



Everett Link Extension

ATTACHMENT A

Noise Measurement Site Photographs

Figure A-1 Long-Term Noise Measurement LT-28: 20007 44th Avenue



**Figure A-2 Long-Term Noise Measurement LT-27: Hilton Garden Inn
Seattle/Lynnwood**



Figure A-3 Long-Term Noise Measurement LT-26: The Woods at Alderwood

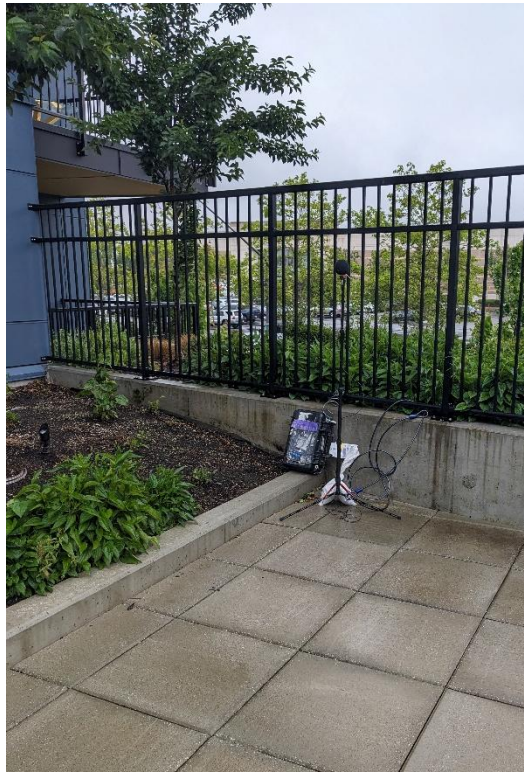


Figure A-4 Long-Term Noise Measurement LT-25: 2212 180th Street



Figure A-5 Long-Term Noise Measurement LT-24: 17623 176th Place SW

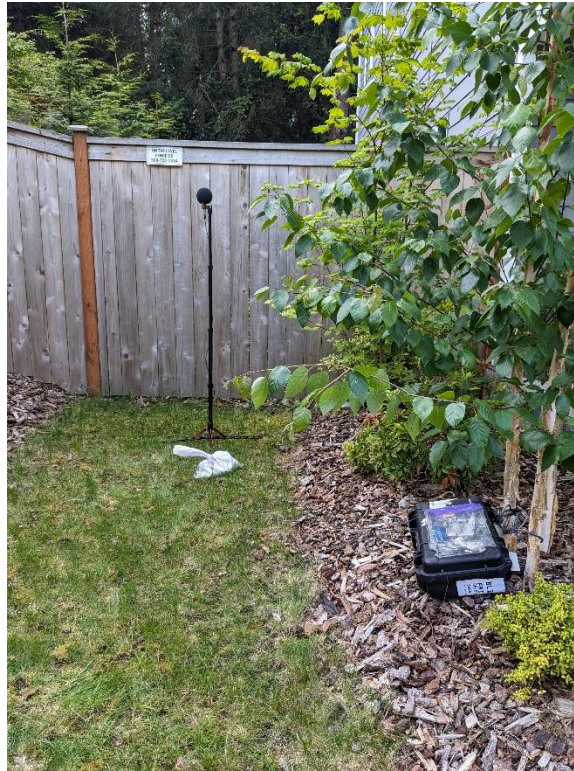


Figure A-6 Long-Term Noise Measurement LT-23: 17014 18th Place

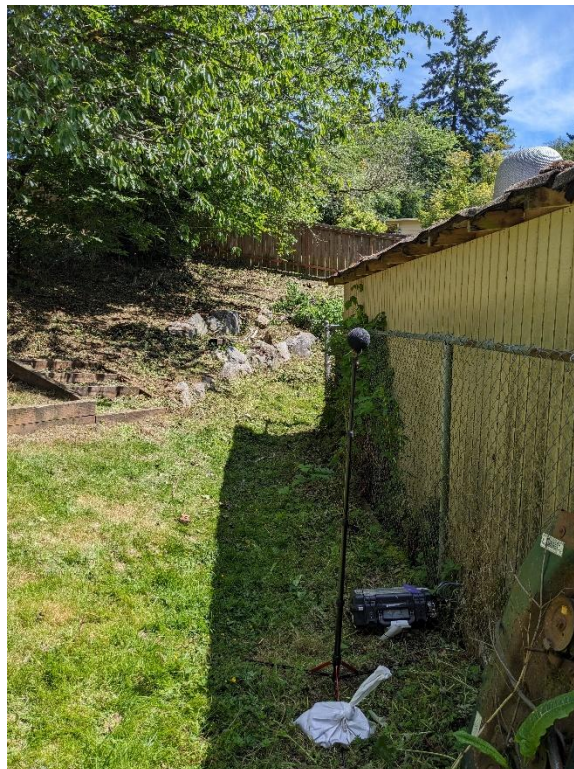


Figure A-7 Long-Term Noise Measurement LT-22: 16921 20th Avenue

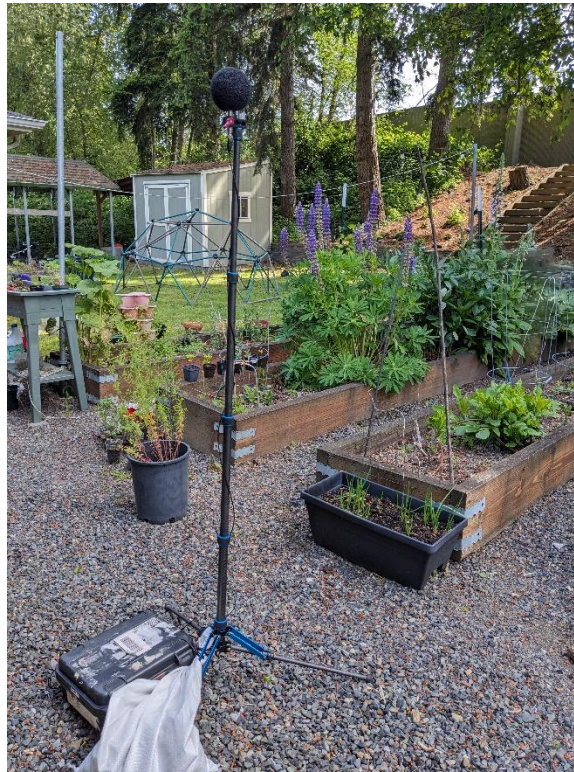


Figure A-8 Long-Term Noise Measurement LT-21: 1215 Darben Place



Figure A-9 Long-Term Noise Measurement LT-20: 15408 15th Avenue



Figure A-10 Long-Term Noise Measurement LT-19: 902 141st Lane Unit B



Figure A-11 Long-Term Noise Measurement LT-18: 725 142nd Street

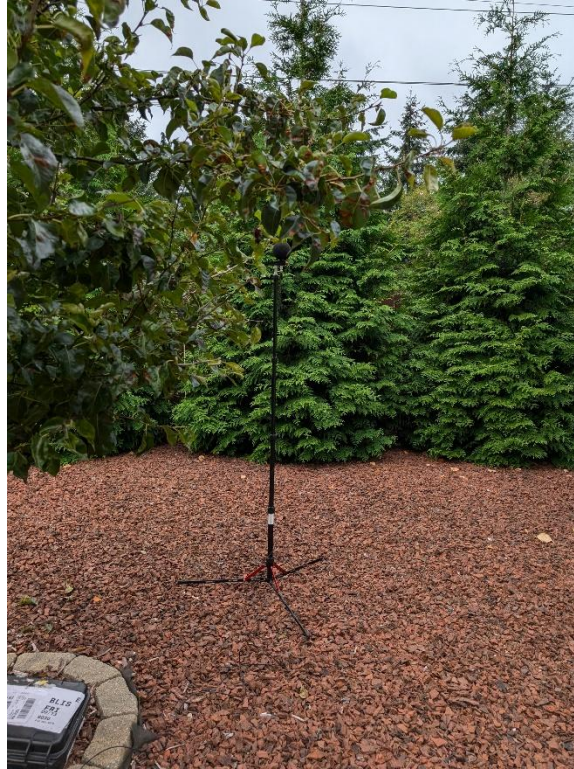


Figure A-12 Long-Term Noise Measurement LT-17: 13031 8th Avenue



Figure A-13 Long-Term Noise Measurement LT-16: 12804 Gibson Road

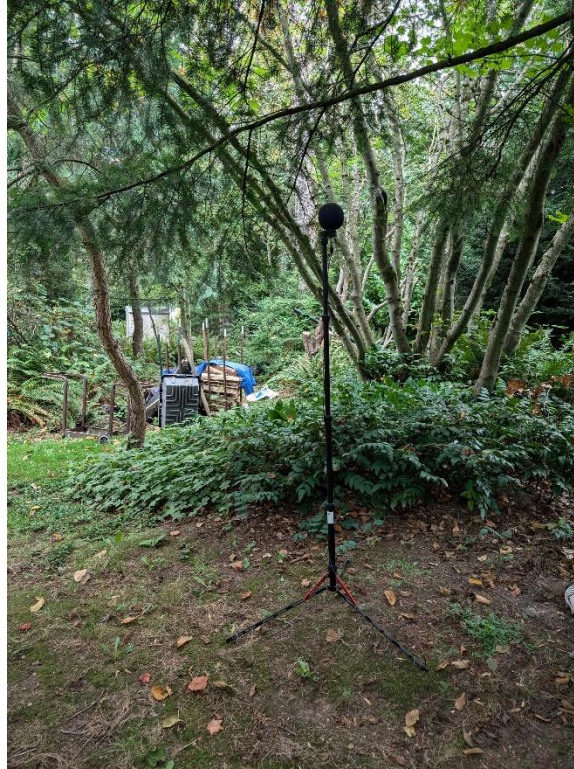


Figure A-14 Long-Term Noise Measurement LT-15: 12724 Gibson Road



Figure A-15 Long-Term Noise Measurement LT-14: 11303 Airport Road



Figure A-16 Long-Term Noise Measurement LT-13: 1305 W Casino Road

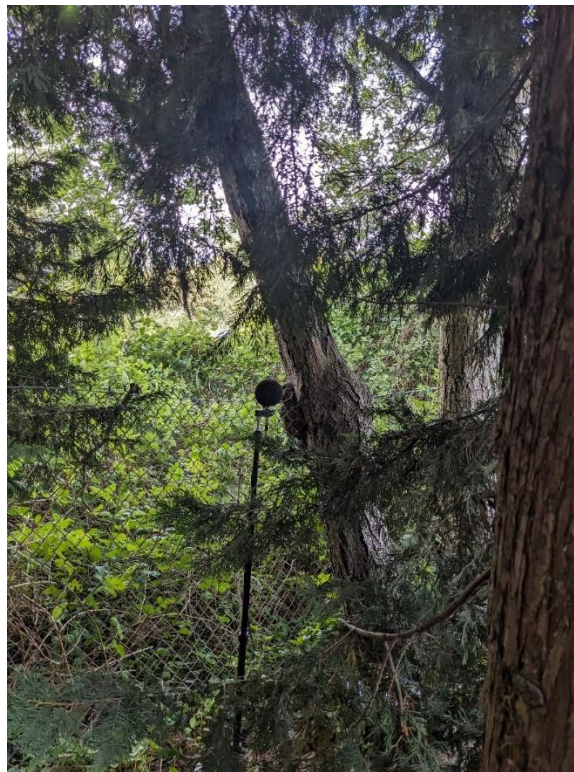


Figure A-17 Long-Term Noise Measurement LT-12: Ridgeline Apartments

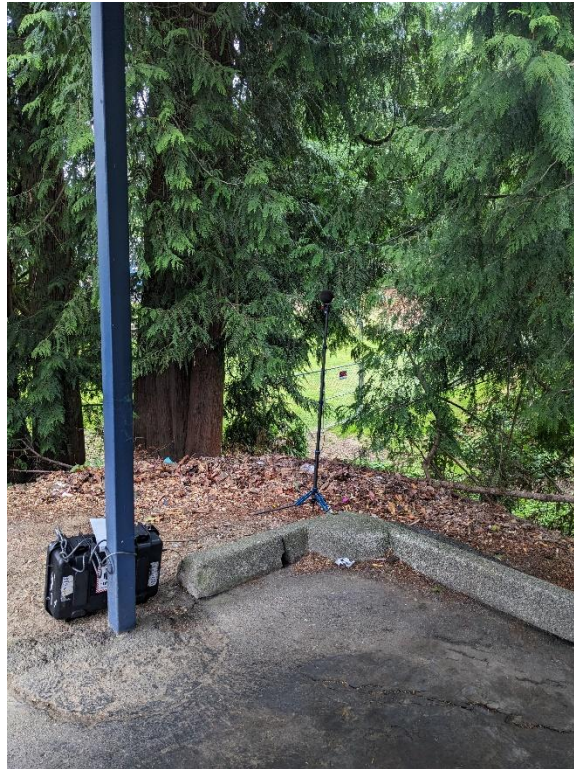


Figure A-18 Long-Term Noise Measurement LT-11: 8121 E Glen Drive

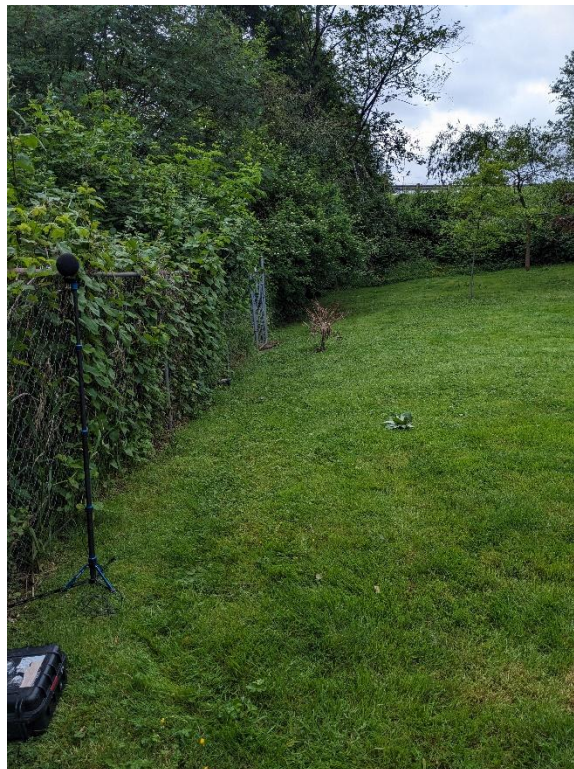


Figure A-19 Long-Term Noise Measurement LT-10: 809 84th Street

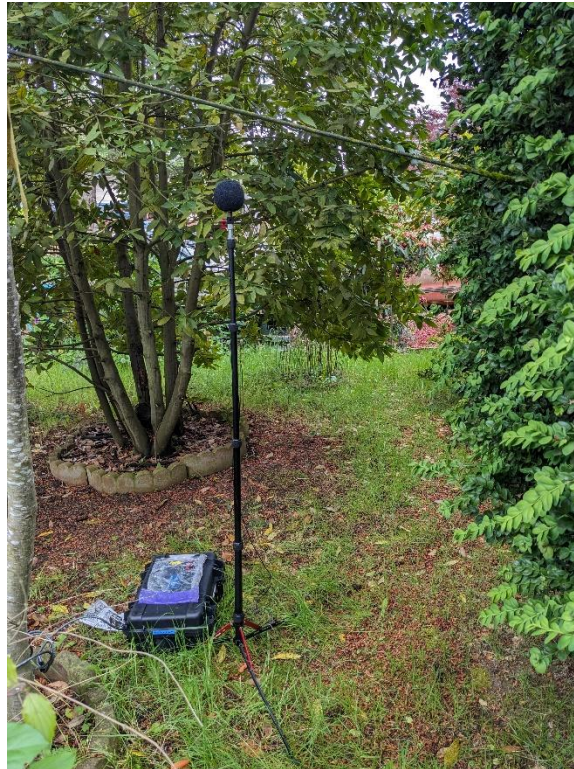


Figure A-20 Long-Term Noise Measurement LT-9: 1301 Pinkerton Avenue



Figure A-21 Long-Term Noise Measurement LT-8: 1606 Puget Drive

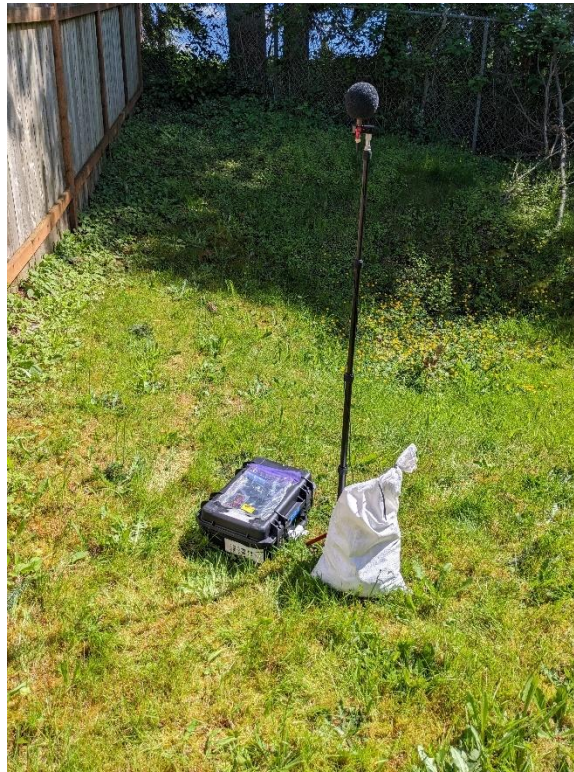


Figure A-22 Long-Term Noise Measurement LT-7: 8016 Broadway



Figure A-23 Long-Term Noise Measurement LT-6: 2221 73rd Street



Figure A-24 Long-Term Noise Measurement LT-5: 6907 Columbia Court



Figure A-25 Long-Term Noise Measurement LT-4: 6002 Broadway



Figure A-26 Long-Term Noise Measurement LT-3: 5119 View Drive



Figure A-27 Long-Term Noise Measurement LT-2: 5515 Broadway SE



Figure A-28 Long-Term Noise Measurement LT-1: 4729 View Drive



Figure A-29 Long-Term Noise Measurement LT-30: 3223 Lombard Avenue

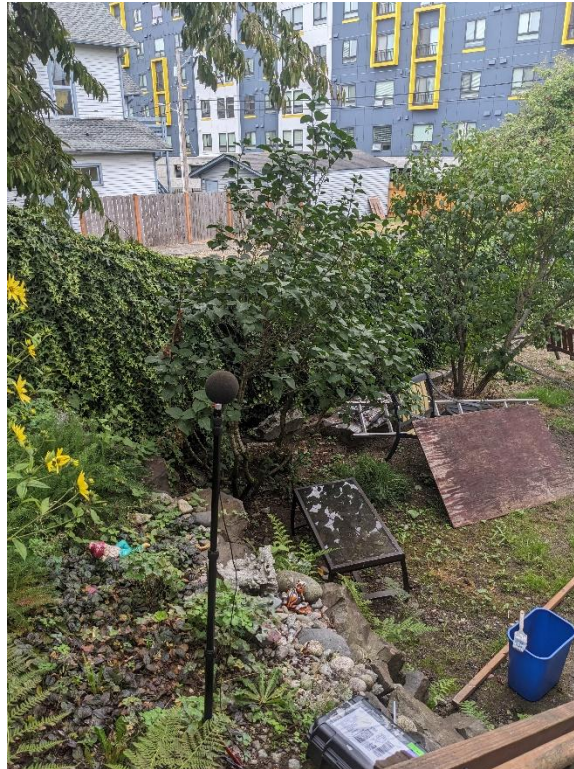


Figure A-30 Short-Term Noise Measurement ST-5: Alderwood Community Church



Figure A-31 Short-Term Noise Measurement ST-4: 8925 Airport Road



Figure A-32 Short-Term Noise Measurement ST-6: 44 E Casino Road



Figure A-33 Short-Term Noise Measurement ST-3: Interurban Trail and Casino Road



Figure A-34 Short-Term Noise Measurement ST-2: Evergreen Funeral Home



Figure A-35 Short-Term Noise Measurement ST-1: 3711 Smith Avenue



Figure A-36 Long-Term Noise Measurement LT-OMF5: 2612 126th Place



Figure A-37 Long-Term Noise Measurement LT-OMF4: 12413 Alexander Road



Figure A-38 Long-Term Noise Measurement LT-OMF6: Lakeside RV Park



Figure A-39 Long-Term Noise Measurement LT-OMF7: 12118 Highway 99



Figure A-40 Long-Term Noise Measurement LT-OMF3: 12014 Alexander Road



Figure A-41 Long-Term Noise Measurement LT-OMF2: 10629 21st Street



Figure A-42 Long-Term Noise Measurement LT-OMF1: 2106 100th Street



Figure A-43 Long-Term Noise Measurement LT-OMF10: 7701 Hardeson Road





Everett Link Extension

ATTACHMENT B

Noise Measurement Data

Figure B-1 Long-Term Noise Measurement Data LT-28: 20007 44th Avenue

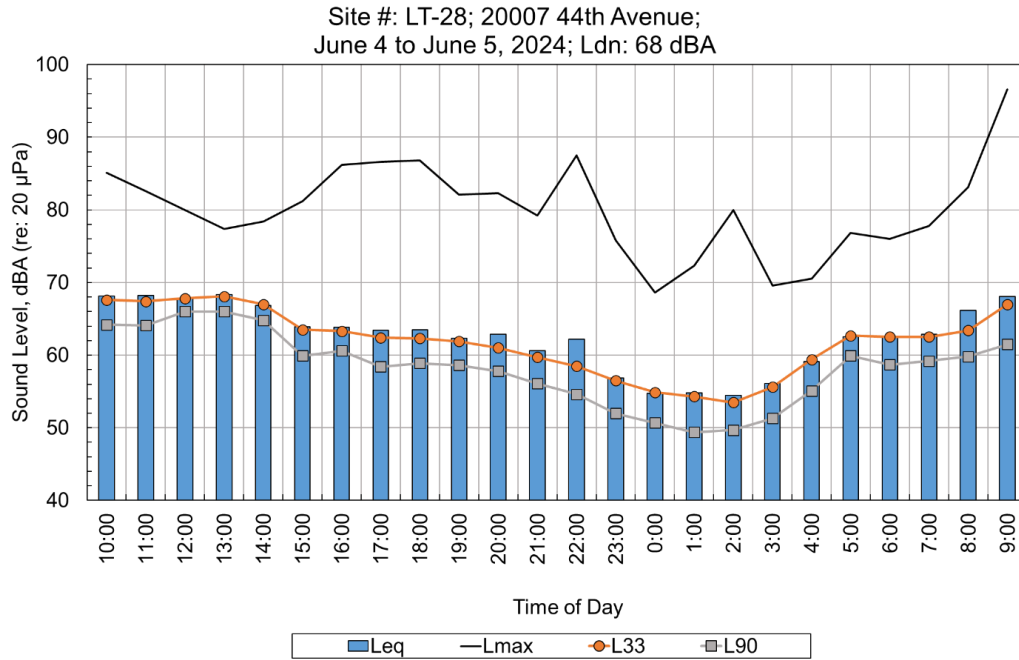


Figure B-2 Long-Term Noise Measurement Data LT-27: Hilton Garden Inn Seattle/Lynnwood

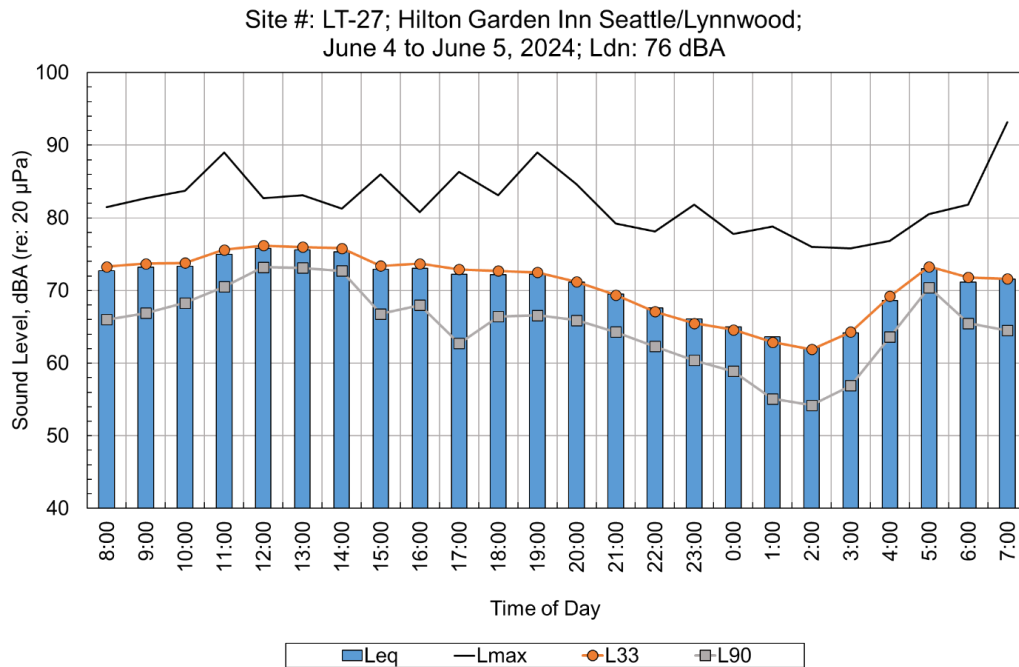


Figure B-3 Long-Term Noise Measurement LT-26: The Woods at Alderwood

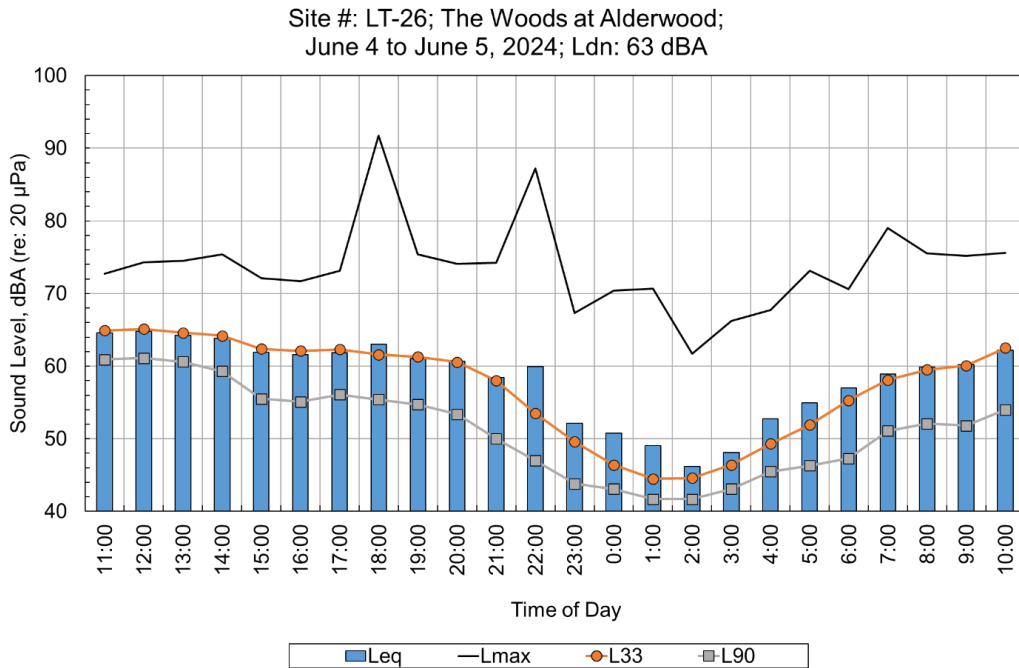


Figure B-4 Long-Term Noise Measurement LT-25: 2212 180th Street

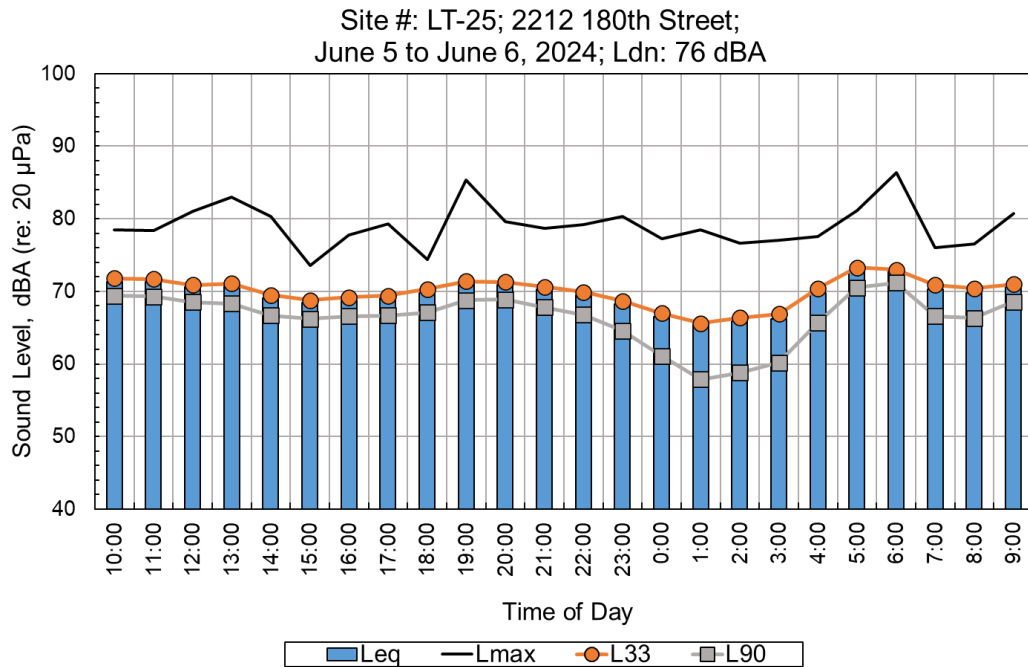


Figure B-5 Long-Term Noise Measurement LT-24: 17623 176th Place SW

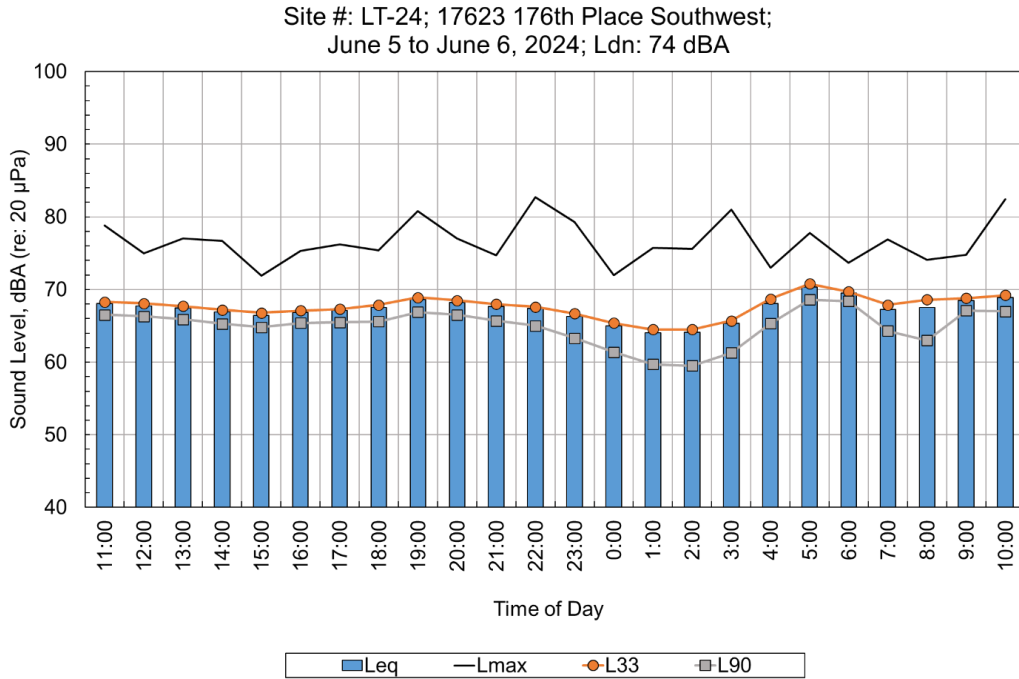


Figure B-6 Long-Term Noise Measurement LT-23: 17014 18th Place

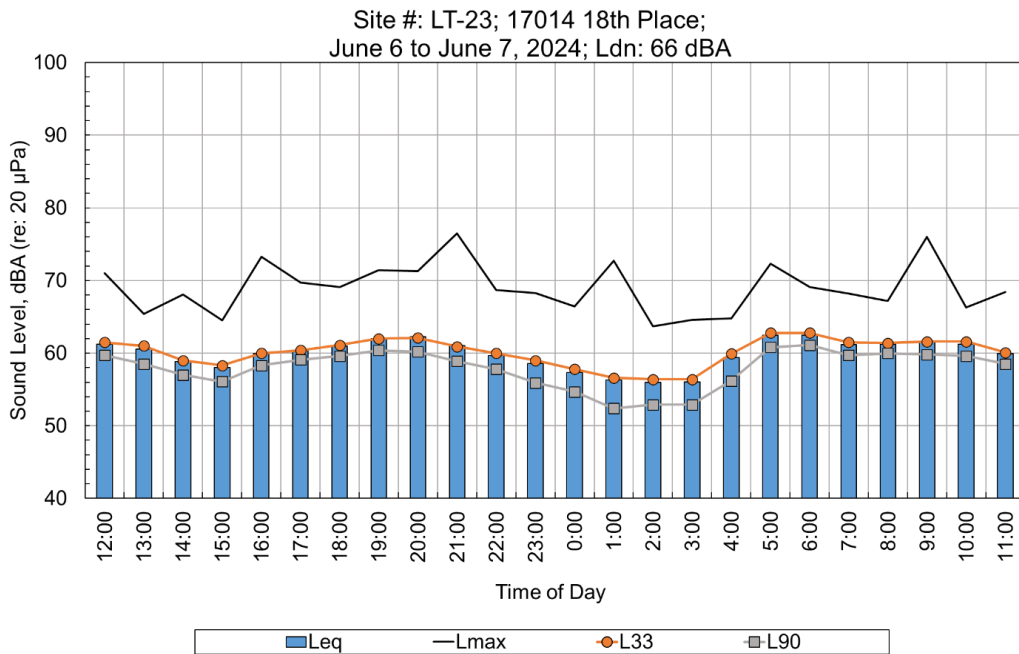


Figure B-7 Long-Term Noise Measurement LT-22: 16921 20th Avenue

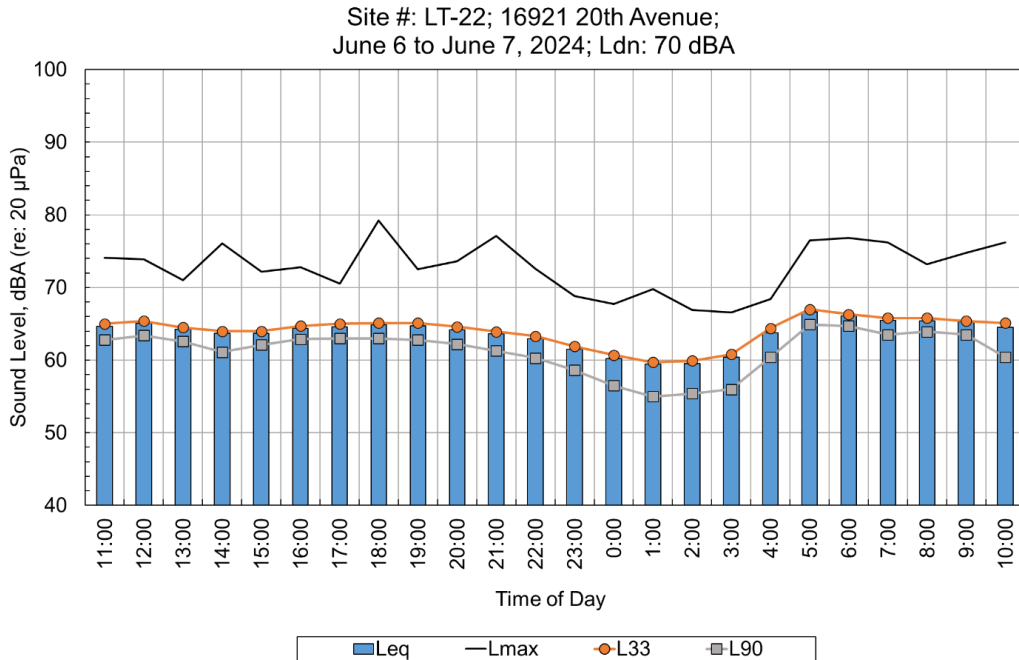


Figure B-8 Long-Term Noise Measurement LT-21: 1215 Darben Place

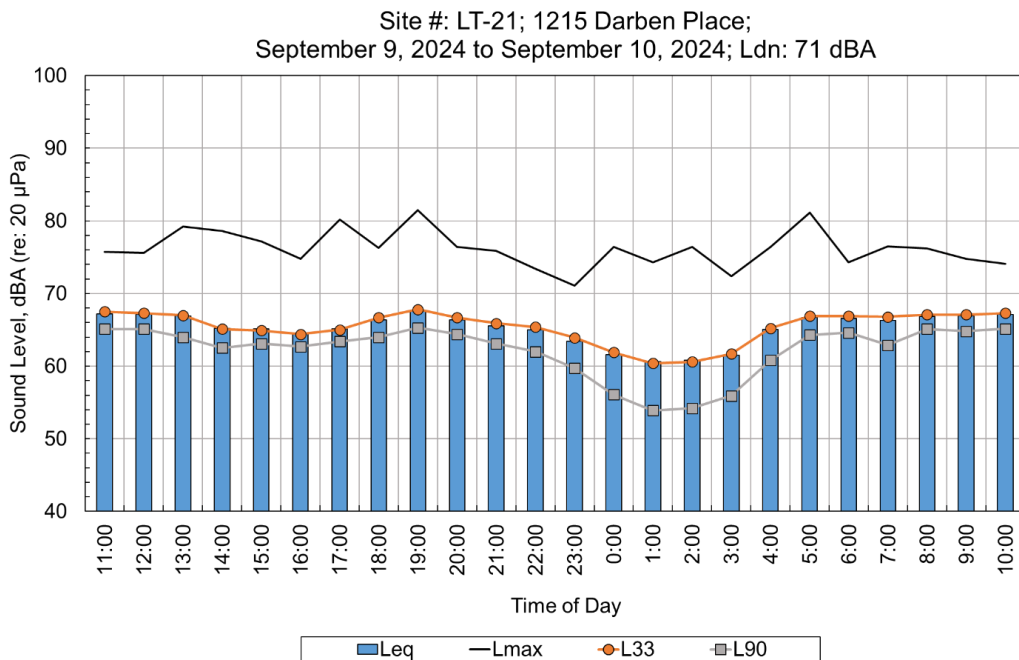


Figure B-9 Long-Term Noise Measurement LT-20: 15408 14th Avenue

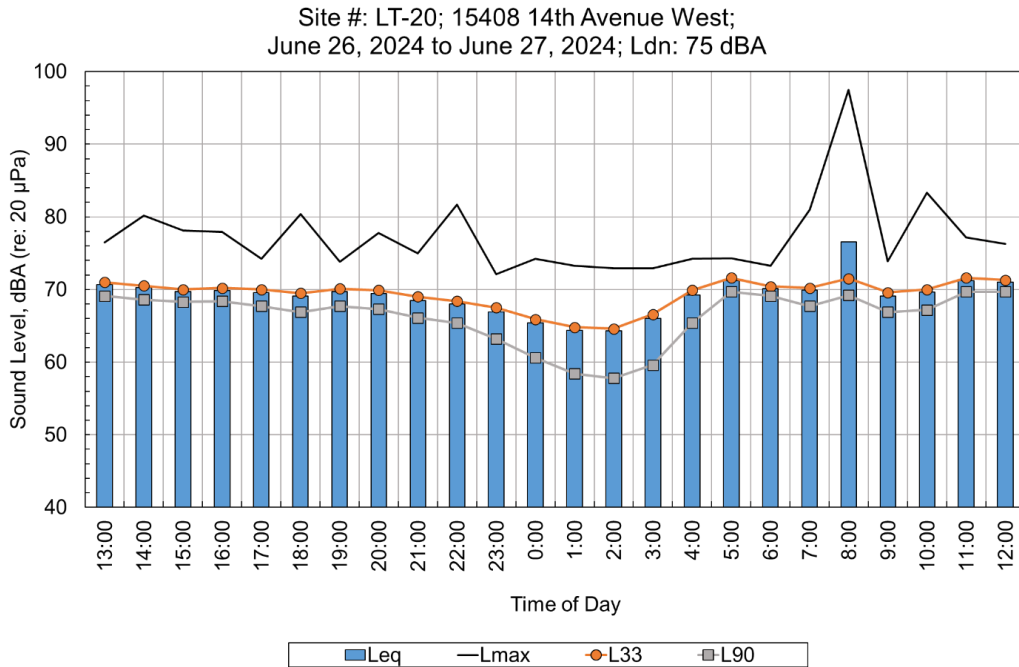


Figure B-10 Long-Term Noise Measurement LT-19: 902 141st Lane Unit B

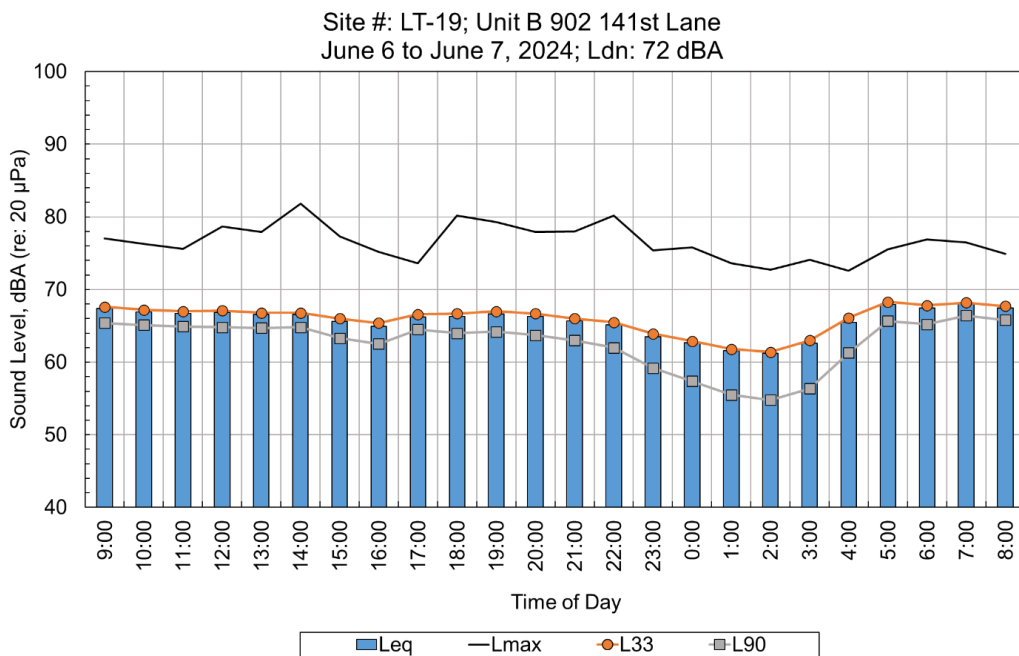


Figure B-11 Long-Term Noise Measurement LT-18: 725 142nd Street

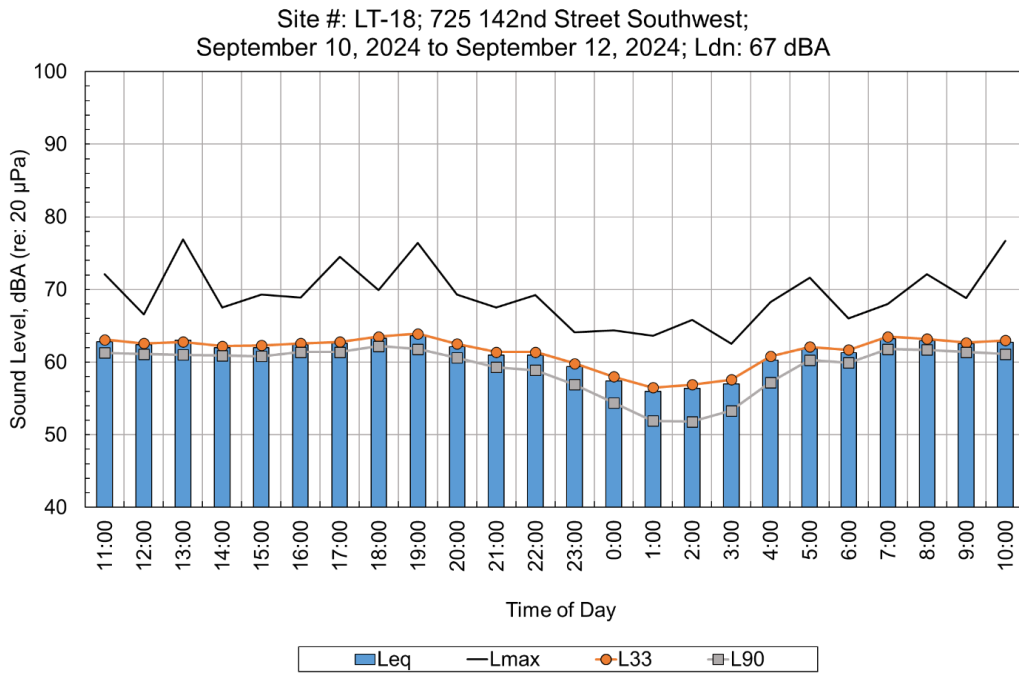


Figure B-12 Long-Term Noise Measurement LT-17: 13031 8th Avenue

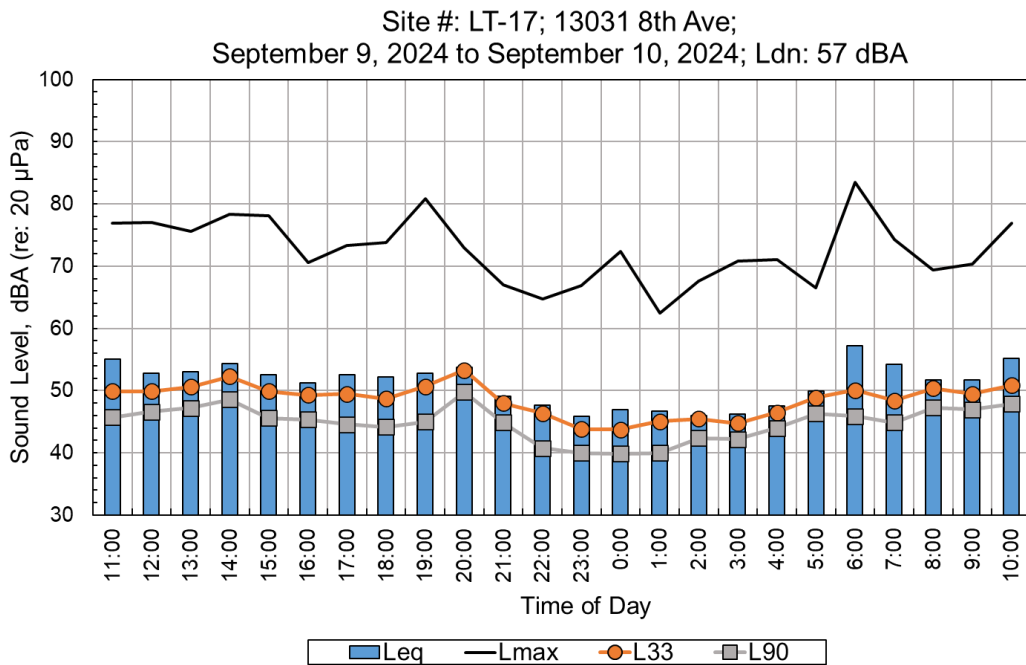


Figure B-13 Long-Term Noise Measurement LT-16: 12804 Gibson Road

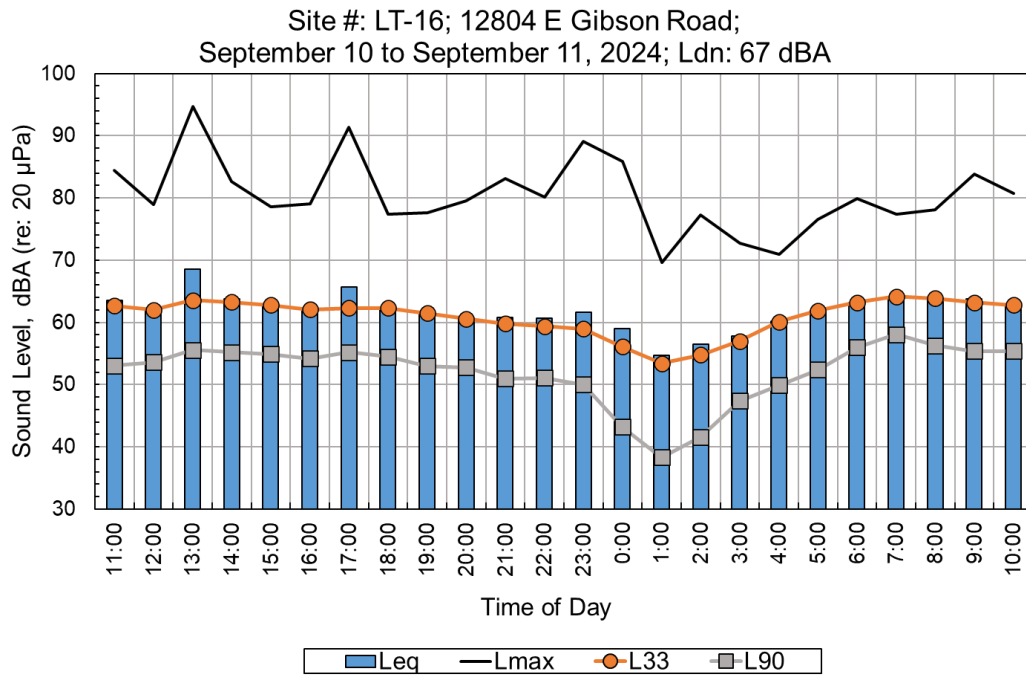


Figure B-14 Long-Term Noise Measurement LT-15: 12724 Gibson Road

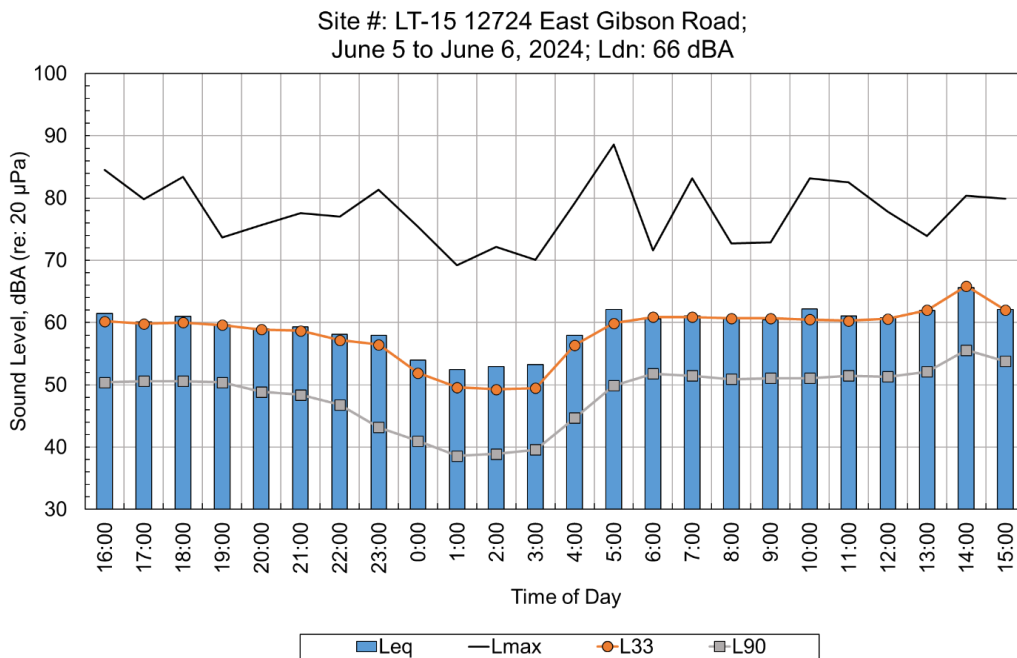


Figure B-15 Long-Term Noise Measurement LT-14: 11303 Airport Road

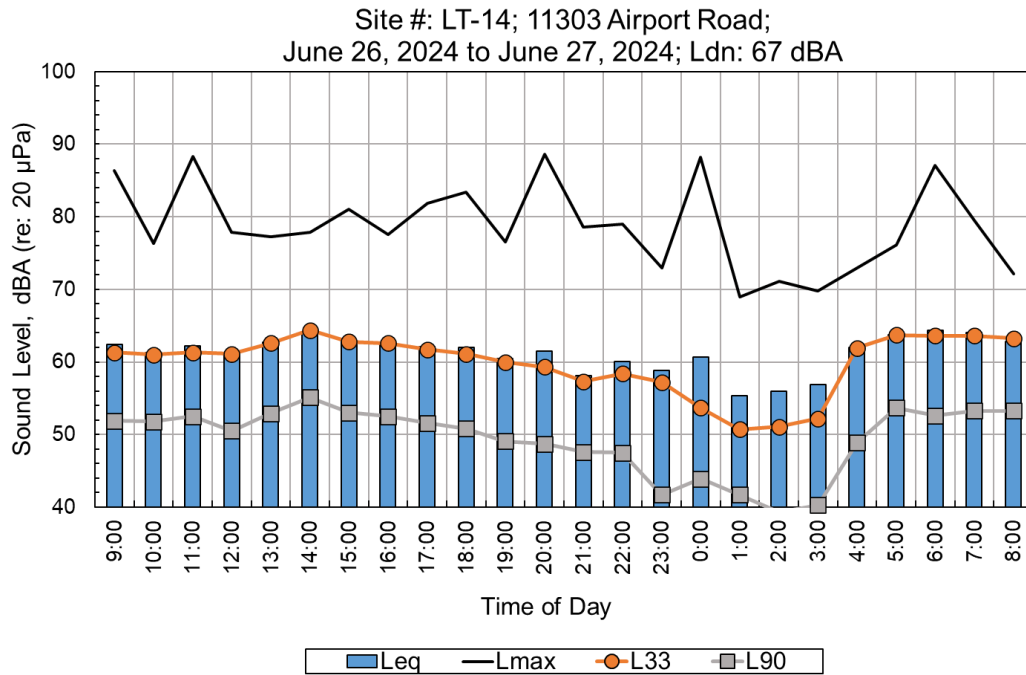


Figure B-16 Long-Term Noise Measurement LT-13: 1305 W Casino Road

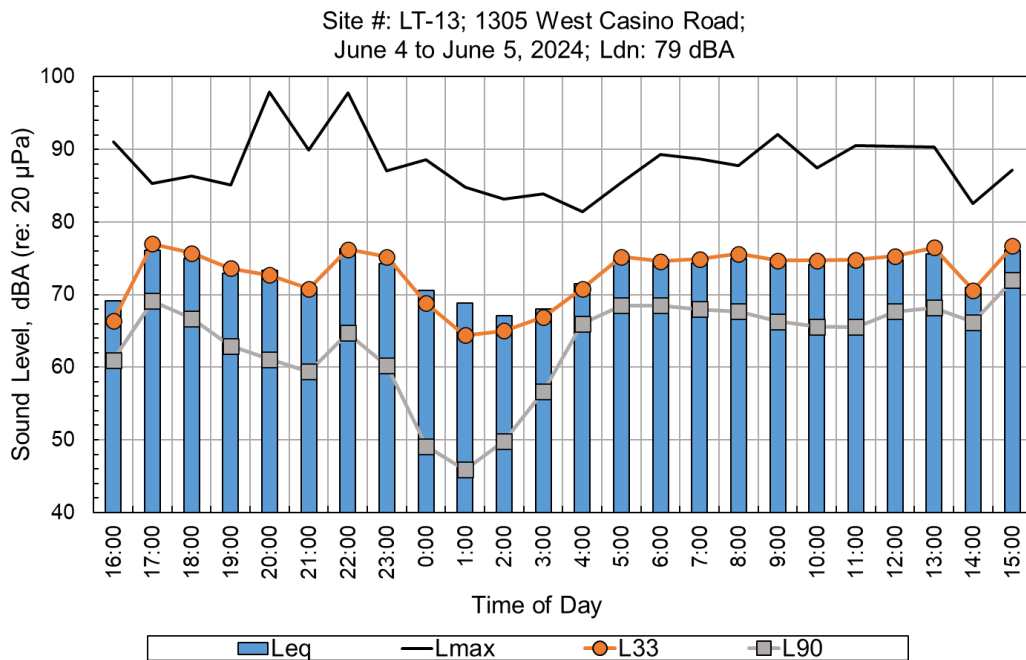


Figure B-17 Long-Term Noise Measurement LT-12: Ridgeline Apartments

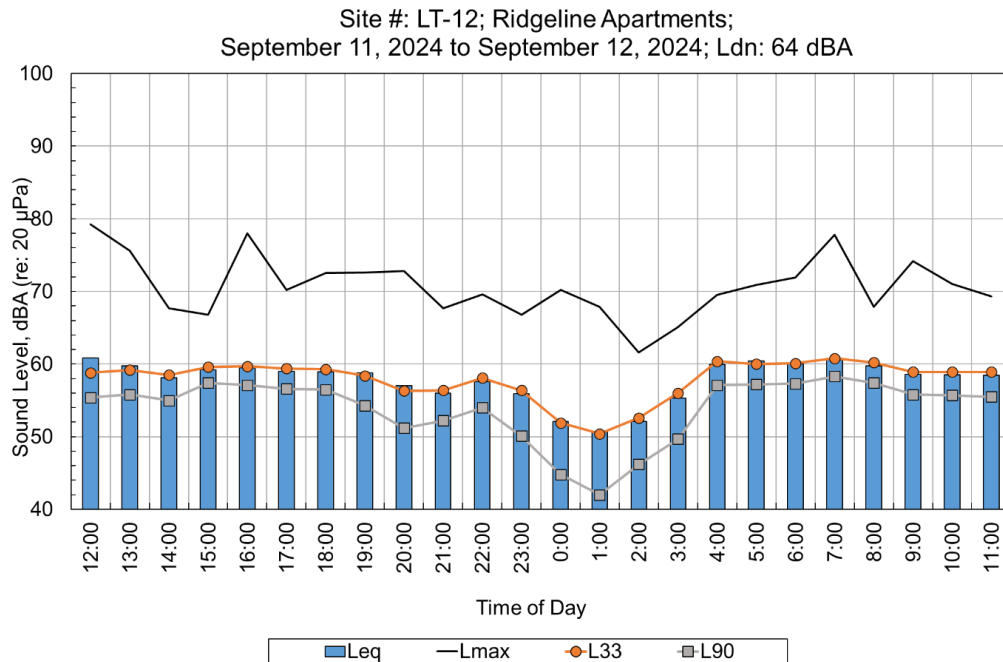


Figure B-18 Long-Term Noise Measurement LT-11: 8121 E Glen Drive

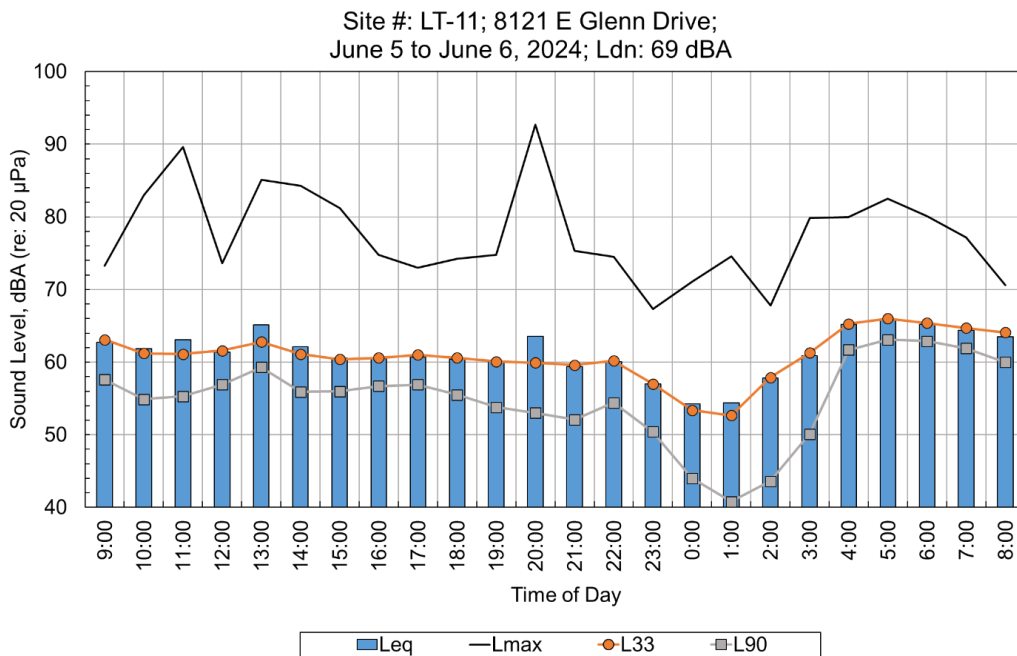


Figure B-19 Long-Term Noise Measurement LT-10: 809 84th Street

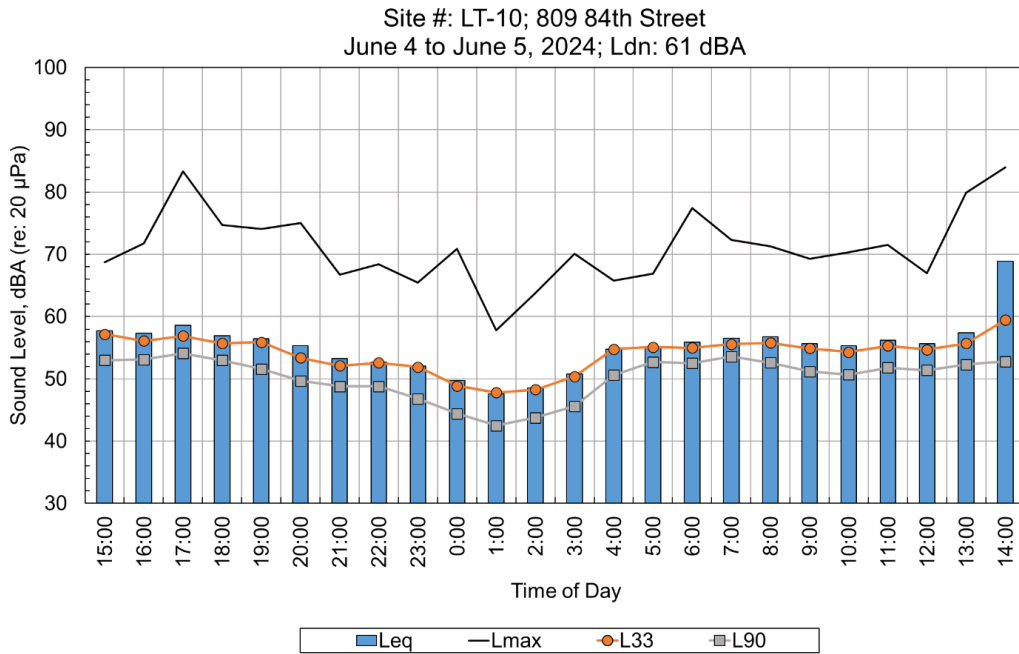


Figure B-20 Long-Term Noise Measurement LT-9: 1301 Pinkerton Avenue

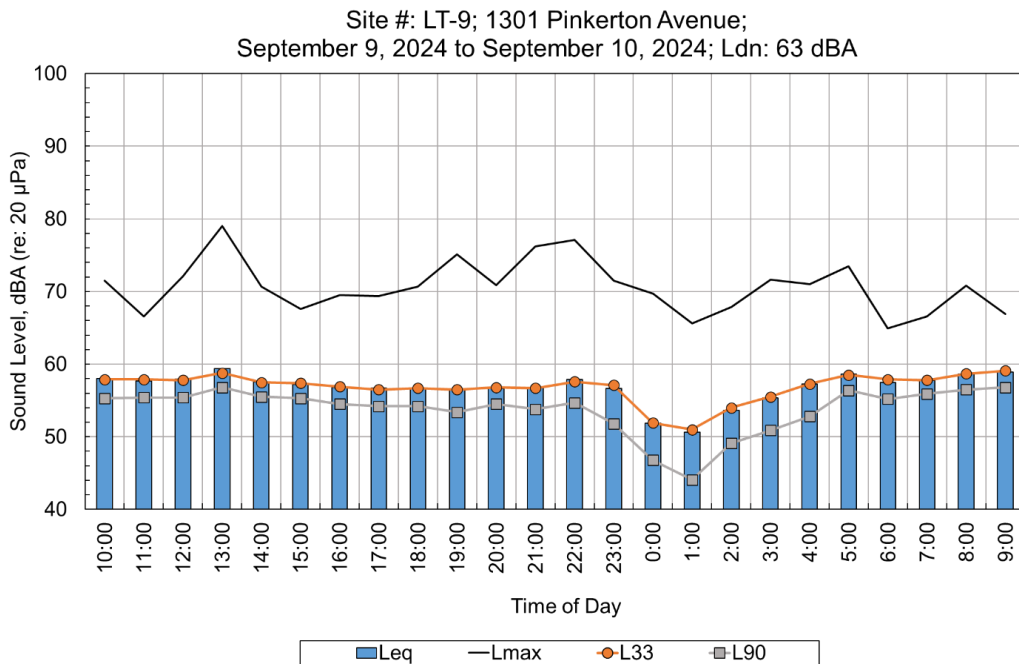


Figure B-21 Long-Term Noise Measurement LT-8: 1606 Puget Drive

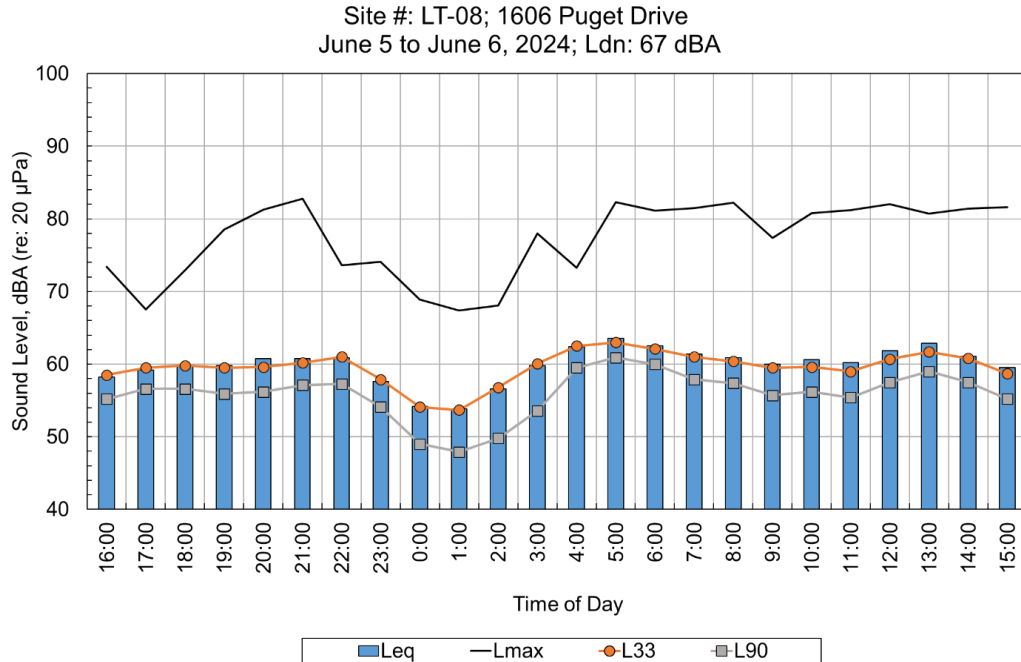


Figure B-22 Long-Term Noise Measurement LT-7: 8016 Broadway

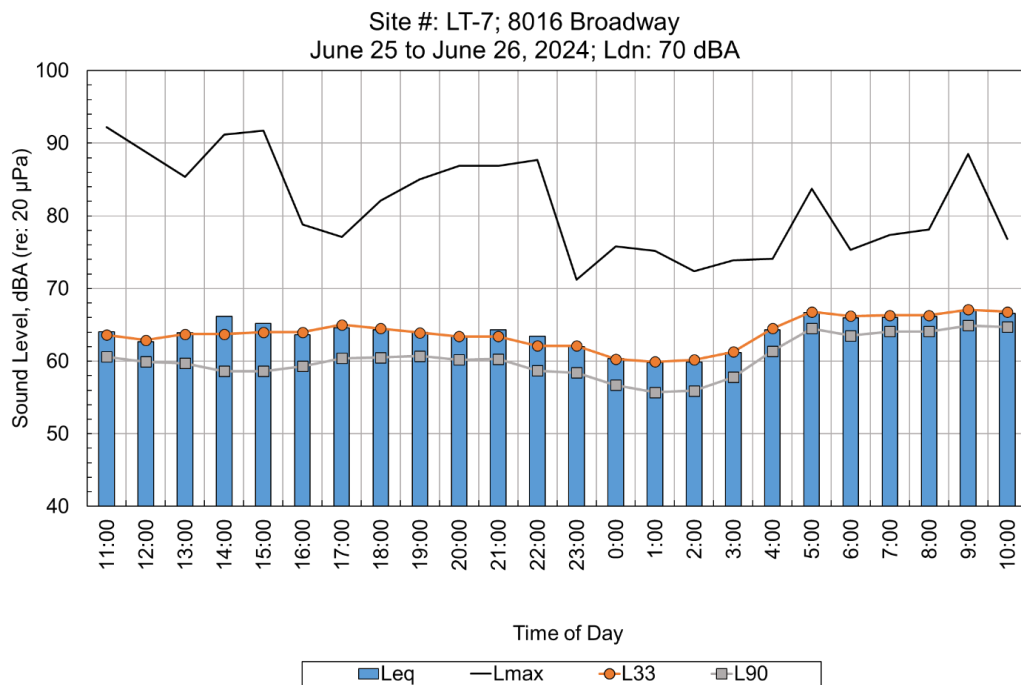


Figure B-23 Long-Term Noise Measurement LT-6: 2221 73rd Street

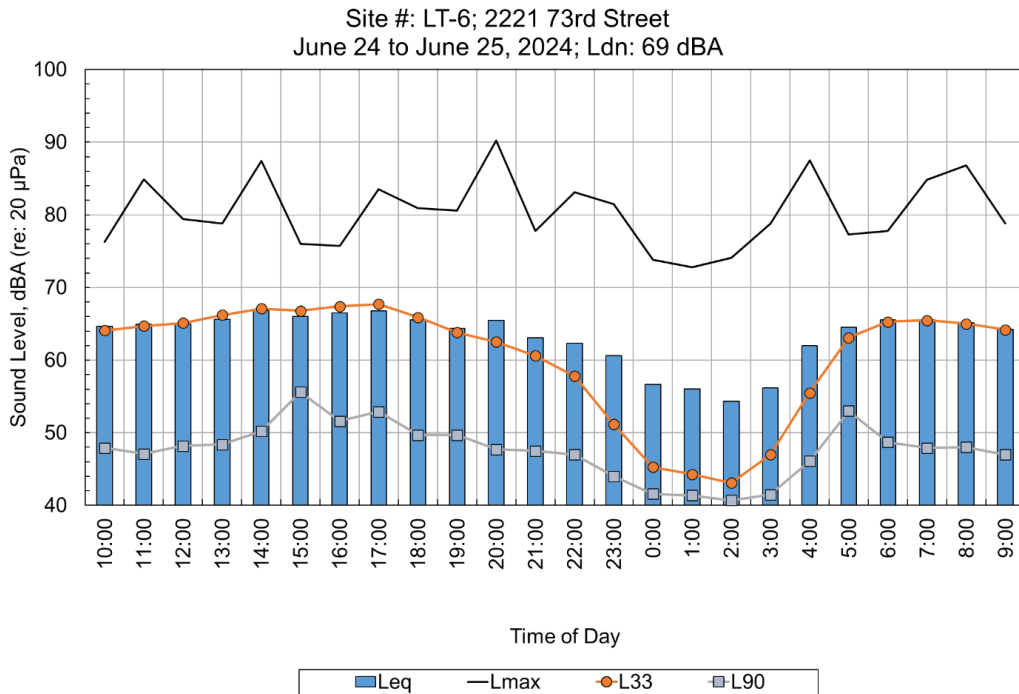


Figure B-24 Long-Term Noise Measurement LT-5: 6907 Columbia Court

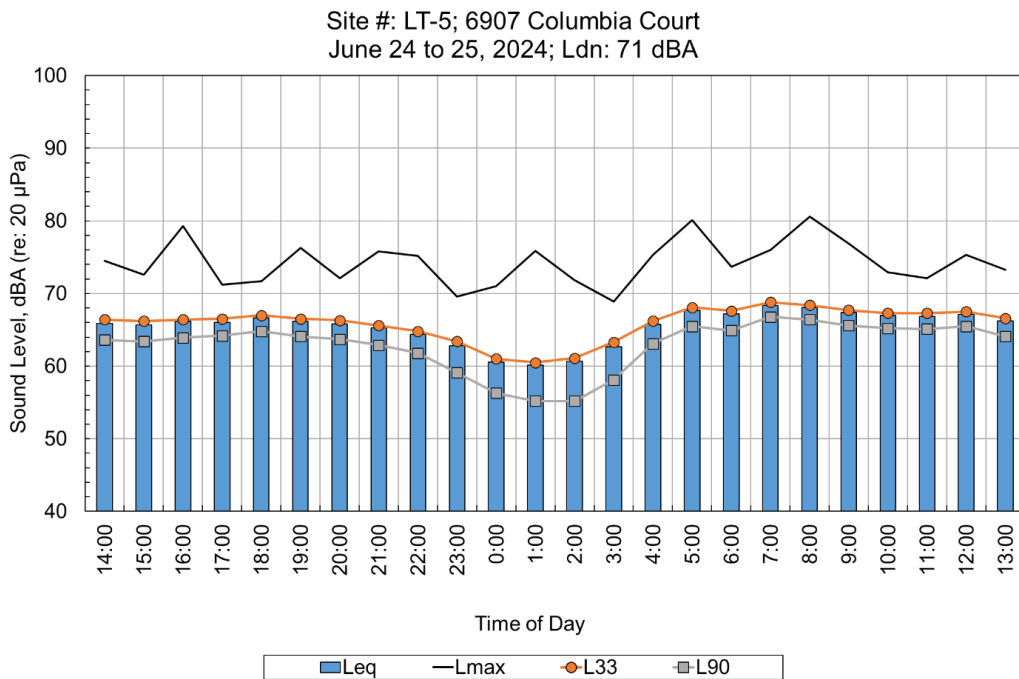


Figure B-25 Long-Term Noise Measurement LT-4: 6002 Broadway

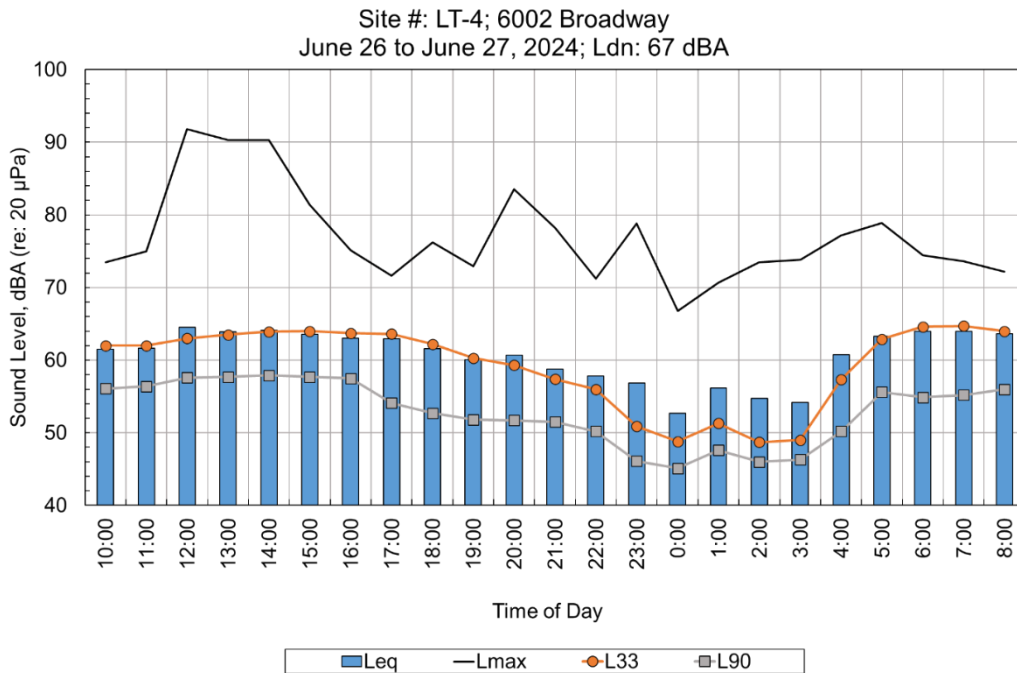


Figure B-26 Long-Term Noise Measurement LT-3: 5119 View Drive

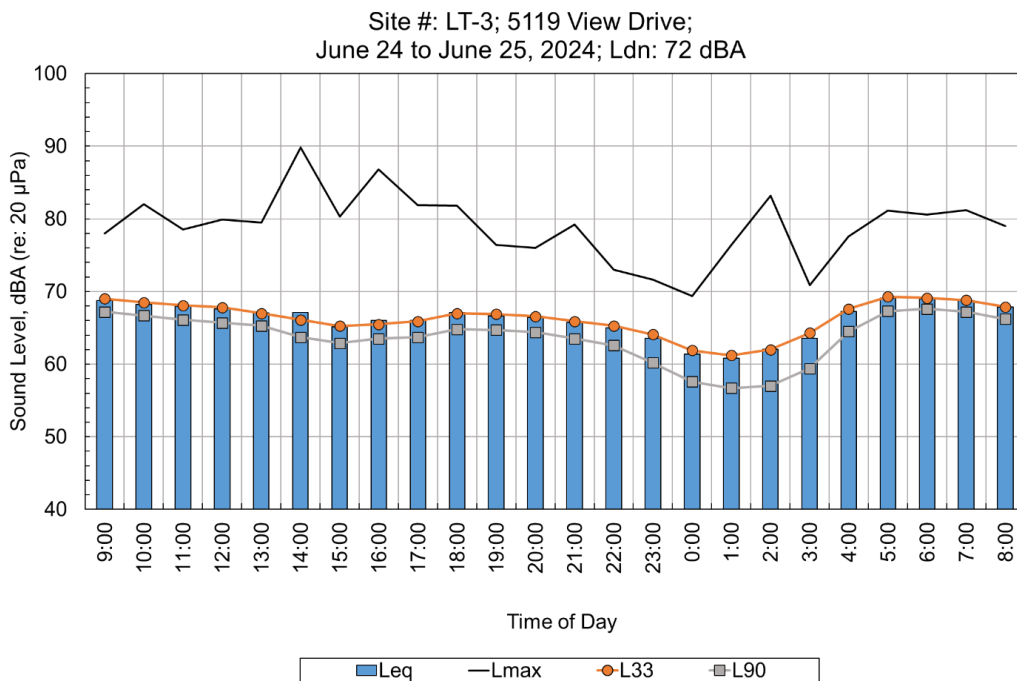


Figure B-27 Long-Term Noise Measurement LT-2: 5515 Broadway SE

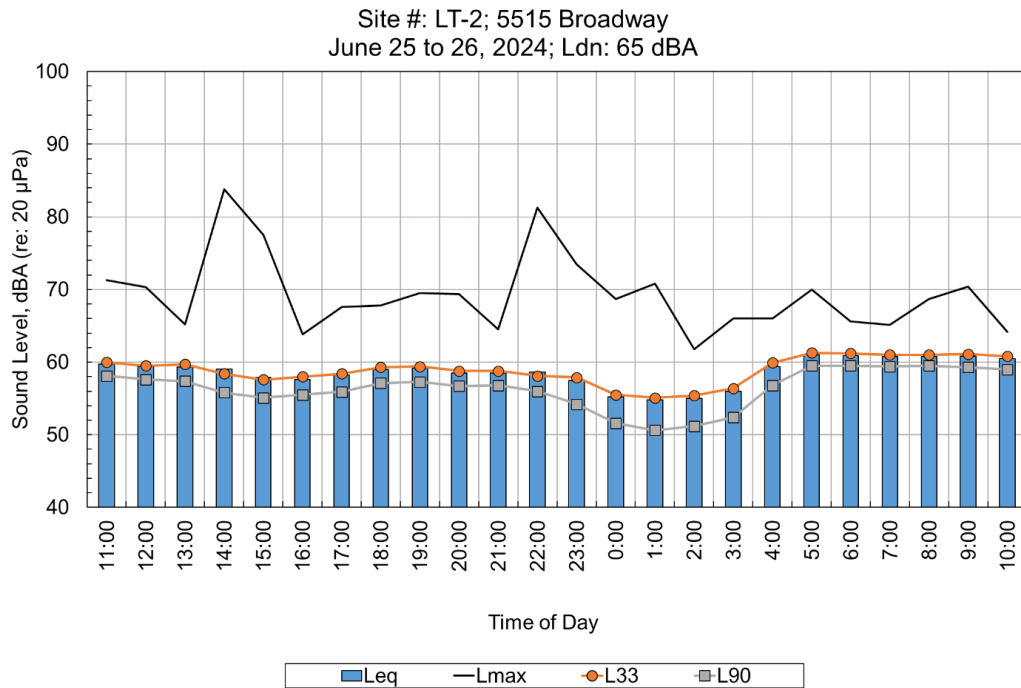


Figure B-28 Long-Term Noise Measurement LT-1: 4729 View Drive

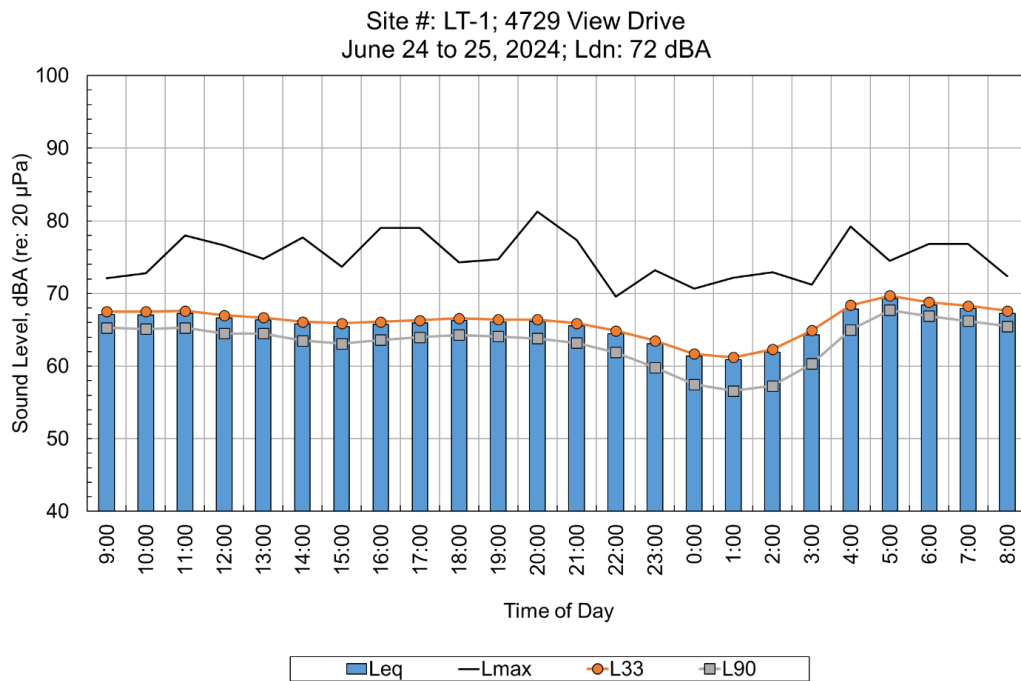


Figure B-29 Long-Term Noise Measurement LT-30: 3223 Lombard Avenue

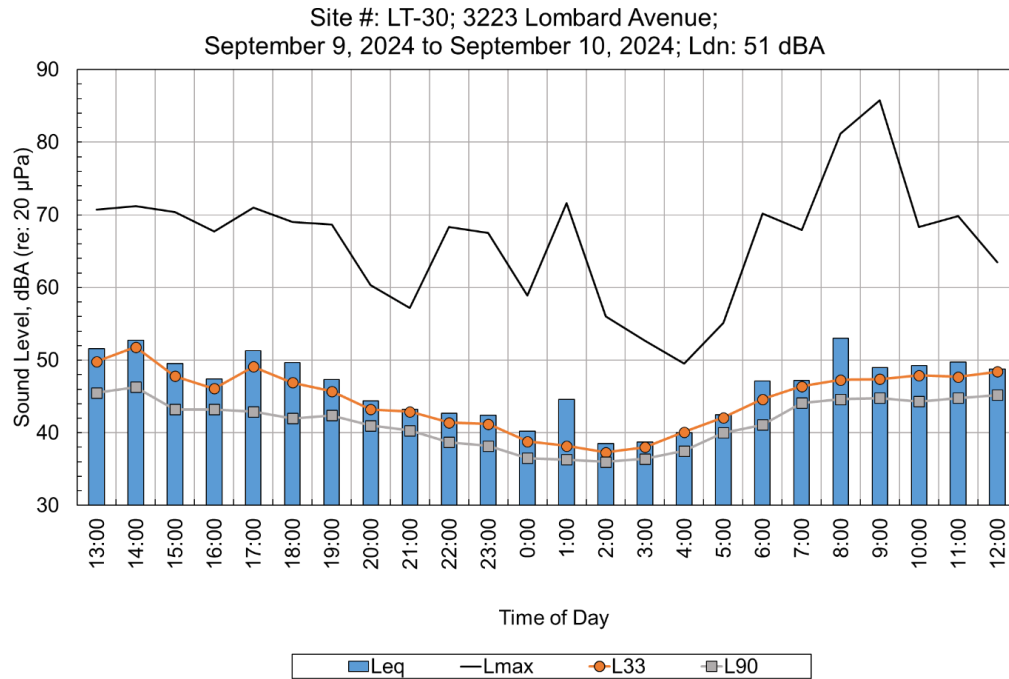


Figure B-30 Long-Term Noise Measurement LT-OMF5: 2612 126th Place

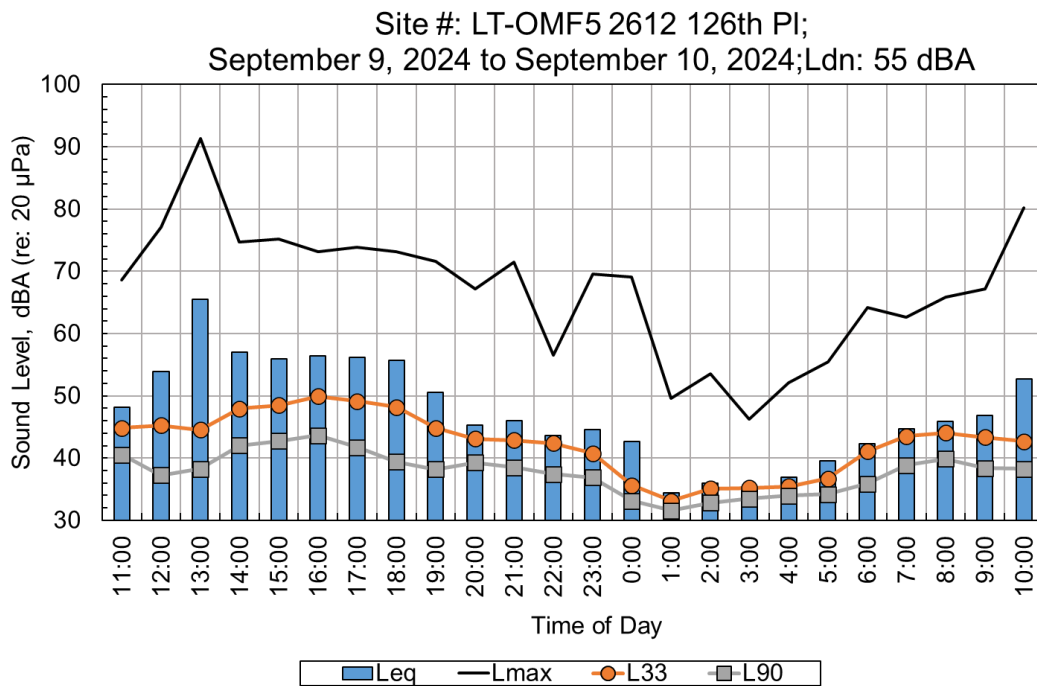


Figure B-31 Long-Term Noise Measurement LT-OMF4: 12413 Alexander Road

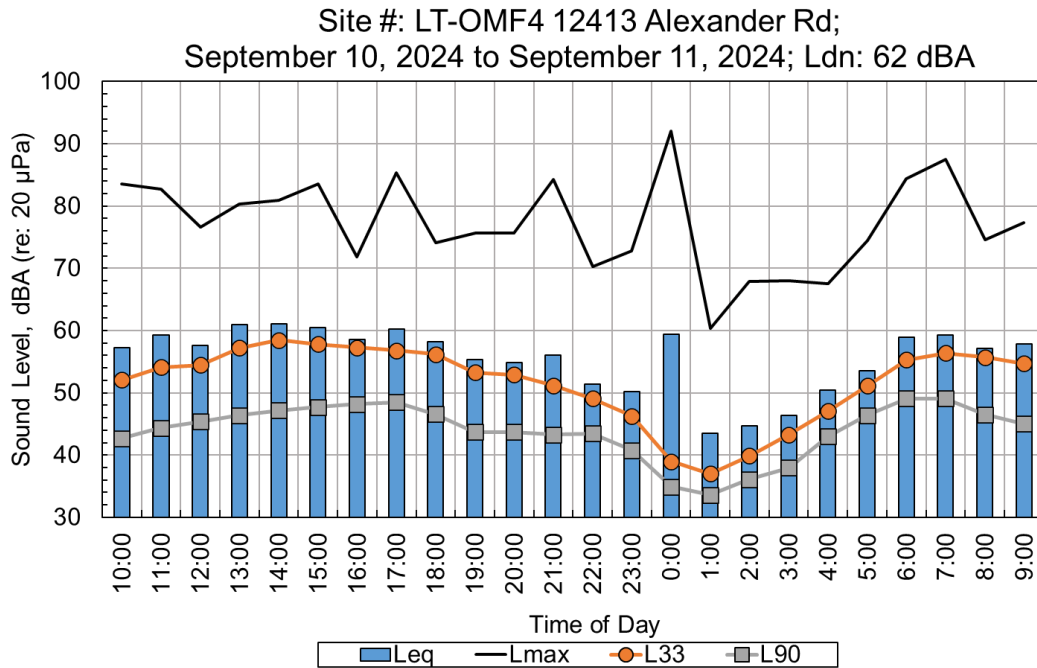


Figure B-32 Long-Term Noise Measurement LT-OMF6: Lakeside RV Park

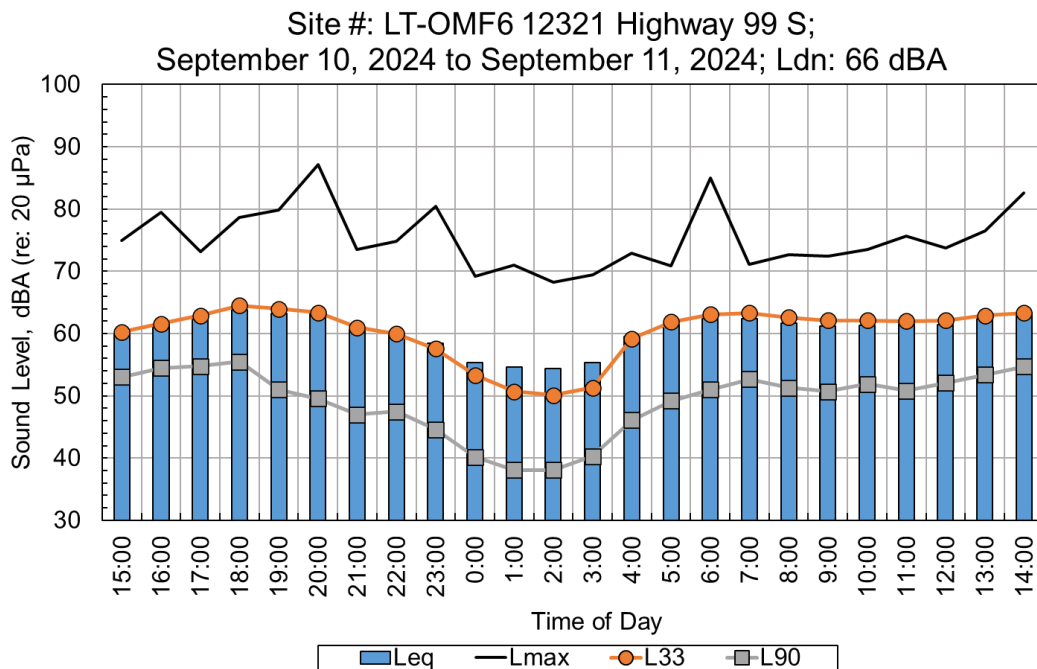


Figure B-33 Long-Term Noise Measurement LT-OMF7: 12118 Highway 99

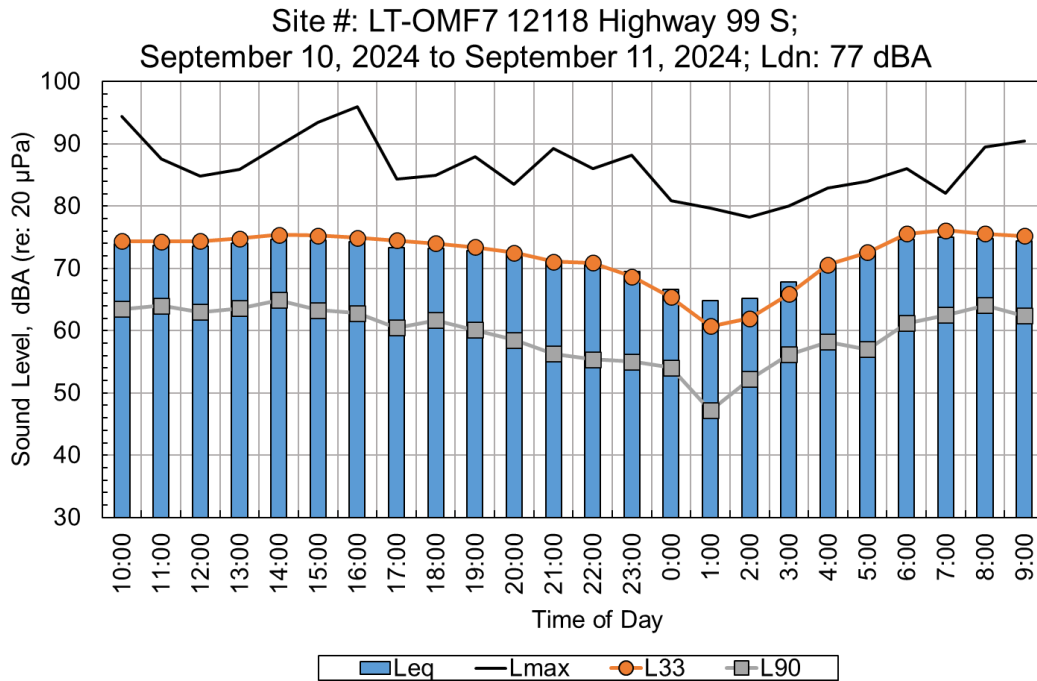


Figure B-34 Long-Term Noise Measurement LT-OMF3: 12014 Alexander Road

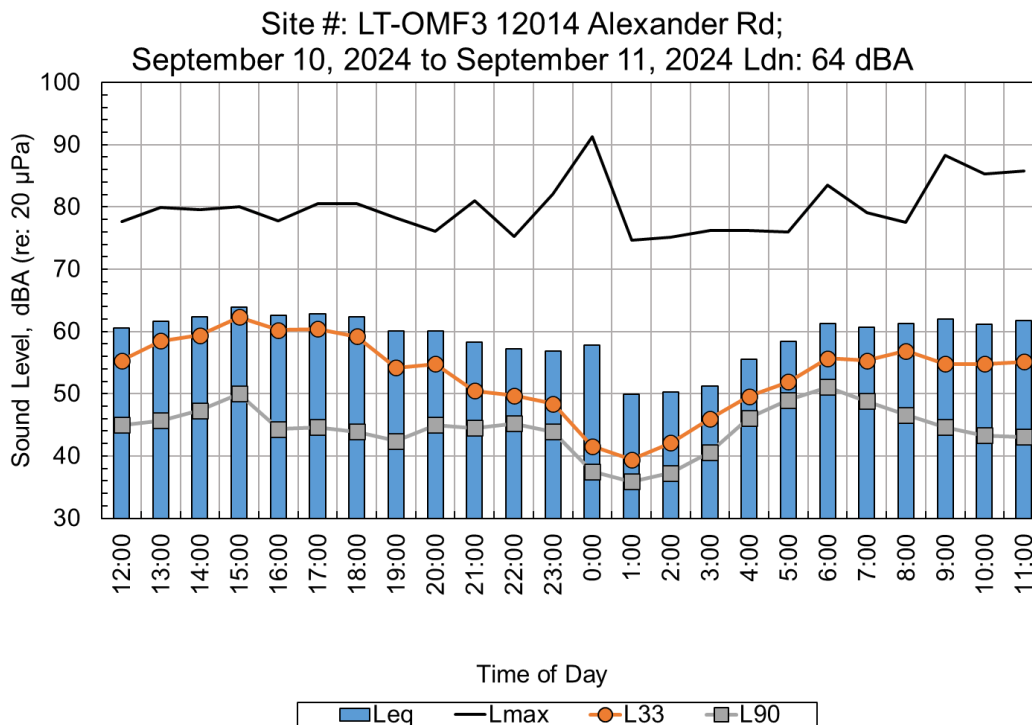


Figure B-35 Long-Term Noise Measurement LT-OMF2: 10629 21st Street

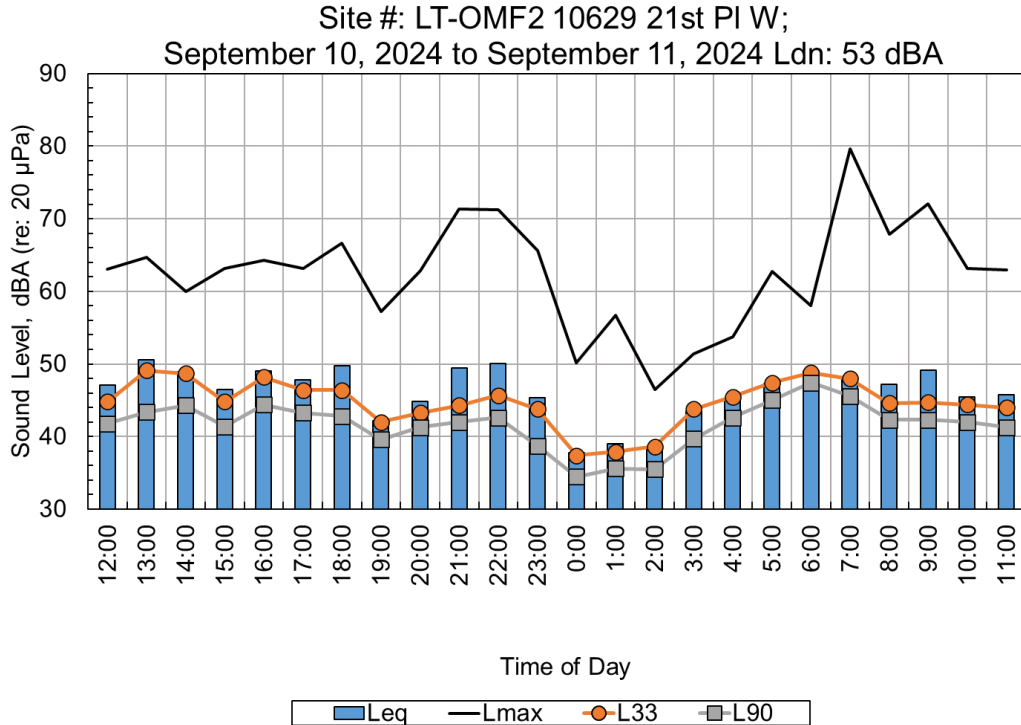


Figure B-36 Long-Term Noise Measurement LT-OMF1: 2106 100th Street

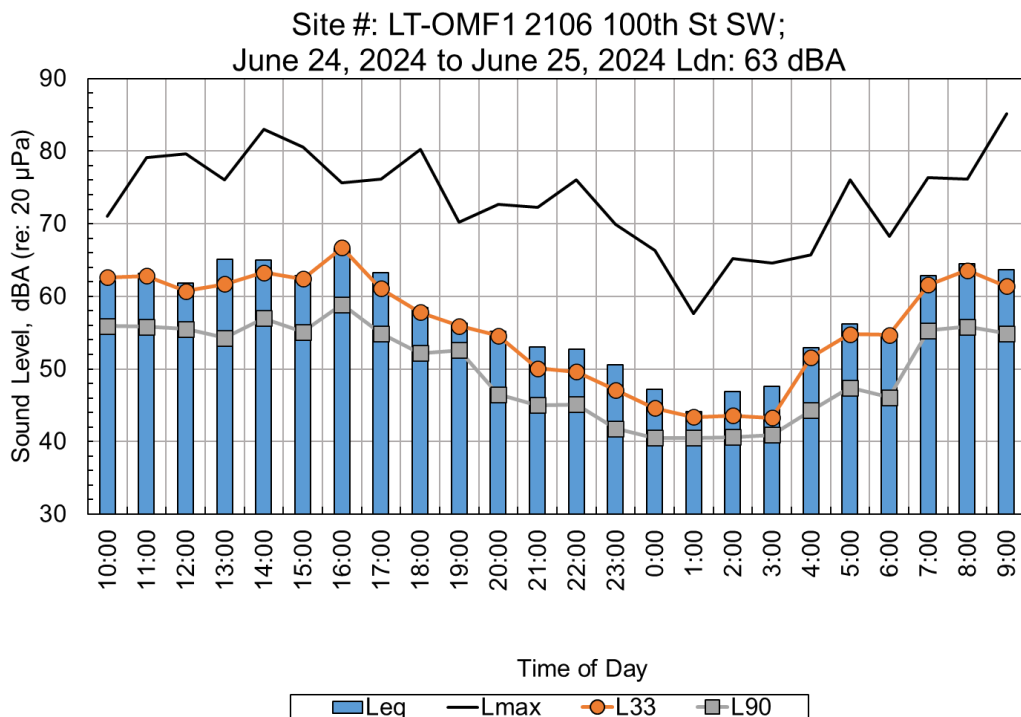
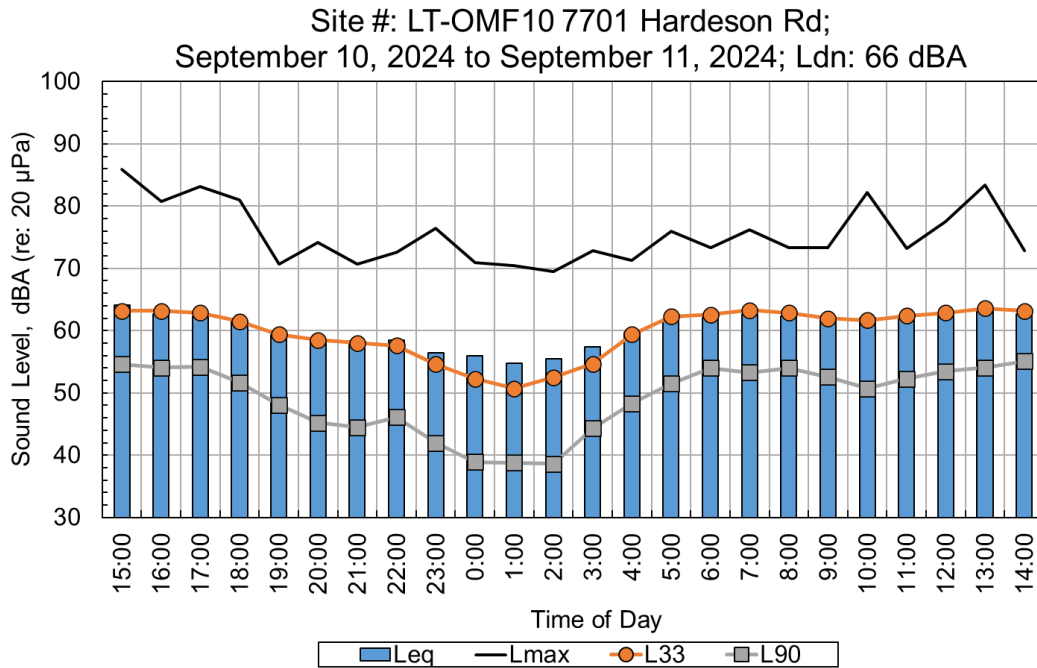


Figure B-37 Long-Term Noise Measurement LT-OMF10: 7701 Hardeson Road





Everett Link Extension

ATTACHMENT C

Vibration Measurement Site Photographs

Figure C-1 Vibration Propagation Measurement Site VP-17: Alderwood Mall Boulevard



Figure C-2 Vibration Propagation Measurement Site VP-16: Alderwood Community Church



Figure C-3 Vibration Propagation Measurement Site VP-15: The Woods at Alderwood



Figure C-4 Vibration Propagation Measurement Site VP-14: 170th Street and 20th Avenue



Figure C-5 Vibration Propagation Measurement Site VP-13: Interurban Trail



Figure C-6 Vibration Propagation Measurement Site VP-12: 153rd Place SW and 14th Avenue W



Figure C-7 Vibration Propagation Measurement Site VP-11: Interurban Trail

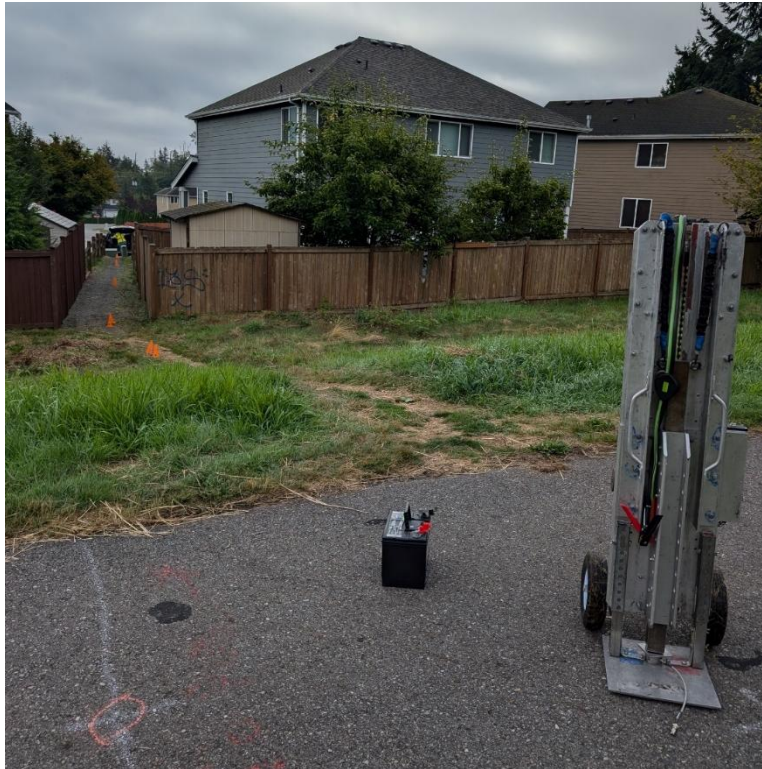


Figure C-8 Vibration Propagation Measurement Site VP-10: 128th Street SW and 9th Avenue W



Figure C-9 Vibration Propagation Measurement Site VP-9: Avondale Road and 121st Street



Figure C-10 Vibration Propagation Measurement Site VP-8: Hollow Dale Place and Paine Field Way



Figure C-11 Vibration Propagation Measurement Site VP-7: W Casino Road and 18th Avenue W



Figure C-12 Vibration Propagation Measurement Site VP-6: South Everett Community Church



Figure C-13 Vibration Propagation Measurement Site VP-5: 85th Street SE and 9th Avenue SE



Figure C-14 Vibration Propagation Measurement Site VP-4: McDougall Street and Monroe Avenue



Figure C-15 Vibration Propagation Measurement Site VP-3: 63rd Street and Commercial Avenue



Figure C-16 Vibration Propagation Measurement Site VP-2: 47th Street SE and View Drive



Figure C-17 Vibration Propagation Measurement Site VP-1: 33rd Street and Broadway





Everett Link Extension

ATTACHMENT D

Vibration Measurement Data

Table D-1 1/3-Octave Band Transfer Mobility Coefficients VP-17: Alderwood Mall Boulevard

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	8.6	17.0	23.9	21.3	37.6	51.4	65.4	79.0	97.0	104.1	104.7	100.0	110.2	111.2	104.4	113.7
B	-2.8	-3.6	-5.8	-5.7	-14.2	-18.5	-23.7	-27.7	-35.8	-40.0	-42.1	-41.7	-52.2	-57.2	-56.7	-63.3
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

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

Figure D-1 Line Source Transfer Mobility Site VP-17: Alderwood Mall Boulevard

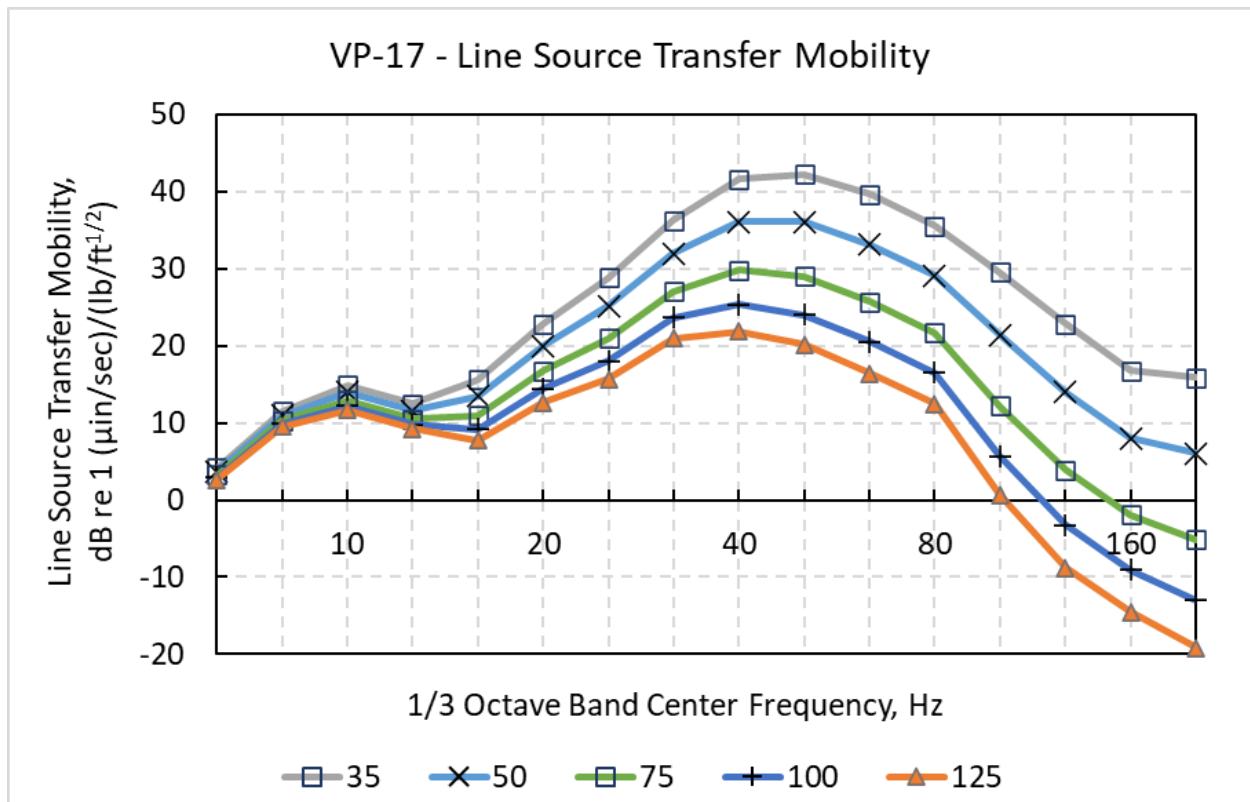


Table D-2 1/3-Octave Band Transfer Mobility Coefficients VP-16: Alderwood Community Church

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	4.5	10.8	15.8	18.9	31.1	42.9	51.4	55.5	52.9	50.4	46.4	41.9	51.8	56.3	72.3	55.2
B	-0.5	-1.6	-2.4	-3.5	-9.6	-13.2	-14.7	-14.4	-13.4	-16.1	-15.1	-13.9	-21.0	-24.9	-34.5	-27.5
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

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

Figure D-2 Line Source Transfer Mobility Site VP-16: Alderwood Community Church

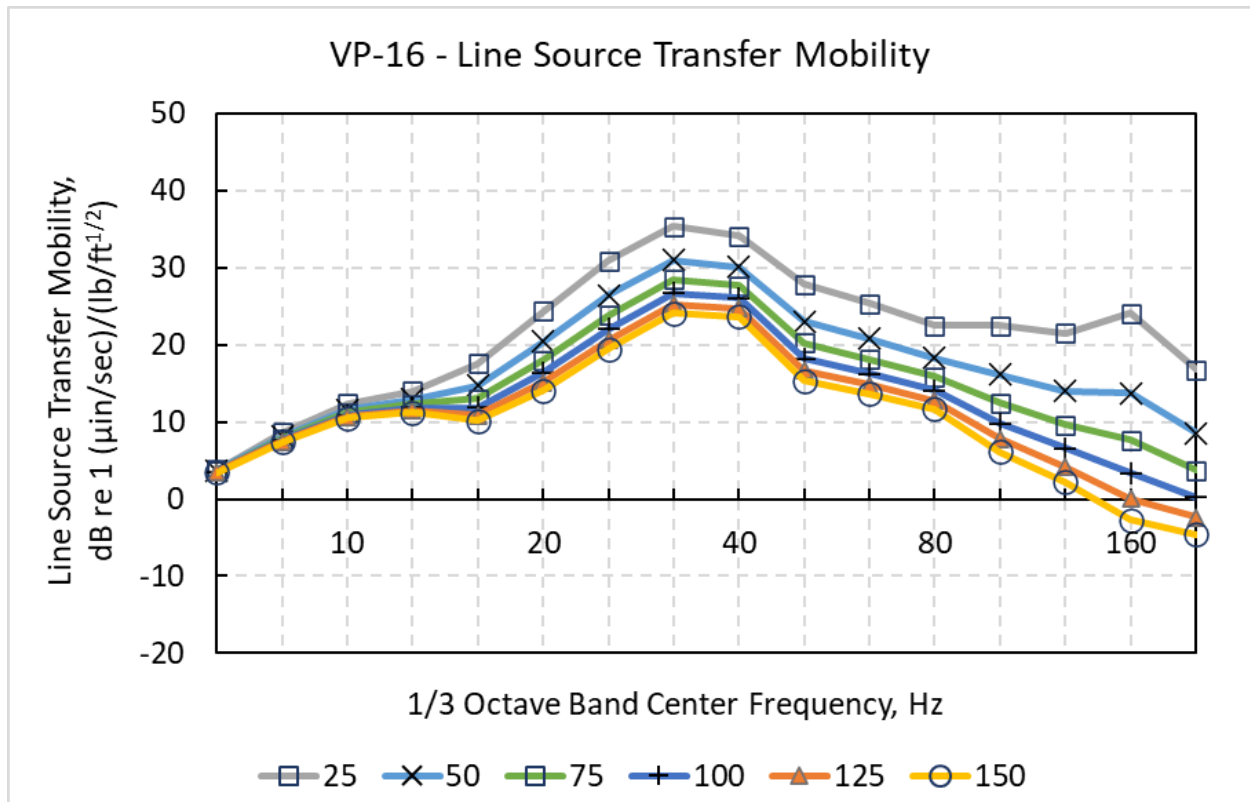


Table D-3 1/3-Octave Band Transfer Mobility Coefficients VP-15: The Woods at Alderwood

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	69.6	61.4	51.2	44.0	59.8	75.1	66.8	70.0	94.9	117.0	117.2	126.0	113.3	81.8	72.8	62.8
B	-31.5	-27.6	-23.3	-19.4	-23.8	-25.0	-18.3	-20.2	-33.2	-47.4	-50.6	-56.2	-52.8	-39.4	-36.8	-32.3
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

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

Figure D-3 Line Source Transfer Mobility Site VP-15: The Woods at Alderwood

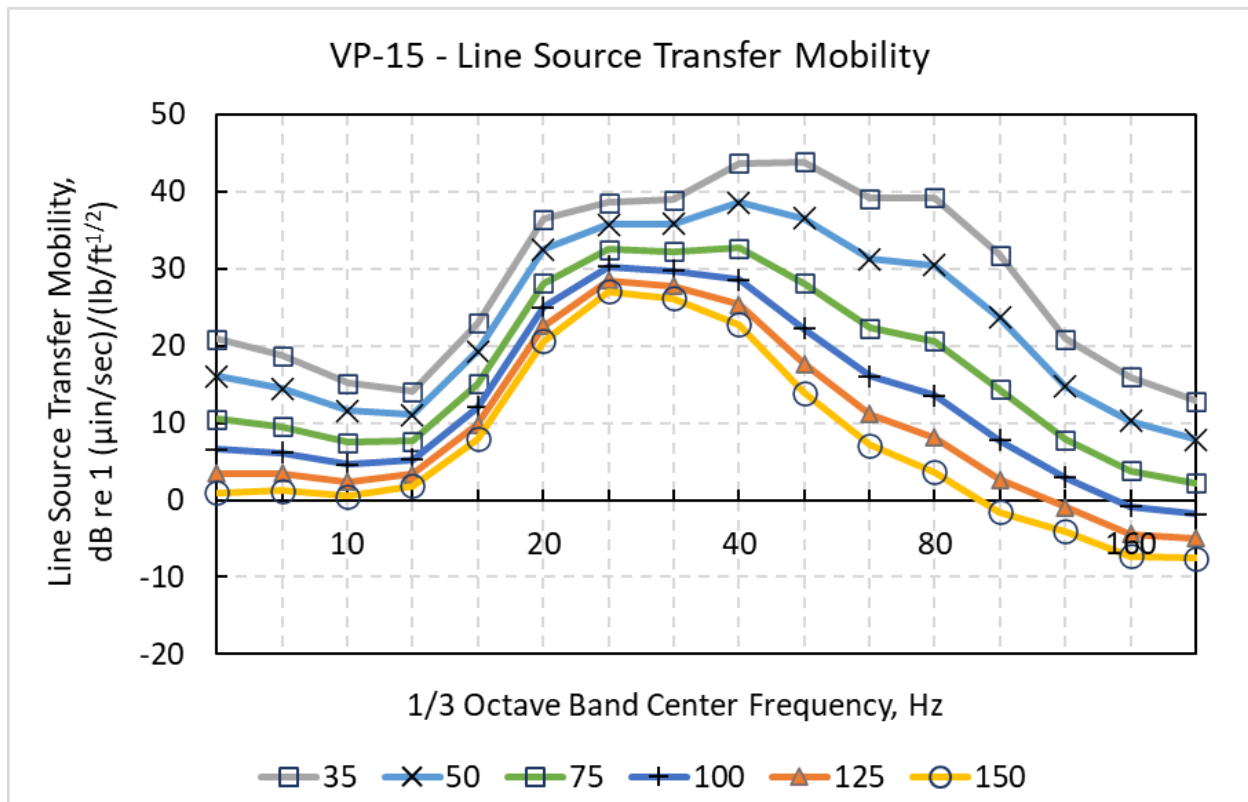


Table D-4 1/3-Octave Band Transfer Mobility Coefficients VP-14: 170th Street and 20th Avenue

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	4.3	3.9	14.0	20.7	39.3	38.6	40.7	58.6	70.0	78.1	82.9	90.2	94.5	87.2	72.7	77.8
B	-1.2	-0.5	-4.4	-7.7	-14.9	-9.8	-7.0	-13.9	-18.8	-23.1	-26.9	-32.7	-38.0	-38.0	-33.6	-38.8
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

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

Figure D-4 Line Source Transfer Mobility Site VP-14: 170th Street and 20th Avenue

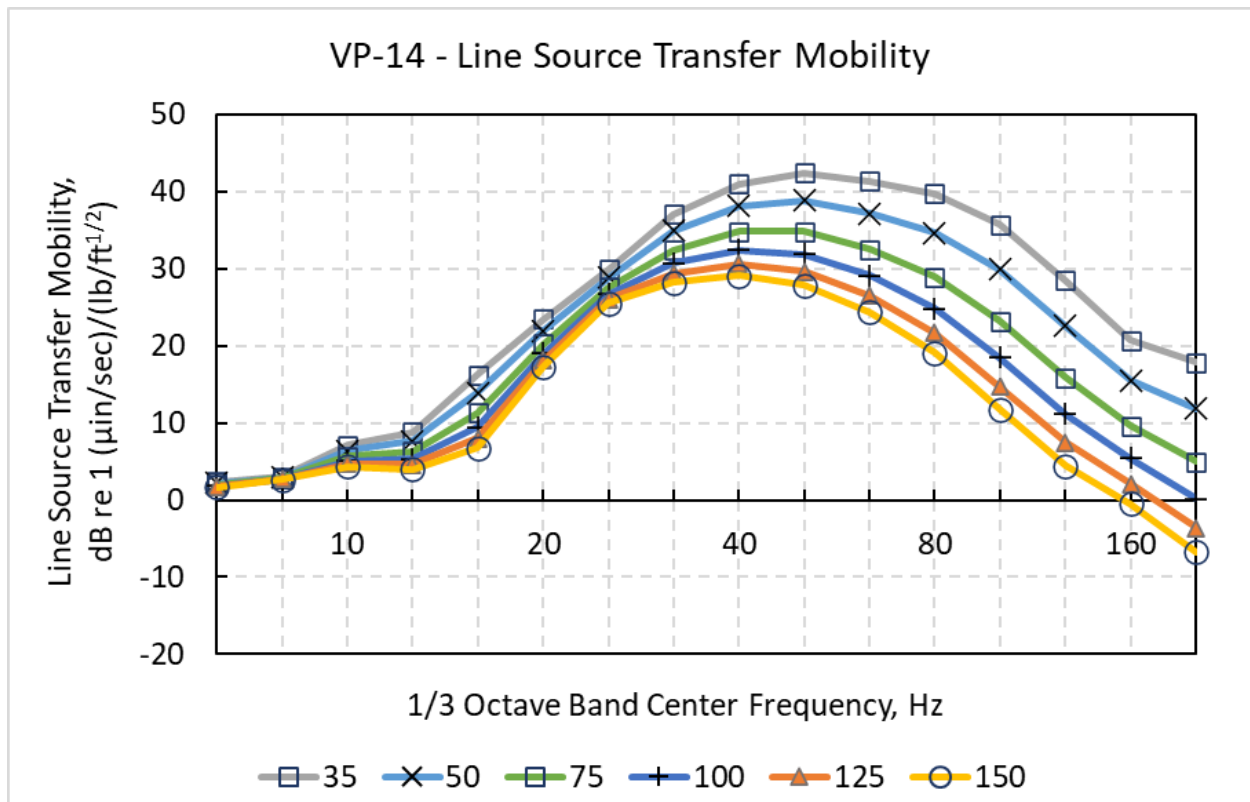


Table D-5 1/3-Octave Band Transfer Mobility Coefficients VP-13: Interurban Trail

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	10.7	17.8	17.8	25.4	41.7	68.3	94.5	109.3	110.9	99.3	89.4	73.9	81.3	85.0	84.0	78.1
B	-7.9	-11.3	-9.5	-11.2	-17.7	-29.7	-39.6	-46.5	-46.8	-40.7	-36.3	-29.8	-37.1	-41.6	-42.3	-39.4
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

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

Figure D-5 Line Source Transfer Mobility Site VP-13: Interurban Trail

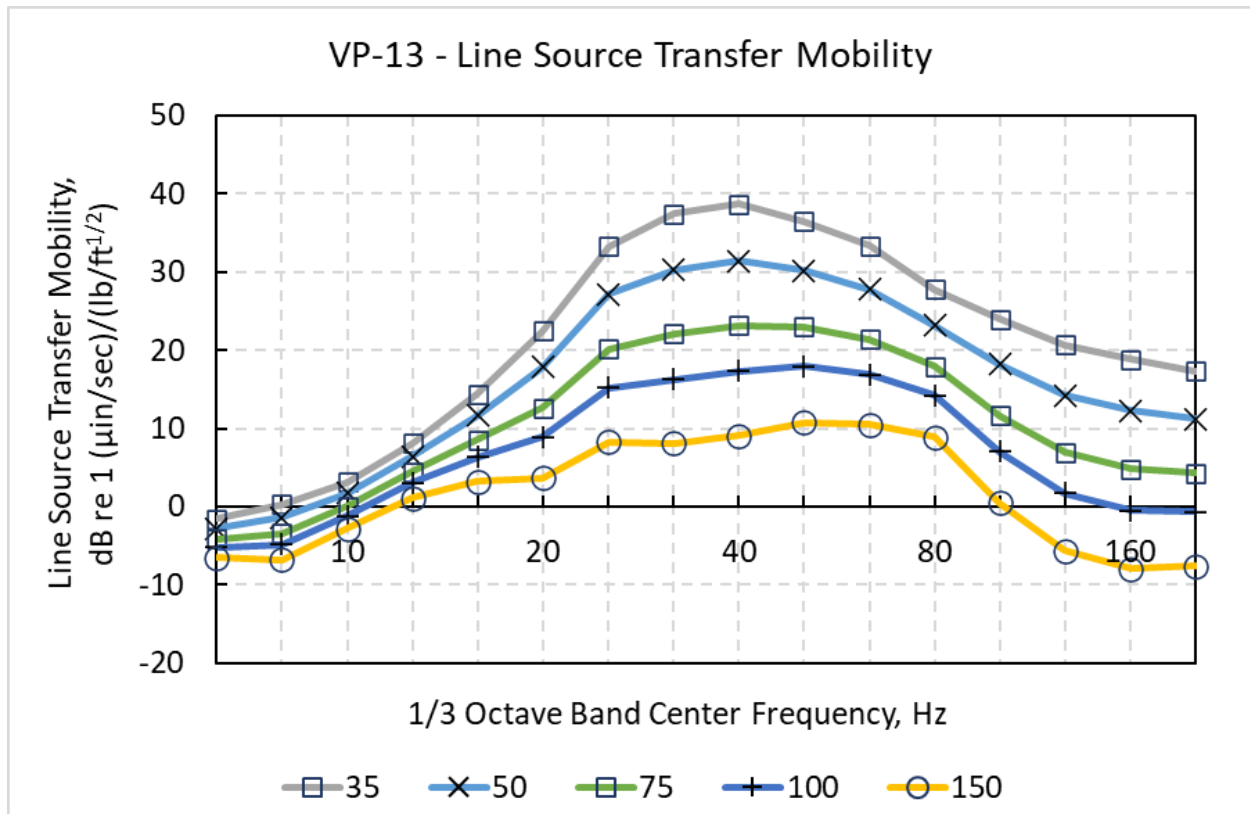


Table D-6 1/3-Octave Band Transfer Mobility Coefficients VP-12: 153rd Place SW and 14th Avenue W

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	38.2	38.1	24.9	20.0	23.2	24.5	30.8	31.5	52.2	95.0	128.9	119.7	117.5	91.7	78.5	83.4
B	-20.3	-20.0	-12.1	-9.1	-9.0	-9.1	-12.0	-9.0	-16.3	-38.0	-55.3	-51.5	-53.8	-43.5	-38.0	-42.1
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

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

Figure D-6 Line Source Transfer Mobility Site VP-12: 153rd Place SW and 14th Avenue W

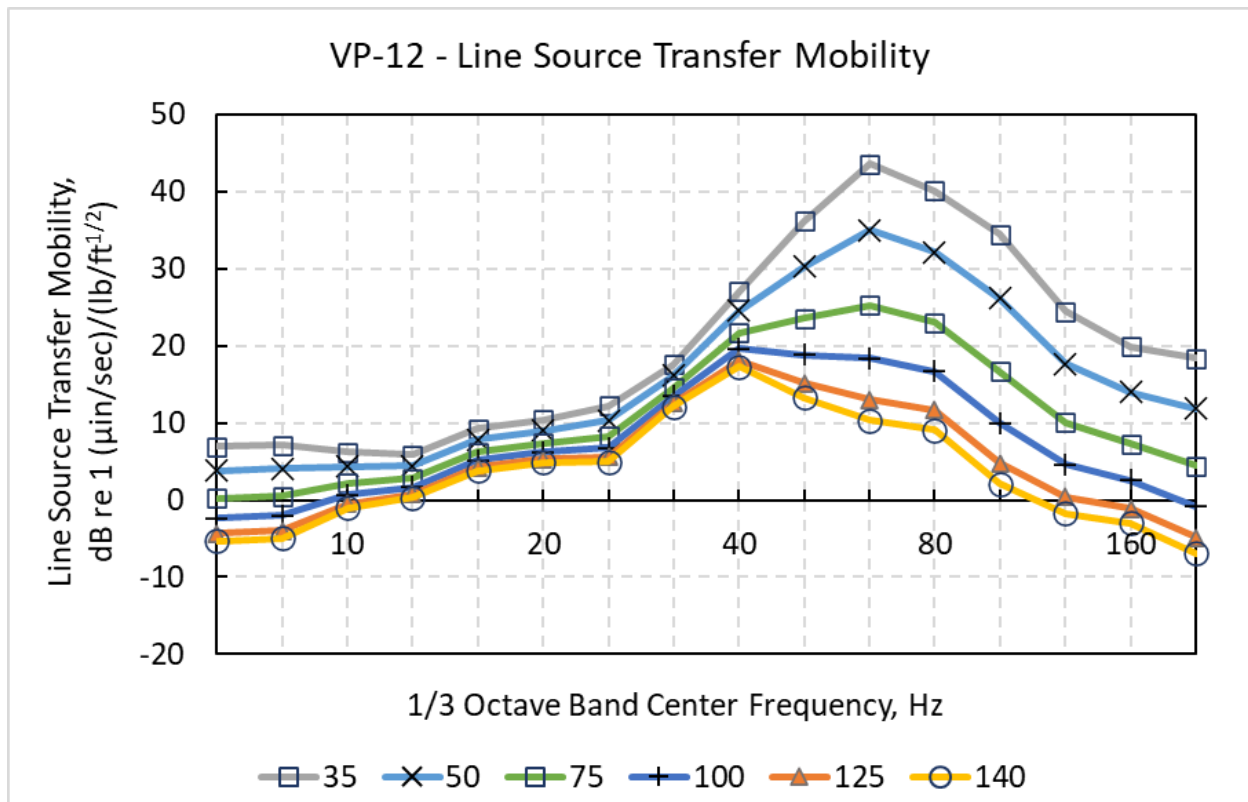


Table D-7 1/3-Octave Band Transfer Mobility Coefficients VP-11: Interurban Trail

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	34.1	34.1	26.2	32.4	40.5	53.4	85.4	124.6	147.7	128.4	99.0	80.4	68.1	72.9	75.4	62.9
B	-15.8	-14.3	-9.7	-13.6	-16.2	-19.3	-29.9	-48.1	-61.1	-53.2	-39.9	-32.6	-27.3	-30.3	-34.4	-28.6
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

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

Figure D-7 Line Source Transfer Mobility Site VP-11: Interurban Trail

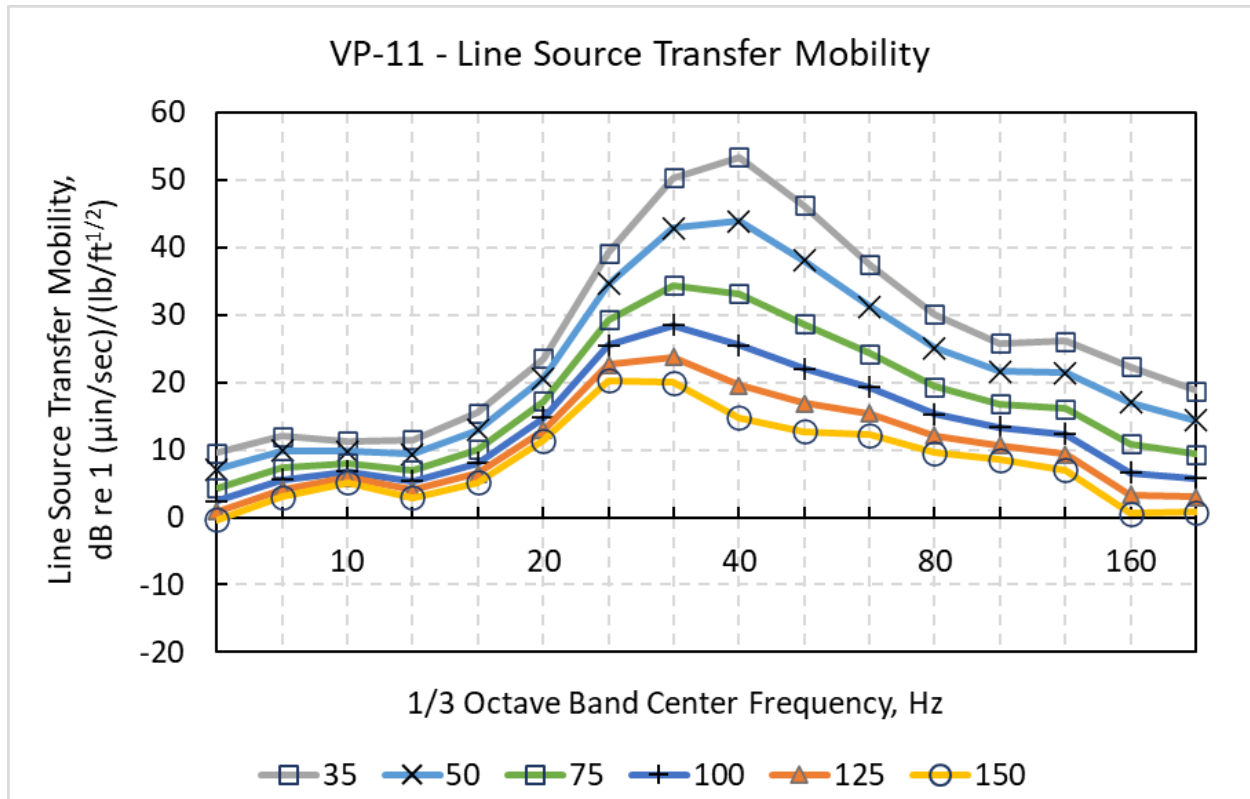


Table D-8 1/3-Octave Band Transfer Mobility Coefficients VP-10: 128th Street SW and 9th Avenue W

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	22.6	23.2	30.8	27.7	47.7	79.1	106.1	99.4	92.5	81.0	96.5	97.9	52.9	74.0	68.6	44.5
B	-8.4	-5.4	-12.8	-11.1	-16.5	-27.3	-38.1	-32.1	-29.9	-28.2	-37.2	-41.4	-19.5	-34.4	-34.2	-22.9
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

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

Figure D-8 Line Source Transfer Mobility Site VP-10: 128th Street SW and 9th Avenue W

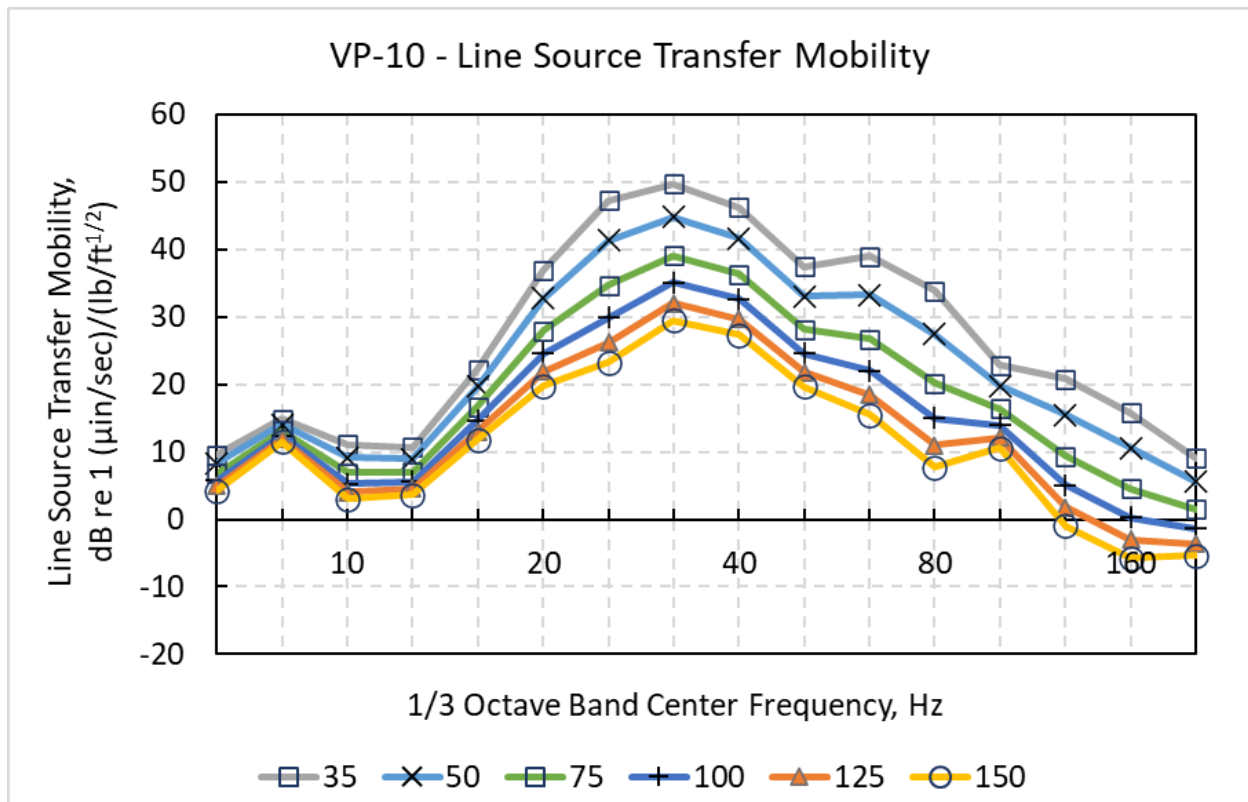


Table D-9 1/3-Octave Band Transfer Mobility Coefficients VP-9: Avondale Road and 121st Street

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	78.6	46.5	40.6	39.7	50.6	50.9	56.5	74.1	79.3	76.9	80.2	85.1	85.8	89.5	85.6	69.1
B	-39.1	-21.9	-16.9	-14.2	-15.8	-14.2	-15.7	-23.2	-25.1	-24.8	-27.3	-34.6	-39.9	-45.4	-45.7	-36.8
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

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

Figure D-9 Line Source Transfer Mobility Site VP-9: Avondale Road and 121st Street

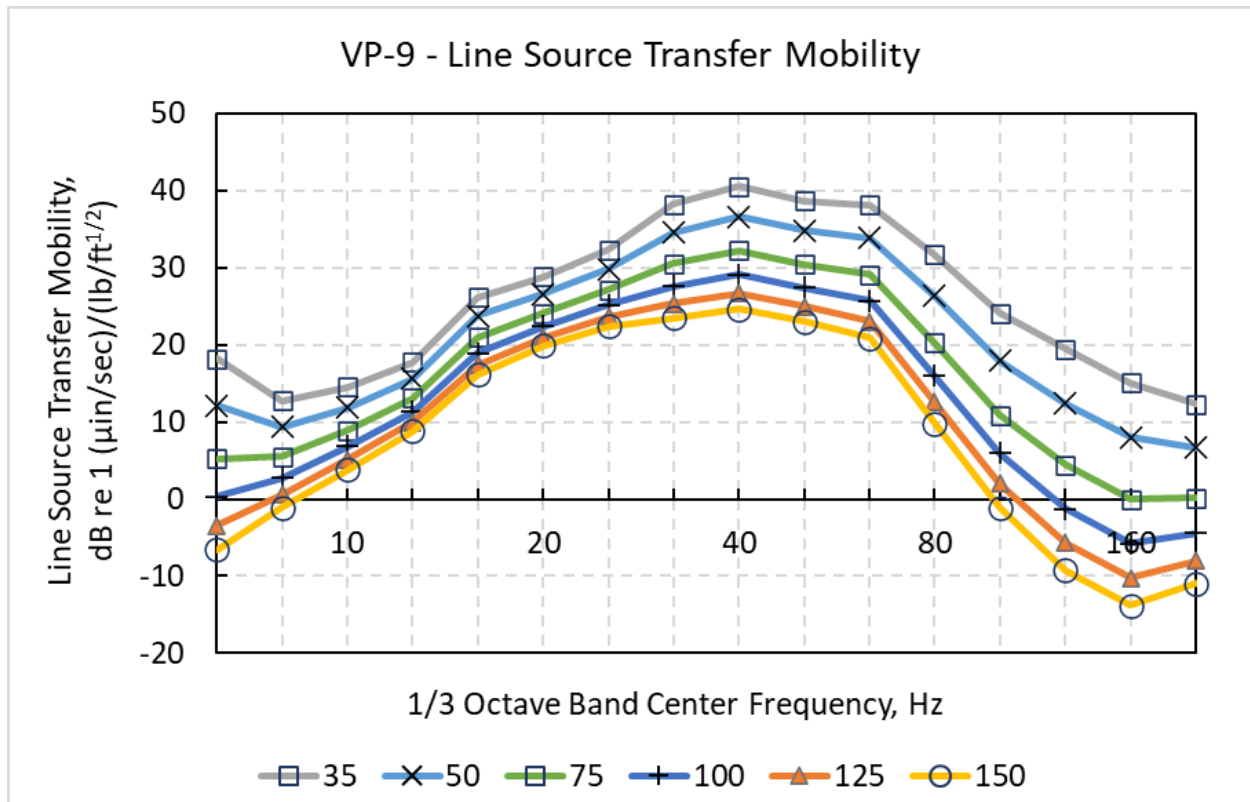


Table D-10 1/3-Octave Band Transfer Mobility Coefficients VP-8: Hollow Dale Place and Paine Field Way

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	28.5	26.8	34.9	34.3	68.8	91.8	85.0	82.8	85.0	94.7	103.3	104.8	90.7	95.4	102.8	100.9
B	-12.6	-11.6	-16.7	-16.6	-31.3	-33.6	-26.2	-23.8	-24.6	-32.2	-39.1	-40.7	-36.4	-41.4	-47.6	-49.5
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

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

Figure D-10 Line Source Transfer Mobility Site VP-8: Hollow Dale Place and Paine Field Way

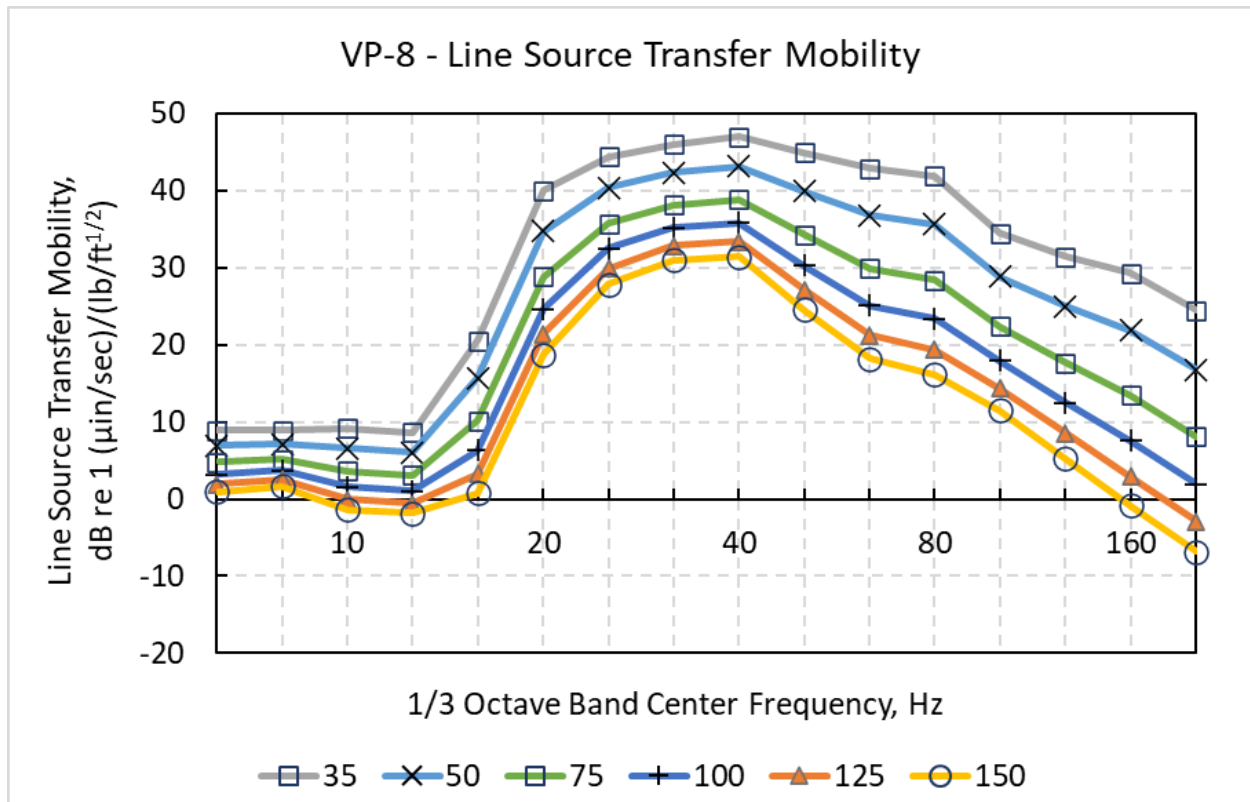


Table D-11 1/3-Octave Band Transfer Mobility Coefficients VP-7: W Casino Road and 18th Avenue W

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	9.5	16.1	9.7	21.1	23.7	32.6	23.2	30.3	80.2	94.3	74.9	97.0	81.9	106.3	122.5	86.6
B	-4.9	-7.8	-3.9	-8.5	-7.3	-8.7	-0.5	-1.5	-27.0	-34.3	-25.2	-40.5	-34.2	-51.0	-61.0	-37.2
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

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

Figure D-11 Line Source Transfer Mobility Site VP-7: W Casino Road and 18th Avenue W

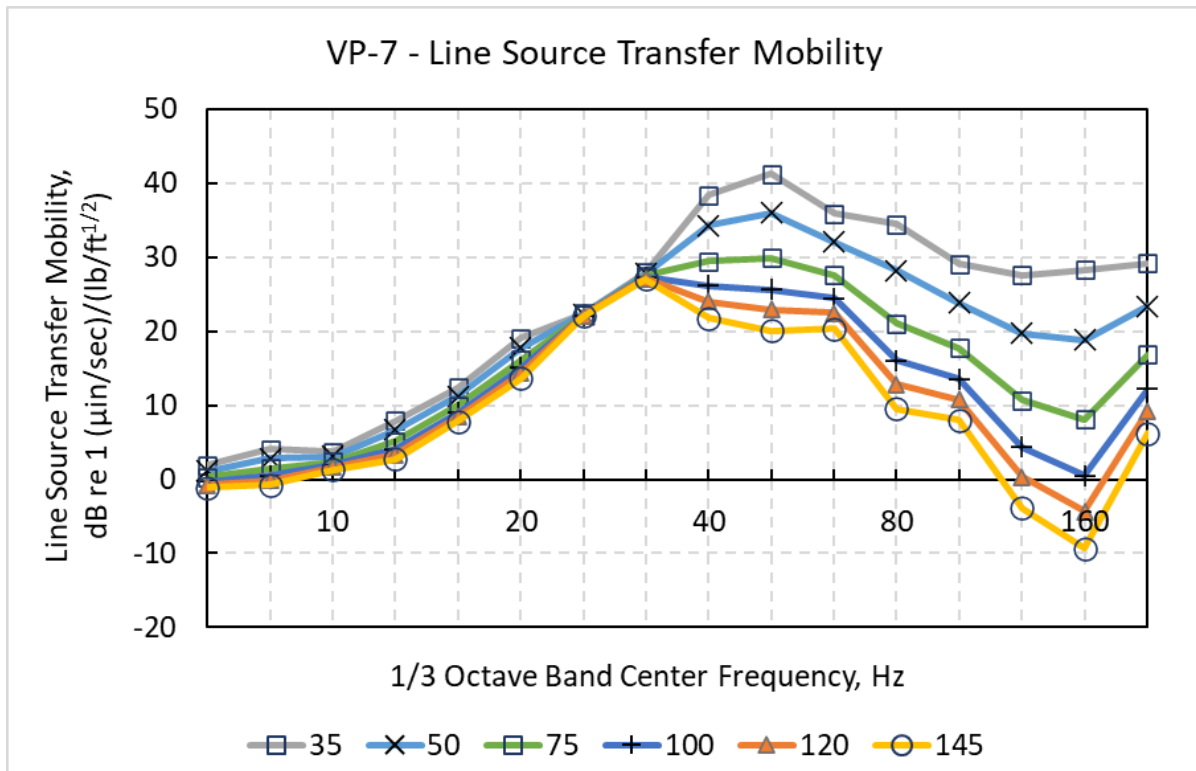


Table D-12 1/3-Octave Band Transfer Mobility Coefficients VP-6: South Everett Community Church

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	14.2	12.5	25.0	27.1	38.4	67.0	86.0	112.1	121.1	114.4	110.2	105.6	105.3	101.6	91.4	71.8
B	-8.3	-10.0	-14.5	-14.2	-16.1	-25.8	-31.7	-43.9	-47.7	-44.5	-43.7	-44.6	-48.4	-49.5	-45.8	-36.1
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

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

Figure D-12 Line Source Transfer Mobility Site VP-6: South Everett Community Church

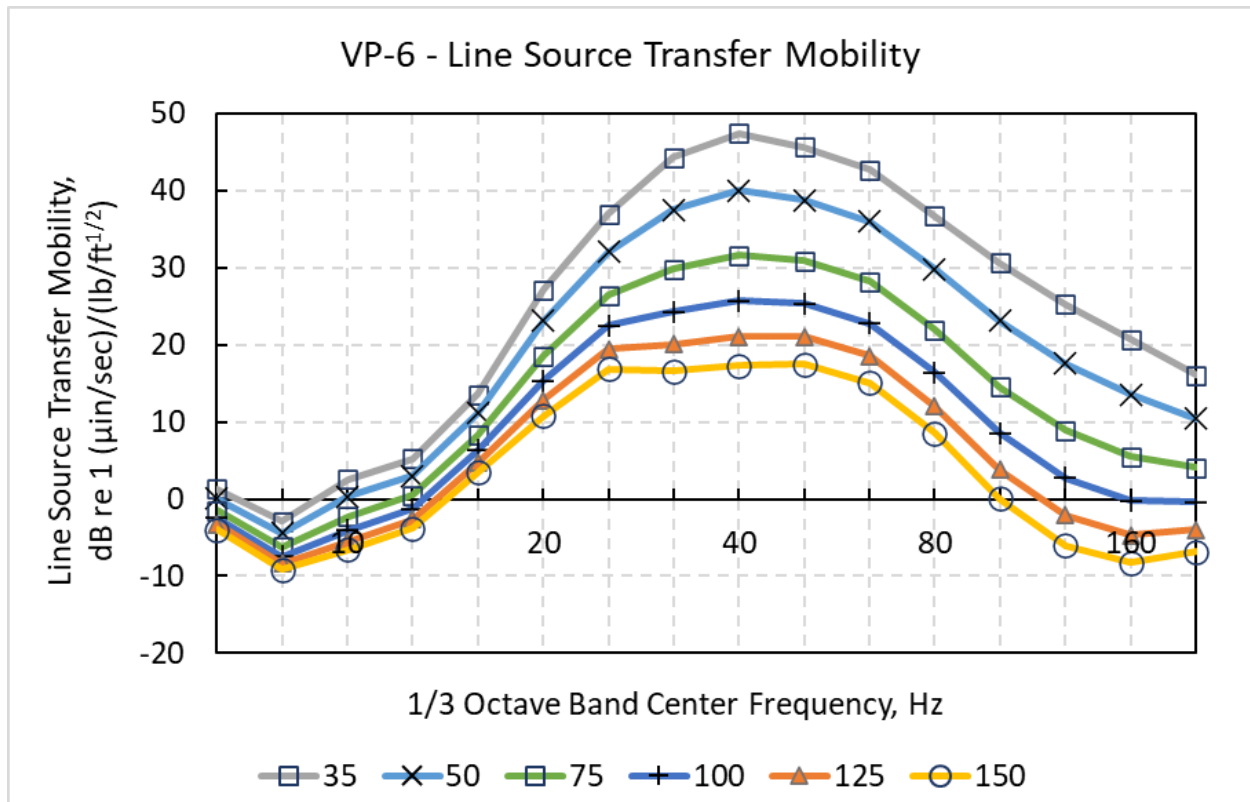


Table D-13 1/3-Octave Band Transfer Mobility Coefficients VP-5: 85th Street SE and 9th Avenue SE

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	5.7	4.7	17.0	13.7	22.5	31.7	32.4	38.4	67.3	93.6	97.7	96.5	82.0	76.6	77.6	80.4
B	-3.2	-4.3	-8.7	-5.9	-9.5	-13.4	-10.8	-8.7	-23.1	-36.3	-37.8	-38.9	-31.9	-31.2	-33.4	-35.4
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

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

Figure D-13 Line Source Transfer Mobility Site VP-5: 85th Street SE and 9th Avenue SE

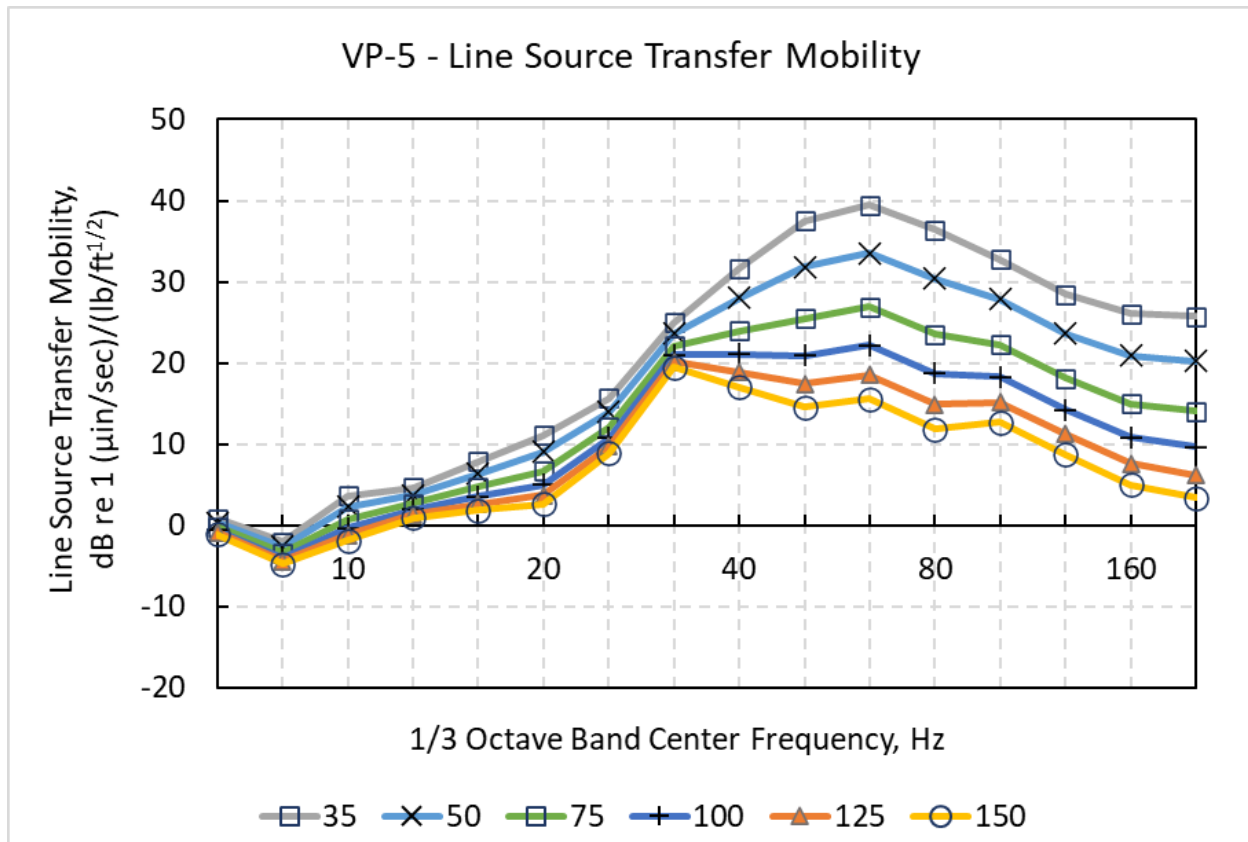


Table D-14 1/3-Octave Band Transfer Mobility Coefficients VP-4: McDougall Street and Monroe Avenue

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	6.6	6.5	7.9	22.2	19.4	22.3	23.9	44.6	73.3	92.1	101.6	105.1	104.6	84.5	98.0	93.1
B	-1.9	-1.6	-1.6	-9.0	-7.0	-6.8	-4.9	-9.7	-21.2	-31.6	-38.0	-42.0	-44.1	-35.7	-44.7	-44.5
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

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

Figure D-14 Line Source Transfer Mobility Site VP-4: McDougall Street and Monroe Avenue

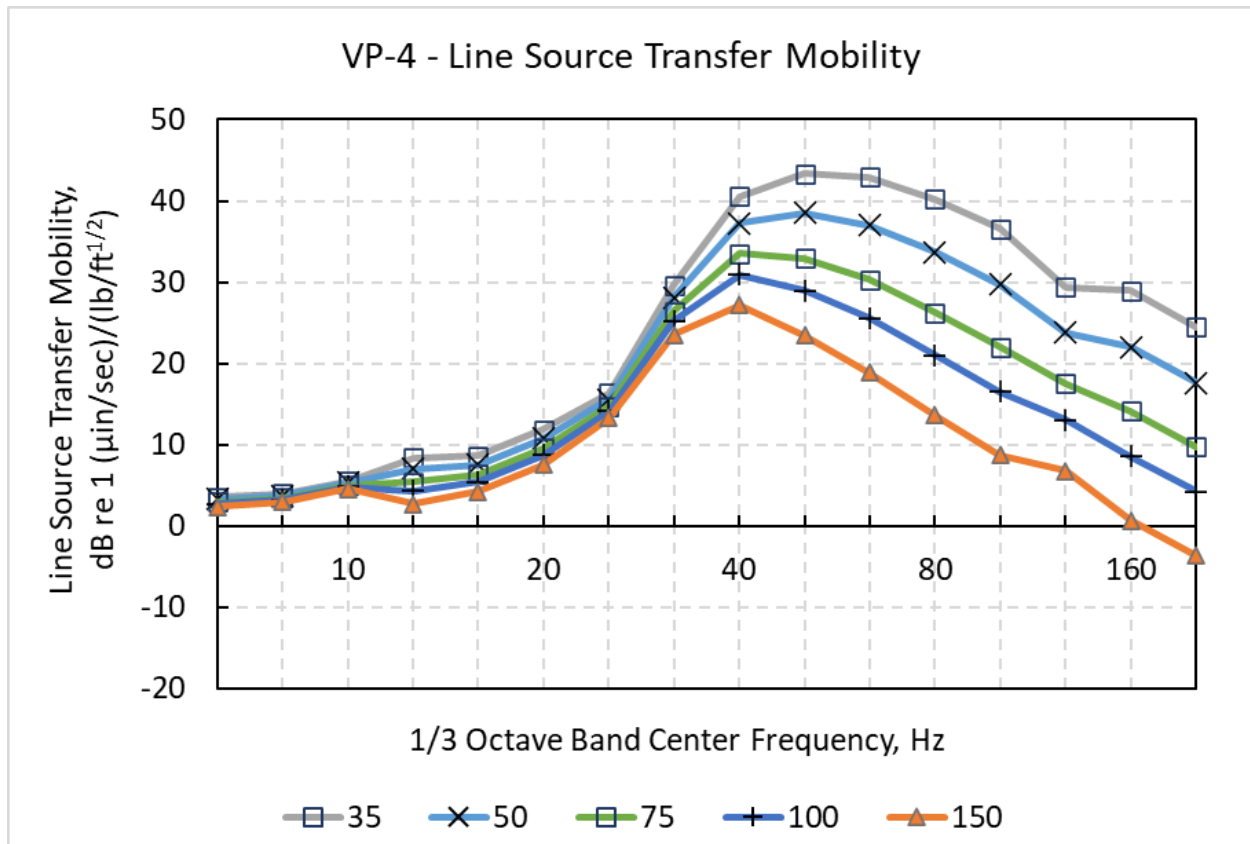


Table D-15 1/3-Octave Band Transfer Mobility Coefficients VP-3: 63rd Street and Commercial Avenue

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	12.5	17.5	19.1	28.9	30.3	38.5	44.2	41.0	42.7	63.0	-174.6	-149.6	91.6	80.2	70.8	64.9
B	-3.3	-5.1	-3.0	-8.0	-5.9	-7.0	-9.2	-7.3	-7.4	-18.9	252.6	226.6	-39.0	-35.4	-33.3	-32.7
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-76.7	-70.4	0.0	0.0	0.0	0.0

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

Figure D-15 Line Source Transfer Mobility Site VP-3: 63rd Street and Commercial Avenue

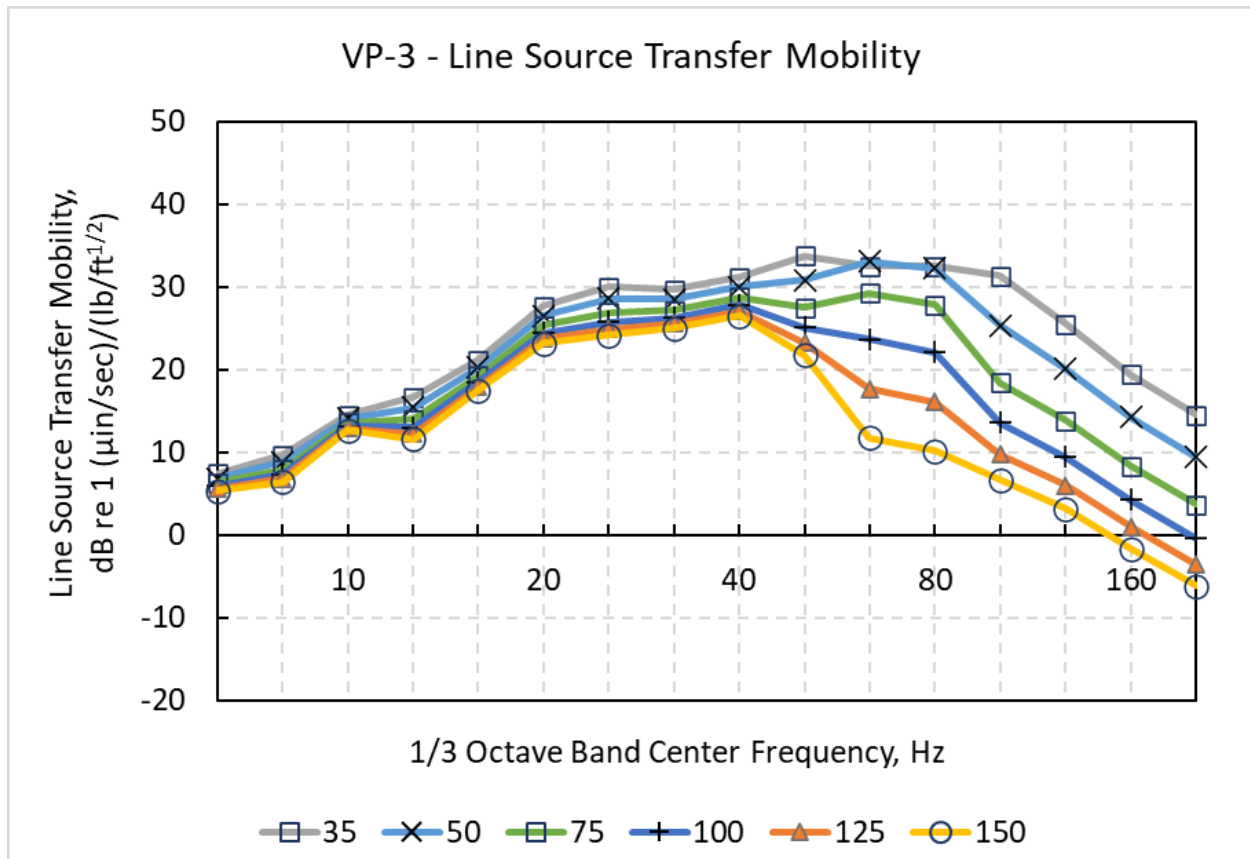


Table D-16 1/3-Octave Band Transfer Mobility Coefficients VP-2: 47th Street SE and View Drive

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	32.9	23.1	21.0	23.7	32.9	44.6	57.6	83.3	103.2	111.1	108.6	98.8	99.9	81.6	76.9	82.1
B	-11.7	-5.9	-3.6	-4.9	-7.6	-11.0	-15.6	-26.6	-35.0	-38.8	-39.2	-37.7	-42.2	-36.0	-35.0	-41.3
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

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

Figure D-16 Line Source Transfer Mobility Site VP-2: 47th Street SE and View Drive

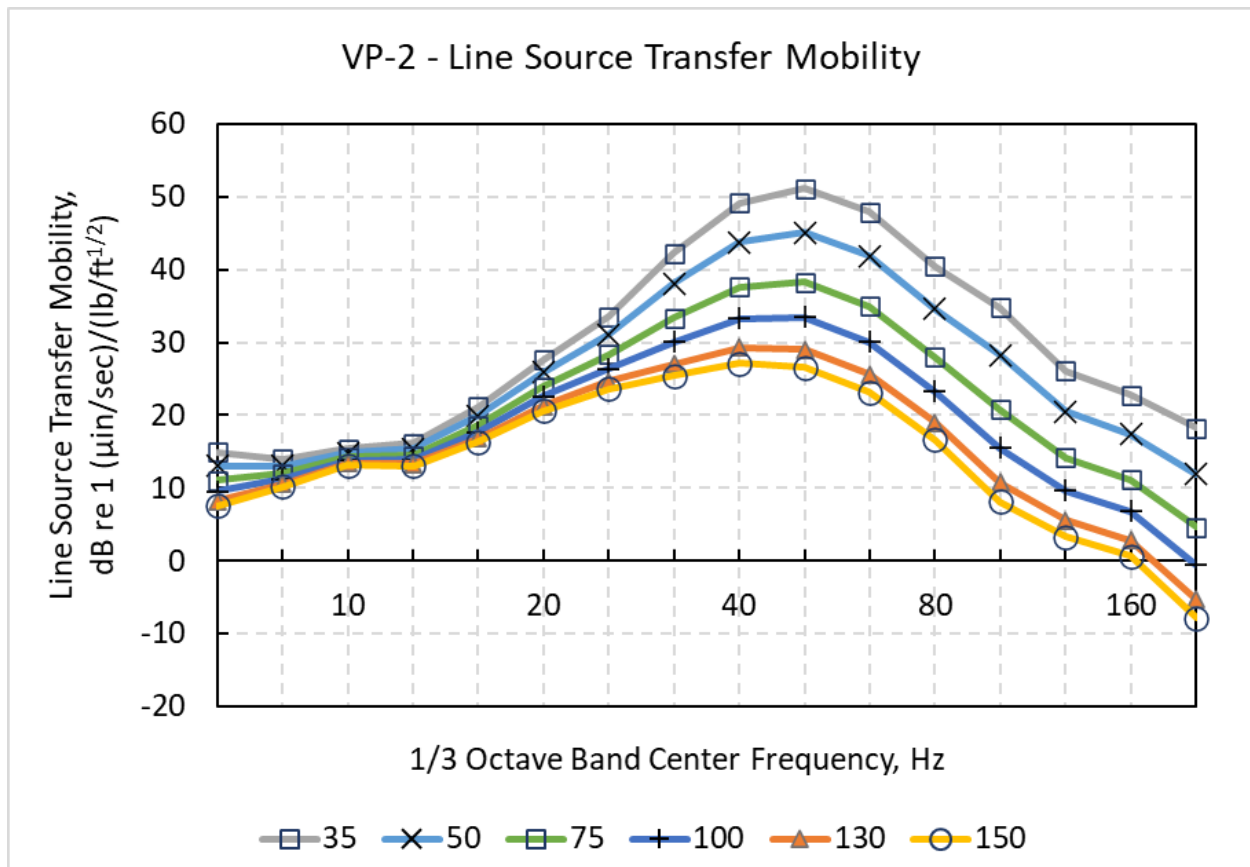
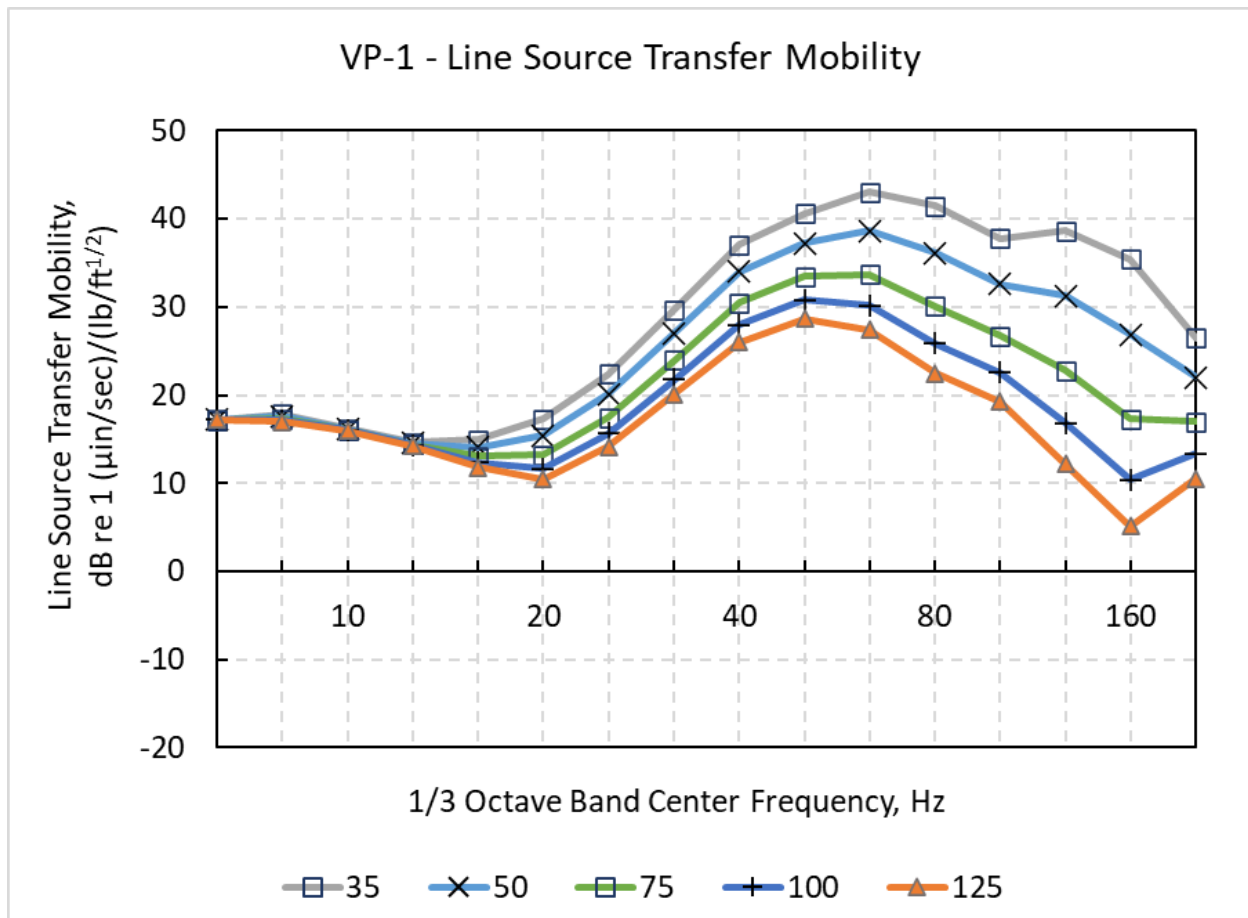


Table D-17 1/3-Octave Band Transfer Mobility Coefficients VP-1: 33rd Street and Broadway

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	17.0	20.1	16.8	15.8	23.6	36.3	45.5	56.3	68.1	73.7	86.6	94.4	89.4	112.5	119.9	71.0
B	0.1	-1.5	-0.4	-0.7	-5.6	-12.3	-14.9	-17.3	-20.1	-21.5	-28.2	-34.3	-33.4	-47.8	-54.8	-28.8
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

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

Figure D-17 Line Source Transfer Mobility Site VP-1: 33rd Street and Broadway





Everett Link Extension

ATTACHMENT E

Detailed Noise and Vibration Impact Tables

Noise Impact Tables

Table E-1 Summary of FTA Category 2 Noise Impacts – Alternative ALD-1B

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
44th Avenue to 196th Street	NB	38	68	71	63	68	1	239
44th Avenue to 196th Street	SB	199	76	66	65	74	348	0
196th Street to 188th Street	NB	341	76	58	65	74	0	0
196th Street to 188th Street	SB	397	76	58	65	74	0	0
Alderwood Parkway to 33rd Avenue ^a	NB	--	--	--	--	--	--	--
Alderwood Parkway to 33rd Avenue ^a	SB	--	--	--	--	--	--	--
Total:							349	239

NOTE:

- a) No noise sensitive receivers at this location.

Table E-2 Summary of FTA Category 3 Noise Impacts – Alternative ALD-1B

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
MMJ Training Institute	SB	219	68	58	68	73	0	0
Debre Bisrat St. Gabriel in Lynnwood	SB	481	68	56	68	73	0	0
Alderwood Community Church	SB	179	68	64	68	73	0	0
Total:							0	0

Table E-3 Summary of FTA Category 2 Noise Impacts – Alternative ALD-1B with Alderwood Mall Boulevard Design Option

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
44th Avenue to 196th Street	NB	38	68	71	63	68	1	239
44th Avenue to 196th Street	SB	125	76	69	65	74	348	0
196th Street to 188th Street	NB	341	76	58	65	74	0	0
196th Street to 188th Street	SB	358	76	59	65	74	0	0
Alderwood Parkway to 33rd Avenue ^a	NB	--	--	--	--	--	--	--
Alderwood Parkway to 33rd Avenue ^a	SB	--	--	--	--	--	--	--
Total:							349	239

NOTE:

- a) No noise sensitive receivers at this location.

Table E-4 Summary of FTA Category 3 Noise Impacts – Alternative ALD-1B with Alderwood Mall Boulevard Design Option

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
MMJ Training Institute	SB	219	64	63	65	70	0	0
Debre Bisrat St. Gabriel in Lynnwood	SB	255	68	60	68	73	0	0
Alderwood Community Church	SB	36	68	73	68	73	0	1
Total:							0	1

Table E-5 Summary of FTA Category 2 Noise Impacts – Alternative ALD-2D

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
44th Avenue to 196th Street	NB	38	68	71	63	68	1	239
44th Avenue to 196th Street	SB	199	76	66	65	74	348	0
196th Street to 188th Street	NB	307	76	61	65	74	0	0
196th Street to 188th Street	SB	417	76	58	65	74	0	0
Alderwood Parkway to 33rd Avenue ^a	NB	--	--	--	--	--	--	--
Alderwood Parkway to 33rd Avenue	SB	148	63	68	60	65	140	210
Total:							489	449

NOTE:

a) No noise sensitive receivers at this location.

Table E-6 Summary of FTA Category 3 Noise Impacts – Alternative ALD-2D

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
MMJ Training Institute	SB	219	64	63	65	70	0	0
Debre Bisrat St. Gabriel in Lynnwood	SB	481	68	56	68	73	0	0
Alderwood Community Church	SB	188	68	64	68	73	0	0
Total:							0	0

Table E-7 Summary of FTA Category 2 Noise Impacts – Alternative ALD-2D with Alderwood Mall Boulevard Design Option

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
44th Avenue to 196th Street	NB	38	68	71	63	68	1	239
44th Avenue to 196th Street	SB	125	76	69	65	74	348	0
196th Street to 188th Street	NB	307	76	61	65	74	0	0
196th Street to 188th Street	SB	358	76	59	65	74	0	0
Alderwood Parkway to 33rd Avenue ^a	NB	--	--	--	--	--	--	--
Alderwood Parkway to 33rd Avenue	SB	148	63	68	60	65	140	210
Total:							489	449

NOTE:

a) No noise sensitive receivers at this location.

Table E-8 Summary of FTA Category 3 Noise Impacts – Alternative ALD-2D with Alderwood Mall Boulevard Design Option

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
MMJ Training Institute	SB	219	64	63	65	70	0	0
Debre Bistrat St. Gabriel in Lynnwood	SB	255	68	60	68	73	0	0
Alderwood Community Church	SB	36	68	73	68	73	0	1
Total:							0	1

Table E-9 Summary of FTA Category 2 Noise Impacts – Alternative ALD-2F

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
44th Avenue to 196th Street	NB	38	68	71	63	68	1	239
44th Avenue to 196th Street	SB	199	76	66	65	74	348	0
196th Street to 188th Street	NB	341	76	60	65	74	0	0
196th Street to 188th Street	SB	397	76	58	65	74	0	0
Alderwood Parkway to 33rd Avenue ^a	NB	--	--	--	--	--	--	--
Alderwood Parkway to 33rd Avenue	SB	166	63	63	60	65	350	0
Total:							699	239

NOTE:

a) No noise sensitive receivers at this location.

Table E-10 Summary of FTA Category 3 Noise Impacts – Alternative ALD-2F

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
MMJ Training Institute	SB	219	64	59	65	70	0	0
Debre Bisrat St. Gabriel in Lynnwood	SB	481	68	56	68	73	0	0
Alderwood Community Church	SB	179	68	64	68	73	0	0
Total:							0	0

Table E-11 Summary of FTA Category 2 Noise Impacts – Alternative ALD-2F with Alderwood Mall Boulevard Design Option

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
44th Avenue to 196th Street	NB	38	68	71	63	68	1	239
44th Avenue to 196th Street	SB	125	76	69	65	74	348	0
196th Street to 188th Street	NB	341	76	60	65	74	0	0
196th Street to 188th Street	SB	358	76	59	65	74	0	0
Alderwood Parkway to 33rd Avenue ^a	NB	--	--	--	--	--	--	--
Alderwood Parkway to 33rd Avenue	SB	166	63	63	60	65	350	0
Total:							699	239

NOTE:

- a) No noise sensitive receivers at this location.

Table E-12 Summary of FTA Category 3 Noise Impacts – Alternative ALD-2F with Alderwood Mall Boulevard Design Option

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
MMJ Training Institute	SB	219	64	59	65	70	0	0
Debre Bistrat St. Gabriel in Lynnwood	SB	255	68	60	68	73	0	0
Alderwood Community Church	SB	36	68	73	68	73	0	1
Total:							0	1

Table E-13 Summary of FTA Category 2 Noise Impacts – Alternative ASH-1A

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Maple Road to 172nd Street ^a	NB	--	--	--	--	--	--	--
Maple Road to 172nd Street	SB	38	74	72	65	72	16	0
172nd Street to 164th Street	NB	506	66	61	61	67	0	0
172nd Street to 164th Street	SB	37	70	81	64	69	10	12
164th Street to 18th Avenue	NB	670	71	59	65	70	0	0
164th Street to 18th Avenue	SB	65	75	68	65	73	30	0
18th Avenue to 153rd Place	NB	407	71	62	65	70	0	0
18th Avenue to 153rd Place	SB	48	75	76	65	73	240	30
153rd Place to 147th Street	NB	444	71	56	65	70	0	0
153rd Place to 147th Street	SB	20	72	77	65	71	26	1
147th Street to 140th Street	NB	465	67	55	62	67	0	0
147th Street to 140th Street	SB	20	72	78	65	71	8	16
140th Street to 134th Street / MAR-1B Connection	NB	426	67	56	62	67	0	0
140th Street to 134th Street / MAR-1B Connection	SB	116	72	70	65	71	4	0
140th Street to 134th Street / MAR-2D Connection	NB	428	67	56	62	67	0	0
140th Street to 134th Street / MAR-2D Connection	SB	98	72	66	65	71	2	0
Total with connection to MAR-1B:							334	59
Total with connection to MAR-2D:							332	59

NOTE:

- a) No noise sensitive receivers at this location.

Table E-14 Summary of FTA Category 3 Noise Impacts – Alternative ASH-1A

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
None ^a	--	--	--	--	--	--	--	--
Total:							0	0

NOTE:

- a) No institutional noise sensitive receivers in this segment.

Table E-15 Summary of FTA Category 2 Noise Impacts – Alternative ASH-2D

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Maple Road to 172nd Street ^a	NB	--	--	--	--	--	--	--
Maple Road to 172nd Street	SB	37	74	76	65	72	16	6
172nd Street to 164th Street	NB	226	66	62	61	67	3	0
172nd Street to 164th Street	SB	100	70	67	64	69	5	0
164th Street to 18th Avenue	NB	107	71	65	65	70	1	0
164th Street to 18th Avenue	SB	434	75	57	65	73	0	0
18th Avenue to 153rd Place	NB	115	71	70	65	70	8	0
18th Avenue to 153rd Place	SB	454	75	61	65	73	0	0
153rd Place to 147th Street	NB	130	67	62	67	70	4	0
153rd Place to 147th Street	SB	309	72	58	65	71	0	0
147th Street to 140th Street	NB	222	67	64	62	67	20	0
147th Street to 140th Street	SB	310	72	58	65	71	0	0
140th Street to 134th Street / Connection to MAR-1B	NB	597	67	60	62	67	0	0
140th Street to 134th Street / Connection to MAR-1B	SB	508	72	61	65	71	0	0

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
140th Street to 134th Street / Connection to MAR-2D	NB	155	67	73	62	67	1	3
140th Street to 134th Street / Connection to MAR-2D	SB	613	72	59	65	71	0	0
Total with connection to MAR-1B:							57	6
Total with connection to MAR-2D:							58	9

NOTE:

- a) No noise sensitive receivers at this location.

Table E-16 Summary of FTA Category 3 Noise Impacts – Alternative ASH-2D

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
None ^a	--	--	--	--	--	--	--	--
Total:							0	0

NOTE:

- a) No institutional noise sensitive receivers in this segment.

Table E-17 Summary of FTA Category 2 Noise Impacts – Alternative MAR-1B

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
132nd Street to 8th Avenue	NB	235	57	60	56	62	1	0
132nd Street to 8th Avenue	SB	537	57	51	56	62	0	0
8th Avenue to Gibson Road	NB	205	65	65	61	66	1	0
8th Avenue to Gibson Road	SB	110	67	68	62	68	134	27

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Gibson Road to Admiralty Way / Connection to AIR-1A	NB	181	65	61	61	66	0	0
Gibson Road to Admiralty Way / Connection to AIR-1A	SB	75	67	66	62	68	6	0
Gibson Road to Admiralty Way / Connection to AIR-2B	NB	178	65	61	61	66	0	0
Gibson Road to Admiralty Way / Connection to AIR-2B	SB	61	67	65	62	68	6	0
Admiralty Way to 19th Place / Connection to AIR-1A	NB	68	65	65	61	66	63	0
Admiralty Way to 19th Place / Connection to AIR-1A	SB	156	67	60	62	68	0	0
Admiralty Way to 19th Place / Connection to AIR-2B	NB	217	65	58	61	66	0	0
Admiralty Way to 19th Place / Connection to AIR-2B	SB	39	67	68	62	68	0	30
Total with connection to AIR-1A:							205	27
Total with connection to AIR-2B:							142	57

Table E-18 Summary of FTA Category 3 Noise Impacts – Alternative MAR-1B

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-1A	SB	84	64	62	65	71	0	0
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-2B	SB	36	64	66	65	71	1	0
Total with connection to AIR-1A:							0	0
Total with connection to AIR-2B:							1	0

Table E-19 Summary of FTA Category 2 Noise Impacts – Alternative MAR-1B with Surface Parking Design Option

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
132nd Street to 8th Avenue	NB	235	57	60	56	62	1	0
132nd Street to 8th Avenue	SB	537	57	51	56	62	0	0
8th Avenue to Gibson Road	NB	205	65	65	61	66	1	0
8th Avenue to Gibson Road	SB	110	67	68	62	68	134	27
Gibson Road to Admiralty Way / Connection to AIR-1A	NB	181	65	61	61	66	0	0
Gibson Road to Admiralty Way / Connection to AIR-1A	SB	75	67	66	62	68	6	0
Gibson Road to Admiralty Way / Connection to AIR-2B	NB	178	65	61	61	66	0	0
Gibson Road to Admiralty Way / Connection to AIR-2B	SB	61	67	65	62	68	6	0

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Admiralty Way to 19th Place / Connection to AIR-1A	NB	68	65	65	61	66	63	0
Admiralty Way to 19th Place / Connection to AIR-1A	SB	156	67	60	62	68	0	0
Admiralty Way to 19th Place / Connection to AIR-2B	NB	217	65	58	61	66	0	0
Admiralty Way to 19th Place / Connection to AIR-2B	SB	39	67	68	62	68	0	30
Total with connection to AIR-1A:							205	27
Total with connection to AIR-2B:							142	57

Table E-20 Summary of FTA Category 3 Noise Impacts – Alternative MAR-1B with Surface Parking Design Option

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-1A	SB	84	64	62	65	71	0	0
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-2B	SB	36	64	66	65	71	1	0
Total with connection to AIR-1A:							0	0
Total with connection to AIR-2B:							1	0

Table E-21 Summary of FTA Category 2 Noise Impacts – Alternative MAR-2D

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
132nd Street to 8th Avenue	NB	828	57	45	56	62	0	0
132nd Street to 8th Avenue	SB	252	57	56	56	62	0	0
8th Avenue to Gibson Road	NB	112	65	70	61	66	60	1
8th Avenue to Gibson Road	SB	187	67	68	62	68	26	30
Gibson Road to Admiralty Way	NB	76	65	66	61	66	104	0
Gibson Road to Admiralty Way	SB	173	67	61	62	68	0	0
Admiralty Way to 19th Place / Connection to AIR-1A	NB	54	65	66	61	66	63	0
Admiralty Way to 19th Place / Connection to AIR-1A	SB	202	67	58	62	68	0	0
Admiralty Way to 19th Place / Connection to AIR-2B	NB	177	65	59	61	66	0	0
Admiralty Way to 19th Place / Connection to AIR-2B	SB	39	67	68	62	68	0	30
Total with connection to AIR-1A:							253	31
Total with connection to AIR-2B:							202	61

Table E-22 Summary of FTA Category 3 Noise Impacts – Alternative MAR-2D

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-1A	SB	202	64	56	65	71	0	0

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-2B	SB	129	64	59	65	71	0	0
Total with connection to AIR-1A:							0	0
Total with connection to AIR-2B:							0	0

Table E-23 Summary of FTA Category 2 Noise Impacts – Alternative MAR-2D with Surface Parking Design Option

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
132nd Street to 8th Avenue	NB	828	57	45	56	62	0	0
132nd Street to 8th Avenue	SB	252	57	56	56	62	0	0
8th Avenue to Gibson Road	NB	112	65	70	61	66	60	1
8th Avenue to Gibson Road	SB	187	67	68	62	68	26	30
Gibson Road to Admiralty Way	NB	76	65	66	61	66	104	0
Gibson Road to Admiralty Way	SB	173	67	61	62	68	0	0
Admiralty Way to 19th Place / Connection to AIR-1A	NB	54	65	66	61	66	63	0
Admiralty Way to 19th Place / Connection to AIR-1A	SB	202	67	58	62	68	0	0
Admiralty Way to 19th Place / Connection to AIR-2B	NB	177	65	59	61	66	0	0
Admiralty Way to 19th Place / Connection to AIR-2B	SB	39	67	68	62	68	0	30
Total with connection to AIR-1A:							253	31
Total with connection to AIR-2B:							202	61

Table E-24 Summary of FTA Category 3 Noise Impacts – Alternative MAR-2D with Surface Parking Design Option

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-1A	SB	202	64	56	65	71	0	0
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-2B	SB	129	64	59	65	71	0	0
Total with connection to AIR-1A:							0	0
Total with connection to AIR-2B:							0	0

Table E-25 Summary of FTA Category 2 Noise Impacts – Alternative AIR-1A

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
19th Place to Evergreen Way ^a	NB	--	--	--	--	--	--	--
19th Place to Evergreen Way	SB	543	77	55	65	75	0	0
Evergreen Way to Holly Drive	NB	277	67	61	62	68	0	0
Evergreen Way to Holly Drive	SB	353	67	60	62	68	0	0
Total:							0	0

NOTE:

- a) No noise sensitive receivers at this location.

Table E-26 Summary of FTA Category 3 Noise Impacts – Alternative AIR-1A

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Kingdom Hall of Jehovah's Witnesses	SB	344	63	58	64	70	0	0
Total:							0	0

Table E-27 Summary of FTA Category 2 Noise Impacts – Alternative AIR-2B

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
19th Place to Evergreen Way	NB	197	65	59	61	66	0	0
19th Place to Evergreen Way	SB	84	77	65	65	75	222	0
Evergreen Way to Holly Drive	NB	200	67	68	62	68	9	1
Evergreen Way to Holly Drive	SB	185	67	64	62	68	1	0
Total:							232	1

Table E-28 Summary of FTA Category 3 Noise Impacts – Alternative AIR-2B

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Kingdom Hall of Jehovah's Witnesses	SB	164	63	62	64	70	0	0
Total:							0	0

Table E-29 Summary of FTA Category 2 Noise Impacts – Alternative SWI-1A

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
106th Street to 100th Street	NB	308	67	61	62	68	0	0
106th Street to 100th Street ^a	SB	--	--	--	--	--	--	--
Total:							0	0

NOTE:

- a) No noise sensitive receivers at this location.

Table E-30 Summary of FTA Category 3 Noise Impacts – Alternative SWI-1A

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Sno-Isle TECH Skills Center	NB	359	70	55	69	74	0	0
Total:							0	0

Table E-31 Summary of FTA Category 2 Noise Impacts – Alternative SWI-1A with Lower Design Option

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
106th Street to 100th Street	NB	308	67	61	62	68	0	0
106th Street to 100th Street ^a	SB	--	--	--	--	--	--	--
Total:							0	0

NOTE:

- a) No noise sensitive receivers at this location.

Table E-32 Summary of FTA Category 3 Noise Impacts – Alternative SWI-1A with Lower Design Option

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Sno-Isle TECH Skills Center	NB	359	70	55	69	74	0	0
Total:							0	0

Table E-33 Summary of FTA Category 2 Noise Impacts – Alternative SWI-1B

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
106th Street to 100th Street	NB	308	67	61	62	68	0	0
106th Street to 100th Street ^a	SB	--	--	--	--	--	--	--
Total:							0	0

NOTE:

- a) No noise sensitive receivers at this location.

Table E-34 Summary of FTA Category 3 Noise Impacts – Alternative SWI-1B

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Sno-Isle TECH Skills Center	NB	335	70	55	69	74	0	0
Total:							0	0

Table E-35 Summary of FTA Category 2 Noise Impacts – Alternative SWI-1C

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
106th Street to 100th Street	NB	308	67	61	62	68	0	0
106th Street to 100th Street ^a	SB	--	--	--	--	--	--	--
Total:							0	0

NOTE:

- a) No noise sensitive receivers at this location.

Table E-36 Summary of FTA Category 3 Noise Impacts – Alternative SWI-1C

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Sno-Isle TECH Skills Center	NB	359	70	50	69	74	0	0
Total:							0	0

Table E-37 Summary of FTA Category 2 Noise Impacts – Alternative EGN-1A

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
5th Avenue to Evergreen Way	NB	215	64	63	60	66	23	0
5th Avenue to Evergreen Way	SB	221	69	63	63	68	0	0
Evergreen Way to 7th Avenue	NB	272	64	55	60	66	0	0
Evergreen Way to 7th Avenue ^a	SB	--	--	--	--	--	--	--
7th Avenue to Interurban Trail	NB	229	61	63	58	64	12	0
7th Avenue to Interurban Trail	SB	52	69	71	63	68	0	2
Seaway Avenue to 5th Avenue	NB	147	64	65	60	66	56	0

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--	--	--	--
Interurban Trail to Florida Drive	NB	338	67	51	62	67	0	0
Interurban Trail to Florida Drive	SB	178	67	56	62	67	0	0
Total:							91	2

NOTE:

- a) No noise sensitive receivers at this location.

Table E-38 Summary of FTA Category 3 Noise Impacts – Alternative EGN-1A

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Everett KinderCare	NB	338	61	52	63	69	0	0
Cascade High School	SB	98	69	57	69	74	0	0
Head Start & Early Head Start	NB	894	61	42	63	69	0	0
Hope Slavic Baptist Church	NB	554	61	43	63	69	0	0
Cascade View Presbyterian Church	SB	332	61	54	63	69	0	0
Total:							0	0

Table E-39 Summary of FTA Category 2 Noise Impacts – Alternative EGN-2B

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
5th Avenue to Evergreen Way	NB	118	64	71	60	66	22	56
5th Avenue to Evergreen Way	SB	234	69	67	63	68	3	0

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Evergreen Way to 7th Avenue	NB	124	64	61	60	66	2	0
Evergreen Way to 7th Avenue ^a	SB	--	--	--	--	--	--	--
7th Avenue to Interurban Trail	NB	202	61	63	58	64	12	0
7th Avenue to Interurban Trail	SB	52	69	71	63	68	3	2
Seaway Avenue to 5th Avenue ^b	NB	23	64	76	60	66	215 (191)	64 (0)
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--	--	--	--
Interurban Trail to Florida Drive	NB	338	67	55	62	67	0	0
Interurban Trail to Florida Drive	SB	178	67	59	62	67	0	0
Total:							257 (233)	122 (58)

NOTE:

- a) No noise sensitive receivers at this location.
- b) With the OMF Site B with Lead Tracks to South Side of SR 256 Design Option, the impacts here would be reduced due to additional acquisitions.

Table E-40 Summary of FTA Category 3 Noise Impacts – Alternative EGN-2B

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Everett KinderCare	NB	119	61	64	63	69	1	0
Cascade High School	SB	166	69	57	69	74	0	0
Head Start & Early Head Start	NB	636	61	51	63	69	0	0
Hope Slavic Baptist Church	NB	525	61	46	63	69	0	0
Cascade View Presbyterian Church	SB	332	61	54	63	69	0	0
Total:							1	0

Table E-41 Summary of FTA Category 2 Noise Impacts – Alternative EGN-2B with North Side of SR 526 Design Option

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
5th Avenue to Evergreen Way	NB	152	64	65	60	66	58	0
5th Avenue to Evergreen Way	SB	114	69	67	63	68	7	0
Evergreen Way to 7th Avenue	NB	124	64	61	60	66	2	0
Evergreen Way to 7th Avenue ^a	SB	--	--	--	--	--	--	--
7th Avenue to Interurban Trail	NB	202	61	63	58	64	12	0
7th Avenue to Interurban Trail	SB	67	69	70	63	68	2	2
Seaway Avenue to 5th Avenue	NB	147	64	65	60	66	56	0
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--	--	--	--
Interurban Trail to Florida Drive	NB	338	67	55	62	67	0	0
Interurban Trail to Florida Drive	SB	178	67	59	62	67	0	0
Total:							137	2

NOTE:

a) No noise sensitive receivers at this location.

Table E-42 Summary of FTA Category 3 Noise Impacts – Alternative EGN-2B with North Side of SR 526 Design Option

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Everett KinderCare	NB	192	61	61	63	69	0	0
Cascade High School	SB	166	69	57	69	74	0	0
Head Start & Early Head Start	NB	619	61	52	63	69	0	0
Hope Slavic Baptist Church	NB	525	61	46	63	69	0	0

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Cascade View Presbyterian Church	SB	332	61	54	63	69	0	0
Total:							0	0

Table E-43 Summary of FTA Category 2 Noise Impacts – Alternative EGN-3E

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
5th Avenue to Evergreen Way	NB	55	64	71	60	66	47	26
5th Avenue to Evergreen Way	SB	234	69	62	63	68	0	0
Evergreen Way to 7th Avenue	NB	98	64	62	60	66	1	0
Evergreen Way to 7th Avenue	SB	96	64	62	60	66	1	0
7th Avenue to Interurban Trail	NB	46	61	67	58	64	9	3
7th Avenue to Interurban Trail	SB	95	63	65	59	65	8	0
Seaway Avenue to 5th Avenue	NB	23	64	76	60	66	213	67
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--	--	--	--
Interurban Trail to Florida Drive	NB	339	67	51	62	67	0	0
Interurban Trail to Florida Drive	SB	178	67	56	62	67	0	0
Total:							279	96

NOTE:

- a) No noise sensitive receivers at this location.

Table E-44 Summary of FTA Category 3 Noise Impacts – Alternative EGN-3E

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Everett KinderCare	NB	89	61	61	63	69	0	0
Cascade High School	SB	698	69	42	69	74	0	0

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Head Start & Early Head Start	NB	305	61	51	63	69	0	0
Cascade View Presbyterian Church	SB	304	61	54	63	69	0	0
Total:							0	0

Table E-45 Summary of FTA Category 2 Noise Impacts – Alternative EGN-3E with North Side of SR 526 Design Option

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
5th Avenue to Evergreen Way	NB	222	64	63	60	66	41	0
5th Avenue to Evergreen Way	SB	137	69	66	63	68	5	0
Evergreen Way to 7th Avenue	NB	98	64	62	60	66	1	0
Evergreen Way to 7th Avenue	SB	96	64	62	60	66	1	0
7th Avenue to Interurban Trail	NB	46	61	67	58	64	9	3
7th Avenue to Interurban Trail	SB	95	63	68	59	65	9	1
Seaway Avenue to 5th Avenue	NB	147	64	65	60	66	56	0
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--	--	--	--
Interurban Trail to Florida Drive	NB	339	67	57	62	67	0	0
Interurban Trail to Florida Drive	SB	178	67	61	62	67	0	0
Total:							122	4

NOTE:

- a) No noise sensitive receivers at this location.

Table E-46 Summary of FTA Category 3 Noise Impacts – Alternative EGN-3E with North Side of SR 526 Design Option

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Everett KinderCare	NB	133	61	59	63	69	0	0
Cascade High School	SB	698	69	42	69	74	0	0
Head Start & Early Head Start	NB	312	61	51	63	69	0	0
Cascade View Presbyterian Church	SB	304	61	54	63	69	0	0
Total:							0	0

Table E-47 Summary of FTA Category 2 Noise Impacts – Alternative BI-1

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Florida Drive to 80th Street	NB	92	67	63	62	67	1	0
Florida Drive to 80th Street	SB	36	67	69	62	67	9	1
80th Street to 74th Street	NB	321	71	54	65	70	0	0
80th Street to 74th Street	SB	34	71	70	65	70	1	0
74th Street to Madison Street ^a	NB	--	--	--	--	--	--	--
74th Street to Madison Street	SB	59	71	66	65	70	1	0
Madison Street to 61st Street*	NB	--	--	--	--	--	--	--
Madison Street to 61st Street	SB	47	71	68	65	70	6	0
61st Street to Eugene Street	NB	354	72	57	65	71	0	0
61st Street to Eugene Street	SB	38	65	73	61	66	11	6
Total:							29	7

NOTE:

a) No noise sensitive receivers at this location.

Table E-48 Summary of FTA Category 3 Noise Impacts – Alternative BI-1

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Montessori Schools of Snohomish County	SB	29	59	72	62	68	0	1
Lowell Elementary School	SB	301	68	54	68	73	0	0
Total:							0	1

Table E-49 Summary of FTA Category 2 Noise Impacts – Alternative BI-2

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Florida Drive to 80th Street	NB	198	70	56	64	69	0	0
Florida Drive to 80th Street	SB	117	70	59	64	69	0	0
80th Street to 74th Street	NB	120	69	61	63	69	0	0
80th Street to 74th Street	SB	46	69	68	63	69	1	0
74th Street to Madison Street	NB	105	69	67	63	69	13	0
74th Street to Madison Street	SB	41	69	70	63	69	5	2
Madison Street to 61st Street	NB	100	67	72	62	67	26	28
Madison Street to 61st Street	SB	41	67	78	62	67	16	7
61st Street to Eugene Street	NB	119	67	66	62	67	30	0
61st Street to Eugene Street	SB	26	72	75	65	71	21	5
Total:							112	42

Table E-50 Summary of FTA Category 3 Noise Impacts – Alternative BI-2

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Lowell Elementary School	SB	301	68	56	68	73	0	0
Total:							0	0

Table E-51 Summary of FTA Category 2 Noise Impacts – Alternative EVT-1A

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
41st Street to 36th Street	NB	289	71	57	65	70	0	0
41st Street to 36th Street ^a	SB	--	--	--	--	--	--	--
Eugene Street to 41st Street ^a	NB	--	--	--	--	--	--	--
Eugene Street to 41st Street	SB	55	72	71	65	71	11	0
36th Street to Hewitt Avenue ^a	NB	--	--	--	--	--	--	--
36th Street to Hewitt Avenue	SB	435	51	45	54	60	0	0
Total:							11	0

NOTE:

a) No noise sensitive receivers at this location.

Table E-52 Summary of FTA Category 3 Noise Impacts – Alternative EVT-1A

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Evergreen Funeral Home & Cemetery	SB	104	74	65	70	78	0	0
Total:							0	0

Table E-53 Summary of FTA Category 2 Noise Impacts – Alternative EVT-2C

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
41st Street to 36th Street	NB	799	71	49	65	70	0	0
41st Street to 36th Street ^a	SB	--	--	--	--	--	--	--
Eugene Street to 41st Street ^a	NB	--	--	--	--	--	--	--
Eugene Street to 41st Street	SB	55	72	71	65	71	11	0
36th Street to Hewitt Avenue ^a	NB	--	--	--	--	--	--	--
36th Street to Hewitt Avenue	SB	106	51	72	54	60	140	65
Total:							151	65

NOTE:

a) No noise sensitive receivers at this location.

Table E-54 Summary of FTA Category 3 Noise Impacts – Alternative EVT-2C

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Evergreen Funeral Home & Cemetery	SB	104	74	65	70	78	0	0
Total:							0	0

Table E-55 Summary of FTA Category 2 Noise Impacts – Alternative EVT-3D

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
41st Street to 36th Street	NB	799	71	49	65	70	0	0
41st Street to 36th Street ^a	SB	--	--	--	--	--	--	--
Eugene Street to 41st Street ^a	NB	--	--	--	--	--	--	--
Eugene Street to 41st Street	SB	55	72	71	65	71	11	0

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
36th Street to Hewitt Avenue ^a	NB	--	--	--	--	--	--	--
36th Street to Hewitt Avenue	SB	37	51	72	54	60	0	296
Total:							11	296

NOTE:

a) No noise sensitive receivers at this location.

Table E-56 Summary of FTA Category 3 Noise Impacts – Alternative EVT-3D

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Evergreen Funeral Home & Cemetery	SB	104	74	65	70	78	0	0
Total:							0	0

Table E-57 Summary of FTA Category 2 Noise Impacts – OMF Site F

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Admiralty Way to 19th Place	NB	68	65	65	61	66	63	0
Admiralty Way to 19th Place	SB	201	67	59	62	68	0	0
19th Place to Evergreen Way ^a	NB	--	--	--	--	--	--	--
19th Place to Evergreen Way ^a	SB	--	--	--	--	--	--	--
Evergreen Way to Holly Drive	NB	300	67	59	62	68	0	0
Evergreen Way to Holly Drive	SB	338	67	62	62	68	0	0
Northeast of OMF Site F ^a	NB	--	--	--	--	--	--	--
Northeast of OMF Site F	SB	97	77	64	65	75	0	0
North of OMF Site F ^a	NB	--	--	--	--	--	--	--

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
North of OMF Site F	SB	120	64	59	60	66	0	0
West of OMF Site F ^a	NB	--	--	--	--	--	--	--
West of OMF Site F	SB	1461	62	54	59	64	0	0
South of OMF Site F ^a	NB	--	--	--	--	--	--	--
South of OMF Site F	SB	976	66	59	61	67	0	0
Total:							63	0

NOTE:

- a) No noise sensitive receivers at this location.

Table E-58 Summary of FTA Category 3 Noise Impacts – OMF Site F

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Kingdom Hall of Jehovah's Witnesses	SB	323	63	58	64	70	0	0
Seattle Korean Seventh-Day Adventist Church	SB	84	64	62	65	71	0	0
Total:							0	0

Table E-59 Summary of WAC Nighttime Noise Exceedances – OMF Site F

Location	Side of OMF	Distance to OMF Center (ft)	Project Noise Level (Leq, dBA)	Noise Level for Impact	# of Exceedances
Admiralty Way to 19th Place	South	1,970	38	50	0
19th Place to Evergreen Way ^a	East	--	--	--	--
Evergreen Way to Holly Drive	East	3,196	32	50	0
Northeast of OMF Site F	North	1,902	38	50	0
North of OMF Site F	North	1,393	41	50	0

Location	Side of OMF	Distance to OMF Center (ft)	Project Noise Level (Leq, dBA)	Noise Level for Impact	# of Exceedances
West of OMF Site F	West	1,061	45	50	0
South of OMF Site F	South	732	49	50	0
Total:					0

NOTE:

- a) No noise sensitive receivers at this location.

Table E-60 Summary of FTA Category 2 Noise Impacts – OMF Site F with Lead Tracks to West Side of Airport Road Design Option

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Admiralty Way to 19th Place ^a	NB	220	65	65	61	66	83	0
Admiralty Way to 19th Place	SB	18	67	78	62	68	0	30
19th Place to Evergreen Way	NB	221	65	65	61	66	24	0
19th Place to Evergreen Way ^b	SB	--	--	--	--	--	--	--
Evergreen Way to Holly Drive	NB	253	67	66	62	68	9	0
Evergreen Way to Holly Drive	SB	230	67	70	62	68	1	1
Northeast of OMF Site F	NB	0	0	0	0	0	0	0
Northeast of OMF Site F	SB	129	77	63	65	75	0	0
North of OMF Site F	NB	0	0	0	0	0	0	0
North of OMF Site F	SB	127	64	63	60	66	5	0
West of OMF Site F	NB	0	0	0	0	0	0	0
West of OMF Site F	SB	1,468	62	54	59	64	0	0
South of OMF Site F	NB	0	0	0	0	0	0	0
South of OMF Site F	SB	99	66	69	61	67	2	2
Total:							124	33

NOTES:

- a) At this location, there would be additional impacts due to the combined noise levels of the OMF lead track noise and mainline guideway noise.
b) No noise sensitive receivers at this location.

Table E-61 Summary of FTA Category 3 Noise Impacts – OMF Site F with Lead Tracks to West Side of Airport Road Design Option

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Kingdom Hall of Jehovah's Witnesses	SB	181	63	62	64	70	0	0
Seattle Korean Seventh-Day Adventist Church	SB	264	64	66	65	71	1	0
Total:							1	0

Table E-62 Summary of WAC Nighttime Noise Exceedances – OMF Site F with Lead Tracks to West Side of Airport Road Design Option

Location	Side of OMF	Distance to OMF Center (ft)	Project Noise Level (Leq, dBA)	Noise Level for Impact	# of Exceedances
Admiralty Way to 19th Place	South	1,970	38	50	0
19th Place to Evergreen Way	East	2,138	37	50	0
Evergreen Way to Holly Drive	East	2,956	33	50	0
Northeast of OMF Site F	North	1,902	38	50	0
North of OMF Site F	North	1,393	41	50	0
West of OMF Site F	West	1,061	45	50	0
South of OMF Site F	South	1,493	41	50	0
Total:					0

Table E-63 Summary of FTA Category 2 Noise Impacts – OMF Site E

Location	Side of Track	Distance to OMF Center (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
South of OMF Site E	NB	1,889	53	47	54	60	0	0
South of OMF Site E ^a	SB	--	--	--	--	--	--	--
North of OMF Site E	NB	663	63	59	59	65	0	0
North of OMF Site E ^a	SB	--	--	--	--	--	--	--
East of OMF Site E	NB	970	53	56	54	60	2	0
East of OMF Site E ^a	SB	--	--	--	--	--	--	--
Total:							2	0

NOTE:

a) No noise sensitive receivers at this location.

Table E-64 Summary of FTA Category 3 Noise Impacts – OMF Site E

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
-- ^a	--	--	--	--	--	--	--	--
Total:							--	--

NOTE:

a) No Category 3 receivers at this location.

Table E-65 Summary of WAC Nighttime Noise Exceedances – OMF Site E

Location	Side of OMF	Distance to OMF Center (ft)	Project Noise Level (Leq, dBA)	Noise Level for Impact	# of Exceedances
South of OMF Site E	South	1,889	38	50	0
North of OMF Site E	North	663	49	50	0
East of OMF Site E	East	866	47	50	0
Total:					0

Table E-66 Summary of FTA Category 2 Noise Impacts – OMF Site B

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Seaway Avenue to 5th Avenue	NB	147	79	65	65	75	4	0
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--	--	--	--
East of OMF Site B	NB	1,514	66	52	61	67	0	0
East of OMF Site B ^a	SB	--	--	--	--	--	--	--
Total:							4	0

NOTE:

- a) No noise sensitive receivers at this location.

Table E-67 Summary of FTA Category 3 Noise Impacts – OMF Site B

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Church of Bethel	NB	1,326	63	3	64	70	0	0
Total:							0	0

Table E-68 Summary of WAC Nighttime Noise Exceedances – OMF Site B

Location	Side of OMF	Distance to OMF Center (ft)	Project Noise Level (Leq, dBA)	Noise Level for Impact	# of Exceedances
Seaway Avenue to 5th Avenue	South	2,111	37	50	0
East of OMF Site B	East	1,315	42	50	0
Total:					0

Table E-69 Summary of FTA Category 2 Noise Impacts – OMF Site B with Lead Tracks to South Side of SR 526 Design Option

Location	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Seaway Avenue to 5th Avenue	NB	70	79	71	65	75	191	0
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--	--	--	--
East of OMF Site B	NB	611	66	53	61	67	0	0
East of OMF Site B ^a	SB	--	--	--	--	--	--	--
Total:							191	0

NOTE:

a) No noise sensitive receivers at this location.

Table E-70 Summary of FTA Category 3 Noise Impacts – OMF Site B with Lead Tracks to South Side of SR 526 Design Option

Name	Side of Track	Distance to Near Track (ft)	Existing Noise Level (Ldn, dBA)	Project Noise Level (Ldn, dBA)	Moderate Noise Criteria	Severe Noise Criteria	# of Moderate Impacts	# of Severe Impacts
Church of Bethel	NB	510	63	6	64	70	0	0
Total:							0	0

Table E-71 Summary of WAC Nighttime Noise Exceedances – OMF Site B with Lead Tracks to South Side of SR 526 Design Option

Location	Side of OMF	Distance to OMF Center (ft)	Project Noise Level (Leq, dBA)	Noise Level for Impact	# of Exceedances
Seaway Avenue to 5th Avenue	South	1,343	42	50	0
East of OMF Site B	Northeast	1,315	42	50	0
Total:					0

Vibration Impact Tables

Table E-72 Summary of FTA Category 2 Vibration Impacts – Alternative ALD-1B

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
44th Avenue to 196th Street	NB	38	67	72	0
44th Avenue to 196th Street	SB	199	50	72	0
196th Street to 188th Street	NB	341	53	72	0
196th Street to 188th Street	SB	397	52	72	0
Alderwood Parkway to 33rd Avenue ^a	NB	--	--	--	--
Alderwood Parkway to 33rd Avenue ^a	SB	--	--	--	--
Total:					0

NOTE:

a) No vibration sensitive receivers at this location.

Table E-73 Summary of FTA Category 3 Vibration Impacts – Alternative ALD-1B

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
MMJ Training Institute	SB	219	41	78	0
Debre Bisrat St. Gabriel in Lynnwood	SB	481	49	78	0
Alderwood Community Church	SB	179	53	78	0
Total:					0

Table E-74 Summary of FTA Category 2 Vibration Impacts – Alternative ALD-1B with Alderwood Mall Boulevard Design Option

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
44th Avenue to 196th Street	NB	38	67	72	0
44th Avenue to 196th Street	SB	129	54	72	0
196th Street to 188th Street	NB	307	50	72	0
196th Street to 188th Street	SB	397	52	72	0
Alderwood Parkway to 33rd Avenue ^a	NB	--	--	--	--
Alderwood Parkway to 33rd Avenue ^a	SB	--	--	--	--
Total:					0

NOTE:

a) No vibration sensitive receivers at this location.

Table E-75 Summary of FTA Category 3 Vibration Impacts – Alternative ALD-1B with Alderwood Mall Boulevard Design Option

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
MMJ Training Institute	SB	219	51	78	0
Debre Bisrat St. Gabriel in Lynnwood	SB	255	50	78	0
Alderwood Community Church	SB	36	61	78	0
Total:					0

Table E-76 Summary of FTA Category 2 Vibration Impacts – Alternative ALD-2D

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
44th Avenue to 196th Street	NB	38	67	72	0
44th Avenue to 196th Street	SB	199	50	72	0
196th Street to 188th Street	NB	307	50	72	0
196th Street to 188th Street	SB	417	52	72	0
Alderwood Parkway to 33rd Avenue ^a	NB	--	--	--	--
Alderwood Parkway to 33rd Avenue	SB	148	50	72	0
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-77 Summary of FTA Category 3 Vibration Impacts – Alternative ALD-2D

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
MMJ Training Institute	SB	219	51	78	0
Debre Bisrat St. Gabriel in Lynnwood	SB	481	49	78	0
Alderwood Community Church	SB	188	53	78	0
Total:					0

Table E-78 Summary of FTA Category 2 Vibration Impacts – Alternative ALD-2D with Alderwood Mall Boulevard Design Option

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
44th Avenue to 196th Street	NB	38	67	72	0
44th Avenue to 196th Street	SB	129	54	72	0
196th Street to 188th Street	NB	307	50	72	0
196th Street to 188th Street	SB	417	52	72	0
Alderwood Parkway to 33rd Avenue ^a	NB	--	--	--	--
Alderwood Parkway to 33rd Avenue	SB	148	50	72	0
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-79 Summary of FTA Category 3 Vibration Impacts – Alternative ALD-2D with Alderwood Mall Boulevard Design Option

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
MMJ Training Institute	SB	219	51	78	0
Debre Bisrat St. Gabriel in Lynnwood	SB	255	50	78	0
Alderwood Community Church	SB	36	61	78	0
Total:					0

Table E-80 Summary of FTA Category 2 Vibration Impacts – Alternative ALD-2F

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
44th Avenue to 196th Street	NB	38	67	72	0
44th Avenue to 196th Street	SB	199	50	72	0
196th Street to 188th Street	NB	341	49	72	0
196th Street to 188th Street	SB	397	52	72	0
Alderwood Parkway to 33rd Avenue ^a	NB	--	--	--	--
Alderwood Parkway to 33rd Avenue	SB	166	42	72	0
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-81 Summary of FTA Category 3 Vibration Impacts – Alternative ALD-2F

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
MMJ Training Institute	SB	219	43	78	0
Debre Bisrat St. Gabriel in Lynnwood	SB	481	49	78	0
Alderwood Community Church	SB	179	53	78	0
Total:					0

Table E-82 Summary of FTA Category 2 Vibration Impacts – Alternative ALD-2F with Alderwood Mall Boulevard Design Option

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
44th Avenue to 196th Street	NB	38	67	72	0
44th Avenue to 196th Street	SB	129	54	72	0
196th Street to 188th Street	NB	307	50	72	0
196th Street to 188th Street	SB	397	52	72	0
Alderwood Parkway to 33rd Avenue ^a	NB	--	--	--	--
Alderwood Parkway to 33rd Avenue	SB	166	42	72	0
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-83 Summary of FTA Category 3 Vibration Impacts – Alternative ALD-2F with Alderwood Mall Boulevard Design Option

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
MMJ Training Institute	SB	219	51	78	0
Debre Bisrat St. Gabriel in Lynnwood	SB	255	50	78	0
Alderwood Community Church	SB	36	61	78	0
Total:					0

Table E-84 Summary of FTA Category 2 Vibration Impacts – Alternative ASH-1A

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Maple Road to 172nd Street ^a	NB	--	--	--	--
Maple Road to 172nd Street	SB	38	77	72	6
172nd Street to 164th Street	NB	506	47	72	0
172nd Street to 164th Street	SB	37	73	72	1
164th Street to 18th Avenue	NB	670	31	72	0
164th Street to 18th Avenue	SB	65	53	72	0
18th Avenue to 153rd Place	NB	407	33	72	0
18th Avenue to 153rd Place	SB	48	73	72	1
153rd Place to 147th Street	NB	444	36	72	0
153rd Place to 147th Street	SB	20	97	72	1
147th Street to 140th Street	NB	465	36	72	0
147th Street to 140th Street	SB	20	96	72	14
140th Street to 134th Street / MAR-1B Connection	NB	426	36	72	0
140th Street to 134th Street / MAR-1B Connection	SB	116	55	72	0
140th Street to 134th Street / MAR-2D Connection	NB	428	35	72	0
140th Street to 134th Street / MAR-2D Connection	SB	98	50	72	0
Total with connection to MAR-1B:					23
Total with connection to MAR-2D:					23

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-85 Summary of FTA Category 3 Vibration Impacts – Alternative ASH-1A

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
None ^a	--	--	--	--	--
Total:					0

NOTE:

- a) No institutional receivers in this segment.

Table E-86 Summary of FTA Category 2 Vibration Impacts – Alternative ASH-2D

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Maple Road to 172nd Street ^a	NB	--	--	--	--
Maple Road to 172nd Street	SB	37	73	72	3
172nd Street to 164th Street	NB	226	57	72	0
172nd Street to 164th Street	SB	100	65	72	0
164th Street to 18th Avenue	NB	107	44	72	0
164th Street to 18th Avenue	SB	434	33	72	0
18th Avenue to 153rd Place	NB	124	50	72	0
18th Avenue to 153rd Place	SB	335	39	72	0
153rd Place to 147th Street	NB	133	50	72	0
153rd Place to 147th Street	SB	369	40	72	0
147th Street to 140th Street	NB	137	50	72	0
147th Street to 140th Street	SB	310	38	72	0
140th Street to 134th Street / Connection to MAR-1B	NB	281	43	72	0
140th Street to 134th Street / Connection to MAR-1B	SB	201	47	72	0
140th Street to 134th Street / Connection to MAR-2D	NB	597	44	72	0
140th Street to 134th Street / Connection to MAR-2D	SB	202	47	72	0
Total with connection to MAR-1B:					3
Total with connection to MAR-2D:					3

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-87 Summary of FTA Category 3 Vibration Impacts – Alternative ASH-2D

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
None ^a	--	--	--	--	--
Total:					0

NOTE:

- a) No institutional receivers in this segment.

Table E-88 Summary of FTA Category 2 Vibration Impacts – Alternative MAR-1B

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
132nd Street to 8th Avenue	NB	235	45	72	0
132nd Street to 8th Avenue	SB	537	33	72	0
8th Avenue to Gibson Road	NB	205	56	72	0
8th Avenue to Gibson Road	SB	110	70	72	0
Gibson Road to Admiralty Way / Connection to AIR-1A	NB	181	50	72	0
Gibson Road to Admiralty Way / Connection to AIR-1A	SB	60	65	72	0
Gibson Road to Admiralty Way / Connection to AIR-2B	NB	178	50	72	0
Gibson Road to Admiralty Way / Connection to AIR-2B	SB	61	65	72	0
Admiralty Way to 19th Place / Connection to AIR-1A	NB	68	61	72	0
Admiralty Way to 19th Place / Connection to AIR-1A	SB	156	52	72	0
Admiralty Way to 19th Place / Connection to AIR-2B	NB	217	45	72	0
Admiralty Way to 19th Place / Connection to AIR-2B	SB	39	64	72	0
Total with connection to AIR-1A:					0
Total with connection to AIR-2B:					0

Table E-89 Summary of FTA Category 3 Vibration Impacts – Alternative MAR-1B

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-1A	SB	84	59	78	0
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-2B	SB	36	64	78	0
Total with connection to AIR-1A:					0
Total with connection to AIR-2B:					0

Table E-90 Summary of FTA Category 2 Vibration Impacts – Alternative MAR-1B with Surface Parking Design Option

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
132nd Street to 8th Avenue	NB	235	45	72	0
132nd Street to 8th Avenue	SB	537	33	72	0
8th Avenue to Gibson Road	NB	205	56	72	0
8th Avenue to Gibson Road	SB	110	70	72	0
Gibson Road to Admiralty Way / Connection to AIR-1A	NB	181	50	72	0
Gibson Road to Admiralty Way / Connection to AIR-1A	SB	60	65	72	0
Gibson Road to Admiralty Way / Connection to AIR-2B	NB	178	50	72	0
Gibson Road to Admiralty Way / Connection to AIR-2B	SB	61	65	72	0
Admiralty Way to 19th Place / Connection to AIR-1A	NB	68	61	72	0
Admiralty Way to 19th Place / Connection to AIR-1A	SB	156	52	72	0
Admiralty Way to 19th Place / Connection to AIR-2B	NB	217	45	72	0
Admiralty Way to 19th Place / Connection to AIR-2B	SB	39	64	72	0
Total with connection to AIR-1A:					0
Total with connection to AIR-2B:					0

Table E-91 Summary of FTA Category 3 Vibration Impacts – Alternative MAR-1B with Surface Parking Design Option

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-1A	SB	84	59	78	0
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-2B	SB	36	64	78	0
Total with connection to AIR-1A:					0
Total with connection to AIR-2B:					0

Table E-92 Summary of FTA Category 2 Vibration Impacts – Alternative MAR-2D

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
132nd Street to 8th Avenue	NB	828	29	72	0
132nd Street to 8th Avenue	SB	252	41	72	0
8th Avenue to Gibson Road	NB	112	66	72	0
8th Avenue to Gibson Road	SB	187	58	72	0
Gibson Road to Admiralty Way	NB	76	64	72	0
Gibson Road to Admiralty Way	SB	173	54	72	0
Admiralty Way to 19th Place / Connection to AIR-1A	NB	54	60	72	0
Admiralty Way to 19th Place / Connection to AIR-1A	SB	202	46	72	0
Admiralty Way to 19th Place / Connection to AIR-2B	NB	177	50	72	0
Admiralty Way to 19th Place / Connection to AIR-2B	SB	39	64	72	0
Total with connection to AIR-1A:					0
Total with connection to AIR-2B:					0

Table E-93 Summary of FTA Category 3 Vibration Impacts – Alternative MAR-2D

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-1A	SB	202	46	78	0
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-2B	SB	129	51	78	0
Total with connection to AIR-1A:					0
Total with connection to AIR-2B:					0

Table E-94 Summary of FTA Category 2 Vibration Impacts – Alternative MAR-2D with Surface Parking Design Option

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
132nd Street to 8th Avenue	NB	828	29	72	0
132nd Street to 8th Avenue	SB	252	41	72	0
8th Avenue to Gibson Road	NB	112	66	72	0

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
8th Avenue to Gibson Road	SB	187	58	72	0
Gibson Road to Admiralty Way	NB	76	64	72	0
Gibson Road to Admiralty Way	SB	173	54	72	0
Admiralty Way to 19th Place / Connection to AIR-1A	NB	54	60	72	0
Admiralty Way to 19th Place / Connection to AIR-1A	SB	202	46	72	0
Admiralty Way to 19th Place / Connection to AIR-2B	NB	177	50	72	0
Admiralty Way to 19th Place / Connection to AIR-2B	SB	39	64	72	0
Total with connection to AIR-1A:					0
Total with connection to AIR-2B:					0

Table E-95 Summary of FTA Category 3 Vibration Impacts – Alternative MAR-2D with Surface Parking Design Option

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-1A	SB	202	46	78	0
Seattle Korean Seventh-Day Adventist Church / Connection to AIR-2B	SB	129	51	78	0
Total:					0

Table E-96 Summary of FTA Category 2 Vibration Impacts – Alternative AIR-1A

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
19th Place to Evergreen Way ^a	NB	--	--	--	--
19th Place to Evergreen Way	SB	543	39	72	0
Evergreen Way to Holly Drive	NB	277	52	72	0
Evergreen Way to Holly Drive	SB	353	50	72	0
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-97 Summary of FTA Category 3 Vibration Impacts – Alternative AIR-1A

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Kingdom Hall of Jehovah's Witnesses	SB	344	51	78	0
Total:					0

Table E-98 Summary of FTA Category 2 Vibration Impacts – Alternative AIR-2B

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
19th Place to Evergreen Way	NB	197	56	72	0
19th Place to Evergreen Way	SB	84	60	72	0
Evergreen Way to Holly Drive	NB	143	69	72	0
Evergreen Way to Holly Drive	SB	185	57	72	0
Total:					0

Table E-99 Summary of FTA Category 3 Vibration Impacts – Alternative AIR-2B

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Kingdom Hall of Jehovah's Witnesses	SB	164	58	78	0
Total:					0

Table E-100 Summary of FTA Category 2 Vibration Impacts – Alternative SWI-1A

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
106th Street to 100th Street	NB	308	51	72	0
106th Street to 100th Street ^a	SB	--	--	--	--
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-101 Summary of FTA Category 3 Vibration Impacts – Alternative SWI-1A

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Sno-Isle TECH Skills Center	NB	359	55	78	0
Total:					0

Table E-102 Summary of FTA Category 2 Vibration Impacts – Alternative SWI-1A with Lower Design Option

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
106th Street to 100th Street	NB	308	51	72	0
106th Street to 100th Street ^a	SB	--	--	--	--
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-103 Summary of FTA Category 3 Vibration Impacts – Alternative SWI-1A with Lower Design Option

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Sno-Isle TECH Skills Center	NB	359	55	78	0
Total:					0

Table E-104 Summary of FTA Category 2 Vibration Impacts – Alternative SWI-1B

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
106th Street to 100th Street	NB	308	51	72	0
106th Street to 100th Street ^a	SB	--	--	--	--
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-105 Summary of FTA Category 3 Vibration Impacts – Alternative SWI-1B

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Sno-Isle TECH Skills Center	NB	335	55	78	0
Total:					0

Table E-106 Summary of FTA Category 2 Vibration Impacts – Alternative SWI-1C

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
106th Street to 100th Street	NB	308	51	72	0
106th Street to 100th Street ^a	SB	--	--	--	--
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-107 Summary of FTA Category 3 Vibration Impacts – Alternative SWI-1C

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Sno-Isle TECH Skills Center	NB	359	47	78	0
Total:					0

Table E-108 Summary of FTA Category 2 Vibration Impacts – Alternative EGN-1A

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
5th Avenue to Evergreen Way	NB	208	45	72	0
5th Avenue to Evergreen Way	SB	145	52	72	0
Evergreen Way to 7th Avenue	NB	272	54	72	0
Evergreen Way to 7th Avenue ^a	SB	--	--	--	--
7th Avenue to Interurban Trail	NB	328	55	72	0
7th Avenue to Interurban Trail	SB	52	65	72	0
Seaway Avenue to 5th Avenue	NB	327	58	72	0
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--
Interurban Trail to Florida Drive	NB	338	46	72	0
Interurban Trail to Florida Drive	SB	178	49	72	0
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-109 Summary of FTA Category 3 Vibration Impacts – Alternative EGN-1A

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Everett KinderCare	NB	338	36	78	0
Cascade High School	SB	98	54	78	0
Head Start & Early Head Start	NB	894	20	78	0
Hope Slavic Baptist Church	NB	554	43	78	0
Cascade View Presbyterian Church	SB	332	36	78	0
Total:					0

Table E-110 Summary of FTA Category 2 Vibration Impacts – Alternative EGN-2B

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
5th Avenue to Evergreen Way	NB	55	68	72	0
5th Avenue to Evergreen Way	SB	216	41	72	0
Evergreen Way to 7th Avenue	NB	288	50	72	0
Evergreen Way to 7th Avenue ^a	SB	--	--	--	--
7th Avenue to Interurban Trail	NB	258	59	72	0
7th Avenue to Interurban Trail	SB	52	66	72	0
Seaway Avenue to 5th Avenue	NB	23	77	72	48
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--
Interurban Trail to Florida Drive	NB	338	39	72	0
Interurban Trail to Florida Drive	SB	178	42	72	0
Total:					48

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-111 Summary of FTA Category 3 Vibration Impacts – Alternative EGN-2B

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Everett KinderCare	NB	119	53	78	0
Cascade High School	SB	166	50	78	0
Head Start & Early Head Start	NB	636	25	78	0
Hope Slavic Baptist Church	NB	525	31	78	0
Cascade View Presbyterian Church	SB	332	37	78	0
Total:					0

Table E-112 Summary of FTA Category 2 Vibration Impacts – Alternative EGN-2B with North Side of SR 526 Design Option

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
5th Avenue to Evergreen Way	NB	152	48	72	0
5th Avenue to Evergreen Way	SB	114	57	72	0
Evergreen Way to 7th Avenue	NB	288	50	72	0
Evergreen Way to 7th Avenue ^a	SB	--	--	--	--
7th Avenue to Interurban Trail	NB	317	59	72	0
7th Avenue to Interurban Trail	SB	52	65	72	0
Seaway Avenue to 5th Avenue	NB	225	56	72	0
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--
Interurban Trail to Florida Drive	NB	338	39	72	0
Interurban Trail to Florida Drive	SB	178	42	72	0
Total:					0

NOTE:

a) No vibration sensitive receivers at this location.

Table E-113 Summary of FTA Category 3 Vibration Impacts – Alternative EGN-2B with North Side of SR 526 Design Option

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Everett KinderCare	NB	192	47	78	0
Cascade High School	SB	166	50	78	0
Head Start & Early Head Start	NB	619	24	78	0
Hope Slavic Baptist Church	NB	525	31	78	0
Cascade View Presbyterian Church	SB	332	37	78	0
Total:					0

Table E-114 Summary of FTA Category 2 Vibration Impacts – Alternative EGN-3E

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
5th Avenue to Evergreen Way	NB	45	72	72	1
5th Avenue to Evergreen Way	SB	234	40	72	0
Evergreen Way to 7th Avenue	NB	98	49	72	0
Evergreen Way to 7th Avenue	SB	96	50	72	0
7th Avenue to Interurban Trail	NB	46	60	72	0

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
7th Avenue to Interurban Trail	SB	122	58	72	0
Seaway Avenue to 5th Avenue	NB	23	77	72	48
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--
Interurban Trail to Florida Drive	NB	339	45	72	0
Interurban Trail to Florida Drive	SB	178	49	72	0
Total:					49

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-115 Summary of FTA Category 3 Vibration Impacts – Alternative EGN-3E

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Everett KinderCare	NB	89	57	78	0
Cascade High School	SB	698	43	78	0
Head Start & Early Head Start	NB	305	33	78	0
Cascade View Presbyterian Church	SB	304	40	78	0
Total:					0

Table E-116 Summary of FTA Category 2 Vibration Impacts – Alternative EGN-3E with North Side of SR 526 Design Option

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
5th Avenue to Evergreen Way	NB	102	51	72	0
5th Avenue to Evergreen Way	SB	137	53	72	0
Evergreen Way to 7th Avenue	NB	98	49	72	0
Evergreen Way to 7th Avenue	SB	96	50	72	0
7th Avenue to Interurban Trail	NB	46	60	72	0
7th Avenue to Interurban Trail	SB	209	58	72	0
Seaway Avenue to 5th Avenue	NB	147	55	72	0
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--
Interurban Trail to Florida Drive	NB	339	36	72	0
Interurban Trail to Florida Drive	SB	178	43	72	0
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-117 Summary of FTA Category 3 Vibration Impacts – Alternative EGN-3E with North Side of SR 526 Design Option

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Everett KinderCare	NB	133	46	78	0
Cascade High School	SB	698	43	78	0
Head Start & Early Head Start	NB	312	33	78	0
Cascade View Presbyterian Church	SB	304	40	78	0
Total:					0

Table E-118 Summary of FTA Category 2 Vibration Impacts – Alternative BI-1

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Florida Drive to 80th Street	NB	92	62	72	0
Florida Drive to 80th Street	SB	36	78	72	1
80th Street to 74th Street	NB	327	50	72	0
80th Street to 74th Street	SB	34	80	72	1
74th Street to Madison Street ^a	NB	--	--	--	--
74th Street to Madison Street	SB	59	73	72	2
Madison Street to 61st Street ^a	NB	--	--	--	--
Madison Street to 61st Street	SB	67	77	72	1
61st Street to Eugene Street	NB	351	57	72	0
61st Street to Eugene Street	SB	38	81	72	9
Total:					14

NOTE:

a) No vibration sensitive receivers in this area.

Table E-119 Summary of FTA Category 3 Vibration Impacts – Alternative BI-1

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Montessori Schools of Snohomish County	SB	29	76	78	0
Lowell Elementary School	SB	301	55	78	0
Total:					0

Table E-120 Summary of FTA Category 2 Vibration Impacts – Alternative BI-2

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Florida Drive to 80th Street	NB	198	47	72	0
Florida Drive to 80th Street	SB	117	53	72	0
80th Street to 74th Street	NB	120	59	72	0
80th Street to 74th Street	SB	101	58	72	0
74th Street to Madison Street	NB	105	61	72	0
74th Street to Madison Street	SB	41	72	72	1
Madison Street to 61st Street	NB	100	61	72	0
Madison Street to 61st Street	SB	75	70	72	0
61st Street to Eugene Street	NB	124	61	72	0
61st Street to Eugene Street	SB	26	87	72	4
Total:					5

Table E-121 Summary of FTA Category 3 Vibration Impacts – Alternative BI-2

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Lowell Elementary School	SB	301	52	78	0
Total:					0

Table E-122 Summary of FTA Category 2 Vibration Impacts – Alternative EVT-1A

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
41st Street to 36th Street	NB	289	53	72	0
41st Street to 36th Street ^a	SB	--	--	72	0
Eugene Street to 41st Street ^a	NB	--	--	72	0
Eugene Street to 41st Street	SB	55	74	72	1
36th Street to Hewitt Avenue ^a	NB	--	--	72	0
36th Street to Hewitt Avenue	SB	435	41	72	0
Total:					1

NOTE:

a) No vibration sensitive receivers at this location.

Table E-123 Summary of FTA Category 3 Vibration Impacts – Alternative EVT-1A

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Evergreen Funeral Home & Cemetery	SB	104	65	78	0
Total:					0

Table E-124 Summary of FTA Category 2 Vibration Impacts – Alternative EVT-2C

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
41st Street to 36th Street	NB	799	50	72	0
41st Street to 36th Street ^a	SB	--	--	--	--
Eugene Street to 41st Street ^a	NB	--	--	--	--
Eugene Street to 41st Street	SB	55	74	72	1
36th Street to Hewitt Avenue ^a	NB	--	--	--	--
36th Street to Hewitt Avenue	SB	106	68	72	0
Total:					1

NOTE:

a) No vibration sensitive receivers at this location.

Table E-125 Summary of FTA Category 3 Vibration Impacts – Alternative EVT-2C

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Evergreen Funeral Home & Cemetery	SB	104	65	78	0
Total:					0

Table E-126 Summary of FTA Category 2 Vibration Impacts – Alternative EVT-3D

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
41st Street to 36th Street	NB	799	50	72	0
41st Street to 36th Street ^a	SB	--	--	--	--
Eugene Street to 41st Street ^a	NB	--	--	--	--
Eugene Street to 41st Street	SB	55	74	72	1
36th Street to Hewitt Avenue ^a	NB	--	--	--	--
36th Street to Hewitt Avenue	SB	37	82	72	65
Total:					66

NOTE:

a) No vibration sensitive receivers at this location.

Table E-127 Summary of FTA Category 3 Vibration Impacts – Alternative EVT-3D

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Evergreen Funeral Home & Cemetery	SB	104	65	78	0
Total:					0

Table E-128 Summary of FTA Category 2 Vibration Impacts – OMF Site F

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Admiralty Way to 19th Place	NB	1,612	30	72	0
Admiralty Way to 19th Place	SB	1,612	30	72	0
19th Place to Evergreen Way ^a	NB	--	--	--	--
19th Place to Evergreen Way ^a	SB	--	--	--	--
Evergreen Way to Holly Drive	NB	307	34	72	0
Evergreen Way to Holly Drive	SB	338	33	72	0
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-129 Summary of FTA Category 3 Vibration Impacts – OMF Site F

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Kingdom Hall of Jehovah's Witnesses	SB	323	34	78	0
Seattle Korean Seventh-Day Adventist Church	SB	1,842	30	78	0
Total:					0

Table E-130 Summary of FTA Category 2 Vibration Impacts – OMF Site F with Lead Tracks to West Side of Airport Road Design Option

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Admiralty Way to 19th Place	NB	213	38	72	0
Admiralty Way to 19th Place	SB	20	74	72	30
19th Place to Evergreen Way	NB	214	38	72	0
19th Place to Evergreen Way ^a	SB	--	--	--	--
Evergreen Way to Holly Drive	NB	174	46	72	0
Evergreen Way to Holly Drive	SB	305	35	72	0
Total:					30

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-131 Summary of FTA Category 3 Vibration Impacts – OMF Site F with Lead Tracks to West Side of Airport Road Design Option

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Kingdom Hall of Jehovah's Witnesses	SB	181	46	78	0
Seattle Korean Seventh-Day Adventist Church	SB	264	36	78	0
Total:					0

Table E-132 Summary of FTA Category 2 Vibration Impacts – OMF Site E

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
-- ^a	--	--	--	--	--
Total:					--

NOTE:

- a) No vibration sensitive receivers in this area.

Table E-133 Summary of FTA Category 3 Vibration Impacts – OMF Site E

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
-- ^a	--	--	--	--	--
Total:					--

NOTE:

- a) No vibration sensitive receivers in this area

Table E-134 Summary of FTA Category 2 Vibration Impacts – OMF Site B

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Seaway Avenue to 5th Avenue	NB	262	56	72	0
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-135 Summary of FTA Category 3 Vibration Impacts – OMF Site B

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
-- ^a	--	--	--	--	--
Total:					--

NOTE:

- a) No vibration sensitive receivers in this area

Table E-136 Summary of FTA Category 2 Vibration Impacts – OMF Site B with Lead Tracks to South Side of SR 526 Design Option

Location	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
Seaway Avenue to 5th Avenue	NB	77	57	72	0
Seaway Avenue to 5th Avenue ^a	SB	--	--	--	--
Total:					0

NOTE:

- a) No vibration sensitive receivers at this location.

Table E-137 Summary of FTA Category 3 Vibration Impacts – OMF Site B with Lead Tracks to South Side of SR 526 Design Option

Name	Side of Track	Distance to Near Track (ft)	Project Vibration Level (VdB)	FTA Criterion (VdB)	# of Impacts
-- ^a	--	--	--	--	--
Total:					--

NOTE:

- a) No vibration sensitive receivers in this area.