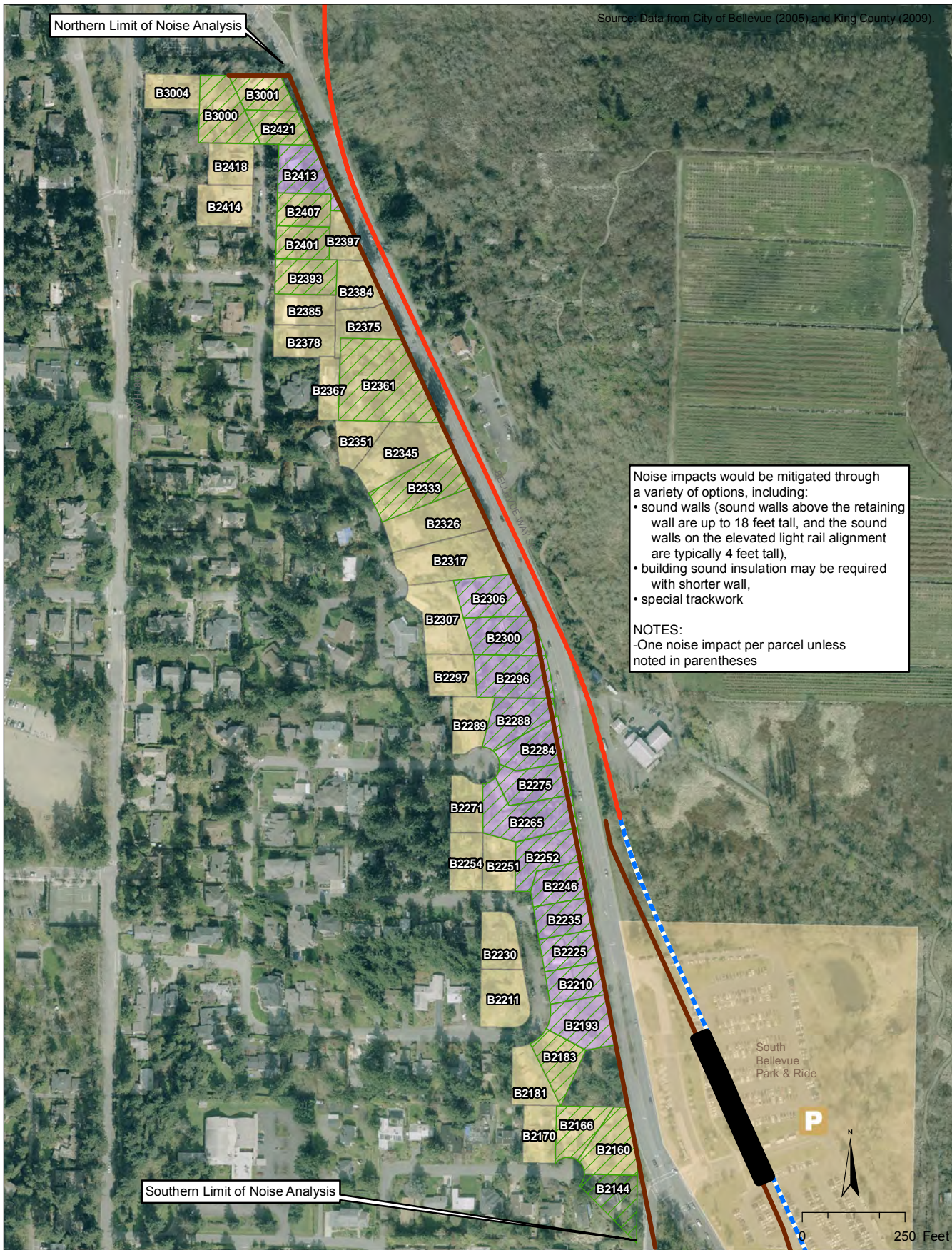


**Attachment B: Figures**



Northern Limit of Noise Analysis



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

- sound walls (sound walls above the retaining wall are up to 18 feet tall, and the sound walls on the elevated light rail alignment are typically 4 feet tall),
- building sound insulation may be required with shorter wall,
- special trackwork

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

Southern Limit of Noise Analysis

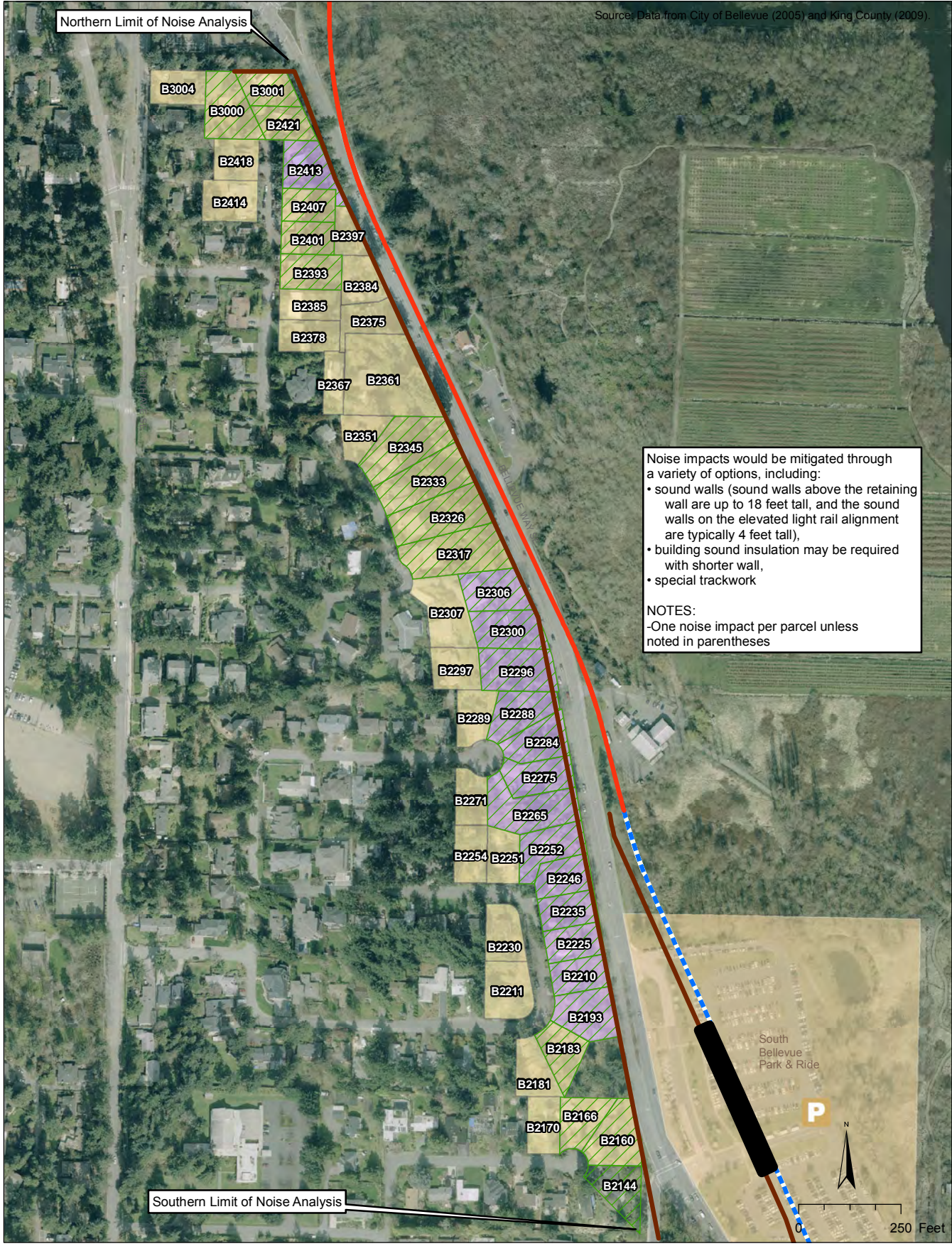
- At-Grade Route
- - - Elevated Route
- • • Retained-Cut Route
- • • Retained-Fill Route
- Tunnel Route
- Proposed Noise Wall
- P New and/or Expanded Park-and-Ride Lot
- Moderate Light Rail Impact
- Severe Light Rail Impact
- No Light Rail Impact
- Traffic Noise Impacts
- X Crossover Location

**Exhibit E.1-1  
Noise Impacts, Shift  
Bellevue Way**  
SEPA Addendum  
East Link Project



Northern Limit of Noise Analysis

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



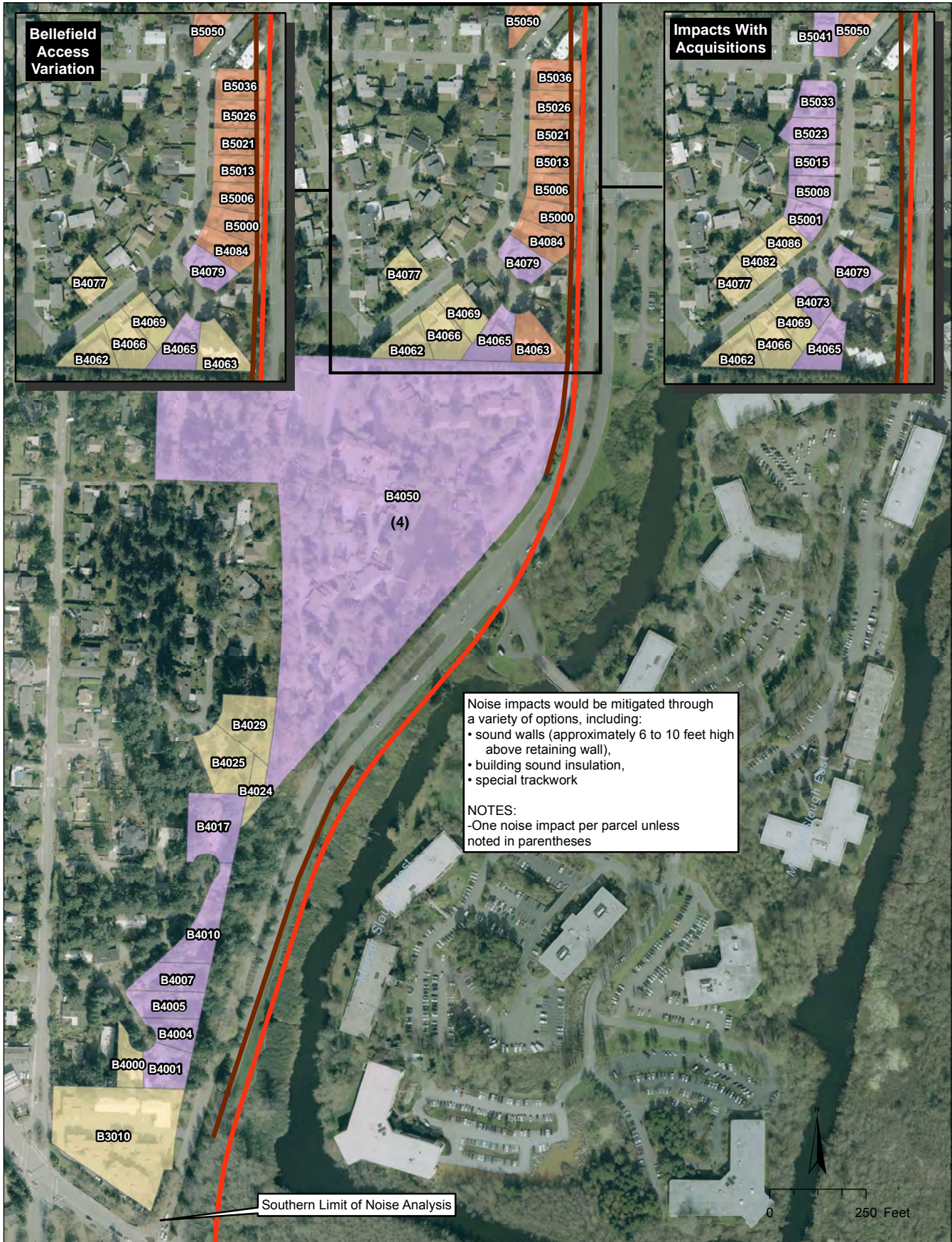
Noise impacts would be mitigated through a variety of options, including:

- sound walls (sound walls above the retaining wall are up to 18 feet tall, and the sound walls on the elevated light rail alignment are typically 4 feet tall),
- building sound insulation may be required with shorter wall,
- special trackwork

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

- |                     |                                       |                            |                    |
|---------------------|---------------------------------------|----------------------------|--------------------|
| At-Grade Route      | Proposed Noise Wall                   | Moderate Light Rail Impact | Crossover Location |
| Elevated Route      | Proposed Station                      | Severe Light Rail Impact   |                    |
| Retained-Cut Route  | New and/or Expanded Park-and-Ride Lot | No Light Rail Impact       |                    |
| Retained-Fill Route | Traffic Noise Impacts                 |                            |                    |
| Tunnel Route        |                                       |                            |                    |

**Exhibit E.1-2**  
**Noise Impacts, Shift Bellevue Way with HOV**  
 SEPA Addendum  
 East Link Project



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

- sound walls (approximately 6 to 10 feet high above retaining wall),
- 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).

|                     |                                       |                             |                           |
|---------------------|---------------------------------------|-----------------------------|---------------------------|
| At-Grade Route      | Proposed Station                      | Moderate Light Rail Impacts | Crossover Location        |
| Elevated Route      | New and/or Expanded Park-and-Ride Lot | Severe Light Rail Impacts   | Pedestrian Crossing Bells |
| Retained-Cut Route  |                                       | No Light Rail Impact        |                           |
| Retained-Fill Route |                                       |                             |                           |
| Tunnel Route        |                                       |                             |                           |

Exhibit E.1-3  
**Noise Impacts,**  
 112th Road Over Rail  
 SEPA Addendum  
 East Link Project