Appendix C

Detailed Noise and Vibration Analysis Maps
EXHIBIT C-1
Preferred Alternative and Options

Legend
- Elevated
- At-Grade
- Trench
- Station
- City Boundary
- Street

Kent/Des Moines Station Options
(See Exhibits C-18 to C-21)

Kent/Des Moines Station

Landfill Median Alignment Option
(See Exhibits C-22, C-23)

S 272nd Star Lake Elevated Station Option
(See Exhibit C-24)

S 272nd Star Lake Station

S 317th Elevated Alignment Option
(See Exhibit C-25)

Federal Way City Center Station Options
(See Exhibits C-26 to C-28)

Federal Way Transit Center Station

Kent/Des Moines
Station Options

Preferred Alternative
(See Exhibits C-5 to C-17)

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Potential Additional S 216th Station Options (See Exhibits C-42 to C-45)

Potential Additional S 260th Station Options (See Exhibits C-57 to C-61)

Federal Way SR 99 Station Option (See Exhibit C-67)

Federal Way Transit Center Station

EXHIBIT C-2
SR 99 Alternative and Options
Federal Way Link Extension

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).
EXHIBIT C-4
I-5 to SR 99 Alternative
Federal Way Link Extension

Legend
I-5 to SR 99 Alternative
- Elevated
- At-Grade
- Trench
- Station
- City Boundary
- Street

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).
Preferred Alternative

Parcel Evaluated for Transit Noise Impact
- Elevated
- At-Grade
- Sound Walls

Parcel Evaluated for Traffic Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-5
Noise Impacts
Preferred Alternative
Federal Way Link Extension
Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources:
King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-6
Noise Impacts
Preferred Alternative
Federal Way Link Extension
At-Grade Sound Walls

Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Notes:

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Preferred Alternative

- Elevated
- Sound Walls

Parcel Evaluated for Transit Noise Impact

- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

Parcel Evaluated for Traffic Noise Impact

- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Preferred Alternative
- Elevated
- At-Grade
- Sound Walls

Parcel Evaluated for Transit Noise Impact

Parcel Evaluated for Traffic Noise Impact

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Preferred Alternative

- Elevated
- At-Grade
- Trench
- Station
- Track Crossover
- Sound Walls

Parcel Evaluated for Transit Noise Impact
Parcel Evaluated for Traffic Noise Impact
Moderate Impact
Severe Impact
Both Moderate and Severe Impact

City Boundary
Street
Stream
Waterbody
Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-11
Noise Impacts
Preferred Alternative
Federal Way Link Extension
Preferred Alternative

- Elevated Transit Noise Impact
- At-Grade Moderate Impact
- Trench Severe Impact
- Station Both Moderate and Severe Impact
- Track Crossover
- Sound Walls

Parcel Evaluated for Transit Noise Impact
Parcel Evaluated for Traffic Noise Impact

City Boundary
Street
Stream
Waterbody
Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Exhibit C-13
Noise Impacts
Preferred Alternative
Federal Way Link Extension

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Preferred Alternative

Parcel Evaluated for Transit Noise Impact
Parcel Evaluated for Traffic Noise Impact

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Preferred Alternative
- Elevated
- At-Grade
- Sound Walls

Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

Parcel Evaluated for Traffic Noise Impact

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-15
Noise Impacts
Preferred Alternative
Federal Way Link Extension
Preferred Alternative
- Elevated
- At-Grade
- Trench
- Station

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.
Preferred Alternative

1. Transit noise impact is 1 unit per parcel unless otherwise noted.
2. Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

EXHIBIT C-17

Noise Impacts
Preferred Alternative
Federal Way Link Extension
Preferred Alternative Kent/Des Moines I-5 Station Option

Parcel Evaluated for Transit Noise Impact
- Elevated
- At-Grade
- Station
- Track
- Crossover
- Sound Walls

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-18
Noise Impacts
Preferred Alternative Kent/Des Moines I-5 Station Option
Federal Way Link Extension
Preferred Alternative Kent/Des Moines I-5 Station Option

- Elevated Option
- Elevated Sound Walls

Parcel Evaluated for Transit Noise Impact: Moderate Impact, Severe Impact, Both Moderate and Severe Impact

City Boundary, Street, Stream, Waterbody, Park/Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-19
Noise Impacts
Preferred Alternative Kent/Des Moines I-5 Station Option
Federal Way Link Extension
Kent/Des Moines At-Grade Station Option

Preferred Alternative Option
- Elevated
- At-Grade
- Sound Walls
- Station

Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-20
Noise Impacts Preferred Alternative
Kent/Des Moines At-Grade Station Option
Federal Way Link Extension
Kent/Des Moines At-Grade Station Option

Preferred Alternative

- Elevated
- At-Grade
- Station
- Track
- Crossover
- Sound Walls

Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

City Boundary
- - Street
- - Stream
- Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-21
Noise Impacts Preferred Alternative
Kent/Des Moines At-Grade Station Option
Federal Way Link Extension
**Preferred Alternative**
- Elevated Option

**Elevated Sound Walls**

**Parcel Evaluated for Transit Noise Impact**
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

**City Boundary**
- Street
- Stream
- Waterbody
- Park / Open Space

**Notes:**
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

**Data Sources:** King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

**EXHIBIT C-22**
Noise Impacts
Preferred Alternative Landfill Median Alignment Option
Federal Way Link Extension
Preferred Alternative

- Elevated
- At-Grade

Option

- Elevated
- Sound Walls

Parcel Evaluated for Transit Noise Impact

- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

City Boundary

Street

Stream

Waterbody

Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.
EXHIBIT C-24
Noise Impacts
Preferred Alternative S 272nd Star Lake Elevated Station Option
Federal Way Link Extension

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

Preferred Alternative
Option
- Elevated
- At-Grade
- Trench

Parcel Evaluated for
Transit Noise Impact
- City Boundary
- Street
- Moderate Impact
- Stream
- Severe Impact
- Waterbody
- Both Moderate and
- Severe Impact
- Park / Open Space

S 272nd Star Lake Elevated Station Option

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Preferred Alternative

- Elevated
- At-Grade
- Trench
- Station

Option

- Elevated
- At-Grade
- Sound Walls

Parcel Evaluated for Transit Noise Impact

- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

City Boundary

- Street
- Stream
- Waterbody
- Park / Open Space

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.
Preferred Alternative

- Elevated
- At-Grade
- Trench
- Station

Parcel Evaluated for
Transit Noise Impact

- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

City Boundary

Street
Stream
Waterbody
Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Federal Way S 320th Park-and-Ride Station Option

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

EXHIBIT C-27
Noise Impacts Preferred Alternative
Federal Way S 320th Park-and-Ride Station Option
Federal Way Link Extension
Preferred Alternative

- Elevated

Parcel Evaluated for Transit Noise Impact

- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

City Boundary

Street

Stream

Waterbody

Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-28
Noise Impacts Preferred Alternative
Federal Way S 320th Park-and-Ride Station Option
Federal Way Link Extension
SR 99 Alternative

- Parcel Evaluated for Transit Noise Impact
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
1) Transit noise impact is 1 unit per parcel unless otherwise noted.

2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 Alternative
Parcel Evaluated for
Transit Noise Impact
Elevated
Moderate Impact
Sound Walls
Severe Impact
Both Moderate and Severe Impact

City Boundary
Street
Stream
Waterbody
Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

EXHIBIT C-31
Noise Impacts
SR 99 Alternative
Federal Way Link Extension

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 Alternative

Parcel Evaluated for Transit Noise Impact

- Elevated

Moderate Impact

Severe Impact

Both Moderate and Severe Impact

Park-and-Ride Impact

City Boundary

Street

Stream

Waterbody

Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-32
Noise Impacts
SR 99 Alternative
Federal Way Link Extension
SR 99 Alternative

- Parcel Evaluated for Transit Noise Impact
- Elevated
- Sound Walls

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Noise Impacts
SR 99 Alternative
Federal Way Link Extension

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
1) Transit noise impact is 1 unit per parcel unless otherwise noted.

2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Transit noise impact is 1 unit per parcel unless otherwise noted. Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-36
Noise Impacts
SR 99 Alternative
Federal Way Link Extension
SR 99 Alternative

- Elevated
- Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Residual Noise Impact
- Requiring Sound Insulation

City Boundary
Street
Stream
Waterbody
Park / Open Space

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

EXHIBIT C-37
Noise Impacts
SR 99 Alternative
Federal Way Link Extension
SR 99 Alternative

- Parcel Evaluated for Transit Noise Impact
- Elevated
- Sound Walls
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-38
Noise Impacts
SR 99 Alternative
Federal Way Link Extension
SR 99 Alternative

Parcel Evaluated for Transit Noise Impact
- Elevated
- Sound Walls
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

City Boundary
Street
Stream
Waterbody
Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
1) Transit noise impact is 1 unit per parcel unless otherwise noted.

2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
1) Transit noise impact is 1 unit per parcel unless otherwise noted.

2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.
Potential Additional S 216th West Station Option

1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-42
Noise Impacts
SR 99 Alternative S 216th West Station Option
Federal Way Link Extension
SR 99 Alternative S 216th West Station Option

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

EXHIBIT C-43
Noise Impacts
SR 99 Alternative S 216th West Station Option
Federal Way Link Extension
SR 99 Alternative Option

Parcel Evaluated for Transit Noise Impact
- Parcel Evaluated for Taxi Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

City Boundary
Street
Stream
Waterbody
Park / Open Space

Notes:
1) Taxi noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.
Potential Additional S 216th East Station Option

SR 99 Alternative Option
- Elevated
- Elevated Station
- Sound Walls

Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-45
Noise Impacts
SR 99 Alternative S 216th East Station Option
Federal Way Link Extension
SR 99 Alternative Kent/Des Moines HC Campus Station Option

Parcel Evaluated for Transit Noise Impact

- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

EXHIBIT C-46
Noise Impacts
SR 99 Alternative Kent/Des Moines HC Campus Station Option
Federal Way Link Extension

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 Alternative Kent/Des Moines HC Campus Station Option

Parcel Evaluated for Transit Noise Impact

Moderate Impact
Severe Impact
Both Moderate and Severe Impact

City Boundary
Street
Stream
Waterbody
Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 Alternative Kent/Des Moines HC Campus Station Option

Parcel Evaluated for Transit Noise Impact
- Elevated
- Trench
- Station
- Track Crossover
- Sound Walls

City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 Alternative
Elevated Option

Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Residual Noise Impact Requiring Sound Insulation

City Boundary
Street
Stream
Waterbody
Park / Open Space

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

EXHIBIT C-49
Noise Impacts
SR 99 Alternative Kent/Des Moines HC Campus Station Option
Federal Way Link Extension
Kent/Des Moines HC Campus Station Option from S 216th West Station Option

1) Transit noise impact is 1 unit per parcel unless otherwise noted.

2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 Alternative Elevated Option Trench Parcel Evaluated for Transit Noise Impact

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-51
Noise Impacts SR 99 Alternative Kent/Des Moines HC Campus Station Option from S 216th West Station Option
Federal Way Link Extension
SR 99 Alternative
Elevated Option

Parcel Evaluated for Transit Noise Impact

Moderate Impact
Severe Impact
Both Moderate and Severe Impact

City Boundary
Street
Stream
Waterbody
Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-52
Noise Impacts SR 99 Alternative Kent/Des Moines HC Campus Station Option from S 216th West Station Option
Federal Way Link Extension
SR 99 Alternative Kent/Des Moines SR 99 Median Station Option

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Federal Way Link Extension

EXHIBIT C-53
Noise Impacts
SR 99 Alternative

Noise Impacts

1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-54
SR 99 Alternative Kent/Des Moines SR 99 East Station Option

- Elevated
- Sound Walls
- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 Alternative Kent/Des Moines SR 99 East Station Option

SR 99 Alternative
Option
- Elevated
Elevated Station
Track Crossover
Sound Walls

Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Park-and-Ride Impact

City Boundary
Street
Stream
Waterbody
Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-56
Noise Impacts
SR 99 Alternative Kent/Des Moines SR 99 East Station Option
Federal Way Link Extension

± 0 250 500 1,000 Feet

Kent / Des Moines
SR 99 East Station Option
Potential Additional S 260th West Station Option

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.
Potential Additional S 260th West Station Option

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.
SR 99 Alternative

Option

Parcel Evaluated for Transit Noise Impact

- Elevated

Moderate Impact

- Elevated Station

Severe Impact

- Elevated Sound Walls

Both Moderate and Severe Impact

City Boundary

Street

Stream

Waterbody

Park / Open Space

Notes:

1) Transit noise impact is 1 unit per parcel unless otherwise noted.

2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

EXHIBIT C-59

Noise Impacts

SR 99 Alternative S 260th West Station Option

Federal Way Link Extension

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 Alternative S 260th East Station Option

Parcel Evaluated for Transit Noise Impact
- - City Boundary
- - Street
- - Stream
- - Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-60
Noise Impacts
SR 99 Alternative S 260th East Station Option
Federal Way Link Extension
**Noise Impacts**

**SR 99 Alternative S 260th East Station Option**

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

**Notes:**
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.
SR 99 Alternative S 272nd Redondo Trench Station Option

- Elevated
- At-Grade
- Trench
- Sound Walls

Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 Alternative S 272nd Redondo Trench Station Option

Noise Impacts

- Transit noise impact is 1 unit per parcel unless otherwise noted.
- Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-63

SR 99 Alternative S 272nd Redondo Trench Station Option

Federal Way Link Extension
SR 99 Alternative

Parcel Evaluated for Transit Noise Impact
- Elevated
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Residual Noise Impact
- Sound Insulation

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 Alternative
Option
Parcel Evaluated for Transit Noise Impact
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 Alternative S 272nd Redondo Trench Station Option

1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Notes:

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 Alternative
Elevated Option

Station Option

Sound Walls

Parcel Evaluated for Transit Noise Impact

Moderate Impact

Severe Impact

Both Moderate and Severe Impact

City Boundary

Street

Stream

Waterbody

Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 to I-5 Alternative

1) Transit noise impact is 1 unit per parcel unless otherwise noted.

2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Notes:

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-68
Noise Impacts
SR 99 to I-5 Alternative
Federal Way Link Extension
SR 99 to I-5 Alternative

- Elevated
- At-Grade
- Trench
- Station
- Track Crossover

Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Residual Noise Impact
- Requiring Sound Insulation

City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-69
Noise Impacts
SR 99 to I-5 Alternative
Federal Way Link Extension
SR 99 to I-5 Alternative

1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 to I-5 Alternative Parcel Evaluated for Transit Noise Impact

Elevated Moderate Impact
At-Grade Severe Impact
Trench Both Moderate and Severe Impact

Sound Walls

City Boundary
Street
Stream
Waterbody
Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

EXHIBIT C-71
Noise Impacts
SR 99 to I-5 Alternative
Federal Way Link Extension

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
1) Transit noise impact is 1 unit per parcel unless otherwise noted.

2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
1) Transit noise impact is 1 unit per parcel unless otherwise noted.

2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
SR 99 to I-5 Alternative

Parcel Evaluated for Transit Noise Impact
- Elevated
- At-Grade
- Trench

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
1) Transit noise impact is 1 unit per parcel unless otherwise noted.

2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Notes:

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.
SR 99 to I-5 Alternative

- Elevated
- At-Grade
- Trench

Parcel Evaluated for Transit Noise Impact

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-77
Noise Impacts
SR 99 to I-5 Alternative
Federal Way Link Extension
SR 99 to I-5 Alternative

1) Transit noise impact is 1 unit per parcel unless otherwise noted.

2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Notes:

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-78
Noise Impacts
SR 99 to I-5 Alternative
Federal Way Link Extension
I-5 to SR 99 Alternative

1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Notes:

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
1) Transit noise impact is 1 unit per parcel unless otherwise noted.

2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Notes:

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
I-5 to SR 99 Alternative

1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
I-5 to SR 99 Alternative

1) Transit noise impact is 1 unit per parcel unless otherwise noted.

2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Notes:

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
I-5 to SR 99 Alternative

1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Notes:

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-83
Noise Impacts
I-5 to SR 99 Alternative
Federal Way Link Extension
Potential Additional S 260th West Station Option

I-5 to SR 99 Alternative Option
- Elevated
- Elevated Sound Walls
- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Potential Additional S 260th West Station Option

1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-85
Noise Impacts
I-5 to SR 99 Alternative S 260th West Station Option
Federal Way Link Extension
Potential Additional S 260th West Station Option

65x165
I-5 to SR 99 Alternative 
Elevated 
Elevated 
Sound Walls 
Parcel Evaluated for 
Transit Noise Impact 
Moderate Impact 
Severe Impact 
Both Moderate and 
Severe Impact

City Boundary 
Street 
Stream 
Waterbody 
Park / Open Space

EXHIBIT C-86 
Noise Impacts 
I-5 to SR 99 Alternative S 260th West Station Option 
Federal Way Link Extension

Notes:
1) Transit noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Notes:
1. Vibration impact is 1 unit per parcel unless otherwise noted.
2. Impacts for the Options are not indicated unless they differ from the Preferred Alternative impacts.
Vibration Impacts: Kent/Des Moines I-5 and At-Grade Station Options Only

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Vibration Impact</th>
</tr>
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<tr>
<td>242</td>
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Notes:
1. Vibration impact is 1 unit per parcel unless otherwise noted.
2. Impacts for the Options are not indicated unless they differ from the Preferred Alternative impacts.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Notes:
1. Vibration impact is 1 unit per parcel unless otherwise noted.
2. Impacts for the Options are not indicated unless they differ from the Preferred Alternative impacts.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
LEGEND

SR 99 Alternative Option
- Elevated
- Elevated
- Trench

Vibration Impact
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

Notes:
1. Vibration impact is 1 unit per parcel unless otherwise noted.
2. Impacts for the Options are not indicated unless they differ from the SR 99 Alternative impacts.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

EXHIBIT C-90
Vibration Impacts
SR 99 Alternative and Options
Federal Way Link Extension
Vibration Impacts:
Kent/Des Moines HC Campus Station Option from S 216th West Station Option

Vibration Impacts:
Kent/Des Moines HC Campus Station Option from S 216th West Station Option

LEGEND

SR 99 Alternative Option

- Elevated
- Elevated

- Trench

Vibration Impact

City Boundary

Street

Stream

Waterbody

Park / Open Space

Notes:
1. Vibration impact is 1 unit per parcel unless otherwise noted.
2. Impacts for the Options are not indicated unless they differ from the SR 99 Alternative impacts.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Vibration Impacts: S 260th East Station Option

Vibration Impacts: S 260th East Station Option

**LEGEND**

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<thead>
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<th>SR 99 Alternative Option</th>
<th>Vibration Impact</th>
<th>City Boundary</th>
<th>Street</th>
<th>Stream</th>
<th>Waterbody</th>
<th>Park / Open Space</th>
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<tbody>
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<td>Vibration Impact</td>
<td>City Boundary</td>
<td>Street</td>
<td>Stream</td>
<td>Waterbody</td>
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<td>Trench</td>
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<td>Street</td>
<td>Stream</td>
<td>Waterbody</td>
<td>Park / Open Space</td>
</tr>
</tbody>
</table>

**Data Sources:** King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

**Notes:**
1. Vibration impact is 1 unit per parcel unless otherwise noted.
2. Impacts for the Options are not indicated unless otherwise noted.

**EXHIBIT C-94**

Vibration Impacts

SR 99 Alternative and Options

Federal Way Link Extension
Vibration Impacts:
S 272nd Redondo Trench Station Option

LEGEND

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

Notes:
1. Vibration impact is 1 unit per parcel unless otherwise noted.
2. Impacts for the Options are not indicated unless they differ from the SR 99 Alternative impacts.
Vibration Impacts: S 272nd Redondo Trench Station Option

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).

Notes:
1. Vibration impact is 1 unit per parcel unless otherwise noted.
2. Impacts for the Options are not indicated unless they differ from the SR 99 Alternative impacts.
Vibration Impacts
SR 99 to I-5 Alternative
Federal Way Link Extension

Notes:
1. Vibration impact is 1 unit per parcel unless otherwise noted.
2. Impacts for the SR 99 to I-5 Alternative are not indicated unless they differ from the SR 99 Alternative impacts.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Notes:
1. Vibration impact is 1 unit per parcel unless otherwise noted.
2. Impacts for the SR 99 to I-5 Alternative are not indicated unless they differ from the SR 99 Alternative impacts.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
Notes:
1. Vibration impact is 1 unit per parcel unless otherwise noted.
2. Impacts for the SR 99 to I-5 Alternative are not indicated unless they differ from the SR 99 Alternative impacts.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).
LEGEND

SR 99 to I-5 Alternative
Vibration Impact
--- City Boundary
Elevated
At-Grade
Street
Waterbody
Park / Open Space

Notes:
1. Vibration impact is 1 unit per parcel unless otherwise noted.
2. Impacts for the SR 99 to I-5 Alternative are not indicated unless they differ from the SR 99 Alternative impacts.

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).