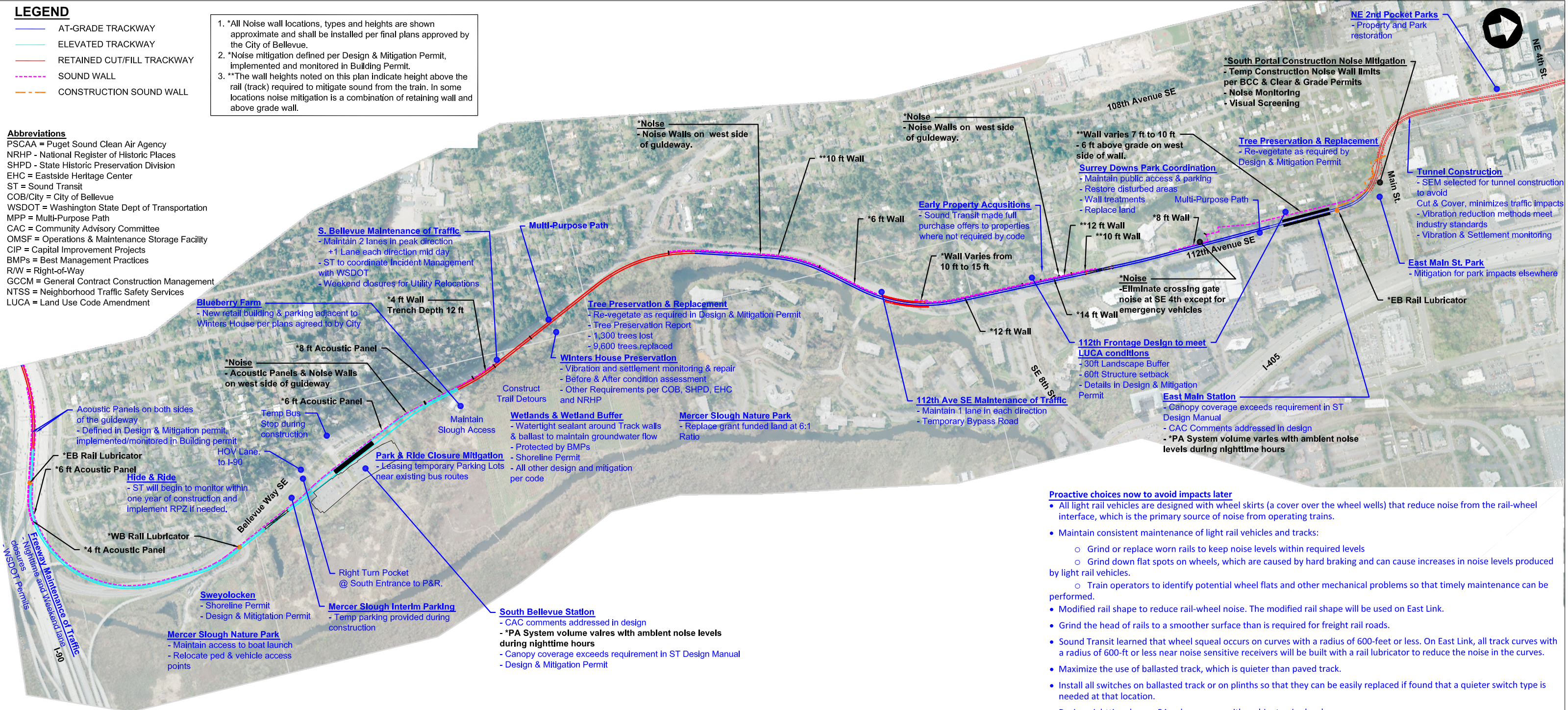


LEGEND

- AT-GRADE TRACKWAY
- ELEVATED TRACKWAY
- RETAINED CUT/FILL TRACKWAY
- - - SOUND WALL
- - - CONSTRUCTION SOUND WALL

1. *All Noise wall locations, types and heights are shown approximate and shall be installed per final plans approved by the City of Bellevue.
2. *Noise mitigation defined per Design & Mitigation Permit, implemented and monitored in Building Permit.
3. **The wall heights noted on this plan indicate height above the rail (track) required to mitigate sound from the train. In some locations noise mitigation is a combination of retaining wall and above grade wall.

- Abbreviations**
- PSCAA = Puget Sound Clean Air Agency
 - NRHP - National Register of Historic Places
 - SHPD - State Historic Preservation Division
 - EHC = Eastside Heritage Center
 - ST = Sound Transit
 - COB/City = City of Bellevue
 - WSDOT = Washington State Dept of Transportation
 - MPP = Multi-Purpose Path
 - CAC = Community Advisory Committee
 - OMSF = Operations & Maintenance Storage Facility
 - CIP = Capital Improvement Projects
 - BMPs = Best Management Practices
 - R/W = Right-of-Way
 - GCCM = General Contract Construction Management
 - NTSS = Neighborhood Traffic Safety Services
 - LUCA = Land Use Code Amendment



Proactive choices now to avoid impacts later

- All light rail vehicles are designed with wheel skirts (a cover over the wheel wells) that reduce noise from the rail-wheel interface, which is the primary source of noise from operating trains.
 - Maintain consistent maintenance of light rail vehicles and tracks:
 - Grind or replace worn rails to keep noise levels within required levels
 - Grind down flat spots on wheels, which are caused by hard braking and can cause increases in noise levels produced by light rail vehicles.
 - Train operators to identify potential wheel flats and other mechanical problems so that timely maintenance can be performed.
 - Modified rail shape to reduce rail-wheel noise. The modified rail shape will be used on East Link.
 - Grind the head of rails to a smoother surface than is required for freight rail roads.
 - Sound Transit learned that wheel squeal occurs on curves with a radius of 600-feet or less. On East Link, all track curves with a radius of 600-ft or less near noise sensitive receivers will be built with a rail lubricator to reduce the noise in the curves.
 - Maximize the use of ballasted track, which is quieter than paved track.
 - Install all switches on ballasted track or on plinths so that they can be easily replaced if found that a quieter switch type is needed at that location.
 - During nighttime hours, PA volumes vary with ambient noise levels.
 - Wayside audible warning devices are directed towards pedestrians.
 - Train bell noise levels reduced at night.
- Corridor Wide Mitigation**
- Air Quality dust & emission control per PSCAA requirements
 - Environmental Impacts regulated by Dept. of Fish and Wildlife, Dept. of Ecology and Army Corp. Eng.
 - ST Business & Community Outreach Program and good
 - neighbor commitments per ST website.
 - Alignment modifications to minimize neighborhood, City and
 - environmental concerns
 - Neighborhood Construction Traffic Mitigation
 - NTSS to work with impacted areas to address construction traffic impacts

EXHIBIT O - MITIGATION

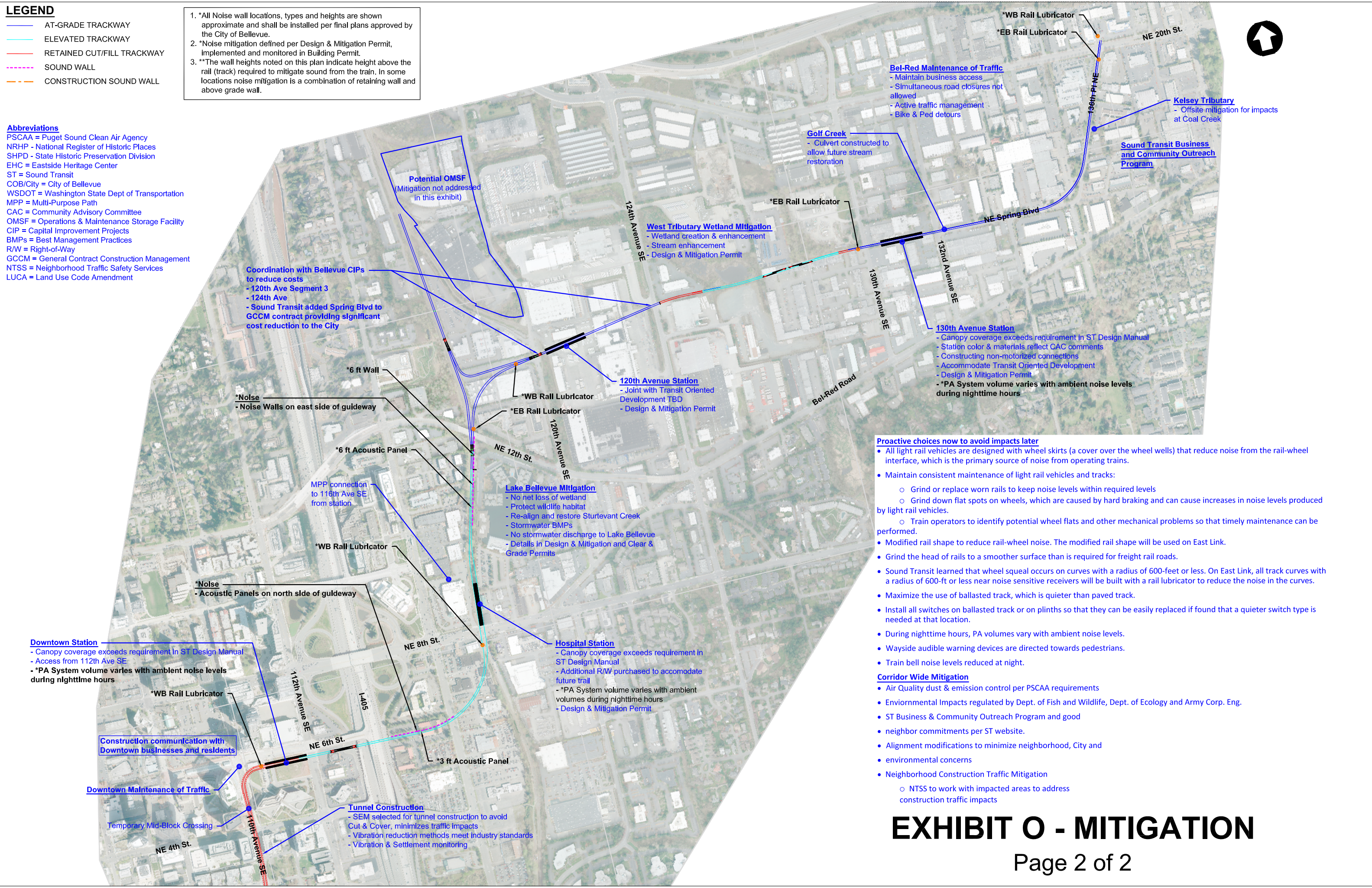
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Coordination with Bellevue CIPs to reduce costs
 - 120th Ave Segment 3
 - 124th Ave
 - Sound Transit added Spring Blvd to GCCM contract providing significant cost reduction to the City

***Noise**
 - Noise Walls on east side of guideway

***6 ft Acoustic Panel**

MPP connection to 116th Ave SE from station

***Noise**
 - Acoustic Panels on north side of guideway

Downtown Station
 - Canopy coverage exceeds requirement in ST Design Manual
 - Access from 112th Ave SE
 - *PA System volume varies with ambient noise levels during nighttime hours

Construction communication with Downtown businesses and residents

Downtown Maintenance of Traffic

Temporary Mid-Block Crossing

Tunnel Construction
 - SEM selected for tunnel construction to avoid Cut & Cover, minimizes traffic impacts
 - Vibration reduction methods meet industry standards
 - Vibration & Settlement monitoring

***3 ft Acoustic Panel**

Lake Bellevue Mitigation
 - No net loss of wetland
 - Protect wildlife habitat
 - Re-align and restore Sturtevant Creek
 - Stormwater BMPs
 - No stormwater discharge to Lake Bellevue
 - Details in Design & Mitigation and Clear & Grade Permits

120th Avenue Station
 - Joint with Transit Oriented Development TBD
 - Design & Mitigation Permit

West Tributary Wetland Mitigation
 - Wetland creation & enhancement
 - Stream enhancement
 - Design & Mitigation Permit

Golf Creek
 - Culvert constructed to allow future stream restoration

Bel-Red Maintenance of Traffic
 - Maintain business access
 - Simultaneous road closures not allowed
 - Active traffic management
 - Bike & Ped detours

Kelsey Tributary
 - Offsite mitigation for impacts at Coal Creek

Sound Transit Business and Community Outreach Program

130th Avenue Station
 - Canopy coverage exceeds requirement in ST Design Manual
 - Station color & materials reflect CAC comments
 - Constructing non-motorized connections
 - Accommodate Transit Oriented Development
 - Design & Mitigation Permit
 - *PA System volume varies with ambient noise levels during nighttime hours

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