake Transit Center, all Segment E alternatives follow the south side of SR 520 and under NE 40th Street, NE 51st Street, and NE 60th Street in a retained-cut profile. The three alternatives split into three different routes at the SR 520 interchange with West Lake Sammamish Parkway. The *Preferred Marymoor Alternative (E2)* crosses the interchange to continue east along the south side of SR 520.

Alternatives in this segment have either two or three stations at these potential locations: Redmond Town Center, SE Redmond, Downtown Redmond, and Redmond Transit Center. The Sound Transit Board identified *Preferred Marymoor Alternative (E2)* as the preferred alternative in Segment E.

## **Preferred Marymoor Alternative (E2)**

*Preferred Marymoor Alternative (E2)* travels parallel to and east of SR 520 in a combination of retained-cut and at-grade profiles and transitions to an elevated profile on the south side of SR 520 on a new bridge over the Sammamish River. *Preferred Alternative E2* then descends to at-grade, straddling the SR 520 right-of-way and Marymoor Park property line to the SE Redmond Station on the south side of the SR 520 and SR 202 interchange. This station includes a park-and-ride with a structured parking garage.

After the SE Redmond Station, *Preferred Alternative E2* turns northwest, goes under the SR 520 and SR 202 interchange, and enters the former BNSF Railway corridor elevated over Bear Creek. *Preferred Alternative E2* then becomes at-grade to cross 170th Avenue NE and continue in the former BNSF Railway corridor to the Downtown Redmond Station and terminates northwest of Leary Way. An 800-foot-long tail track extends past the station for train layovers and turnbacks. This tail track includes a maintenance building and an employee parking lot with approximately 20 parking stalls.

The alignment of *Preferred Alternative E2* in Downtown Redmond and the City of Redmond's *Central Connector Master Plan*, adopted in June 2011, are not entirely consistent primarily because of City plans for utility upgrades and the regional trail extension in the former BNSF Railway corridor and NE 76th Street rights-of-way. When funding is available to advance the design work for Segment E, Sound Transit will work with the City of Redmond to adjust the design within the BNSF and NE 76th Street right-of-way to accommodate the potential for future freight/commuter rail, local and regional utilities, the trail, and automobile traffic on NE 76th Street as well as East Link light rail. *Preferred Alternative E2* also has a design option, Alternative E2 - Redmond Transit Center Station Design Option, that has a station at Redmond Town Center, after which the route would turn north on 161st Avenue NE in the center of the roadway, with a terminus station at the Redmond Transit Center. An 800-foot-long tail track extends past the station for train layovers.

## **Redmond Way Alternative (E1)**

The Redmond Way Alternative (E1) becomes elevated and crosses north over SR 520, follows the northwest side of West Lake Sammamish Parkway, and turns northeast on the south side of Redmond Way in a new bridge structure over the Sammamish River. Alternative E1 continues along Redmond Way and turns southeast into an at-grade profile in the former BNSF Railway corridor to Redmond Town Center Station along NE 76th Street, then transitions to an elevated structure over Bear Creek and the SR 520/SR 202 interchange to the terminus, SE Redmond Station. This station includes a four-story park-and-ride facility in the industrial park adjacent to the former BNSF Railway corridor. An 800-foot-long tail track extends past the station for train layovers.

## **Leary Way Alternative (E4)**

The Leary Way Alternative (E4) crosses north over SR 520 and is elevated on the northwest side of West Lake Sammamish Parkway, and then turns northeast along the south side of Leary Way, crossing the Sammamish River on a new bridge structure. The alternative then transitions to an at-grade profile south of Bear Creek Parkway and turns southeast in the former BNSF Railway corridor to the Redmond Town Center Station between 164th Avenue NE and 166th Avenue NE. The alternative continues along the former BNSF Railway corridor, crosses over Bear Creek on a bridge, and then transitions into a retained-cut profile under SR 520 before terminating in an at-grade profile at the SE Redmond Station.

The SE Redmond terminus station includes a four-story park-and-ride facility in the industrial park adjacent to the former BNSF Railway corridor. A 1,600-foot-long tail track extends past the station for train layovers.

## **Interim Termini in Segment E**

In Segment E, either the SE Redmond or the Downtown Redmond Station for *Preferred Alternative E2* or the Redmond Town Center Station for Alternatives E1 or E4 could become an interim terminus. Remaining stations in Segment E are considered to be the final terminus station for East Link. The Downtown Redmond Station can only be a final terminus.

## **Maintenance Facility Alternatives**

Sound Transit's Link Operations and Maintenance Facility is located south of Downtown Seattle and would accommodate service to the interim terminus at Overlake (Segment D). A second storage and light maintenance facility would be needed with full buildout of the East Link Project. A second light rail storage and light maintenance facility was funded as part of ST2 to support systemwide expansion, with funding contributions from the King County and Snohomish County subareas. This facility's location will be determined through future operations analysis and site planning. Because the facility could be located in the East Link corridor, the Final EIS evaluates alternative sites but does not identify a preferred facility location. This facility would require approximately 10 to 15 acres of land and would primarily serve the following functions:

- Overnight and midday storage for approximately 40 to 50 vehicles
- Carwashing facility for exterior vehicle cleaning
- Interior cleaning of light rail vehicles
- Daily service and inspection of revenue vehicles
- Corrective and preventive maintenance
- Maintenance of track facilities

- Operating offices
- Light rail vehicle operator reporting and ready-room areas

With East Link service to Overlake Transit Center as an interim terminus, overnight vehicle storage would be located at the tail tracks at the end of the line and/or in the storage track in the former BNSF Railway corridor described as part of *Preferred Alternative D2A*. Vehicle maintenance and repair would remain at the existing Link Operations and Maintenance Facility in Seattle. For a second facility, there are four alternative maintenance facility sites, three in Segment D and one in Segment E. All the route alternatives in Segment D were designed with access to any of its three alternative maintenance facilities; likewise, all Segment E alternatives could connect to the maintenance facility MF5. As described above, no preferred maintenance facility alternative has been identified. As previously noted in this ROD, Sound Transit will need to identify the preferred maintenance base site and prepare additional environmental documentation for review prior to construction of Segment E from the Overlake Transit Center station to downtown Redmond.

**116th Avenue NE Maintenance Facility (MF1).** MF1 is between 116th Avenue NE and the former BNSF Railway corridor. Constructing this facility would require substantial cut and fill to create a flat area for operations and several medical related buildings and businesses would be removed or relocated.

**124th Avenue NE Maintenance Facility (MF2).** MF2 is between 120th Avenue NE and the former BNSF corridor and would require a minor amount of cut and fill to create a flat area.

**SR 520 Maintenance Facility (MF3).** MF3 is adjacent to the south side of the SR 520 right-of-way between roughly 130th Avenue NE and 135th Avenue NE.

**SE Redmond Maintenance Facility (MF5).** MF5 has two possible locations. For the Redmond Way Alternative (E1), the maintenance facility would be located southwest of the SR 520/SR 202 interchange and would be accessed via an access track from the former BNSF Railway corridor. This site would require a moderate amount of cut and fill to create a flat area.

For *Preferred Alternative E2* and Alternative E4, the maintenance facility would be located adjacent to the former BNSF Railway corridor south of the SR 520/SR 202 interchange. For *Preferred Alternative E2*, which does not enter the former BNSF Railway corridor in this area, an access track from the new park-and-ride facility south of SR 520 would access the maintenance facility. These sites would require minimal to no grading to create a flat area for operations.

With any interim terminus station, a storage or tail track would be built beyond the station. The preferred location is a storage track in the former BNSF Railway north of the Hospital Station. If such a feature were built at an interim terminus station, the project might also include up to 10 parking spaces for operators, and office/storage space for light maintenance activities such as cleaning interiors of vehicle.



**Preferred Alternative**  
 — At-Grade Route  
 — Tunnel Route

**Other Alternatives**  
 — At-Grade Route  
 — Tunnel Route

■ Traction Power Substation  
 ■ Station  
 A | B Segment Limit

○ Central Link Alignment and Station

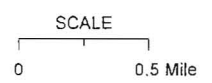
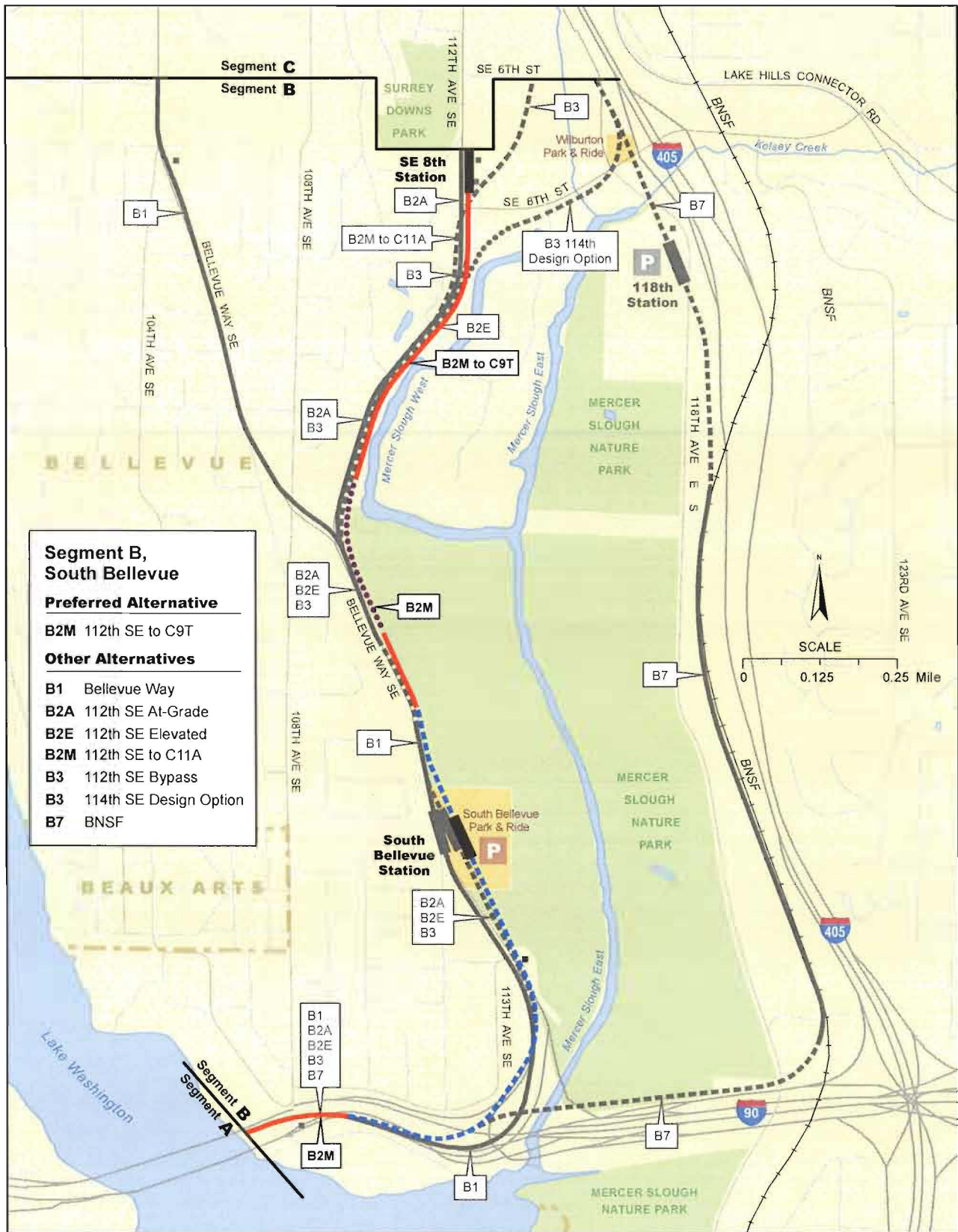


Exhibit B-1  
**Segment A, Interstate 90**  
 East Link Project



**Segment B, South Bellevue**  
**Preferred Alternative**  
 B2M 112th SE to C9T  
**Other Alternatives**  
 B1 Bellevue Way  
 B2A 112th SE At-Grade  
 B2E 112th SE Elevated  
 B2M 112th SE to C11A  
 B3 112th SE Bypass  
 B3 114th SE Design Option  
 B7 BNSF

**Preferred Alternatives**  
 — At-Grade Route  
 - - - - - Elevated Route  
 ••••• Retained-Cut Route  
 ••••• Retained-Fill Route

**Other Alternatives**  
 — At-Grade Route  
 - - - - - Elevated Route  
 ••••• Retained-Cut Route  
 ••••• Retained-Fill Route

■ Traction Power Substation  
 P Station  
 P New and/or Expanded Park-and-Ride Lot  
 A | B Segment Limit

Source: City of Bellevue (2005) and King County (2006)

**Exhibit B-2**  
**Segment B, South Bellevue**  
 East Link Project

**Segment C,  
Downtown Bellevue**

**Preferred Alternative**

C9T 110th NE Tunnel

**Other Alternatives**

C1T Bellevue Way Tunnel

C2T 106th NE Tunnel

C3T 108th NE Tunnel

C4A Couplet

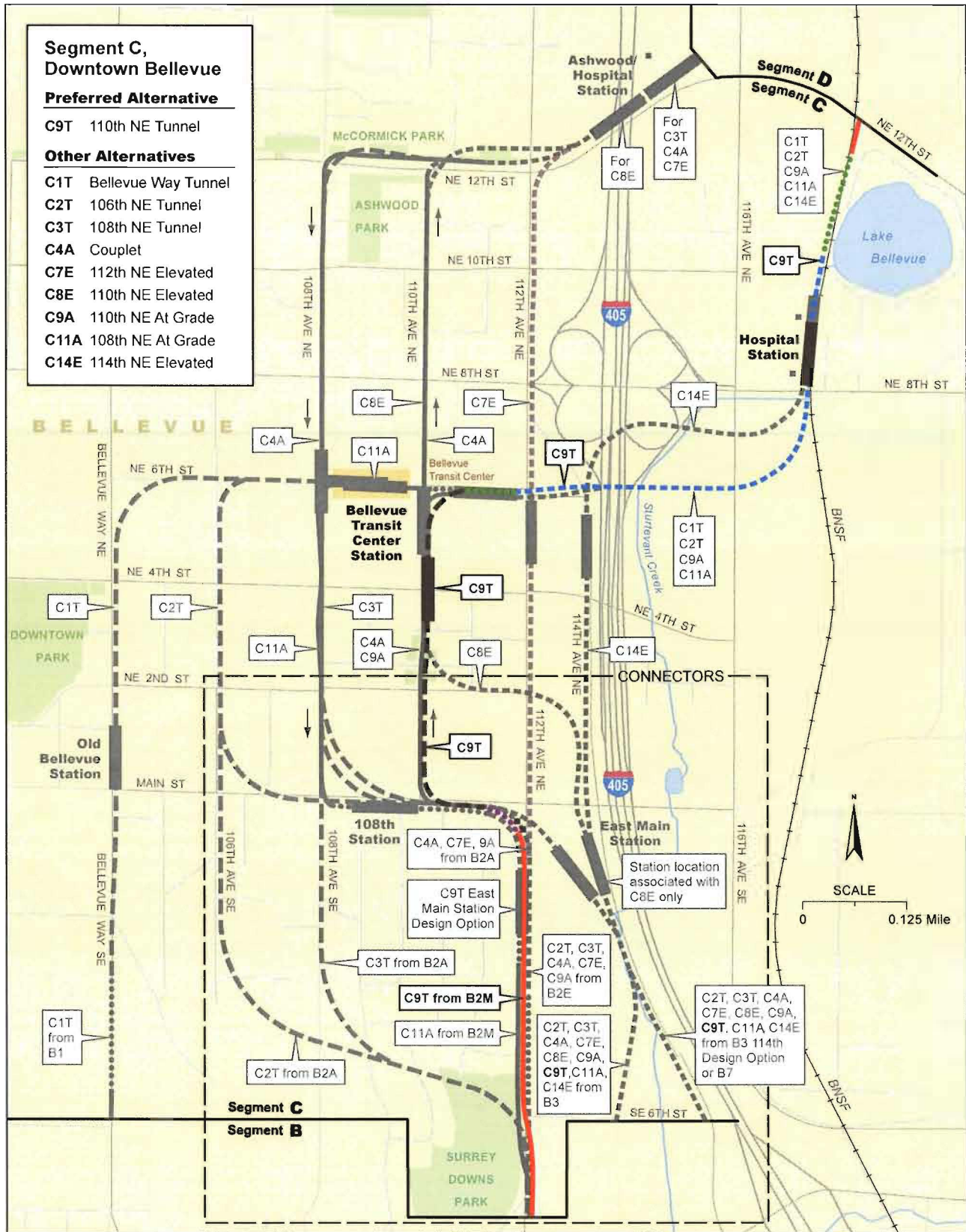
C7E 112th NE Elevated

C8E 110th NE Elevated

C9A 110th NE At Grade

C11A 108th NE At Grade

C14E 114th NE Elevated



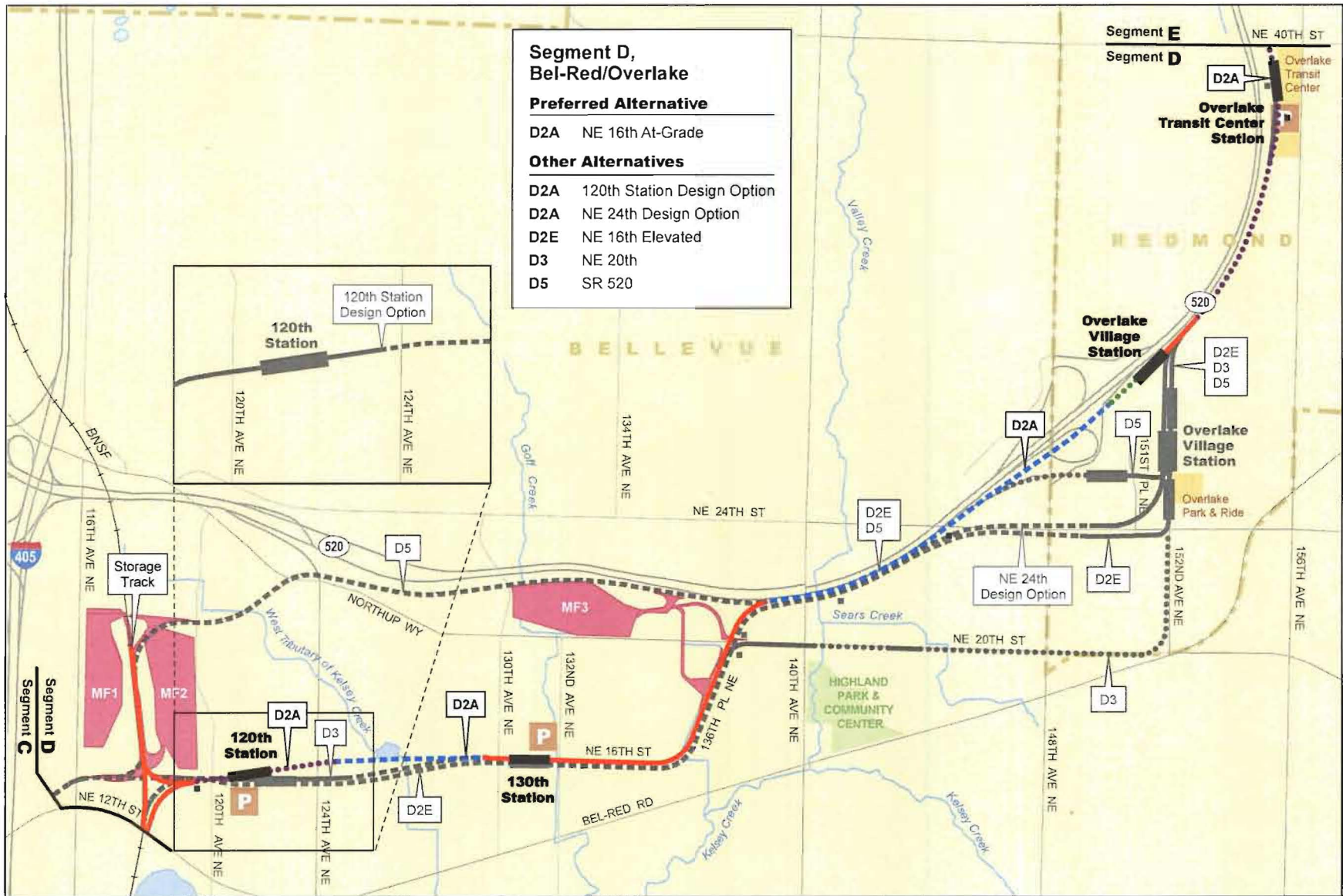
- Preferred Alternative**
- At-Grade Route
  - Elevated Route
  - Retained-Cut Route
  - Retained-Fill Route
  - Tunnel

- Other Alternatives**
- At-Grade
  - Elevated
  - Retained-Cut
  - Retained-Fill
  - Tunnel

- Traction Power Substation
- Station
- P New and/or Expanded Park-and-Ride Lot
- B | C Segment Limit

Exhibit B-3  
**Segment C, Downtown Bellevue**  
East Link Project

Source: City of Bellevue (2005) and King County (2006)



**Segment D,  
Bel-Red/Overlake**

**Preferred Alternative**

D2A NE 16th At-Grade

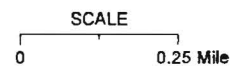
**Other Alternatives**

D2A 120th Station Design Option  
 D2A NE 24th Design Option  
 D2E NE 16th Elevated  
 D3 NE 20th  
 D5 SR 520

- |                              |                           |
|------------------------------|---------------------------|
| <b>Preferred Alternative</b> | <b>Other Alternatives</b> |
| At-Grade Route               | At-Grade Route            |
| Elevated Route               | Elevated Route            |
| Retained-Cut Route           | Retained-Cut Route        |
| Retained-Fill Route          |                           |

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

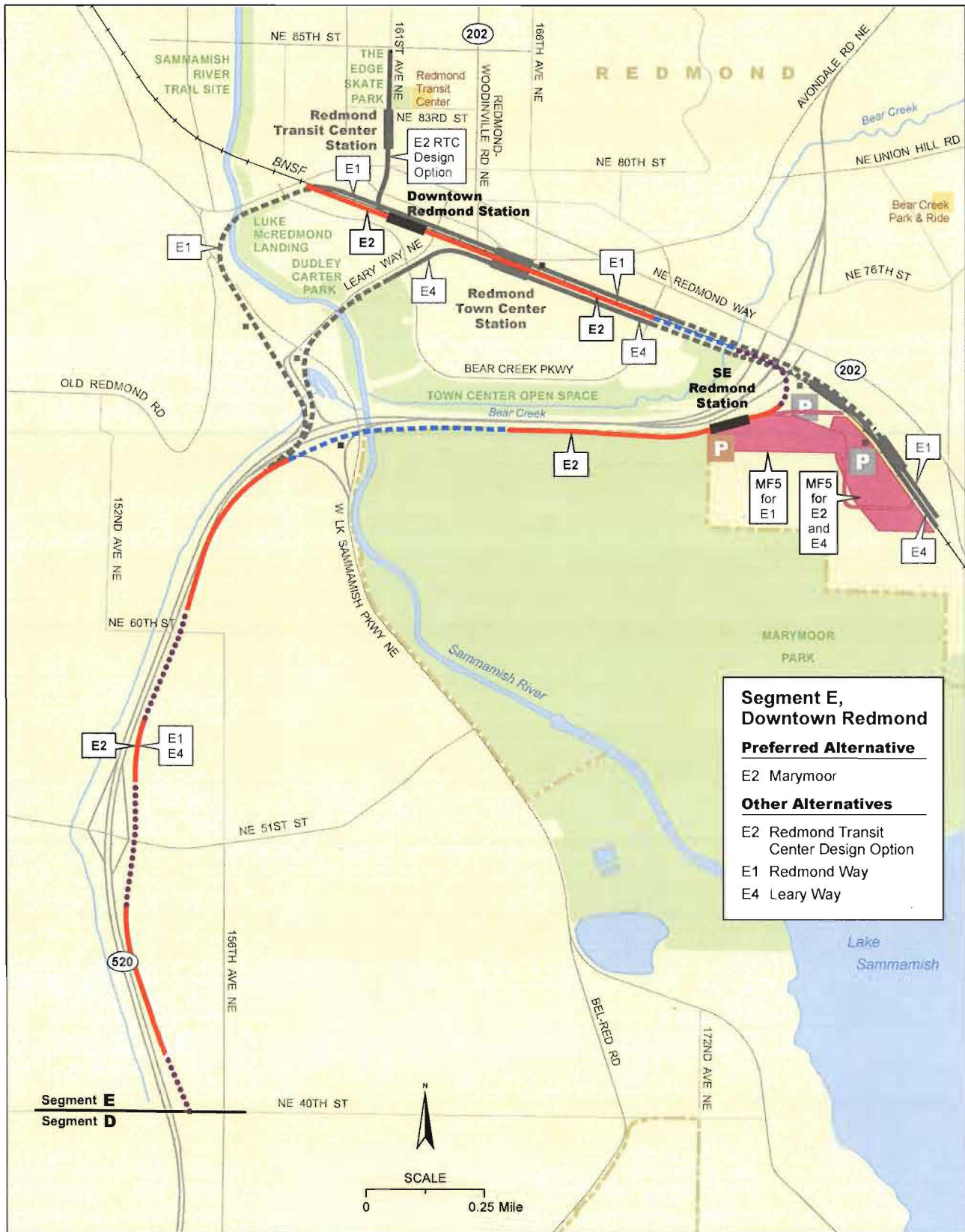
**C | D** Segment Limit



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

Exhibit B-4  
**Segment D, Bel-Red/Overlake**  
 East Link Project





**Segment E, Downtown Redmond Preferred Alternative**

E2 Marymoor

**Other Alternatives**

E2 Redmond Transit Center Design Option

E1 Redmond Way

E4 Leary Way

<b>Preferred Alternative</b>	<b>Other Alternatives</b>	■ Traction Power Substation	■ Maintenance Facility and Access Track
— At-Grade Route	— At-Grade Route	■ Station	
— Elevated Route	— Elevated Route	■ New and/or Expanded Park-and-Ride Lot	
— Retained-Cut Route	— Retained-Cut Route	■ Segment Limit	

**Exhibit B-5**  
**Segment E, Downtown Redmond**  
 East Link Project

Source: King County (2006).