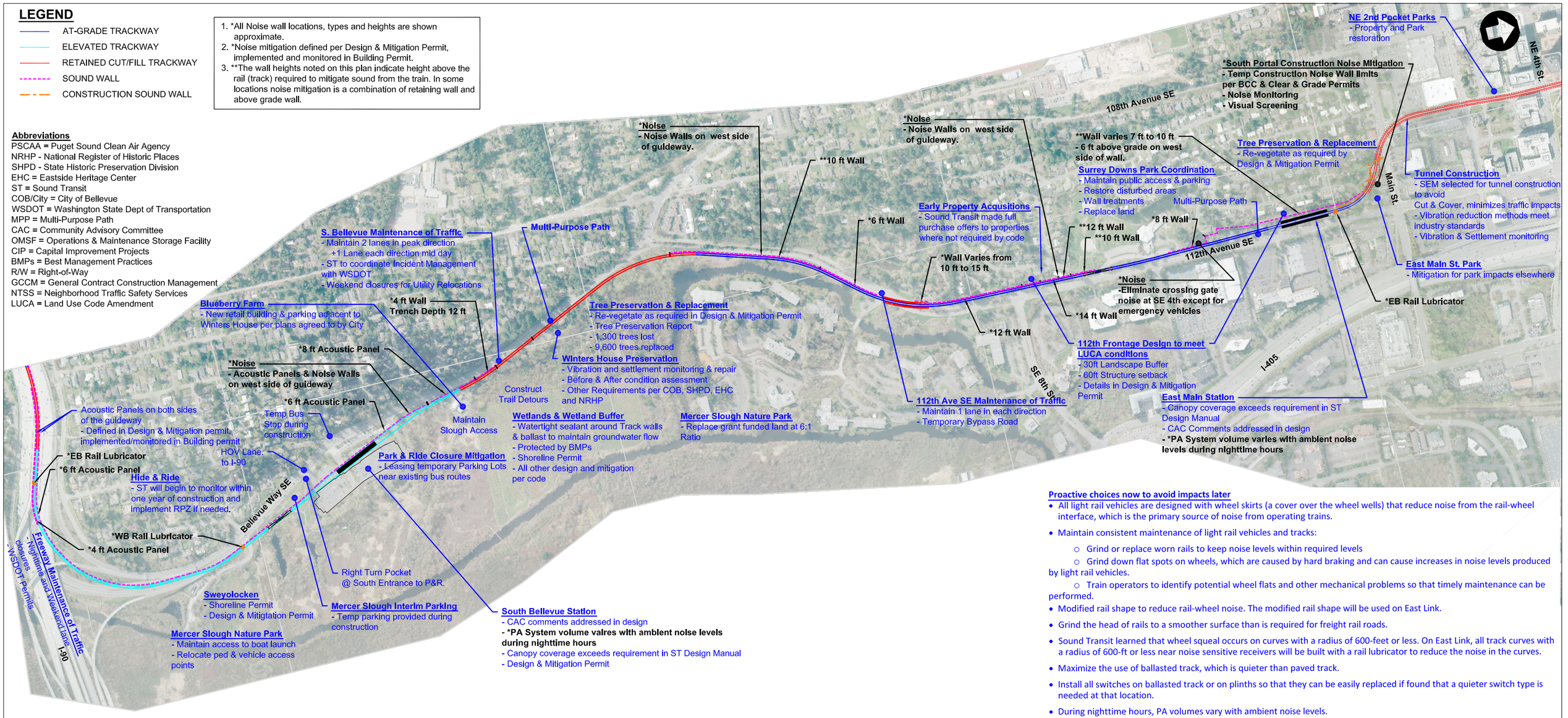
LEGEND

- 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
- Enviornmental 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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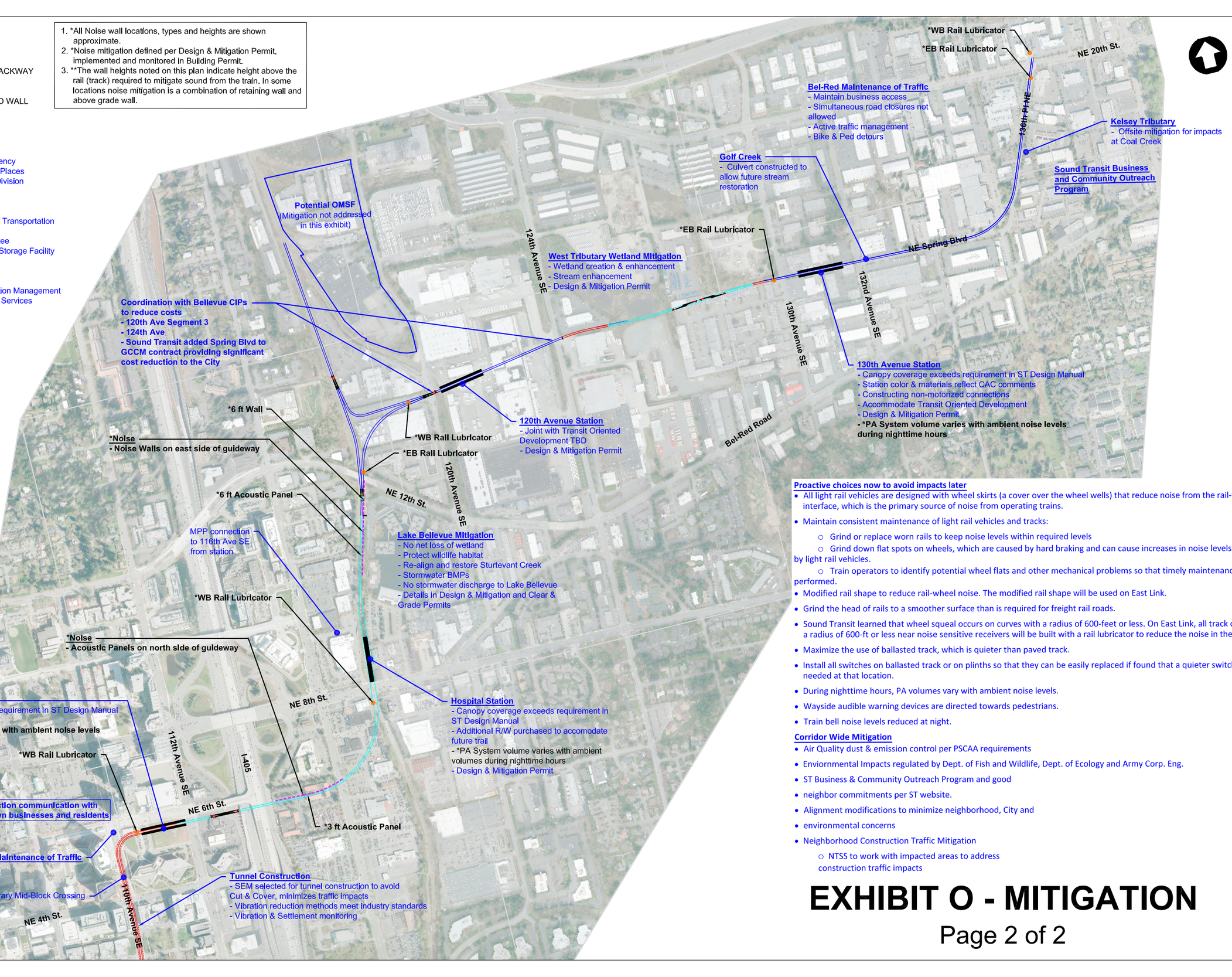

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