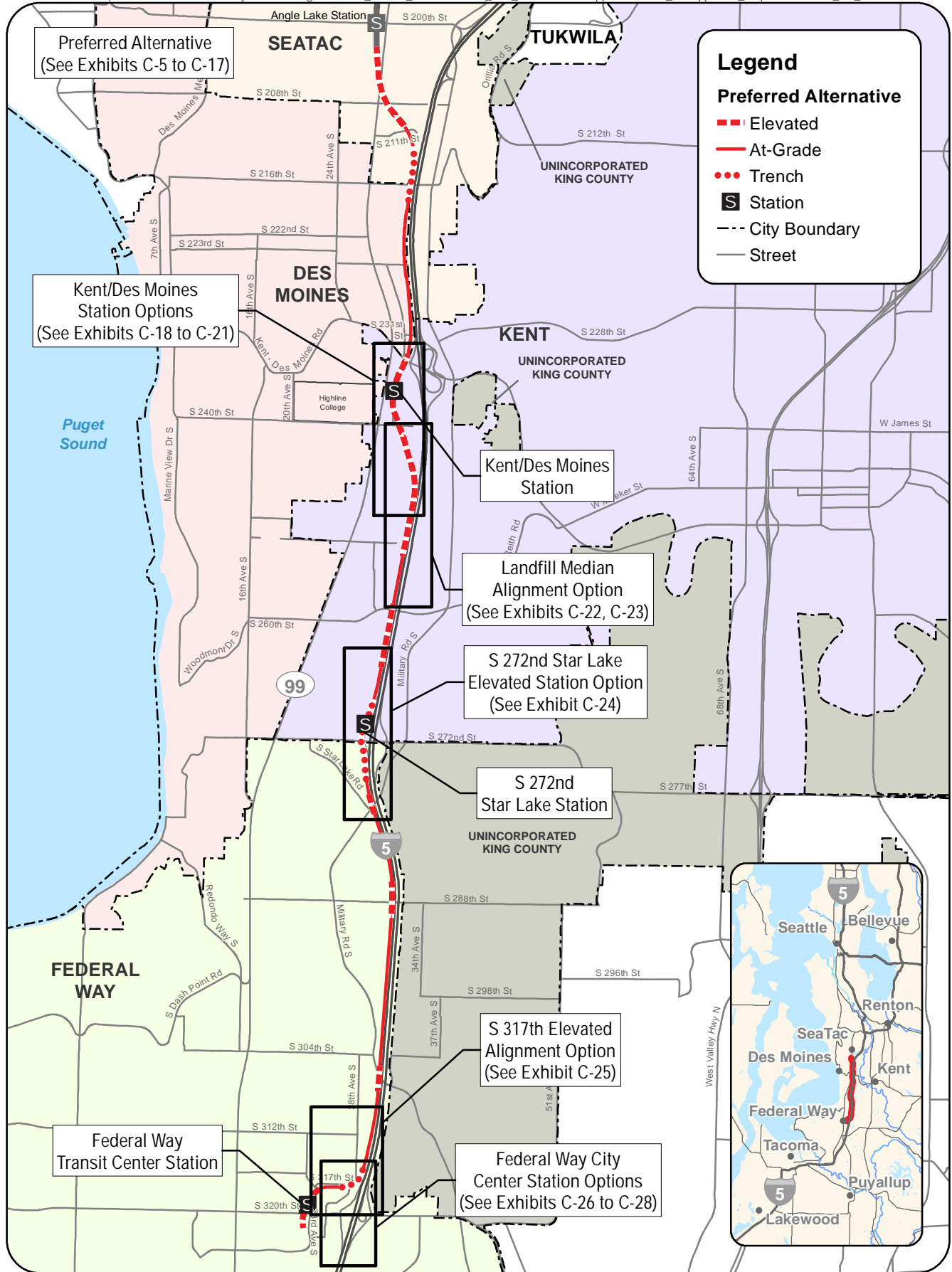


*Appendix C*  
*Detailed Noise and Vibration Analysis Maps*

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

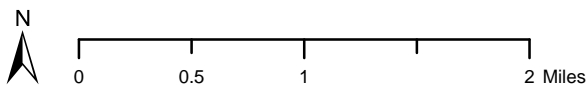
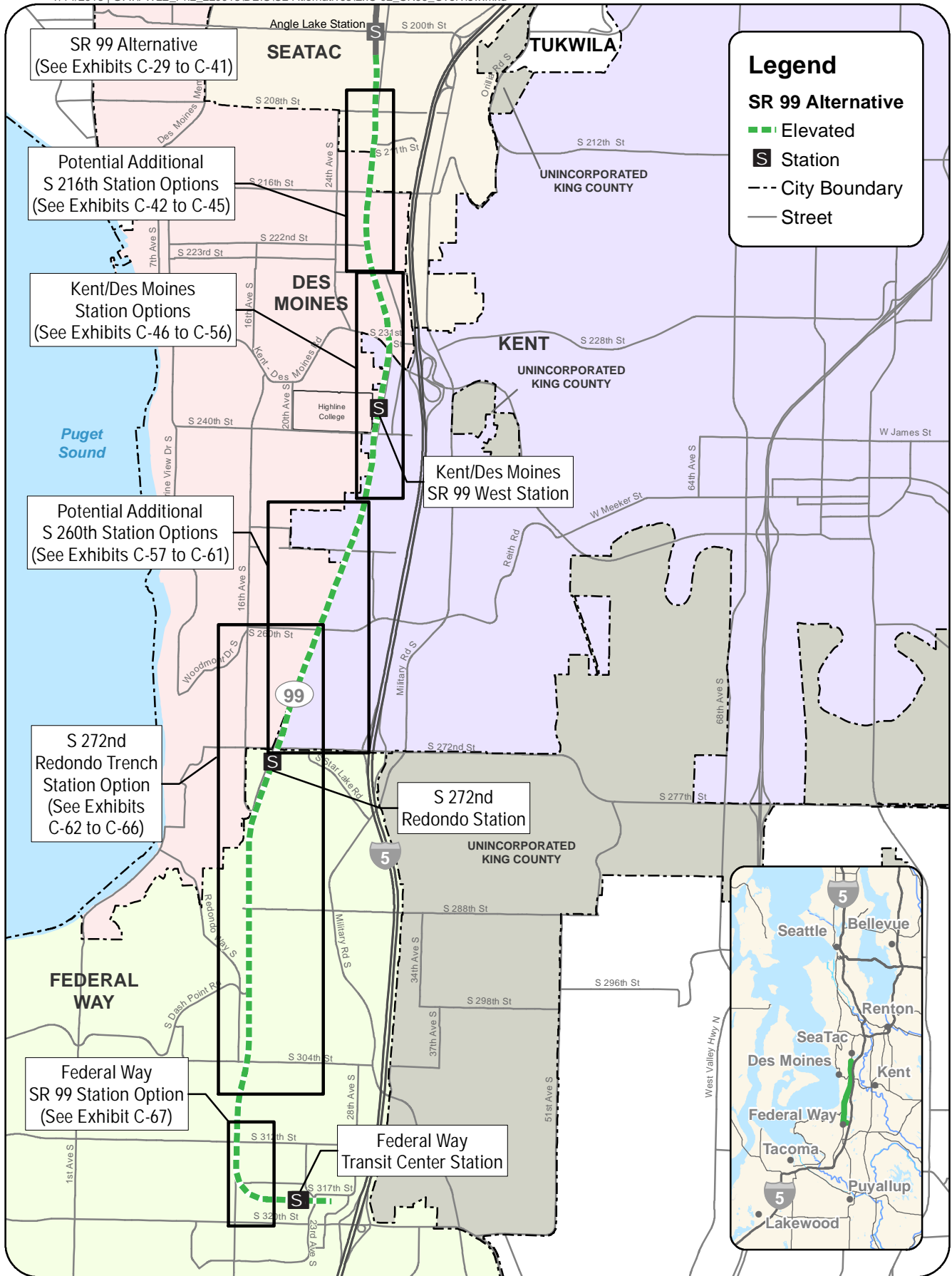


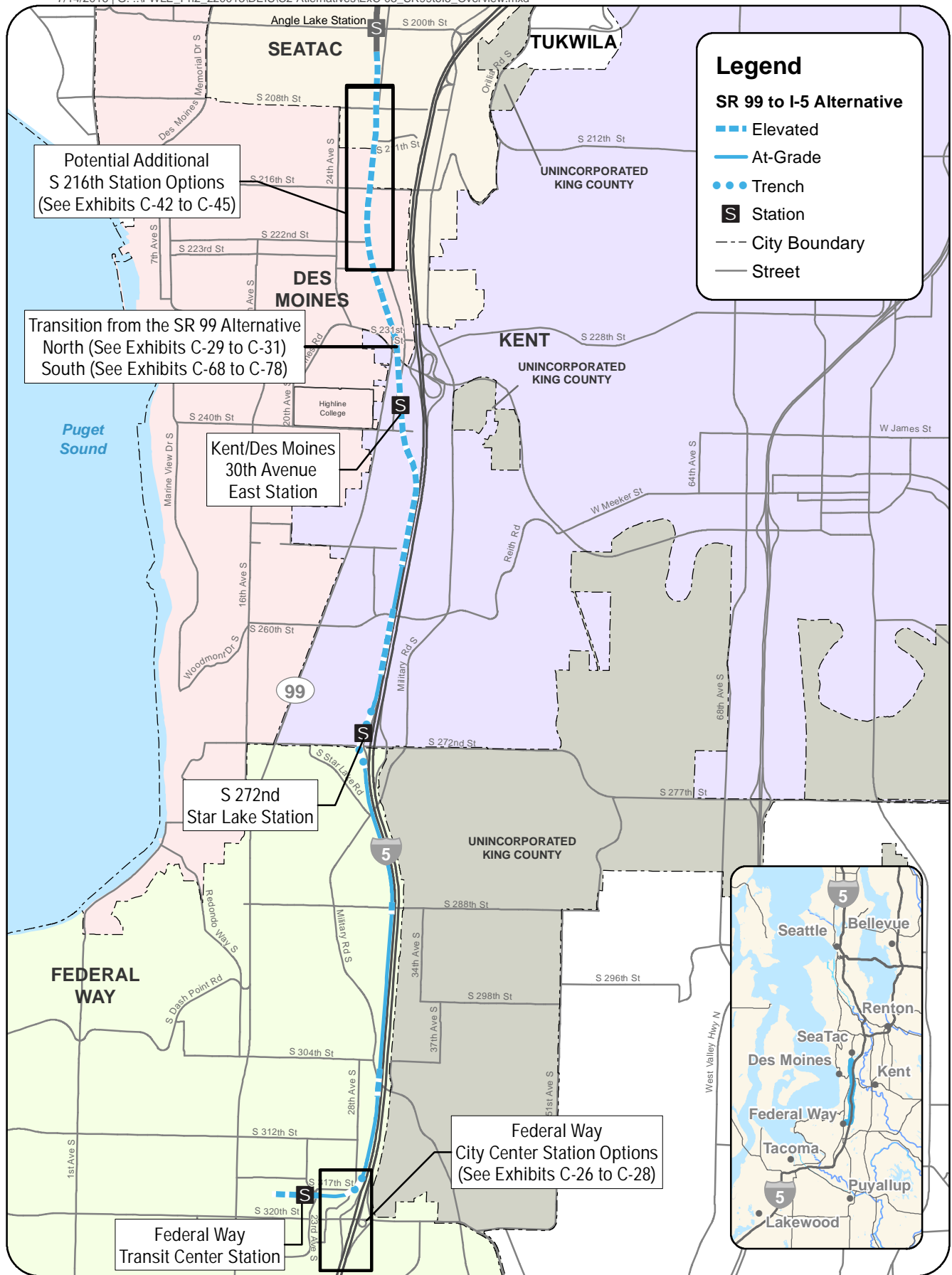
EXHIBIT C-1  
Preferred Alternative and Options



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







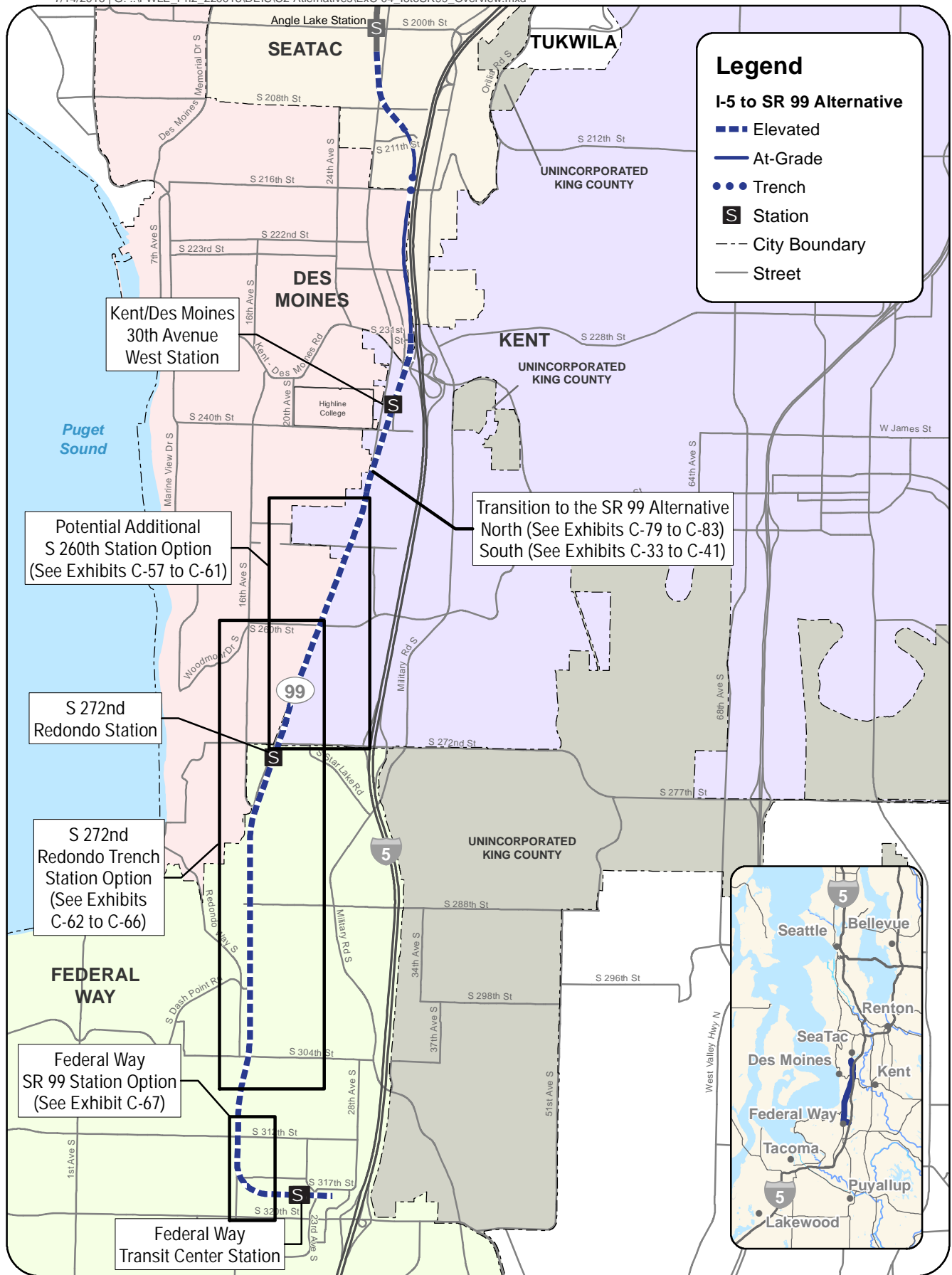
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).



0 0.5 1 2 Miles

EXHIBIT C-3  
SR 99 to I-5 Alternative

Federal Way Link Extension



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

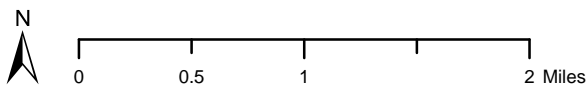


EXHIBIT C-4  
I-5 to SR 99 Alternative



- 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).*

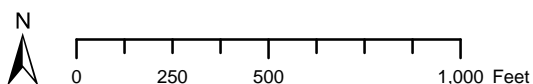
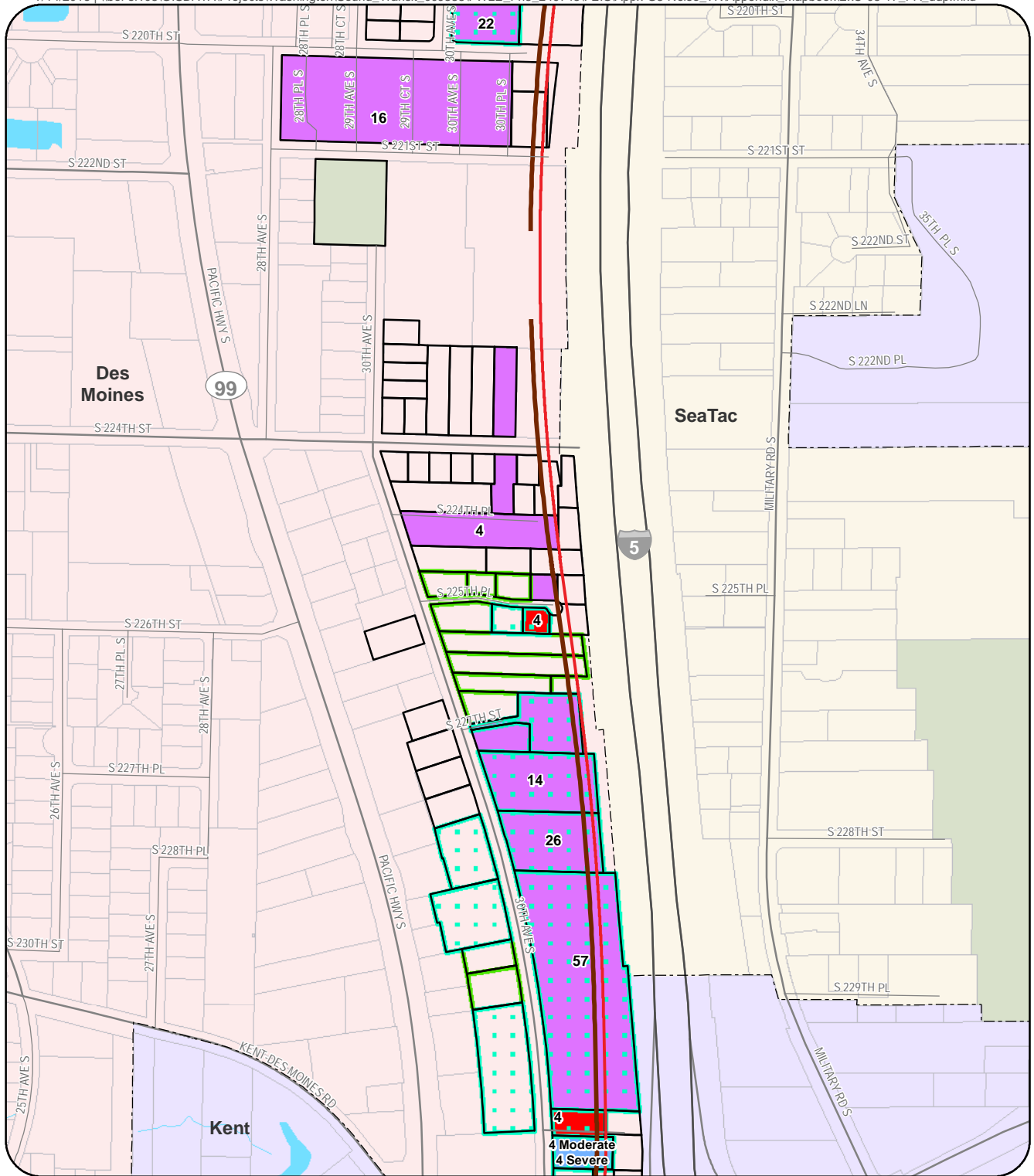


EXHIBIT C-6  
Noise Impacts  
Preferred Alternative  
*Federal Way Link Extension*



**Preferred Alternative**

— 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

□ Traffic Noise Impact

--- City Boundary

— Street

— Stream

— Waterbody

— Park / Open Space

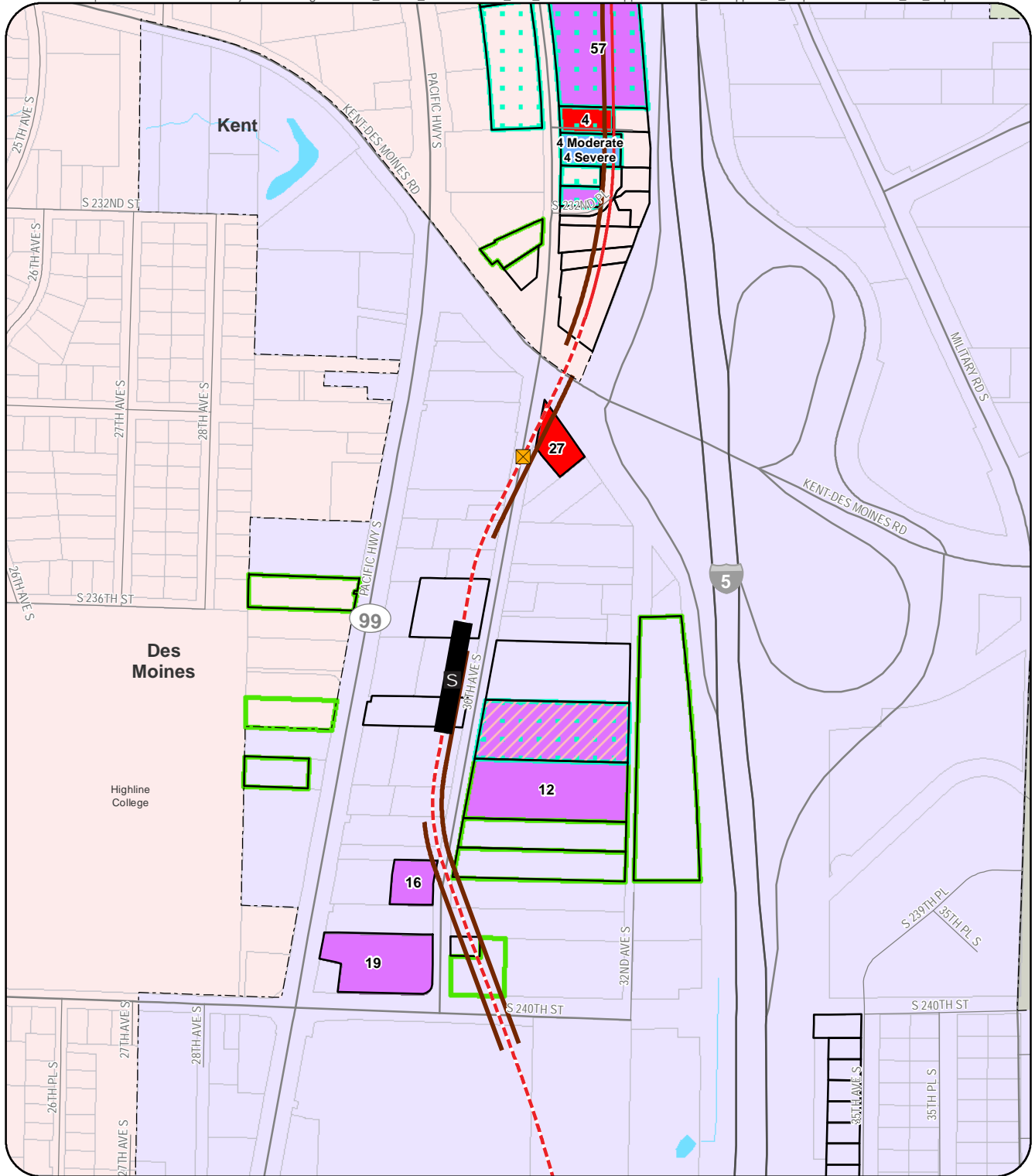
Notes: 1) Transit noise impact is 1 unit per parcel unless otherwise noted.

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).



0 250 500 1,000 Feet



#### Preferred Alternative

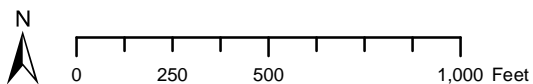
- Elevated
- At-Grade
- S Station
- X Track Crossover
- Sound Walls
- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Park-and-Ride Impact

- Parcel Evaluated for Traffic Noise Impact
- 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).







— Sound Walls

 Parcel Evaluated for  
Transit Noise Impact

 Moderate Impact

Severe Impact

Both Moderate and Severe Impact

 Parcel Evaluated  
for Traffic Noise Impact

 Traffic Noise Impact

— - City Boundary

— Street

- Stream

Waterbody

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).*



0 250 500 1,000 Feet

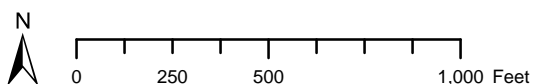
EXHIBIT C-10  
Noise Impacts  
Preferred Alternative  
*Federal Way Link Extension*



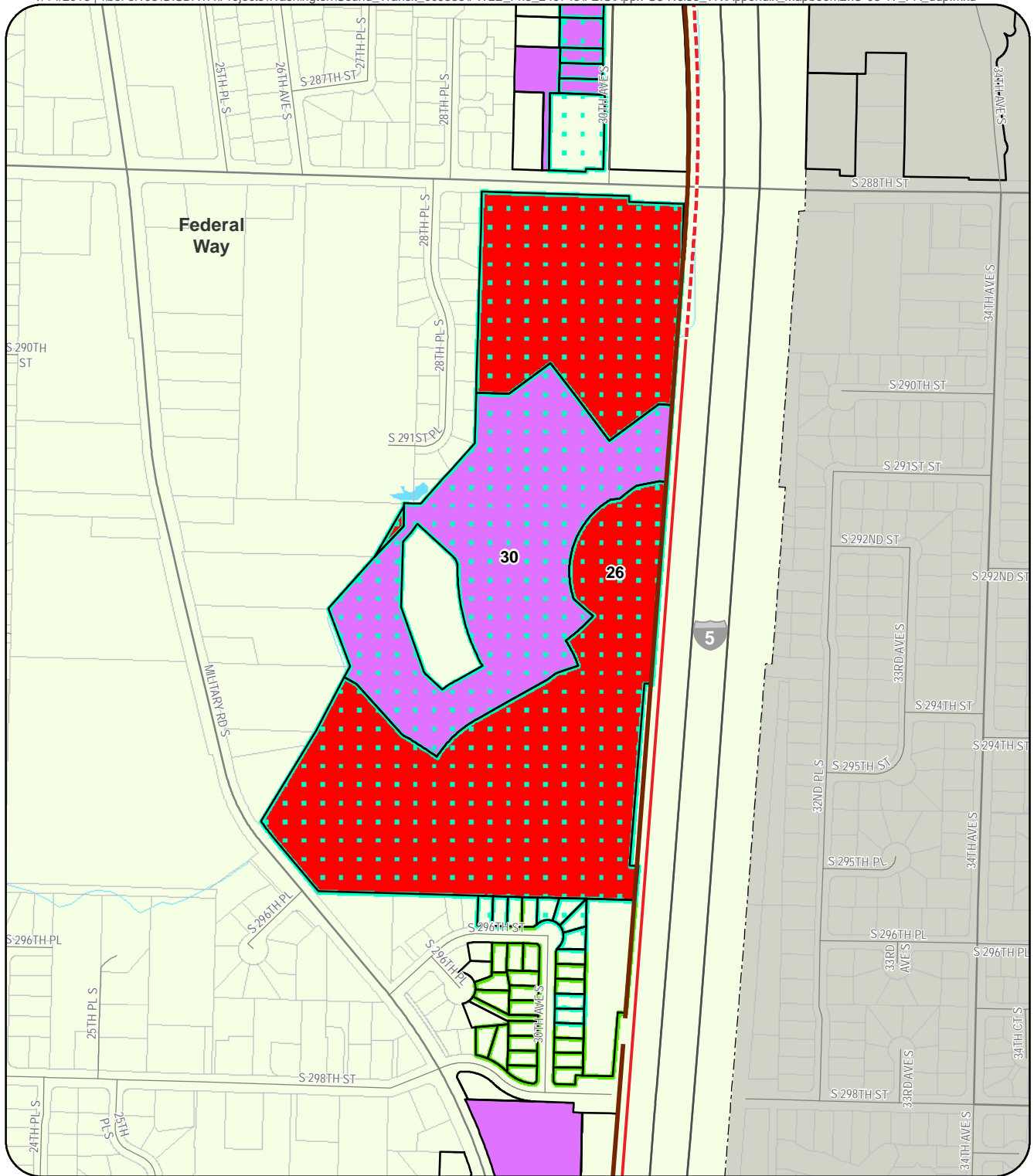


- Notes: 1) Transit noise impact is 1 unit per parcel unless otherwise noted.  
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

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







**Preferred Alternative**

- Elevated
- At-Grade
- Sound Walls

Parcel Evaluated for Transit Noise Impact

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

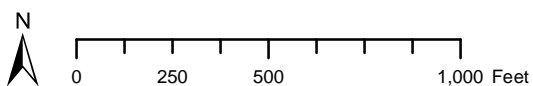
Parcel Evaluated for Traffic Noise Impact

- Traffic Noise Impact

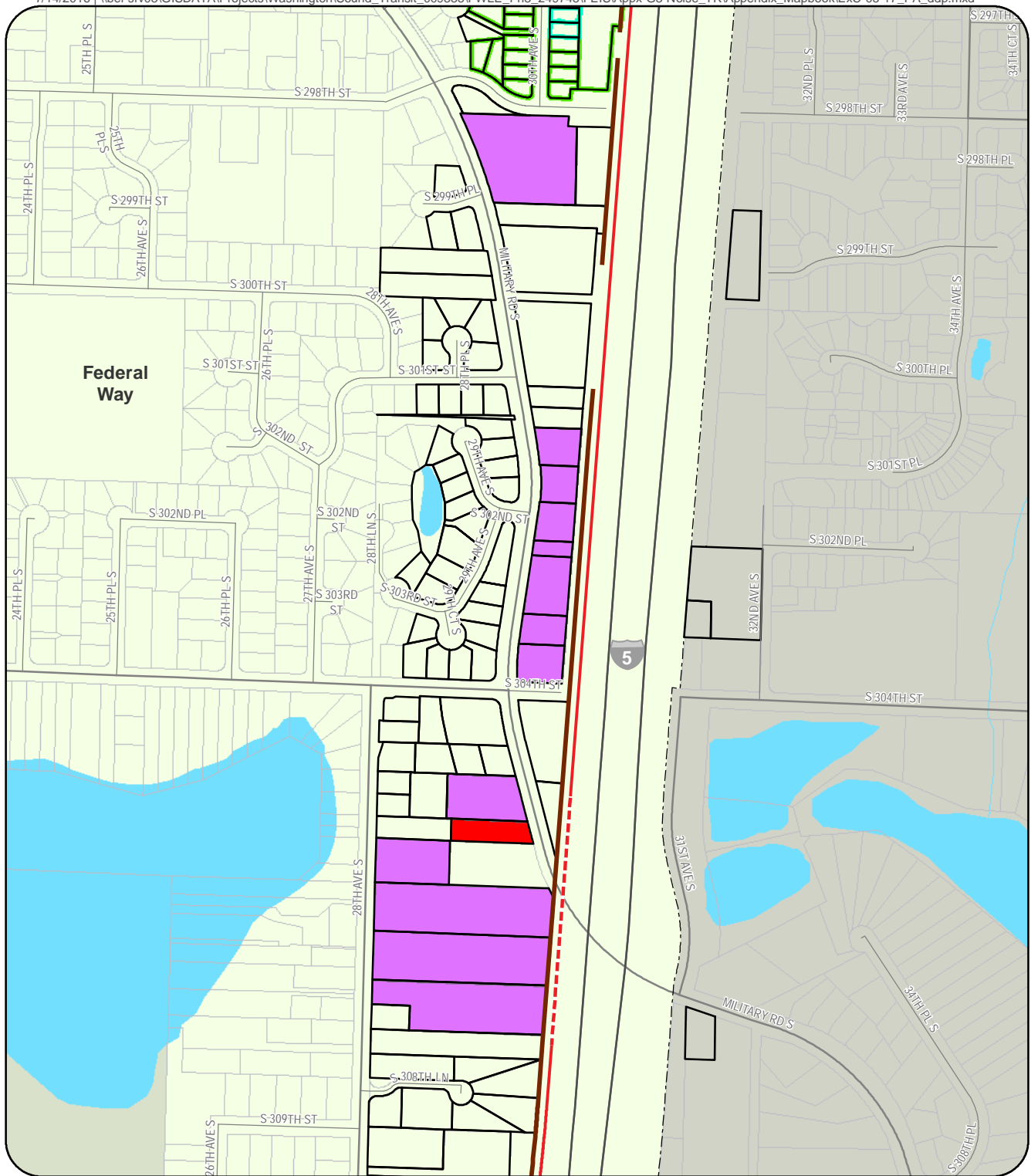
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

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-14**  
**Noise Impacts**  
**Preferred Alternative**  
*Federal Way Link Extension*



**Preferred Alternative**

- Elevated
- At-Grade
- Sound Walls

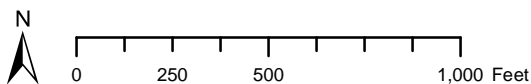
- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

- Parcel Evaluated for Traffic Noise Impact
- Traffic Noise Impact

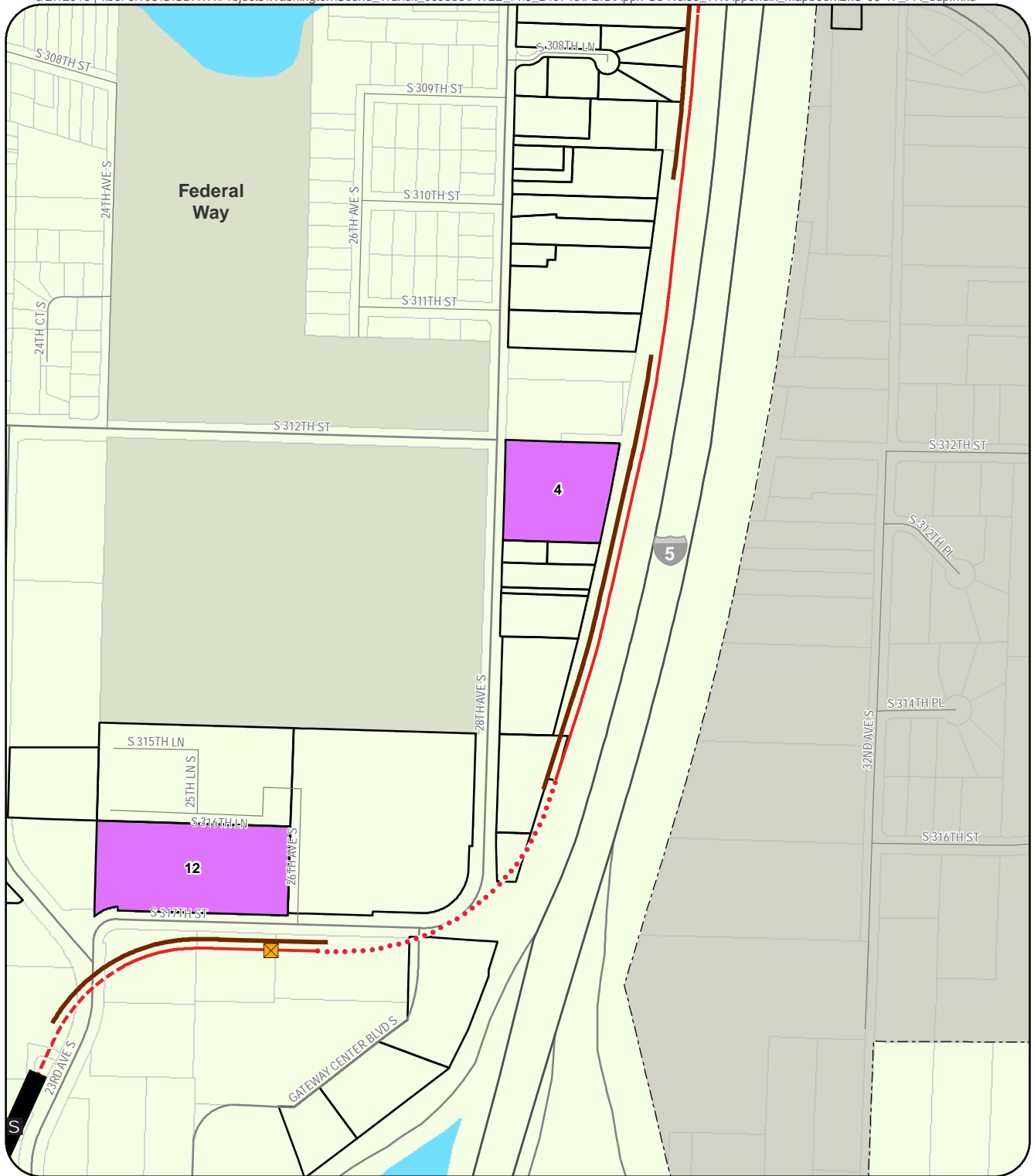
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

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-15**  
**Noise Impacts**  
**Preferred Alternative**  
*Federal Way Link Extension*



#### Preferred Alternative

- Elevated
- At-Grade
- ... Trench
- [S] Station
- [X] Track Crossover
- Sound Walls

Parcel Evaluated for  
Transit Noise Impact

- [Purple Box] Moderate Impact
- [Red Box] Severe Impact
- [Blue Box] Both Moderate and Severe Impact

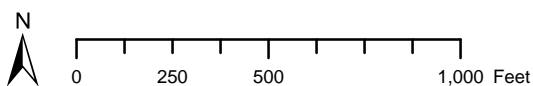
Parcel Evaluated  
for Traffic Noise Impact

[Green Box] Traffic Noise Impact

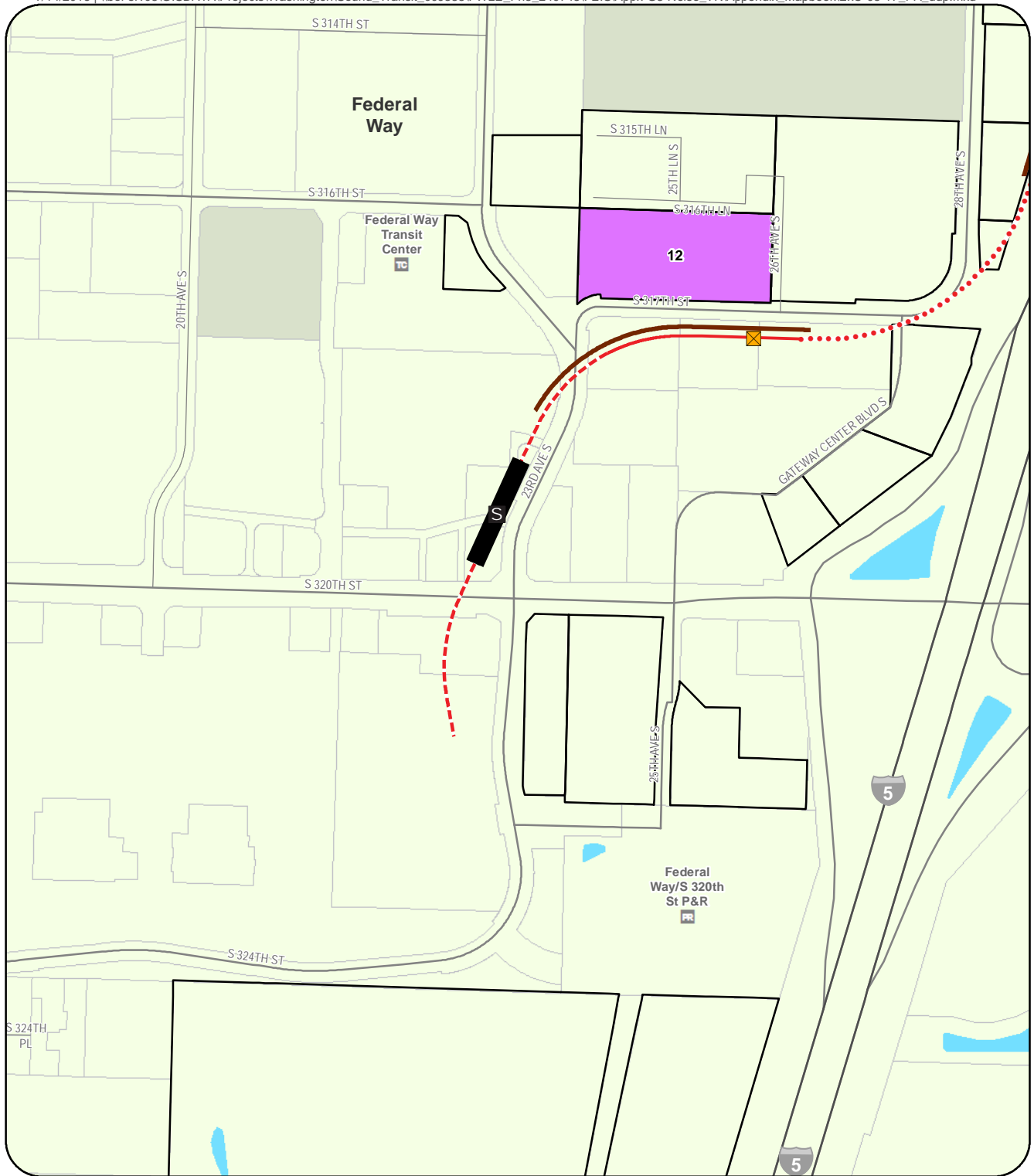
- City Boundary
- Street
- Stream
- [Blue Box] Waterbody
- [Green Box] Park / Open Space

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
- ... Trench
- [S] Station
- [X] Track Crossover
- Sound Walls

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

- [ ] Parcel Evaluated for Traffic Noise Impact
- [ ] 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).

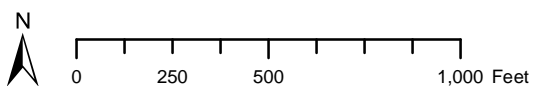
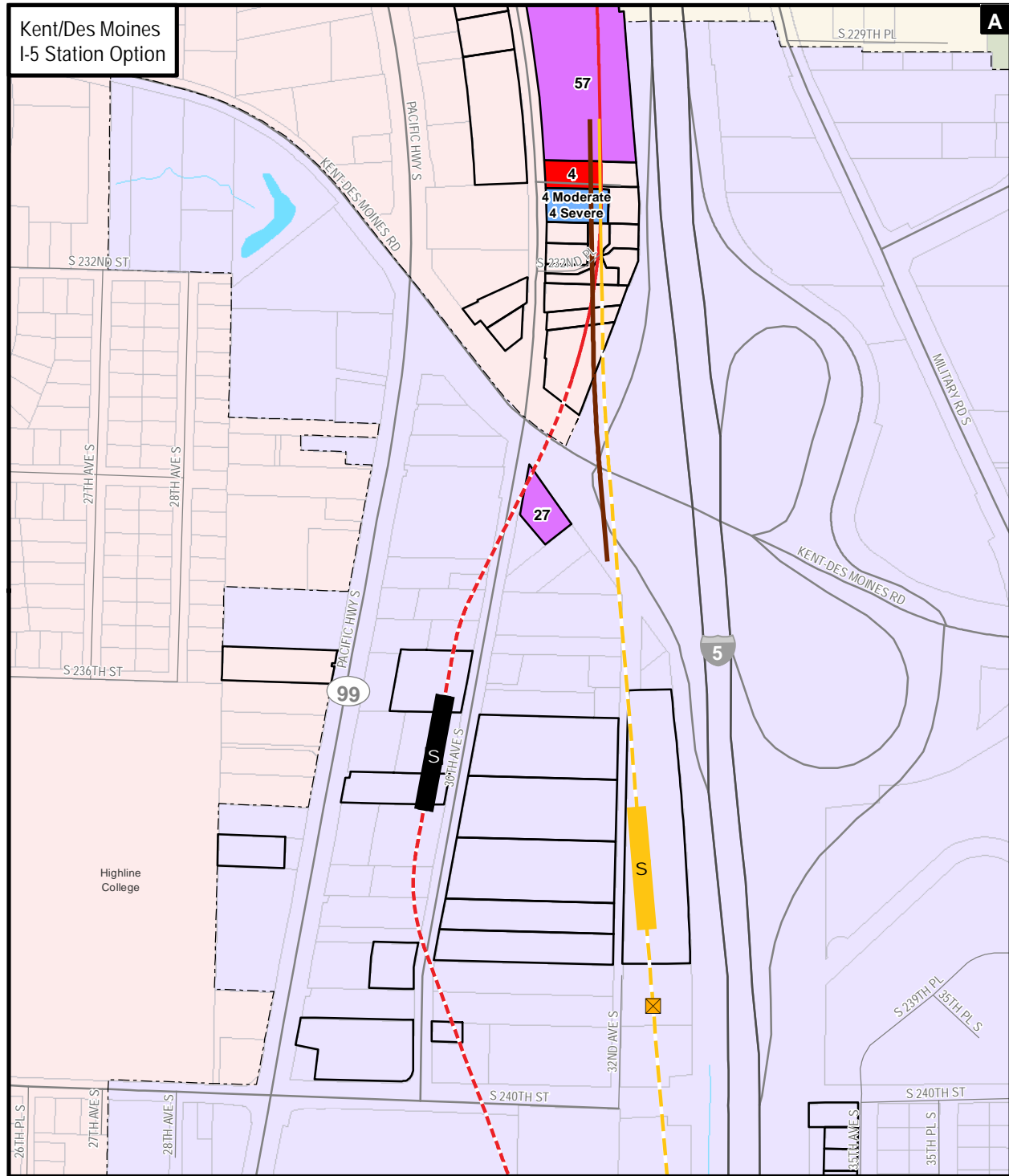


EXHIBIT C-17  
Noise Impacts  
Preferred Alternative  
Federal Way Link Extension



### Preferred Alternative

- Elevated
- At-Grade
- S Station

### Option

- Elevated
- At-Grade
- S Station
- X 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-18  
Noise Impacts  
Preferred Alternative Kent/Des Moines I-5 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).*

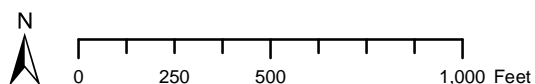
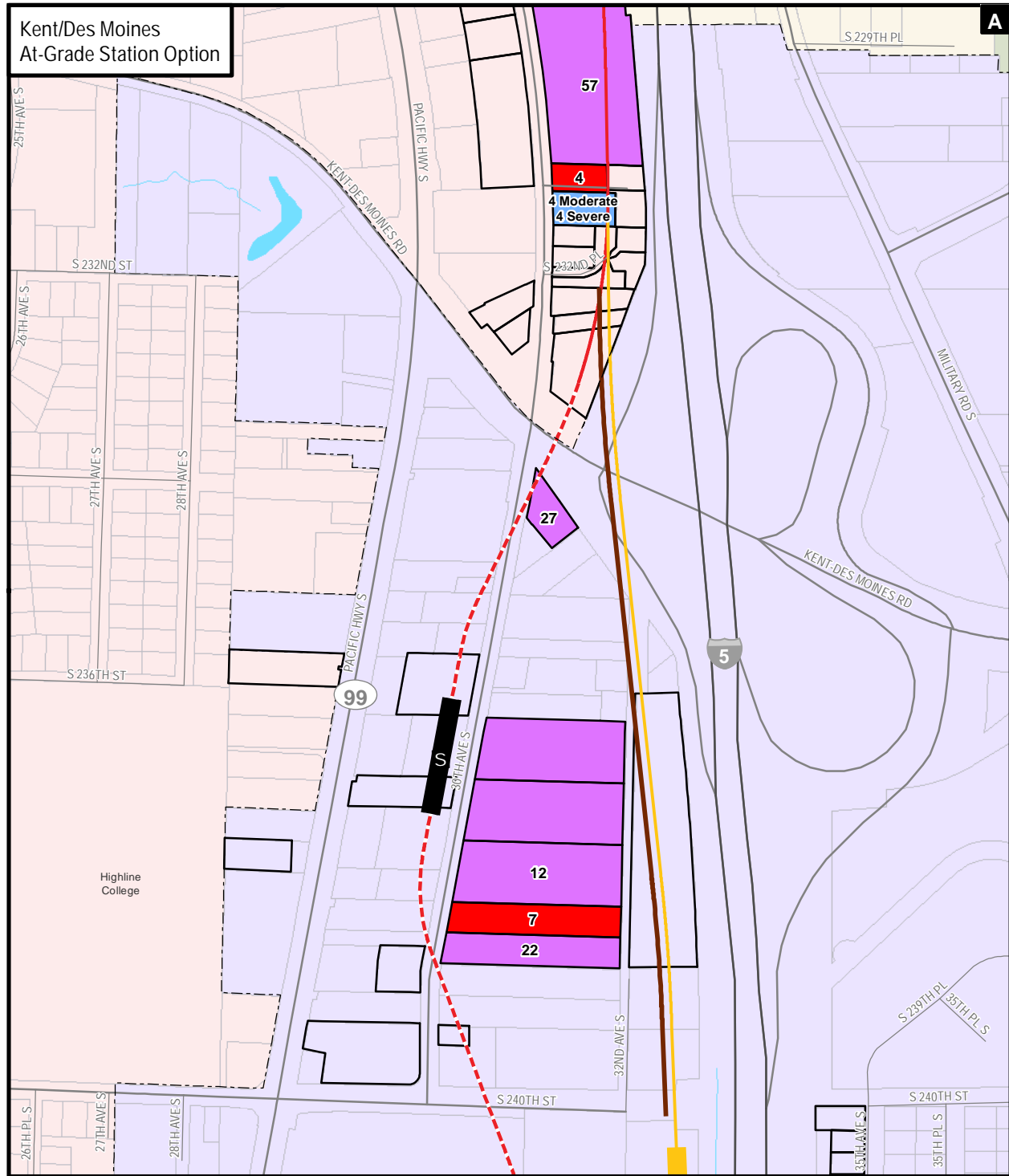


EXHIBIT C-19  
Noise Impacts  
Preferred Alternative Kent/Des Moines I-5 Station Option  
*Federal Way Link Extension*



**Preferred Alternative**

- Elevated
- At-Grade
- S Station

**Option**

- At-Grade
- Sound Walls

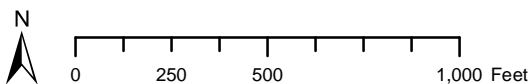
- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

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

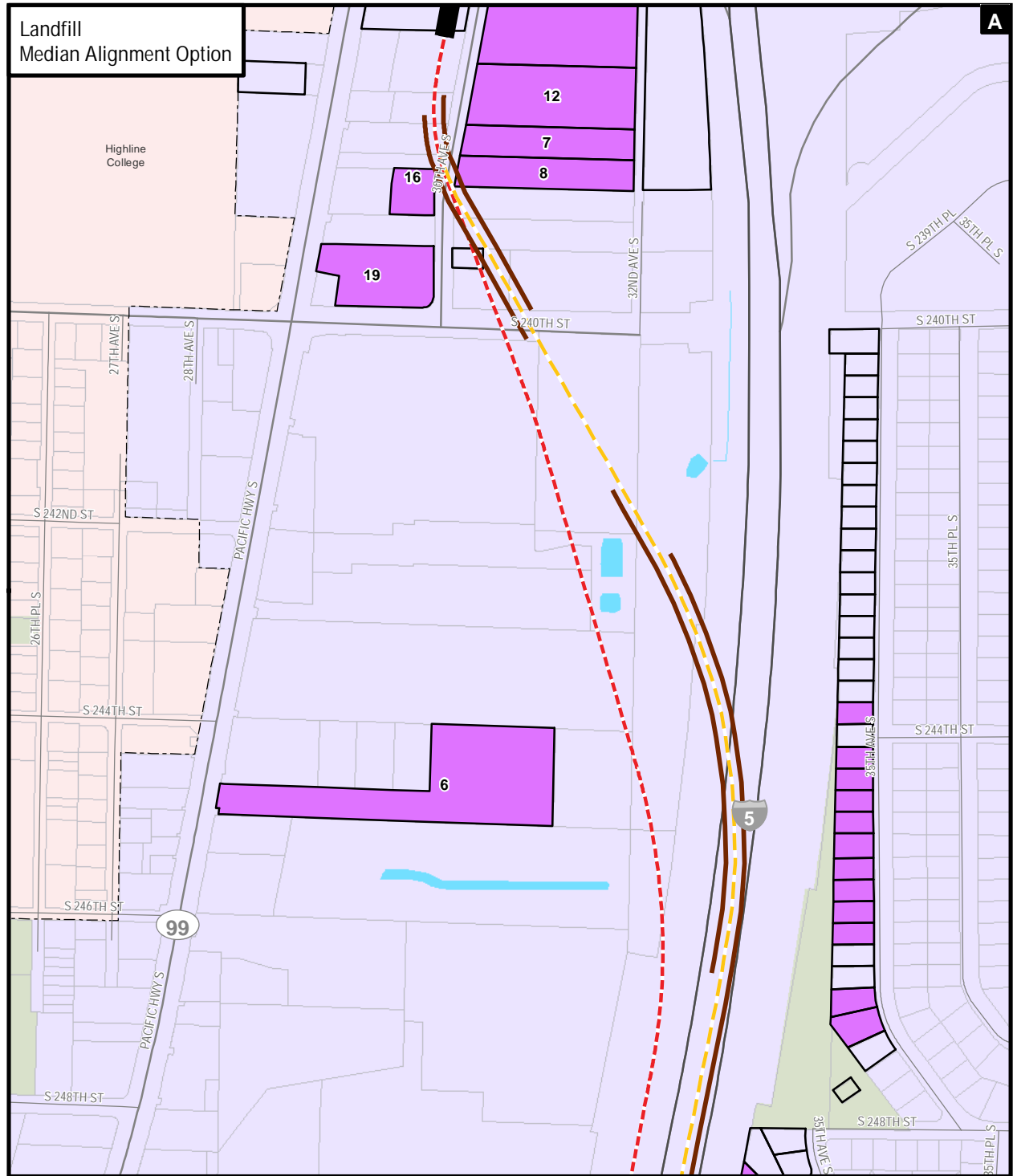
**Notes:**

- 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

#### 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)

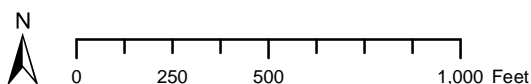
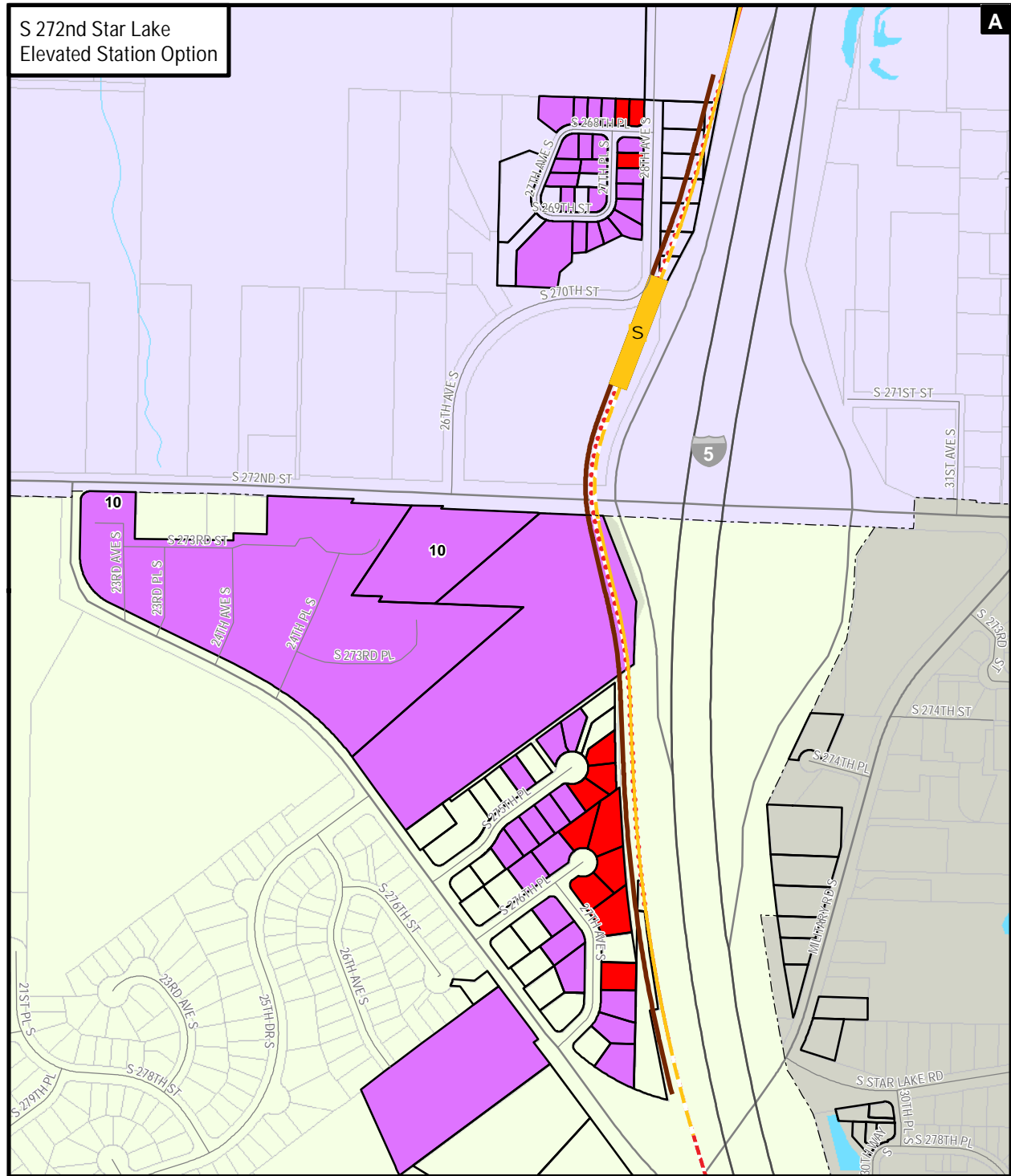


EXHIBIT C-22  
Noise Impacts  
Preferred Alternative Landfill Median Alignment Option  
Federal Way Link Extension





### Preferred Alternative

- Elevated
- At-Grade
- ... Trench

### Option

- Elevated
- At-Grade
- S Station
- Sound Walls

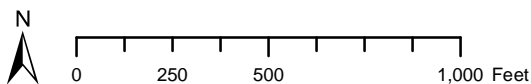
- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

- 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)

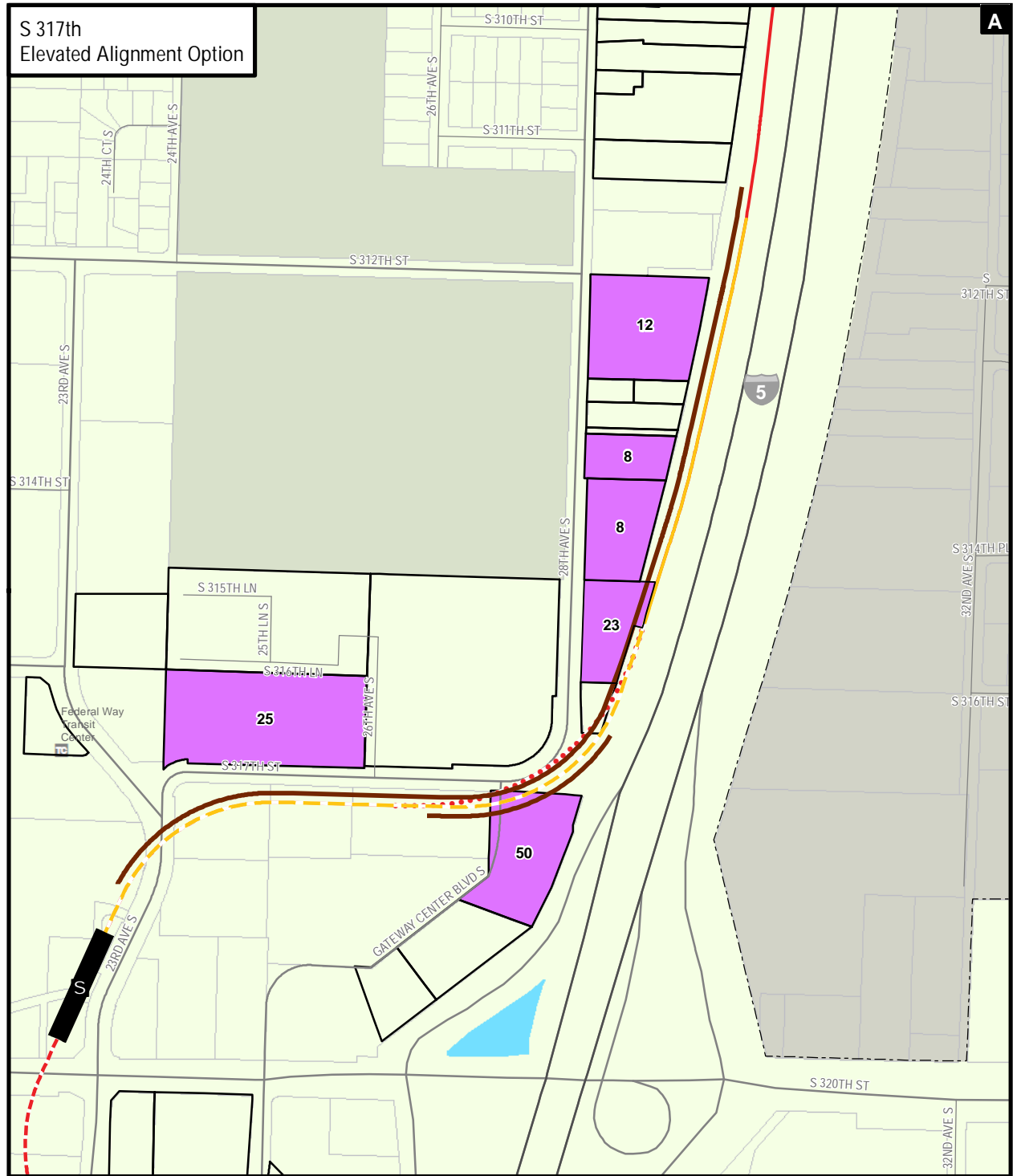


Preferred Alternative S 272nd Star Lake Elevated Station Option

Federal Way Link Extension

EXHIBIT C-24

Noise Impacts



**Preferred Alternative**

- Elevated
- At-Grade
- ... Trench
- S** Station

**Option**

- Elevated
- At-Grade
- Sound Walls

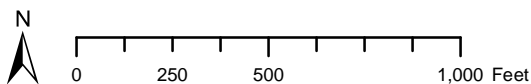
- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact

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

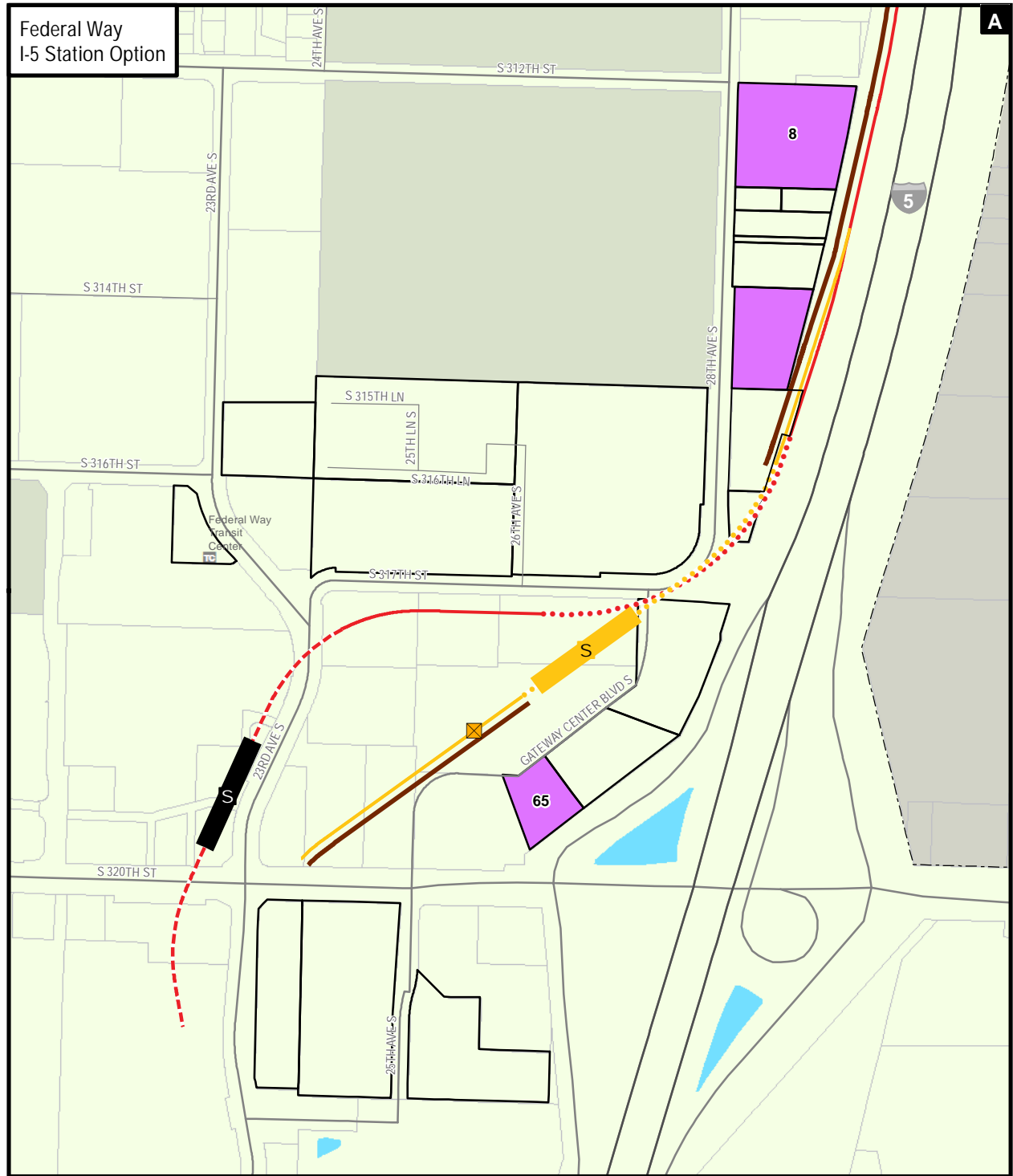
**Notes:**

- 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
- [S] Station

**Option**

- At-Grade
- ... Trench
- [S] Station
- [X] Track Crossover
- Sound Walls

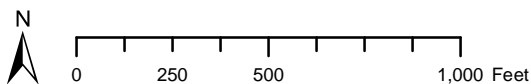
- [ ] Parcel Evaluated for Transit Noise Impact
- [ ] Moderate Impact
- [ ] Severe Impact
- [ ] Both Moderate and Severe Impact

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

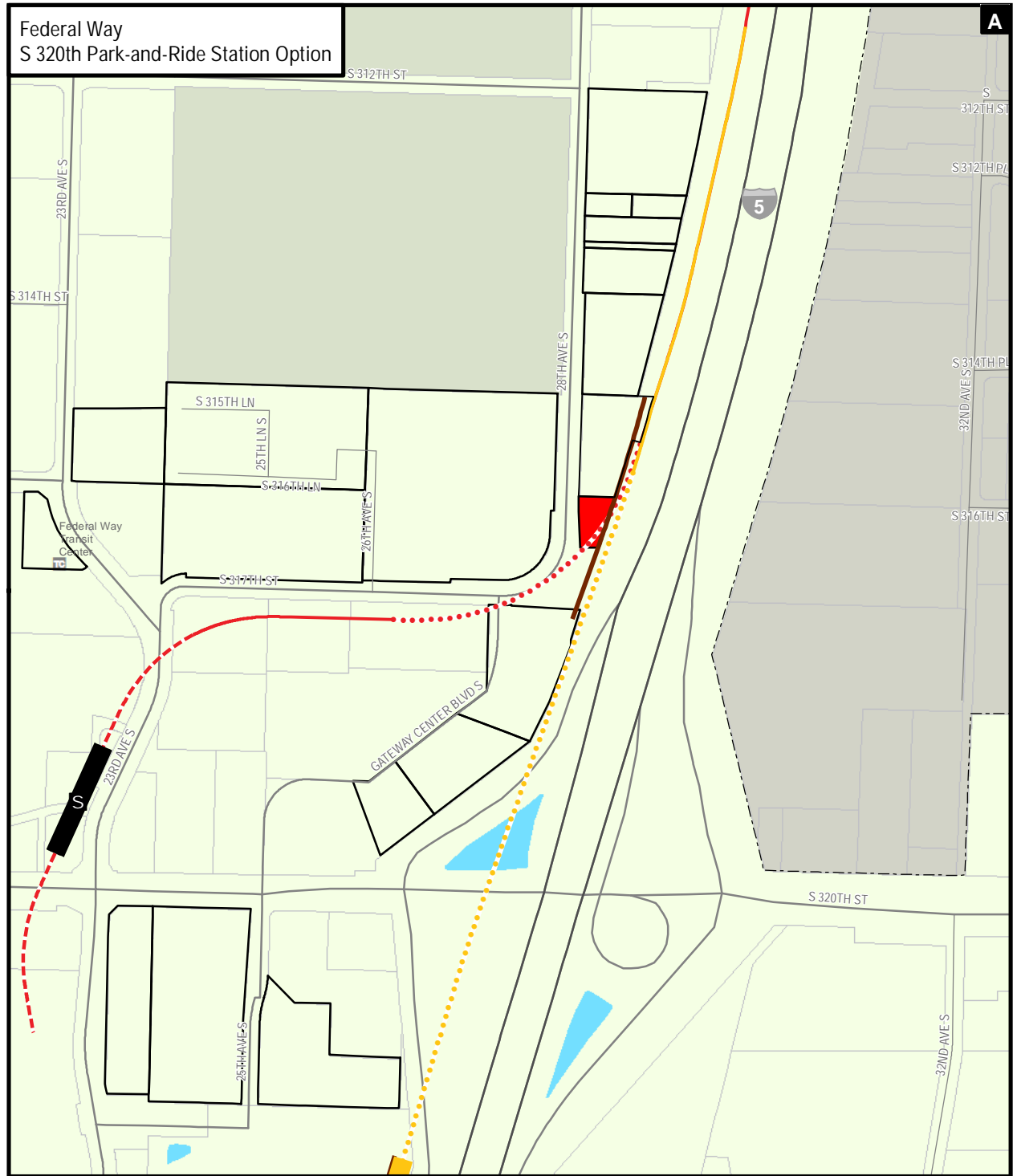
**Notes:**

- 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.

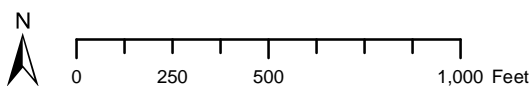
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015)



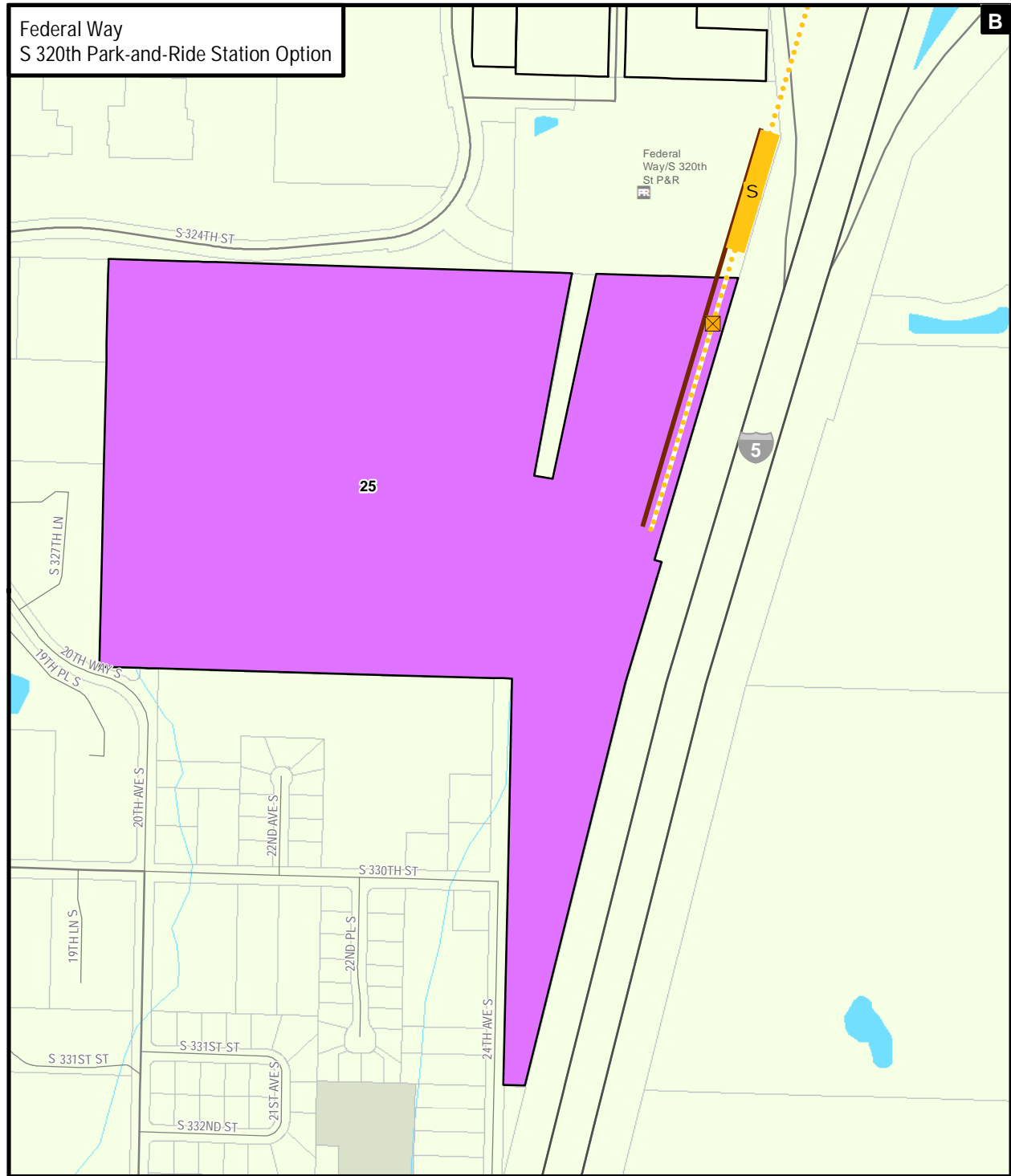




Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015)



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



# **Preferred Alternative**

--- Elevated

## **Option**

--- Trench

S Station

Track

Track Crossover

Sound Walls

Parcel Evaluated for Transit Noise Impact

Moderate Impact

Severe Impact

Both Moderate and Severe Impact

--- City Boundary

--- Street

--- Stream

Waterbody

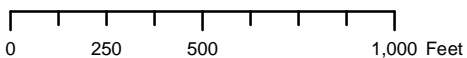
Park / Open Space

## **Notes:**

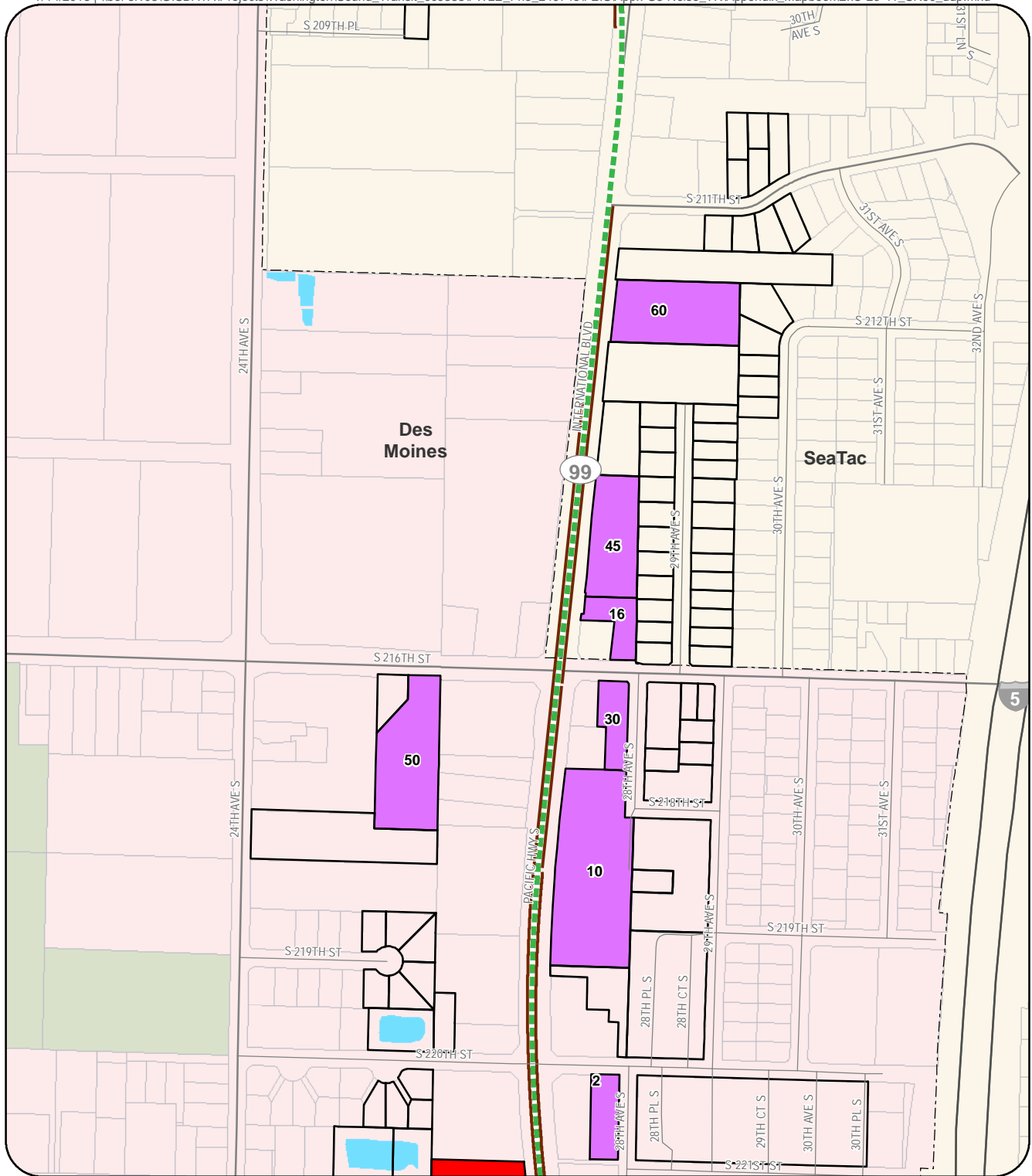
1) Transit noise impact is 1 unit per parcel unless otherwise noted.

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)



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

--- Elevated

--- Sound Walls

Parcel Evaluated for  
Transit Noise Impact

Moderate Impact

Severe Impact

Both Moderate and Severe Impact

--- City Boundary

--- Street

--- Stream

Waterbody

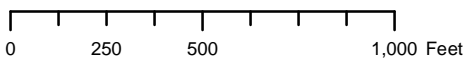
Park / Open Space

#### Notes:

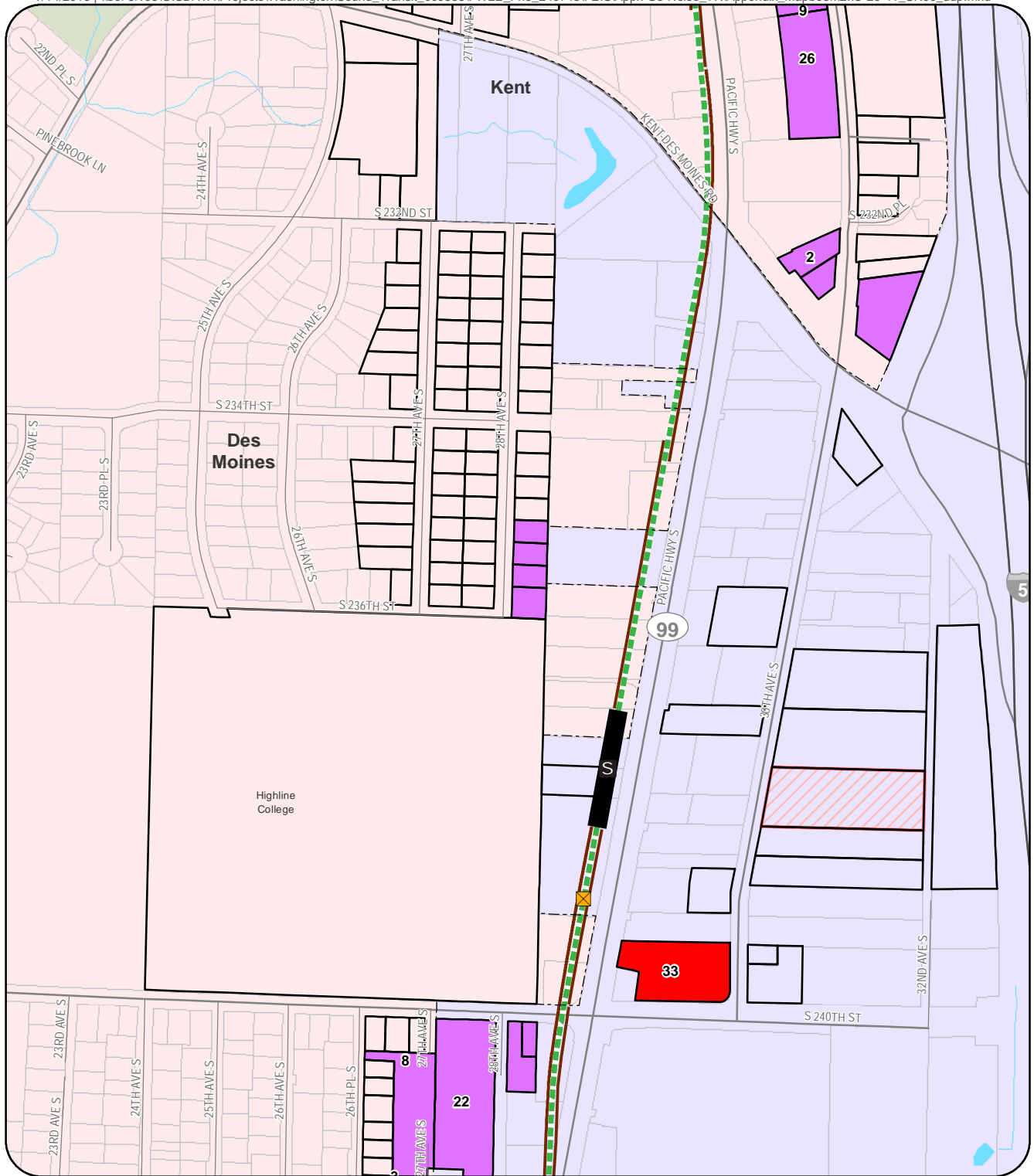
1) Transit noise impact is 1 unit per parcel unless otherwise noted.

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

— 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).

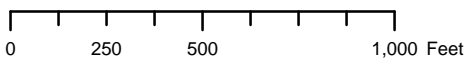
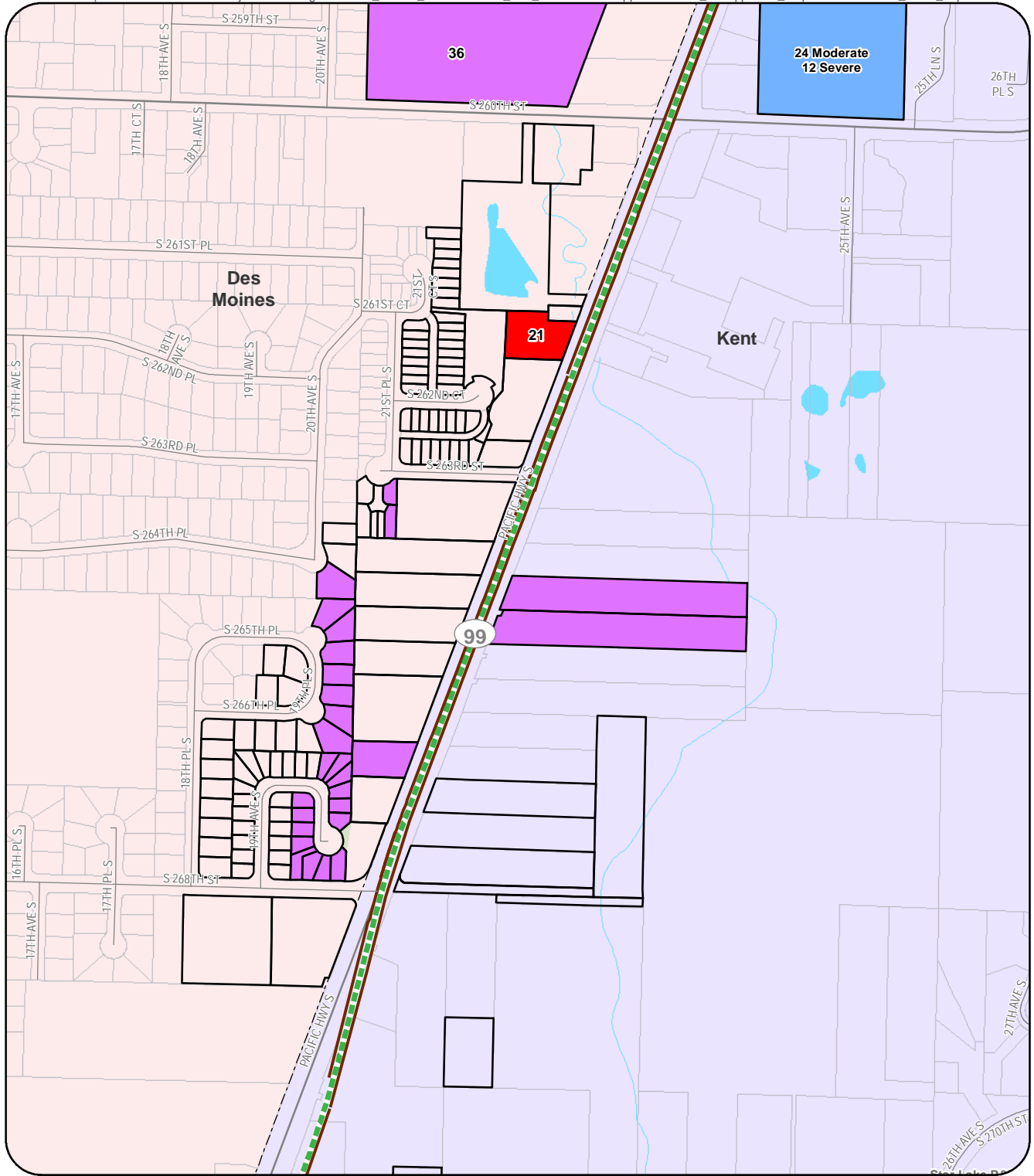


EXHIBIT C-33  
Noise Impacts  
SR 99 Alternative  
*Federal Way Link Extension*



EXHIBIT C-34  
Noise Impacts  
SR 99 Alternative  
*Federal Way Link Extension*





#### SR 99 Alternative

— Elevated

— Sound Walls

□ Parcel Evaluated for  
Transit Noise Impact

■ Moderate Impact

■ Severe Impact

■ Both Moderate and Severe Impact

--- City Boundary

— Street

— Stream

■ Waterbody

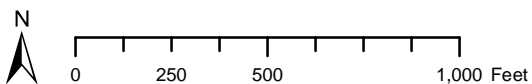
■ Park / Open Space

#### 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)



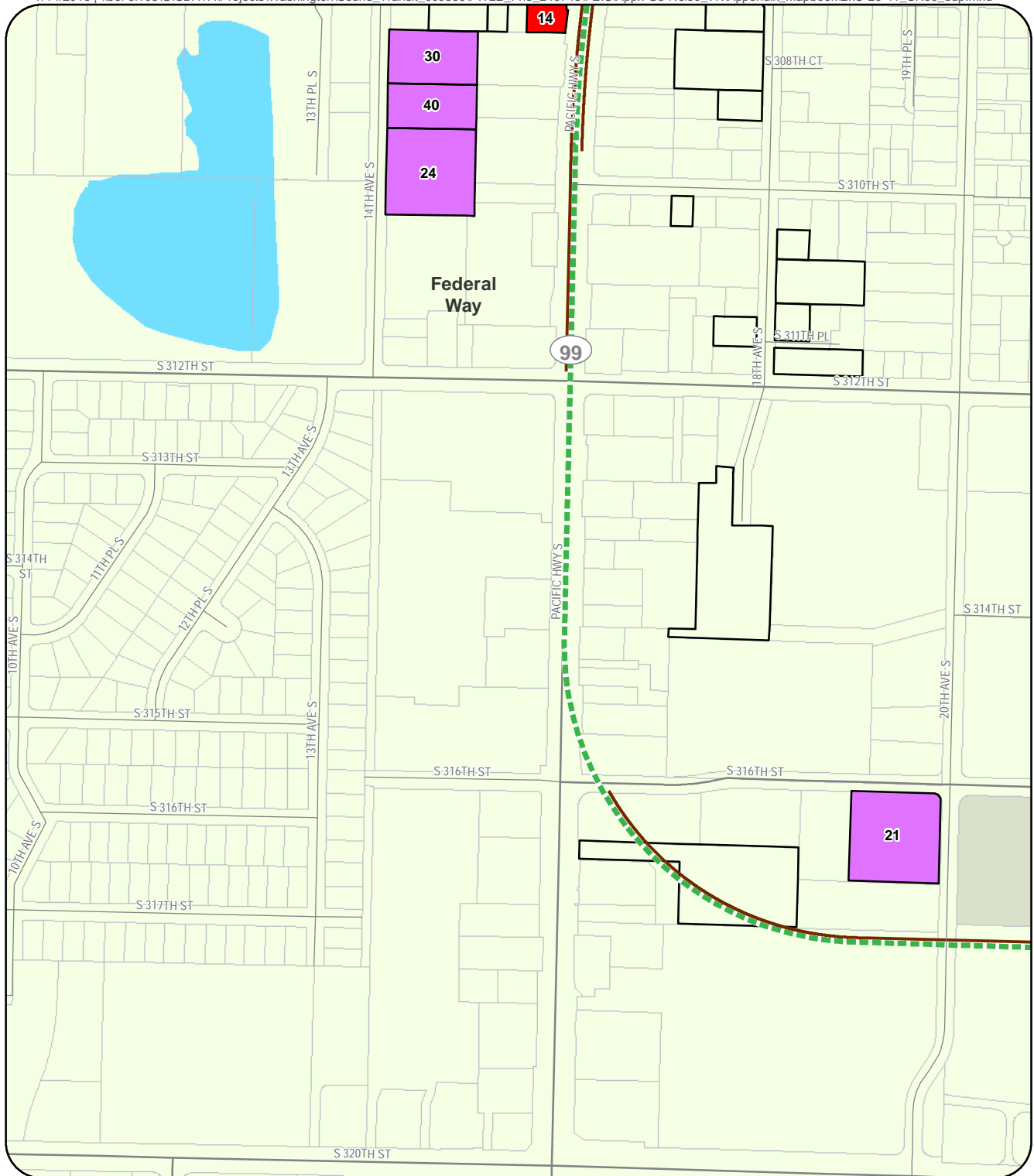


2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

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

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

--- 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.

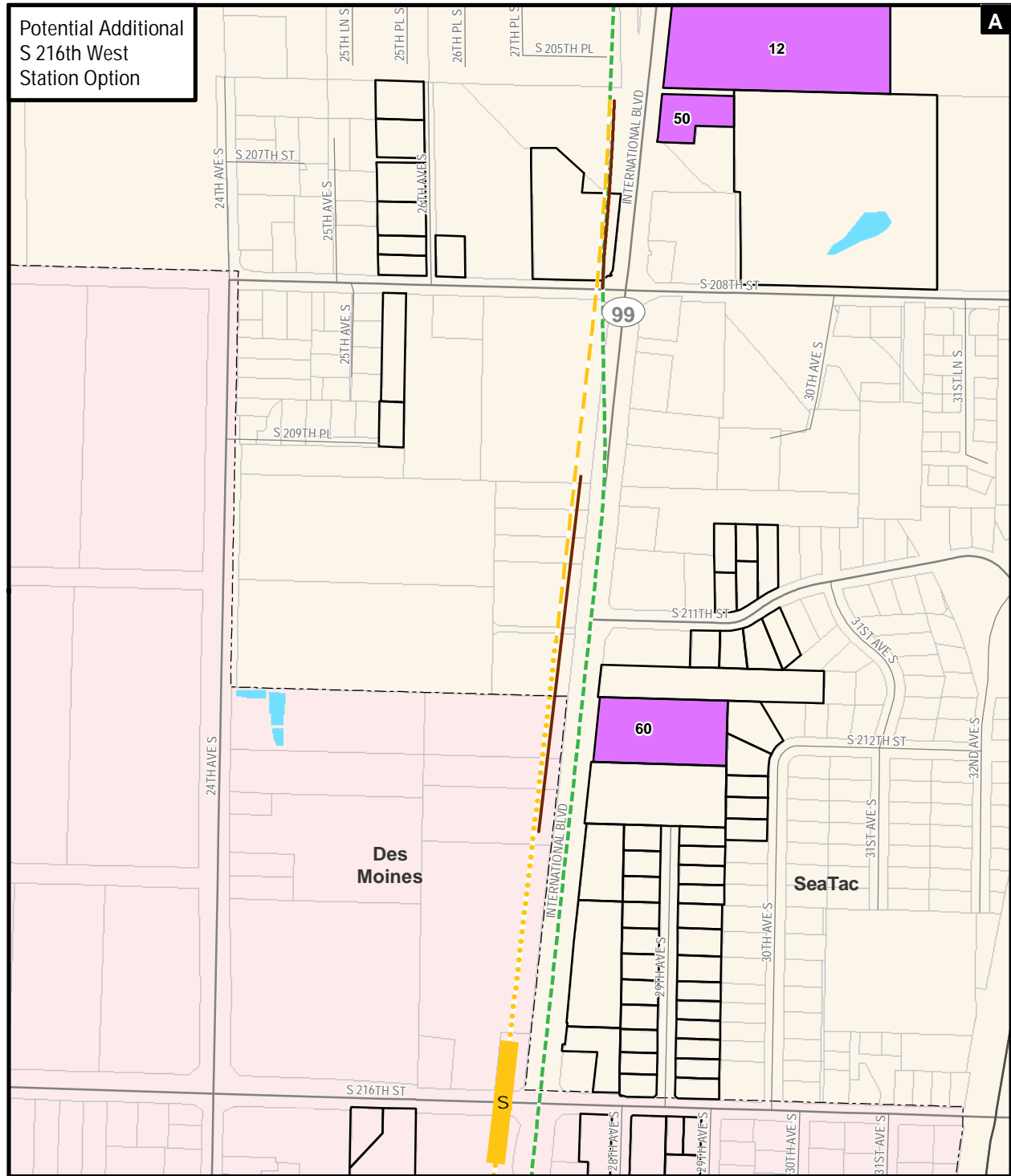
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015)



0 250 500 1,000 Feet

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**

— Elevated

**Option**

— Elevated

— Trench

— Station

— Sound Walls

— Parcel Evaluated for Transit Noise Impact

— Moderate Impact

— Severe Impact

— Both Moderate and Severe Impact

— City Boundary

— Street

— Stream

— Waterbody

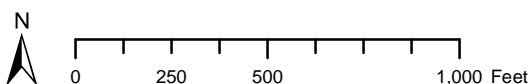
— Park / Open Space

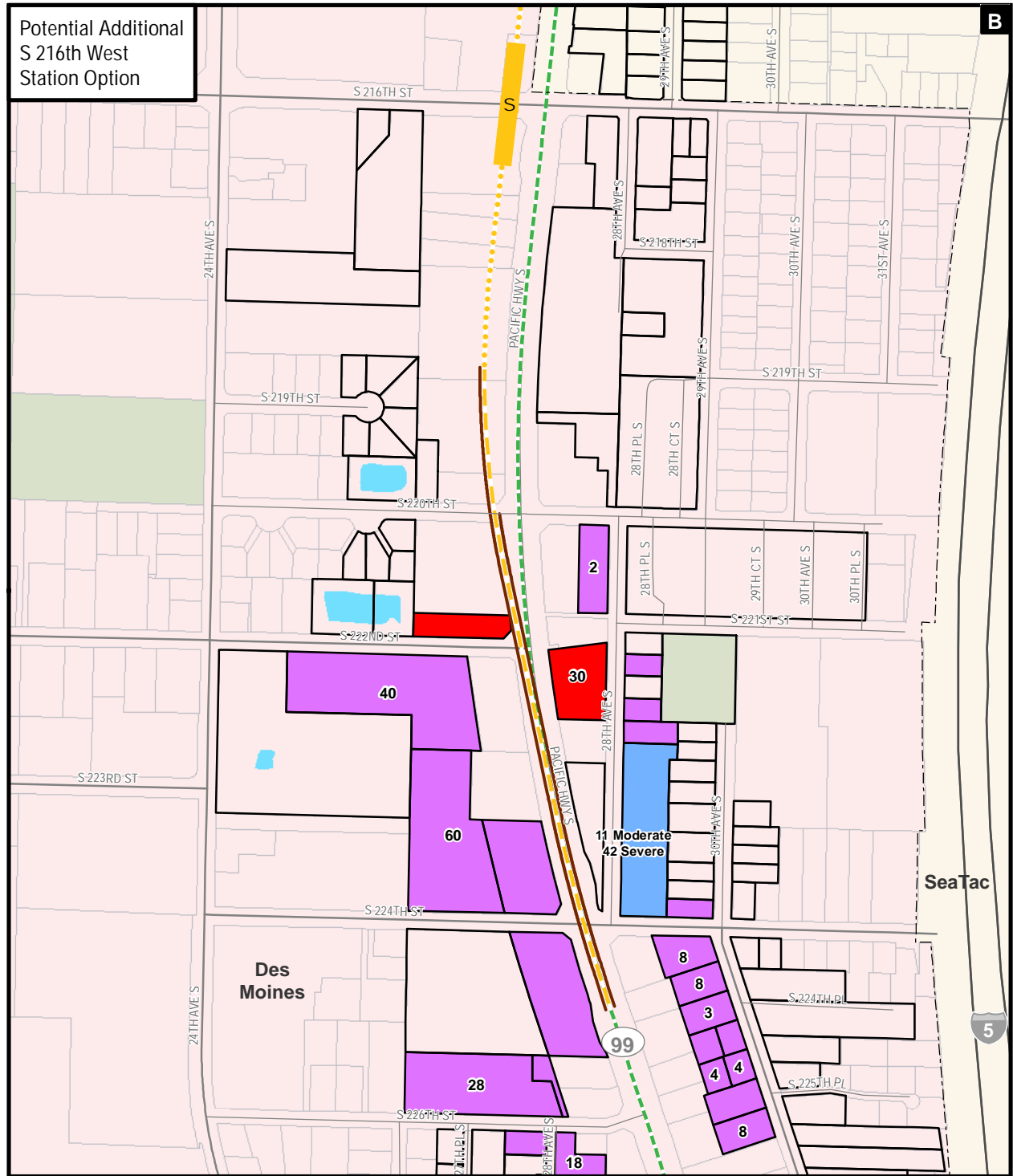
**Notes:**

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)





#### SR 99 Alternative

— Elevated

#### Option

— Elevated

— Trench

S Station

— Sound Walls

Parcel Evaluated for Transit Noise Impact

Moderate Impact

Severe Impact

Both Moderate and Severe Impact

--- City Boundary

— Street

— Stream

Waterbody

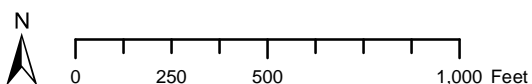
Park / Open Space

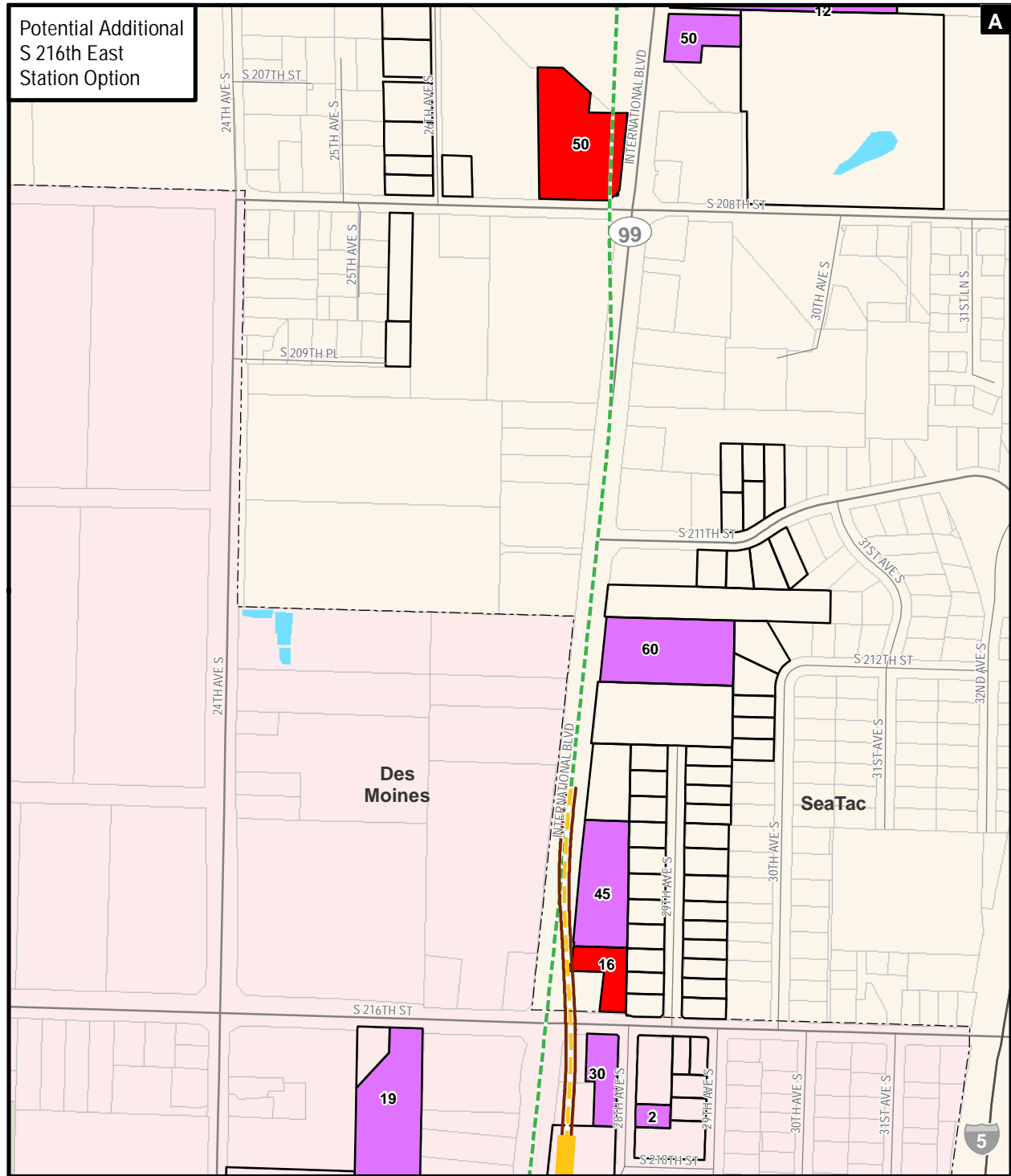
#### Notes:

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).





#### SR 99 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

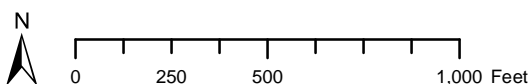
— Park / Open Space

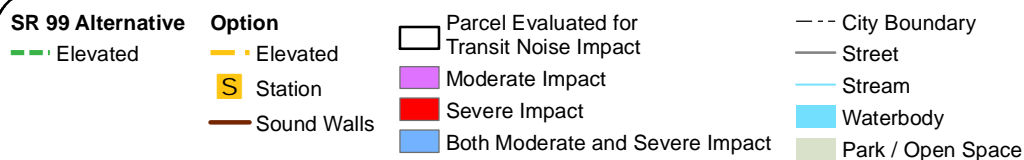
#### Notes:

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.

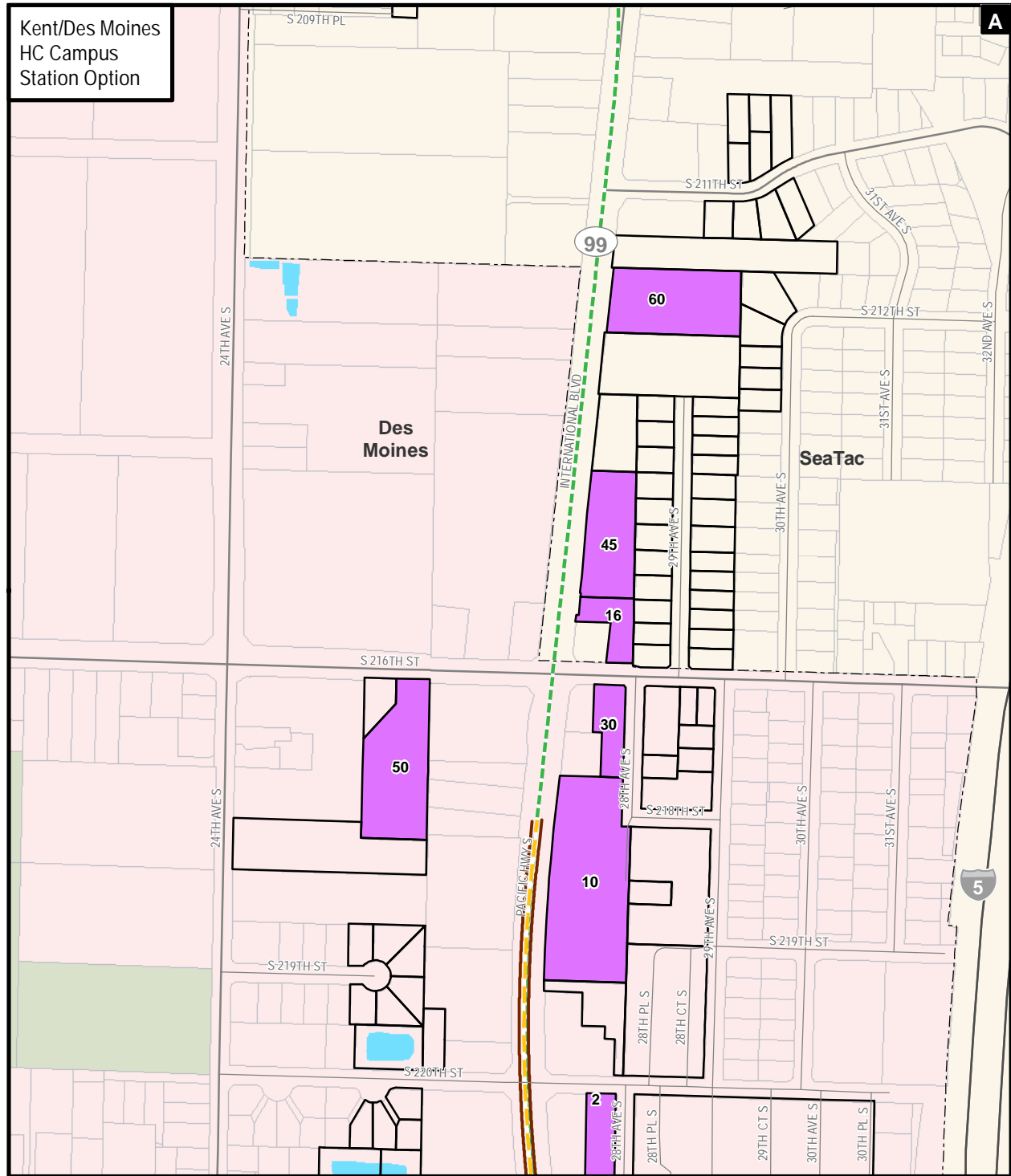
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015)





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-45  
Noise Impacts  
SR 99 Alternative S 216th East Station Option  
*Federal Way Link Extension*



#### SR 99 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)



0 250 500 1,000 Feet

SR 99 Alternative Kent/Des Moines HC Campus Station Option



Federal Way Link Extension

EXHIBIT C-46

Noise Impacts



- Elevated
- Sound Walls

 Moderate Impact  
 Severe Impact

Both Moderate and Severe Impact

— Street

— Stream

Waterbody

■ Park / Open Space

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

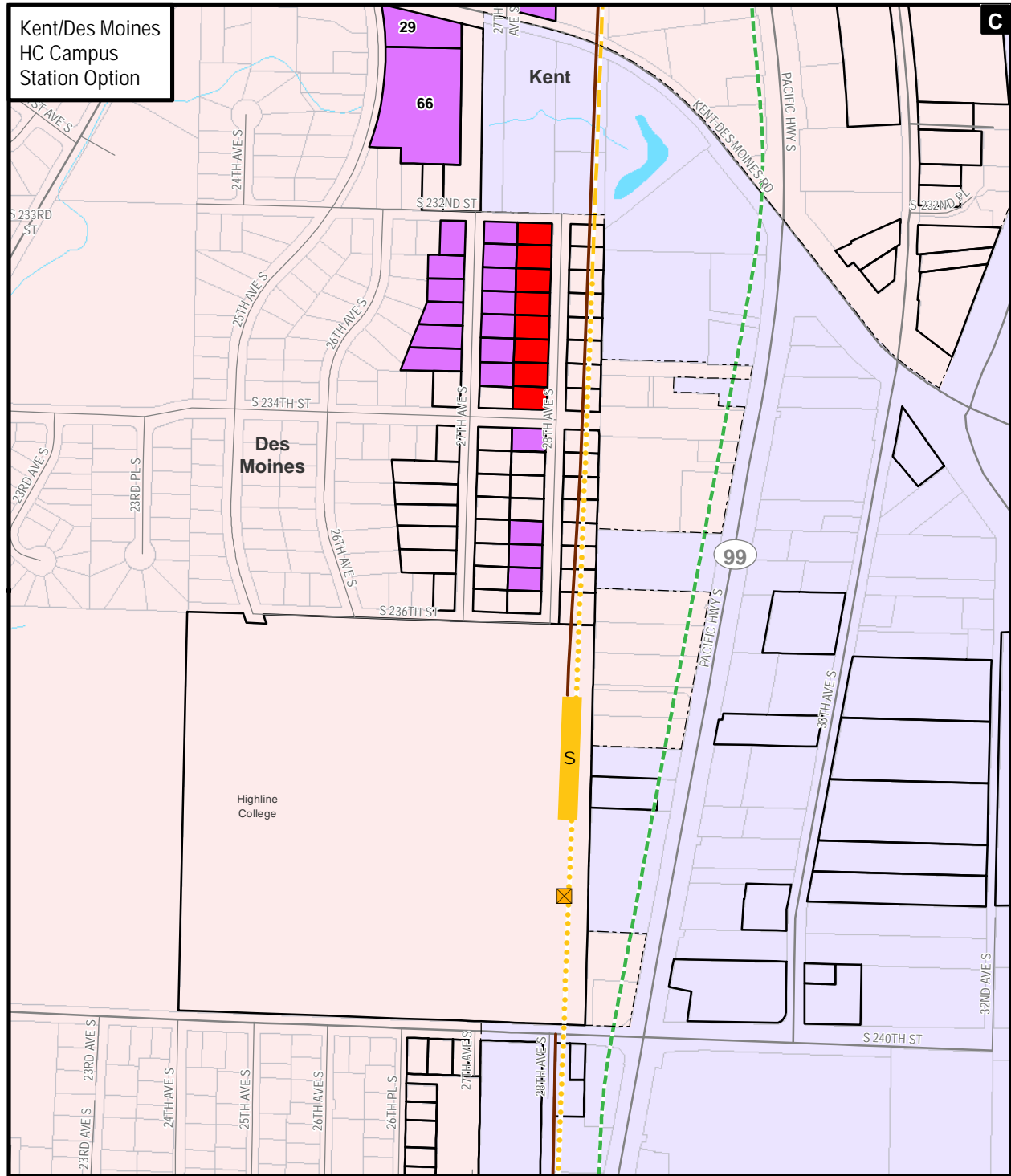
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

0 250 500 1,000 Feet

SR 99 Alternative Kent/Des Moines HC Campus Station Option

*Federal Way Link Extension*

EXHIBIT C-47  
Noise Impacts



#### SR 99 Alternative

--- Elevated

#### Option

--- Elevated

--- Trench

S 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

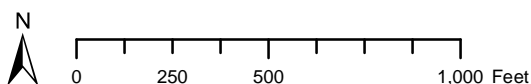
--- Park / Open Space

#### 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)



## SR 99 Alternative Kent/Des Moines HC Campus Station Option

Federal Way Link Extension

## EXHIBIT C-48

## Noise Impacts





■ Elevated

- ● ● Trench

— Sound

☐ Parcel Evaluated for  
Transit Noise Impact

 Moderate Impact

Severe Impact

Both Moderate

Residual Noise Impact

**Requiring Sound Insulation**

---

--- City Boundary

— Street

— Stream

Waterbody

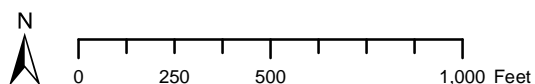
■ Park / Open Space

Notes:

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

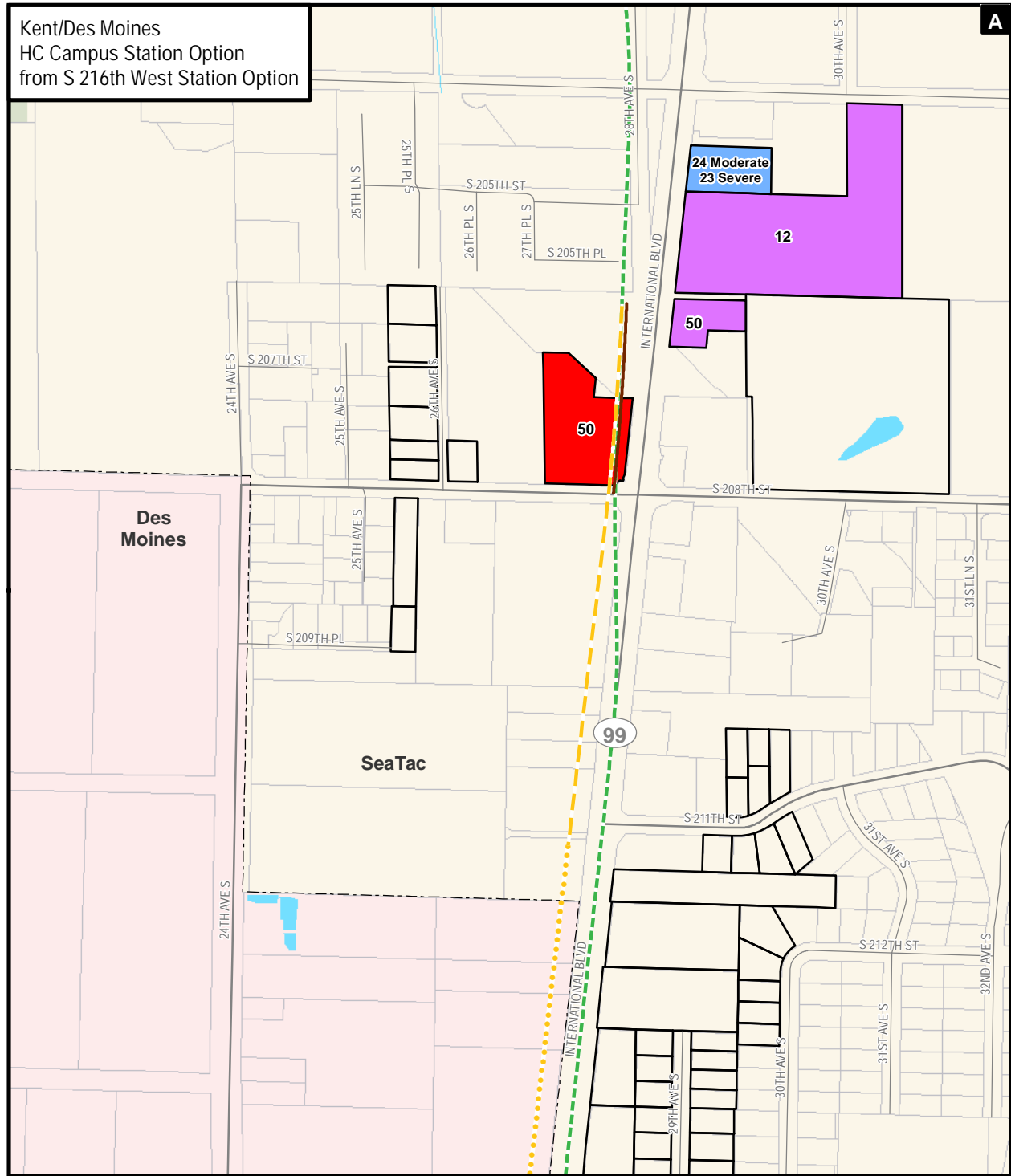
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

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

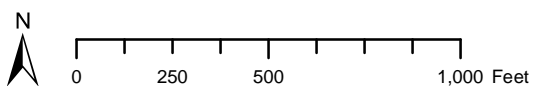


SR 99 Alternative Kent/Des Moines HC Campus Station Option

*Federal Way Link Extension*

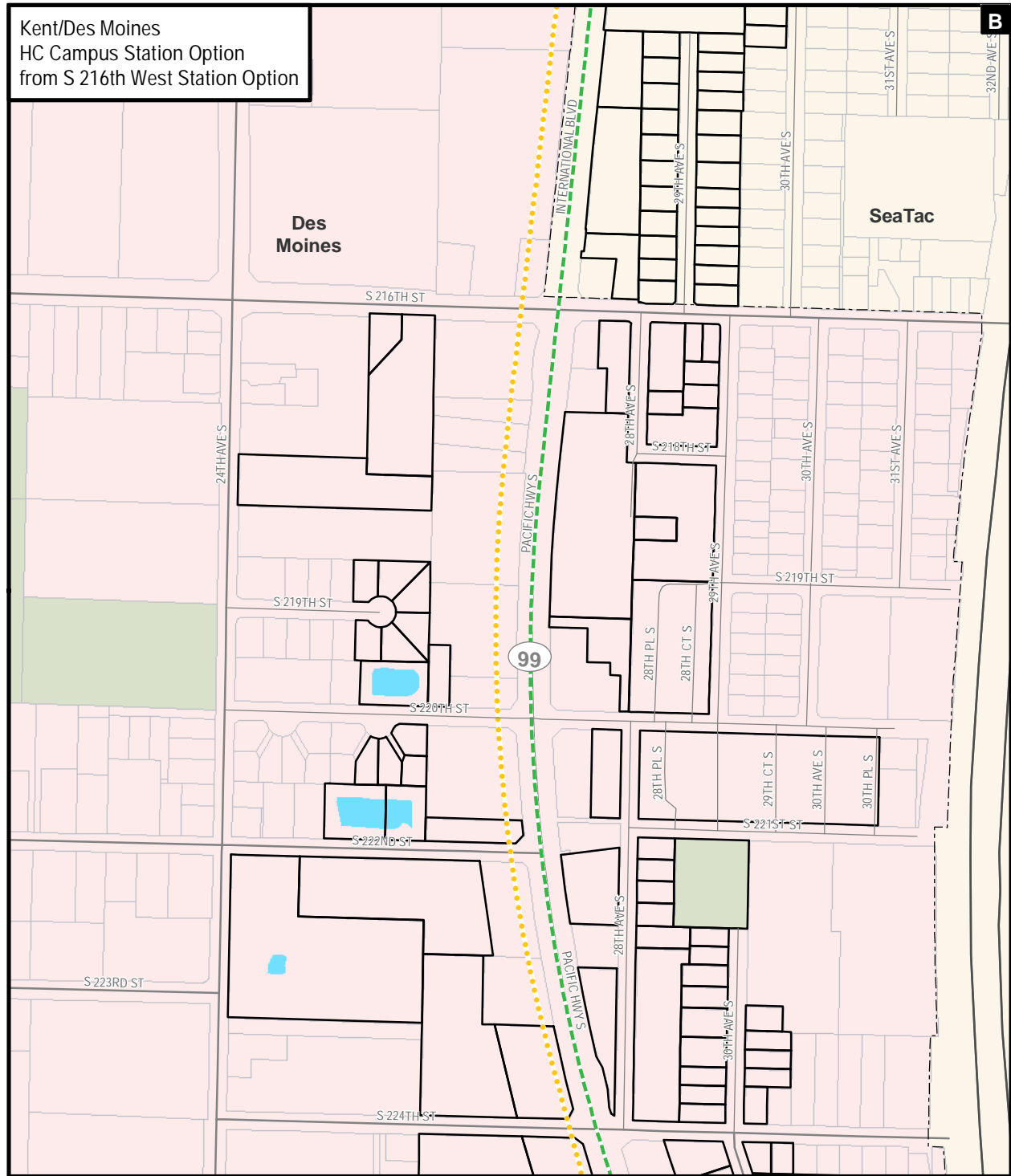


Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015)



# EXHIBIT C-50 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**

— Trench

Parcel Evaluated for Transit Noise Impact

Moderate Impact

Severe Impact

Both Moderate and Severe Impact

--- City Boundary

— Street

— Stream

Waterbody

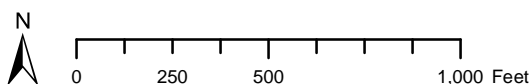
Park / Open Space

## **Notes:**

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

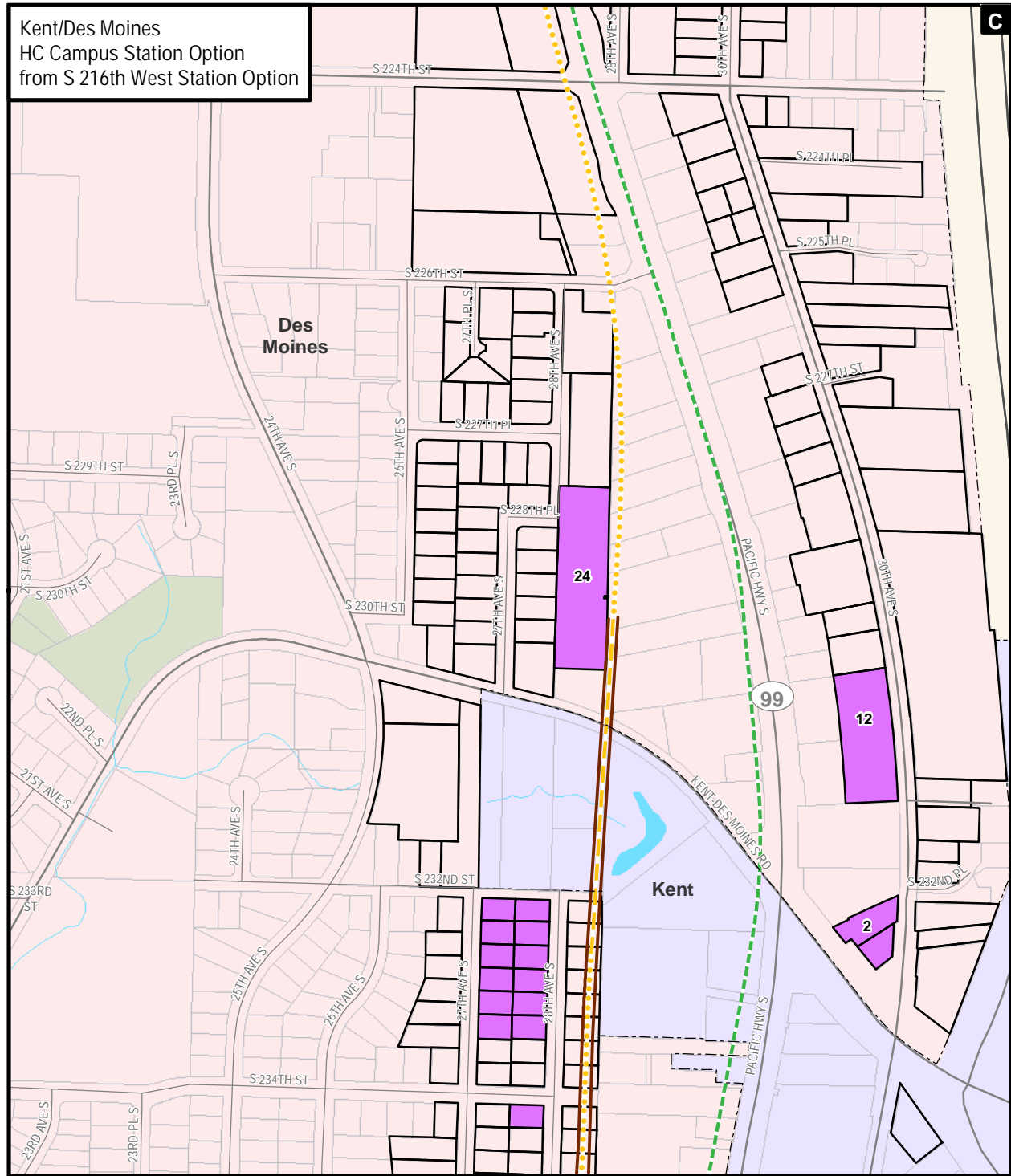
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

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

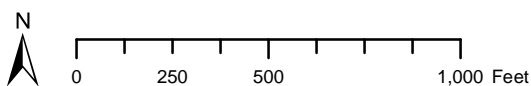


## **EXHIBIT C-51** Noise Impacts SR 99 Alternative Kent/Des Moines HC Campus Station Option from S 216th West Station Option

Federal Way Link Extension



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



■ Elevated

## S Station

— Sound Walls

☐ Parcel Evaluated for  
Transit Noise Impact

■ Moderate Impact

Severe Impact

Both Moderate

 Park-and-Ride Impact

--- City Boundary

— Street

— Stream

 Waterbody

 Park / Open Space

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).*

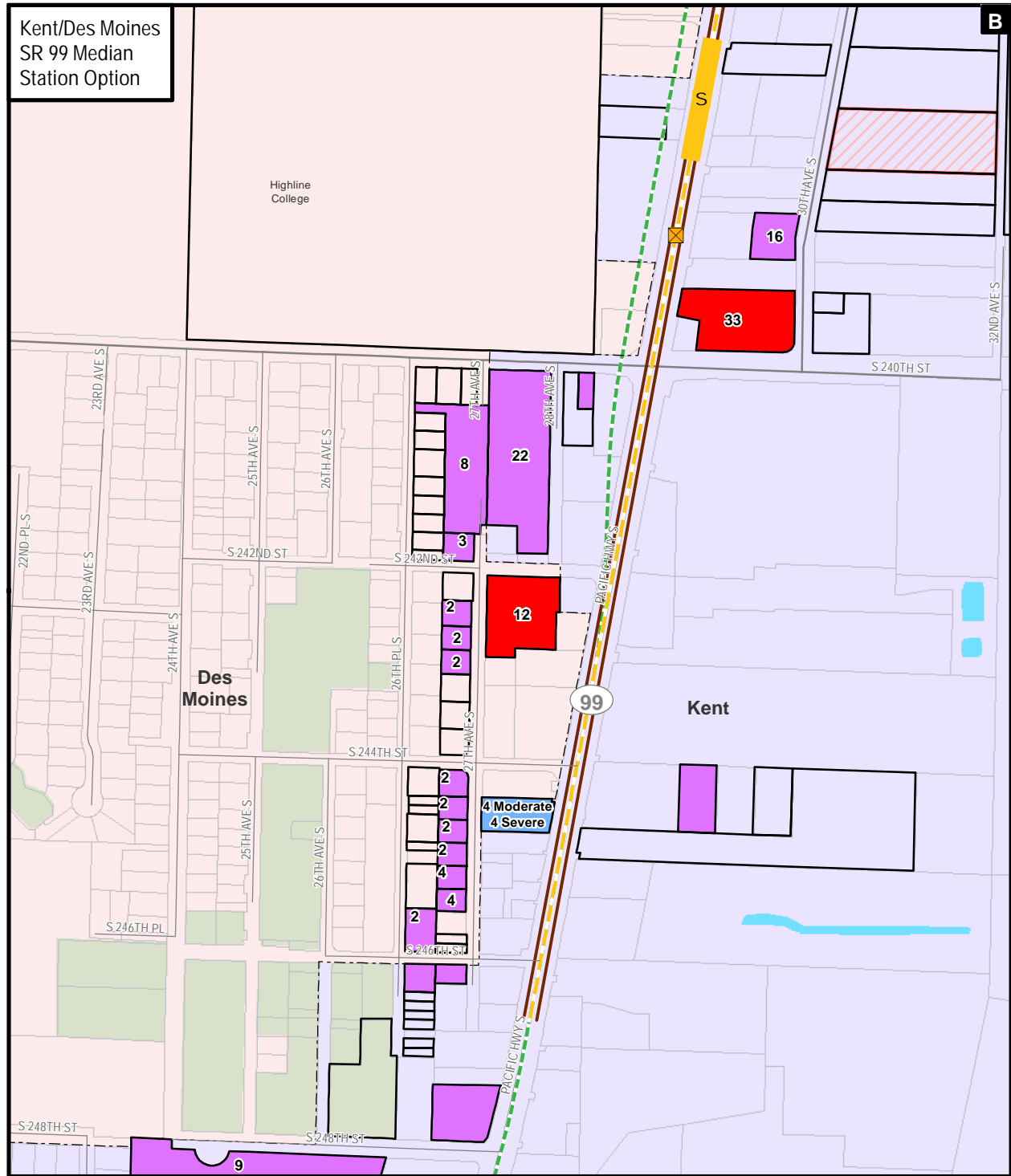


SR 99 Alternative Kent/Des Moines SR 99 Median Station Option

EXHIBIT C-53

## Noise Impacts

*Federal Way Link Extension*



#### SR 99 Alternative

— Elevated

#### Option

— Elevated

S 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

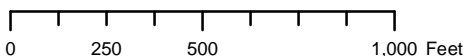
— Park / Open Space

#### 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).



## SR 99 Alternative Kent/Des Moines SR 99 Median Station Option

Federal Way Link Extension

## EXHIBIT C-54

## Noise Impacts





### Option

■ Elevated

— Sound Walls

 Parcel Evaluated for  
Transit Noise Impact

 Moderate Impact

 Severe Impact

Both Moderate and Severe Impact

--- City Boundary

— Street

— Stream

Waterbody

Waterbody

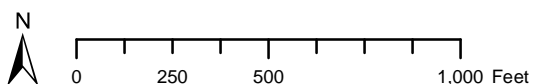
Park / Open Space

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

*Federal Way Link Extension*





### Option

**S** Station

**S** Station

 Track Crossover

— Sound Walls

 Parcel Evaluated for  
Transit Noise Impact

 Moderate Impact

Severe Impact

Severe impact  
Both Moderate

 Both Moderate and Severe Impact


#### Park-and-Ride Impact

— - - City Boundary

— Street

— Stream

 Waterbody

 Park / Open Space

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

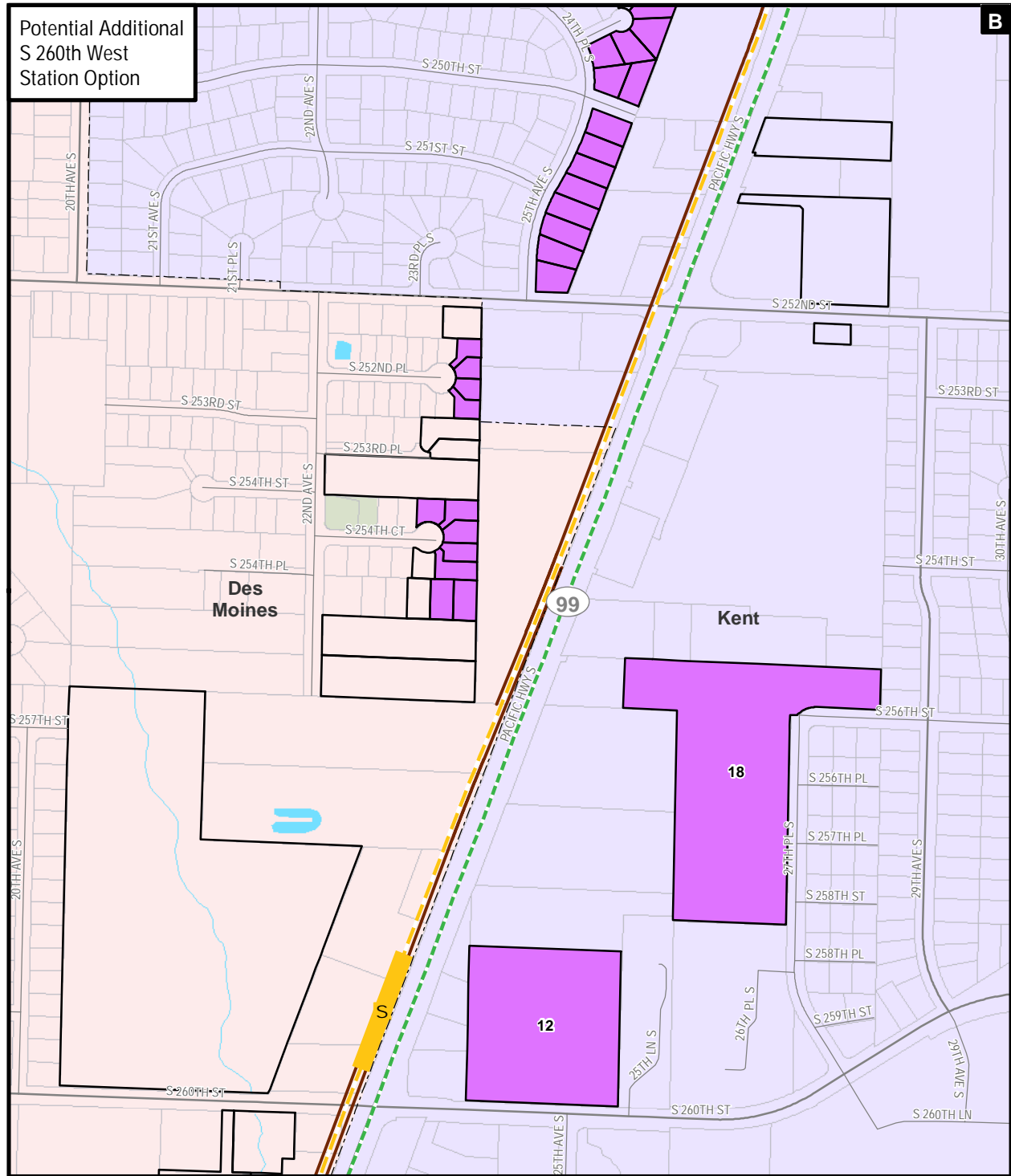
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

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

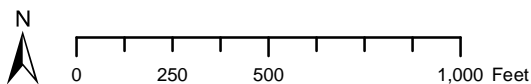


*Federal Way Link Extension*

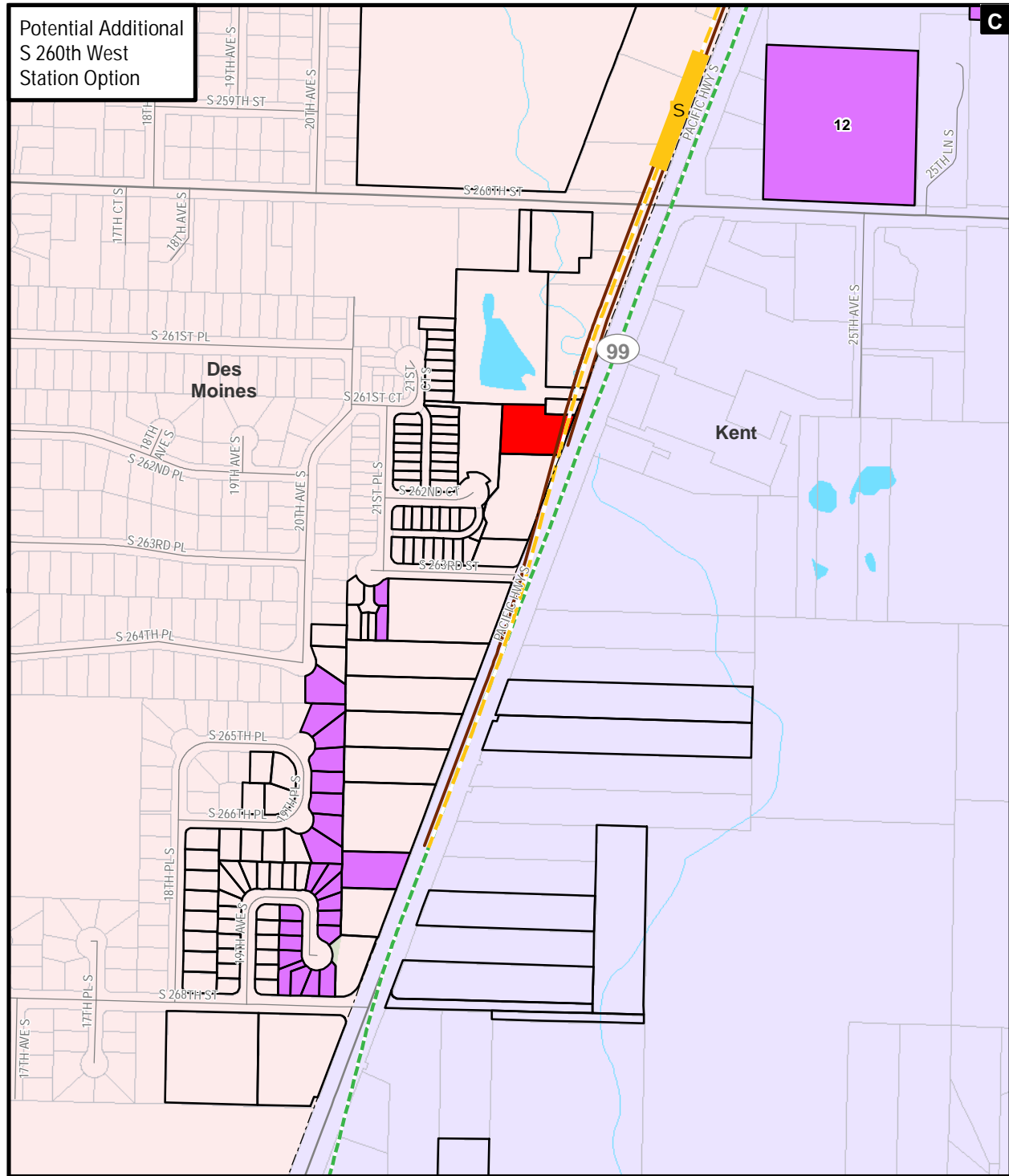




Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015).



**EXHIBIT C-58**  
**Noise Impacts**  
**SR 99 Alternative S 260th West Station Option**  
*Federal Way Link Extension*



#### SR 99 Alternative

--- Elevated

#### Option

--- Elevated

S 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:

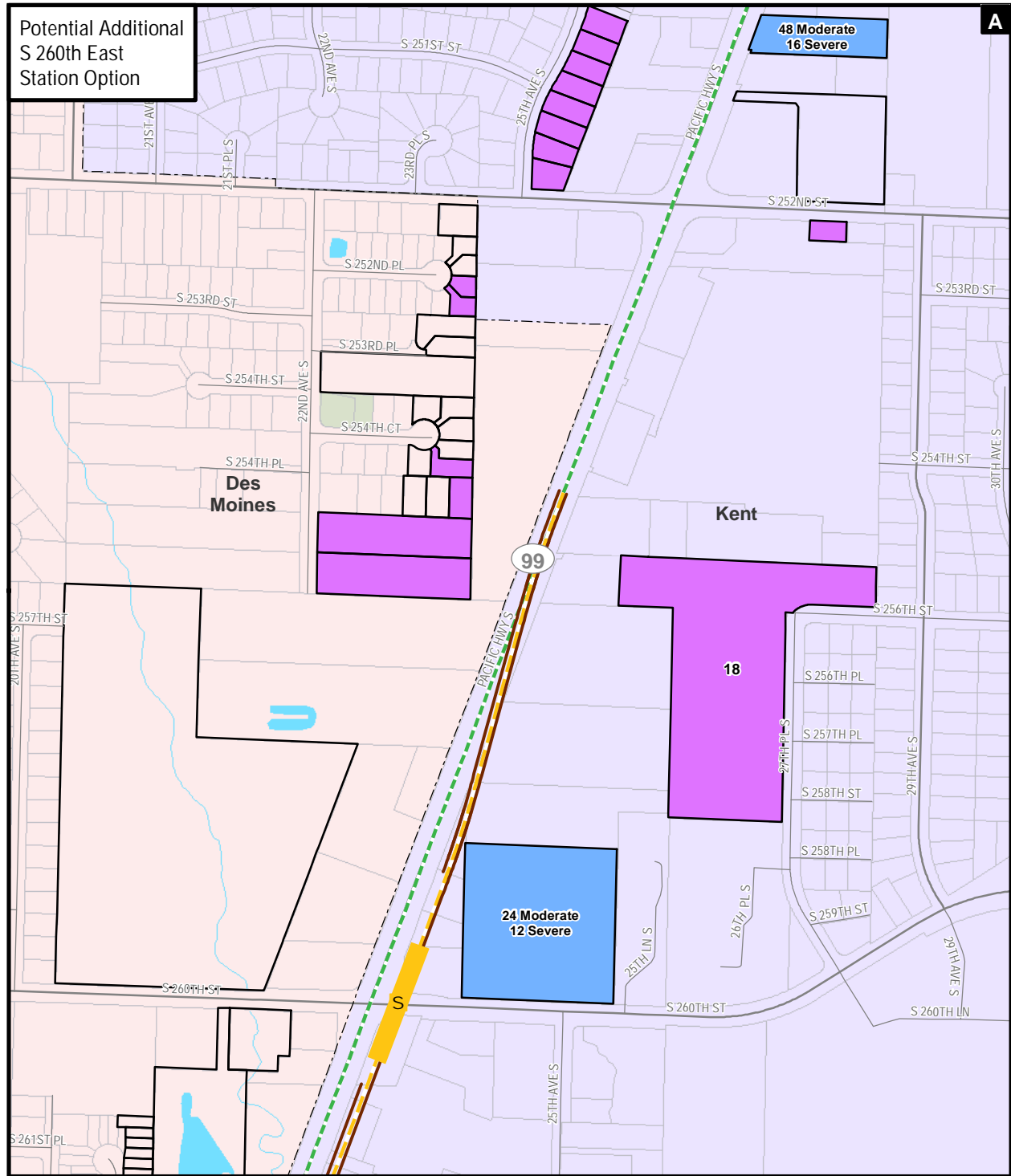
1) Transit noise impact is 1 unit per parcel unless otherwise noted.

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.

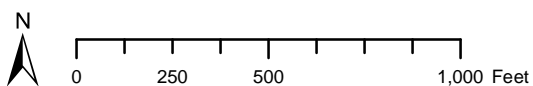
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015)



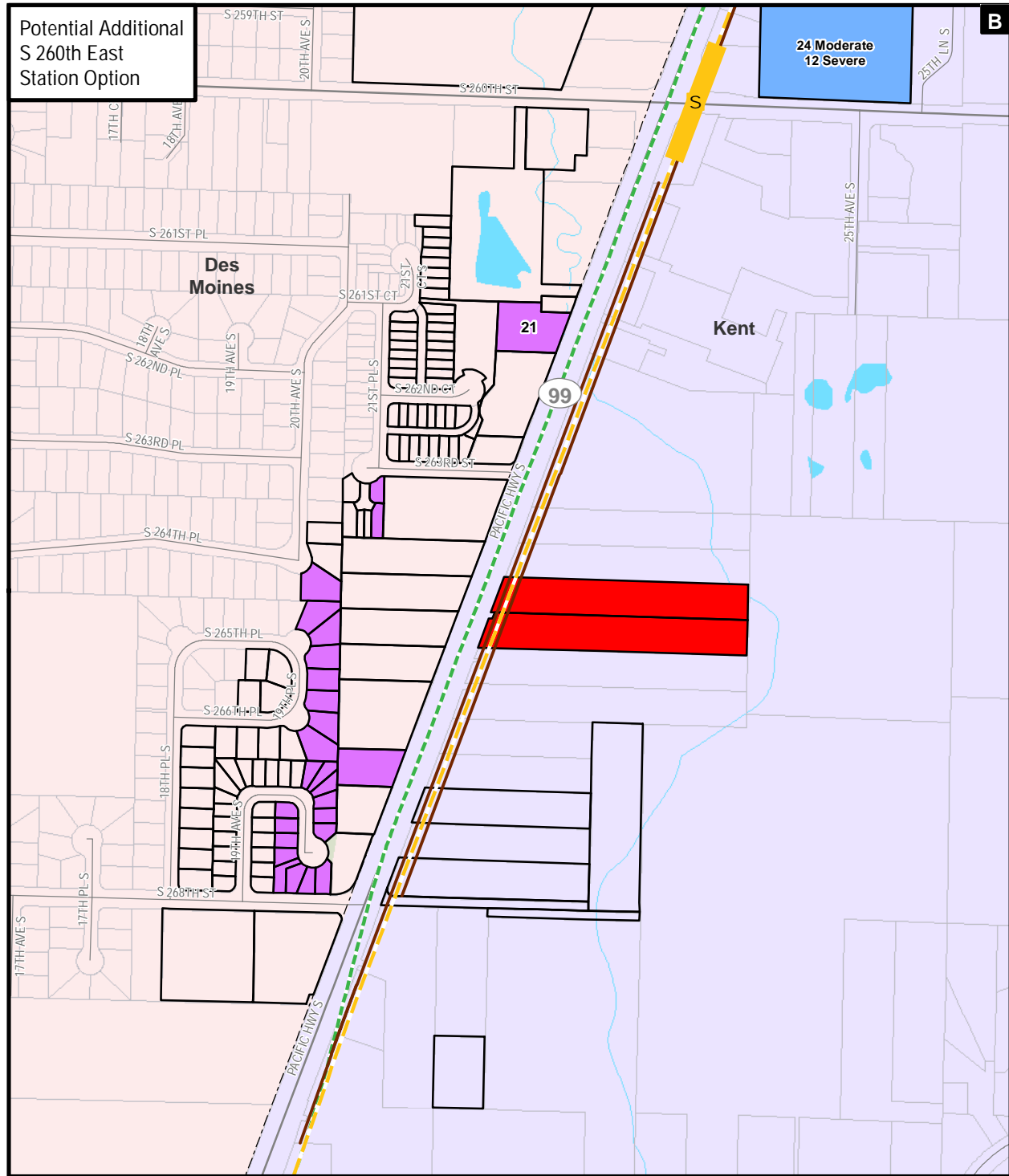
0 250 500 1,000 Feet



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*



#### SR 99 Alternative

--- Elevated

#### Option

--- Elevated

S 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:

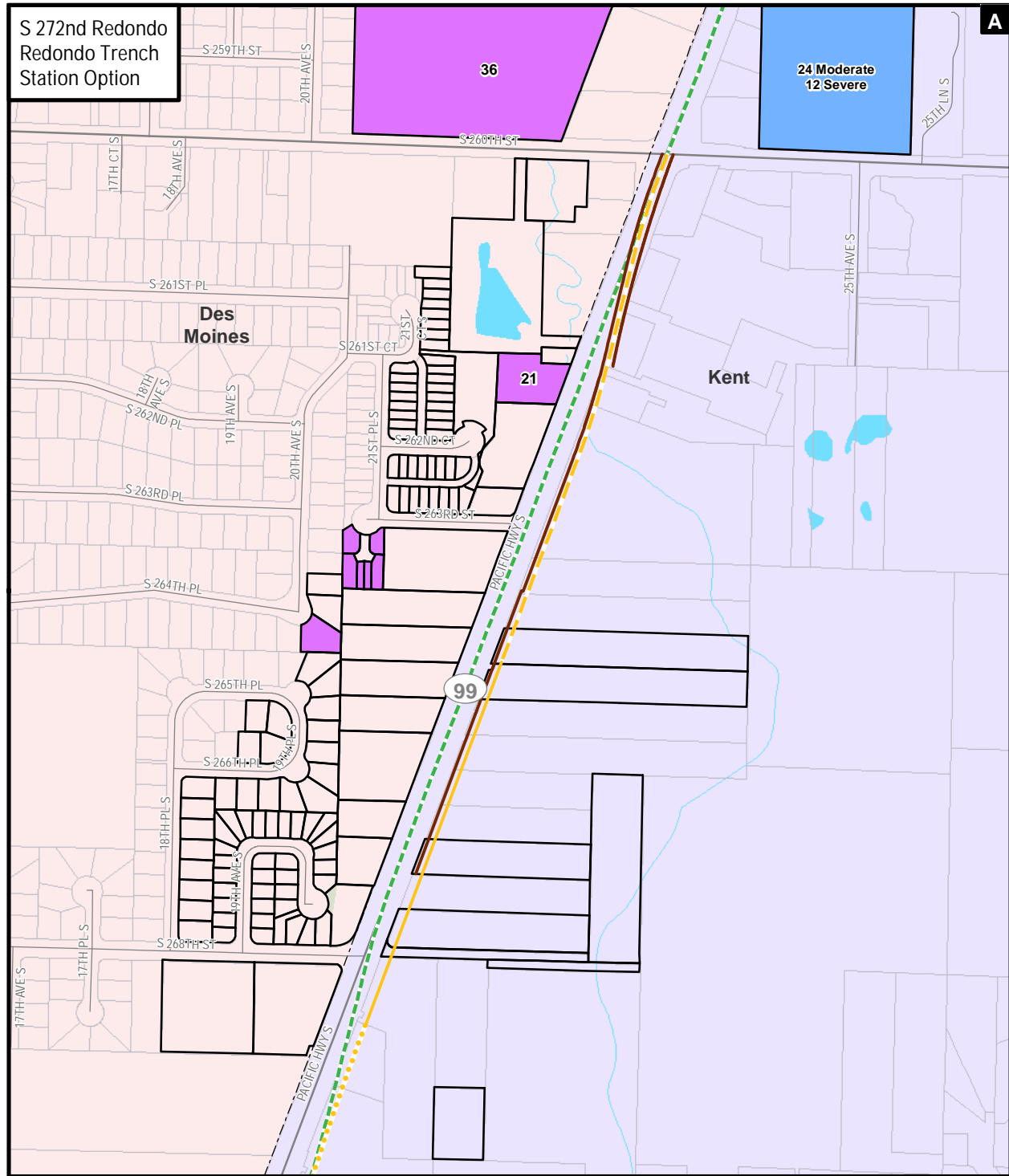
1) Transit noise impact is 1 unit per parcel unless otherwise noted.

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).



0 250 500 1,000 Feet



#### SR 99 Alternative

--- Elevated

#### 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

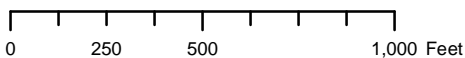
--- Park / Open Space

#### 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)







### Option

- • • Trench

**S** Station

Station

 Track Crossover

— Sound Walls

 Parcel Evaluated for  
Transit Noise Impact

 Moderate Impact

Severe Impact

Both Moderate

■ Both Moderate and Severe impact

— -- City Boundary

— Street

— Stream

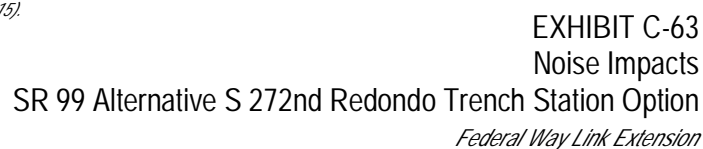
Waterbody

Waterbody  
Park / Open Space

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).*





### Option

## Sound Walls

 Both Moderate

 Requiring Sound Insulation

■ Watersday  
■ Park / Open

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.

0 250 500 1,000 Feet

EXHIBIT C-64  
Noise Impacts  
SR 99 Alternative S 272nd Redondo Trench Station Option  
*Federal Way Link Extension*



### Option

— At-Grade

— Sound W

 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

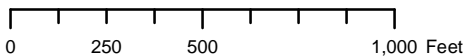
Waterbody

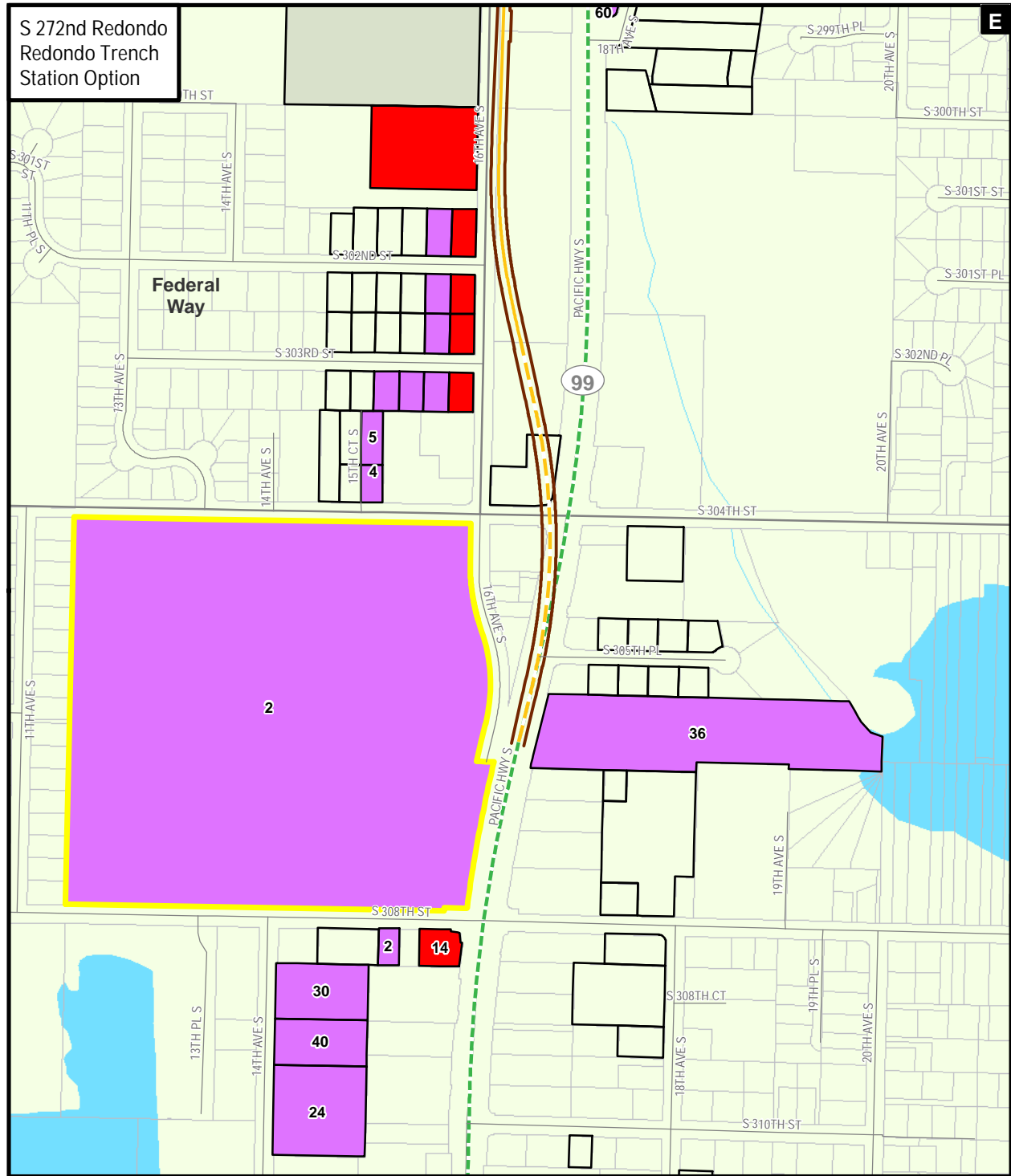
■ Park / Open Space

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

--- Elevated

--- At-Grade

--- Sound Walls

□ 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

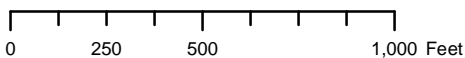
--- Park / Open Space

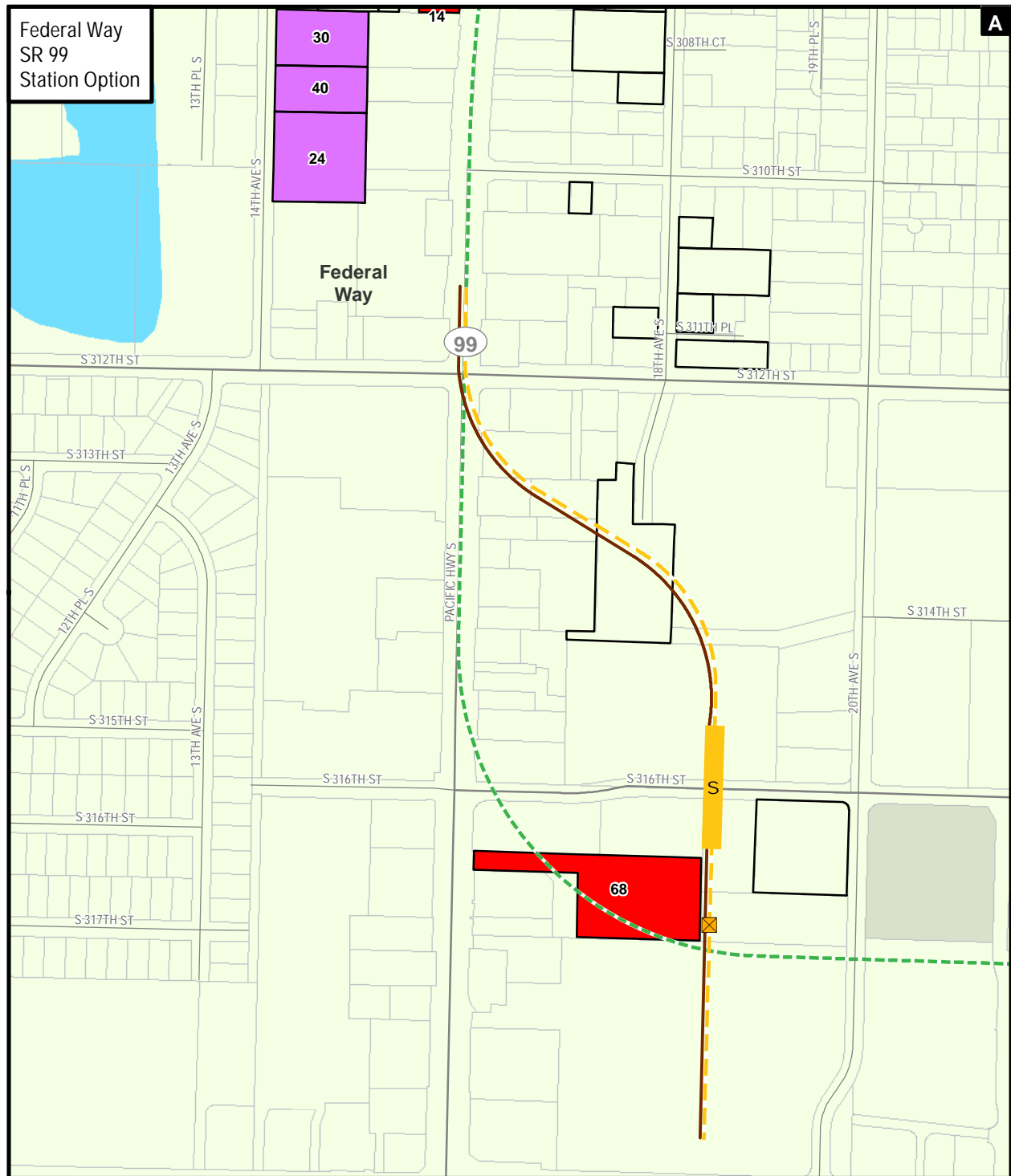
#### Notes:

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)





#### SR 99 Alternative

--- Elevated

#### Option

--- Elevated

S 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

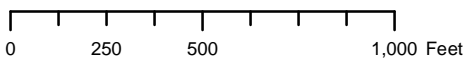
■ Park / Open Space

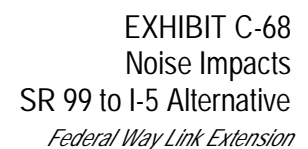
#### Notes:

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

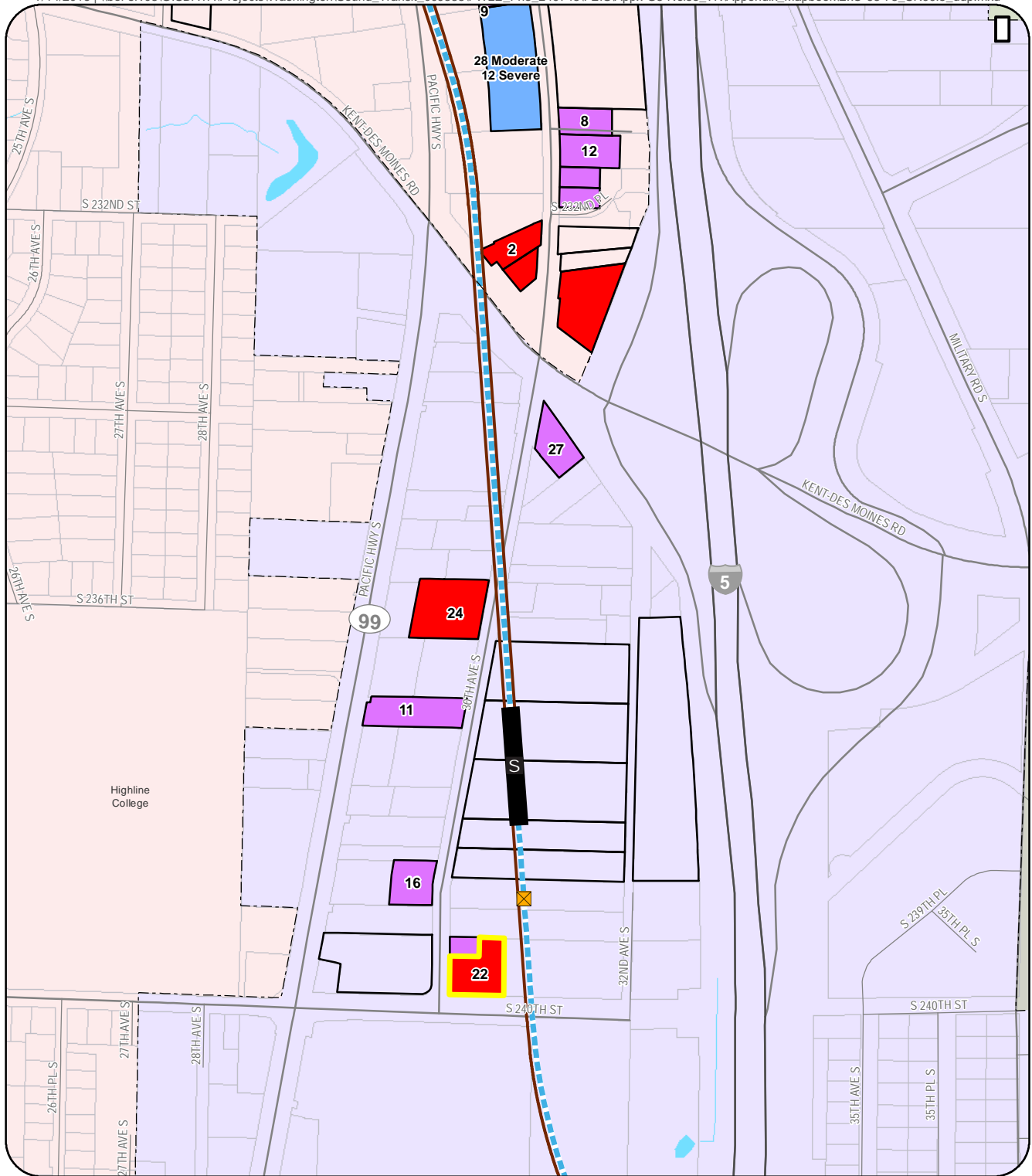
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

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









#### SR 99 to I-5 Alternative

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

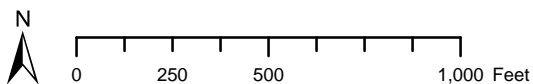
- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Residual Noise Impact Requiring Sound Insulation
- Sound Walls

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

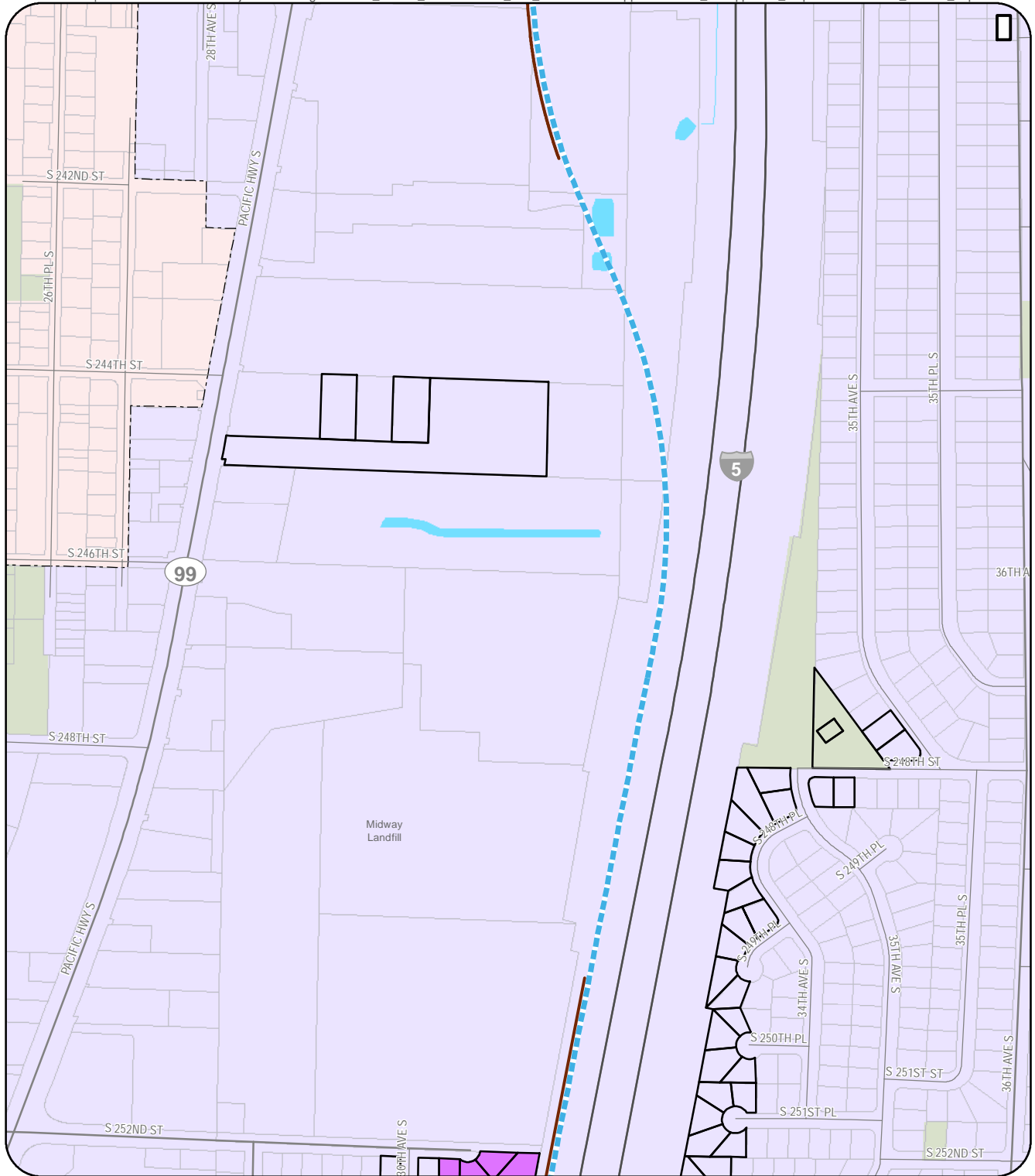
#### Notes:

- 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 to I-5 Alternative**

- Elevated
- At-Grade
- Trench

- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- 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.

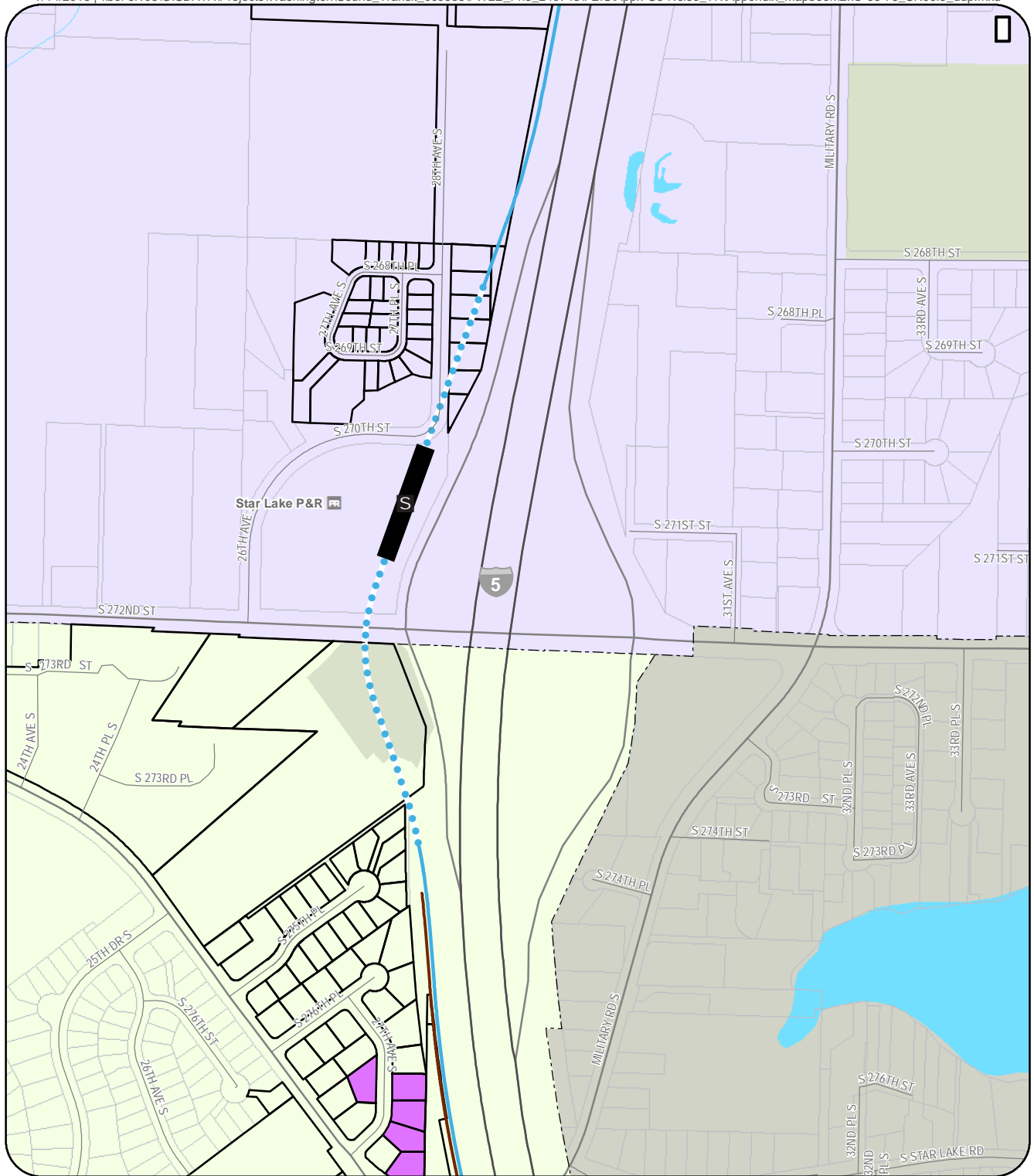
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2015)



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*

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
- S Station

Parcel Evaluated for Transit Noise Impact

- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Sound Walls

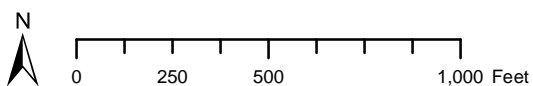
City Boundary

- 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.

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





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.

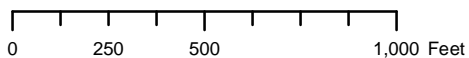
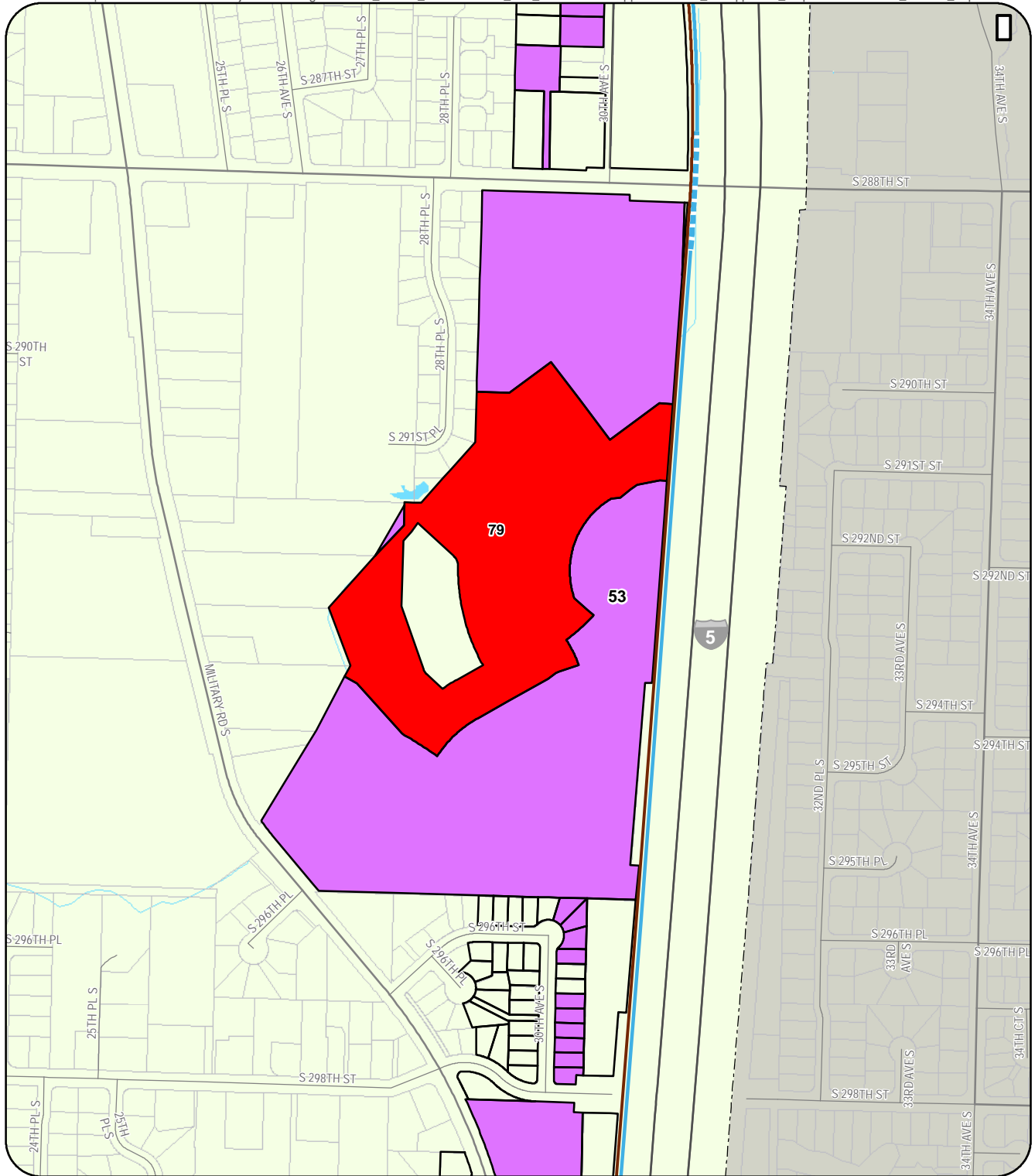


EXHIBIT C-74  
Noise Impacts  
SR 99 to I-5 Alternative  
*Federal Way Link Extension*



#### SR 99 to I-5 Alternative

- Elevated
- At-Grade
- Trench

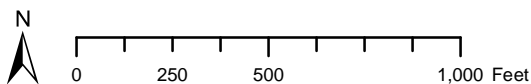
- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Sound Walls

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

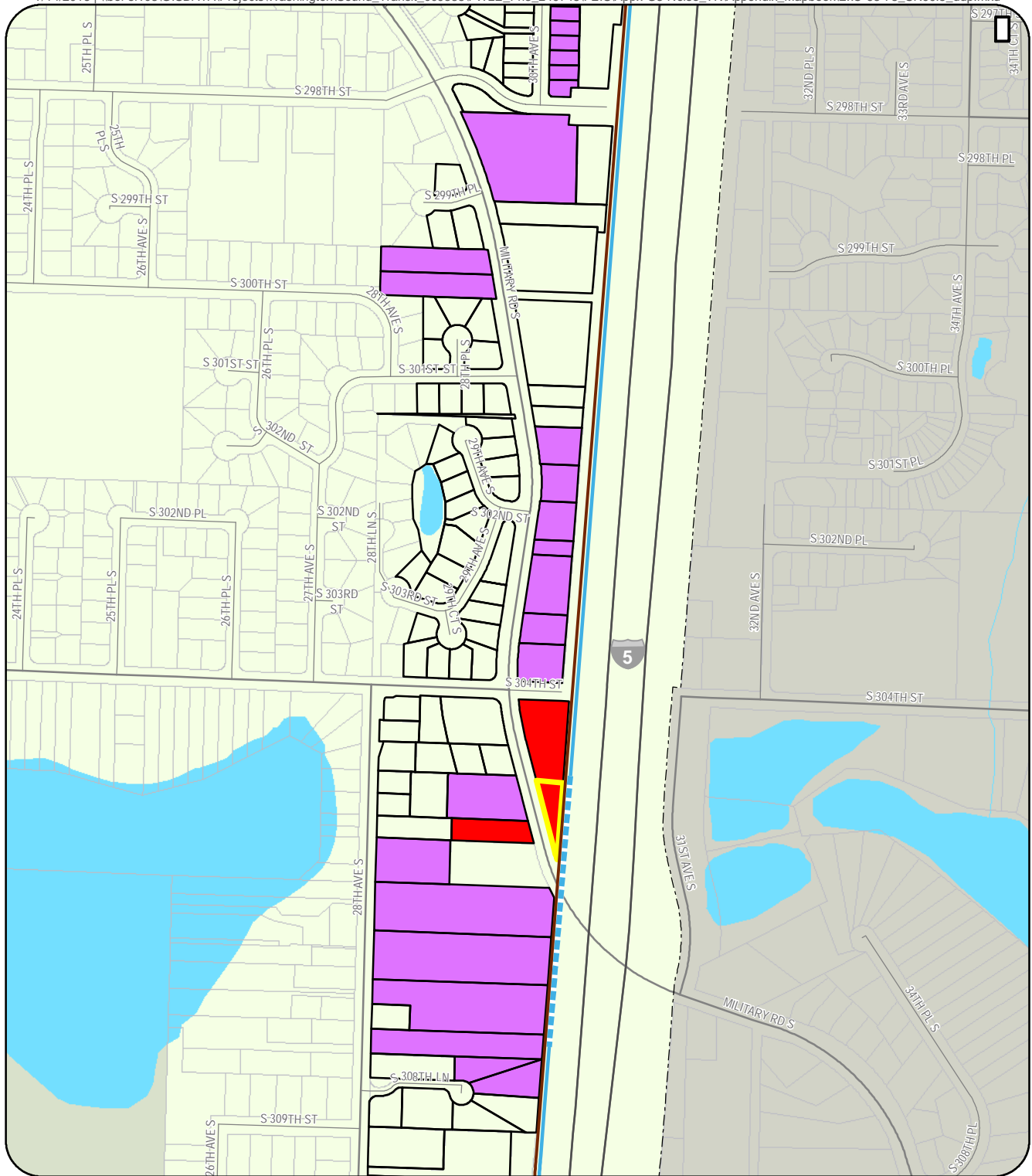
#### Notes:

- 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.

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







# **SR 99 to I-5 Alternative**

- Elevated
- At-Grade
- Trench

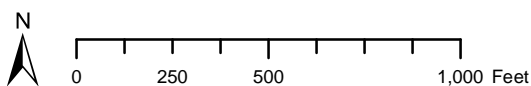
- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Residual Noise Impact Requiring Sound Insulation
- Sound Walls

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

## **Notes:**

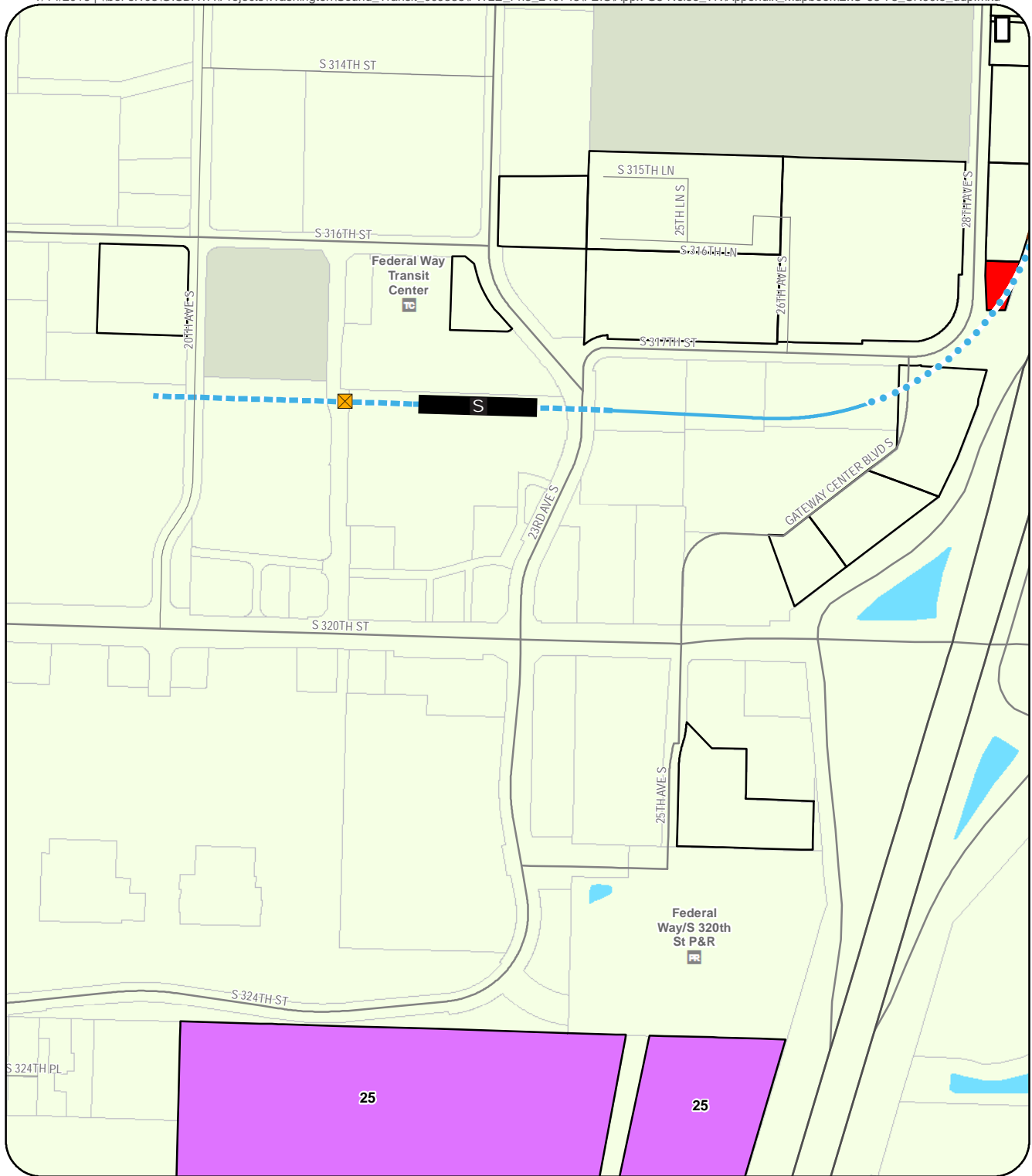
- 1) Transit noise impact is 1 unit per parcel unless otherwise noted.
- 2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

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









**SR 99 to I-5 Alternative**

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

Parcel Evaluated for Transit Noise Impact

- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Sound Walls

City Boundary

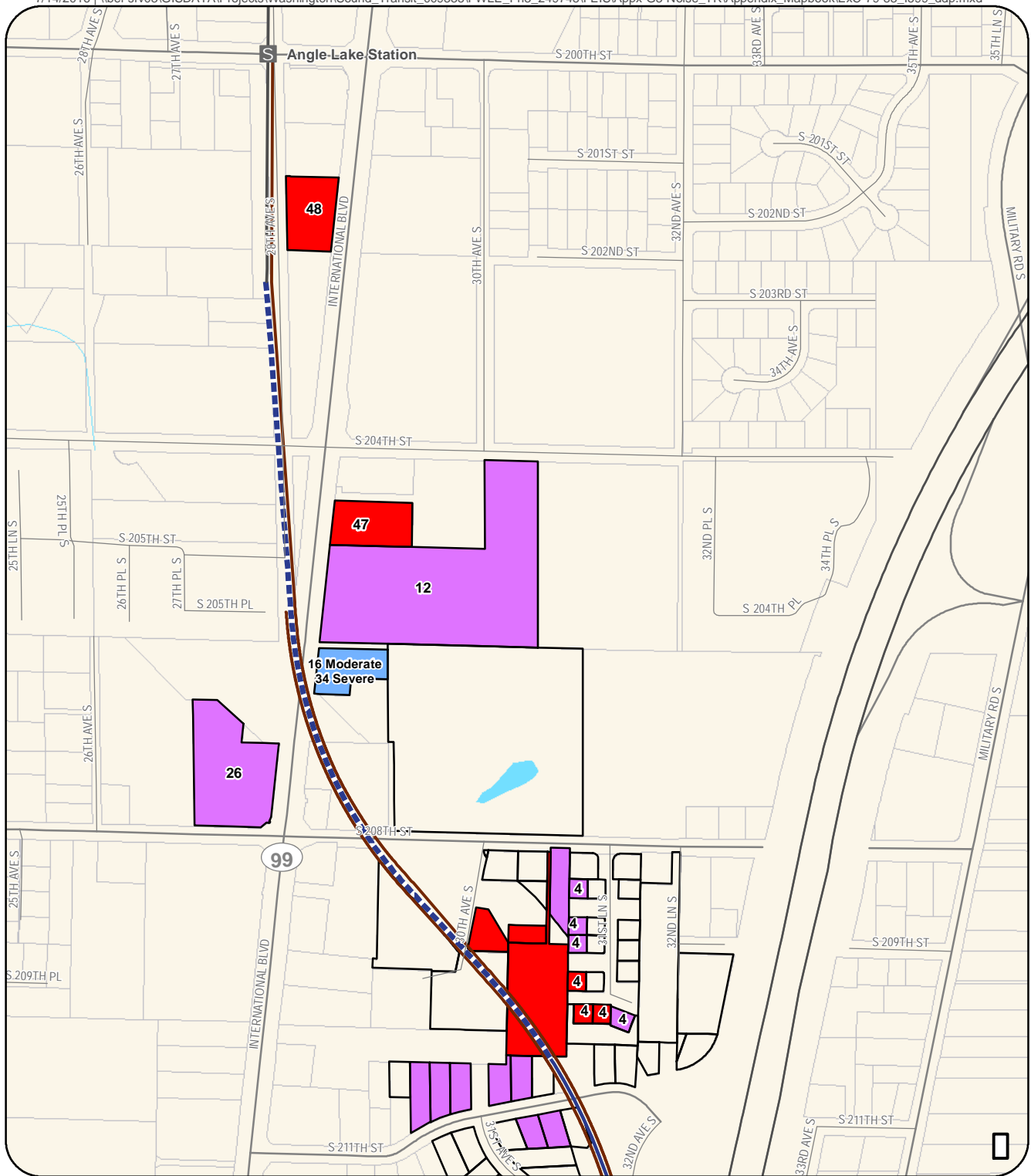
- Street
- Stream
- Waterbody
- Park / Open Space

**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.

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





#### I-5 to SR 99 Alternative

- Elevated
- At-Grade
- Trench

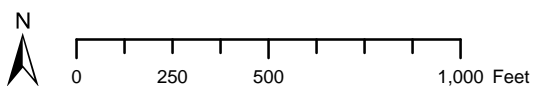
- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Sound Walls

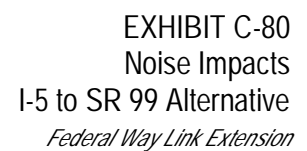
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

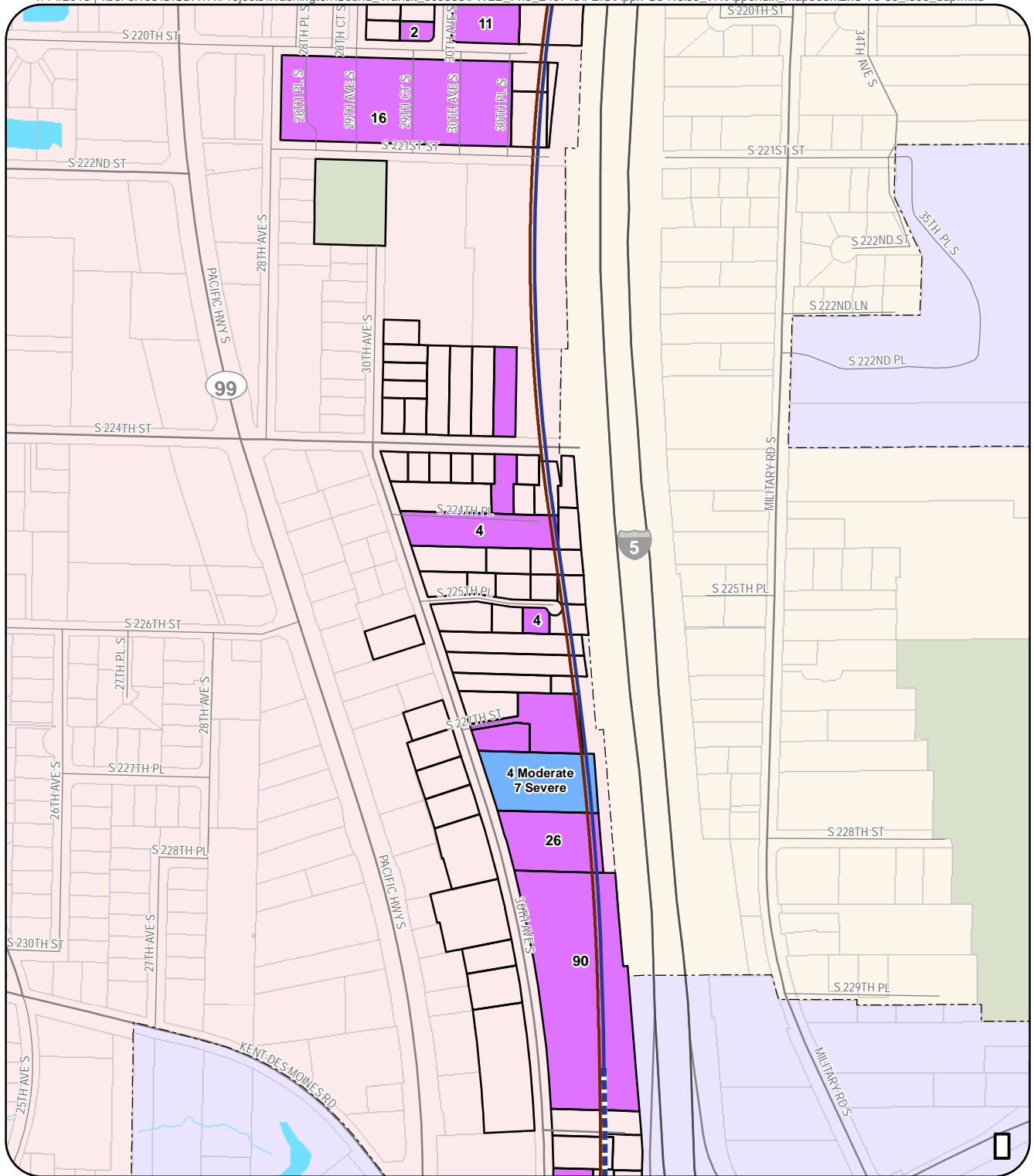
#### Notes:

- 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.

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







#### I-5 to SR 99 Alternative

- Elevated
- At-Grade
- Trench

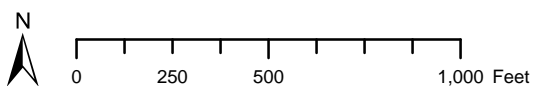
- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Sound Walls

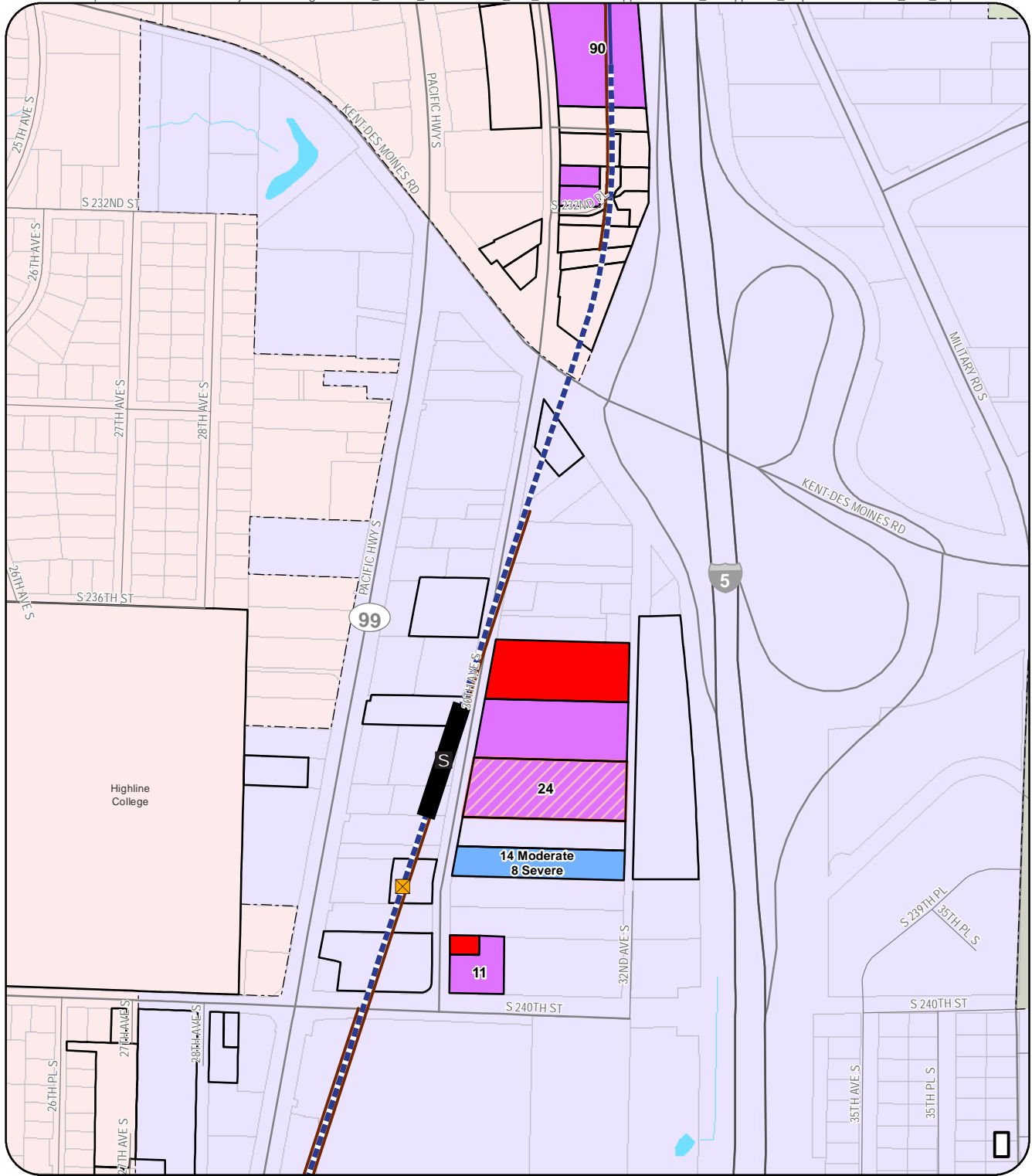
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

#### 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.

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





#### I-5 to SR 99 Alternative

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

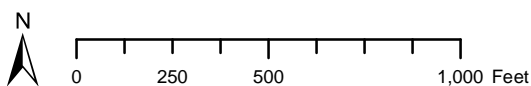
- Parcel Evaluated for Transit Noise Impact
- Moderate Impact
- Severe Impact
- Both Moderate and Severe Impact
- Park-and-Ride Impact
- Sound Walls

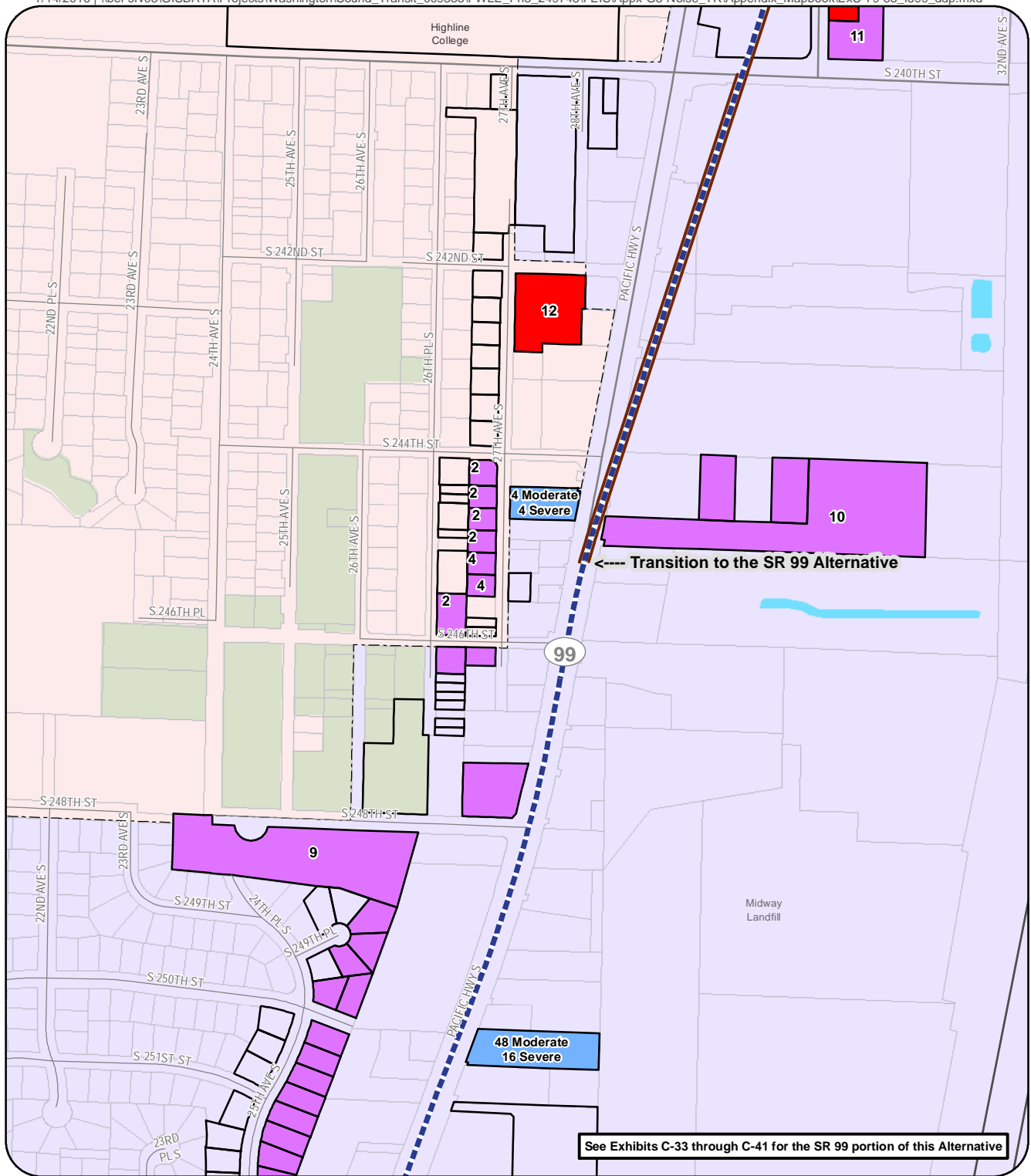
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

#### 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.

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





#### I-5 to SR 99 Alternative

- Elevated
- At-Grade
- Trench

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

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

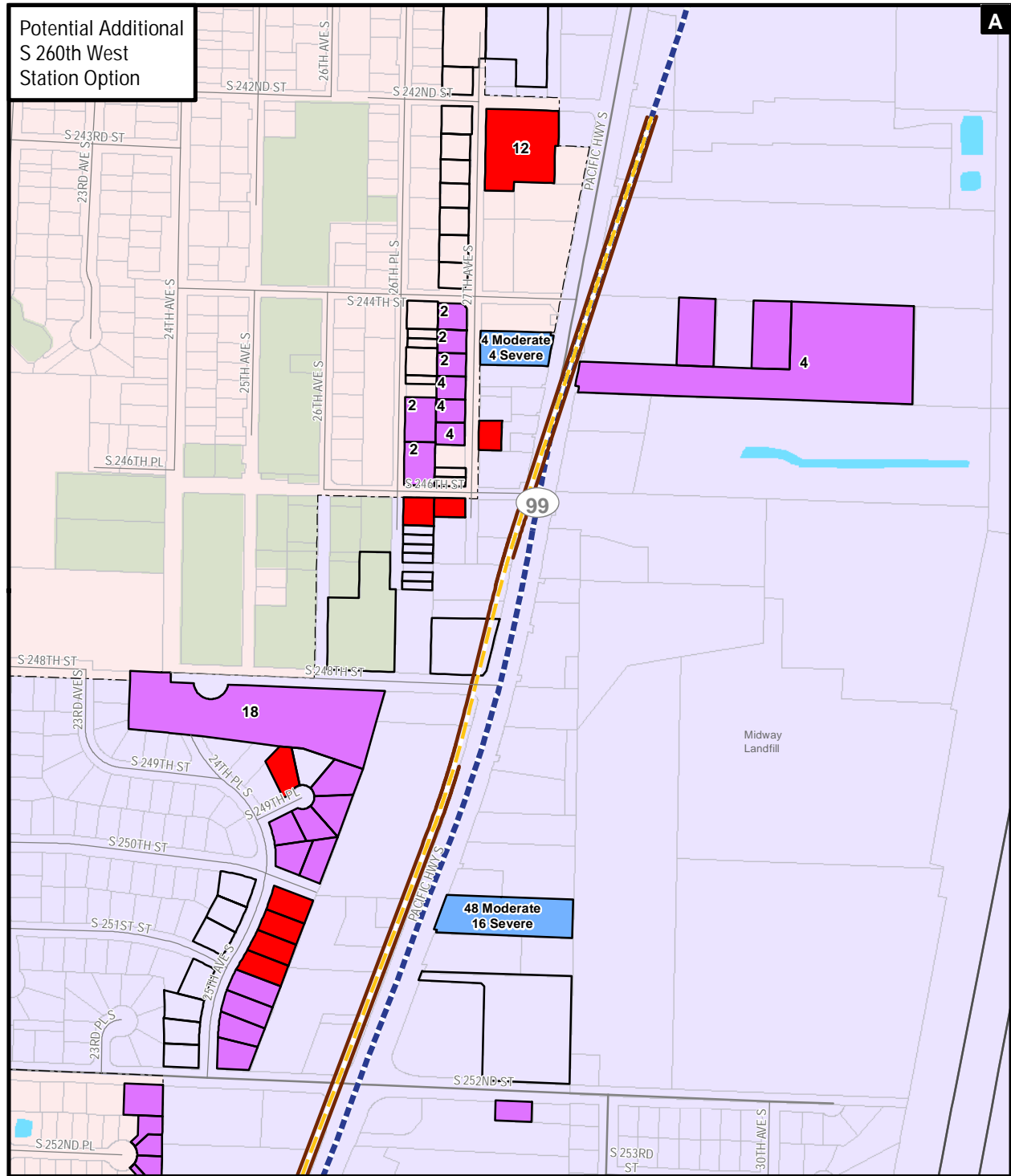
#### Notes:

- 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.

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







**I-5 to SR 99 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

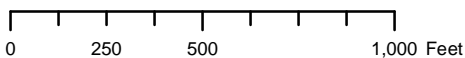
■ Park / Open Space

**Notes:**

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

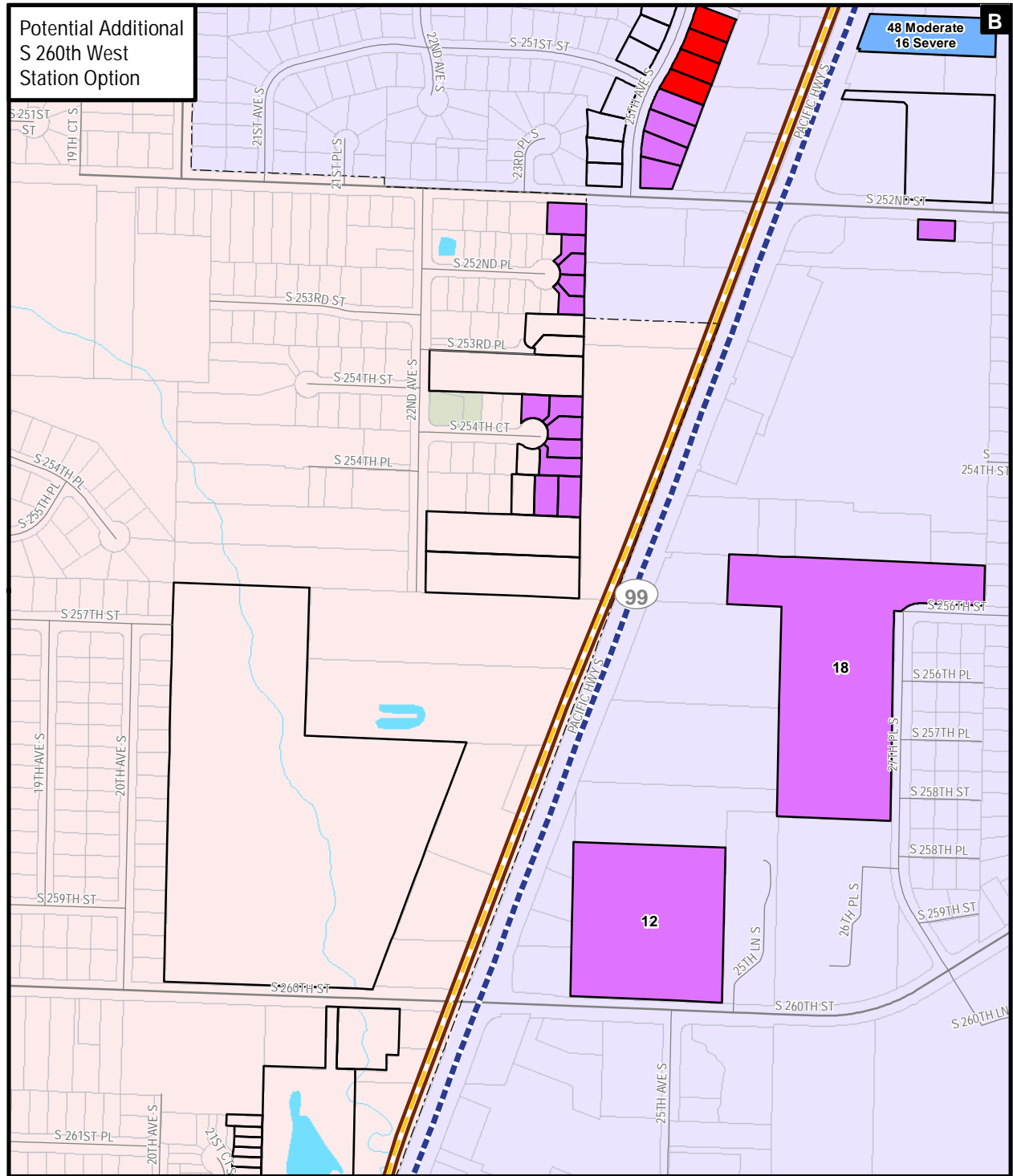
2) Based on conceptual design drawings, sound wall heights are predicted to range from 4 to 8 feet along elevated guideways and from 6 to 21 feet along at-grade and trench guideways.

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



**EXHIBIT C-84**  
**Noise Impacts**  
**I-5 to SR 99 Alternative S 260th West Station Option**

*Federal Way Link Extension*



**I-5 to SR 99 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

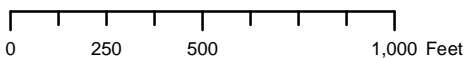
■ Park / Open Space

**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)





### Option

— Sound Walls

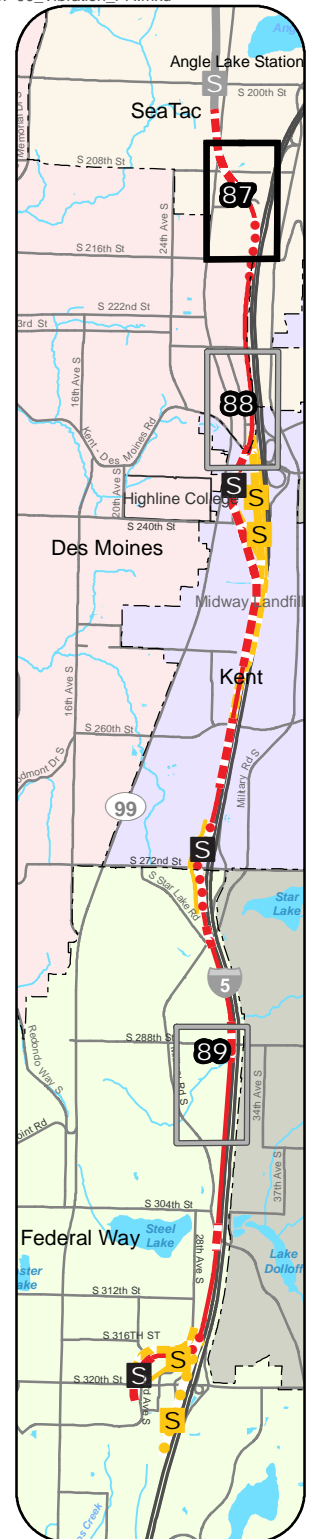
Both Moderate and Severe Impact

Waterbody  
Park / Open Space

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.

A horizontal number line with tick marks at 0, 250, 500, and 1,000. The label "1,000 Feet" is at the right end.

*Federal Way Link Extension*



- - - Elevated  
 — At-Grade  
 . . . Trench

— - — City Boundary

— Stream

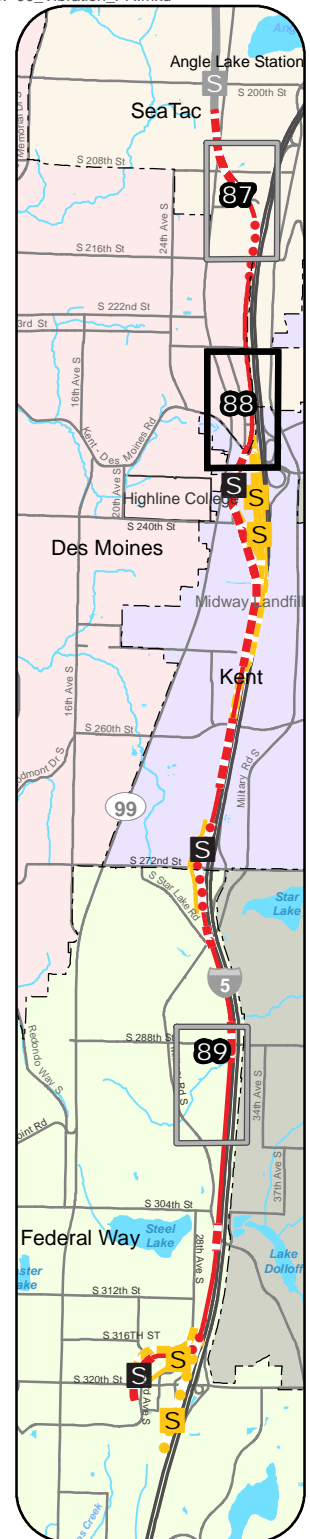
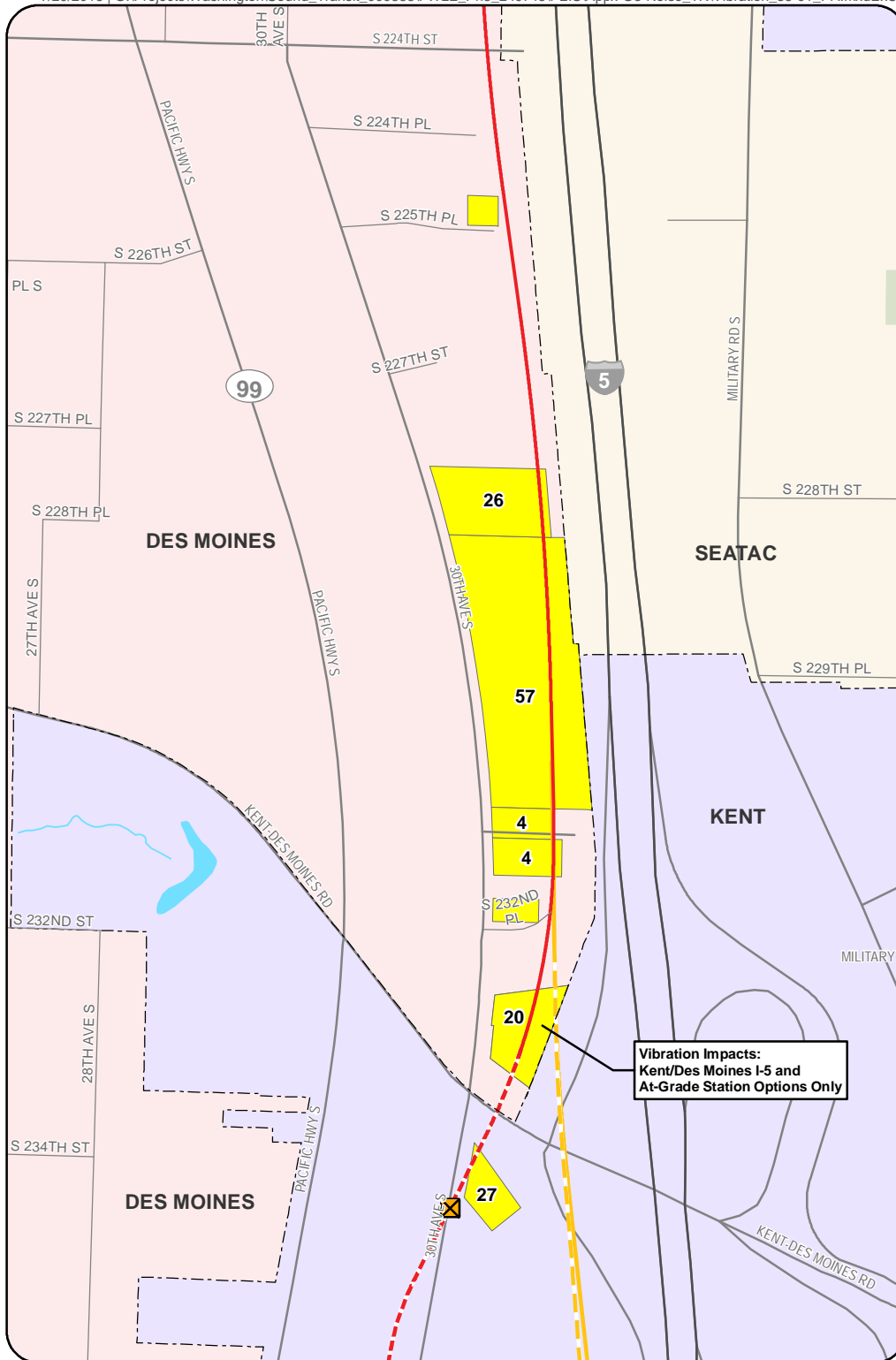
— Street

 Waterbody

Waterbody  
Park / Open Space

2. Impacts for the Options are not indicated unless they differ from the Preferred Alternative impacts.

EXHIBIT C-87  
Vibration Impacts  
Preferred Alternative and Options  
*Federal Way Link Extension*



## LEGEND

### Preferred Alternative

- Elevated
- At-Grade

### Option

- At-Grade
- Elevated

### Vibration Impact

- Yellow shaded area
- Track Crossover

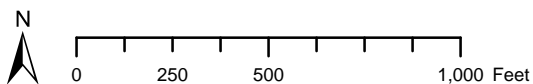
### City Boundary

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

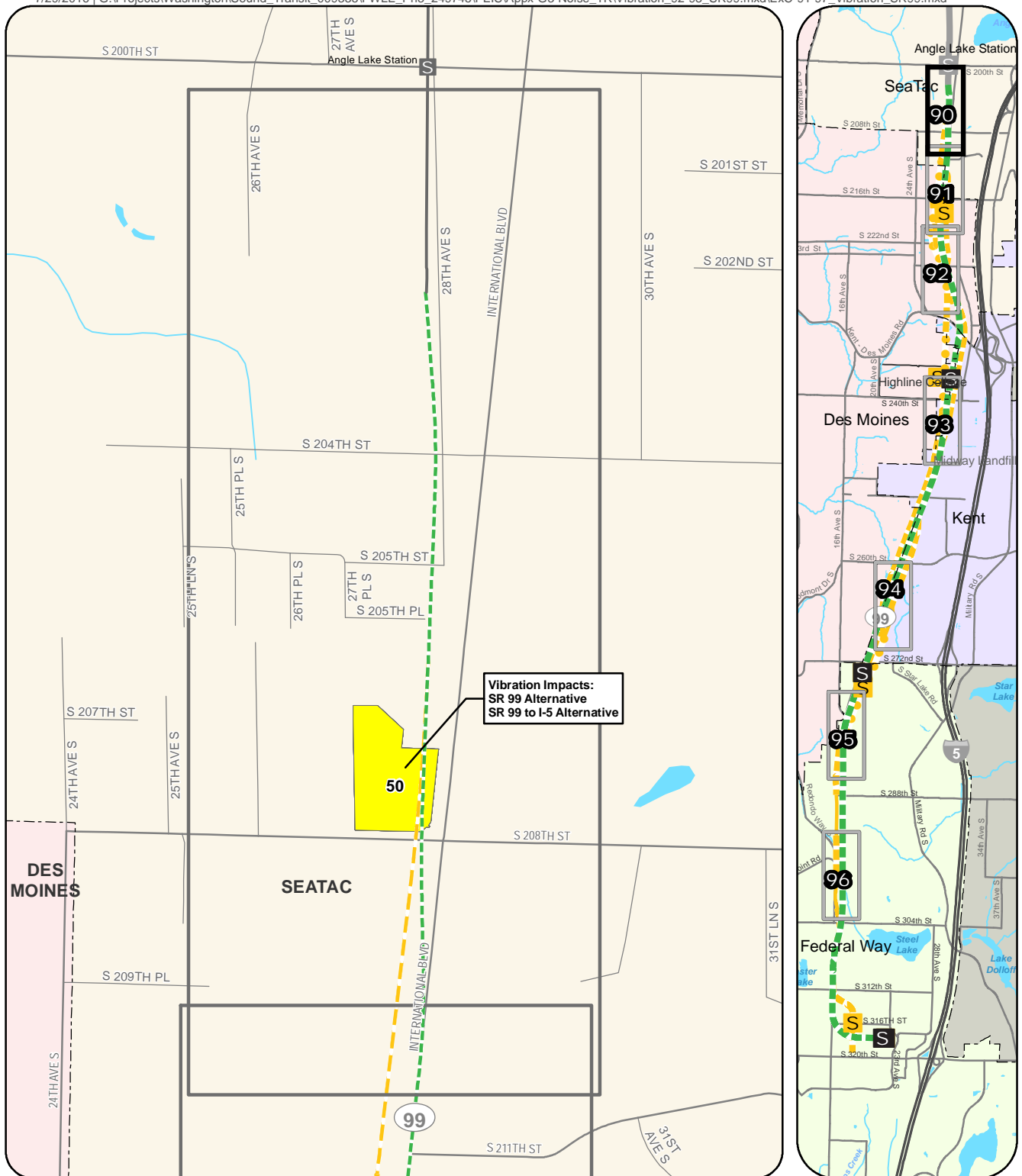
### Notes:

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

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







## LEGEND

### SR 99 Alternative

--- Elevated

### Option

--- Elevated

--- Trench

Yellow shaded area: Vibration Impact

--- City Boundary

--- Street

--- Stream

Blue area: Waterbody

Green area: Park / Open Space

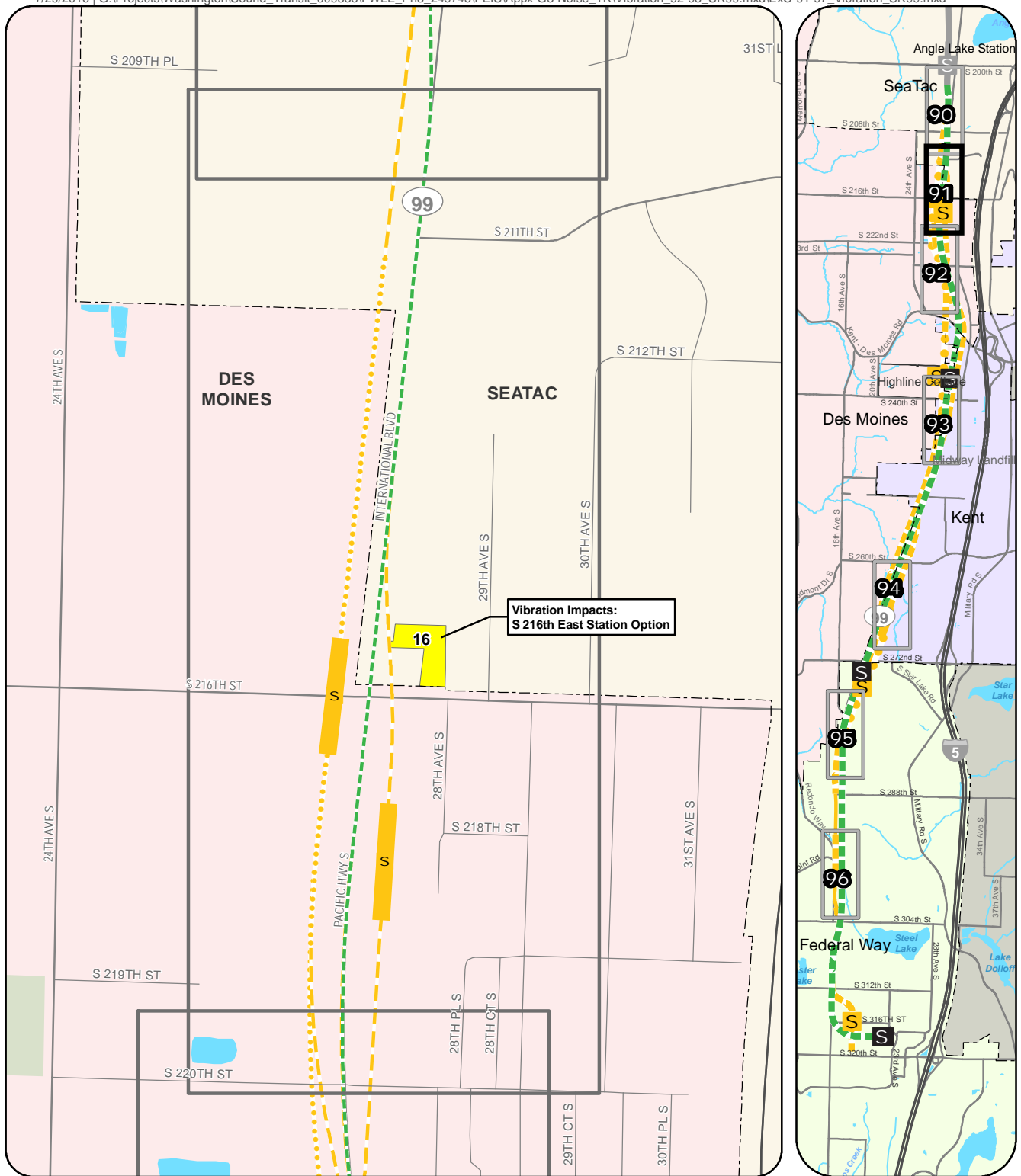
### Notes:

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).







## LEGEND

### SR 99 Alternative

--- Elevated

### Option

--- Elevated

--- Trench

S Station

Yellow box Vibration Impact

--- City Boundary

--- Street

--- Stream

Blue box Waterbody

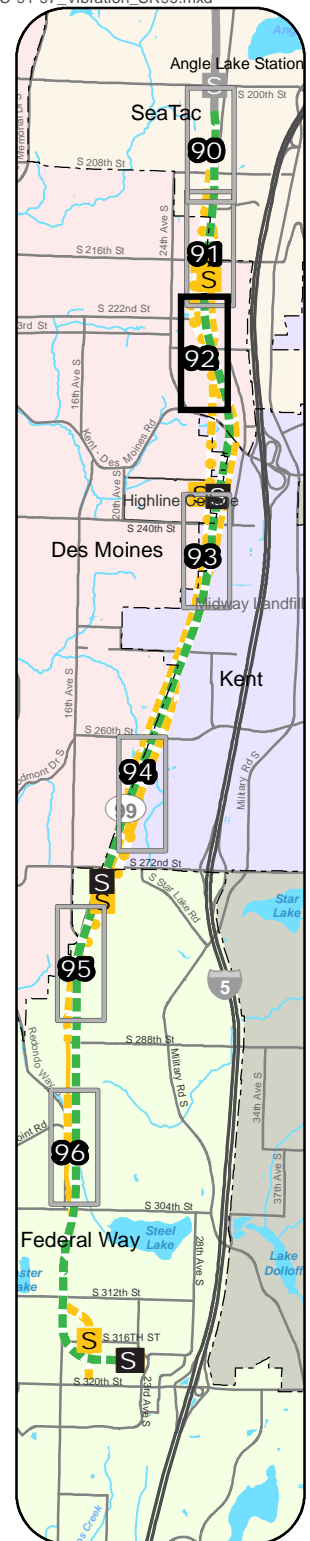
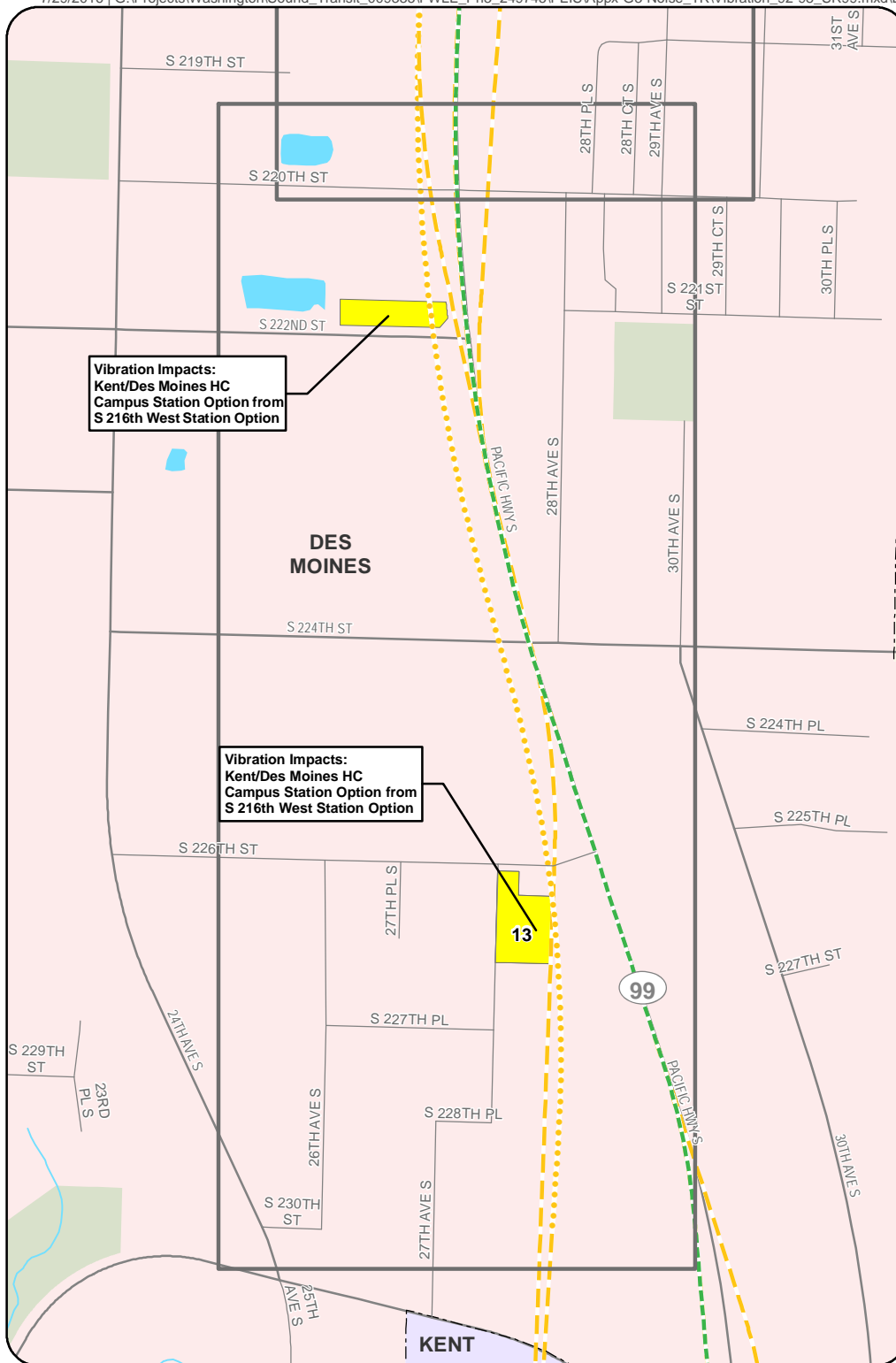
Green box Park / Open Space

### 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).





## LEGEND

### SR 99 Alternative

--- Elevated

### Option

--- Elevated

... Trench

Yellow shaded area: Vibration Impact

--- City Boundary

--- Street

--- Stream

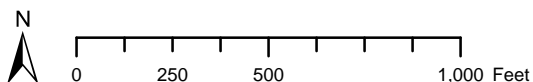
Blue shaded area: Waterbody

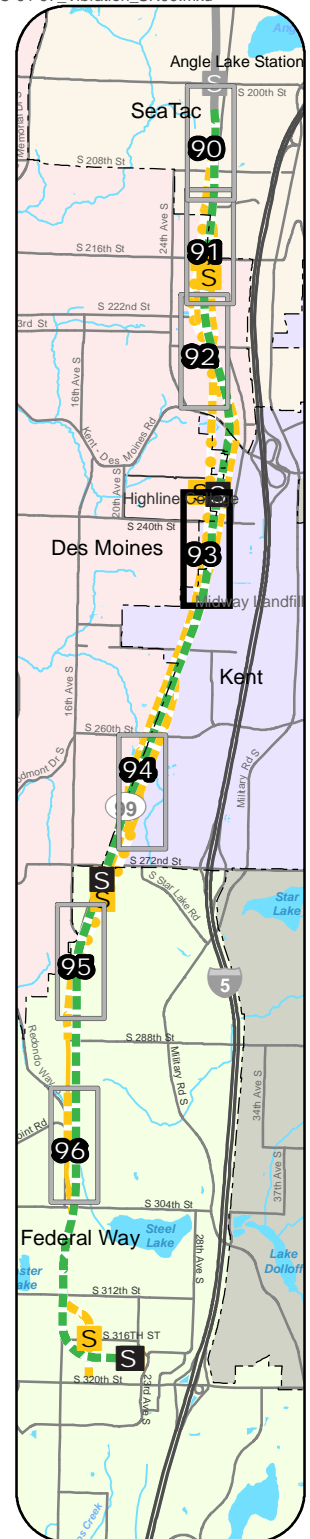
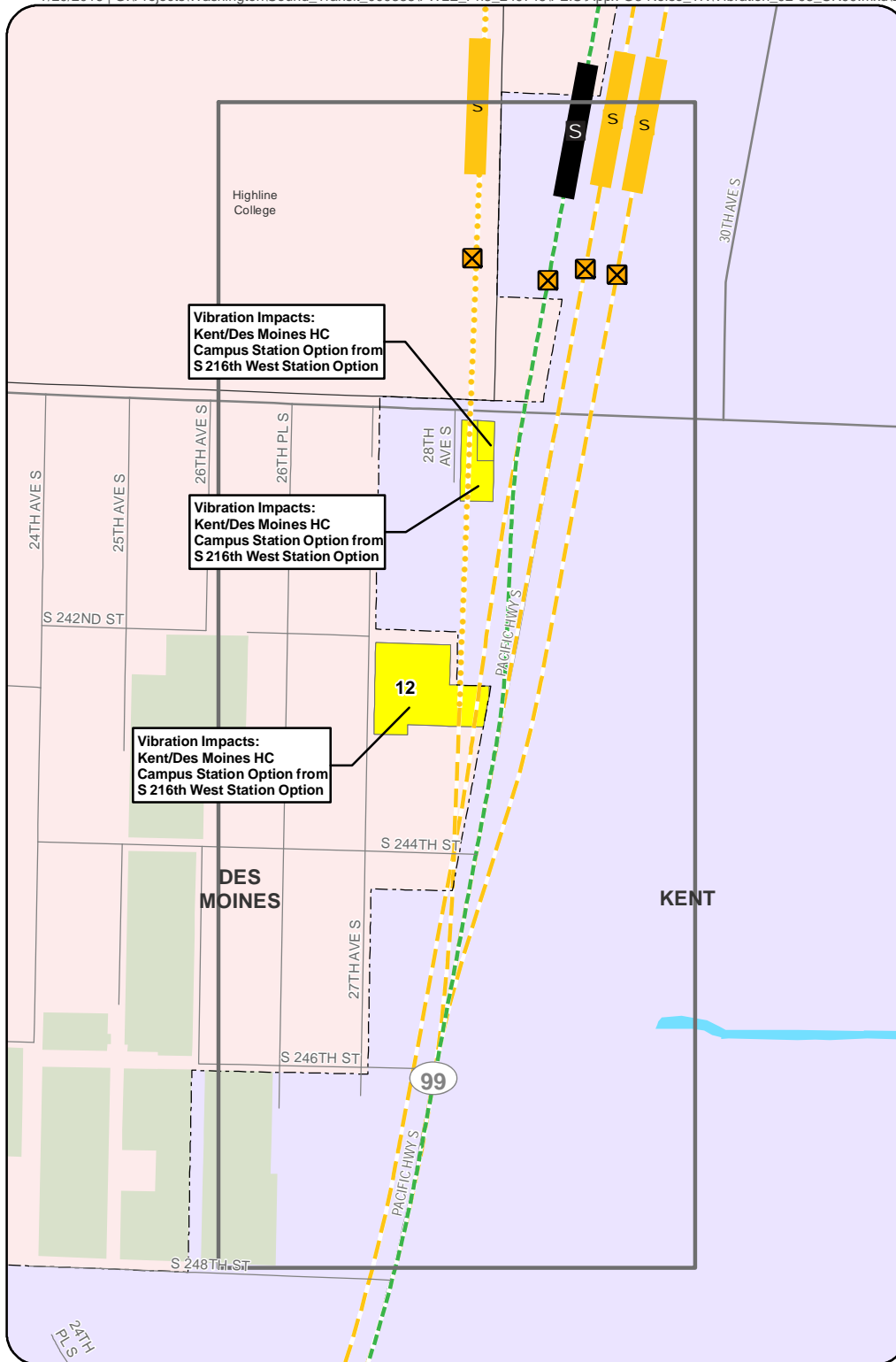
Green shaded area: Park / Open Space

### 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).





## LEGEND

### SR 99 Alternative

--- Elevated

### Option

--- Elevated

--- Trench

S Station

Yellow box Vibration Impact

Orange box with X Track Crossover

--- City Boundary

--- Street

--- Stream

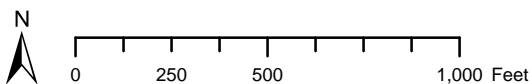
Blue Waterbody

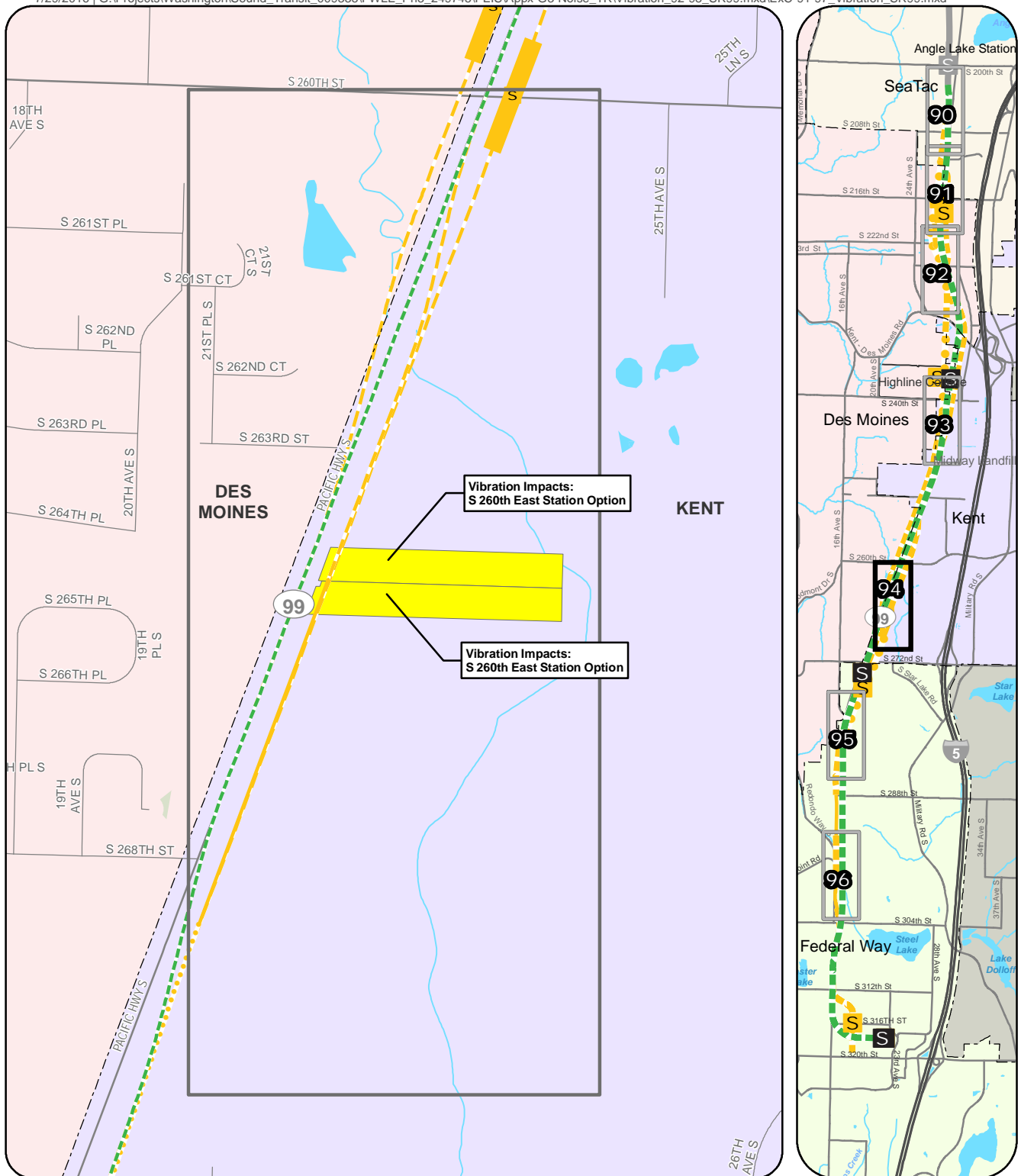
Green Park / Open Space

### Notes:

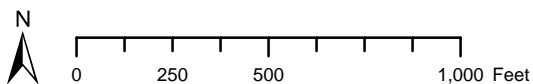
1. Vibration impact is 1 unit per parcel unless otherwise noted.
2. Impacts for the Options are not indicated unless they differ from the SR 99 Alternative impacts.

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





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



**EXHIBIT C-94**  
**Vibration Impacts**  
**SR 99 Alternative and Options**  
*Federal Way Link Extension*

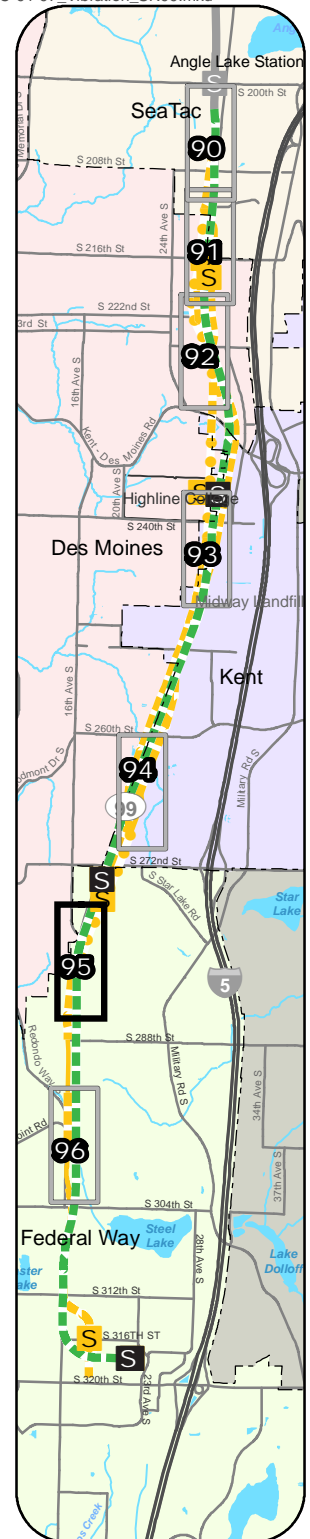
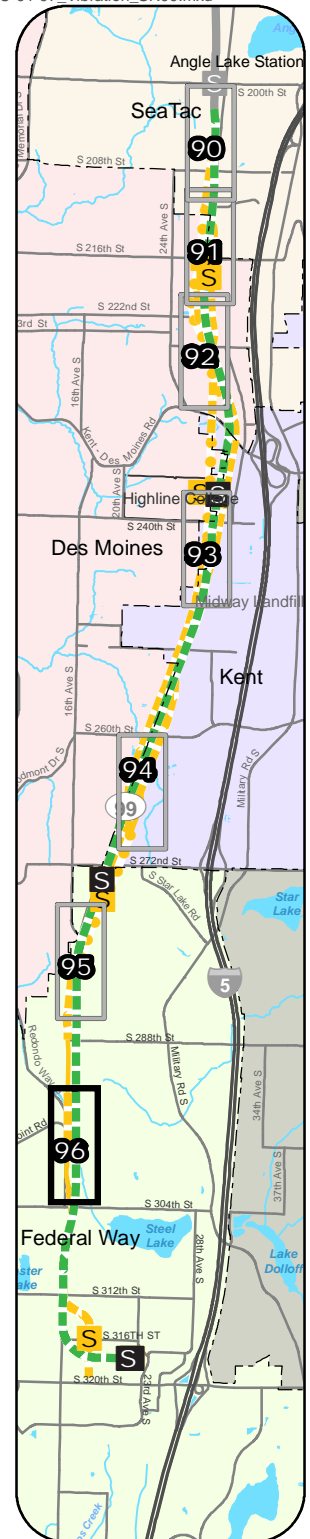
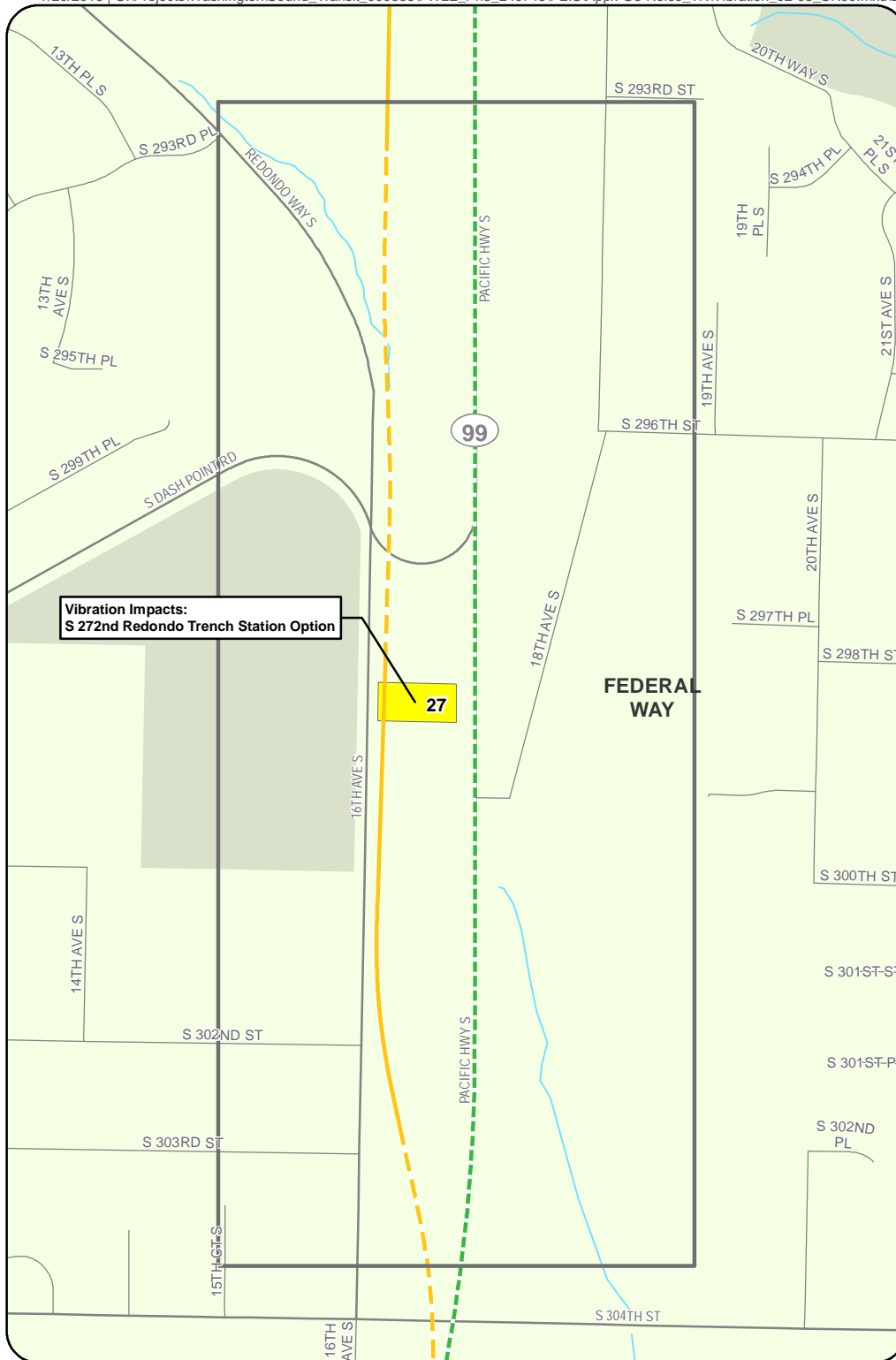


EXHIBIT C-95  
Vibration Impacts  
SR 99 Alternative and Options  
*Federal Way Link Extension*



## LEGEND

### SR 99 Alternative

--- Elevated

### Option

--- Elevated

--- At-Grade

■ Vibration Impact

--- City Boundary

--- Street

--- Stream

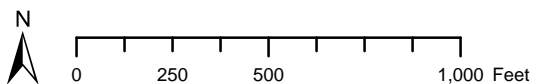
--- Waterbody

--- Park / Open Space

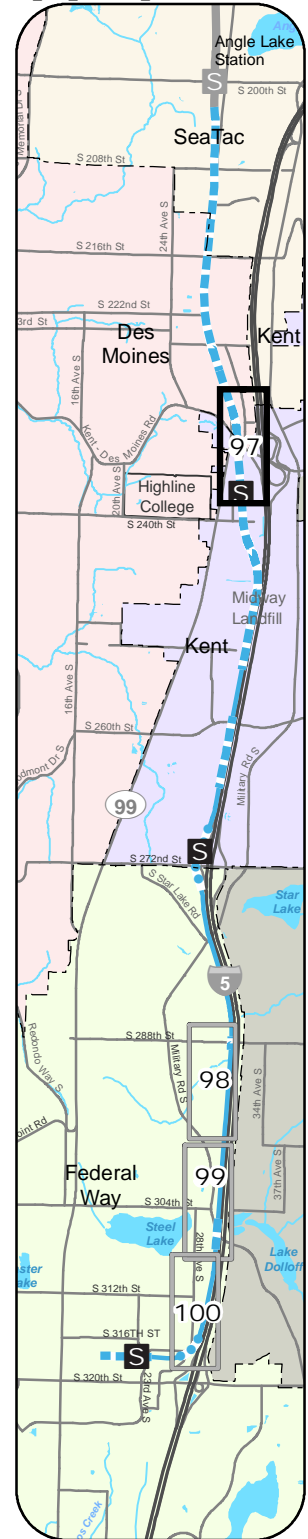
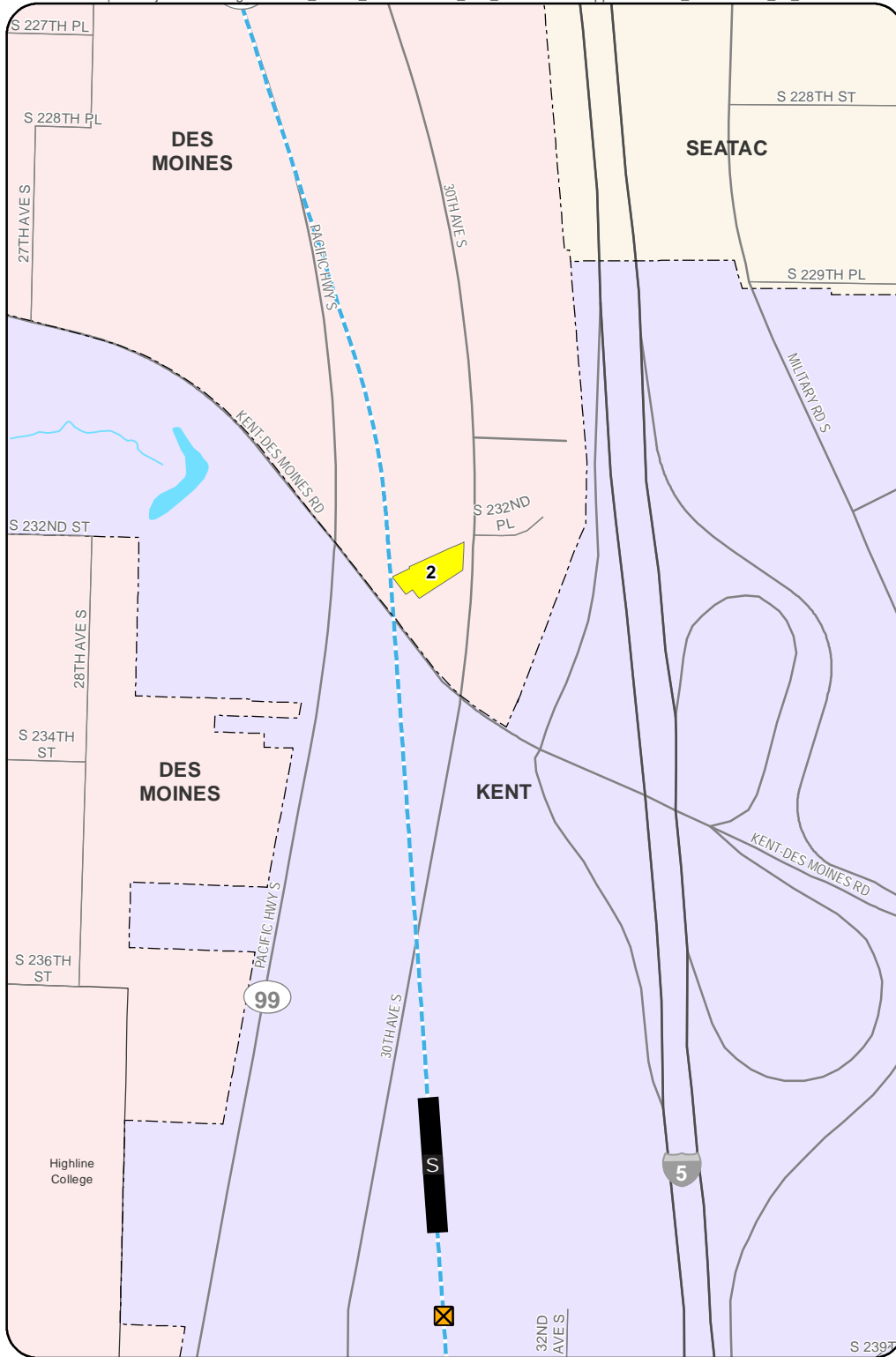
### Notes:

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).







### LEGEND

#### SR 99 to I-5 Alternative

--- Elevated

    Vibration Impact

X Track Crossover

--- City Boundary

--- Stream

--- 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).

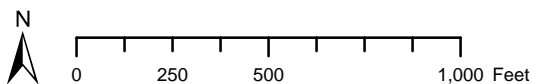
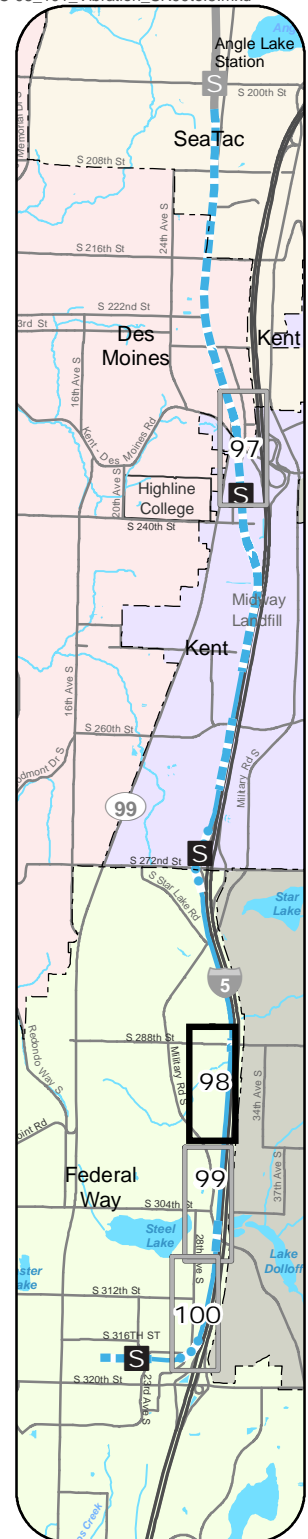
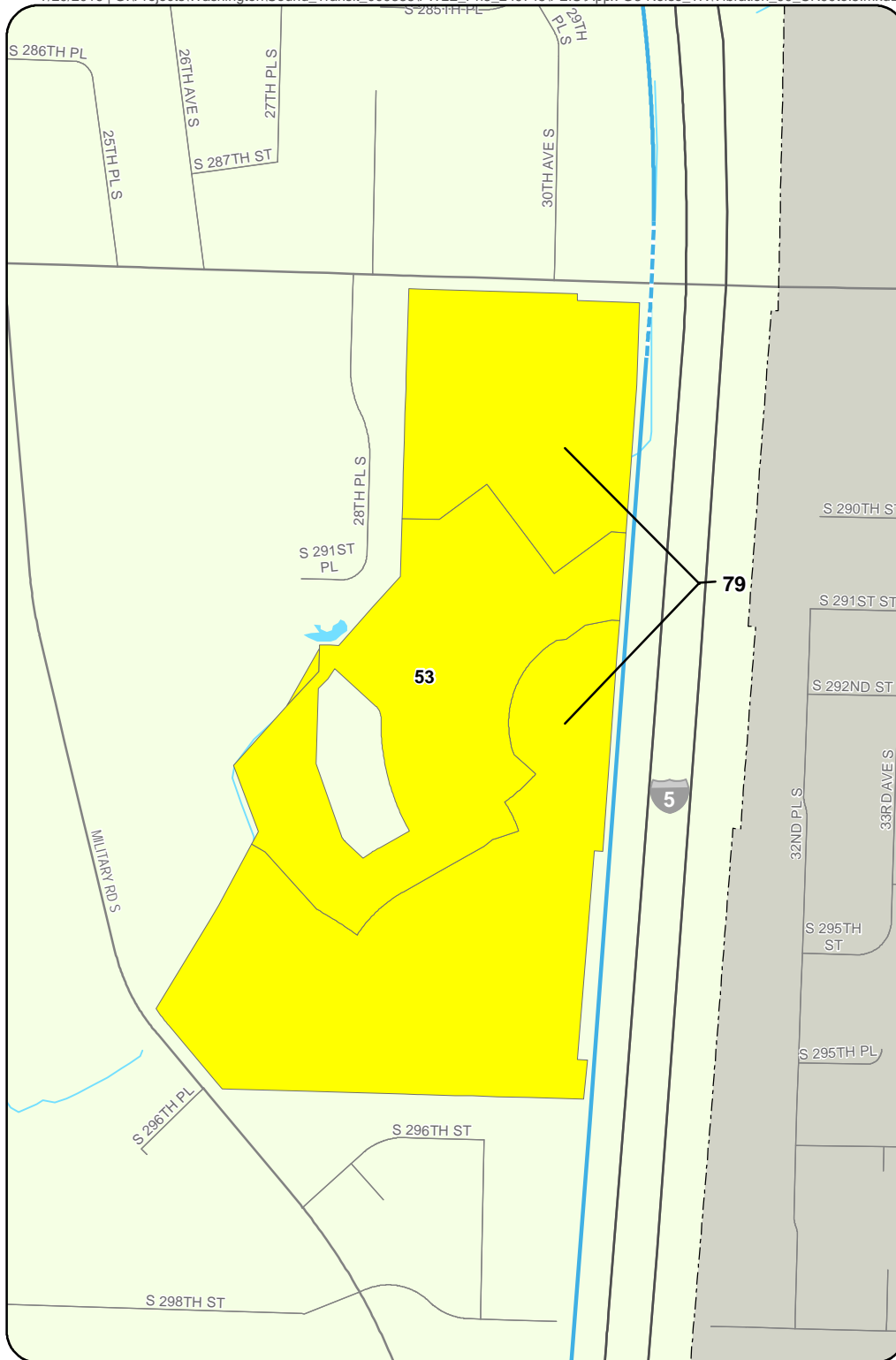


EXHIBIT C-97  
Vibration Impacts  
SR 99 to I-5 Alternative  
Federal Way Link Extension





# LEGEND

## SR 99 to I-5 Alternative

--- Elevated  
 --- At-Grade

Vibration Impact

--- City Boundary

Stream

Street

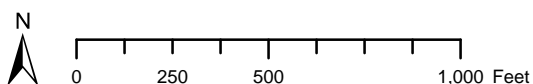
Waterbody

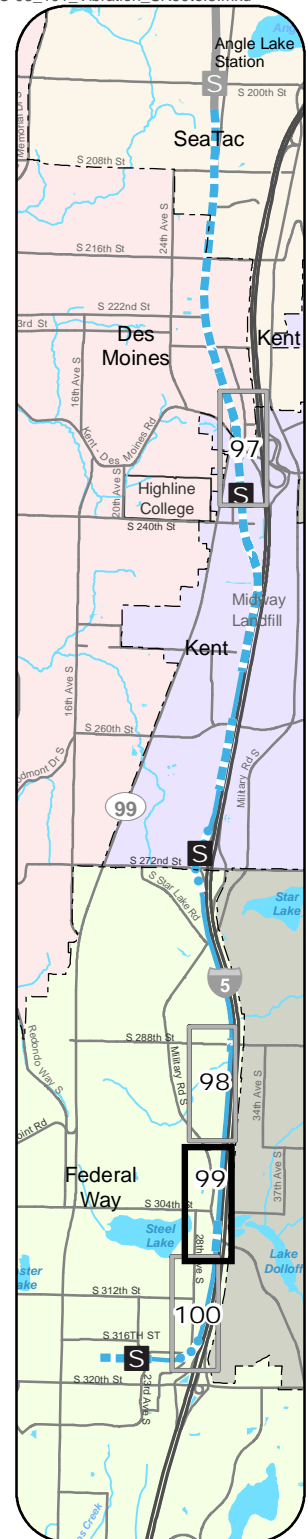
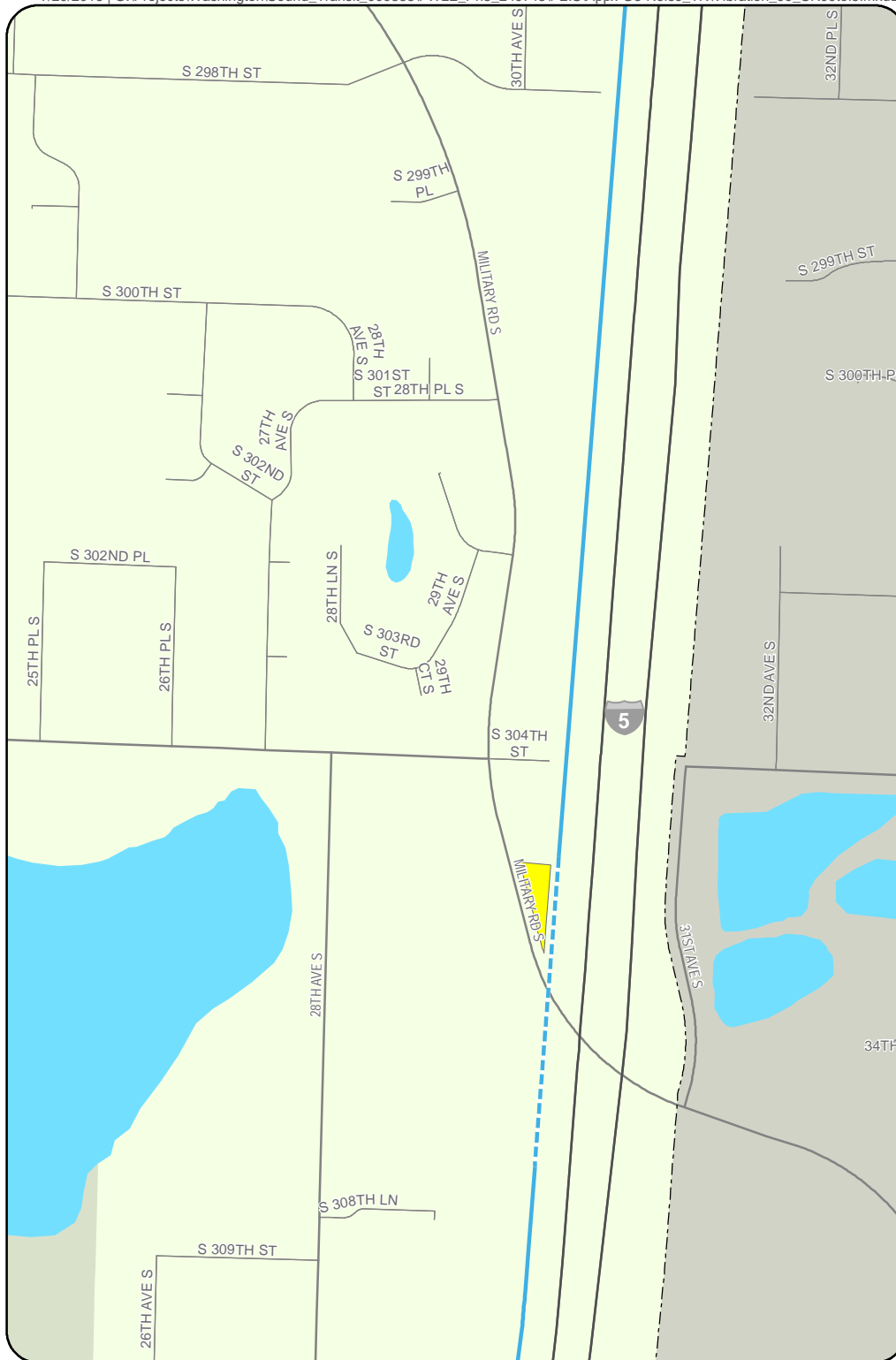
Park / Open Space

## 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).





## LEGEND

### SR 99 to I-5 Alternative

- Elevated
- At-Grade

Vibration Impact

--- City Boundary

— Stream

— 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).

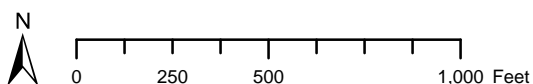


EXHIBIT C-99  
Vibration Impacts  
SR 99 to I-5 Alternative  
Federal Way Link Extension



- Elevated
- At-Grade
- Trench

--- City Boundary

— Street

Waterb

■ Park / Open Space

2. Impacts for the SR 99 to I-5 Alternative are not indicated unless they differ from the SR 99 Alternative impacts.

EXHIBIT C-100  
Vibration Impacts  
SR 99 to I-5 Alternative  
*Federal Way Link Extension*