

**Exhibit B: Mitigation Measures**

<b>Washington Avenue Transit/ Pedestrian Mall Stakeholder-Identified Improvement Needs</b>		
	<b>Item</b>	<b>Cost Estimates*</b>
<b>1</b>	<b>Washington Avenue Transit/Pedestrian Mall</b>	<b>\$11,100,000</b>
<b>2</b>	<b>Intersections directly impacted from CCLRT (Traffic Study #3)</b>	<b>\$2,800,000</b>
A	- Cedar Avenue and Riverside	
B	- Riverside and 19th Avenue	
C	- Riverside and 20th Avenue	
D	- Franklin and Cromwell	
E	- Eastbound Washington Avenue Ramp and East River Parkway (also provide access to Church Street, south of Washington Avenue)	
<b>3</b>	<b>East River Road</b>	
A	- Improvements to accommodate increased traffic, including intersections on East River Parkway at Harvard St and Fulton St	<b>\$1,200,000</b>
<b>4</b>	<b>U of M East Bank Campus Area Street Connections (Traffic Study #4)</b>	<b>\$5,100,000</b>
A	- Arlington Street and Pleasant Avenue	
B	- East River Parkway and Arlington Street	
C	- Pleasant Avenue and Delaware Street	
D	- 4th Street SE and 17th Avenue SE	
E	- Beacon Street extension - convert to 2-way traffic and extend to Walnut Street	
F	- Harvard Street extension - convert to 2-way traffic from Washington Avenue to Beacon Street and extend to Pillsbury Drive	
G	- Delaware Street and Harvard Street	
H	- Union Street - close to traffic south of Washington Avenue Ramp access	
<b>5</b>	<b>Environmental Issues</b>	
A	- Mitigate EMF/Vibration Impacts to NMR Machines	<b>\$3,400,000</b>
B	- Mitigate Noise/Vibration Impacts to other Sensitive Equipment	<b>\$1,000,000</b>
C	- Coffman Union/ Northrop Mall	<b>TBD</b>
D	- Impacts on Knoll District	<b>TBD</b>
<b>Totals</b>		<b>\$24,600,000</b>

\* All Cost Estimates are total program costs based upon current available information.