

Attachment N.3C

Vibration Propagation Measurement Results

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Attachment N.3C

Vibration Propagation Measurement Results

Site V-A: Alley on 41st Avenue, North of Alaska Way, West Seattle

Table N.3C-1. Line Source Transfer Mobility (L.S.T.M.) Coefficients for Site V-A

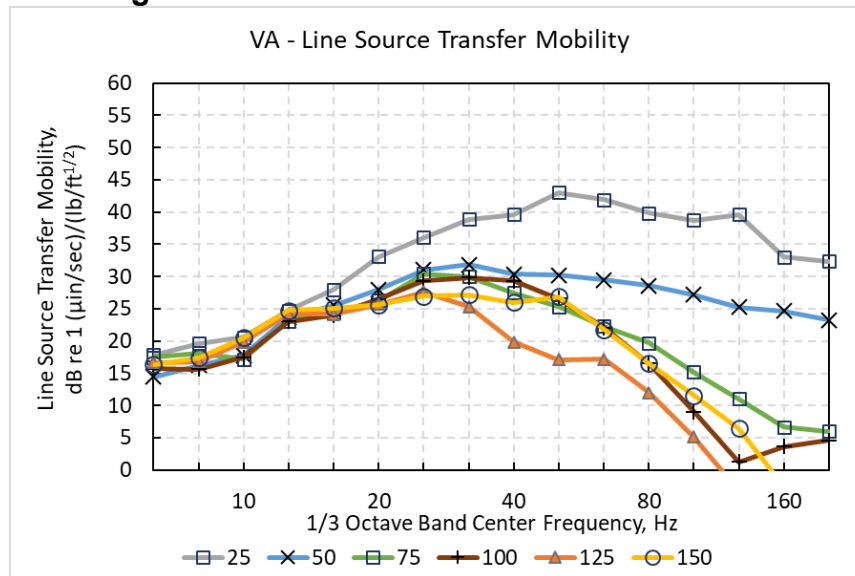
Coeff.	6.3 Hertz (Hz)	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	18.2	22.7	19.3	24.6	33.4	44.9	51.1	59.8	66.0	75.6	79.9	86.6	96.7	112.6	114.5	125.5
B	-0.9	-2.9	-0.2	-0.4	-4.4	-9.3	-11.1	-15.6	-19.9	-25.3	-28.8	-34.4	-42.1	-53.0	-56.5	-63.7
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Coeff. = coefficient

Hz = hertz

Figure N.3C-1. Measured L.S.T.M. at Site V-A



dB = decibels

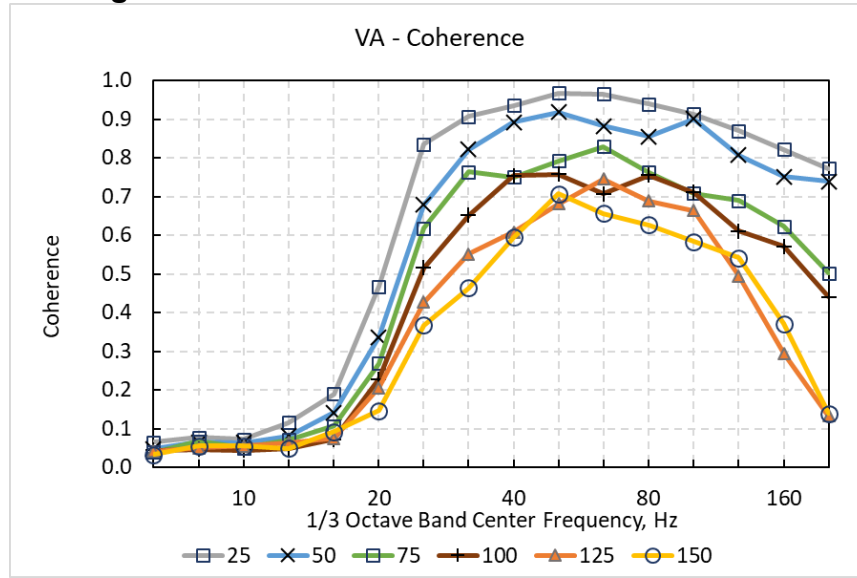
µin = micro inch

sec = seconds

lb = pounds

ft = feet

Figure N.3C-2. Measured Coherence at Site V-A



Site V-2: 39th Avenue Southwest at Southwest Genesee Street, West Seattle

Table N.3C-2. L.S.T.M. Coefficients for Site V-2

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	45.2	68.1	66.7	57.7	5.5	55.5	16.4	57.7	85.4	109.7	45.9	22.9	57.5	71.3	99.0	99.2
B	-21.8	-33.3	-30.7	-27.6	-4.6	-26.8	-6.4	-23.1	-35.5	-45.9	-18.7	-6.7	-21.8	-30.2	-44.2	-44.6
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Figure N.3C-3. Measured L.S.T.M. at Site V-2

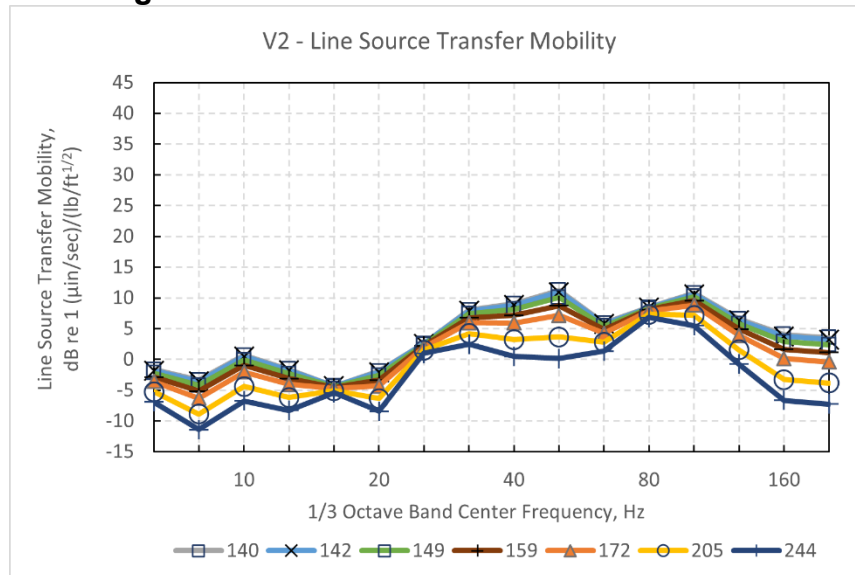
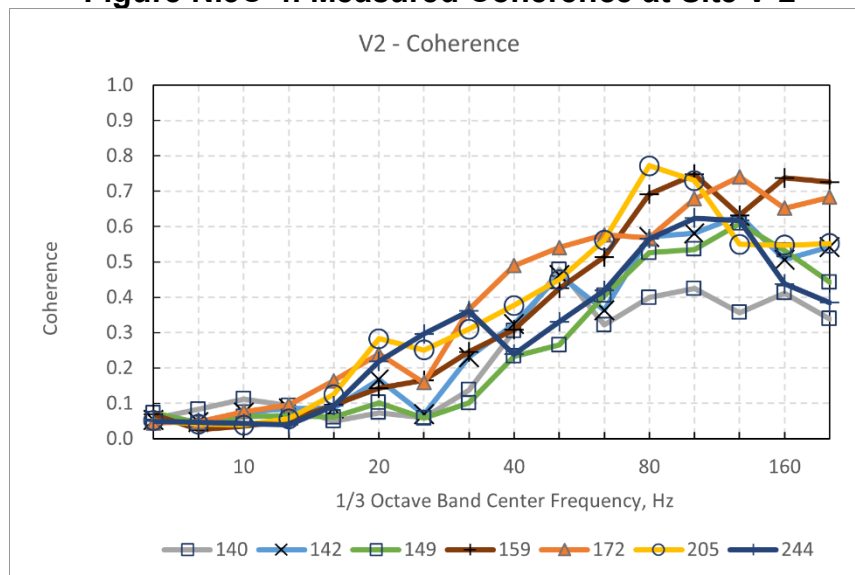


Figure N.3C-4. Measured Coherence at Site V-2



Site V-3: Alley at Southwest Genesee Street and 35th Avenue Southwest

Table N.3C-3. L.S.T.M. Coefficients for Site V-3

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	16.6	13.4	30.9	43.6	31.1	40.3	35.9	39.6	36.6	79.2	65.0	79.8	90.3	90.6	117.2	105.4
B	-9.8	-7.4	-15.3	-20.4	-15.2	-18.8	-16.7	-16.7	-13.4	-32.4	-26.4	-33.3	-38.1	-38.7	-52.6	-47.5
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Figure N.3C-5. Measured L.S.T.M. at Site V-3

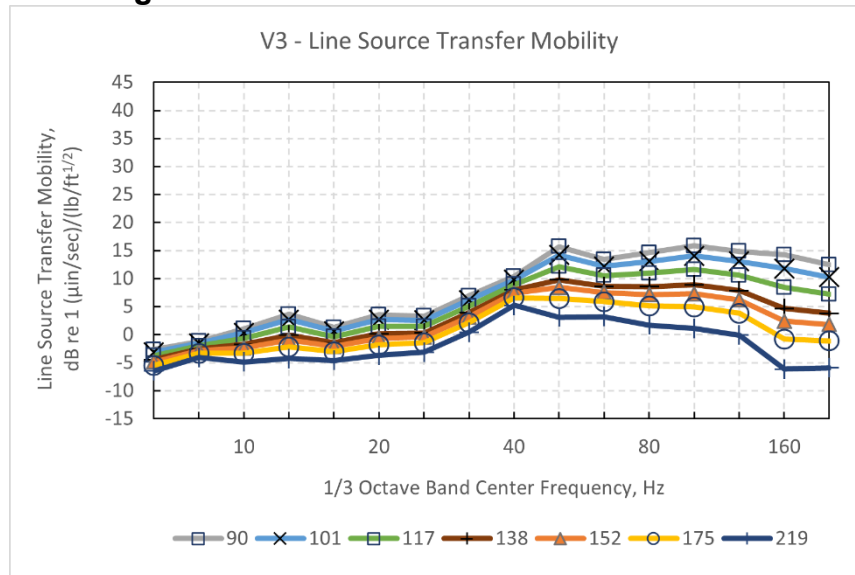
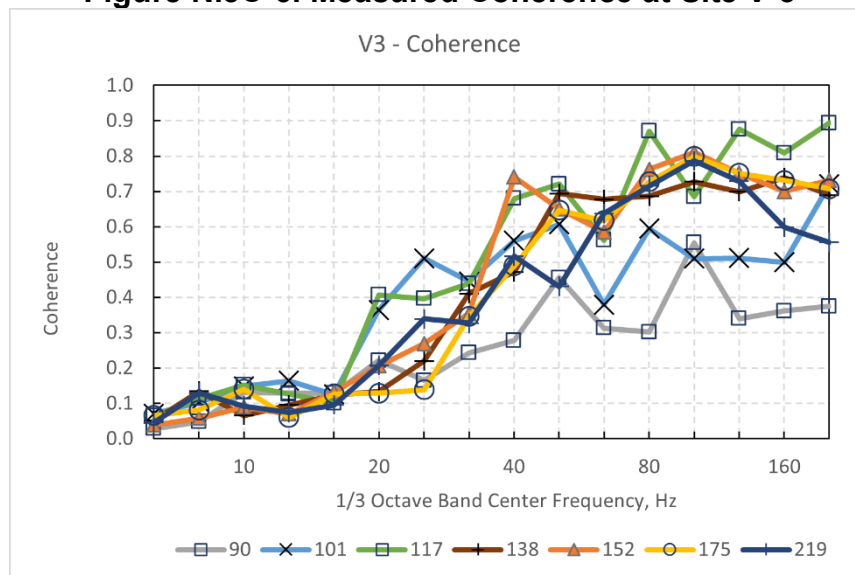


Figure N.3C-6. Measured Coherence at Site V-3



Site V-B: Southwest Genesee Street at 32nd Avenue, West Seattle

Table N.3C-4. L.S.T.M. Coefficients for Site V-B

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	20.6	22.1	22.8	27.9	30.6	36.9	48.9	61.5	63.2	67.9	63.6	81.5	85.7	71.4	67.1	74.4
B	-1.0	-3.0	-3.5	-4.3	-4.7	-6.9	-11.3	-16.0	-16.1	-19.7	-19.0	-30.2	-35.3	-30.8	-30.8	-37.8
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Figure N.3C-7. Measured L.S.T.M. at Site V-B

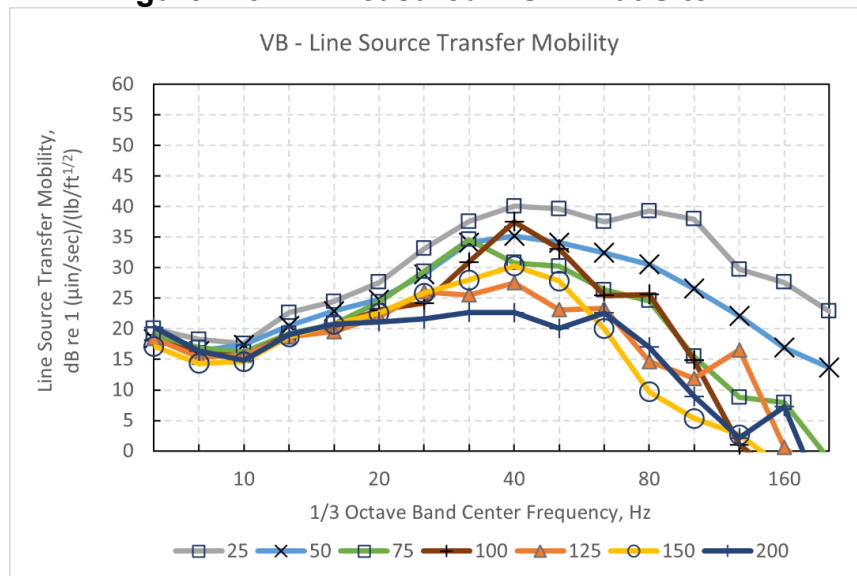
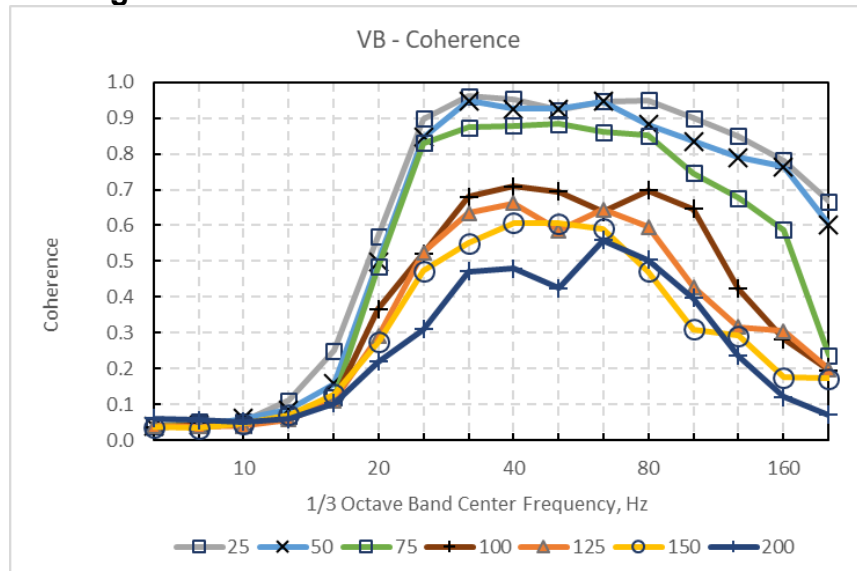


Figure N.3C-8. Measured Coherence at Site V-B



Site V-C: Southwest Dakota Street at 25th Avenue Southwest, West Seattle

Table N.3C-5. L.S.T.M. Coefficients for Site V-C

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	26.1	29.2	31.2	35.4	37.8	52.2	58.0	60.9	58.7	68.5	75.1	91.4	77.2	60.2	40.0	23.8
B	-3.4	-4.0	-2.9	-3.5	-5.0	-11.4	-13.2	-15.0	-14.2	-19.1	-24.3	-36.0	-32.4	-27.6	-19.4	-13.8
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Figure N.3C-9. Measured L.S.T.M at Site V-C

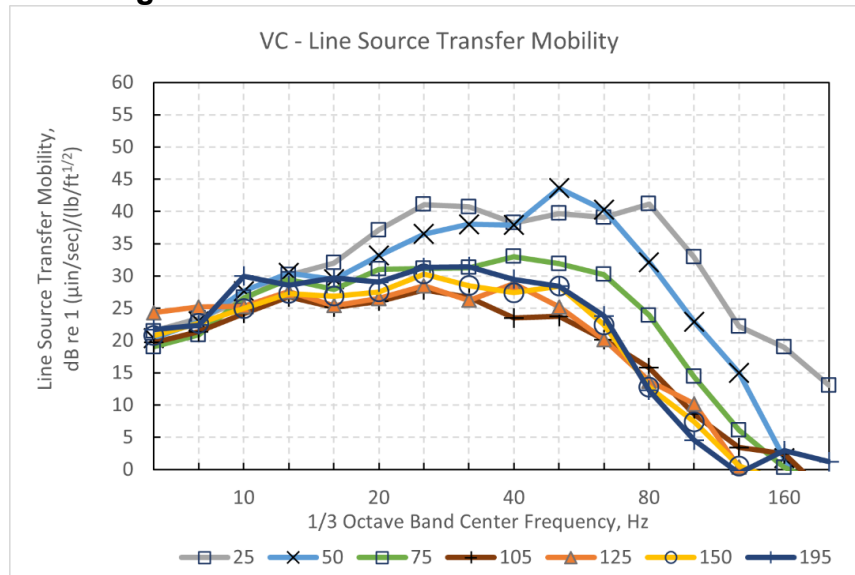
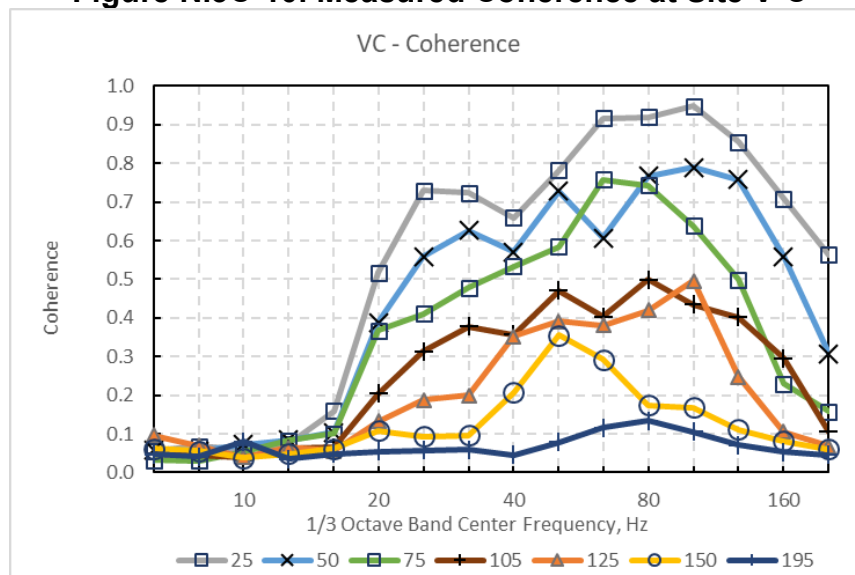


Figure N.3C-10. Measured Coherence at Site V-C



Site V-D: Bike Path at 22nd Avenue Southwest at West Seattle Bridge, West Seattle

Table N.3C-6. L.S.T.M. Coefficients for Site V-D

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	26.3	32.0	36.3	37.8	40.5	47.5	53.5	54.8	45.2	52.0	58.6	50.8	56.2	42.3	30.8	22.7
B	-0.4	-1.4	-3.0	-3.4	-5.9	-10.7	-14.2	-14.9	-10.5	-14.8	-19.8	-18.4	-23.7	-18.6	-14.4	-11.2
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Figure N.3C-11. Measured L.S.T.M. at Site V-D

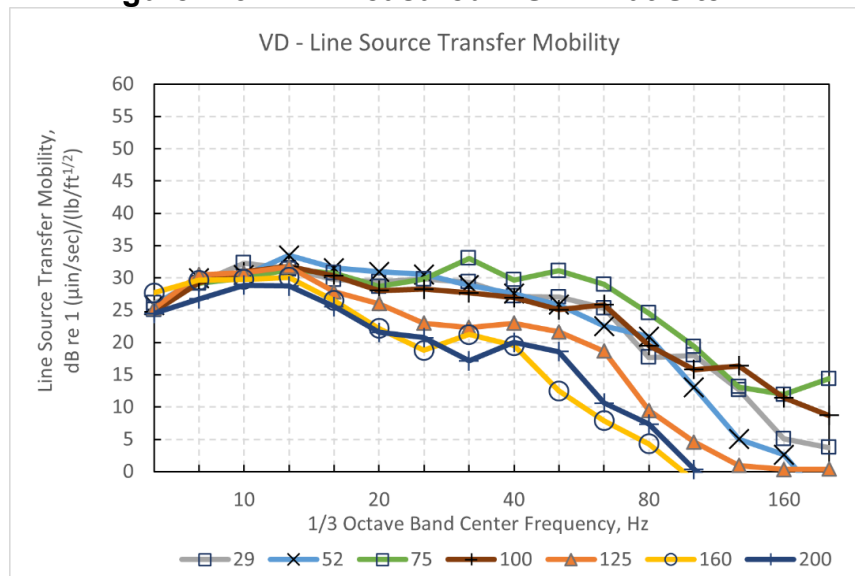
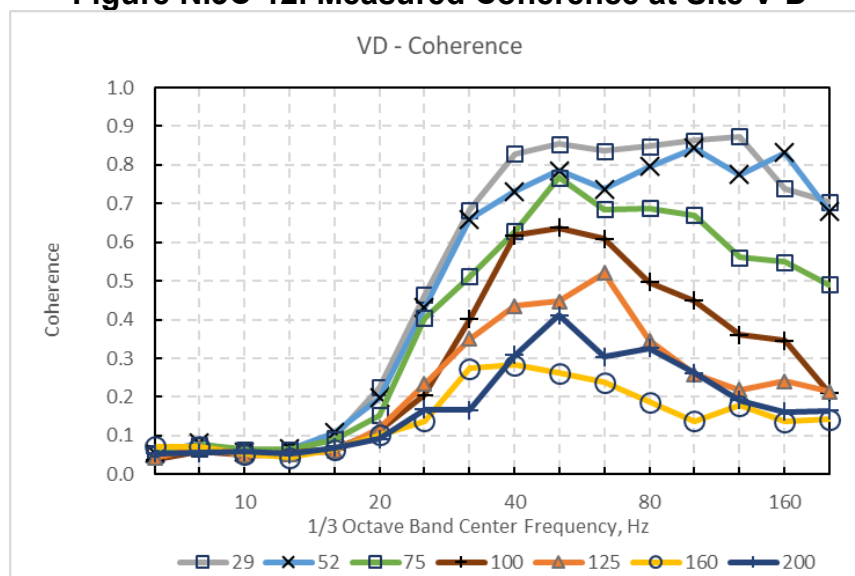


Figure N.3C-12. Measured Coherence at Site V-D



Site V-E: Harbor Island Machine Works, 3431 11th Avenue Southwest

Table N.3C-7. L.S.T.M. Coefficients for Site V-E

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	41.3	46.3	50.2	48.2	53.9	59.6	66.9	71.6	77.9	115.0	114.9	117.5	80.8	79.2	80.2	49.1
B	0.0	-3.3	-6.4	-6.0	-10.4	-13.5	-18.3	-21.7	-25.5	-44.7	-47.6	-53.2	-36.0	-38.8	-42.3	-25.1
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Figure N.3C-13. Measured L.S.T.M. at Site V-E

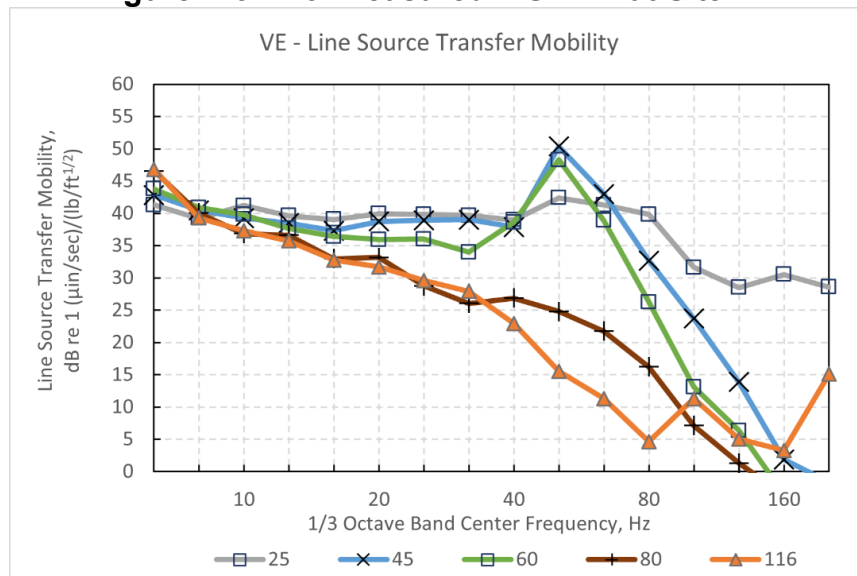


Figure N.3C-14. Measured Coherence at Site V-E

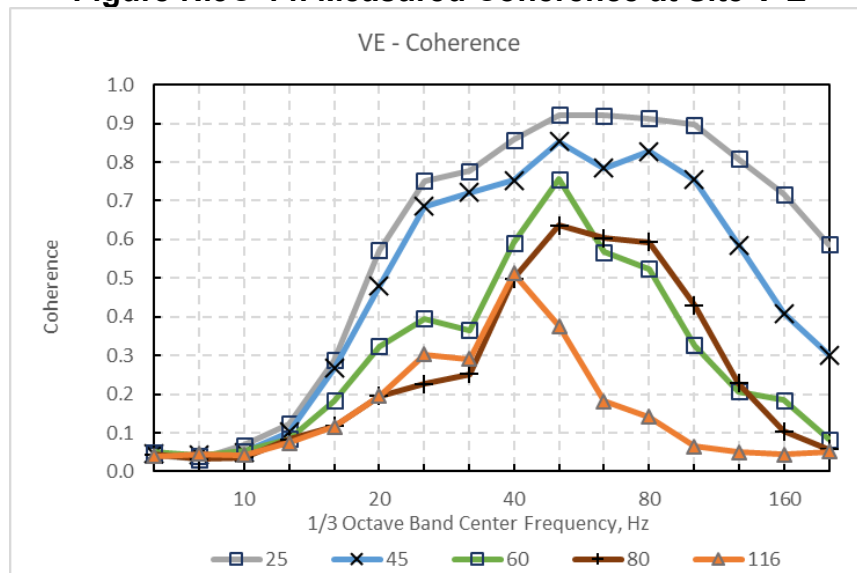


Table N.3C-23. L.S.T.M. Coefficients for Surface West Seattle

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	23.5	28.0	31.5	33.9	37.0	47.5	53.8	59.8	60.2	67.8	70.9	83.4	84.7	85.8	81.1	86.8
B	-1.0	-1.9	-2.8	-3.1	-5.3	-10.4	-12.6	-15.4	-15.7	-20.1	-23.3	-32.2	-35.9	-38.7	-38.1	-42.4
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

$$LSTM = A + B * \log(dist) + C * \log(dist)^2$$

Note: Applied to sensitive receivers near elevated, at-grade, or retained-cut track in the Duwamish, Delridge, and West Seattle Junction segments.

Table N.3C-24. L.S.T.M. Coefficients for Borehole West Seattle

Coeff.	6.3 Hz	8 Hz	10 Hz	12.5 Hz	16 Hz	20 Hz	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz	200 Hz
A	34.8	37.8	53.0	49.4	21.7	46.1	23.3	52.2	63.1	96.8	57.9	49.9	69.7	81.8	108.2	102.2
B	-17.5	-18.6	-24.7	-23.4	-11.3	-21.8	-10.1	-21.3	-25.1	-40.1	-23.5	-18.9	-27.7	-34.8	-48.4	-46.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

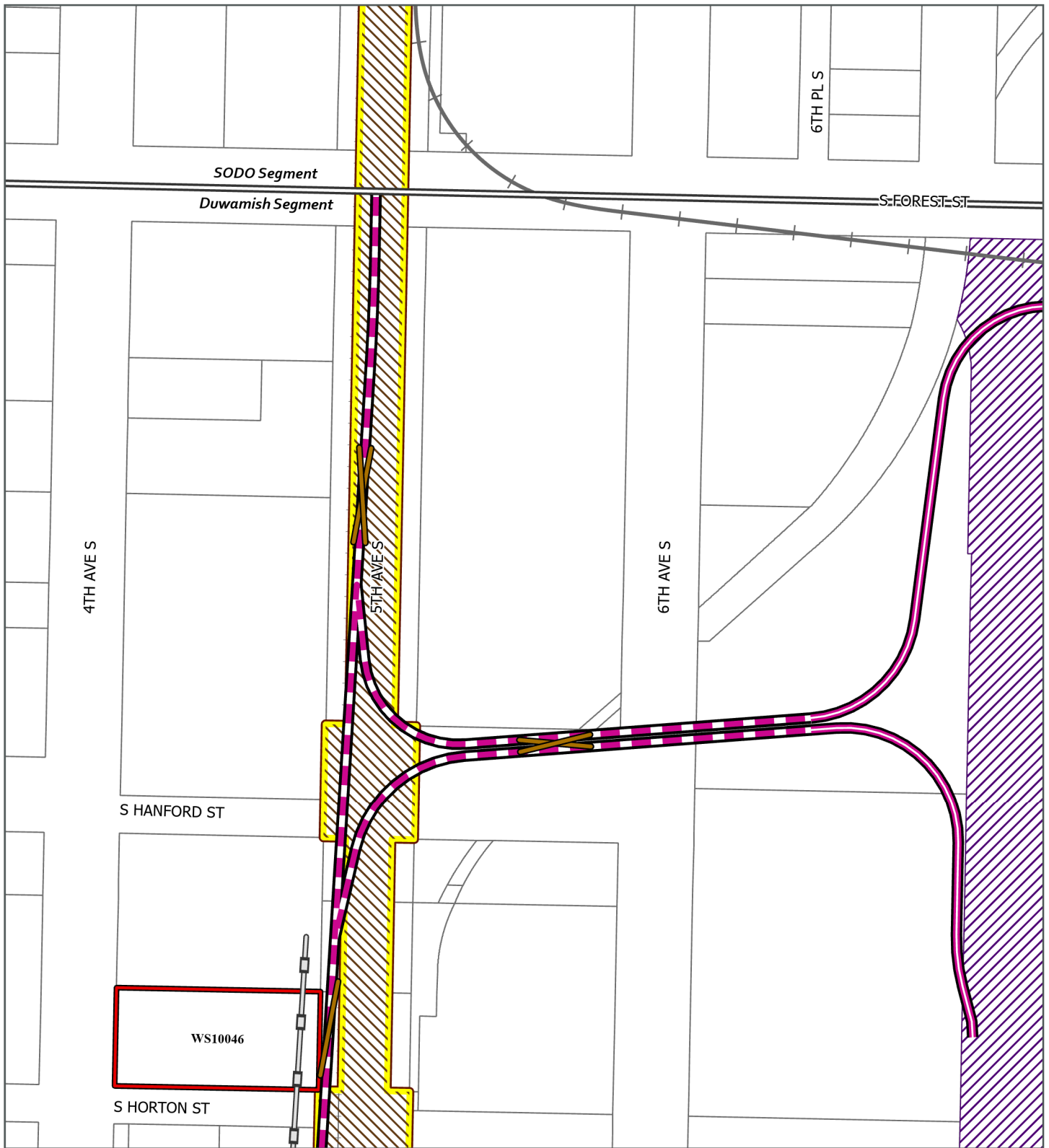
$$L.S.T.M. = A + B * \log(dist) + C * \log(dist)^2$$

Note: Applied to sensitive receivers near tunnel track in the Duwamish, Delridge, and West Seattle Junction segments.

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Attachment N.3D
Maps of Noise Impact Assessment

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Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

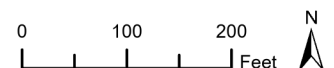
Station

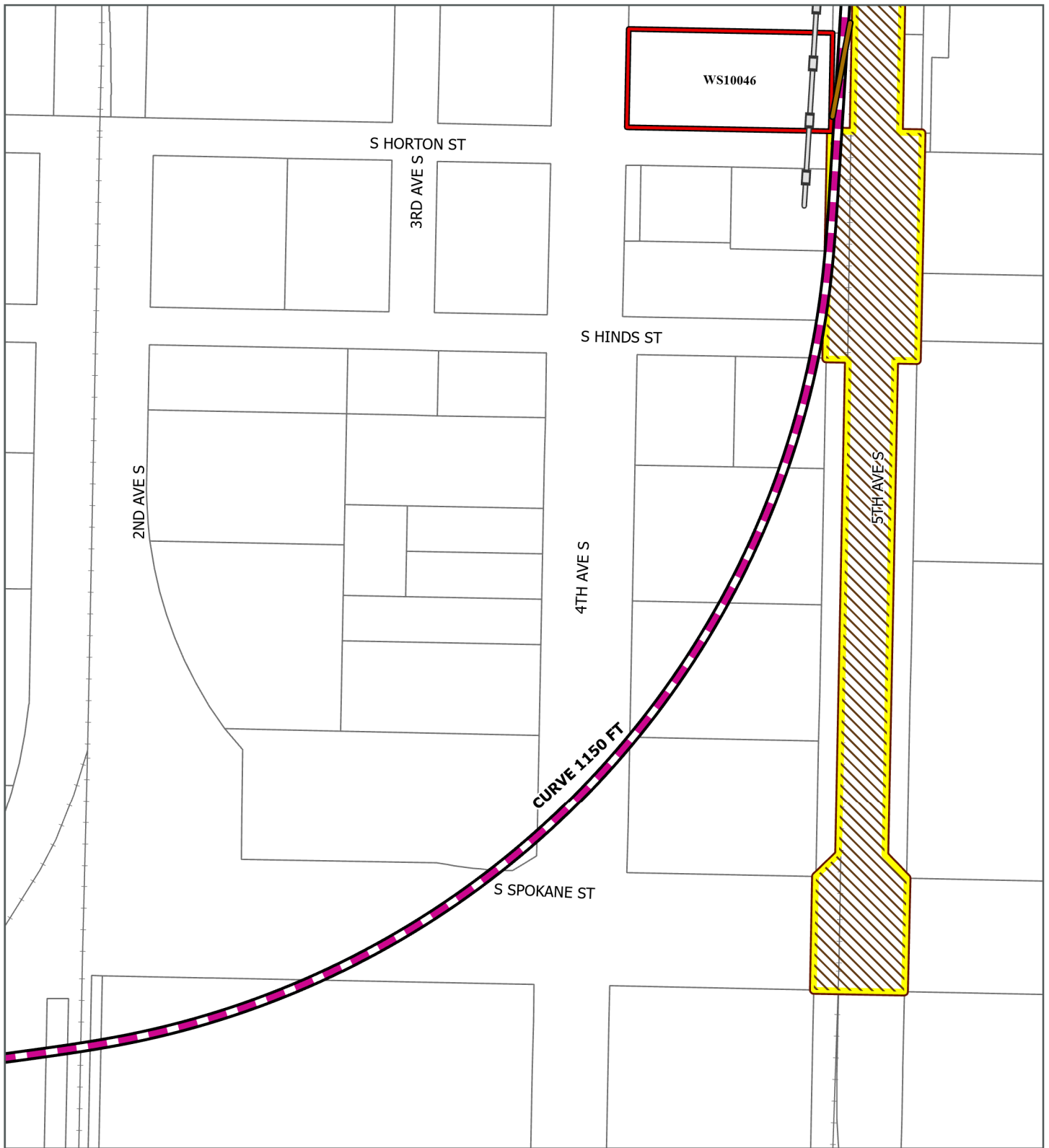
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Parcel
- Crossover
- Proposed Sound Wall
- Noise Impacts
- Severe Impact

FIGURE N.3D-1a
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

Railroad

SODO Busway

Parcel

Crossover

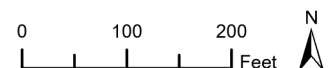
Proposed Sound Wall

Noise Impacts

Severe Impact

FIGURE N.3D-1b
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
 Duwamish Segment





West Seattle Link Extension









Source: City of Seattle, King County (2023).

Preferred Alternative

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Other Alternatives

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Station

-  New



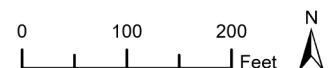
-  Railroad
-  Parcel

FIGURE N.3D-1c
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

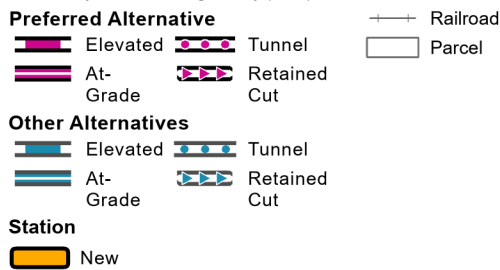
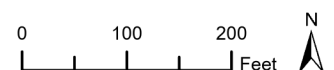
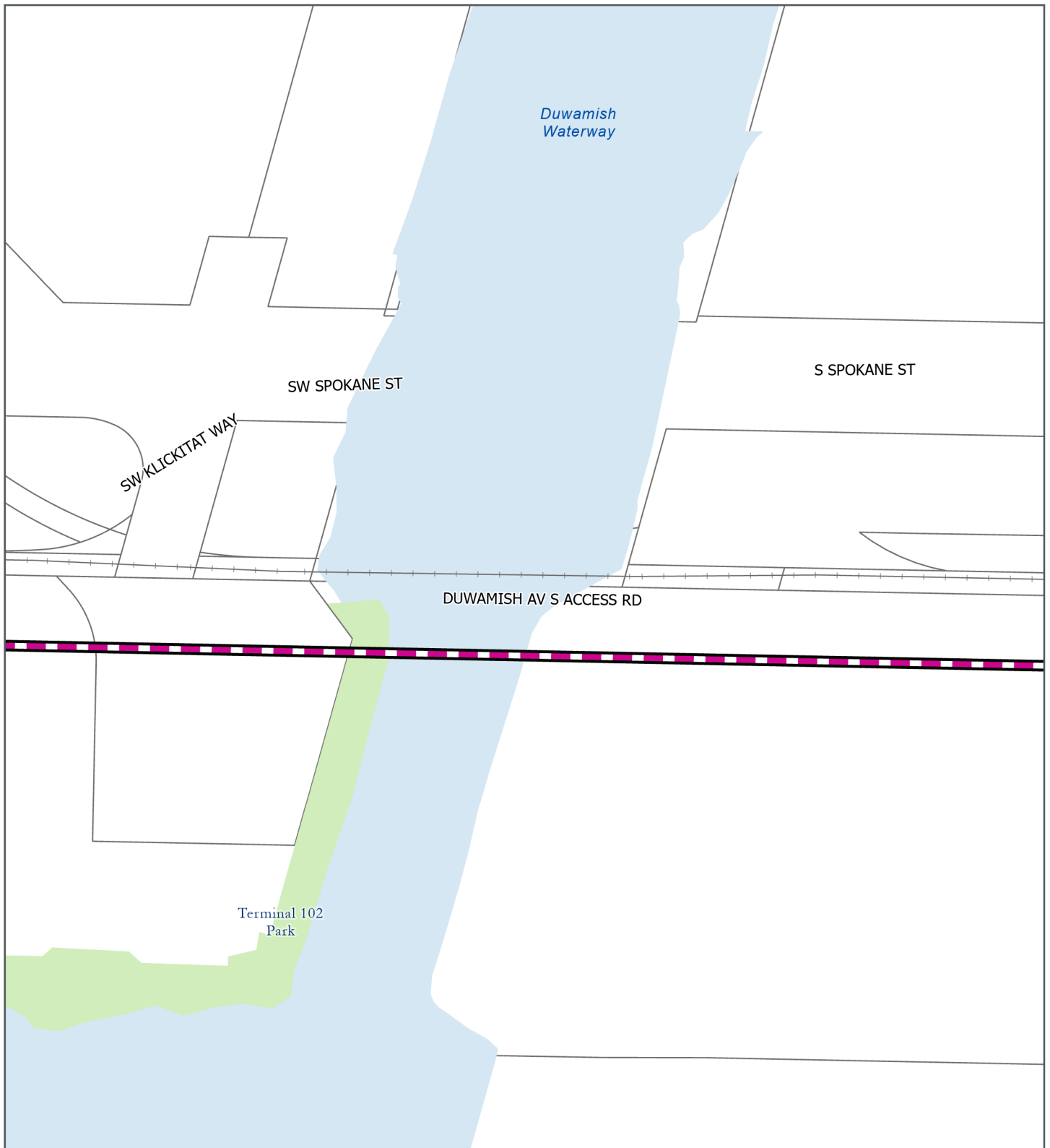


FIGURE N.3D-1d
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
 Duwamish Segment





West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- | | |
|--|--|
|  Elevated |  Tunnel |
|  At-Grade |  Retained Cut |

Other Alternatives

- | | |
|--|--|
|  Elevated |  Tunnel |
|  At-Grade |  Retained Cut |

Station

-  New




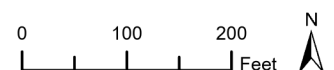
-  Railroad
-  Park
-  Parcel

FIGURE N.3D-1e
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

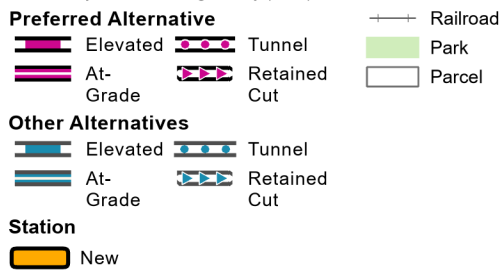
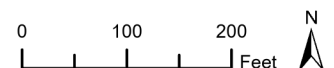
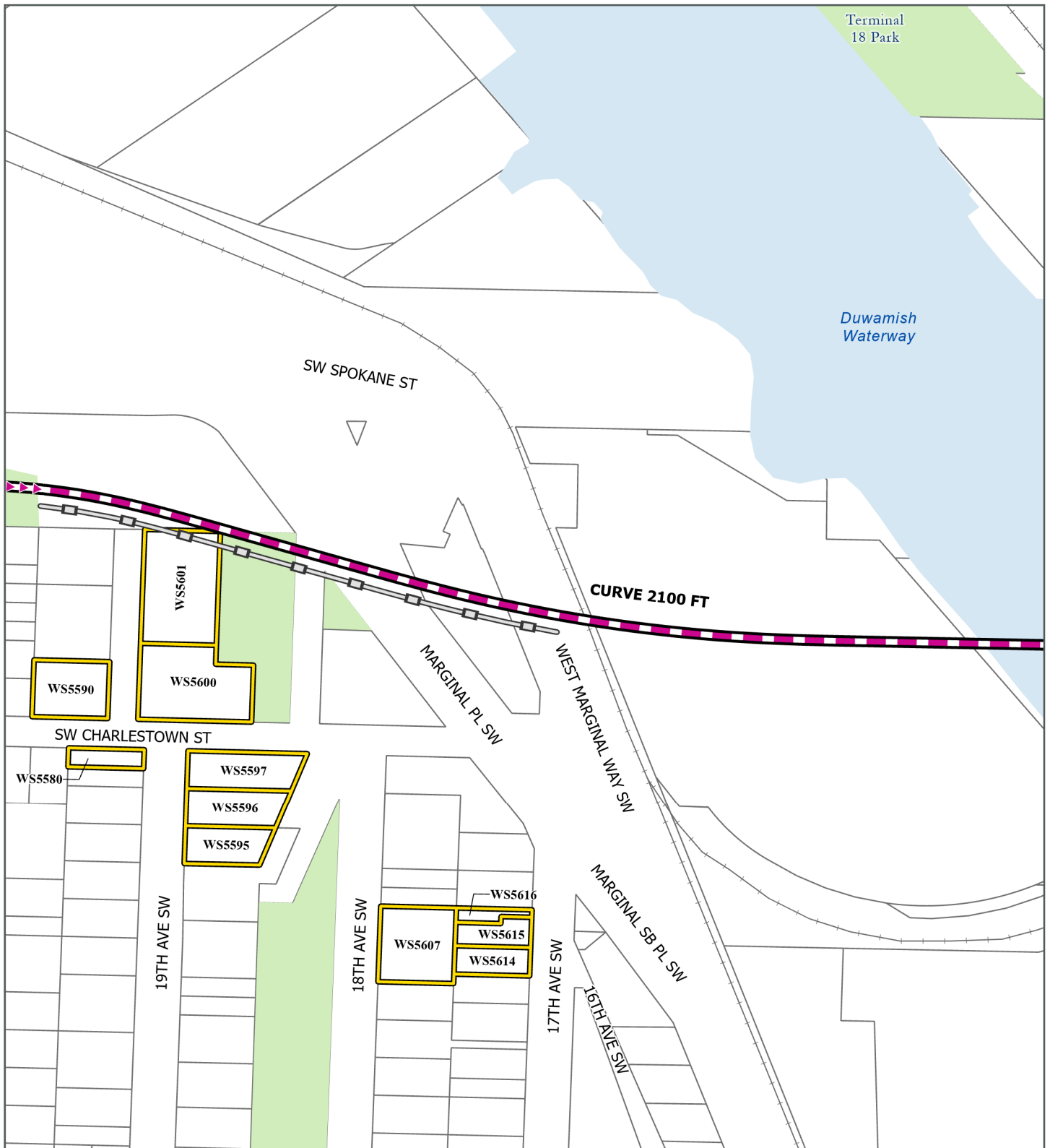


FIGURE N.3D-1f
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

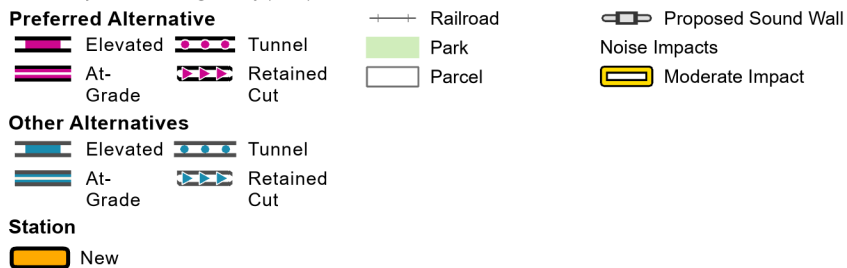
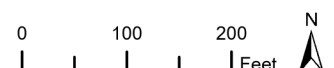
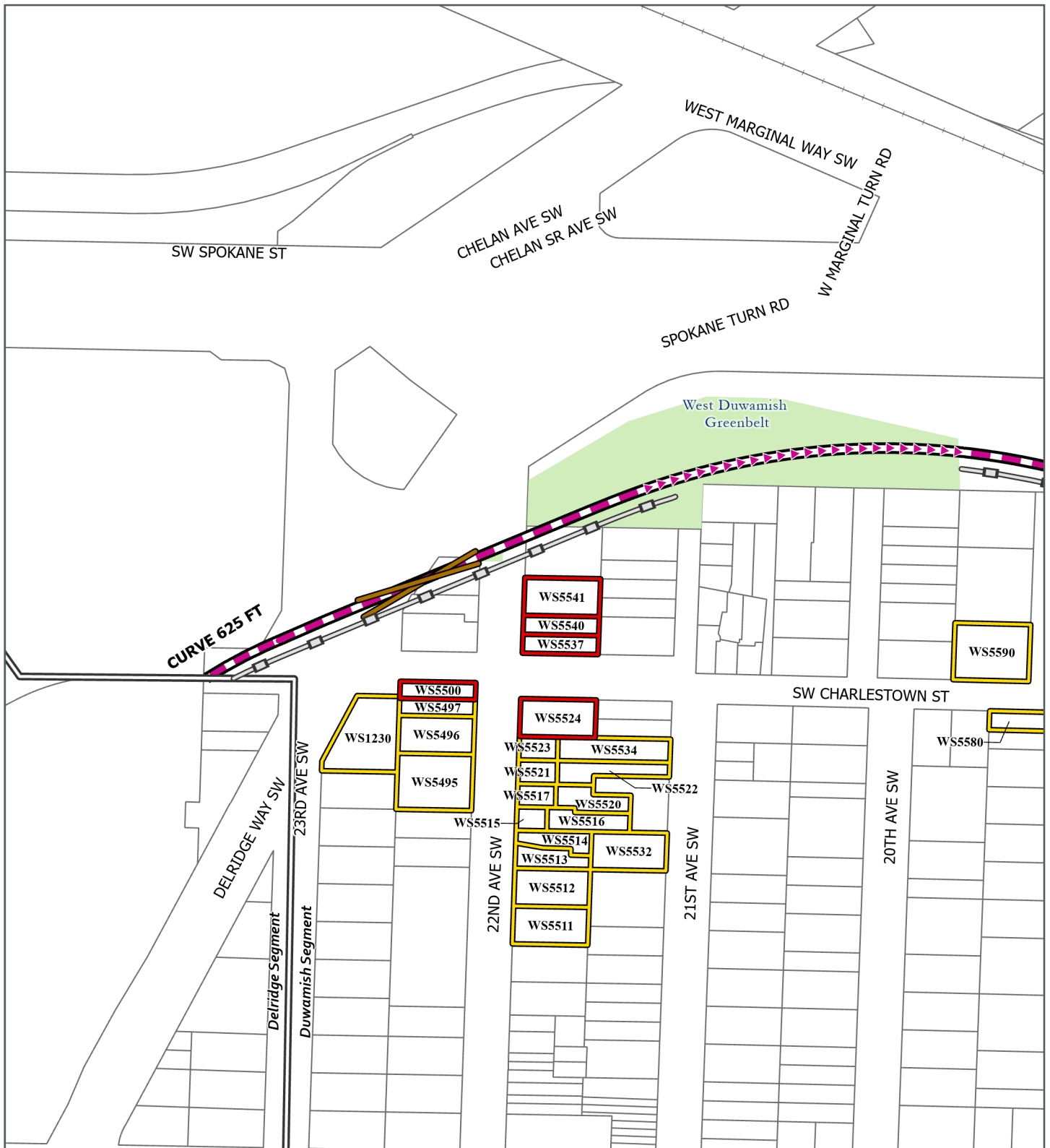


FIGURE N.3D-1g
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

Segment Line

Railroad

Park

Parcel

Crossover

Proposed Sound Wall

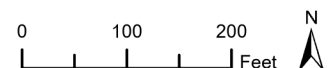
Noise Impacts

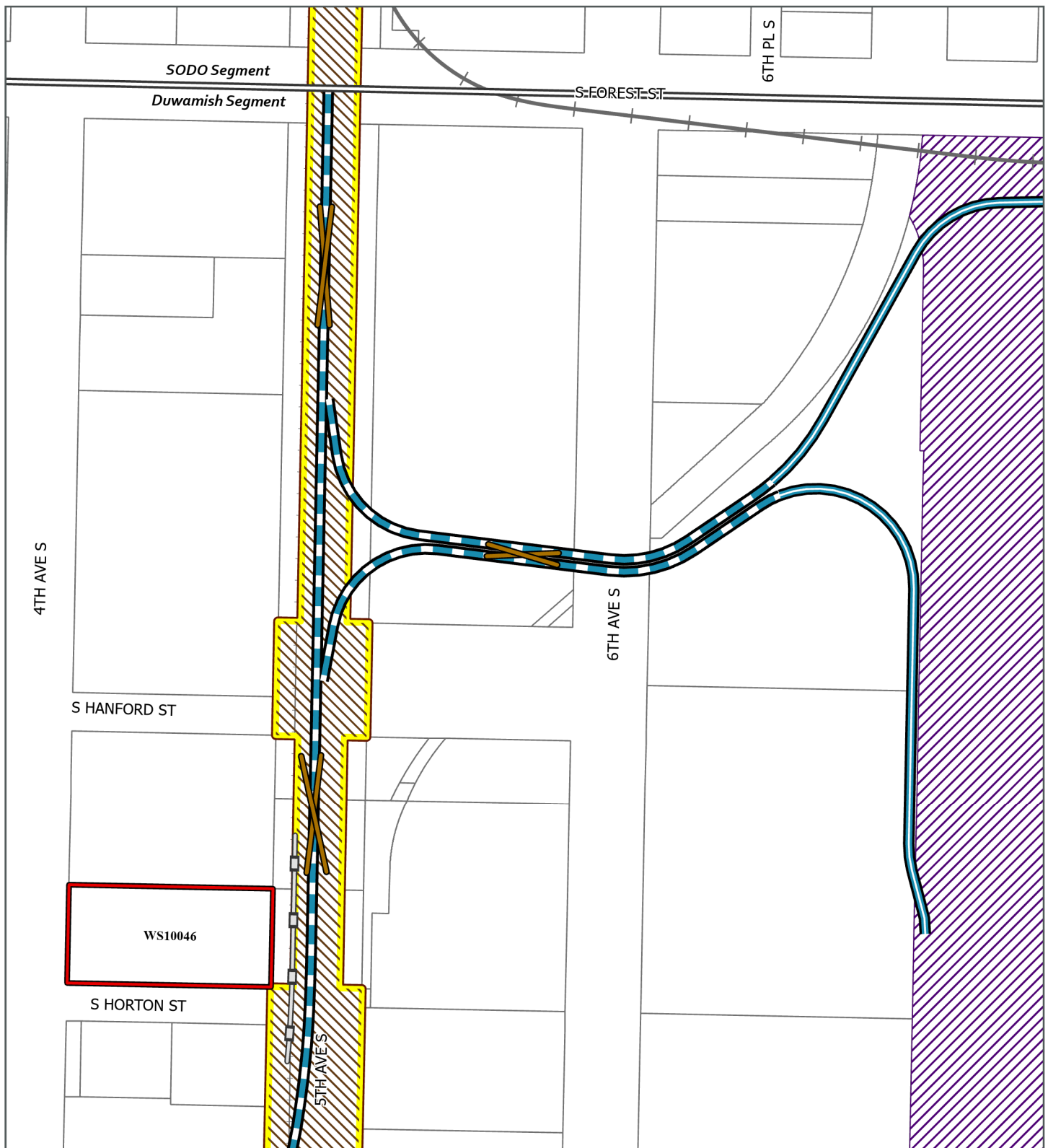
Severe Impact

Moderate Impact

FIGURE N.3D-1h
Preferred Alternative DUW-1a
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

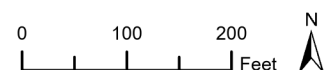
Station

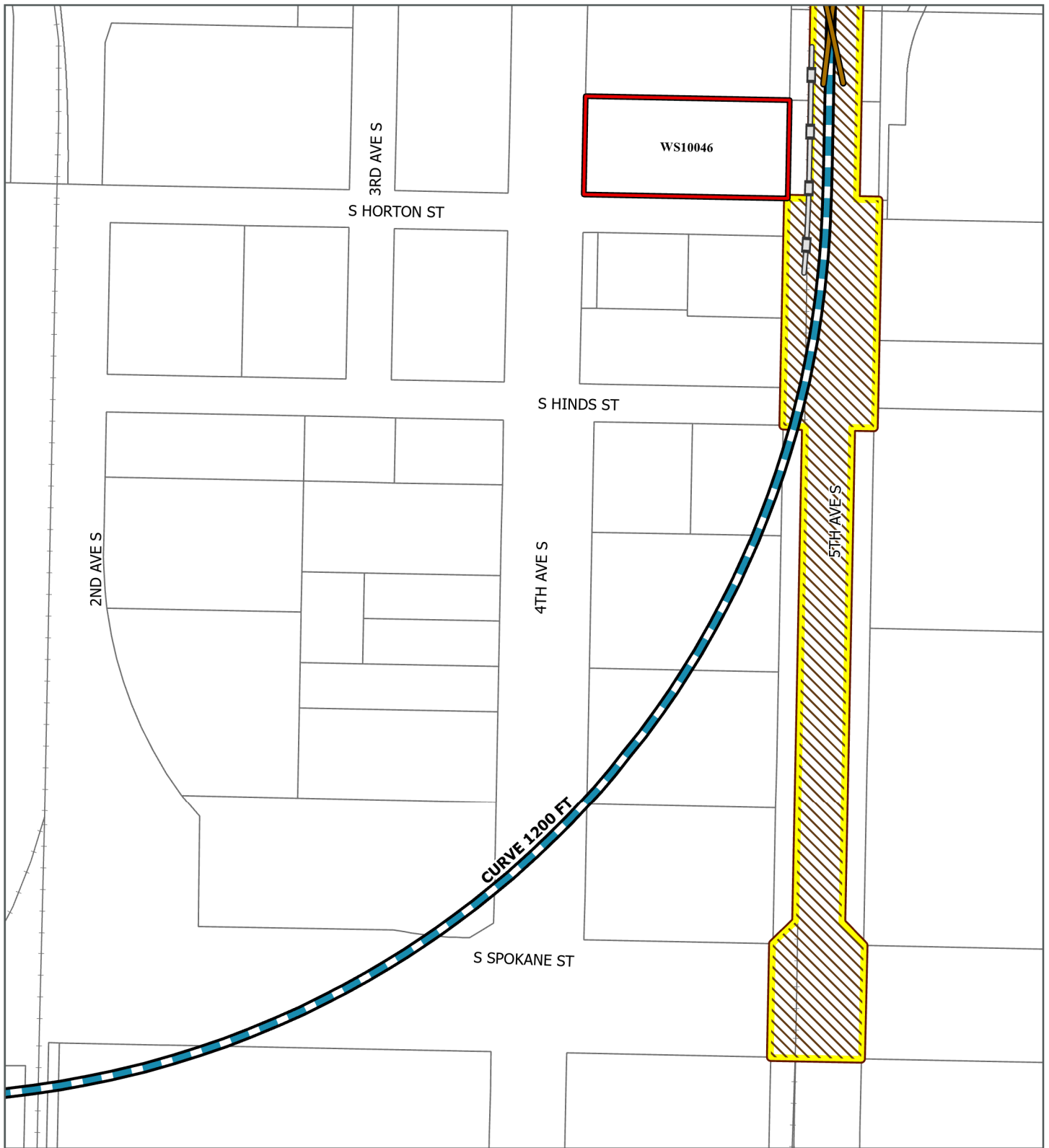
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Parcel
- Crossover
- Proposed Sound Wall
- Noise Impacts
- Severe Impact

FIGURE N.3D-2a
Option DUW-1b
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

Railroad

SODO Busway

Parcel

Crossover

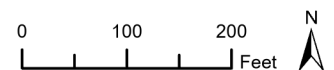
Proposed Sound Wall

Noise Impacts

Severe Impact

FIGURE N.3D-2b
Option DUW-1b
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

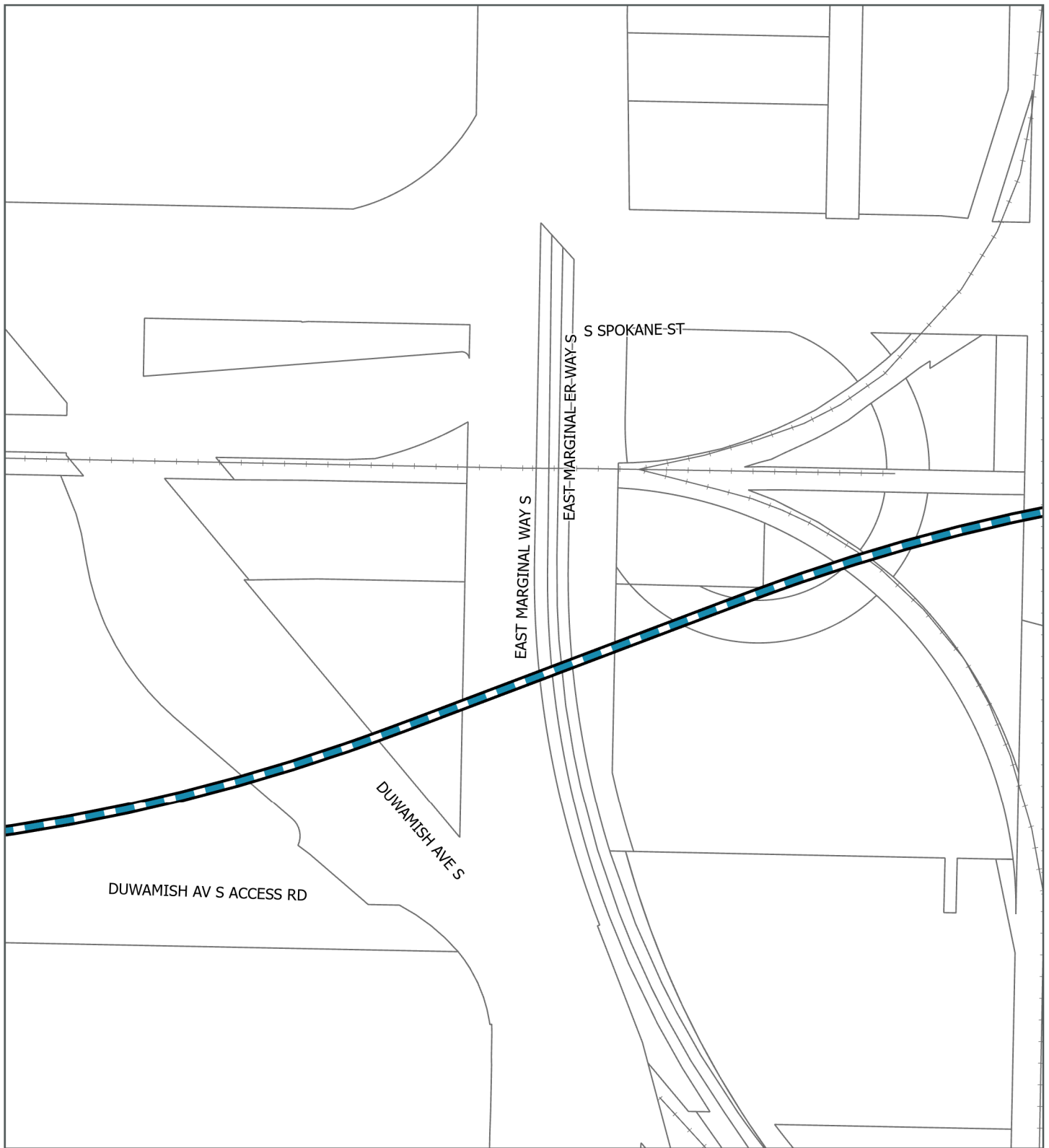
- New

- Railroad
- Parcel

FIGURE N.3D-2c
Option DUW-1b
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- | | |
|----------|--------------|
| Elevated | Tunnel |
| At-Grade | Retained Cut |

Other Alternatives

- | | |
|----------|--------------|
| Elevated | Tunnel |
| At-Grade | Retained Cut |

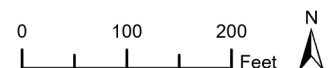
Station

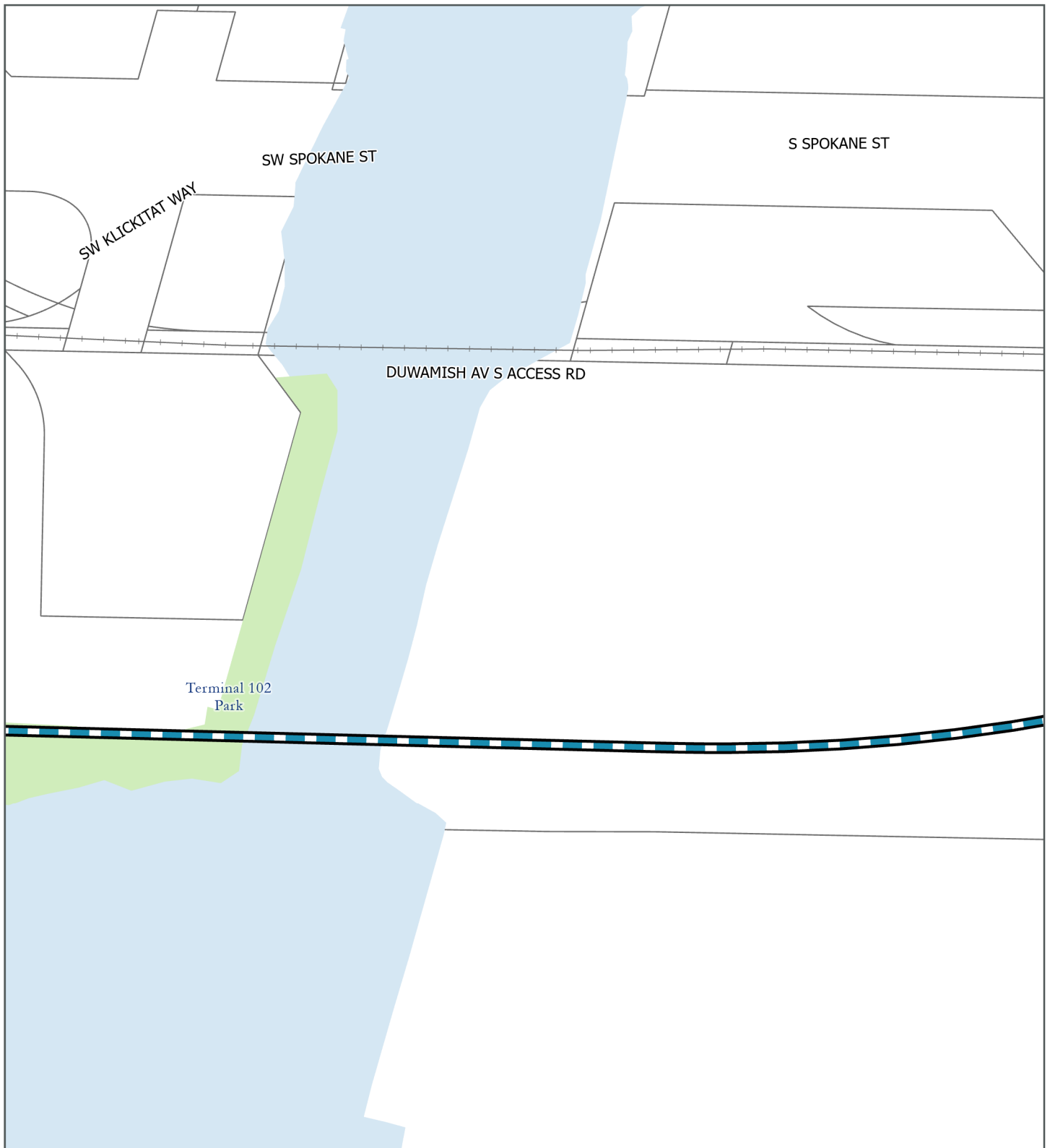
- New

- Railroad
- Parcel

FIGURE N.3D-2d
Option DUW-1b
Noise Impacts (before mitigation)
 Duwamish Segment





West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- | | |
|--|--|
|  Elevated |  Tunnel |
|  At-Grade |  Retained Cut |

Other Alternatives

- | | |
|--|--|
|  Elevated |  Tunnel |
|  At-Grade |  Retained Cut |

Station

-  New




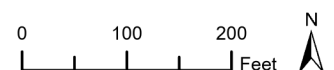
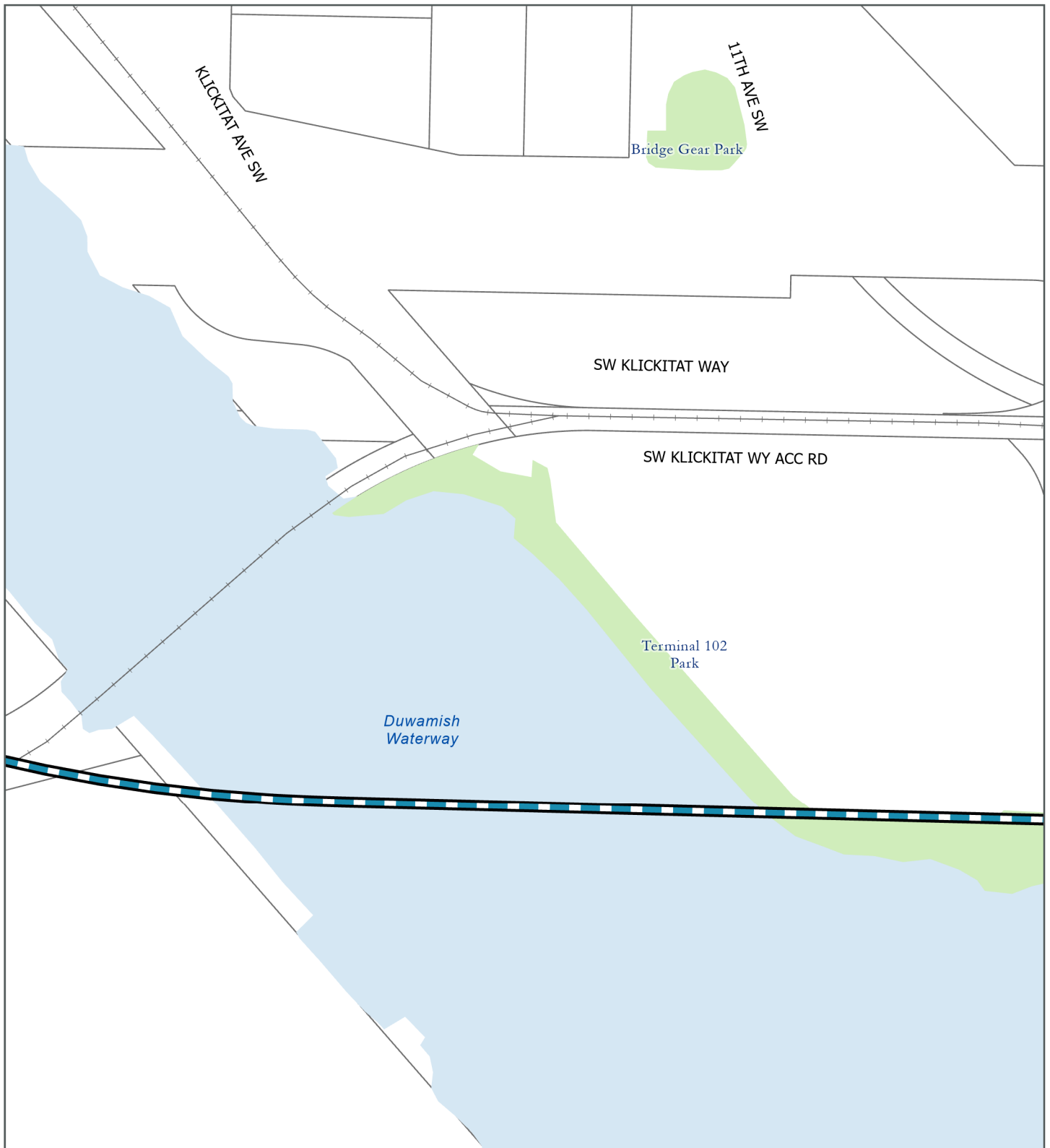
-  Railroad
-  Park
-  Parcel

FIGURE N.3D-2e
Option DUW-1b
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- | | |
|----------|--------------|
| Elevated | Tunnel |
| At-Grade | Retained Cut |

Other Alternatives

- | | |
|----------|--------------|
| Elevated | Tunnel |
| At-Grade | Retained Cut |

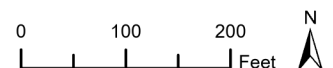
Station

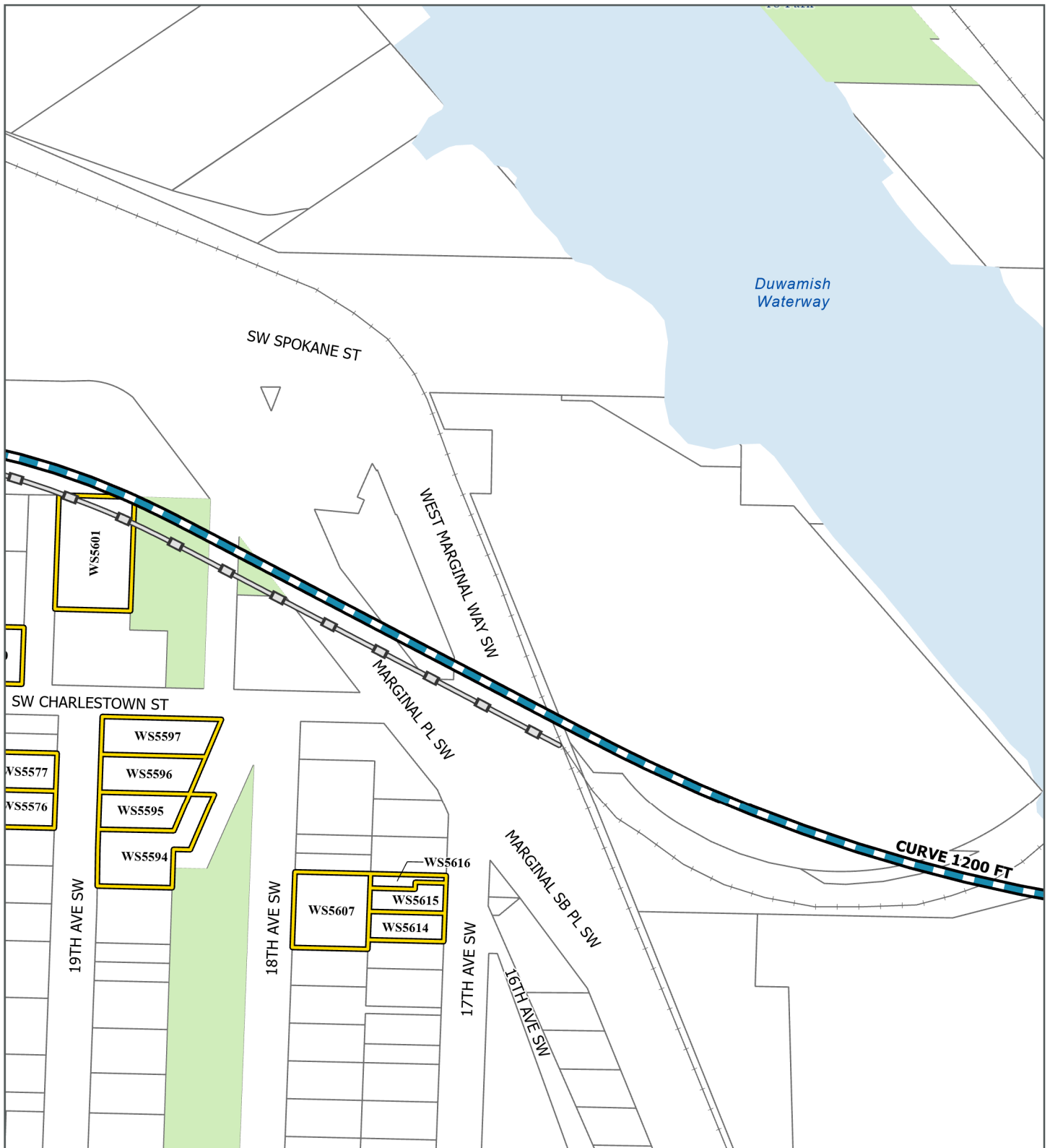
- New

- Railroad
- Park
- Parcel

FIGURE N.3D-2f
Option DUW-1b
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

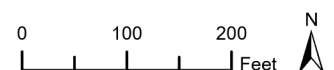
- New

- Railroad
- Park
- Parcel

- Proposed Sound Wall
- Noise Impacts**
- Moderate Impact

FIGURE N.3D-2g
Option DUW-1b
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

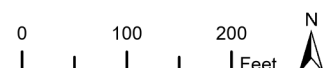
- New

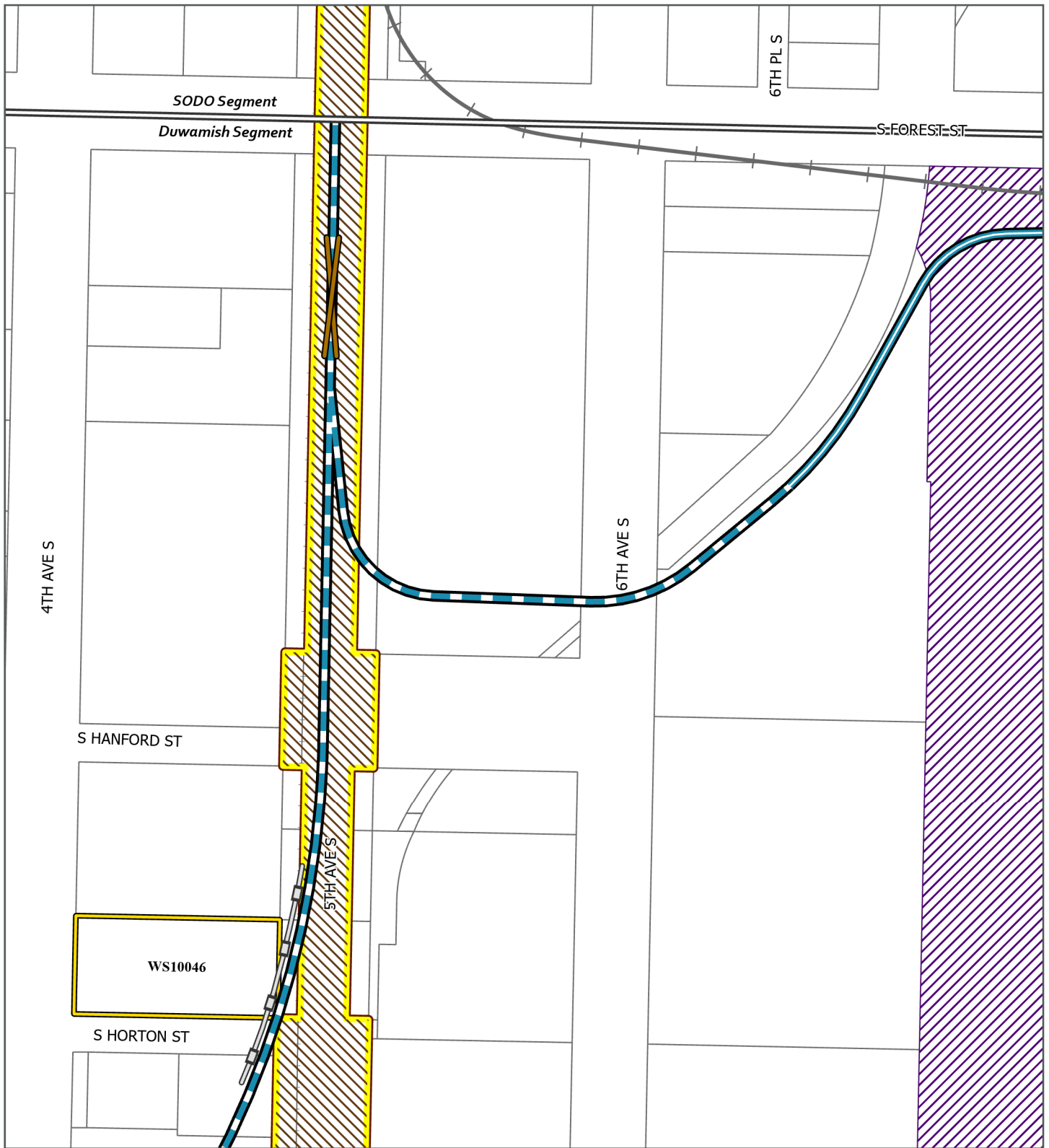
- Segment Line
- Railroad
- Park
- Parcel

- Proposed Sound Wall
- Noise Impacts
- Moderate Impact

FIGURE N.3D-2h
Option DUW-1b
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

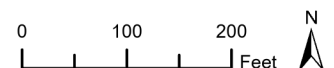
Station

- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Sound Transit Operations and Maintenance Facility (STOMF)
- Parcel
- Crossover
- Proposed Sound Wall
- Noise Impacts
- Moderate Impact

FIGURE N.3D-3a
Alternative DUW-2
Noise Impacts (before mitigation)
 Duwamish Segment





West Seattle Link Extension









Source: City of Seattle, King County (2023).

Preferred Alternative

-  Elevated
-  Tunnel
-  At-Grade
-  Retained Cut

Other Alternatives

-  Elevated
-  Tunnel
-  At-Grade
-  Retained Cut

Station

-  New


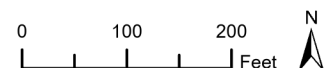
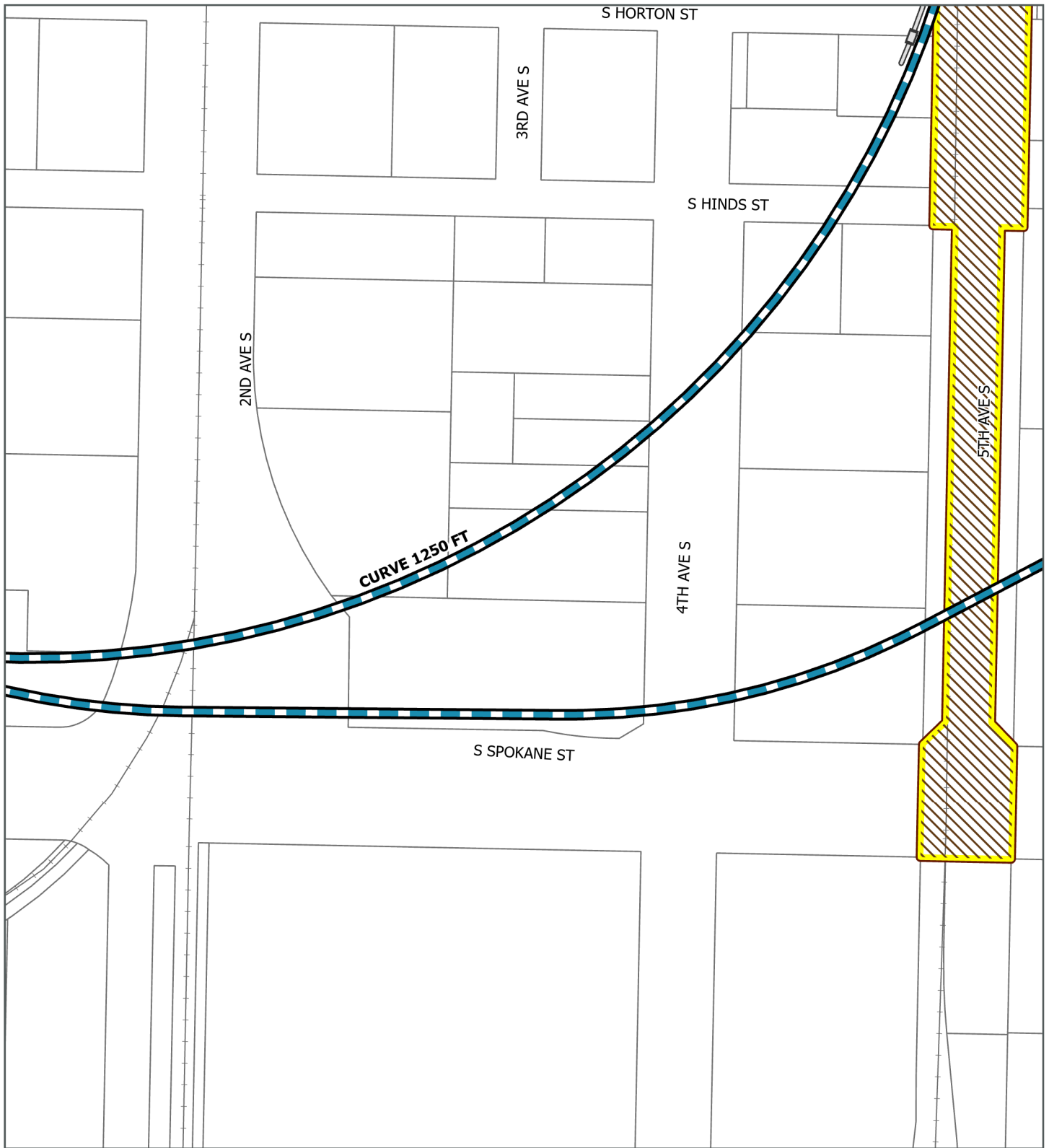
-  SODO Busway
-  Sound Transit Operations and Maintenance Facility (ST OMF)
-  Parcel

FIGURE N.3D-3b
Alternative DUW-2
Noise Impacts (before mitigation)
 Duwamish Segment





West Seattle Link Extension









Source: City of Seattle, King County (2023).

Preferred Alternative

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Other Alternatives

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Station

-  New

 Railroad

 SODO Busway

 Parcel


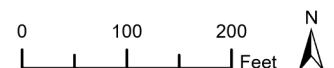
 Proposed Sound Wall

FIGURE N.3D-3c
Alternative DUW-2
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

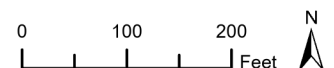
- New

- Railroad
- Parcel

- Crossover

FIGURE N.3D-3d
Alternative DUW-2
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- | | | | |
|--|----------|--|--------------|
| | Elevated | | Tunnel |
| | At-Grade | | Retained Cut |

Other Alternatives

- | | | | |
|--|----------|--|--------------|
| | Elevated | | Tunnel |
| | At-Grade | | Retained Cut |

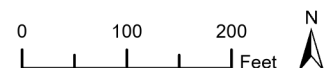
Station

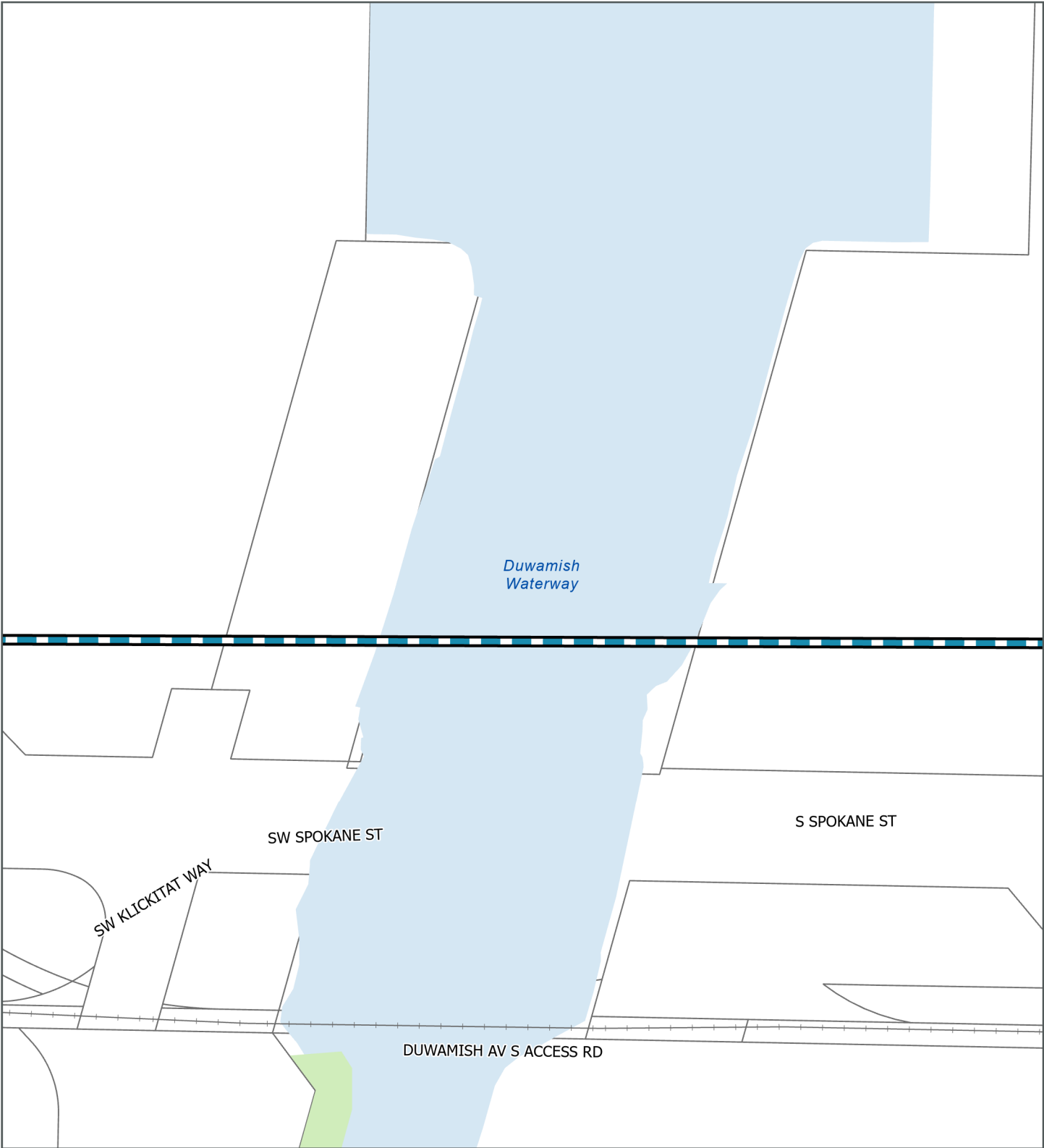
- | | |
|--|-----|
| | New |
|--|-----|

- | | |
|--|----------|
| | Railroad |
| | Parcel |

FIGURE N.3D-3e
Alternative DUW-2
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

	Elevated		Tunnel
	At-Grade		Retained Cut

Other Alternatives

	Elevated		Tunnel
	At-Grade		Retained Cut

Station

	New
--	-----

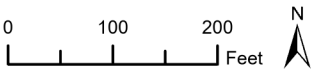
Railroad

Park

Parcel

FIGURE N.3D-3f
Alternative DUW-2
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

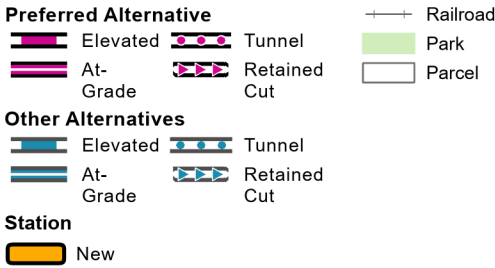
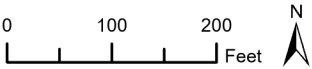
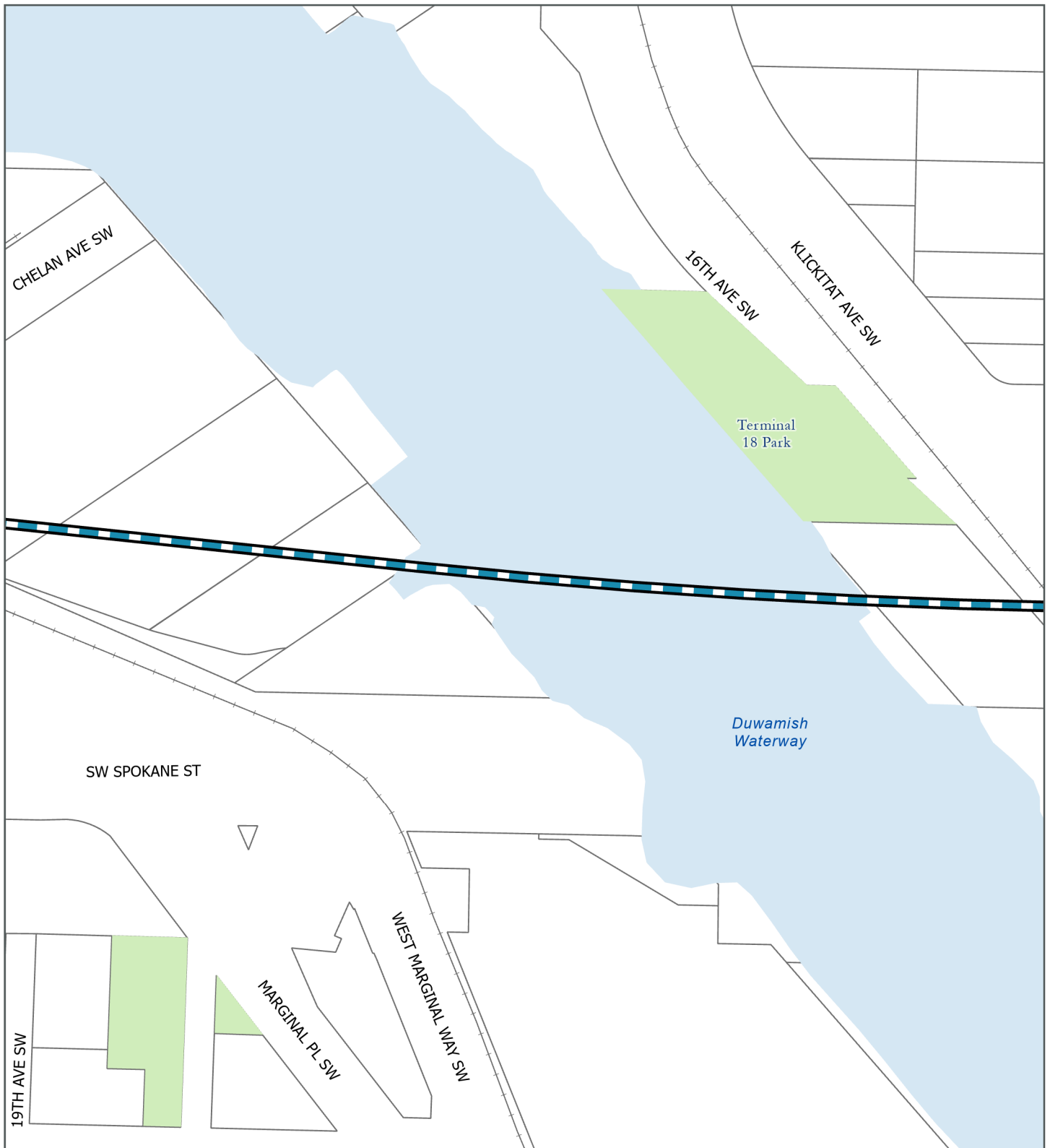


FIGURE N.3D-3g
Alternative DUW-2
Noise Impacts (before mitigation)
Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- | | |
|----------|--------------|
| Elevated | Tunnel |
| At-Grade | Retained Cut |

Other Alternatives

- | | |
|----------|--------------|
| Elevated | Tunnel |
| At-Grade | Retained Cut |

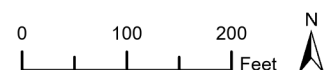
Station

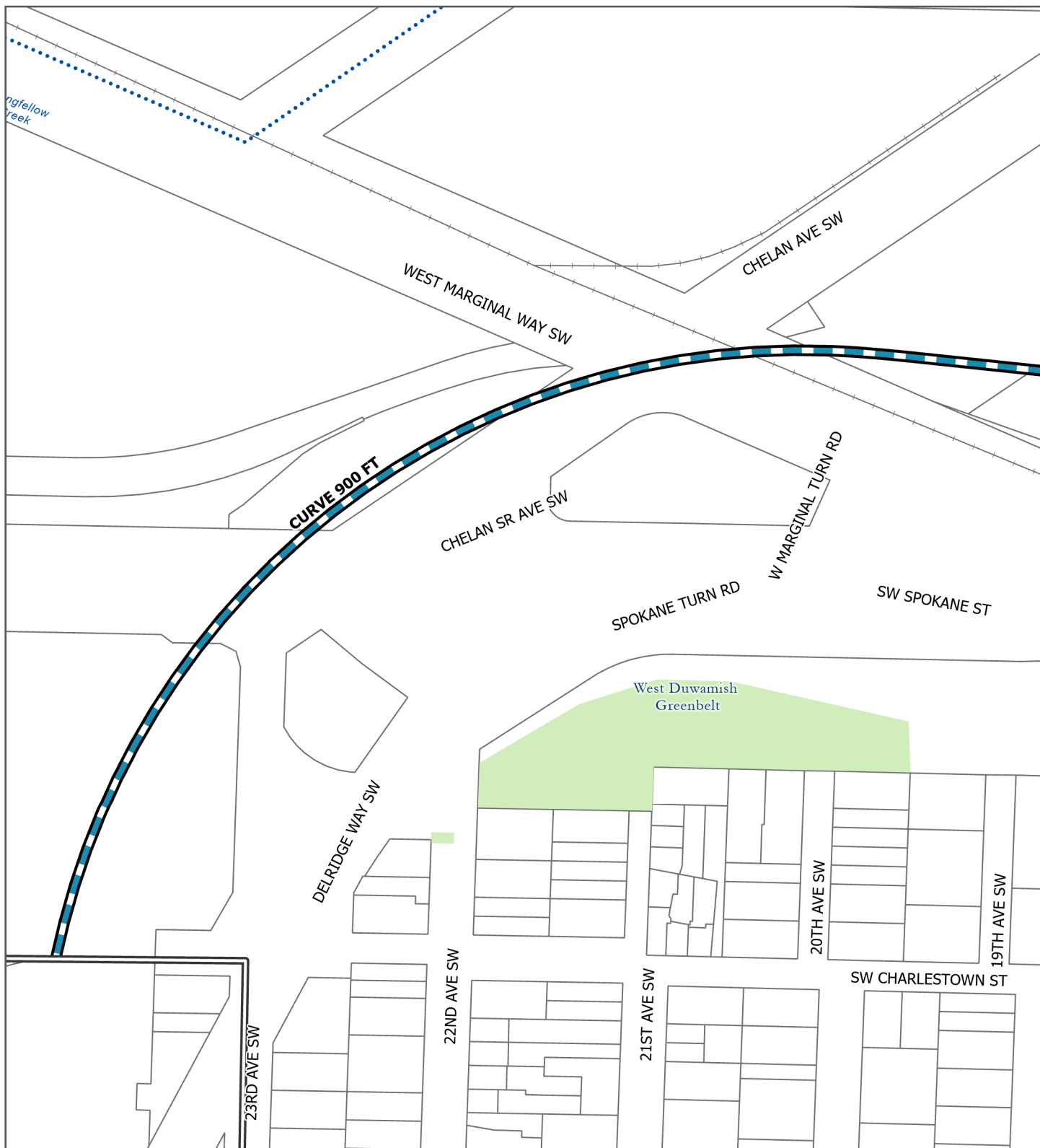
- New

- Railroad
- Park
- Parcel

FIGURE N.3D-3h
Alternative DUW-2
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- | | | | |
|--|----------|--|--------------|
| | Elevated | | Tunnel |
| | At-Grade | | Retained Cut |

Other Alternatives

- | | | | |
|--|----------|--|--------------|
| | Elevated | | Tunnel |
| | At-Grade | | Retained Cut |

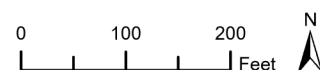
Station

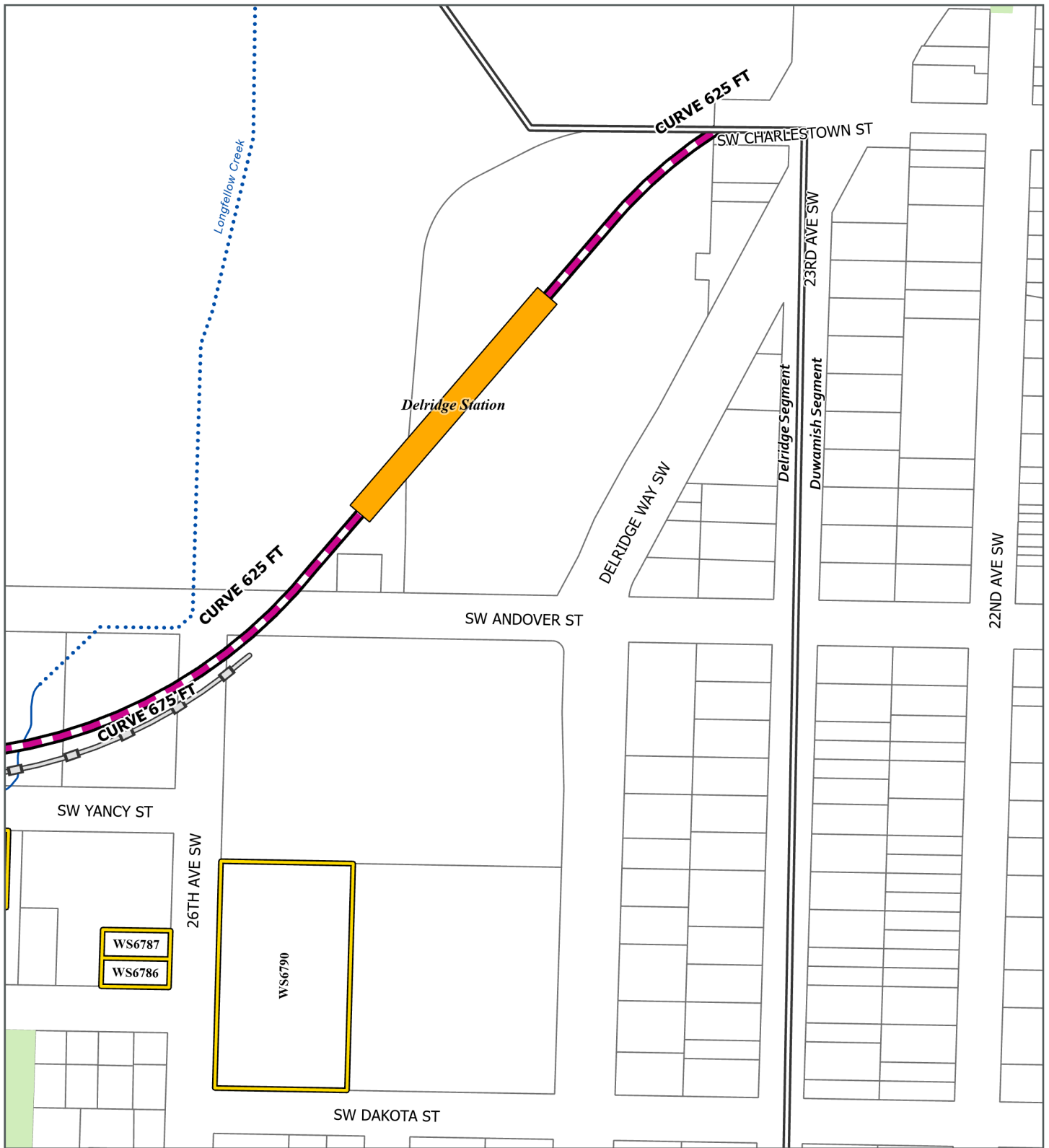
- | | |
|--|-----|
| | New |
|--|-----|

- | | |
|--|--------------|
| | Segment Line |
| | Railroad |
| | Piped Stream |
| | Park |
| | Parcel |

FIGURE N.3D-3i
Alternative DUW-2
Noise Impacts (before mitigation)
 Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

Segment Line

Stream

Piped Stream

Park

Parcel

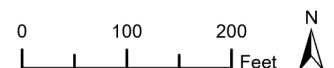
Proposed Sound Wall

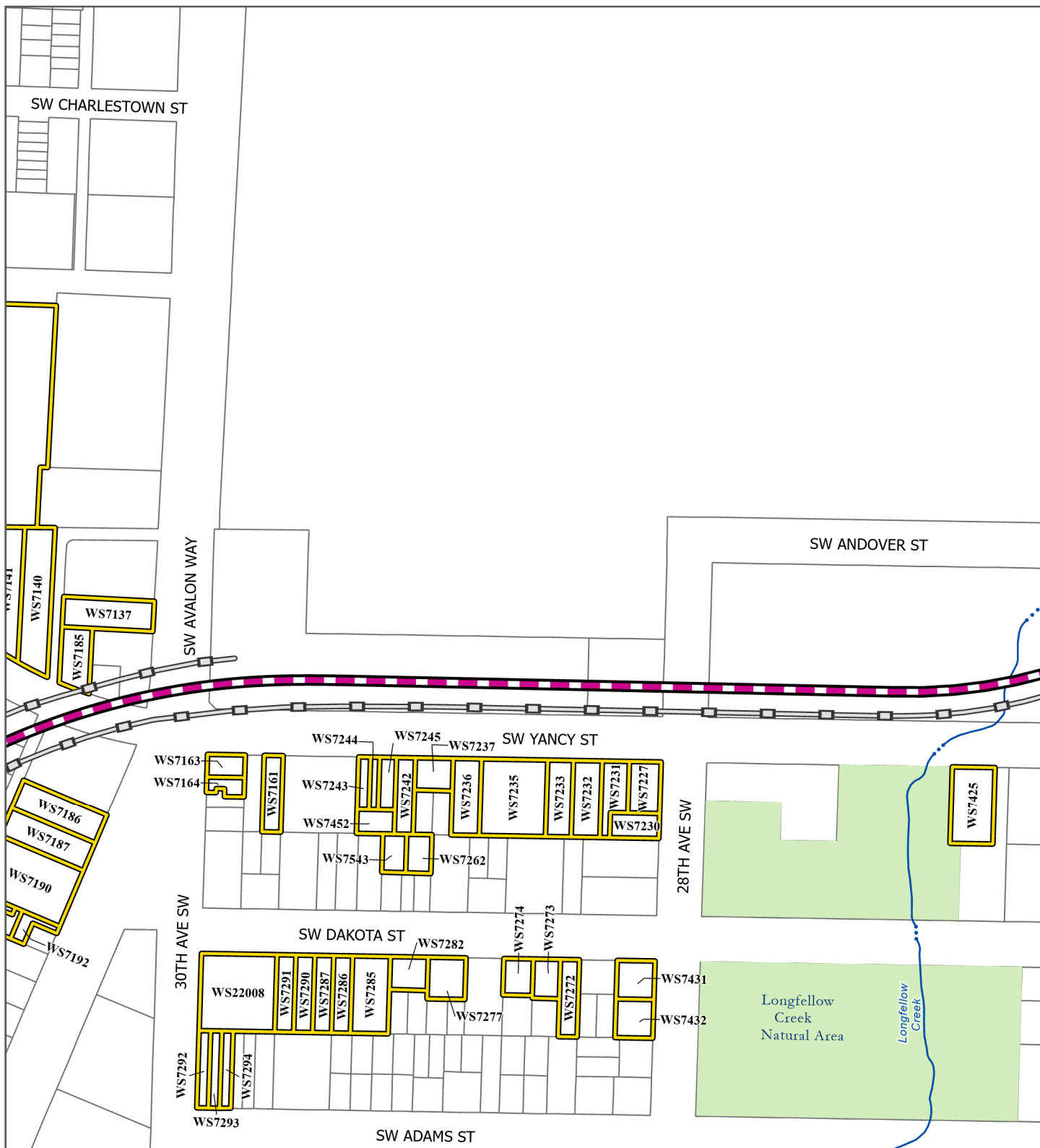
Noise Impacts

Moderate Impact

FIGURE N.3D-4a
Preferred Option DEL-6b
Noise Impacts (before mitigation)
 Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

Stream

Piped Stream

Park

Parcel

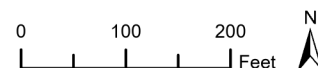
Proposed Sound Wall

Noise Impacts

Moderate Impact

FIGURE N.3D-4b
Preferred Option DEL-6b
Noise Impacts (before mitigation)
 Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

- Segment Line
- Parcel

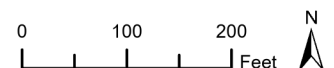
- Proposed Sound Wall

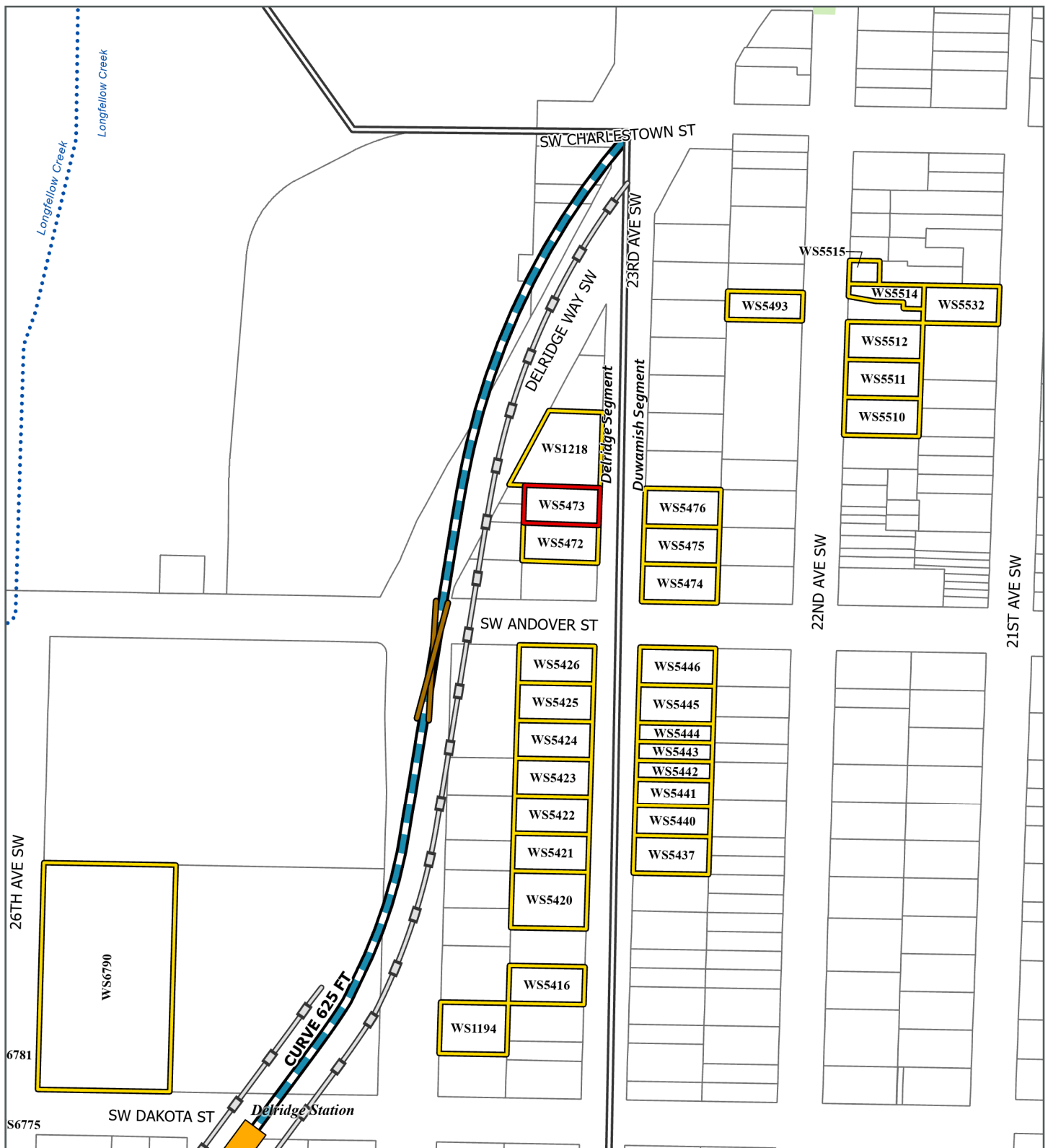
Noise Impacts

- Severe Impact
- Moderate Impact

FIGURE N.3D-4c
Preferred Option DEL-6b
Noise Impacts (before mitigation)
 Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

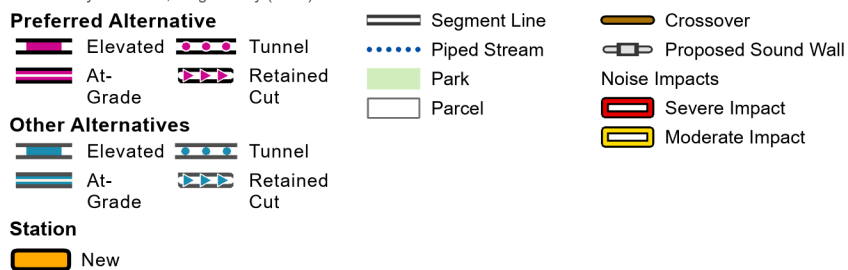
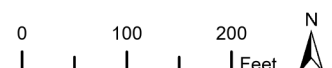


FIGURE N.3D-5a
Alternative DEL-1a
Noise Impacts (before mitigation)
 Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

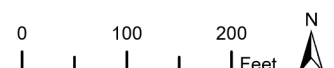
- Segment Line
- Park
- Parcel

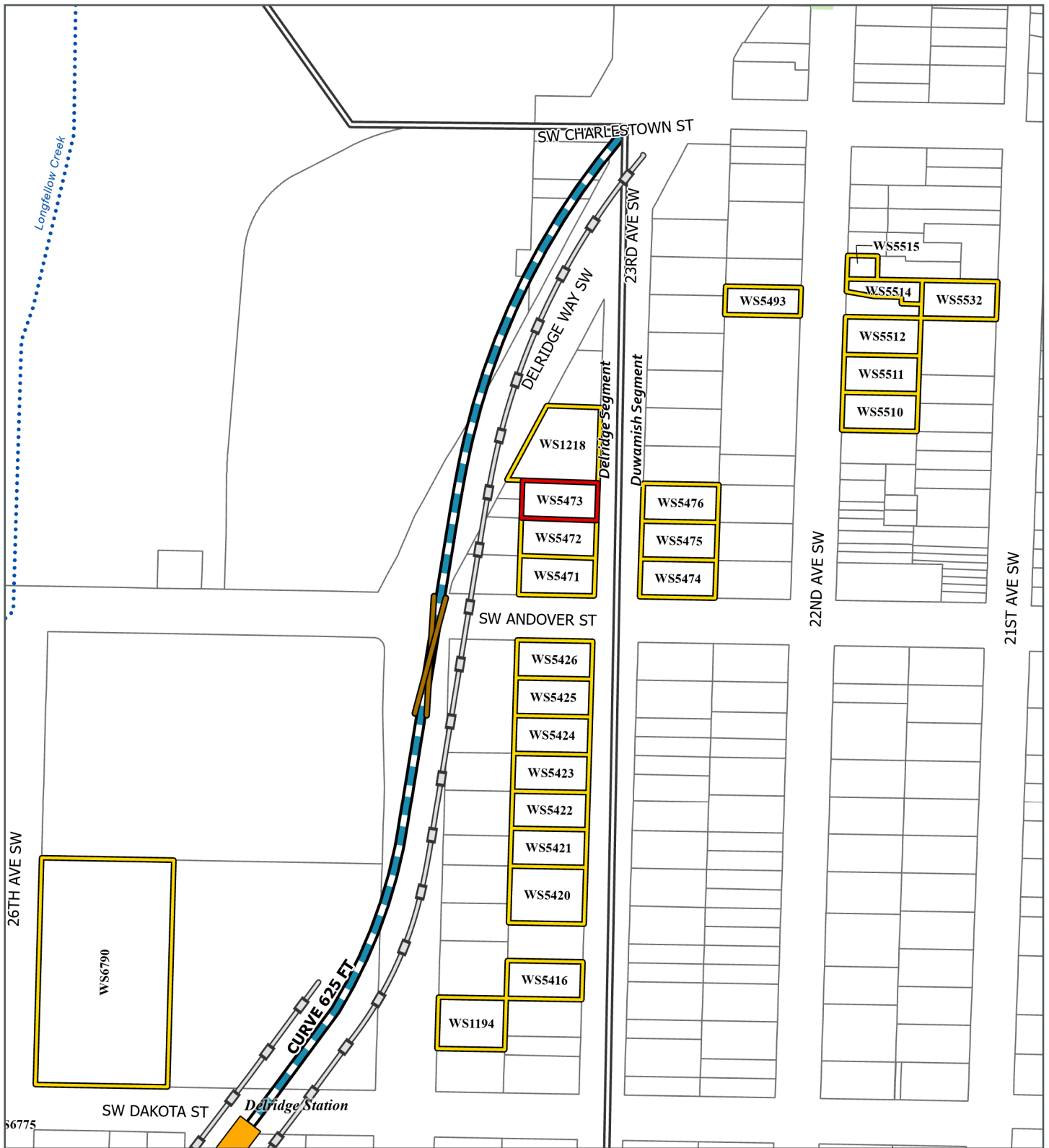
Proposed Sound Wall

- Severe Impact
- Moderate Impact

FIGURE N.3D-5c
Alternative DEL-1a
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

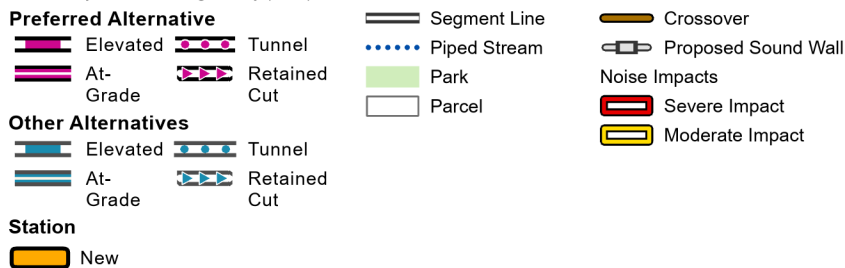
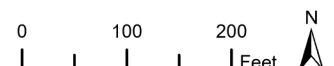


FIGURE N.3D-6a
Option DEL-1b
Noise Impacts (before mitigation)
 Delridge Segment

West Seattle Link Extension





Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

Segment Line

- Stream
- Piped Stream
- Park
- Parcel

Proposed Sound Wall

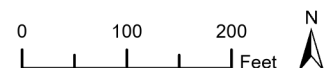
- Severe Impact
- Moderate Impact

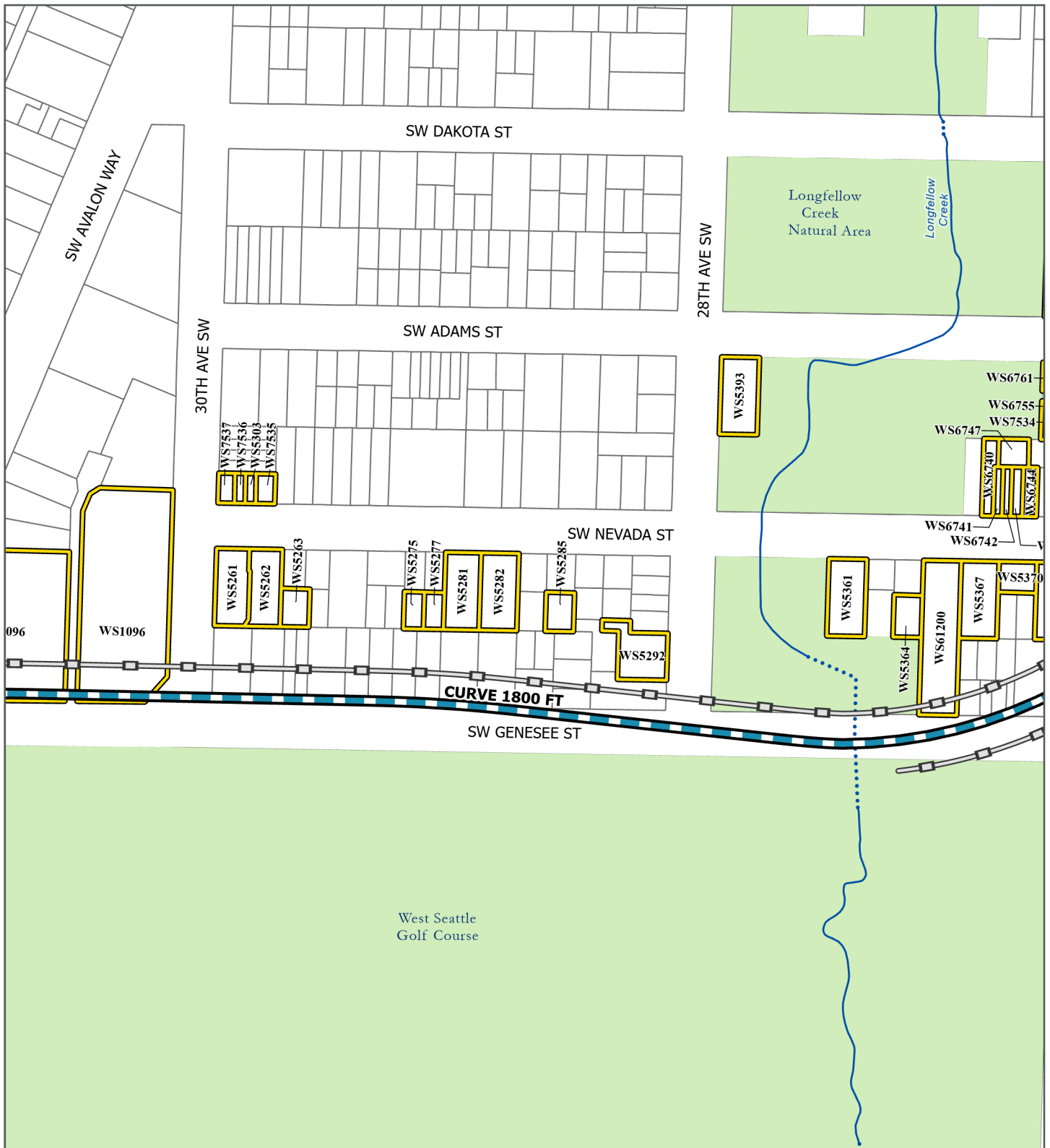
FIGURE N.3D-6b

Option DEL-1b

Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

Stream

Piped Stream

Park

Parcel

Proposed Sound Wall

Noise Impacts

Moderate Impact

FIGURE N.3D-6c

Option DEL-1b

Noise Impacts (before mitigation)

Delridge Segment

West Seattle Link Extension

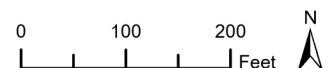
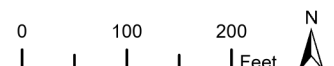
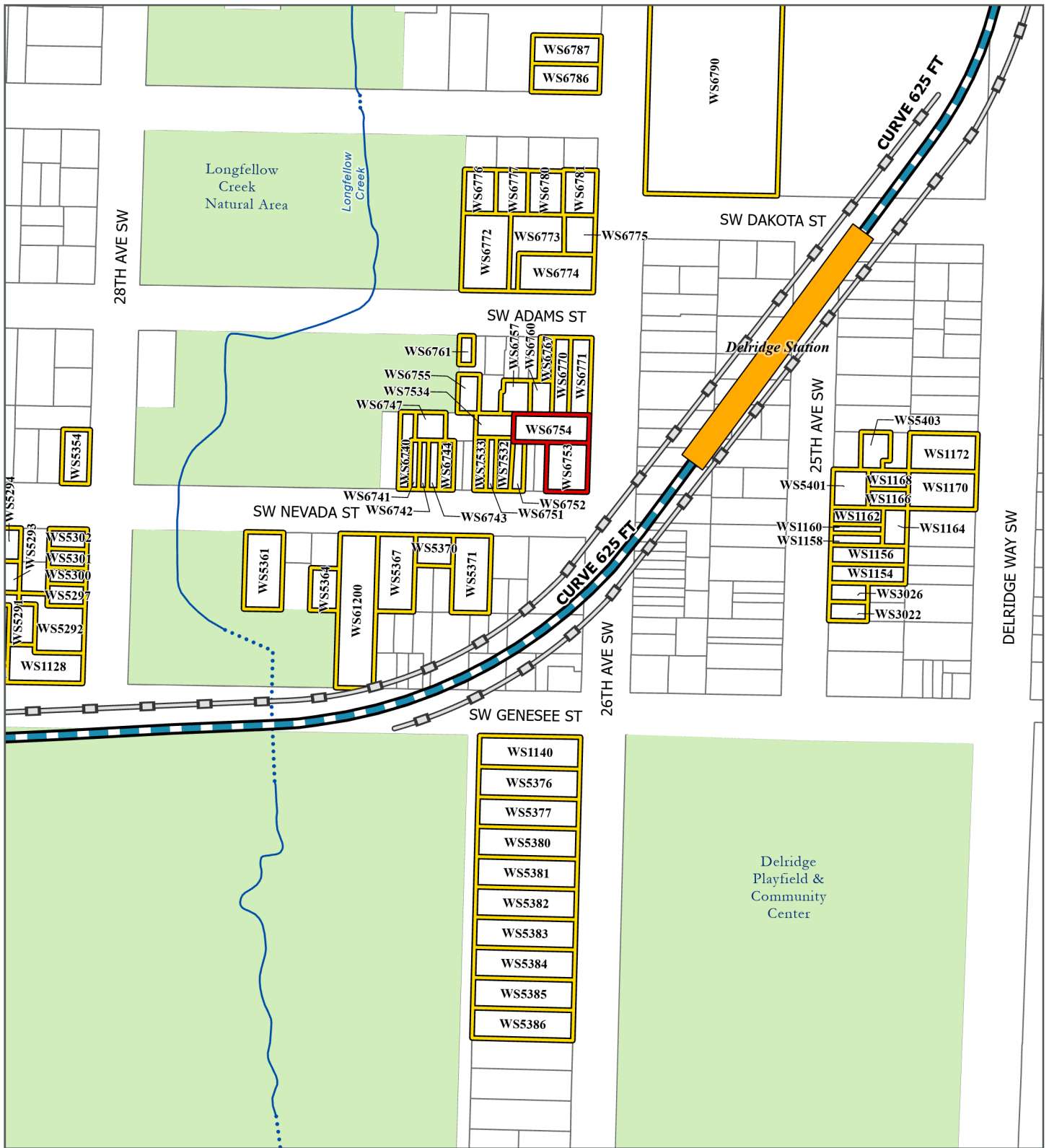




FIGURE N.3D-7a
Alternative DEL-2a
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

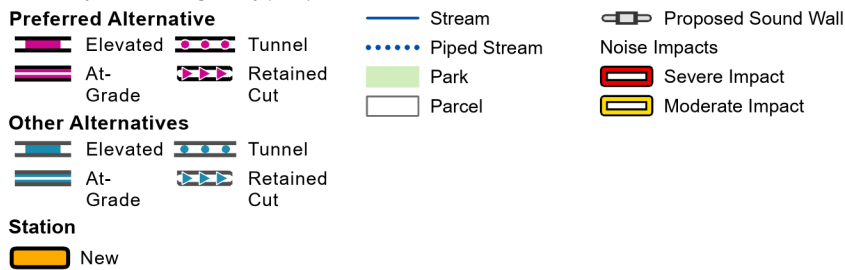
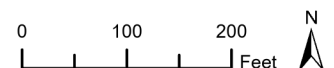


FIGURE N.3D-7b
Alternative DEL-2a
Noise Impacts (before mitigation)
 Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

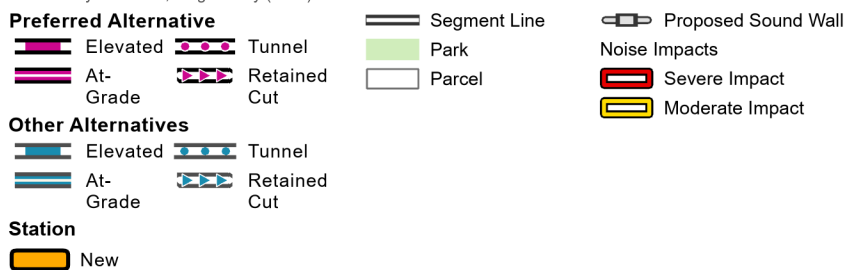
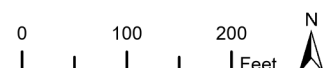
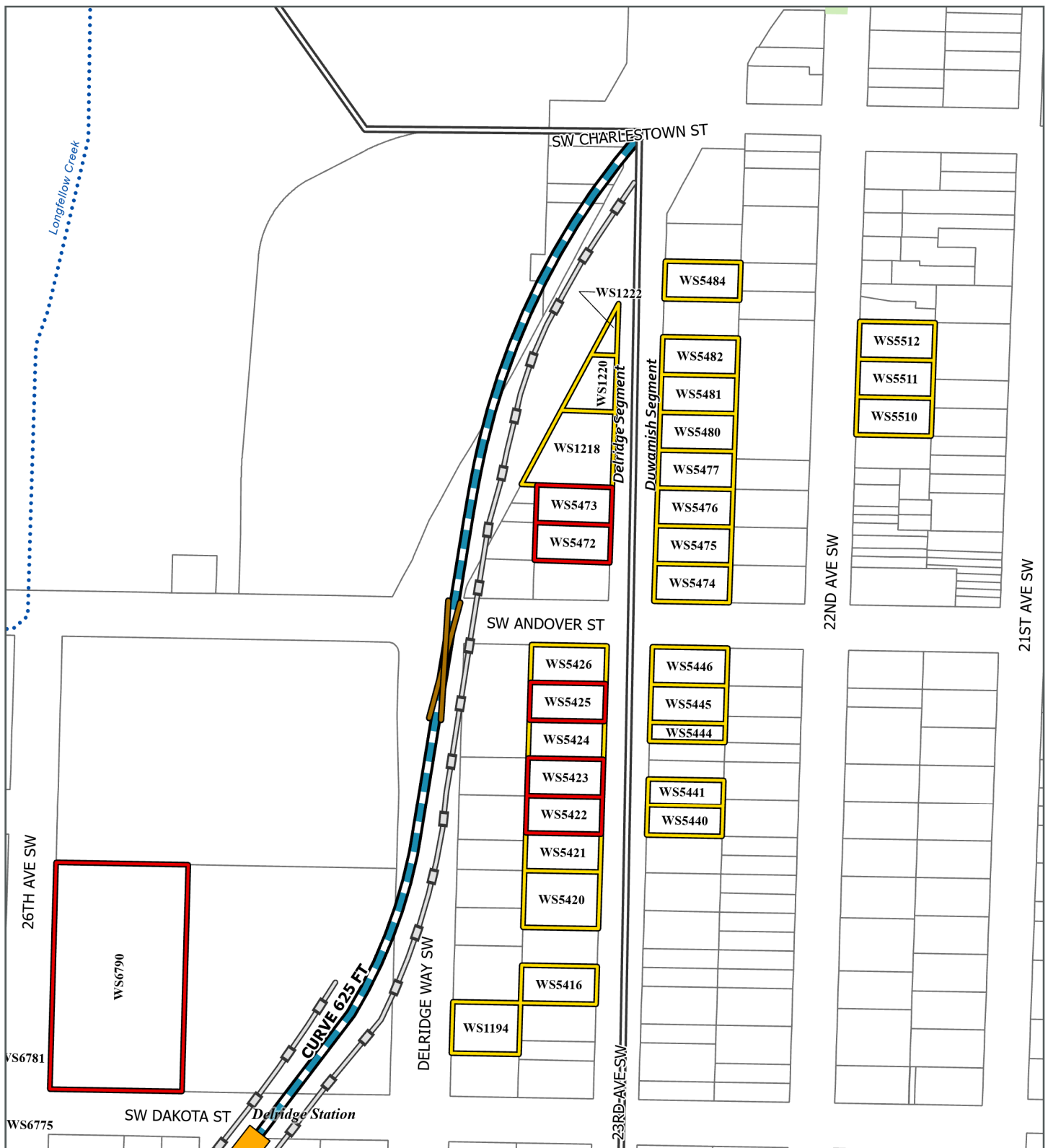


FIGURE N.3D-7c
Alternative DEL-2a
Noise Impacts (before mitigation)
 Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

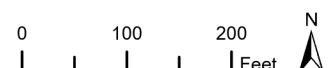
- New

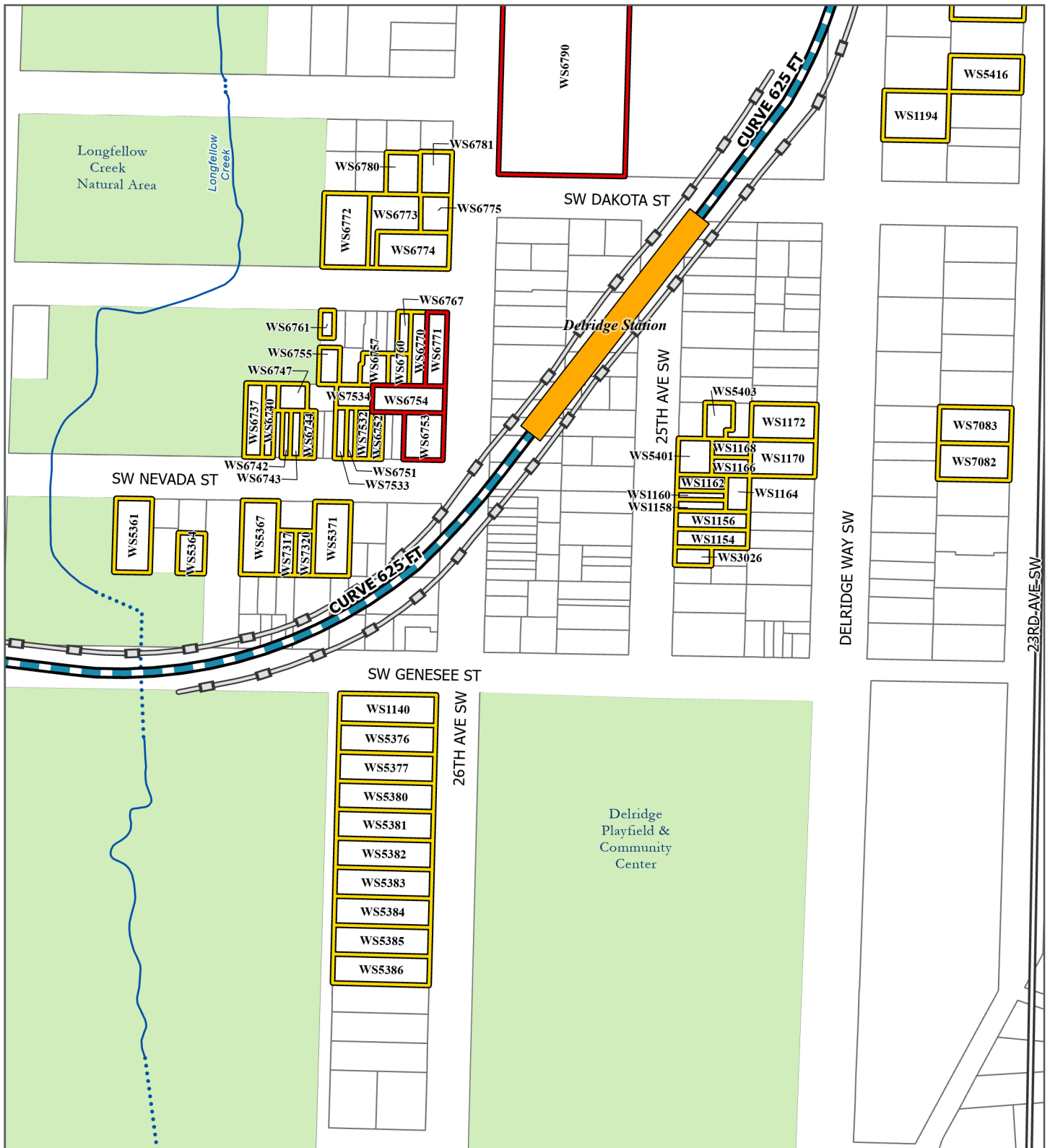
- Segment Line
- Piped Stream
- Park
- Parcel

- Crossover
- Proposed Sound Wall
- Noise Impacts**
- Severe Impact
- Moderate Impact

FIGURE N.3D-8a
Option DEL-2b
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

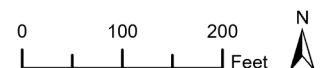
- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

- Proposed Sound Wall
- Noise Impacts**
- Severe Impact
- Moderate Impact

FIGURE N.3D-8b
Option DEL-2b

Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

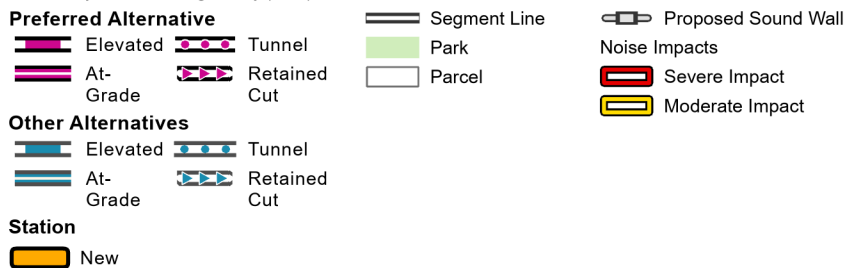
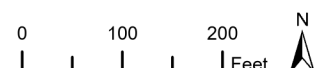






FIGURE N.3D-8c
Option DEL-2b
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension









Preferred Alternative

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut


Other Alternatives

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut


Station


-  New

 Segment Line

 Piped Stream

 Parcel

 Crossover

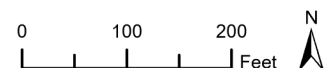
 Proposed Sound Wall

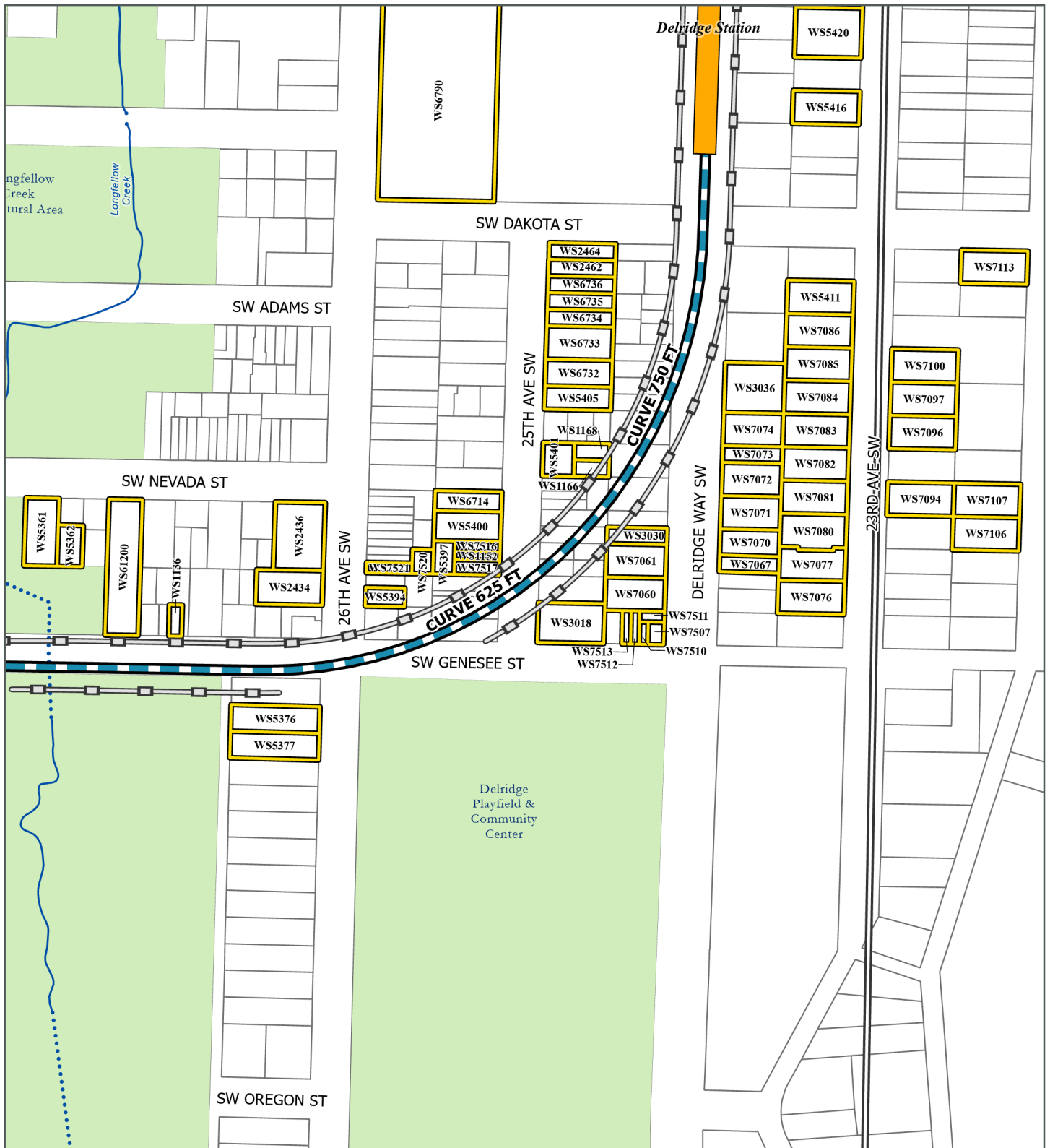
Noise Impacts

 Moderate Impact

FIGURE N.3D-9a
Alternative DEL-3
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

Segment Line

Stream

Piped Stream

Park

Parcel

Proposed Sound Wall

Noise Impacts

Moderate Impact

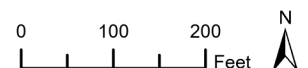
FIGURE N.3D-9b

Alternative DEL-3

Noise Impacts (before mitigation)

Delridge Segment

West Seattle Link Extension



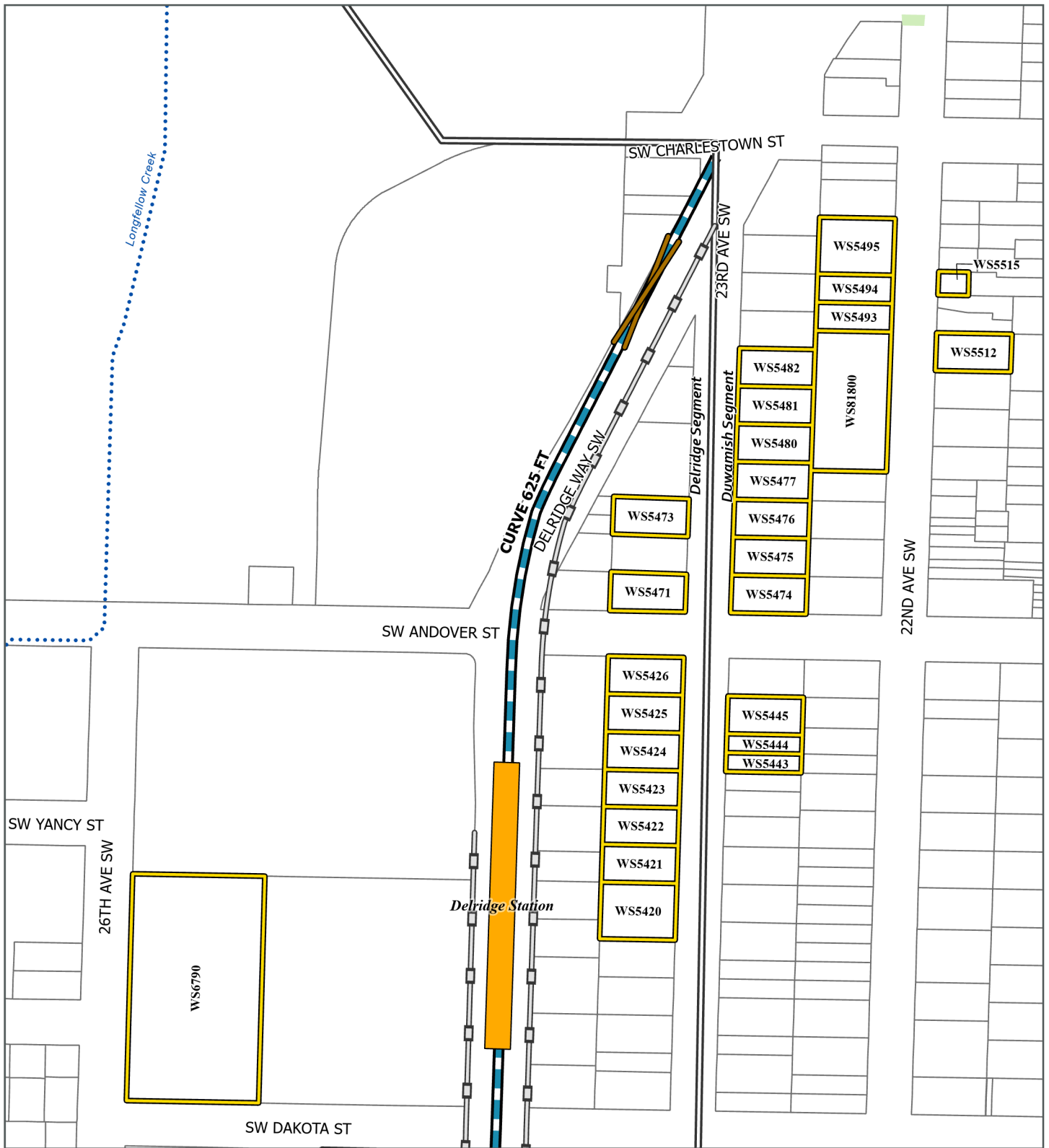
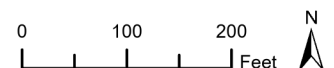


FIGURE N.3D-10a
Alternative DEL-4
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

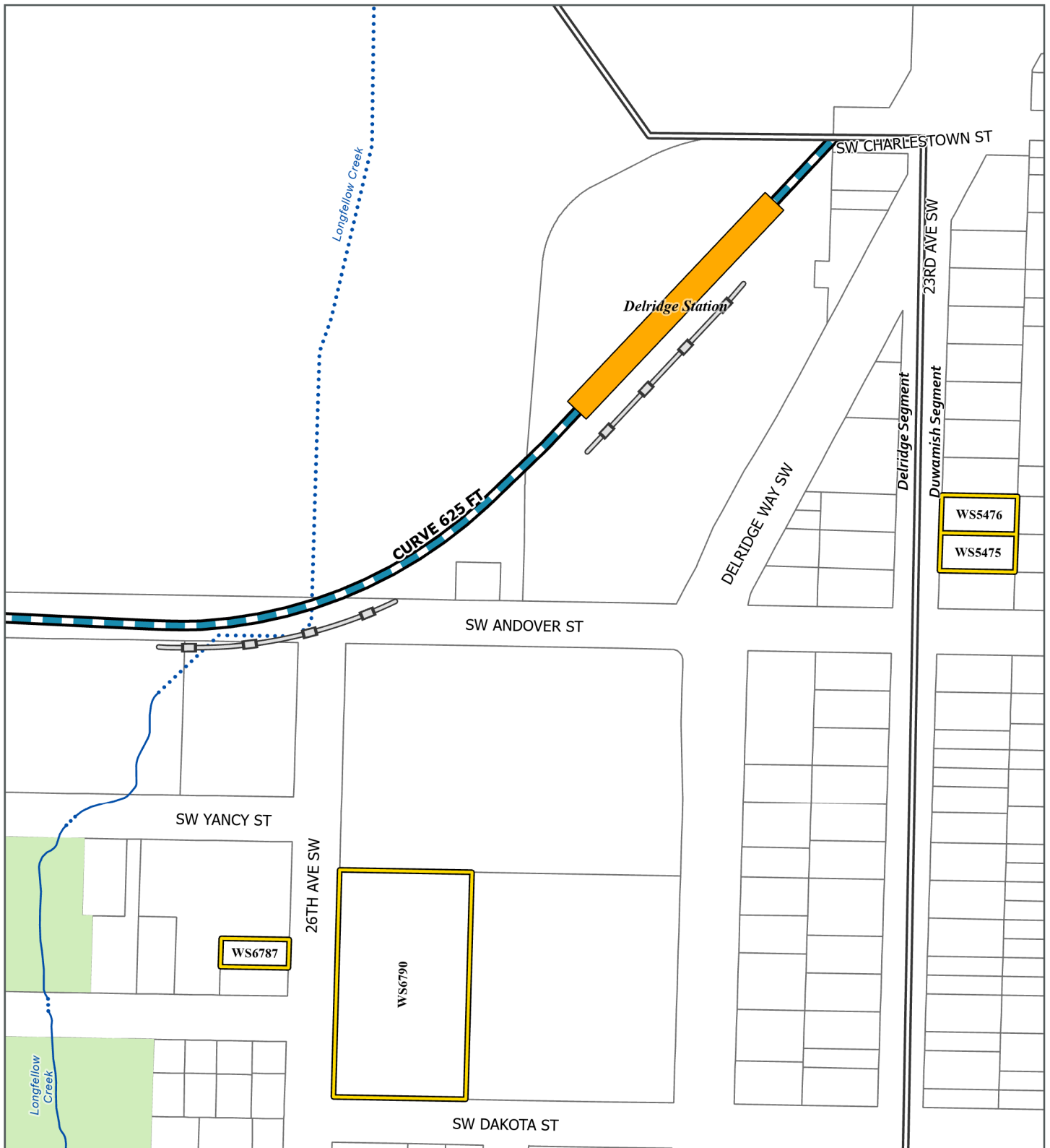
- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

- Proposed Sound Wall
- Noise Impacts**
- Severe Impact
- Moderate Impact

FIGURE N.3D-10c
Alternative DEL-4
Noise Impacts (before mitigation)
 Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

- Segment Line
- Stream
- Piped Stream
- Park
- Parcel

- Proposed Sound Wall
- Noise Impacts**
- Moderate Impact

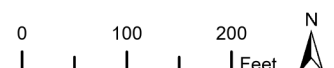
FIGURE N.3D-11a

Alternative DEL-5

Noise Impacts (before mitigation)

Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

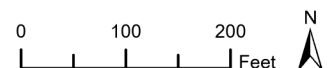
- Park
- Parcel

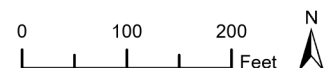
- Proposed Sound Wall

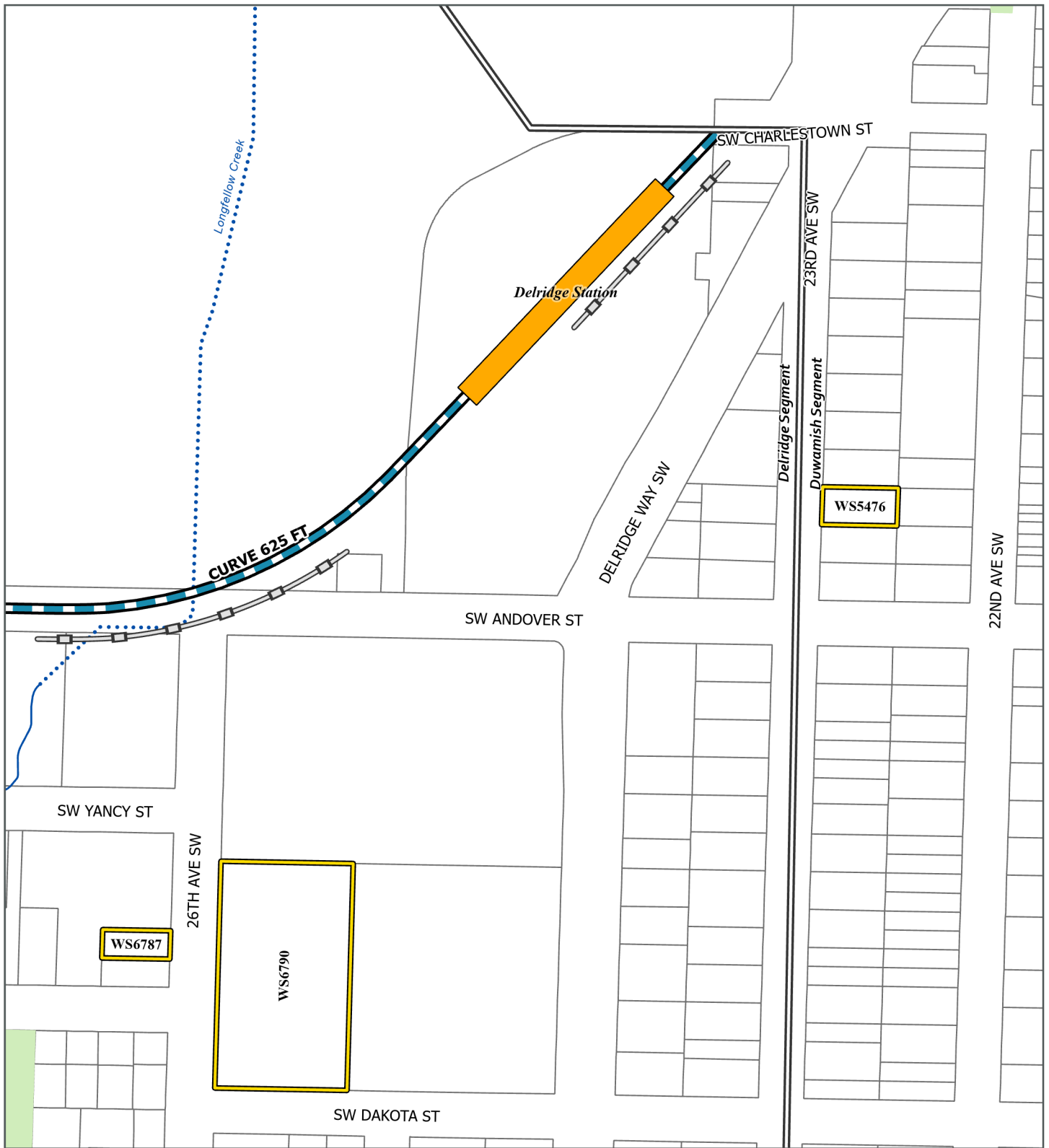
- Noise Impacts**
- Severe Impact
- Moderate Impact

FIGURE N.3D-11b
Alternative DEL-5
Noise Impacts (before mitigation)
Delridge Segment

West Seattle Link Extension







Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

Segment Line

Stream

Piped Stream

Park

Parcel

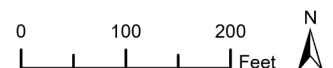
Proposed Sound Wall

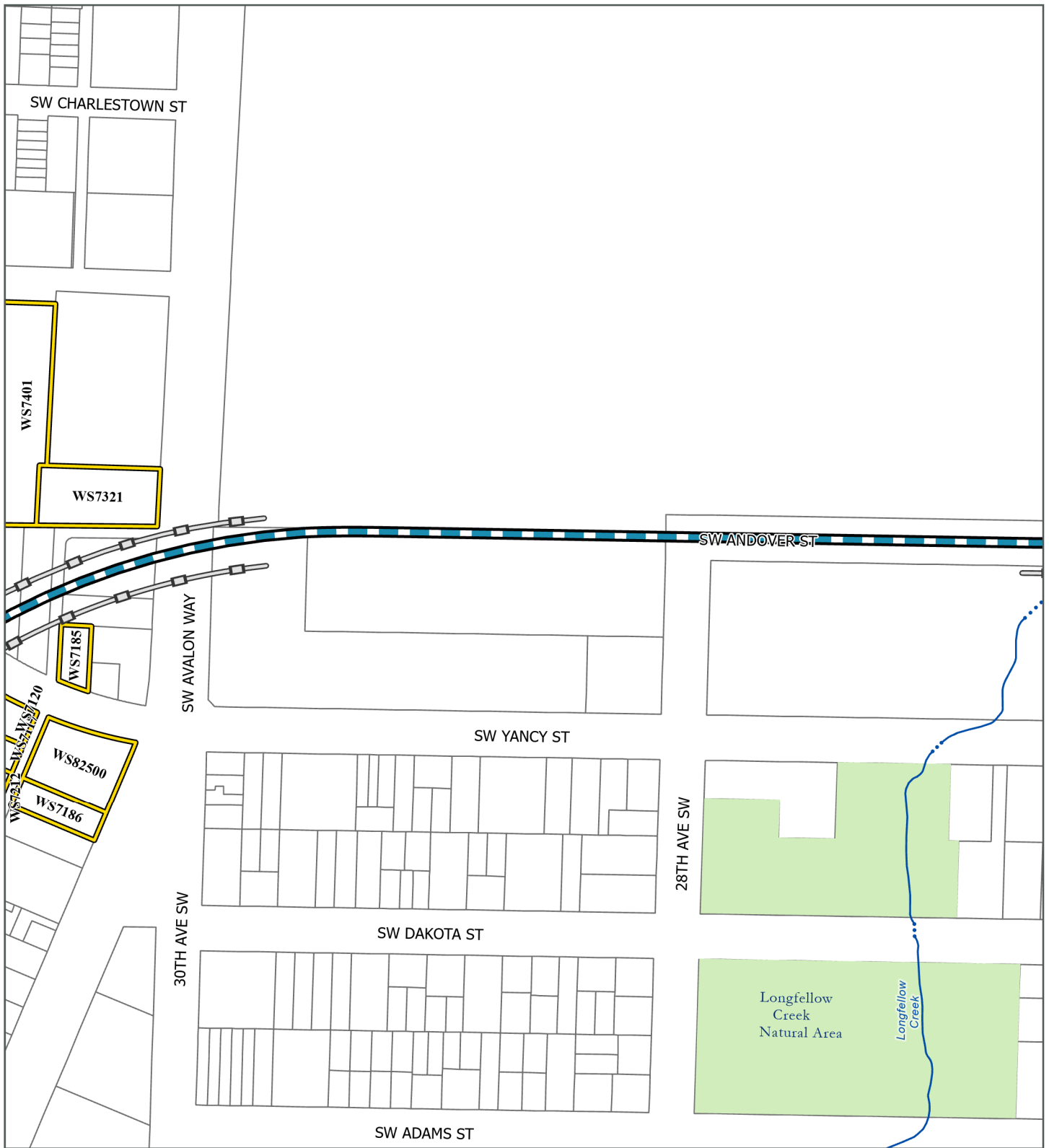
Noise Impacts

Moderate Impact

FIGURE N.3D-12a
Alternative DEL-6a
Noise Impacts (before mitigation)
 Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

Stream

Piped Stream

Park

Parcel

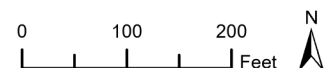
Proposed Sound Wall

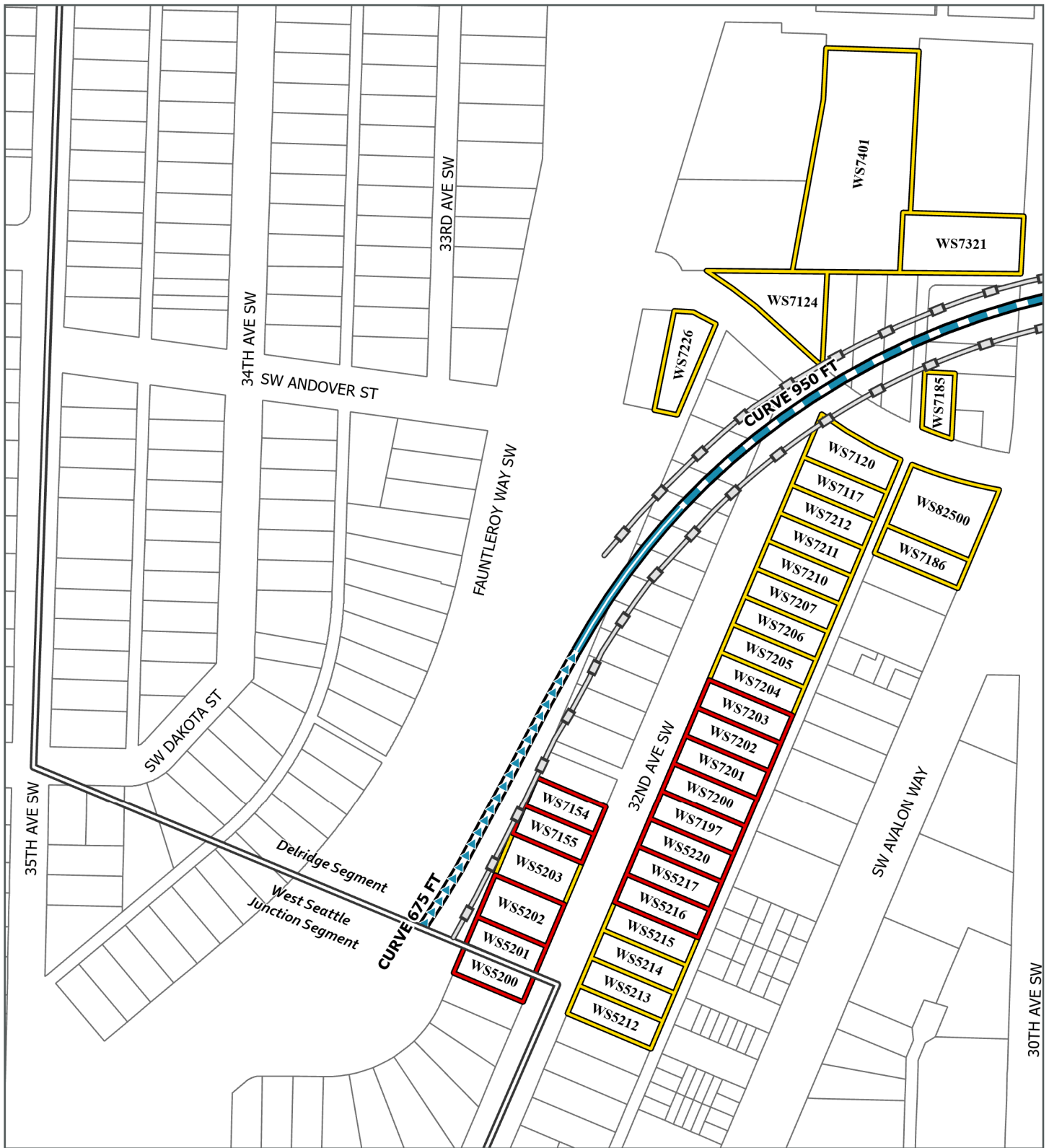
Noise Impacts

Moderate Impact

FIGURE N.3D-12b
Alternative DEL-6a
Noise Impacts (before mitigation)
 Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

- Segment Line
- Parcel

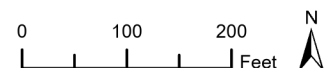
- Proposed Sound Wall

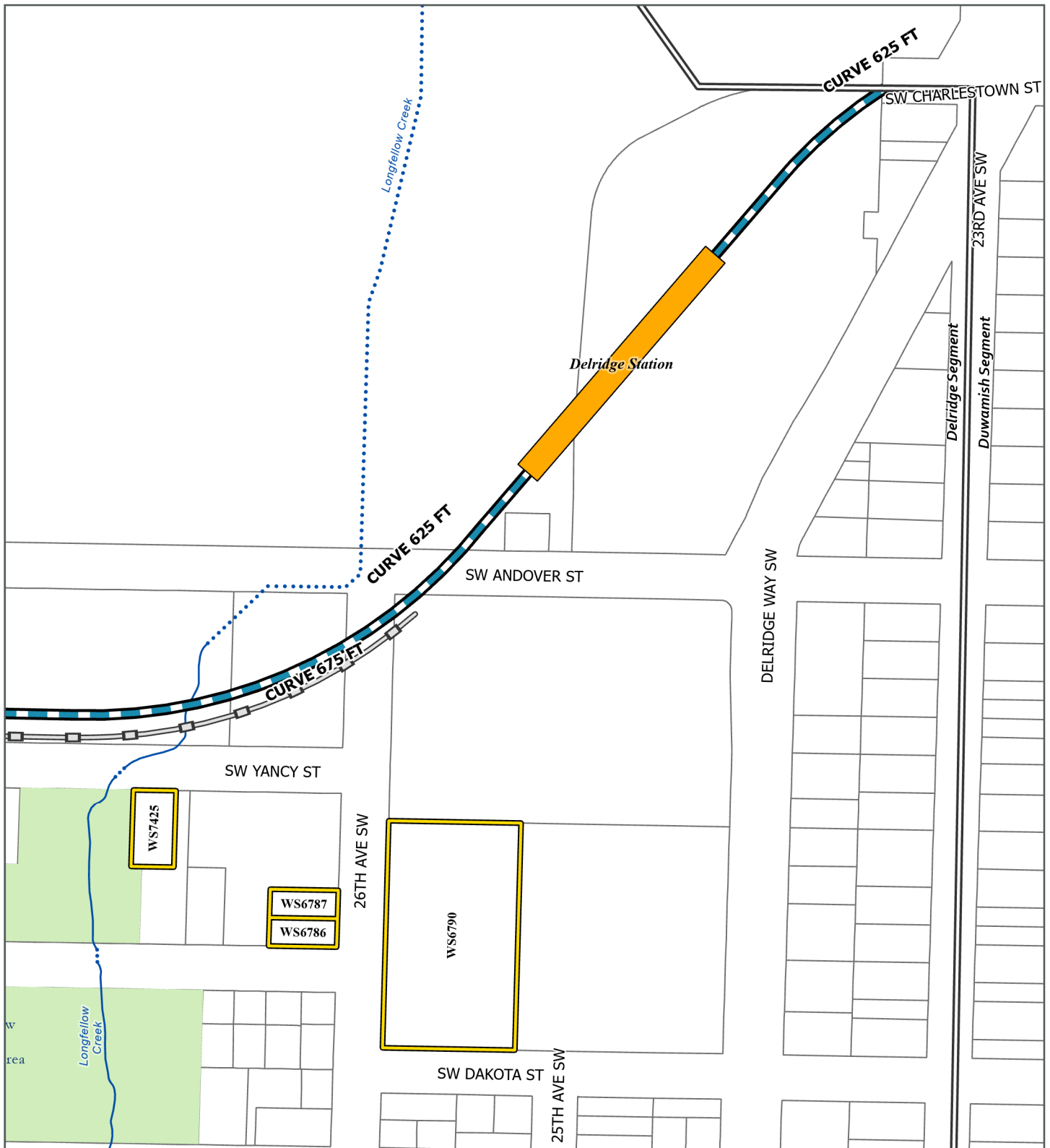
Noise Impacts

- Severe Impact
- Moderate Impact

FIGURE N.3D-12c
Alternative DEL-6a
Noise Impacts (before mitigation)
 Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

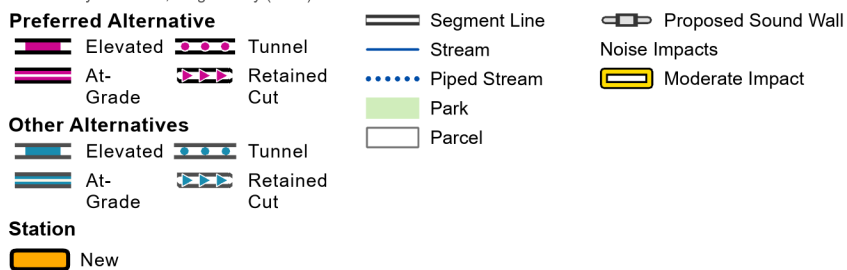
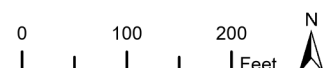
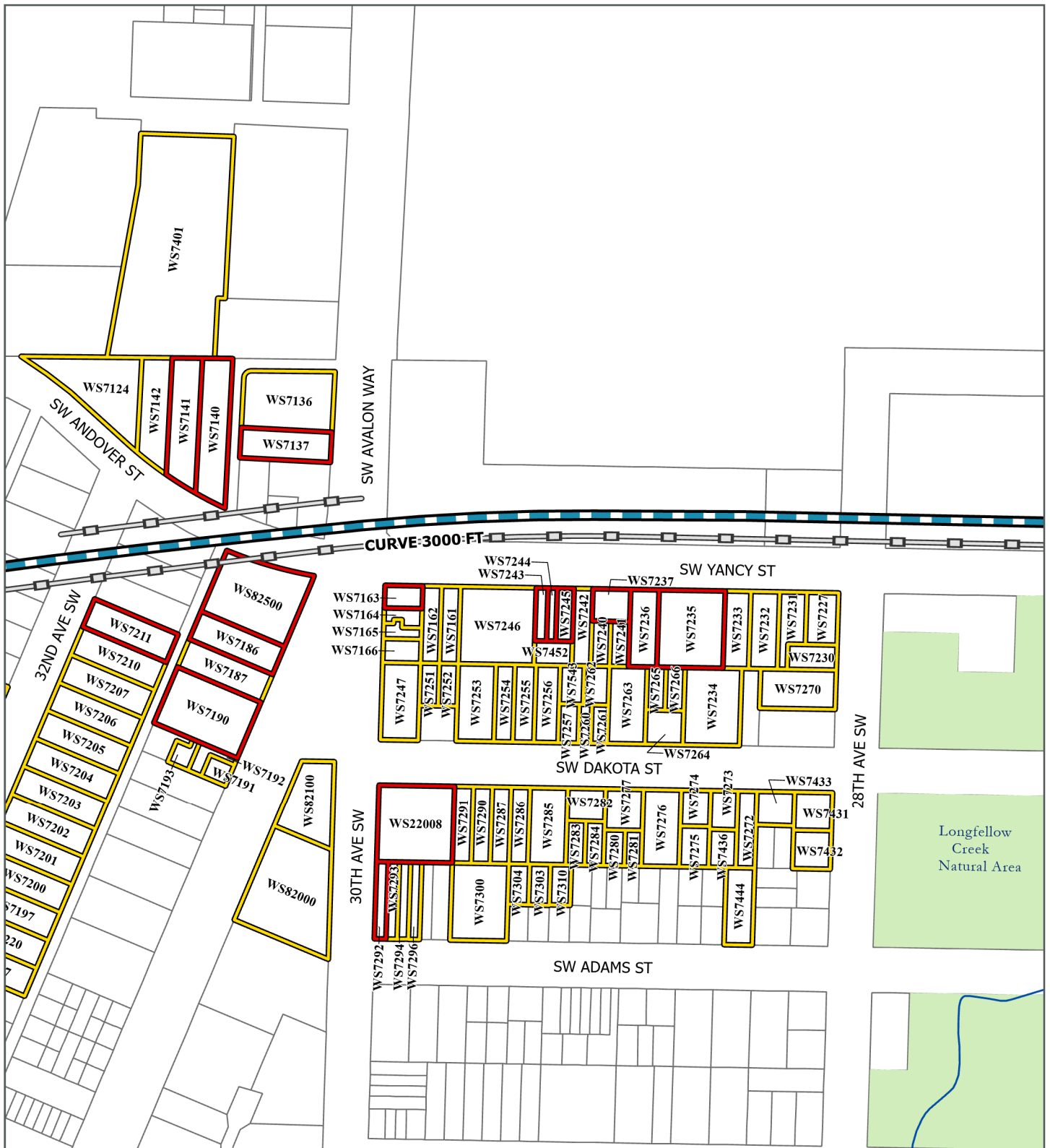


FIGURE N.3D-13a
Alternative DEL-7
Noise Impacts (before mitigation)
 Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

- Stream
- Park
- Parcel

- Proposed Sound Wall

Noise Impacts

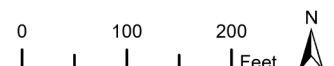
- Severe Impact
- Moderate Impact

FIGURE N.3D-13b

Alternative DEL-7

Noise Impacts (before mitigation) Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

- Segment Line
- Parcel

Proposed Sound Wall

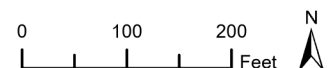
- Severe Impact
- Moderate Impact

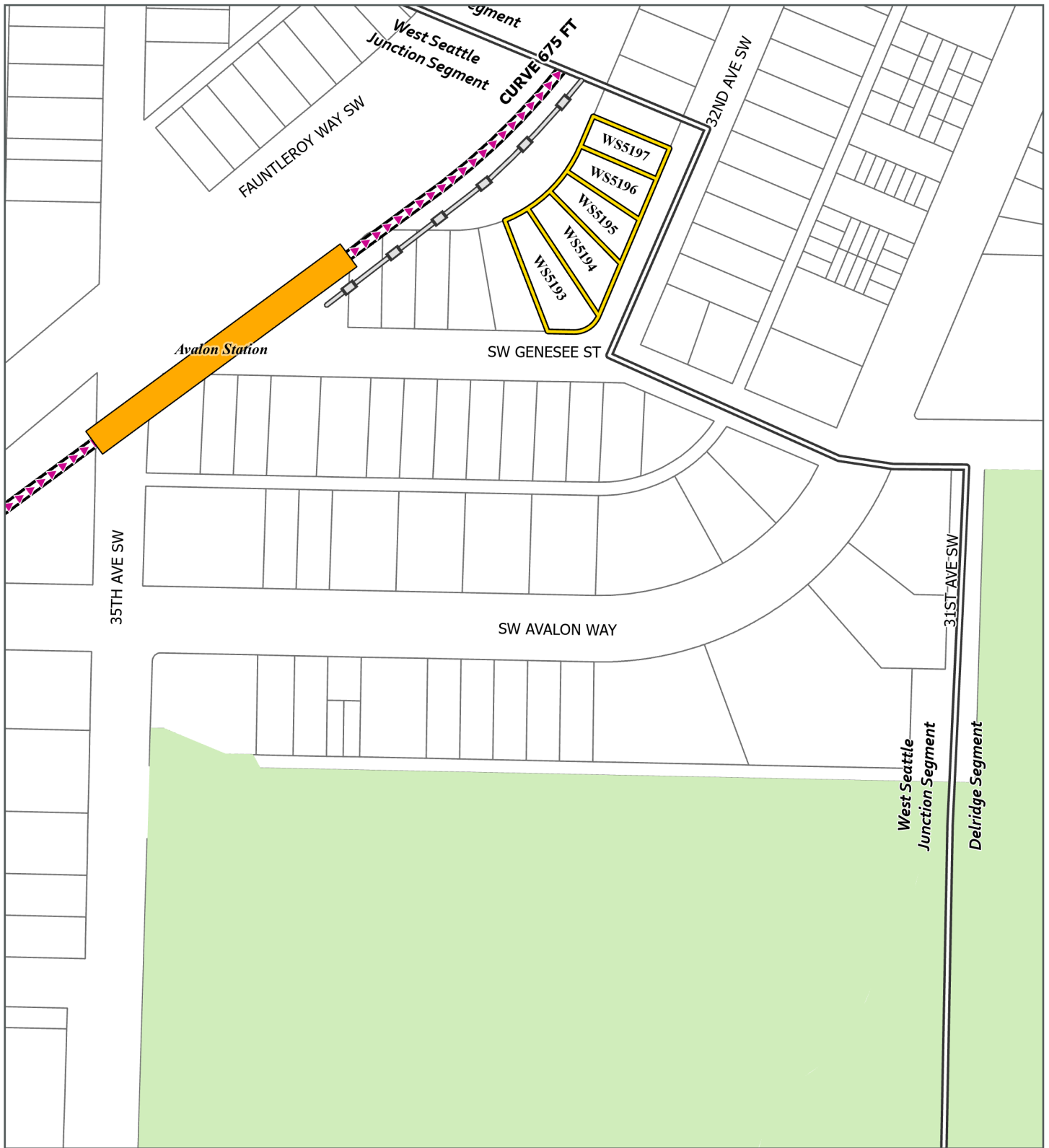
FIGURE N.3D-13c

Alternative DEL-7

Noise Impacts (before mitigation) Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

Segment Line

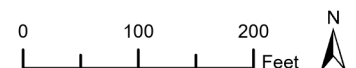
Park

Parcel

Proposed Sound Wall

FIGURE N.3D-14a
Preferred Option WSJ-5b
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

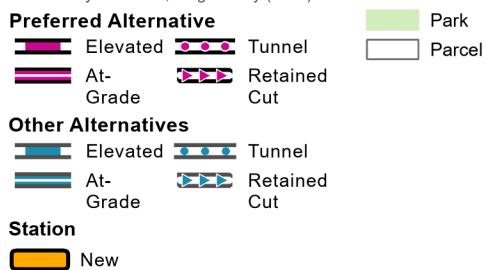
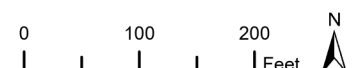


FIGURE N.3D-14b
Preferred Option WSJ-5b
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

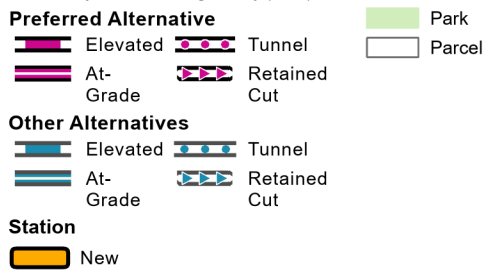
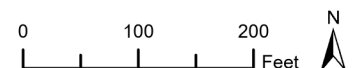


FIGURE N.3D-14c
Preferred Option WSJ-5b
Noise Impacts (before mitigation)
 West Seattle Junction Segment





West Seattle Link Extension









Source: City of Seattle, King County (2023).

Preferred Alternative



-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Other Alternatives

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Station

-  New

-  Park
-  Parcel


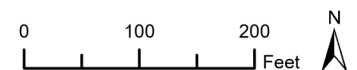
-  Crossover

FIGURE N.3D-14d
Preferred Option WSJ-5b
Noise Impacts (before mitigation)
 West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

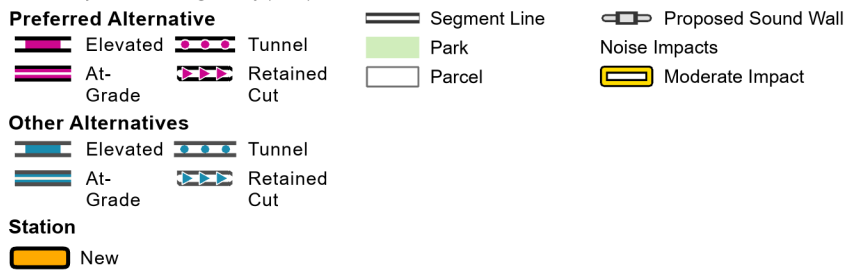
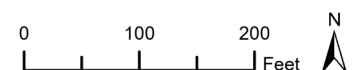


FIGURE N.3D-15a
Alternative WSJ-1
Noise Impacts (before mitigation)
 West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

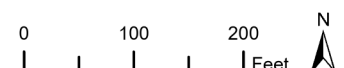
- New

- Park
- Parcel

- Proposed Sound Wall
- Noise Impacts
- Moderate Impact

FIGURE N.3D-15b
Alternative WSJ-1
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

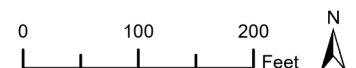
- New

- Park
- Parcel

- Crossover
- Proposed Sound Wall
- Noise Impacts**
- Severe Impact
- Moderate Impact

FIGURE N.3D-15c
Alternative WSJ-1
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

Parcel

Proposed Sound Wall

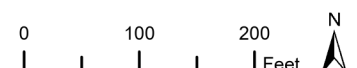
Noise Impacts

Severe Impact

Moderate Impact

FIGURE N.3D-15d
Alternative WSJ-1
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- | | |
|----------|--------------|
| Elevated | Tunnel |
| At-Grade | Retained Cut |

Other Alternatives

- | | |
|----------|--------------|
| Elevated | Tunnel |
| At-Grade | Retained Cut |

Station

- New

Segment Line

Park

Parcel

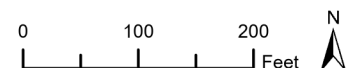
Proposed Sound Wall

Noise Impacts

Moderate Impact

FIGURE N.3D-16a
Alternative WSJ-2
Noise Impacts (before mitigation)
 West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

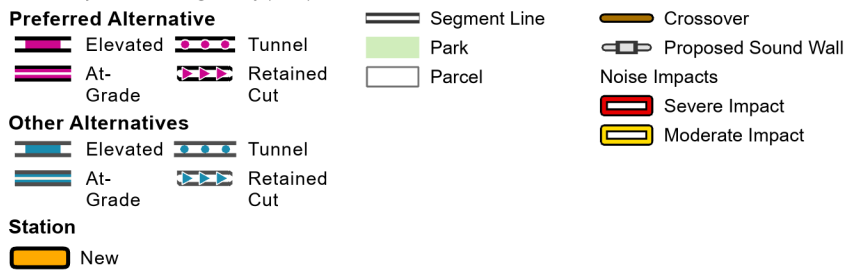
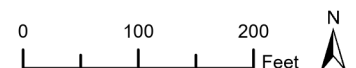


FIGURE N.3D-16b
Alternative WSJ-2
Noise Impacts (before mitigation)
 West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

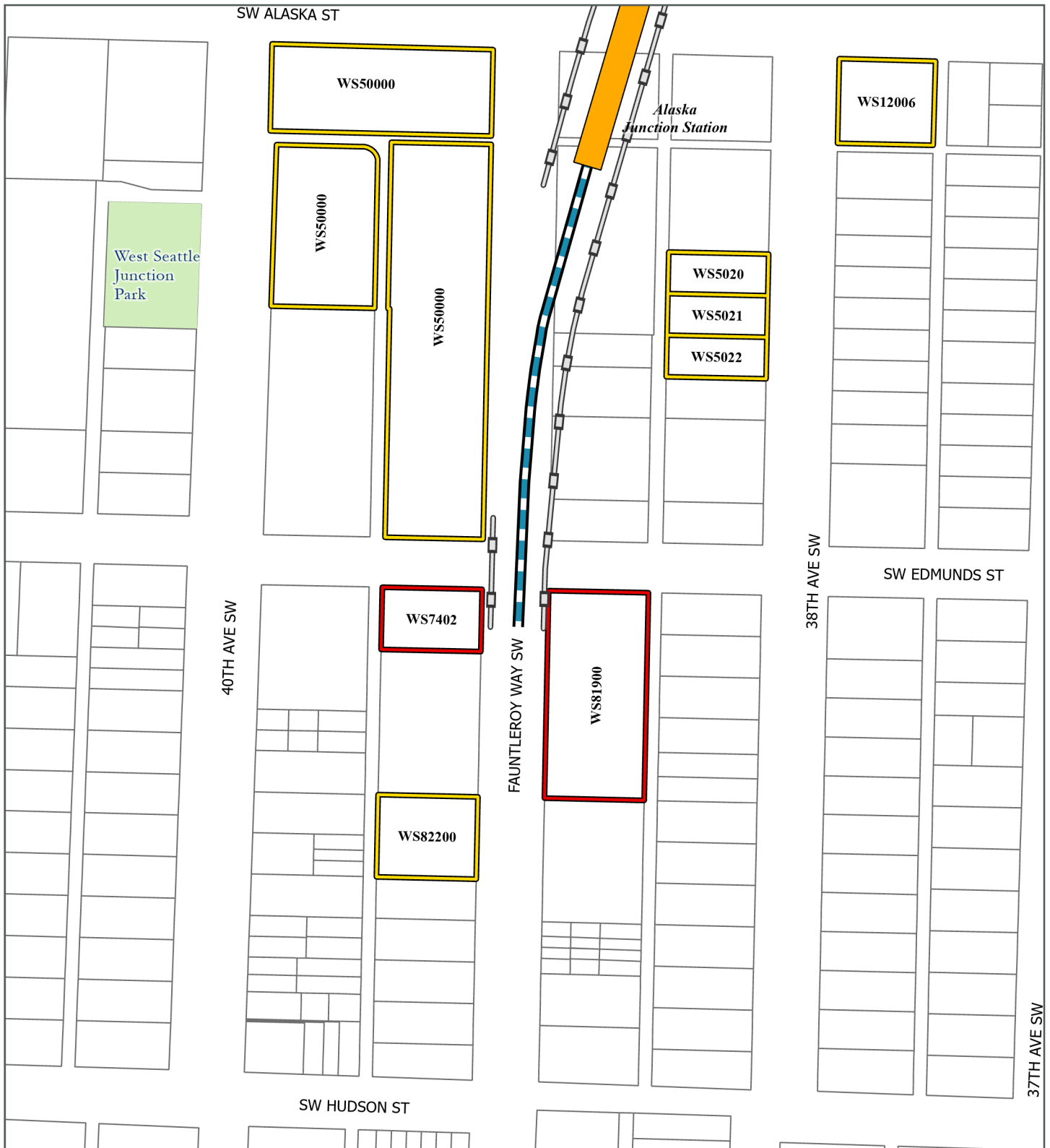
- Park
- Parcel

- Crossover
- Proposed Sound Wall
- Noise Impacts**
- Severe Impact
- Moderate Impact

FIGURE N.3D-16c
Alternative WSJ-2
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

- Park
- Parcel

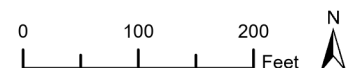
Proposed Sound Wall

Noise Impacts

- Severe Impact
- Moderate Impact

FIGURE N.3D-16d
Alternative WSJ-2
Noise Impacts (before mitigation)
 West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

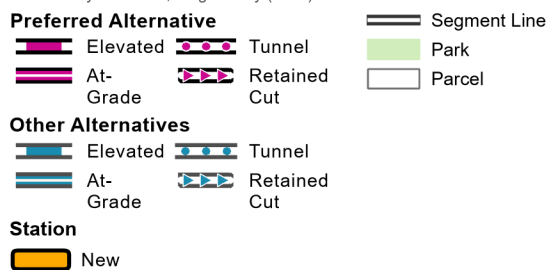
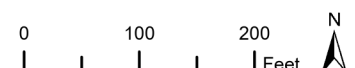
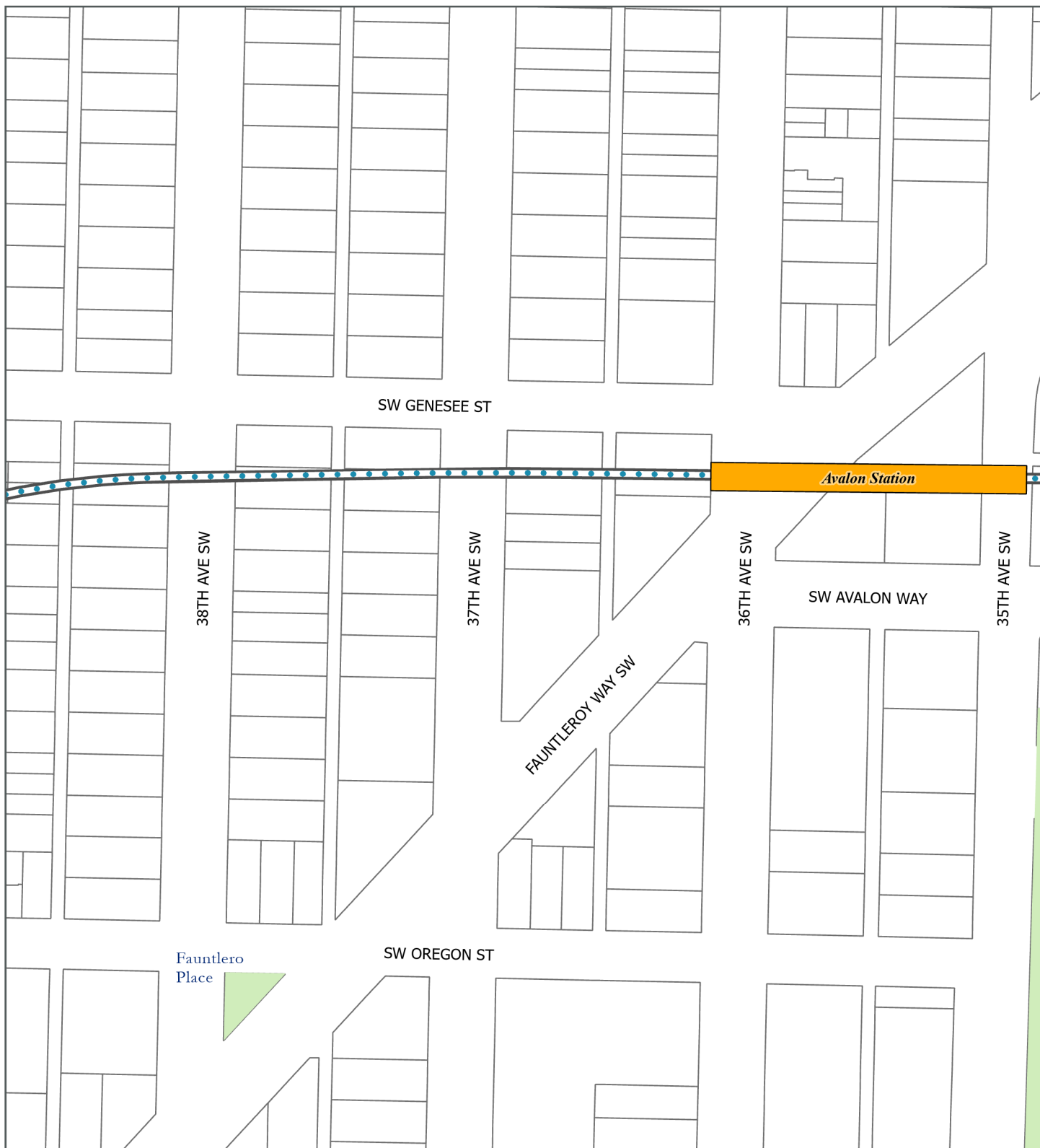


FIGURE N.3D-17a
Alternative WSJ-3a
Noise Impacts (before mitigation)
 West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

- Park
- Parcel

FIGURE N.3D-17b
Alternative WSJ-3a
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

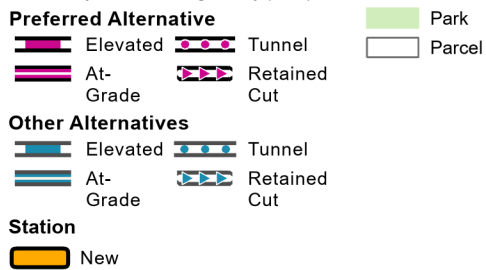
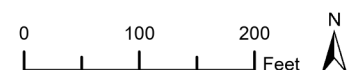


FIGURE N.3D-17c
Alternative WSJ-3a
Noise Impacts (before mitigation)
 West Seattle Junction Segment





West Seattle Link Extension









Source: City of Seattle, King County (2023).

Preferred Alternative



-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Other Alternatives

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Station

-  New

-  Park
-  Parcel


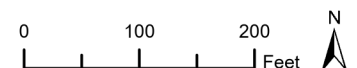
-  Crossover

FIGURE N.3D-17d
Alternative WSJ-3a
Noise Impacts (before mitigation)
 West Seattle Junction Segment





West Seattle Link Extension









Source: City of Seattle, King County (2023).

Preferred Alternative

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Other Alternatives

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Station

-  New



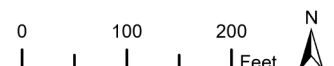
-  Segment Line
-  Park
-  Parcel

FIGURE N.3D-18a
Option WSJ-3b
Noise Impacts (before mitigation)
West Seattle Junction Segment





West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Other Alternatives

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Station

-  New

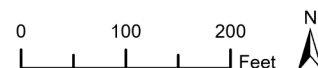
-  Park
-  Parcel

FIGURE N.3D-18b

Option WSJ-3b

Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- | | |
|----------|--------------|
| Elevated | Tunnel |
| At-Grade | Retained Cut |

Other Alternatives

- | | |
|----------|--------------|
| Elevated | Tunnel |
| At-Grade | Retained Cut |

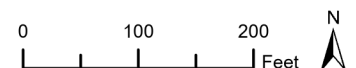
Station

- New

- Park
- Parcel

FIGURE N.3D-18c
Option WSJ-3b
Noise Impacts (before mitigation)
West Seattle Junction Segment





West Seattle Link Extension









Source: City of Seattle, King County (2023).

Preferred Alternative



- | | |
|--|--|
|  Elevated |  Tunnel |
|  At-Grade |  Retained Cut |

Other Alternatives

- | | |
|--|--|
|  Elevated |  Tunnel |
|  At-Grade |  Retained Cut |

Station

-  New

-  Park
-  Parcel


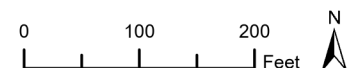
-  Crossover

FIGURE N.3D-18d
Option WSJ-3b
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

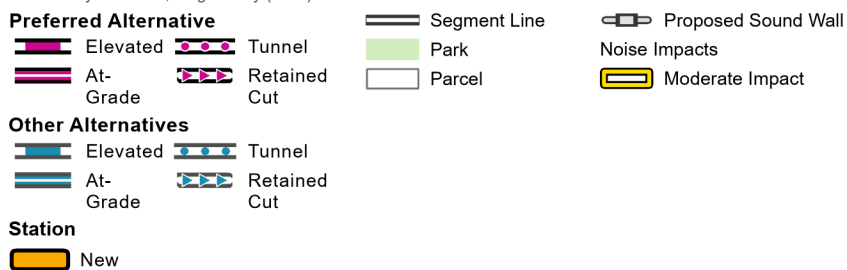
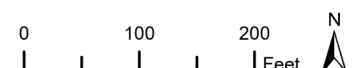
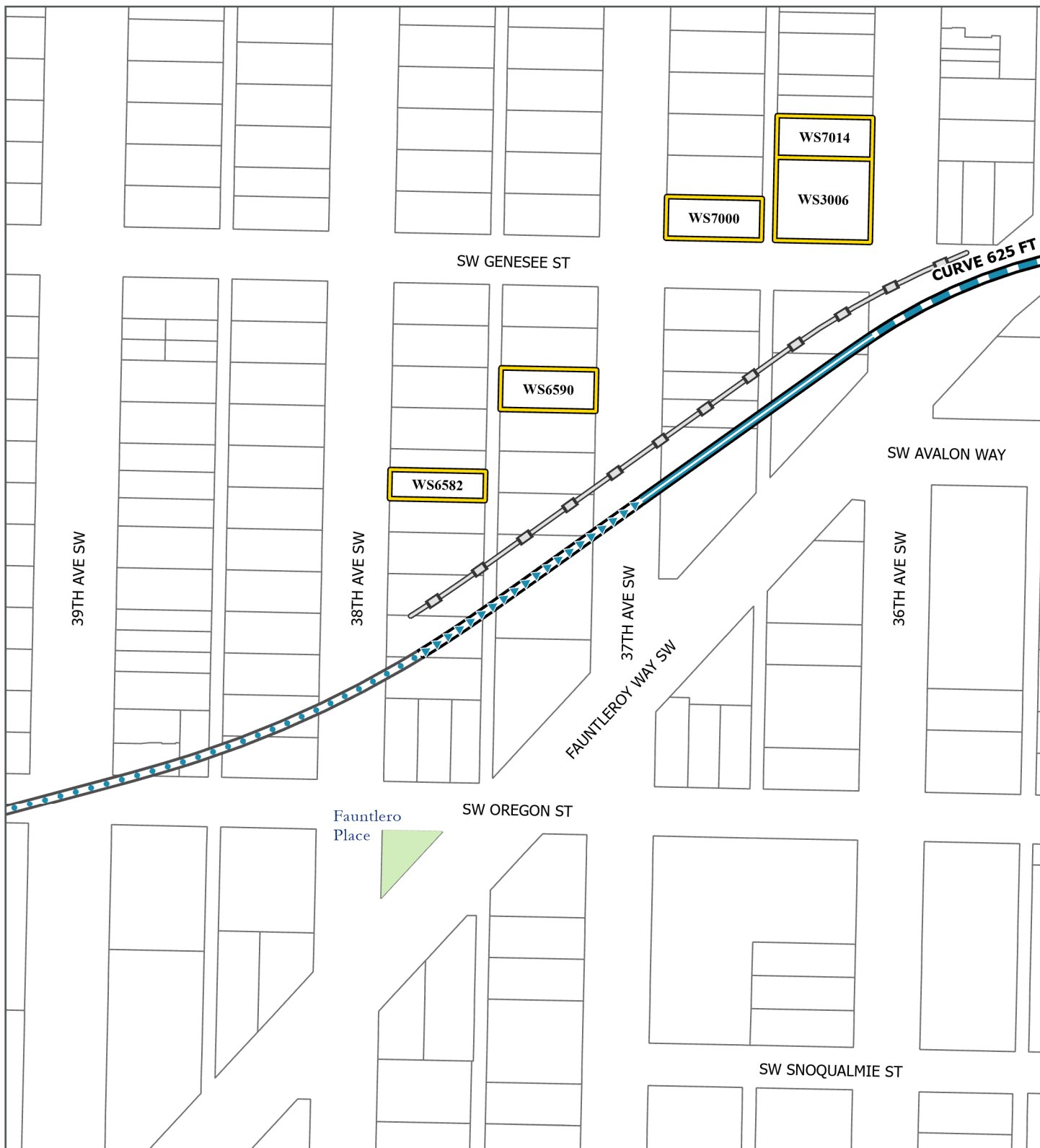


FIGURE N.3D-19a
Alternative WSJ-4
Noise Impacts (before mitigation)
West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New

- Park
- Parcel

- Proposed Sound Wall

Noise Impacts

- Moderate Impact

FIGURE N.3D-19b
Alternative WSJ-4
Noise Impacts (before mitigation)
 West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

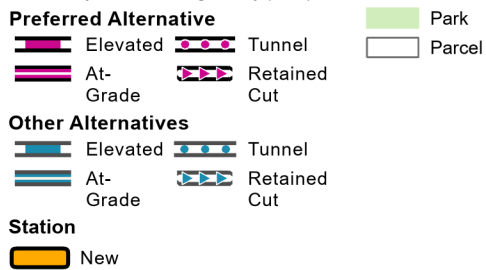
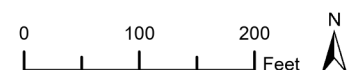


FIGURE N.3D-19c
Alternative WSJ-4
Noise Impacts (before mitigation)
 West Seattle Junction Segment





West Seattle Link Extension









Source: City of Seattle, King County (2023).

Preferred Alternative



- | | |
|--|--|
|  Elevated |  Tunnel |
|  At-Grade |  Retained Cut |

Other Alternatives

- | | |
|--|--|
|  Elevated |  Tunnel |
|  At-Grade |  Retained Cut |

Station

-  New

-  Park
-  Parcel


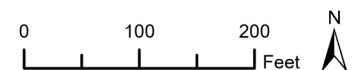
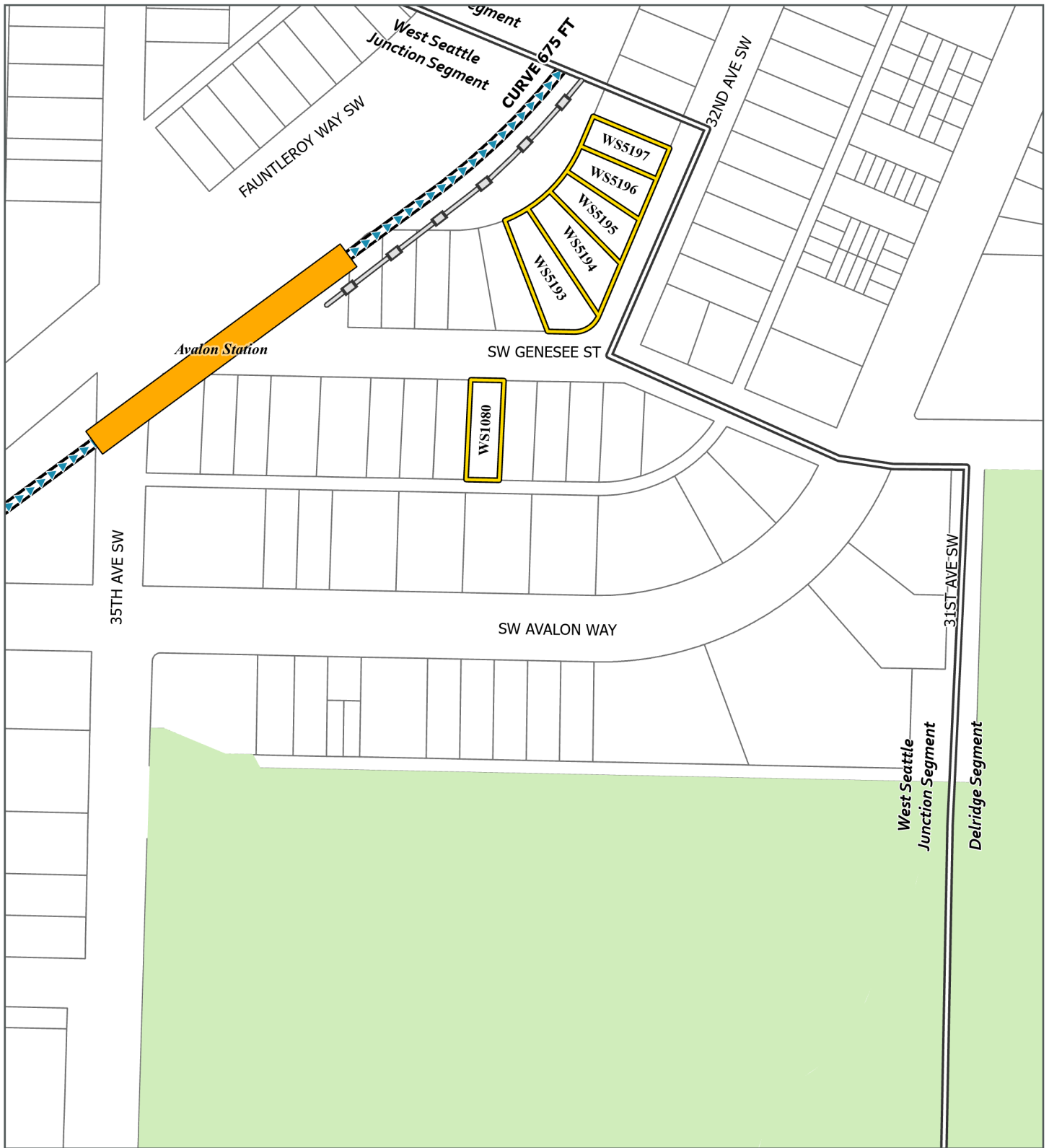
-  Crossover

FIGURE N.3D-19d
Alternative WSJ-4
Noise Impacts (before mitigation)
 West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

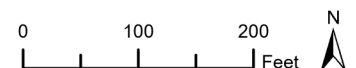
- New

- Segment Line
- Park
- Parcel

- Proposed Sound Wall
- Noise Impacts**
- Moderate Impact

FIGURE N.3D-20a
Alternative WSJ-5a
Noise Impacts (before mitigation)
 West Seattle Junction Segment





West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

-  Elevated
-  Tunnel
-  At-Grade
-  Retained Cut

Other Alternatives

-  Elevated
-  Tunnel
-  At-Grade
-  Retained Cut

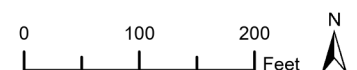
Station

-  New

-  Park
-  Parcel

FIGURE N.3D-20b
Alternative WSJ-5a
Noise Impacts (before mitigation)
West Seattle Junction Segment





West Seattle Link Extension









Source: City of Seattle, King County (2023).

Preferred Alternative

- | | |
|--|--|
|  Elevated |  Tunnel |
|  At-Grade |  Retained Cut |

Other Alternatives

- | | |
|--|--|
|  Elevated |  Tunnel |
|  At-Grade |  Retained Cut |

Station

-  New



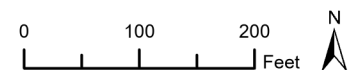
-  Park
-  Parcel

FIGURE N.3D-20c
Alternative WSJ-5a
Noise Impacts (before mitigation)
 West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

- | | |
|----------|--------------|
| Elevated | Tunnel |
| At-Grade | Retained Cut |

Other Alternatives

- | | |
|----------|--------------|
| Elevated | Tunnel |
| At-Grade | Retained Cut |

Station

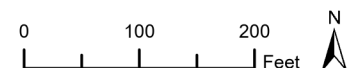
- New

- Park
- Parcel

- Crossover

FIGURE N.3D-20d
Alternative WSJ-5a
Noise Impacts (before mitigation)
West Seattle Junction Segment





West Seattle Link Extension









Source: City of Seattle, King County (2023).

Preferred Alternative

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Other Alternatives

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Station

-  New



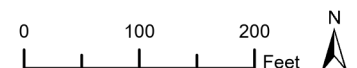
-  Segment Line
-  Parcel

FIGURE N.3D-21a
Alternative WSJ-6
Noise Impacts (before mitigation)
 West Seattle Junction Segment





West Seattle Link Extension





Source: City of Seattle, King County (2023).

Preferred Alternative

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Other Alternatives

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

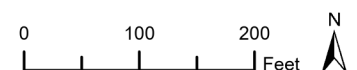
Station

-  New

 Parcel

FIGURE N.3D-21b
Alternative WSJ-6
Noise Impacts (before mitigation)
 West Seattle Junction Segment





West Seattle Link Extension









Source: City of Seattle, King County (2023).

Preferred Alternative

- | | |
|--|--|
|  Elevated |  Tunnel |
|  At-Grade |  Retained Cut |

Other Alternatives

- | | |
|--|--|
|  Elevated |  Tunnel |
|  At-Grade |  Retained Cut |

Station

-  New



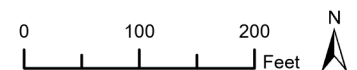
-  Park
-  Parcel

FIGURE N.3D-21c
Alternative WSJ-6
Noise Impacts (before mitigation)
 West Seattle Junction Segment





West Seattle Link Extension









Source: City of Seattle, King County (2023).

Preferred Alternative

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Other Alternatives

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut

Station

-  New



-  Park
-  Parcel

FIGURE N.3D-21d
Alternative WSJ-6
Noise Impacts (before mitigation)
 West Seattle Junction Segment

West Seattle Link Extension

