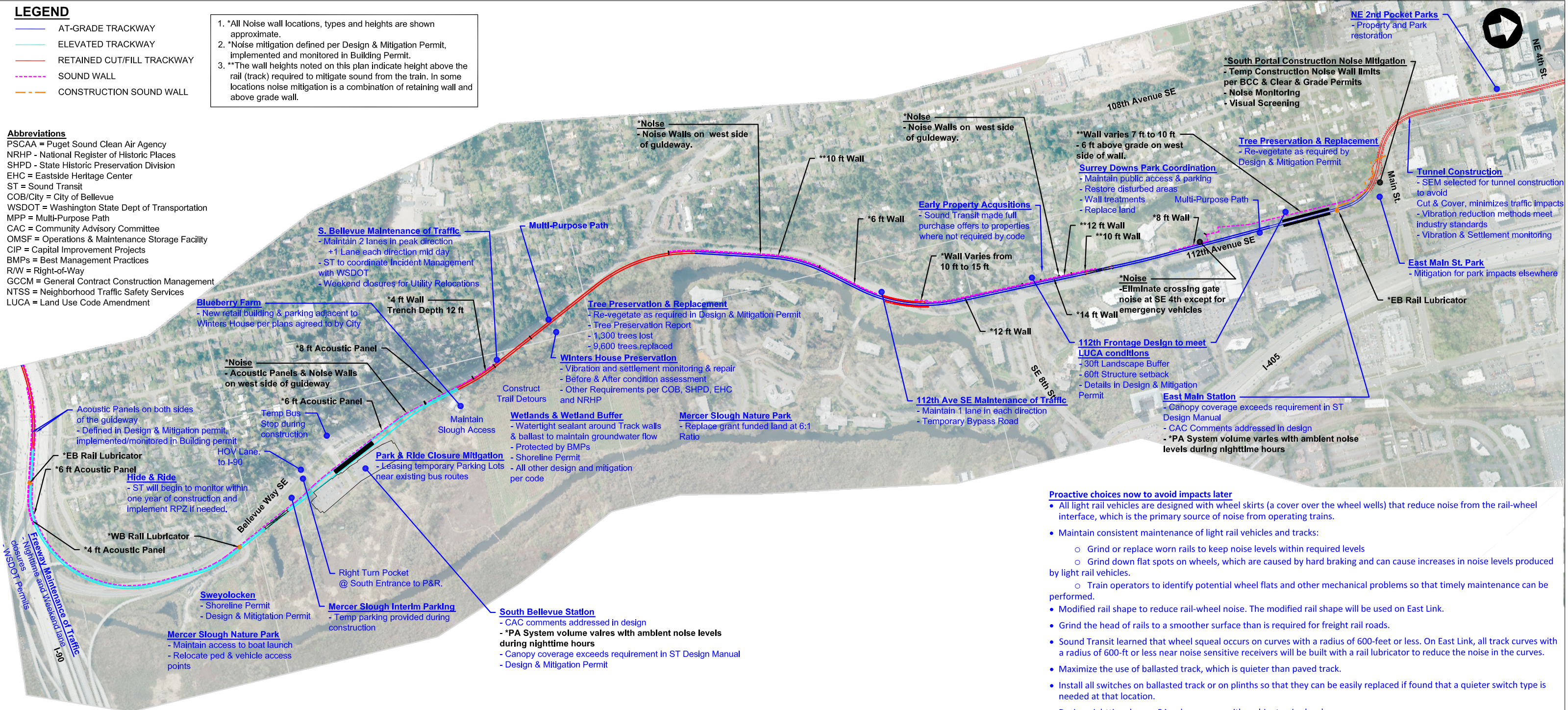


LEGEND

- 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.
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
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 - NTSS to work with impacted areas to address construction traffic impacts

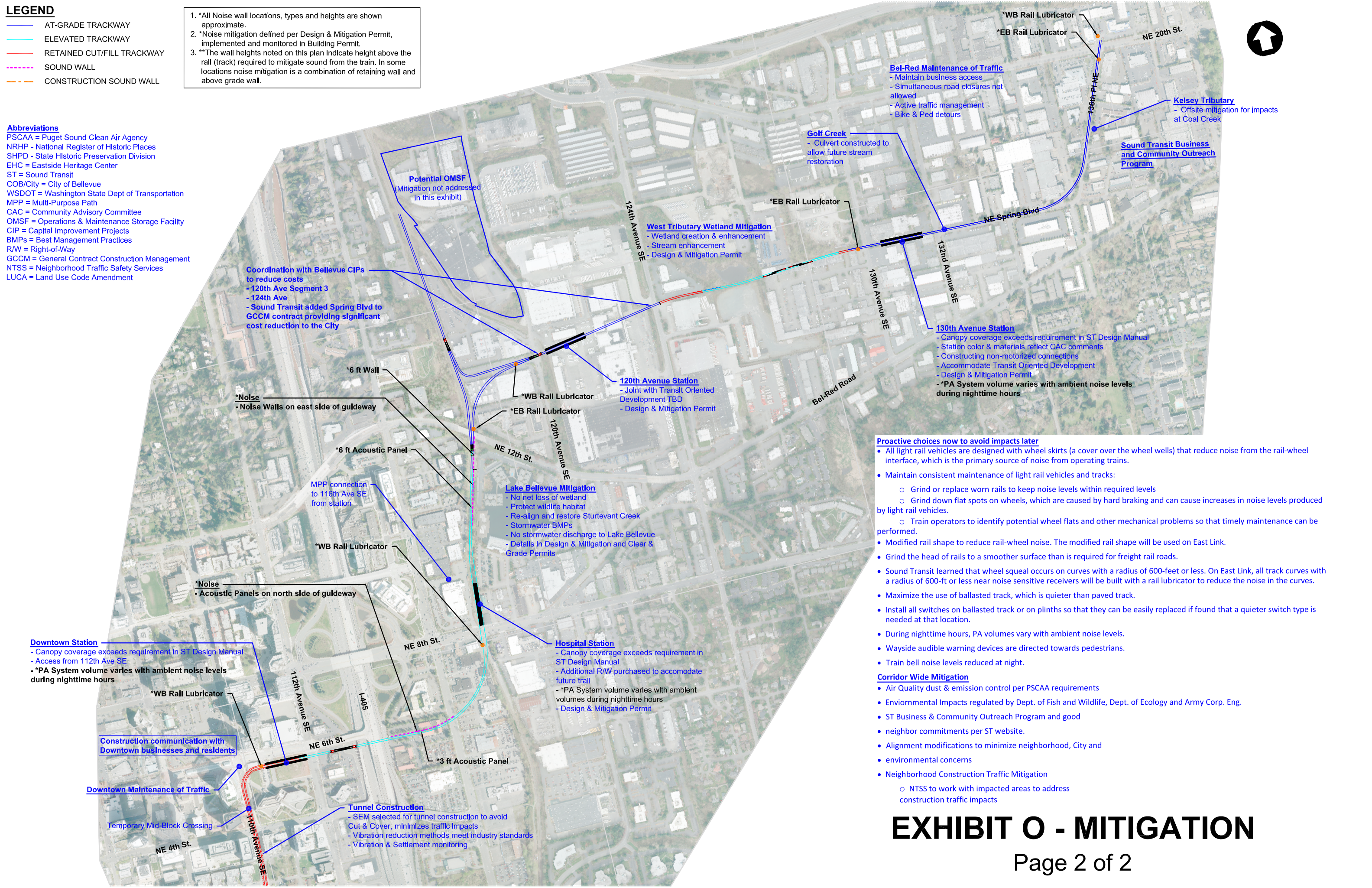
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Coordination with Bellevue CIPs to reduce costs
 - 120th Ave Segment 3
 - 124th Ave
 - Sound Transit added Spring Blvd to GCCM contract providing significant cost reduction to the City

Noise
 - Noise Walls on east side of guideway

*6 ft Wall

*6 ft Acoustic Panel

MPP connection to 116th Ave SE from station

*WB Rail Lubricator

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

*WB Rail Lubricator

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

*WB Rail Lubricator

*EB Rail Lubricator

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

Golf Creek
 - Culvert constructed to allow future stream restoration

*EB Rail Lubricator

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

130th Avenue SE

132nd Avenue SE

130th Avenue SE

Bel-Red Road

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

Sound Transit Business and Community Outreach Program

Kelsey Tributary
 - Offsite mitigation for impacts at Coal Creek

NE Spring Blvd

132nd Avenue SE

130th Avenue SE

Bel-Red Road

NE Spring Blvd

130th Avenue SE

132nd Avenue SE

130th Avenue SE

132nd Avenue SE

130th Avenue SE

132nd Avenue SE

130th Avenue SE

132nd Avenue SE

130th Avenue SE

132nd Avenue SE

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EXHIBIT O - MITIGATION