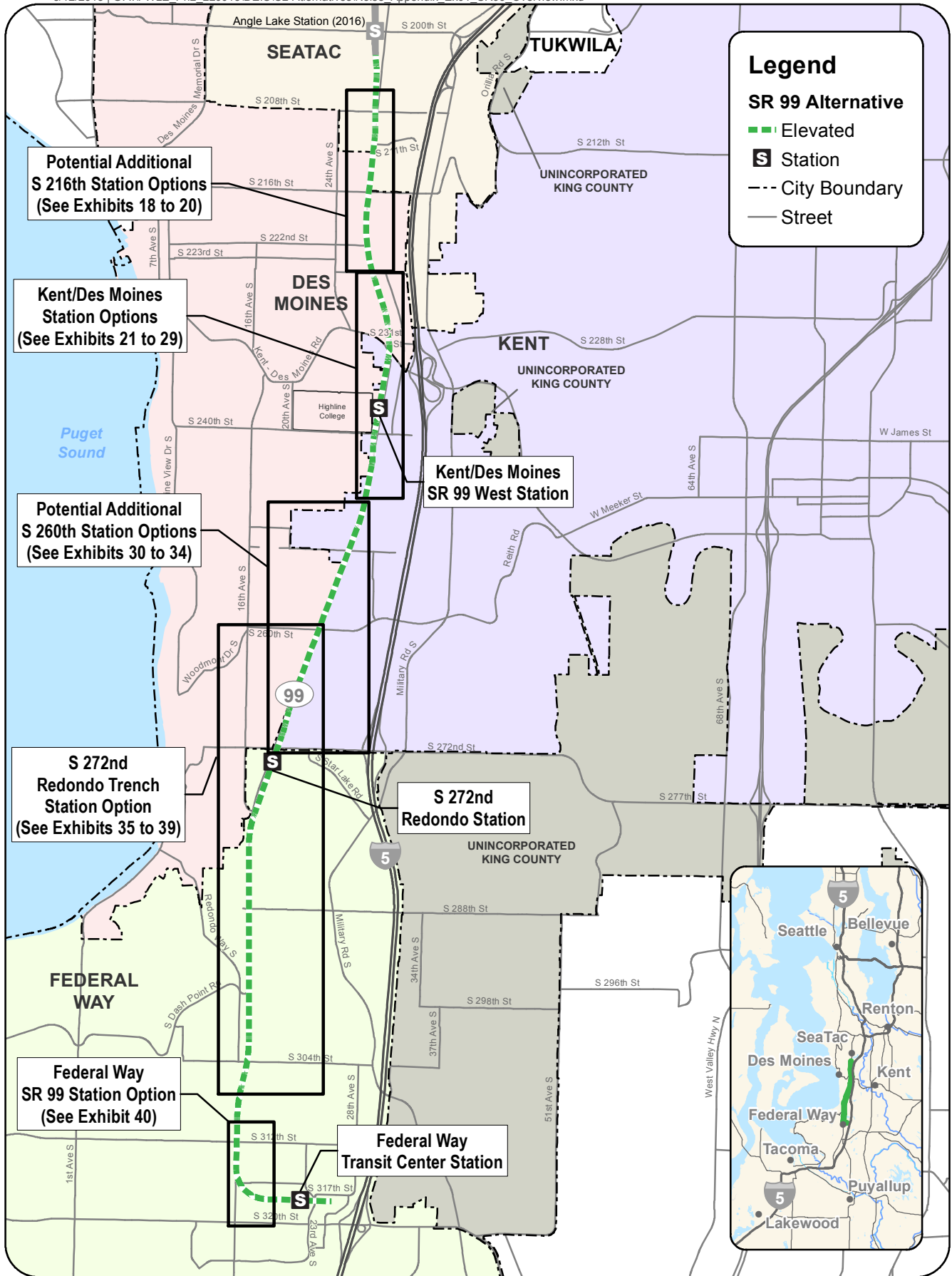


Appendix C
Detailed Noise and Vibration Analysis Maps

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Legend

- SR 99 Alternative
- Elevated
- S** Station
- - - City Boundary
- Street

Potential Additional S 216th Station Options (See Exhibits 18 to 20)

Kent/Des Moines Station Options (See Exhibits 21 to 29)

Potential Additional S 260th Station Options (See Exhibits 30 to 34)

S 272nd Redondo Trench Station Option (See Exhibits 35 to 39)

Federal Way SR 99 Station Option (See Exhibit 40)

Kent/Des Moines SR 99 West Station

S 272nd Redondo Station

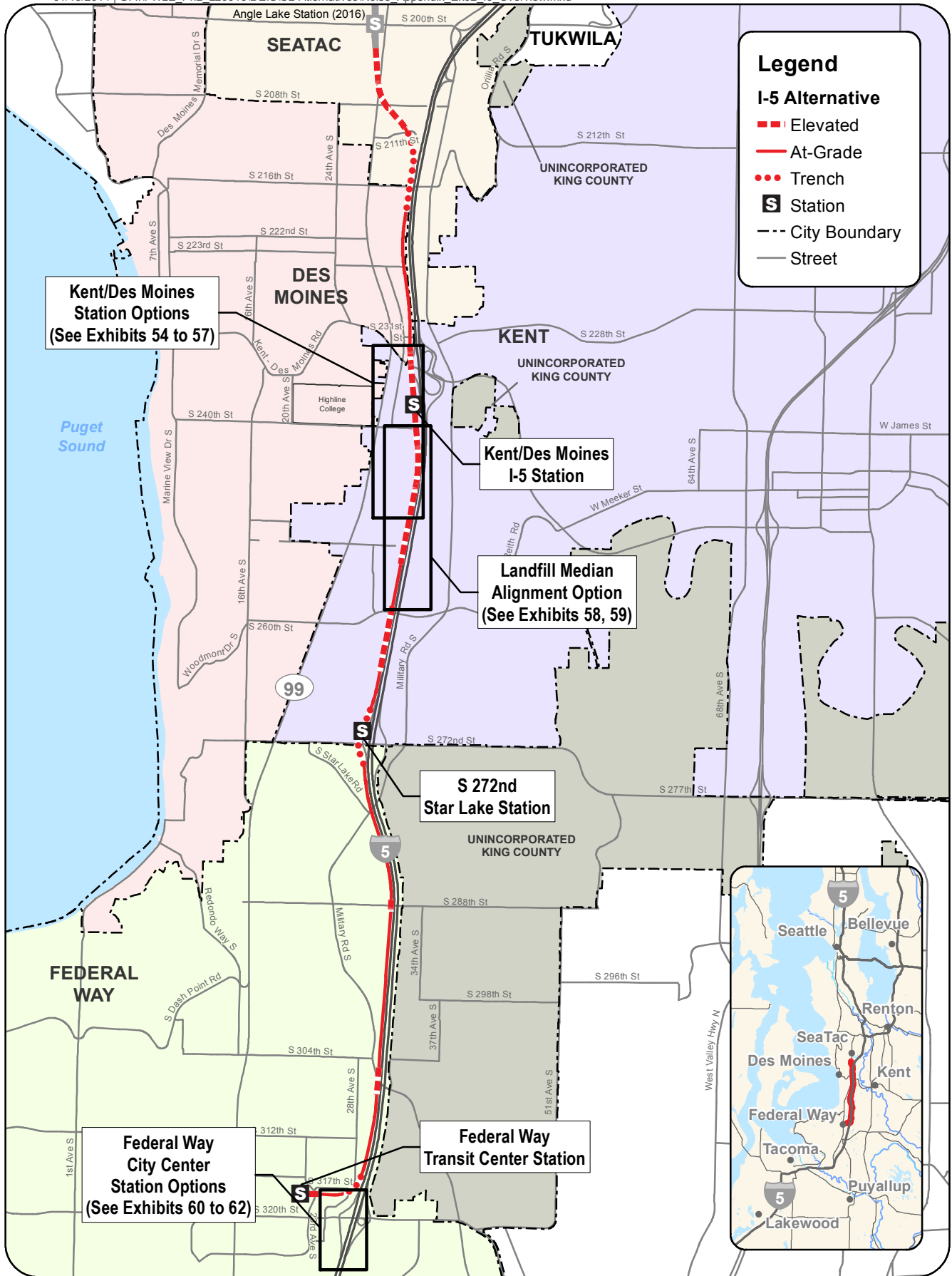
Federal Way Transit Center Station



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



EXHIBIT C-1
SR 99 Alternative and Options



Kent/Des Moines Station Options
(See Exhibits 54 to 57)

Kent/Des Moines I-5 Station

Landfill Median Alignment Option
(See Exhibits 58, 59)

S 272nd Star Lake Station

Federal Way City Center Station Options
(See Exhibits 60 to 62)

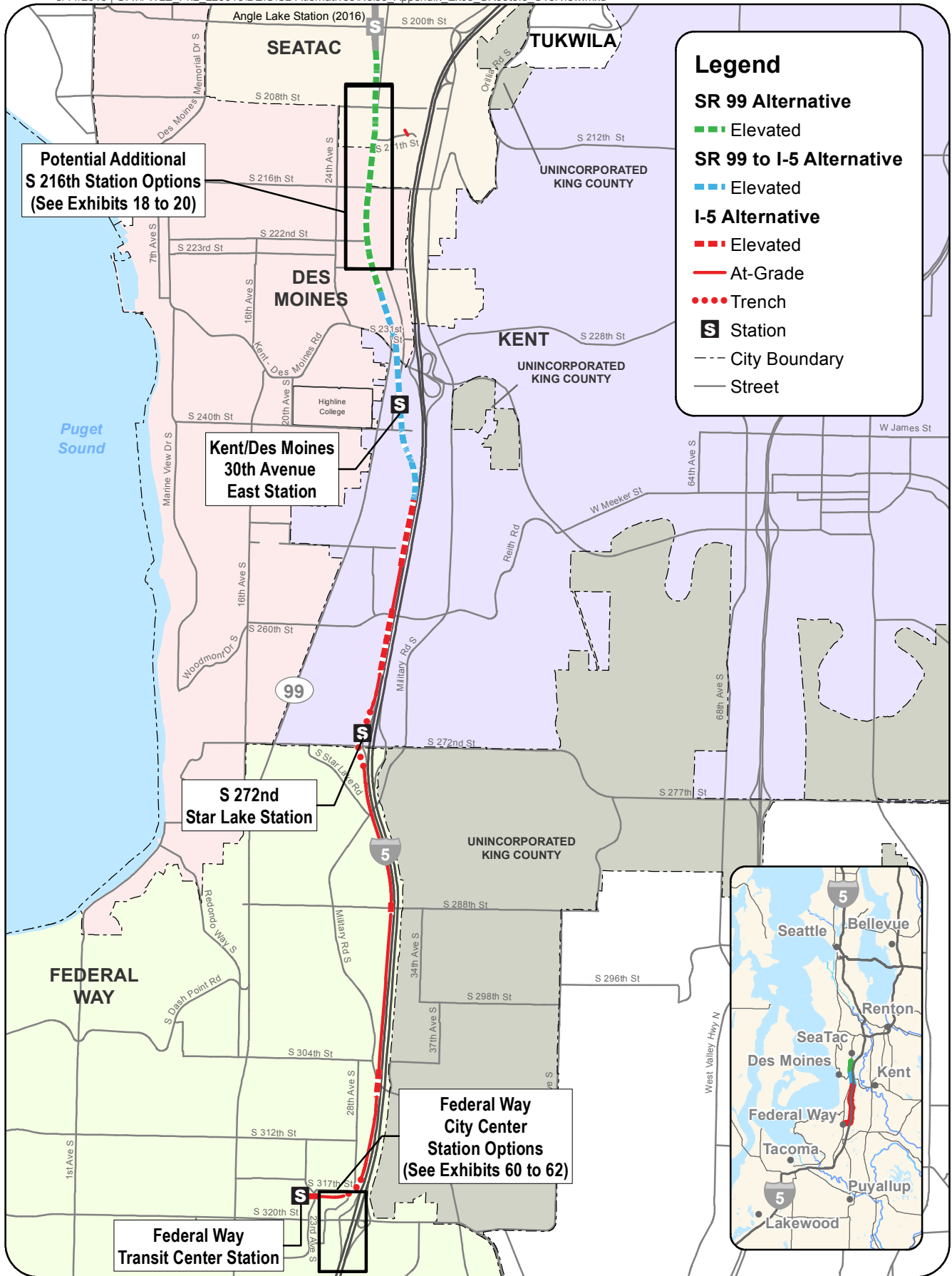
Federal Way Transit Center Station



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



EXHIBIT C-2
I-5 Alternative and Options



Legend

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

Potential Additional S 216th Station Options (See Exhibits 18 to 20)

Kent/Des Moines 30th Avenue East Station

S 272nd Star Lake Station

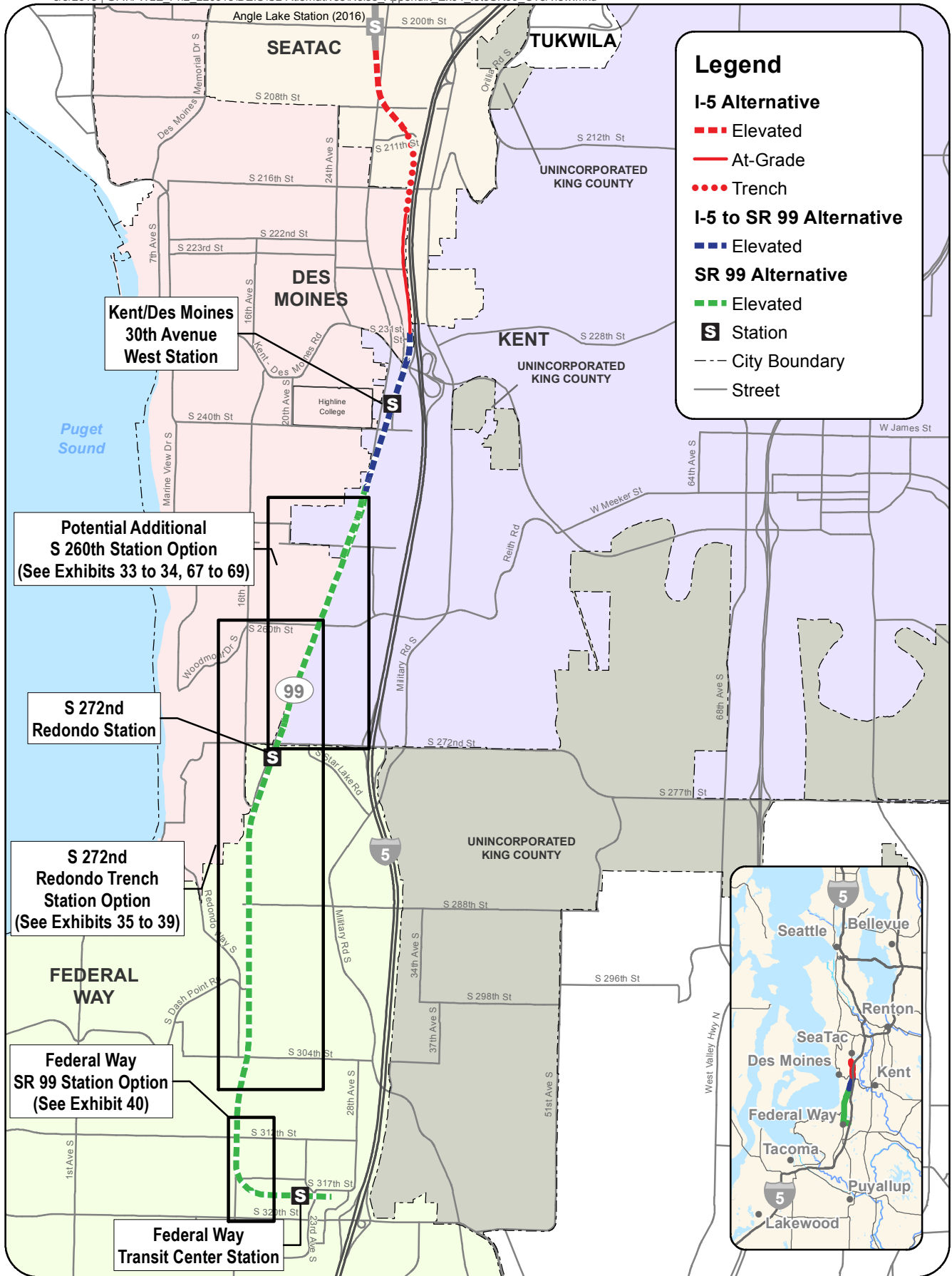
Federal Way City Center Station Options (See Exhibits 60 to 62)

Federal Way Transit Center Station

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



EXHIBIT C-3
SR 99 to I-5 Alternative



Legend

- I-5 Alternative**
 - Elevated
 - At-Grade
 - ... Trench
- I-5 to SR 99 Alternative**
 - Elevated
- SR 99 Alternative**
 - Elevated
- S** Station
- City Boundary
- Street

**Kent/Des Moines
30th Avenue
West Station**

**Potential Additional
S 260th Station Option
(See Exhibits 33 to 34, 67 to 69)**

**S 272nd
Redondo Station**

**S 272nd
Redondo Trench
Station Option
(See Exhibits 35 to 39)**

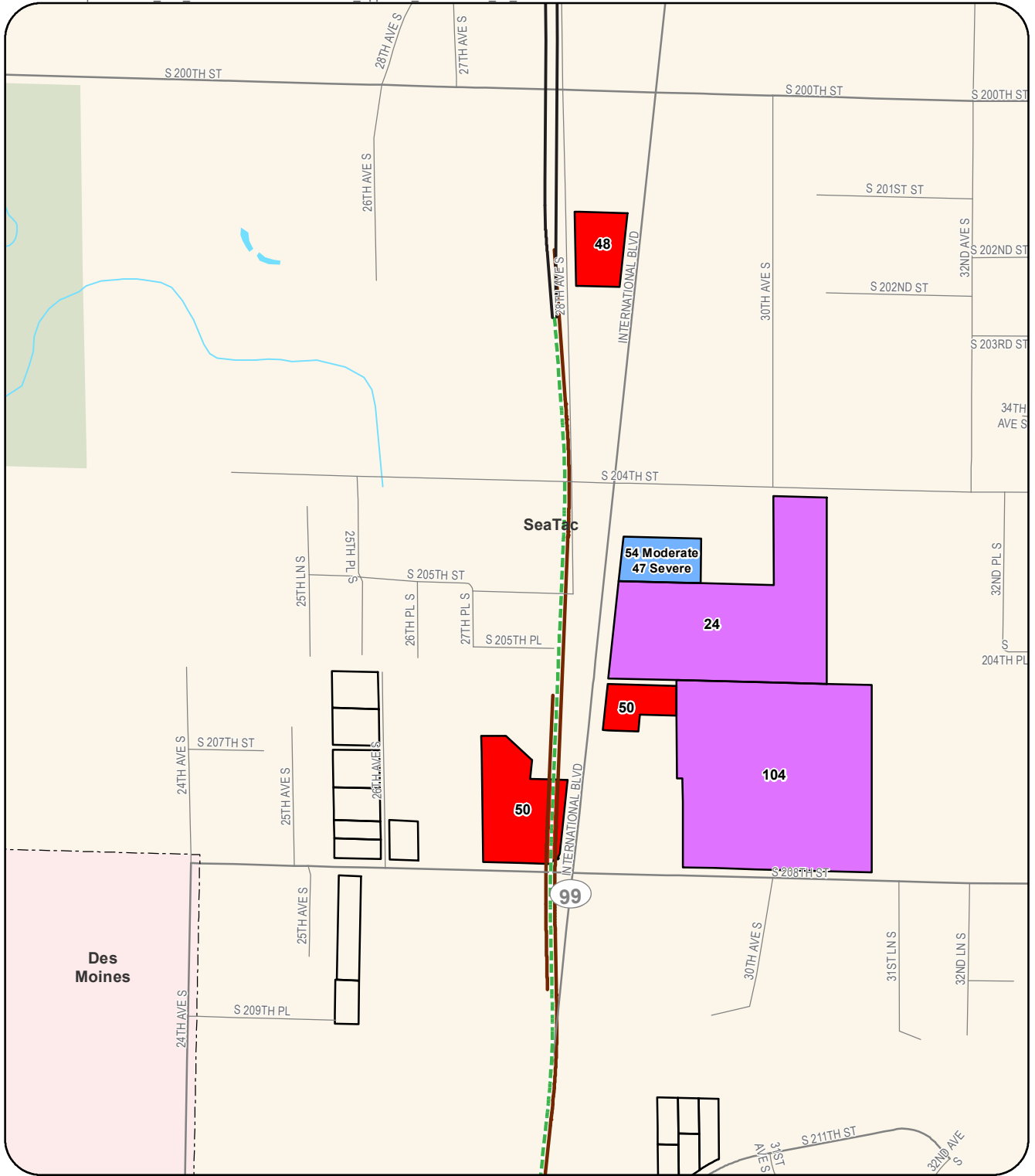
**Federal Way
SR 99 Station Option
(See Exhibit 40)**

**Federal Way
Transit Center Station**

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



EXHIBIT C-4
I-5 to SR 99 Alternative



SR 99 Alternative	--- City Boundary	▭ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	▭ Moderate	
S Station	— Stream	▭ Severe	
— Waterbody	— Park / Open Space	▭ Both Moderate and Severe	
▭ Residual Noise Impact Requiring Sound Insulation	— Sound Walls		

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

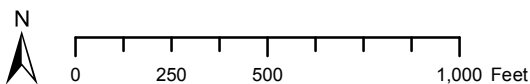
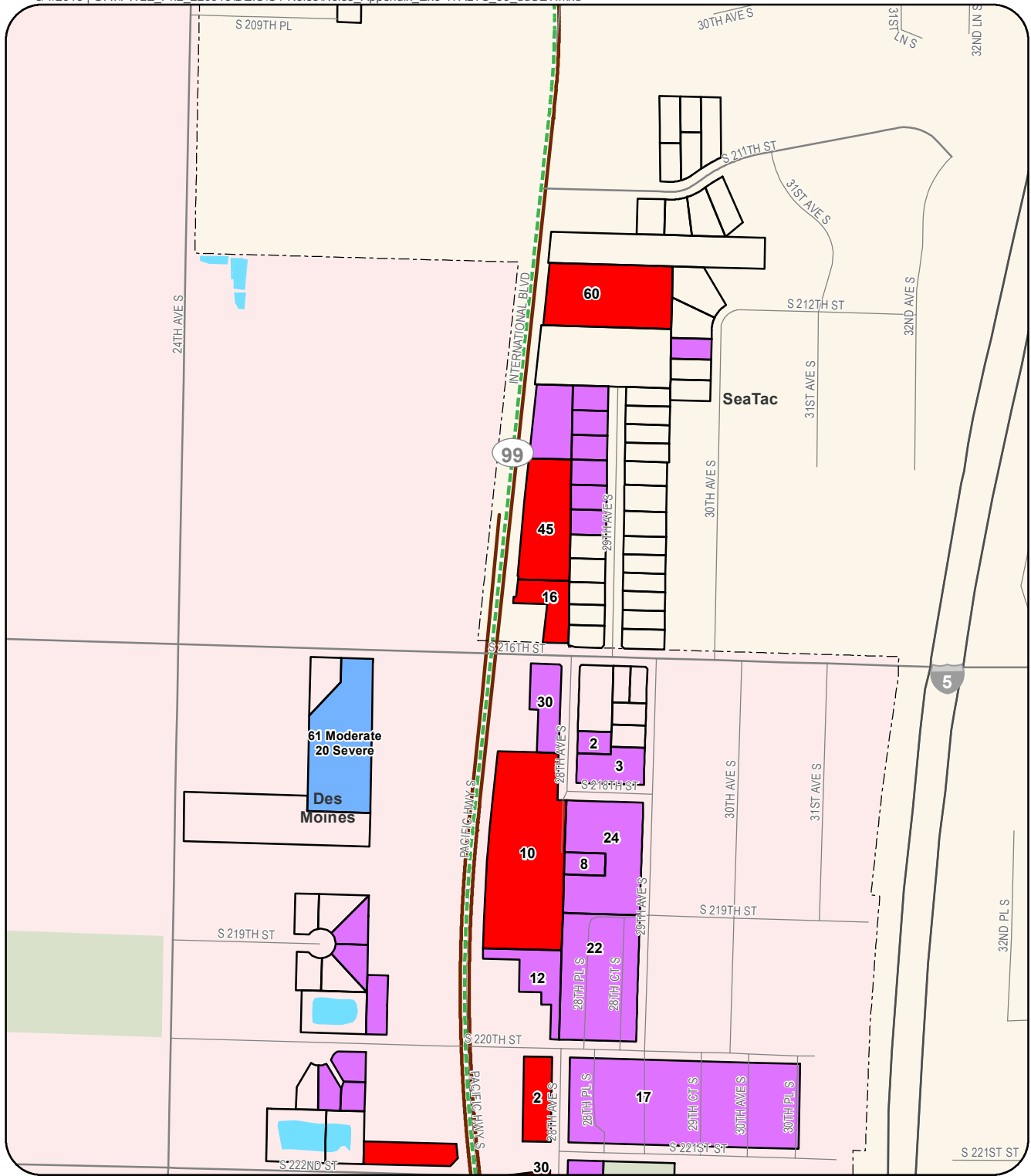


EXHIBIT C-5
Noise Impacts
SR 99 Alternative
 Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
— Elevated	— Street	■ Moderate	
Ⓢ Station	— Stream	■ Severe	
■ Waterbody	■ Park / Open Space	■ Both Moderate and Severe	
■ Sound Walls	■ Residual Noise Impact Requiring Sound Insulation		

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

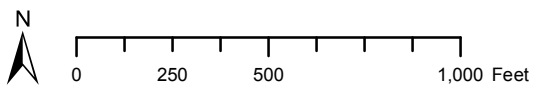
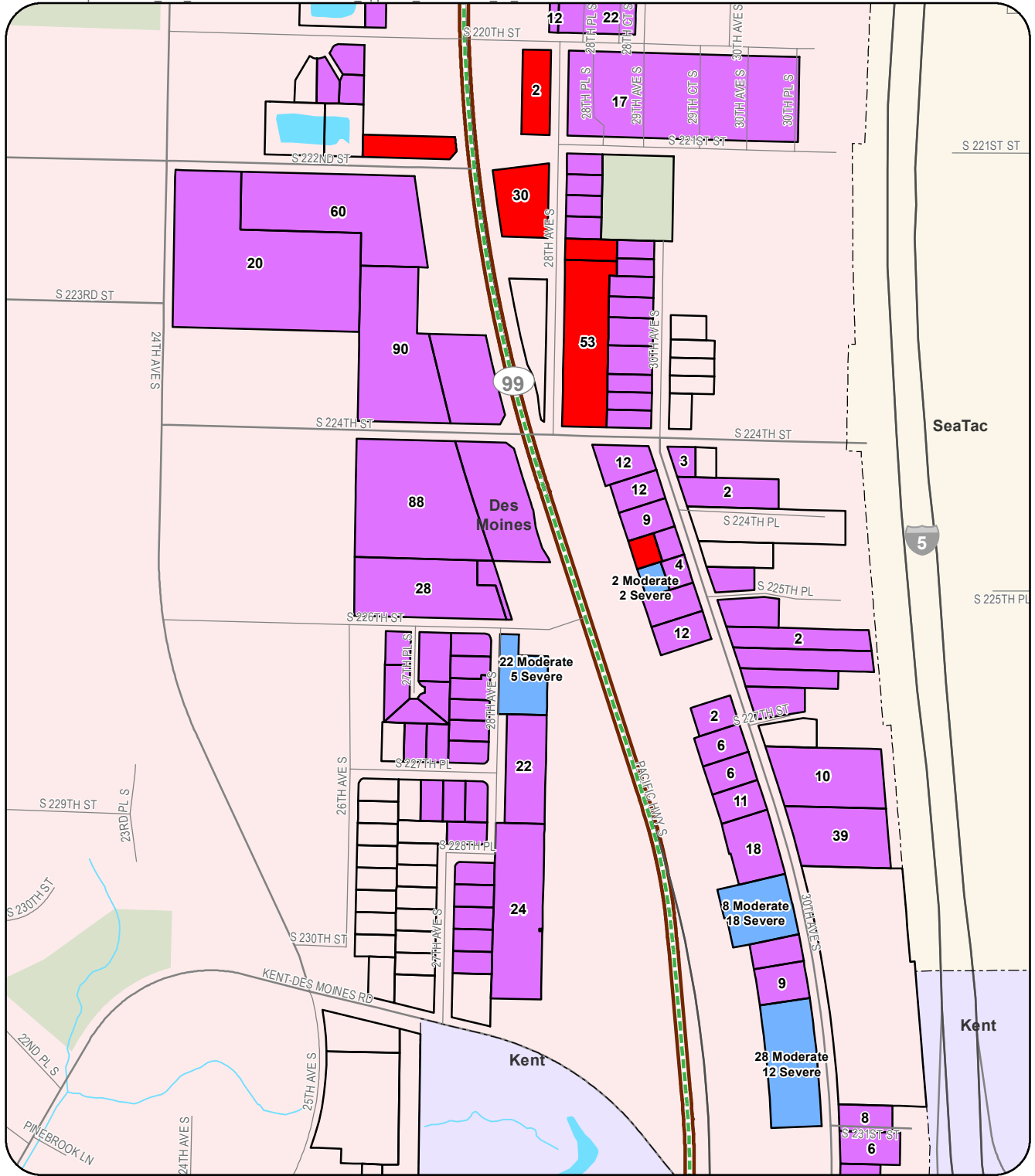


EXHIBIT C-6
Noise Impacts
SR 99 Alternative
 Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
— Elevated	— Street	■ Moderate	
Ⓢ Station	— Stream	■ Severe	
— Waterbody	— Park / Open Space	■ Both Moderate and Severe	
— Sound Walls	— Residual Noise Impact Requiring Sound Insulation	■ Residual Noise Impact Requiring Sound Insulation	
		— Sound Walls	

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

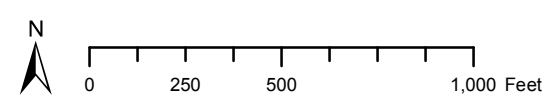
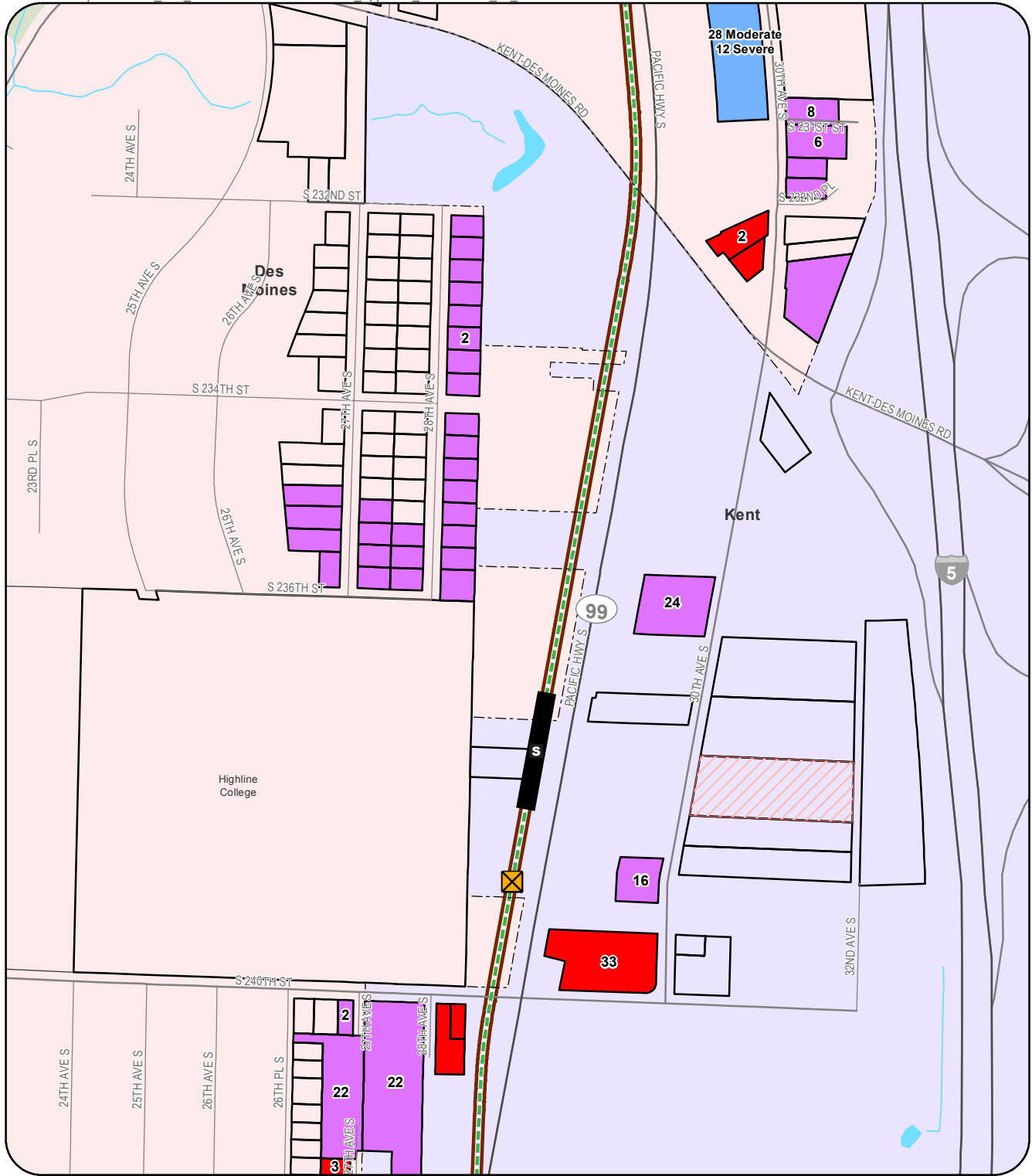


EXHIBIT C-7
Noise Impacts
SR 99 Alternative
 Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
— Elevated	— Street	■ Moderate	
Ⓢ Station	— Stream	■ Severe	
⊗ Crossover Point	— Waterbody	■ Both Moderate and Severe	
	— Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
		■ Park-and-Ride Impact Parcel	
		— Sound Walls	

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

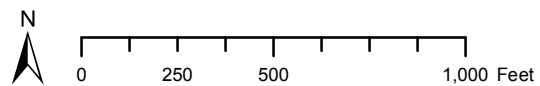
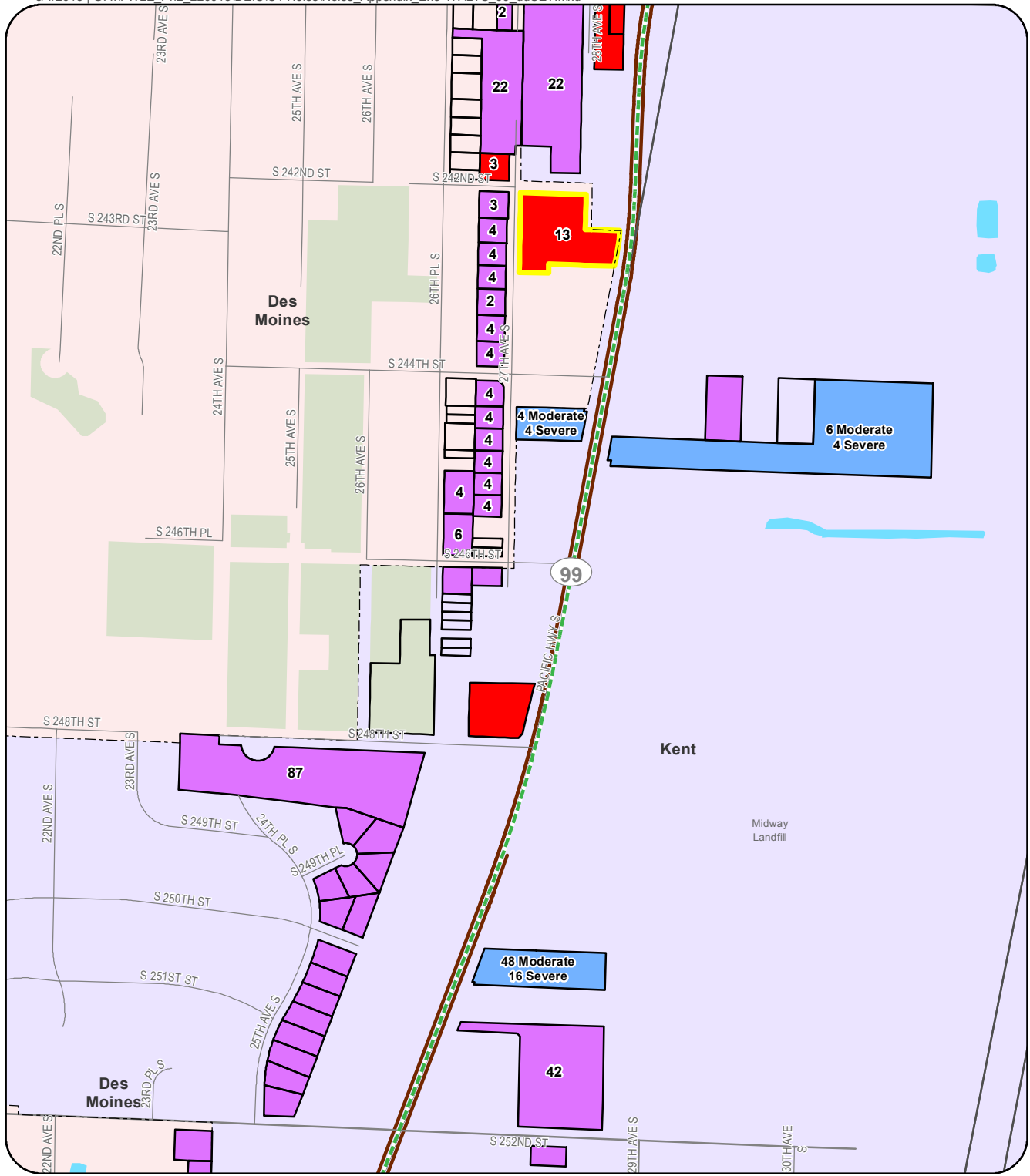


EXHIBIT C-8
Noise Impacts
SR 99 Alternative
 Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	■ Moderate	
Ⓢ Station	— Stream	■ Severe	
■ Waterbody	■ Park / Open Space	■ Both Moderate and Severe	
■ Sound Walls	■ Residual Noise Impact Requiring Sound Insulation		

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

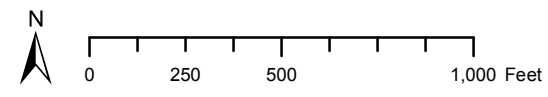
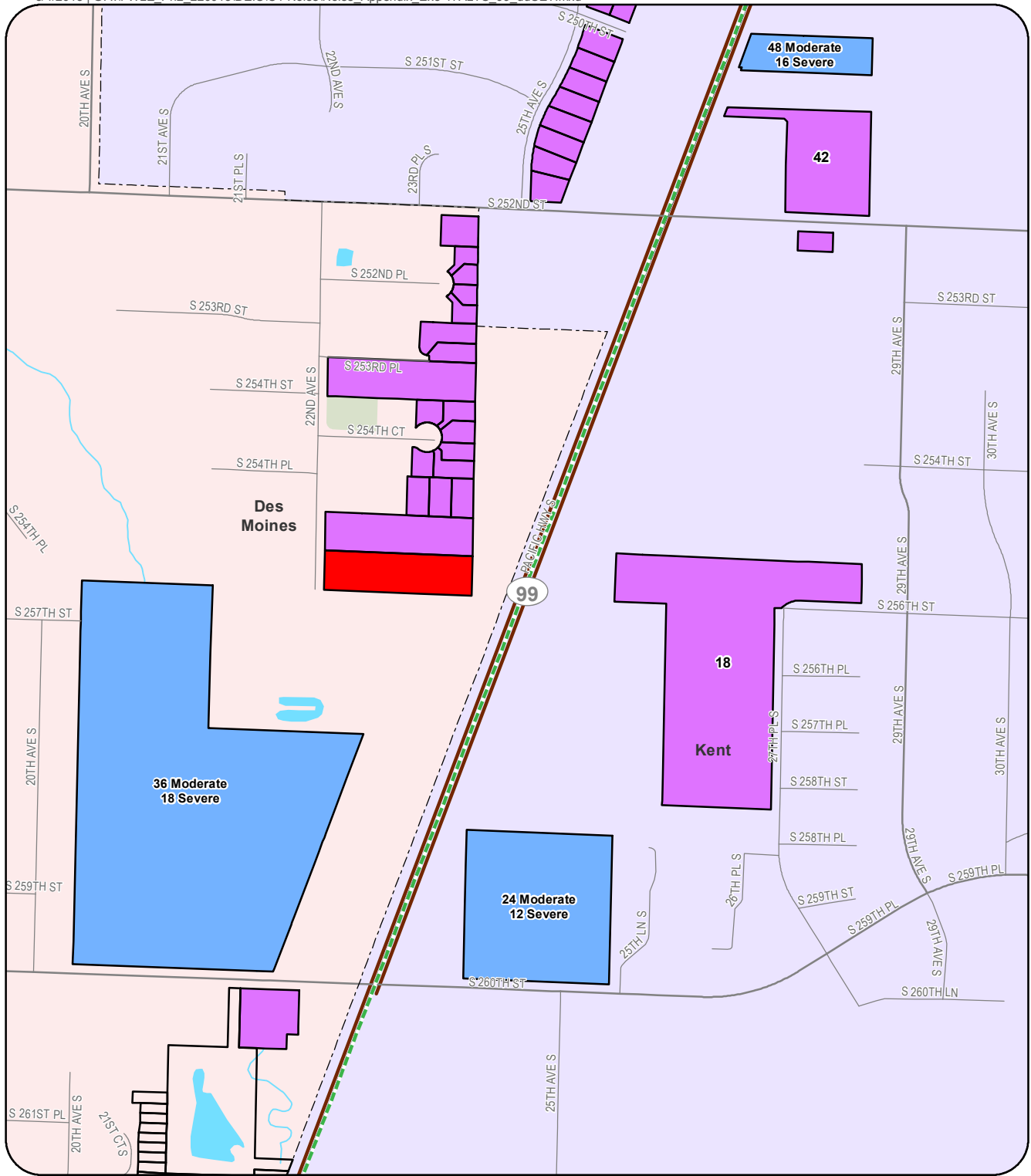


EXHIBIT C-9
Noise Impacts
SR 99 Alternative
 Federal Way Link Extension

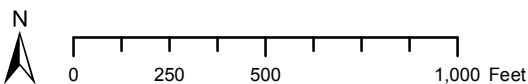


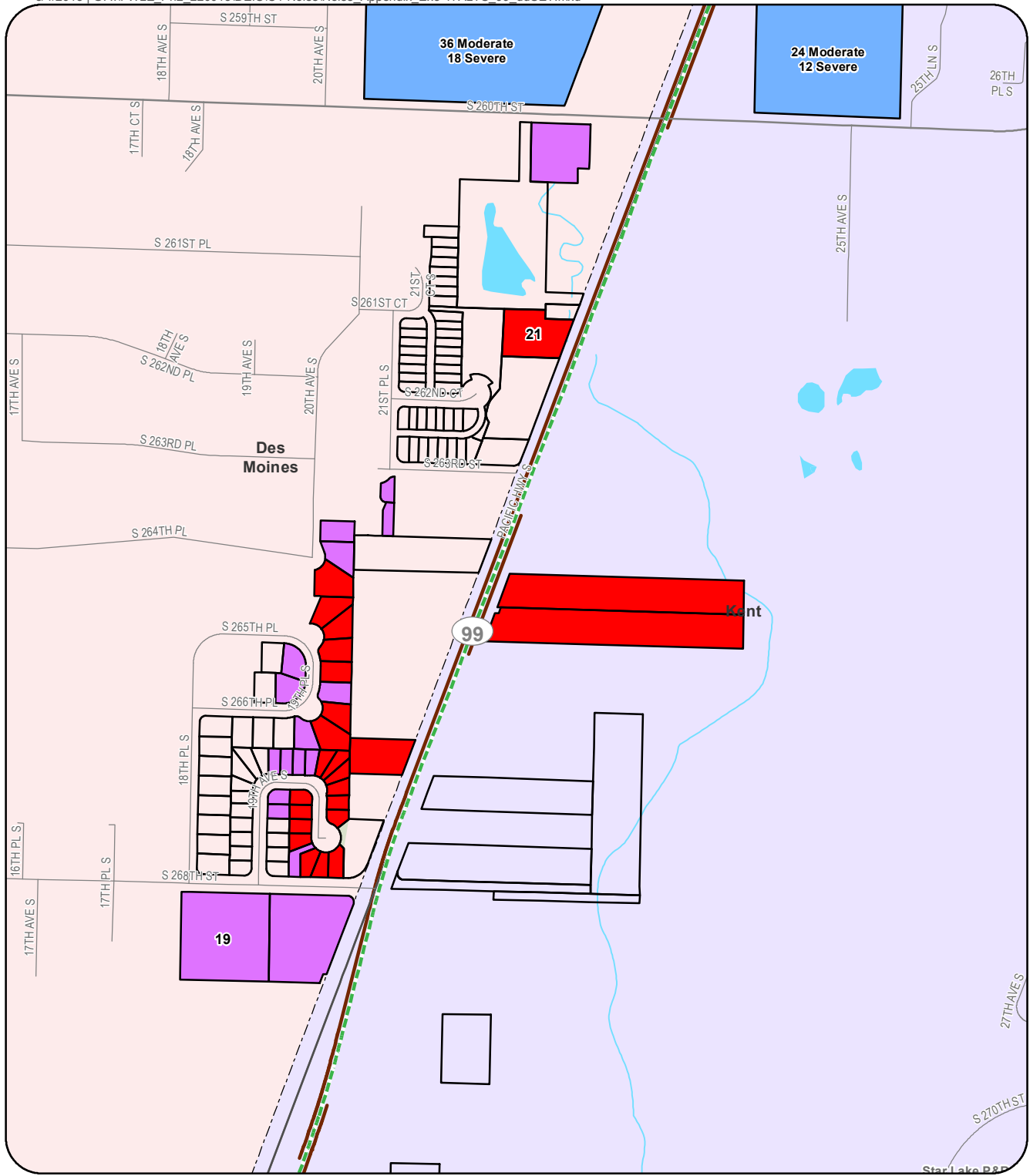
SR 99 Alternative

- City Boundary
- Elevated
- S** Station
- Street
- Stream
- Waterbody
- Park / Open Space
- Parcel Evaluated for Noise Impact
- Moderate
- Severe
- Both Moderate and Severe
- Residual Noise Impact Requiring Sound Insulation
- Sound Walls

Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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



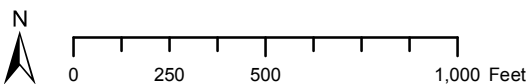


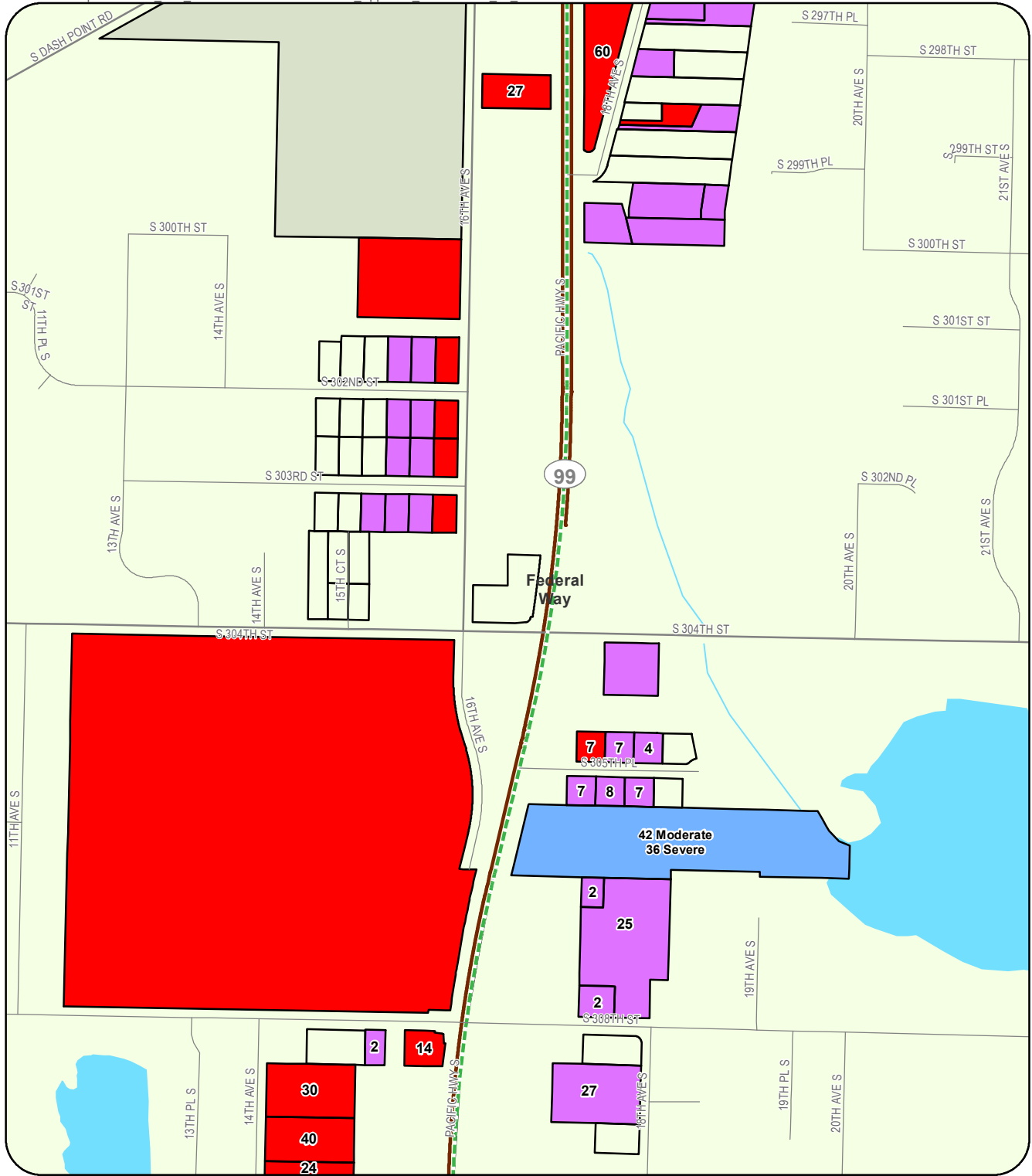
SR 99 Alternative

- City Boundary
- Elevated
- S** Station
- Street
- Stream
- Waterbody
- Park / Open Space
- Parcel Evaluated for Noise Impact
- Moderate
- Severe
- Both Moderate and Severe
- Residual Noise Impact Requiring Sound Insulation
- Sound Walls

Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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





SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	■ Moderate	
Ⓢ Station	— Stream	■ Severe	
■ Waterbody	■ Park / Open Space	■ Both Moderate and Severe	
■ Residual Noise Impact Requiring Sound Insulation	— Sound Walls		

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

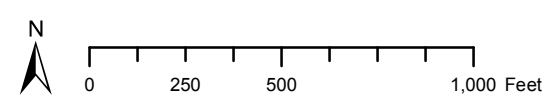
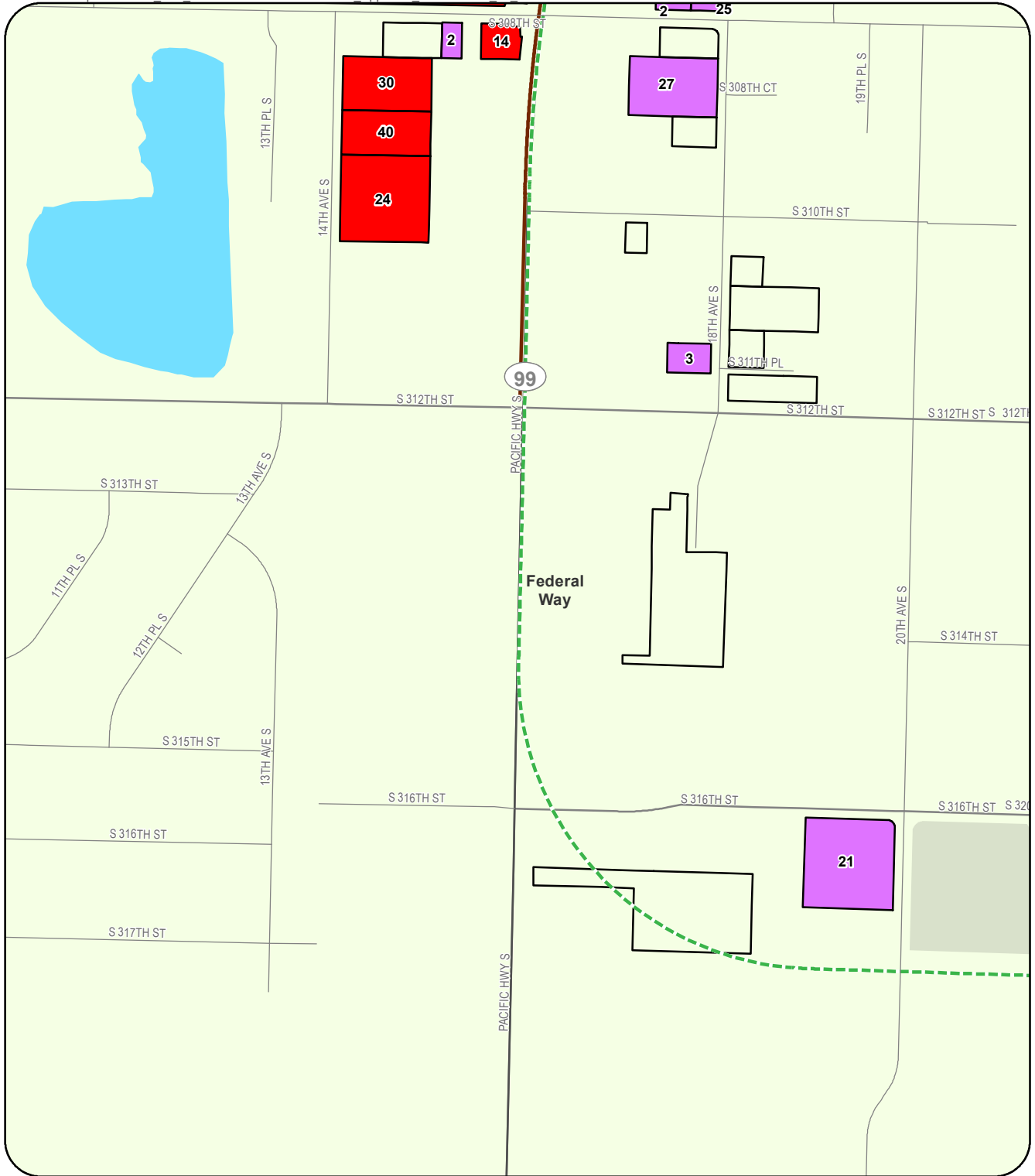


EXHIBIT C-15
Noise Impacts
SR 99 Alternative
 Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	■ Moderate	
Ⓢ Station	— Stream	■ Severe	
■ Waterbody	■ Both Moderate and Severe	■ Residual Noise Impact Requiring Sound Insulation	
■ Park / Open Space	— Sound Walls		

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

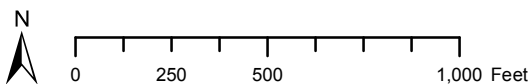
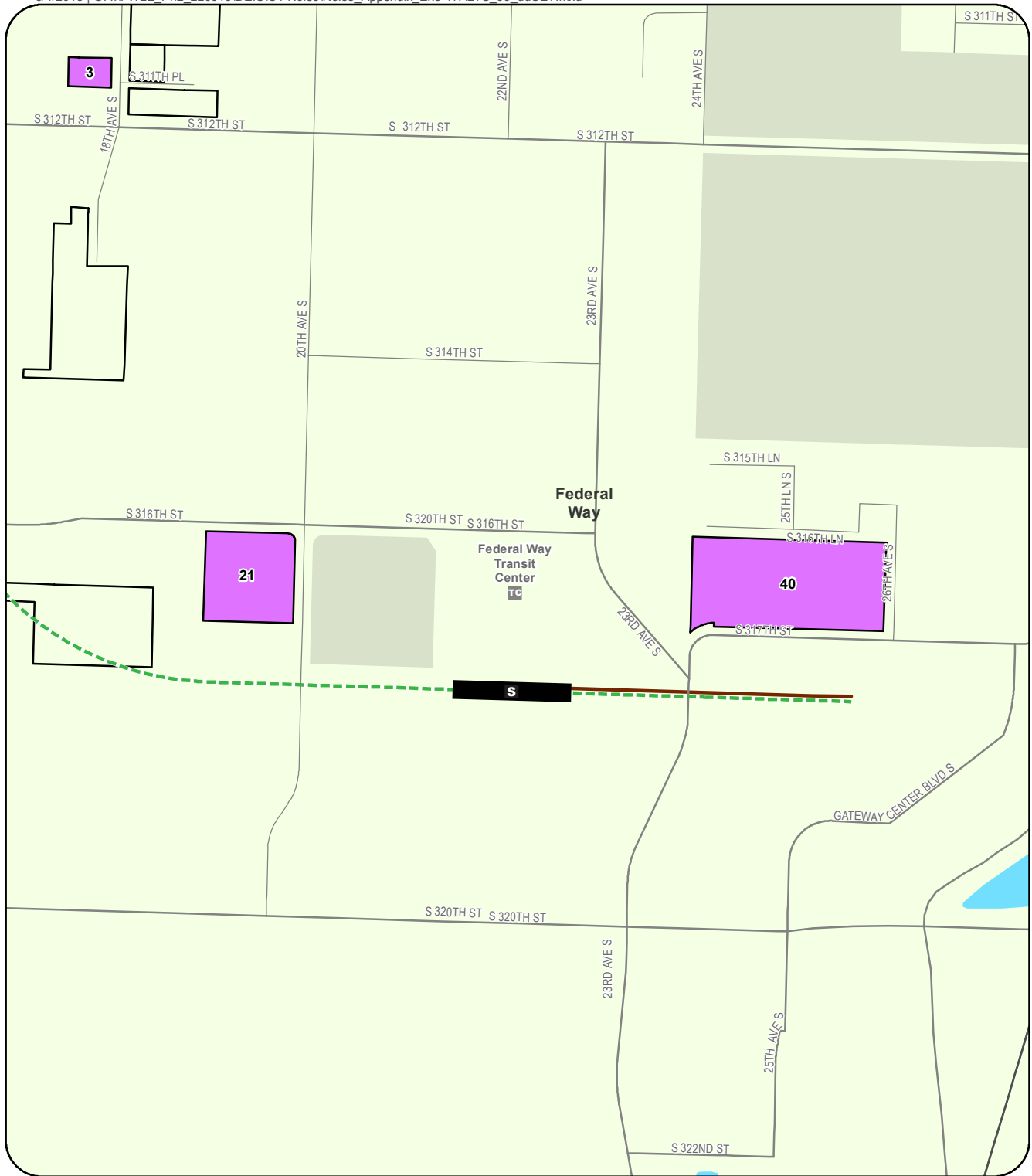


EXHIBIT C-16
Noise Impacts
SR 99 Alternative
 Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	■ Moderate	
Ⓢ Station	— Stream	■ Severe	
	■ Waterbody	■ Both Moderate and Severe	
	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
		— Sound Walls	

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

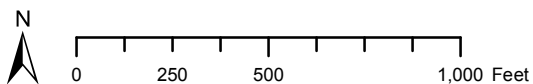
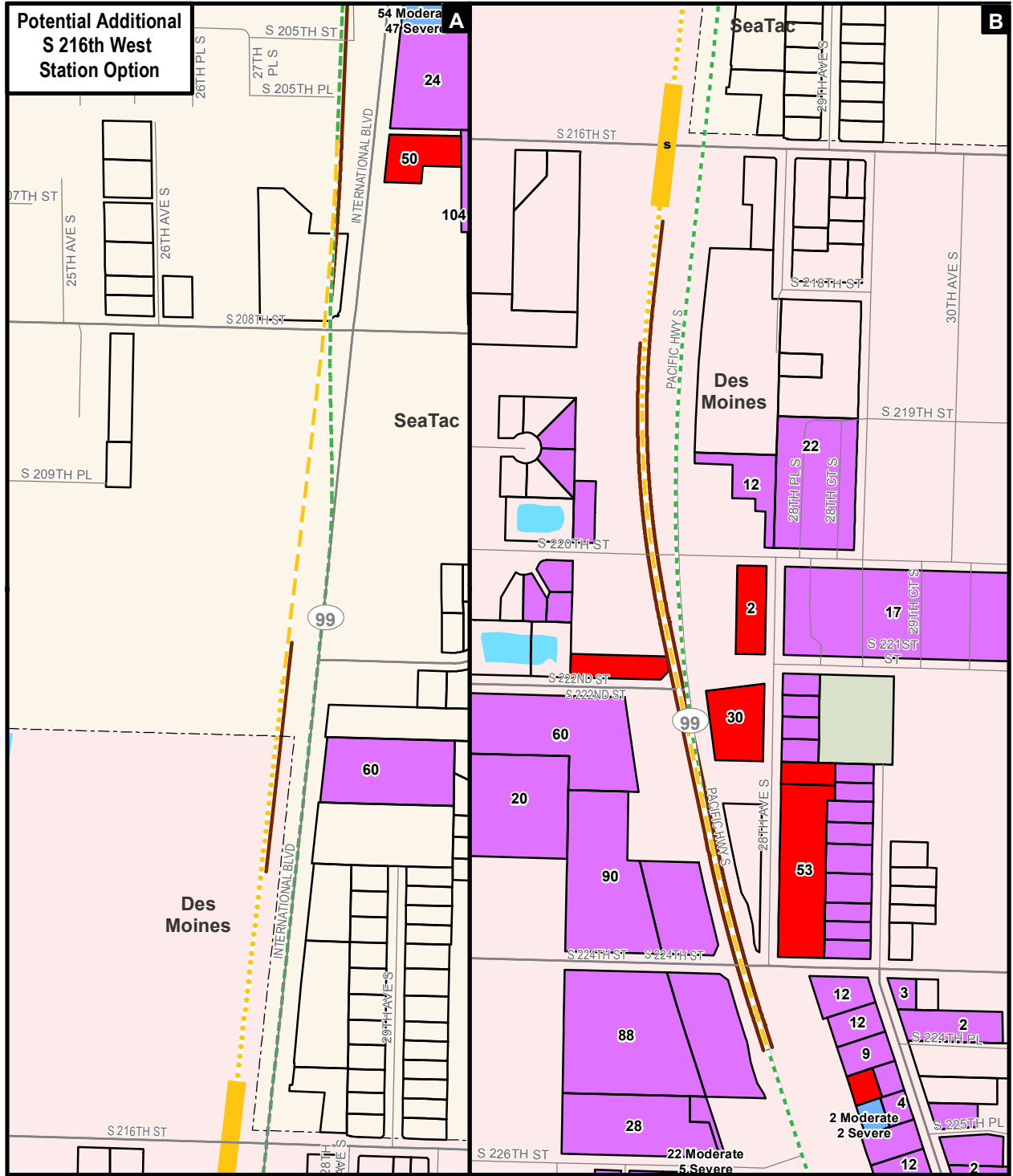


EXHIBIT C-17
Noise Impacts
SR 99 Alternative
 Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	■ Moderate	
Options	— Stream	■ Severe	
--- Elevated	■ Waterbody	■ Both Moderate and Severe	
--- Trench	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
■ Station	— Sound Walls		

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

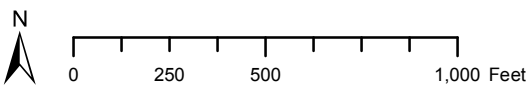
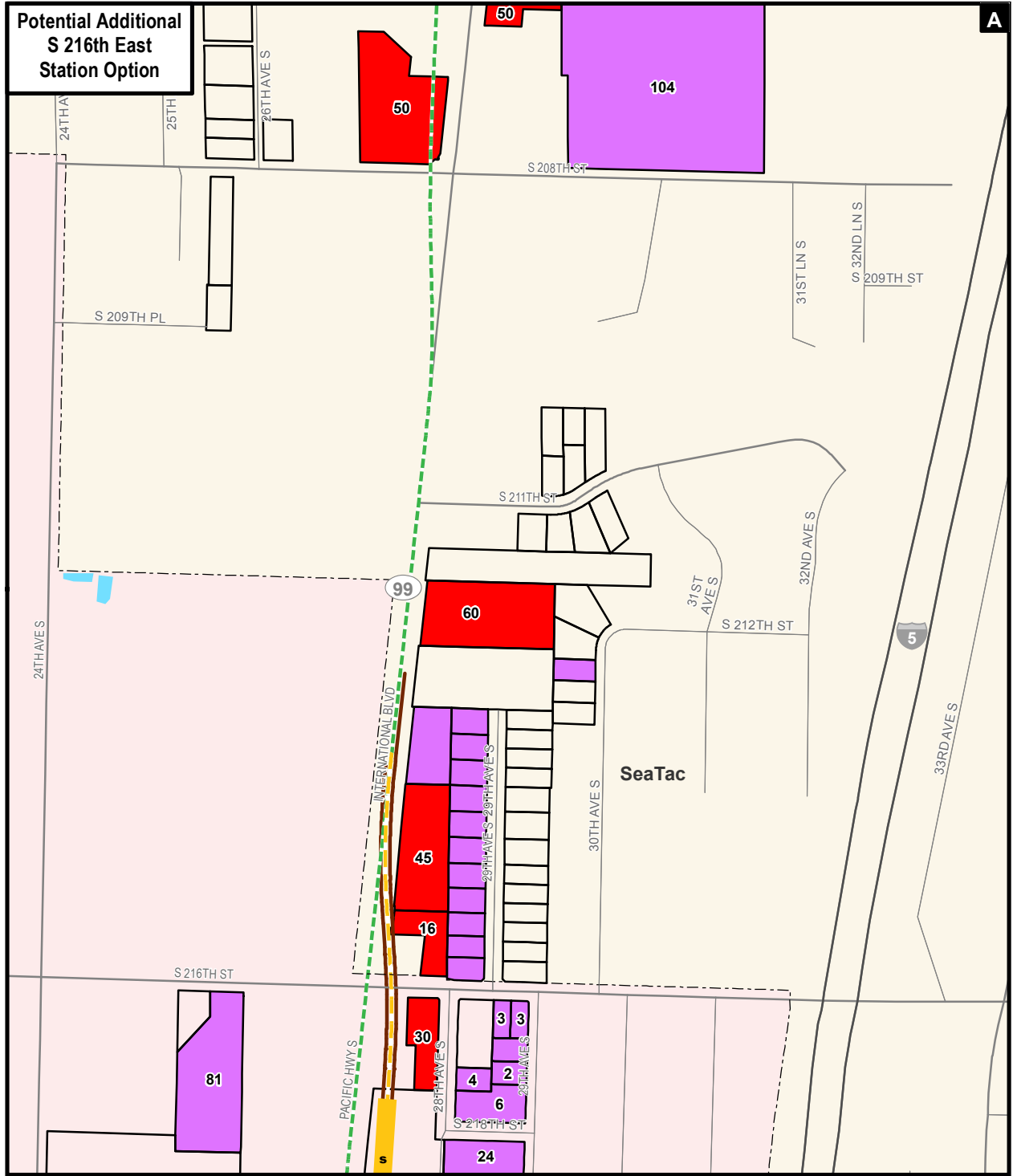


EXHIBIT C-18
Noise Impacts
 SR 99 Alternative S 216th West Station Option
 Federal Way Link Extension

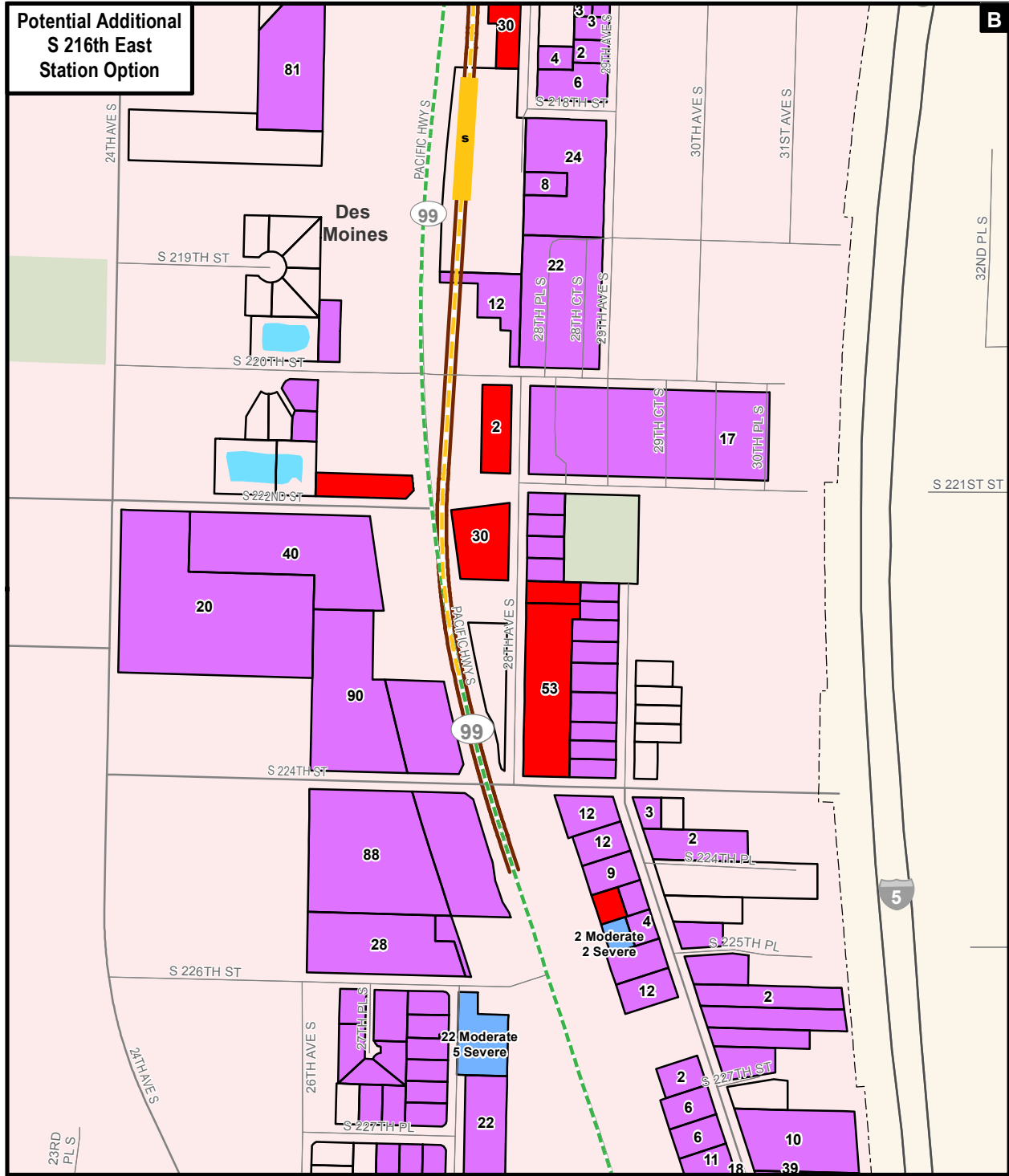


SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	■ Moderate	
Options	— Stream	■ Severe	
--- Elevated	— Waterbody	■ Both Moderate and Severe	
■ Station	— Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
		— Sound Walls	

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



EXHIBIT C-19
Noise Impacts
 SR 99 Alternative S 216th East Station Option
 Federal Way Link Extension



SR 99 Alternative

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

Parcel Evaluated for Noise Impact

- Moderate
- Severe
- Both Moderate and Severe
- Residual Noise Impact Requiring Sound Insulation
- Sound Walls

Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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

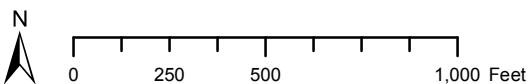
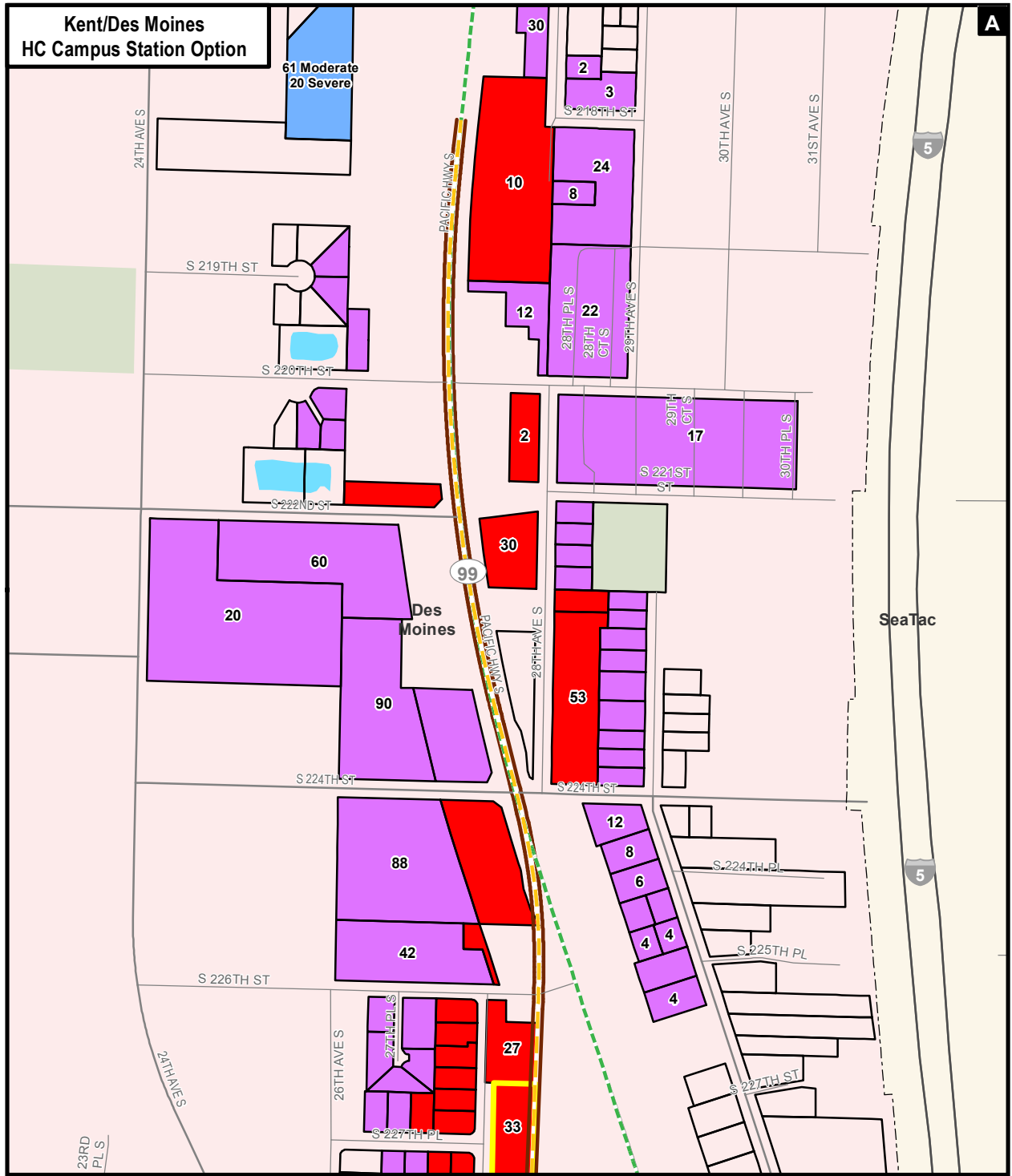


EXHIBIT C-20
Noise Impacts
 SR 99 Alternative S 216th East Station Option
 Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	■ Moderate	
Options	— Stream	■ Severe	
— Elevated	■ Waterbody	■ Both Moderate and Severe	
••• Trench	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
■ Station	— Sound Walls		

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

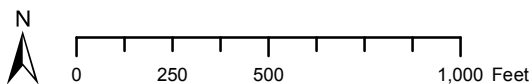
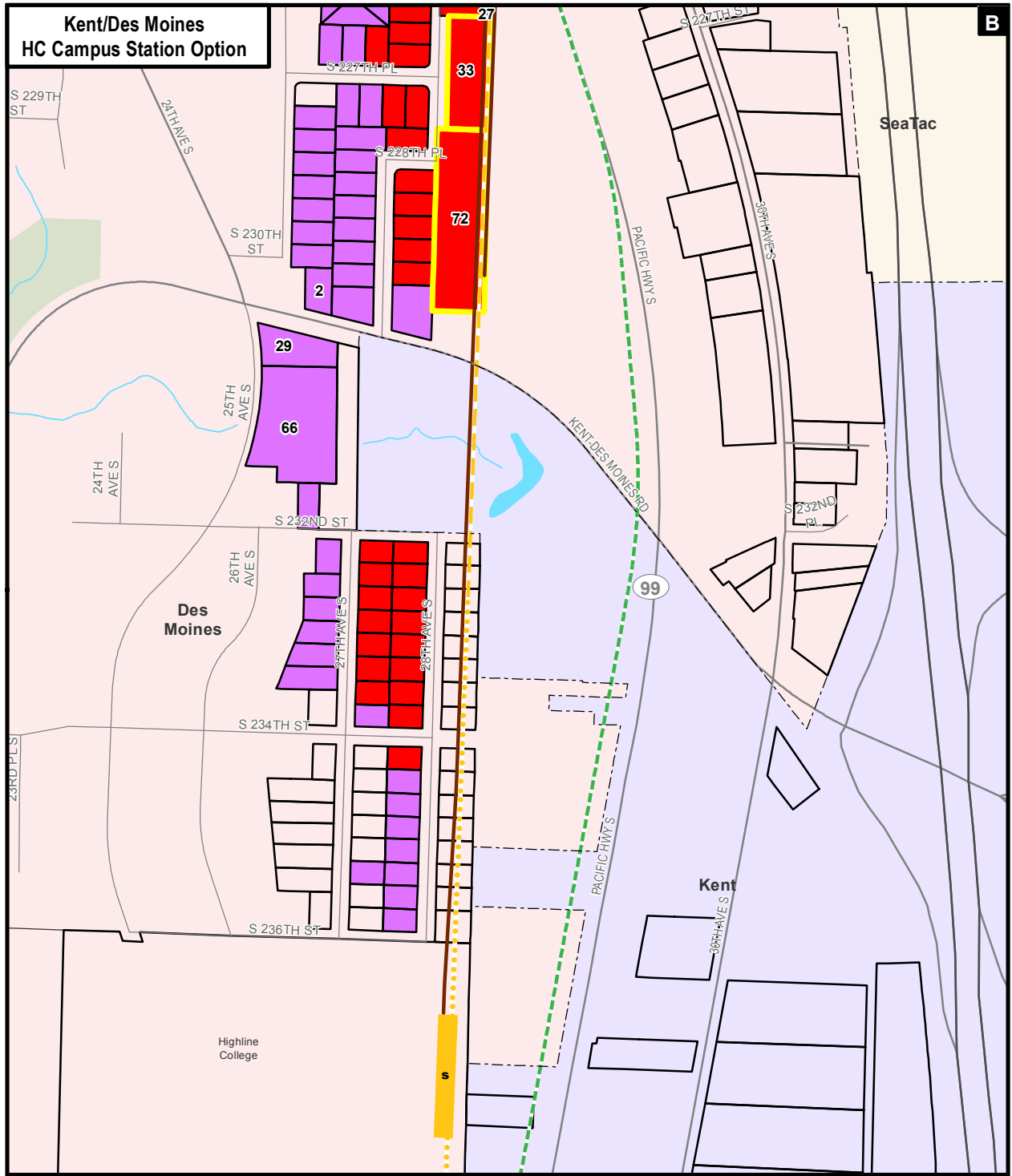


EXHIBIT C-21
Noise Impacts
 SR 99 Alternative Kent/Des Moines HC Campus Station Option
 Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	■ Moderate	
Options	— Stream	■ Severe	
--- Elevated	■ Waterbody	■ Both Moderate and Severe	
... Trench	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
■ Station	— Sound Walls		

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

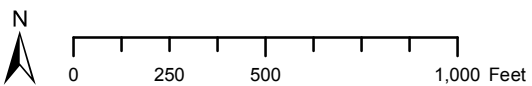
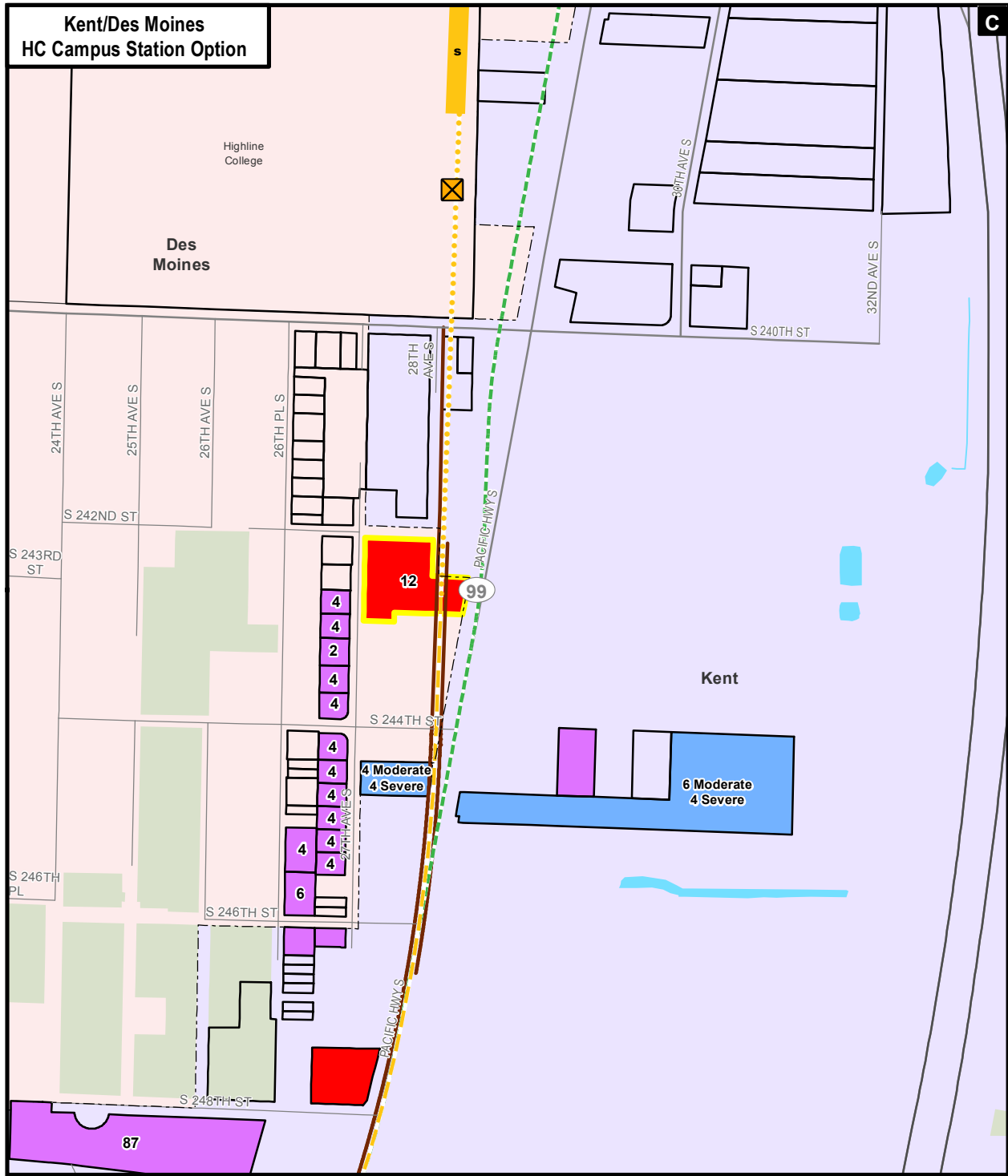


EXHIBIT C-22
Noise Impacts
 SR 99 Alternative Kent/Des Moines HC Campus Station Option
 Federal Way Link Extension



SR 99 Alternative

--- Elevated

Options

--- Elevated

... Trench

S Station

X Crossover Point

--- City Boundary

--- Street

--- Stream

--- Waterbody

--- Park / Open Space

□ Parcel Evaluated for Noise Impact

□ Moderate

□ Severe

□ Both Moderate and Severe

□ Residual Noise Impact

□ Requiring Sound Insulation

--- Sound Walls

Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

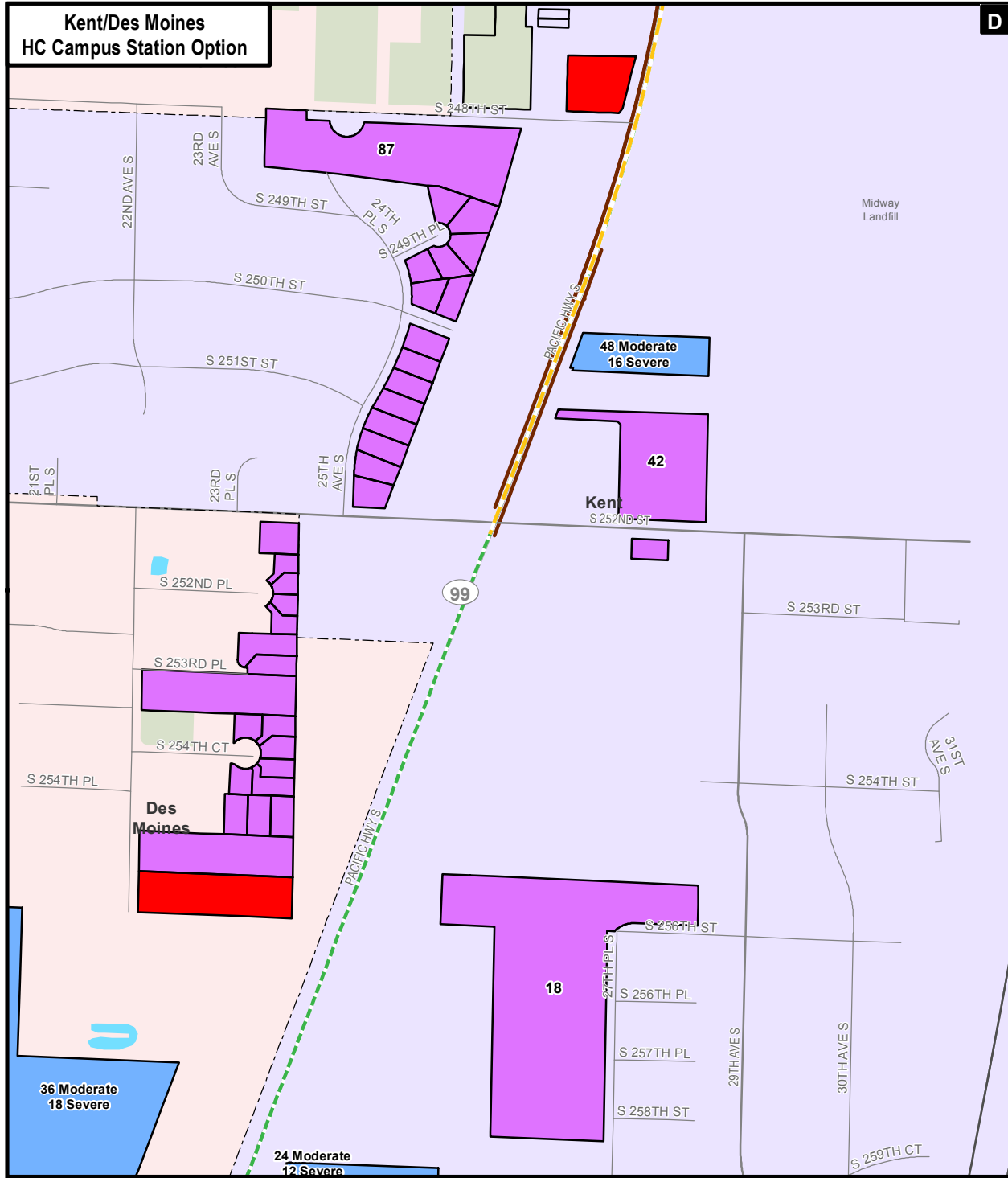
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).

EXHIBIT C-23

Noise Impacts

SR 99 Alternative Kent/Des Moines HC Campus Station Option

Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
— Elevated	— Street	■ Moderate	
Options	— Stream	■ Severe	
— Elevated	— Waterbody	■ Both Moderate and Severe	
— Trench	— Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
■ Station	— Sound Walls		

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

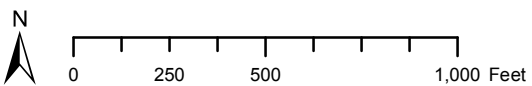
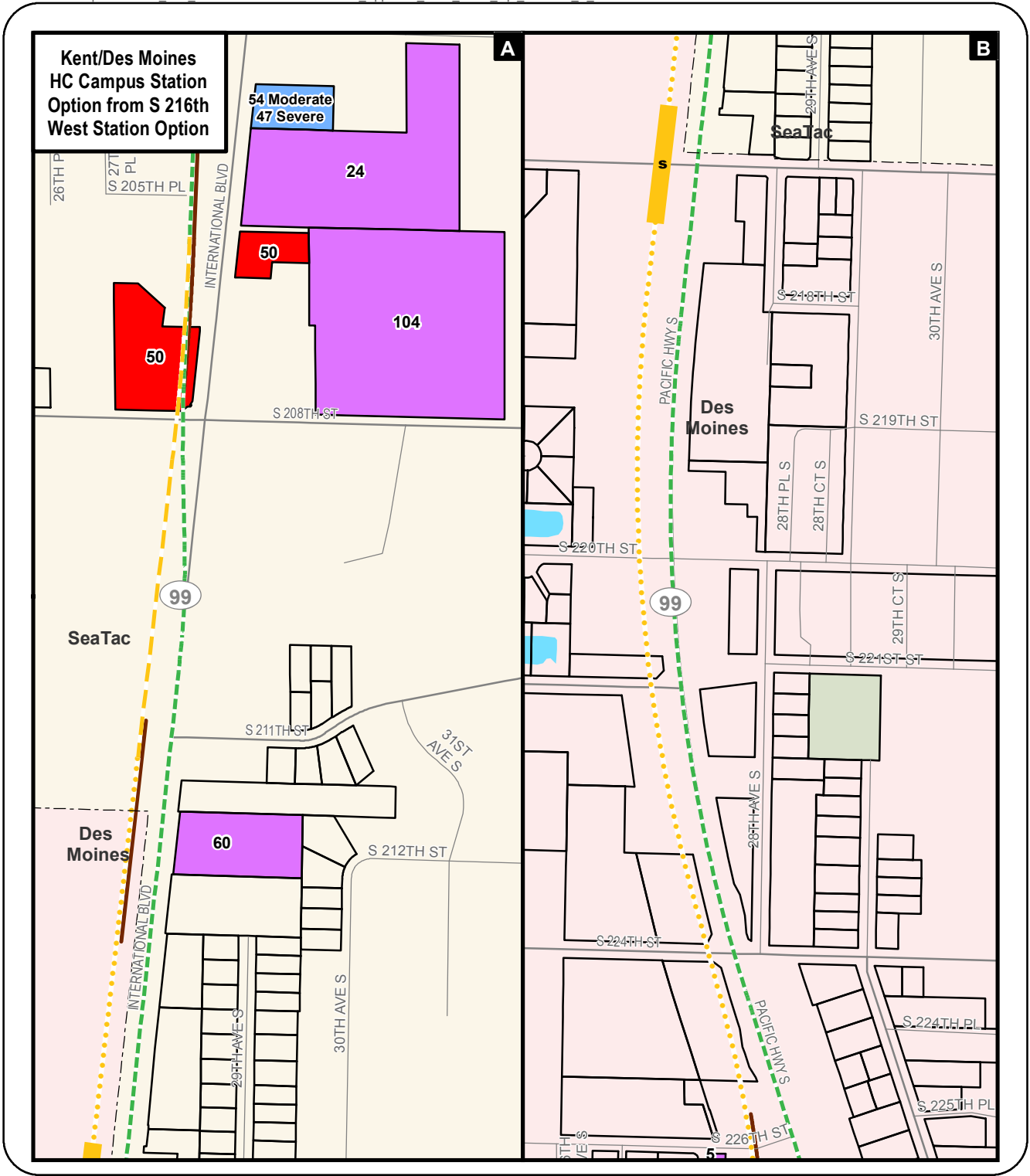


EXHIBIT C-24
Noise Impacts
 SR 99 Alternative Kent/Des Moines HC Campus Station Option
 Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
— Elevated	— Street	■ Moderate	
Options	— Stream	■ Severe	
— Elevated	— Waterbody	■ Both Moderate and Severe	
●●● Trench	— Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
S Station	— Sound Walls		

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

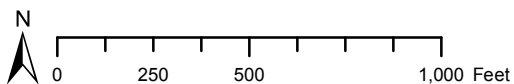
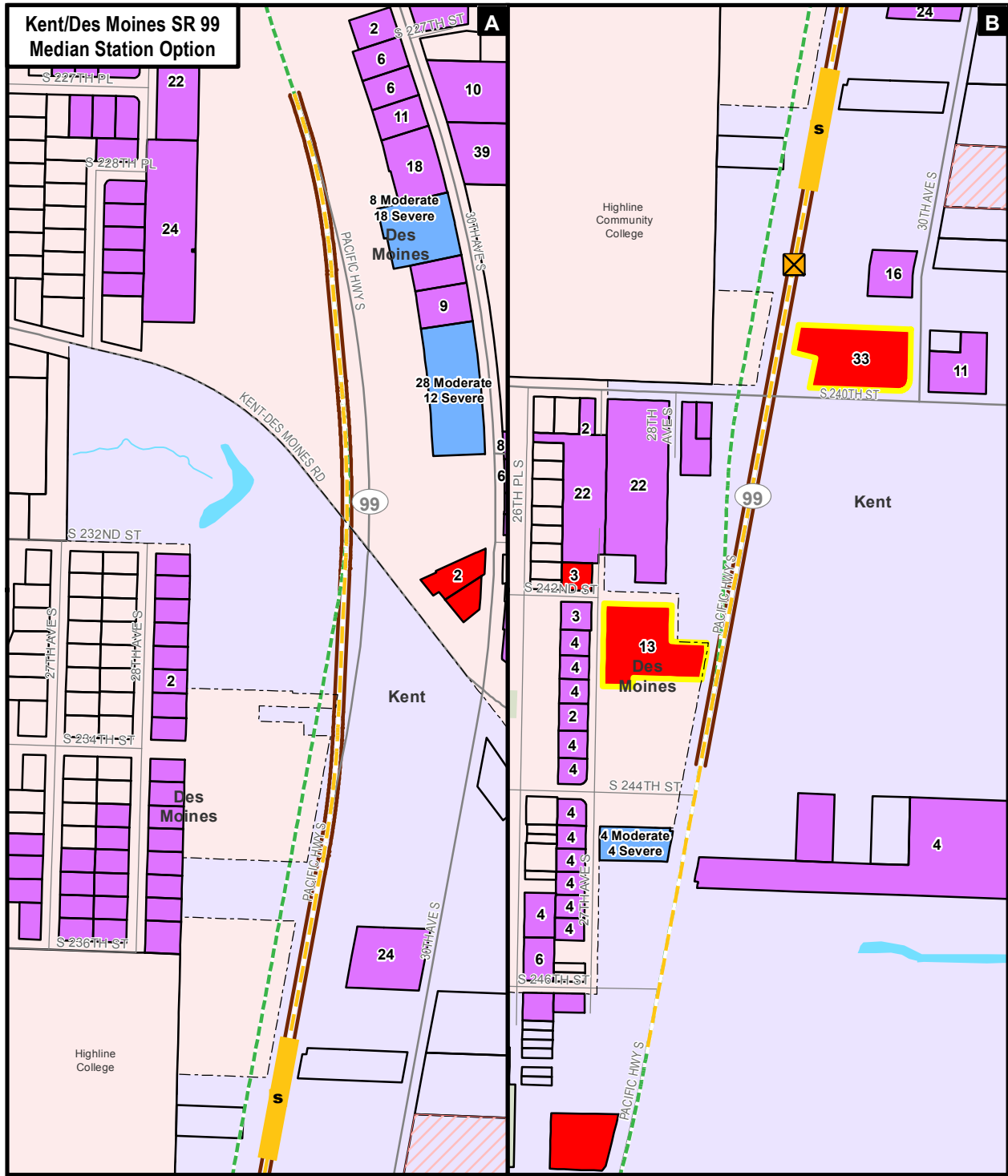


EXHIBIT C-25
 Noise Impacts SR 99 Alternative Kent/Des Moines HC Campus Station Option from S 216th West Station Option
 Federal Way Link Extension



SR 99 Alternative

- City Boundary
- Elevated
- Options**
- Elevated
- S** Station
- X Crossover Point

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

- Moderate
- Severe
- Both Moderate and Severe
- Residual Noise Impact Requiring Sound Insulation
- Park-and-Ride Impact Parcel
- Sound Walls

Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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

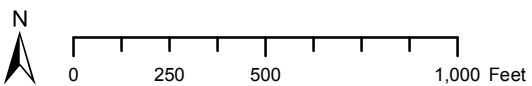
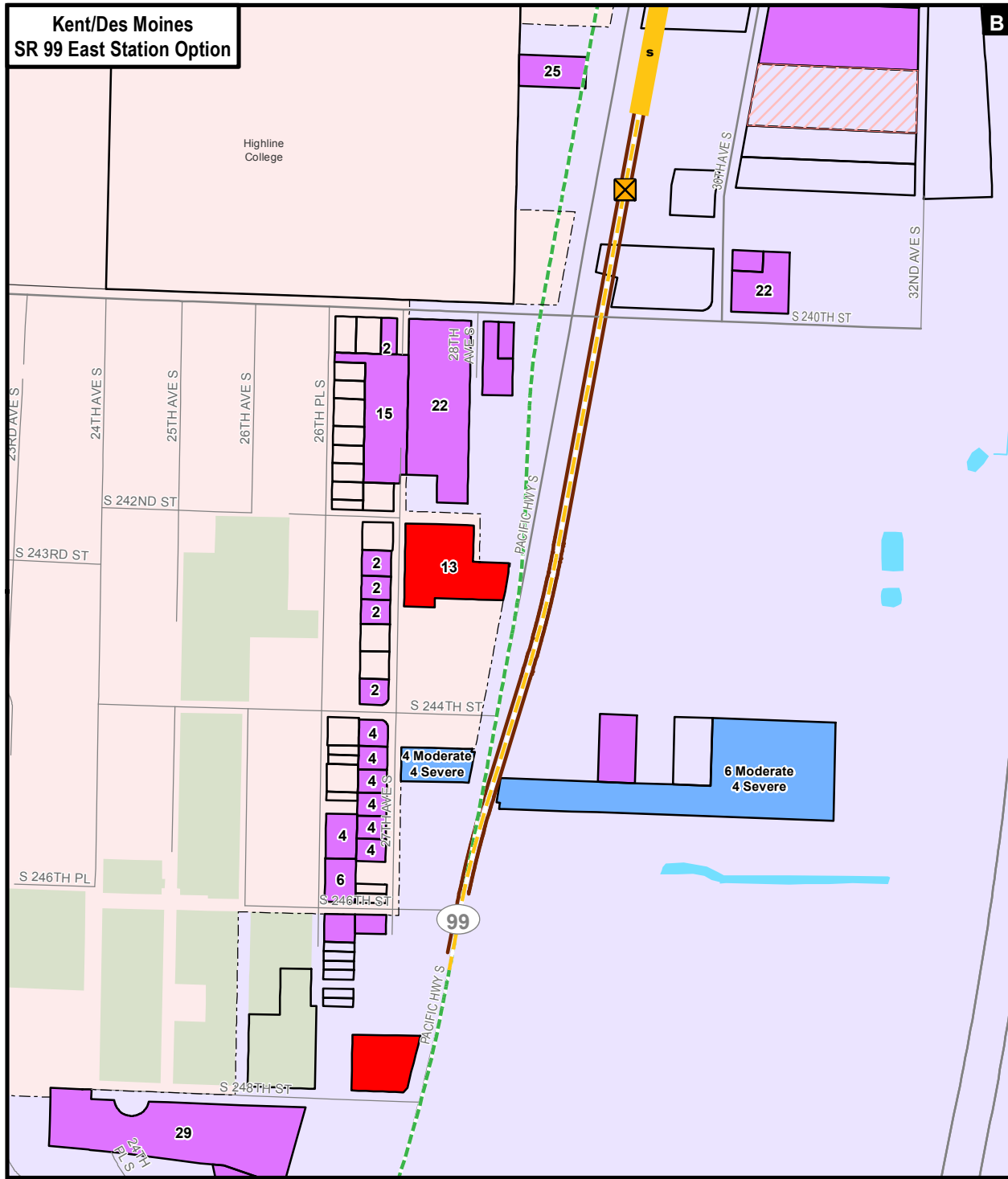


EXHIBIT C-27
 Noise Impacts
 SR 99 Alternative Kent/Des Moines SR 99 Median Station Option
 Federal Way Link Extension



SR 99 Alternative

--- City Boundary

— Street

— Stream

— Waterbody

— Park / Open Space

— Park-and-Ride Impact Parcel

— Sound Walls

— Elevated

— Elevated

— Station

— Crossover Point

□ Parcels Evaluated for Potential Impact

□ Moderate

□ Severe

□ Both Moderate and Severe

□ Residual Noise Impact Requiring Sound Insulation

□ Park-and-Ride Impact Parcel

□ Sound Walls

Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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

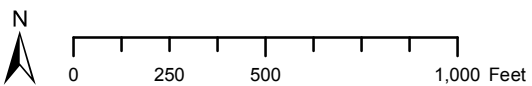
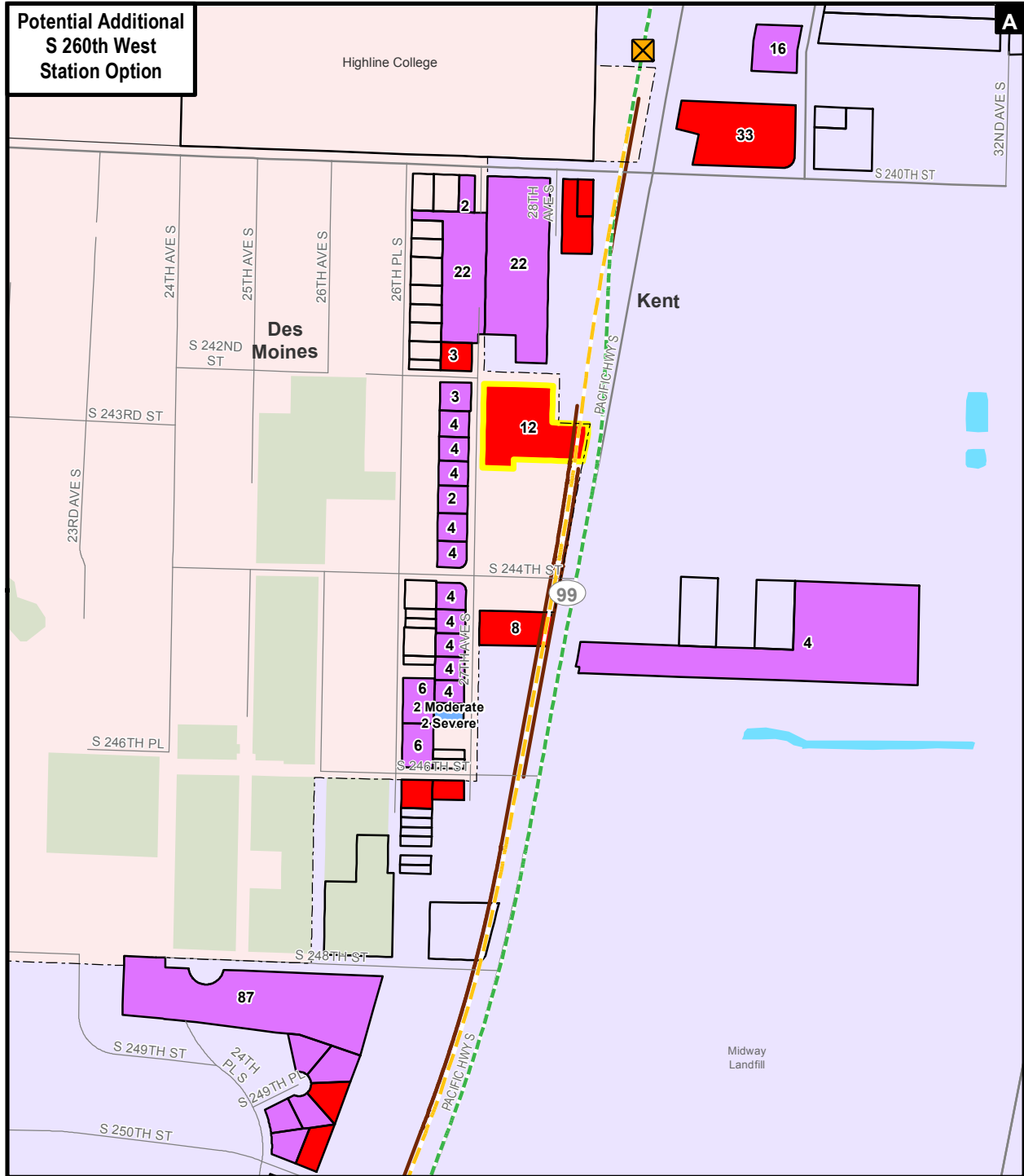


EXHIBIT C-29
Noise Impacts
SR 99 Alternative Kent/Des Moines SR 99 East Station Option
Federal Way Link Extension



SR 99 Alternative

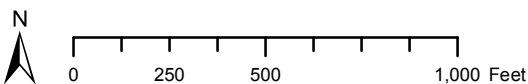
- Elevated
- Elevated
- S** Station
- X** Crossover Point

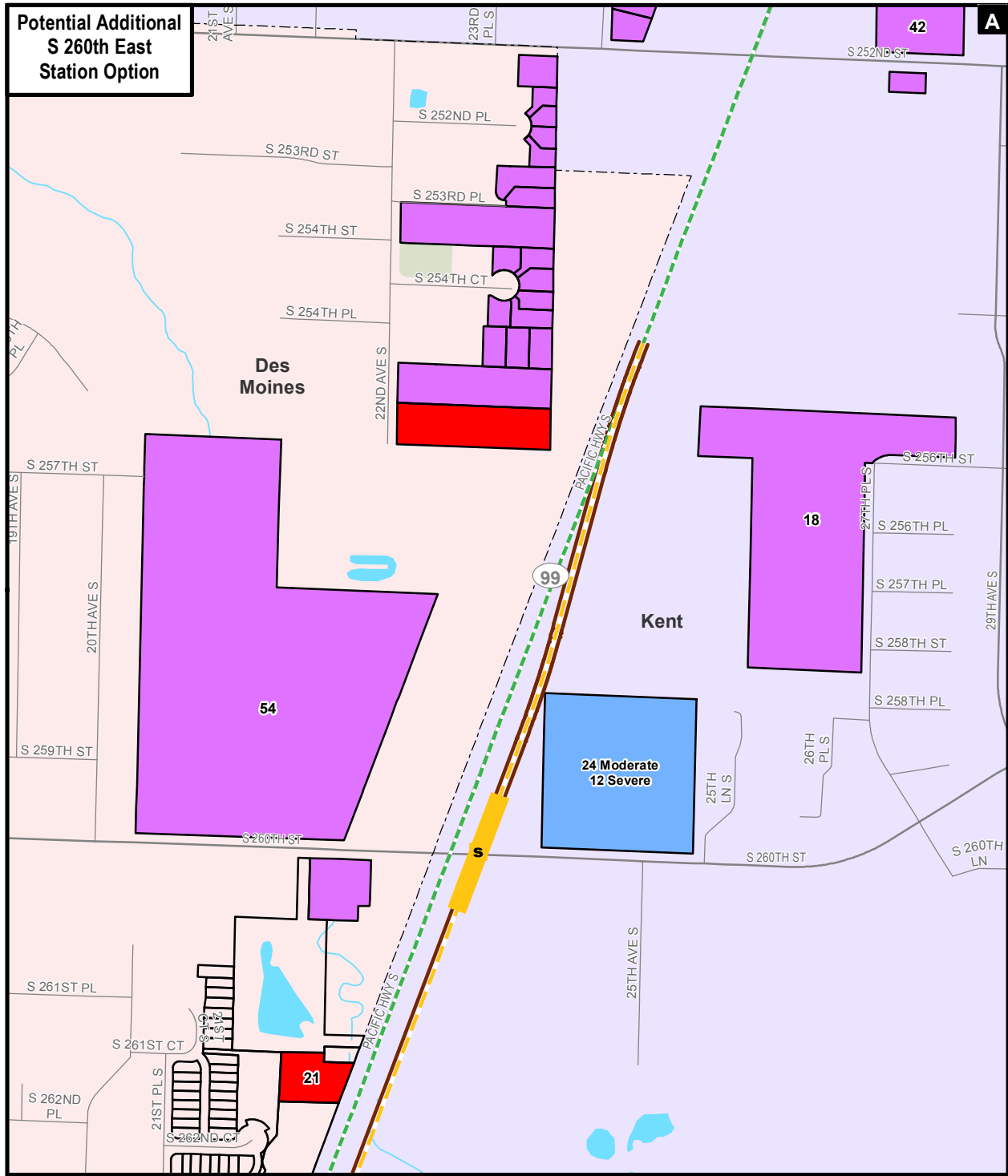
- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space

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

Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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





SR 99 Alternative

--- City Boundary

--- Street

--- Stream

--- Elevated

S Station

--- City Boundary

--- Street

--- Stream

Waterbody

Park / Open Space

Parcel Evaluated for Noise Impact

Moderate

Severe

Both Moderate and Severe

Residual Noise Impact Requiring Sound Insulation

Sound Walls

Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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

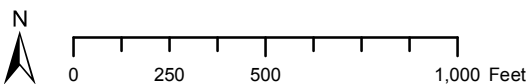
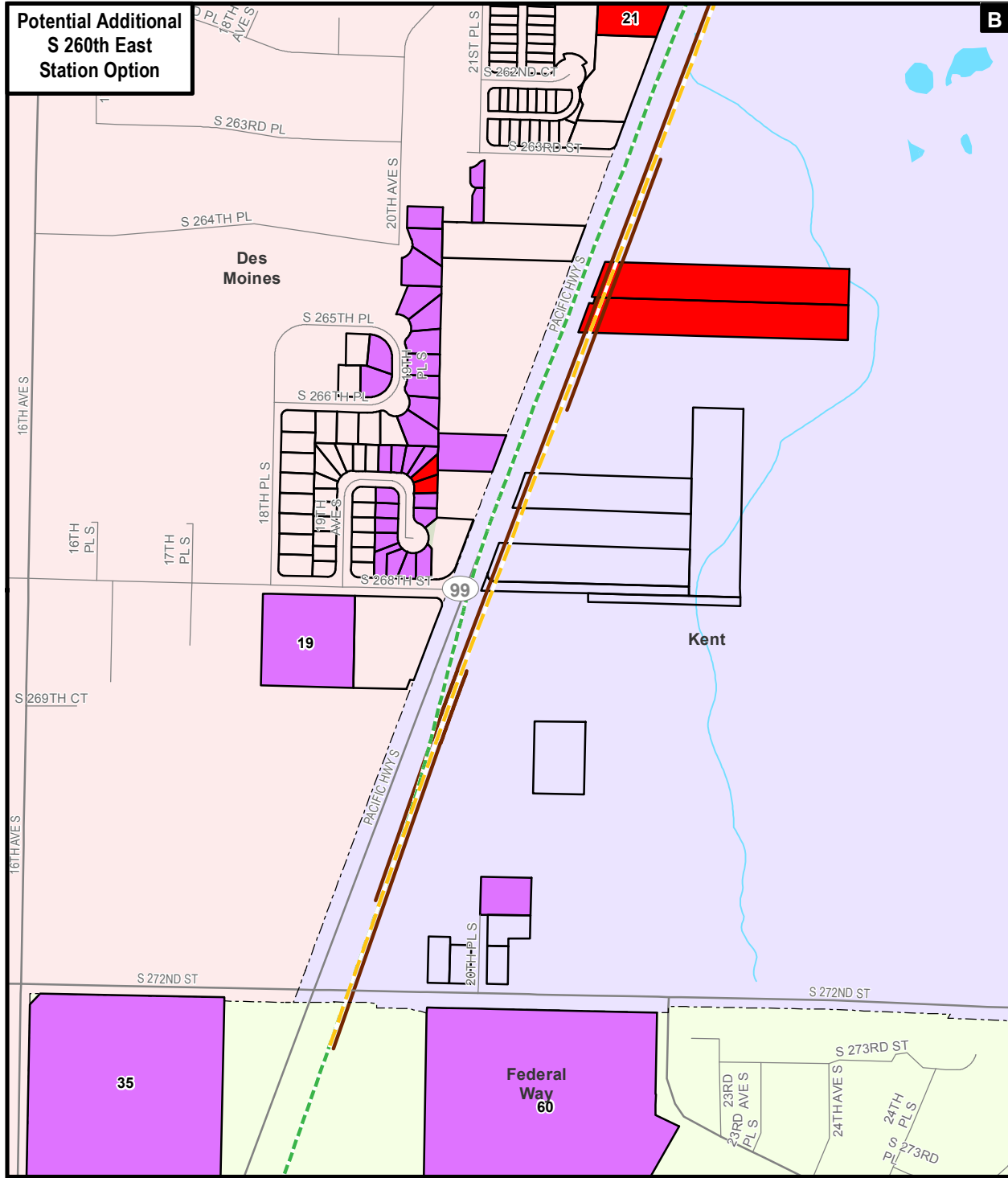


EXHIBIT C-33
Noise Impacts
SR 99 Alternative S 260th East Station Option
Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
- - - Elevated	— Street	■ Moderate	
Options	— Stream	■ Severe	
- - - Elevated	■ Waterbody	■ Both Moderate and Severe	
■ Station	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
		— Sound Walls	

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

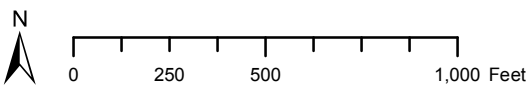
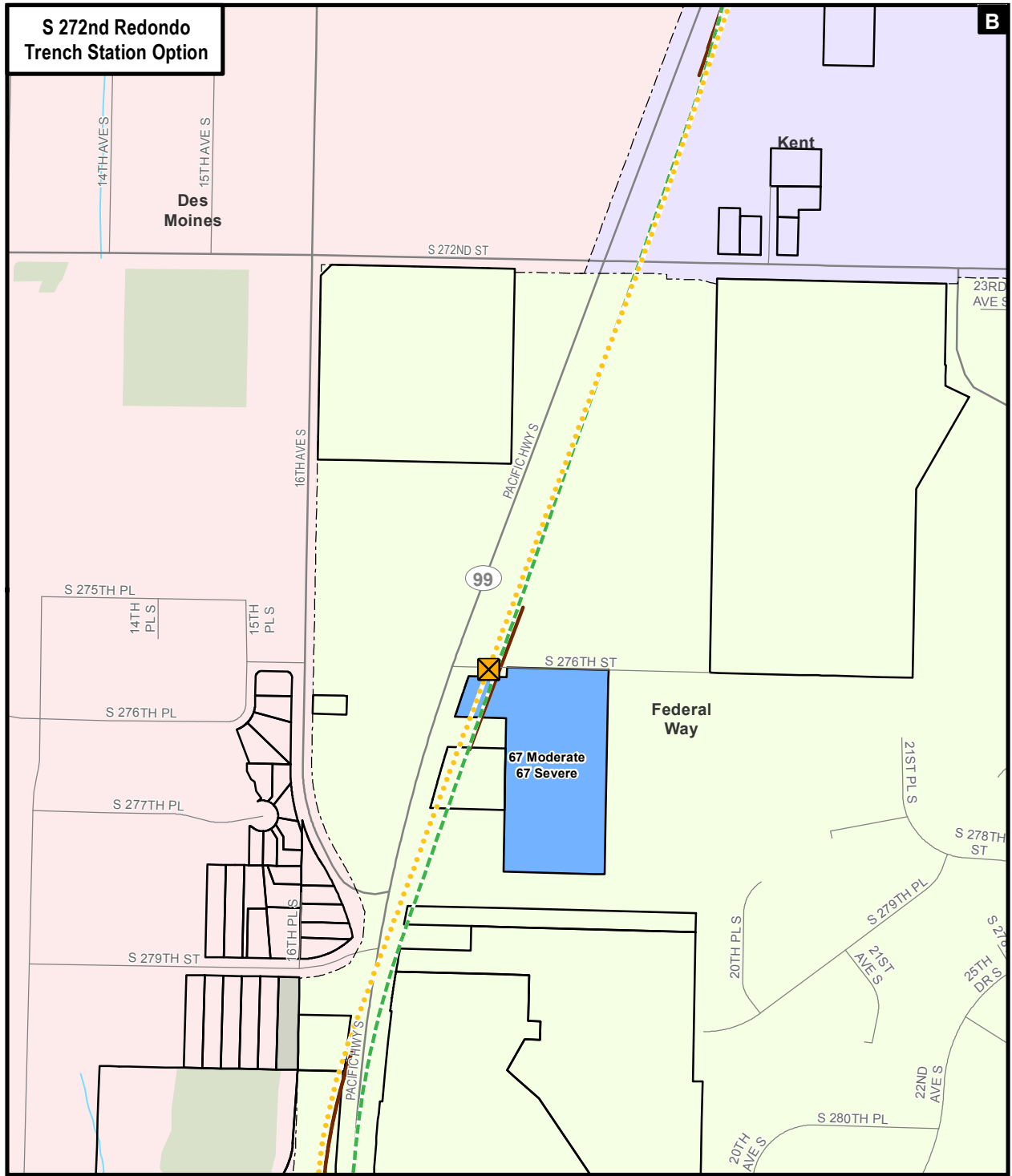


EXHIBIT C-34
Noise Impacts
 SR 99 Alternative S 260th East Station Option
 Federal Way Link Extension



SR 99 Alternative	Crossover Point	Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
Elevated	City Boundary	Moderate	
Options	Street	Severe	
Elevated	Stream	Both Moderate and Severe	
At-Grade	Waterbody	Residual Noise Impact Requiring Sound Insulation	
Trench	Park / Open Space	Sound Walls	
Station			

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

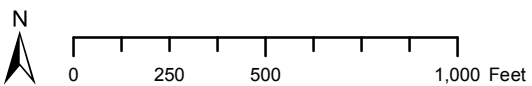
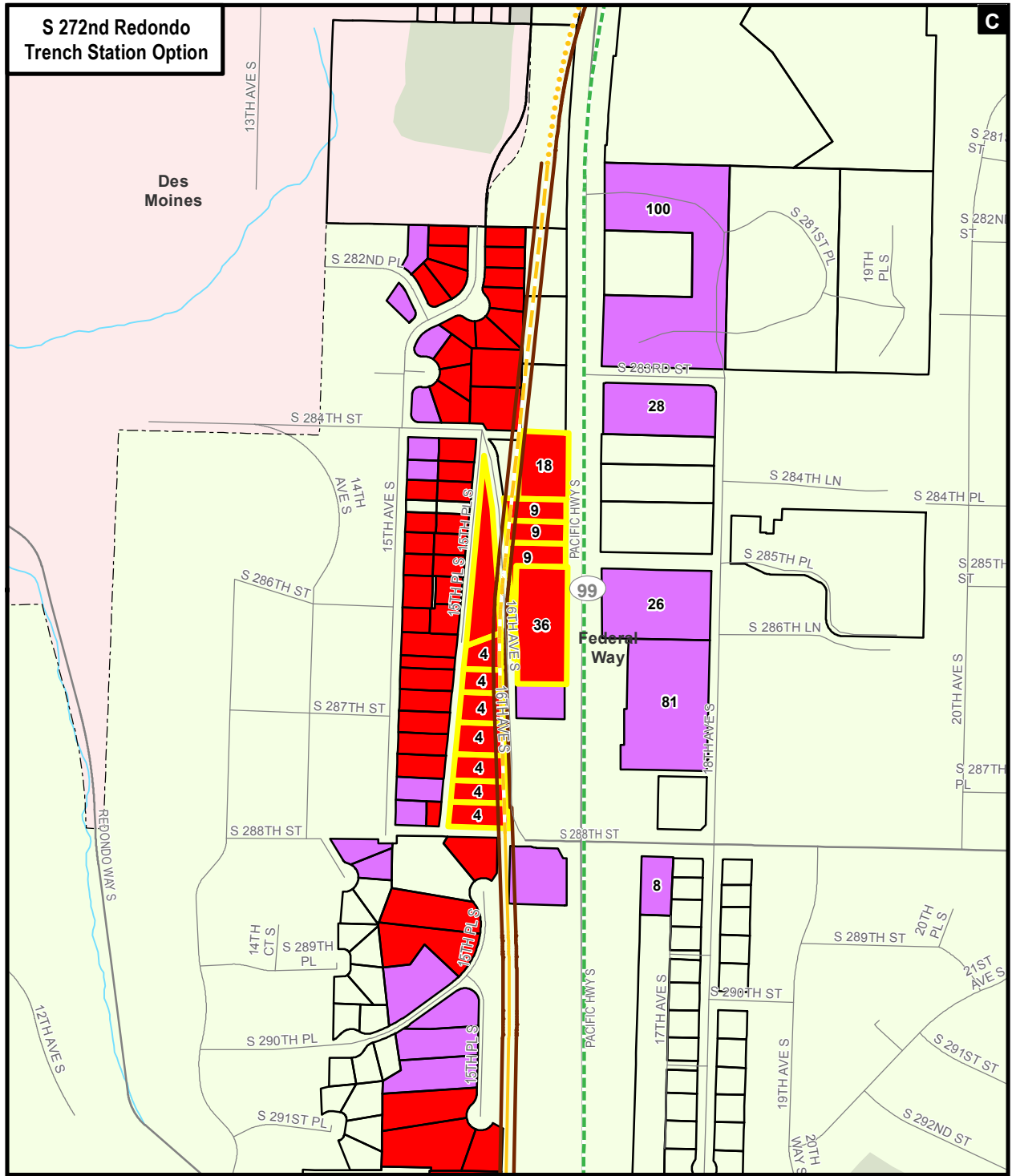


EXHIBIT C-36
Noise Impacts
 SR 99 Alternative S 272nd Redondo Trench Station Option
 Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
— Elevated	— Street	□ Moderate	
Options	— Stream	■ Severe	
— Elevated	— Waterbody	■ Both Moderate and Severe	
— At-Grade	— Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
— Trench	— Sound Walls		
S Station			

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

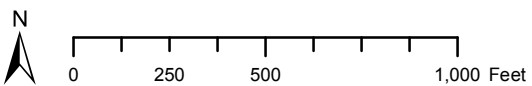
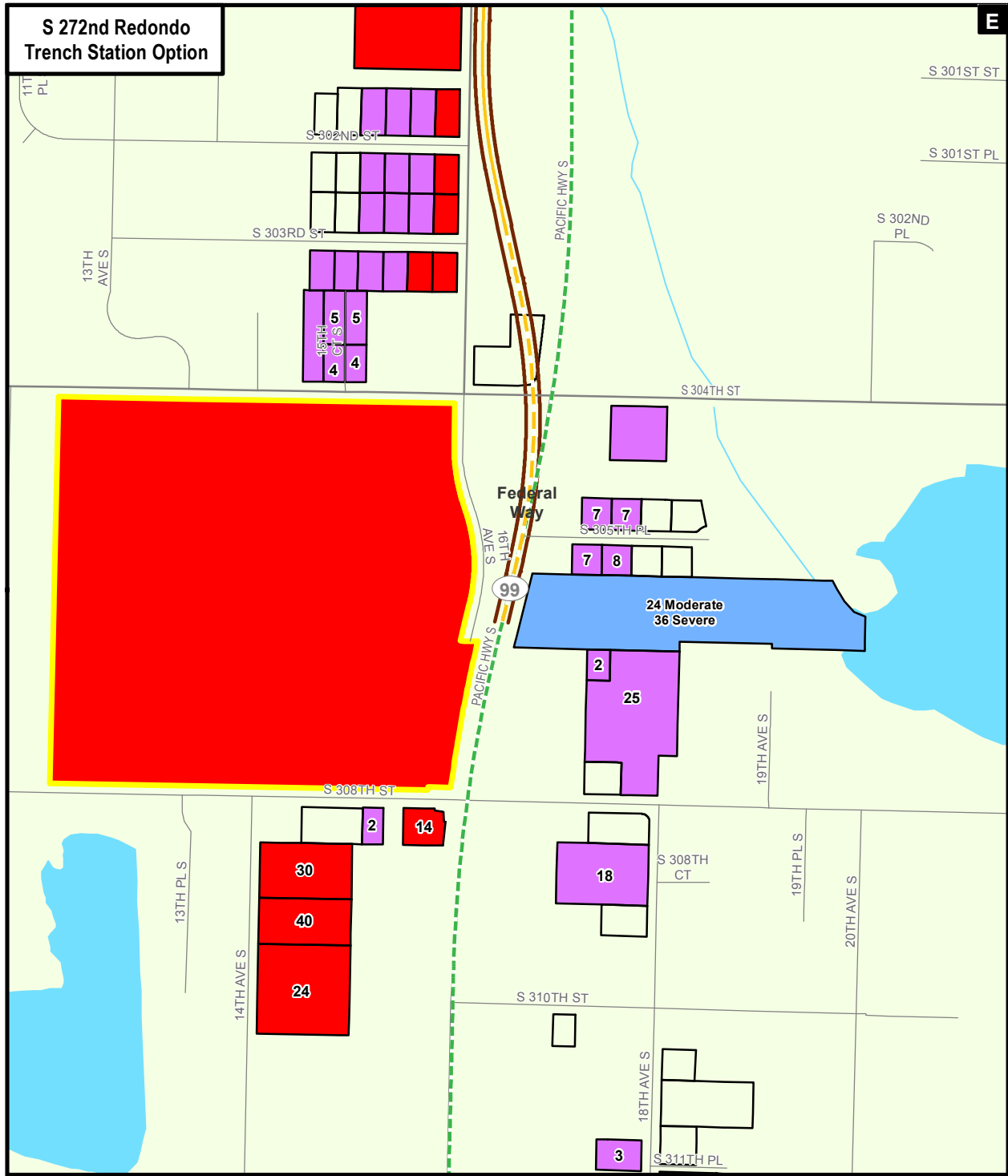


EXHIBIT C-37
Noise Impacts
 SR 99 Alternative S 272nd Redondo Trench Station Option
 Federal Way Link Extension



SR 99 Alternative

- City Boundary
- Street
- Stream
- Waterbody
- Park / Open Space
- Elevated
- At-Grade
- Trench
- S** Station

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

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

Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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

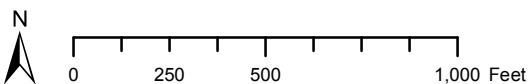
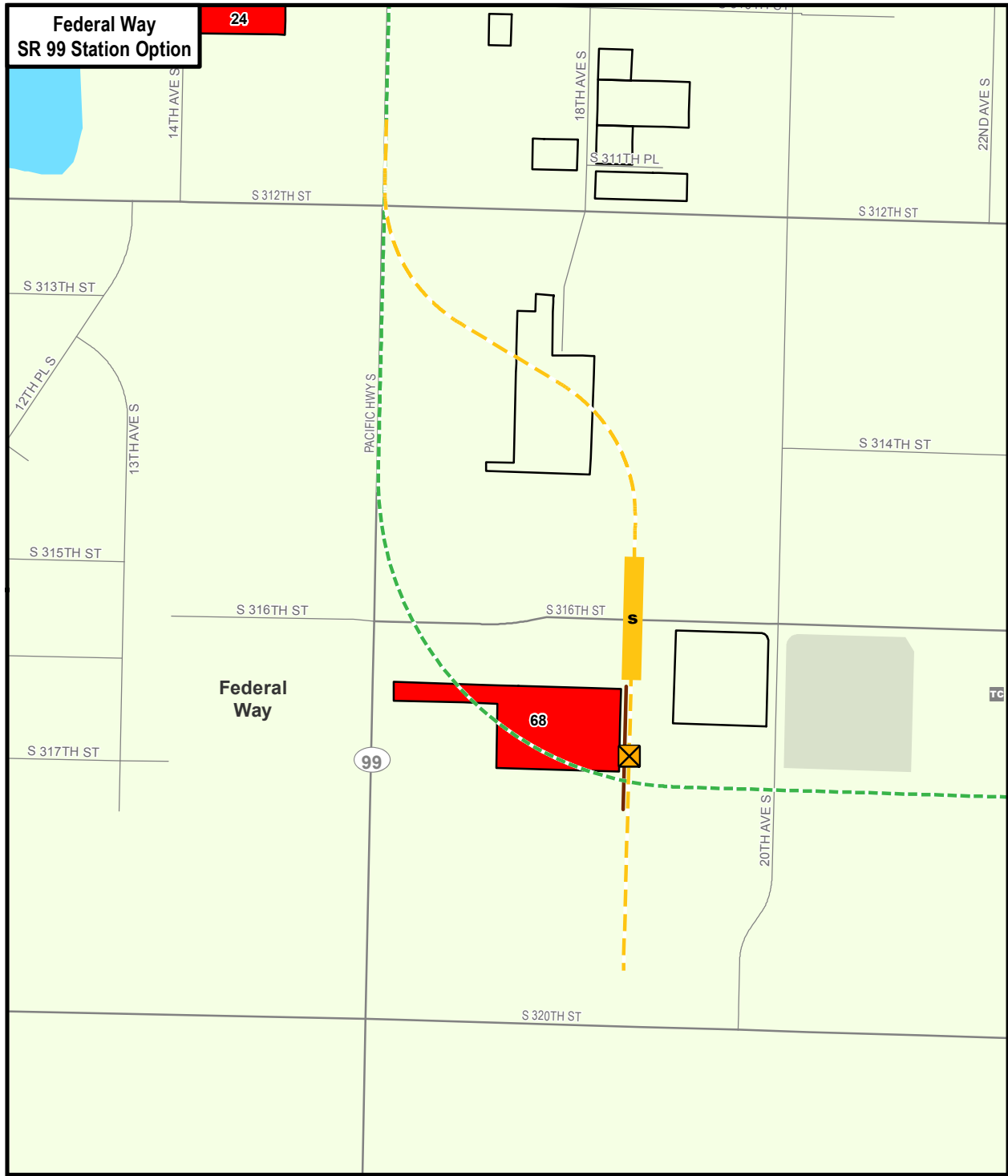


EXHIBIT C-39
 Noise Impacts
 SR 99 Alternative S 272nd Redondo Trench Station Option
 Federal Way Link Extension



SR 99 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	□ Moderate	
Options	— Stream	■ Severe	
--- Elevated	■ Waterbody	■ Both Moderate and Severe	
■ Station	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
■ Crossover Point	— Sound Walls		

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

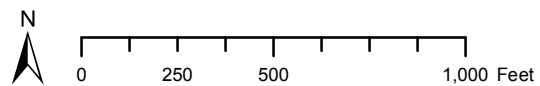
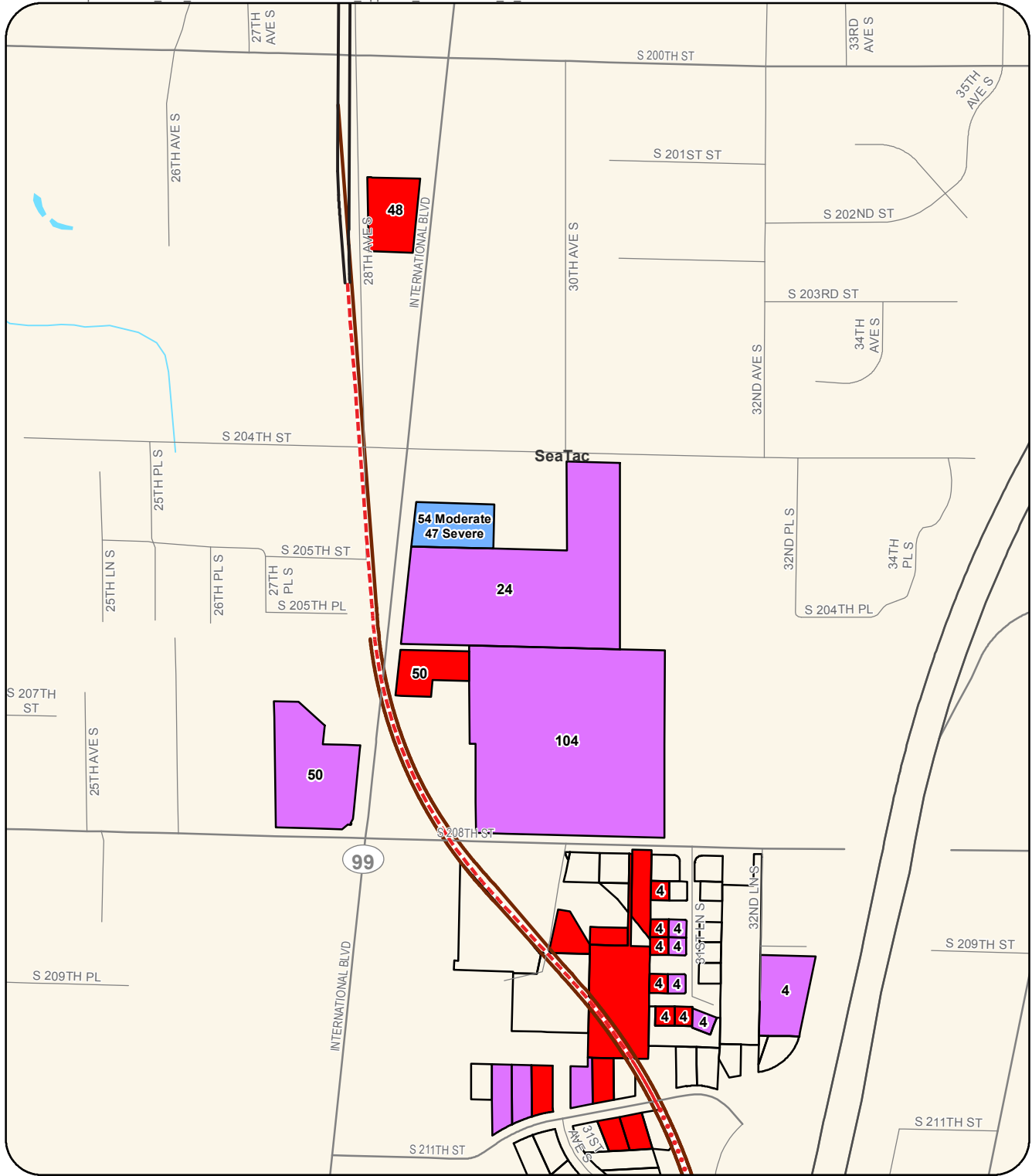


EXHIBIT C-40
Noise Impacts
 SR 99 Alternative Federal Way SR 99 Station Option
 Federal Way Link Extension



I-5 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	■ Moderate	
— At-Grade	— Stream	■ Severe	
... Trench	■ Waterbody	■ Both Moderate and Severe	
Ⓢ Station	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
		— Sound Walls	

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

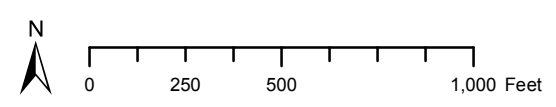
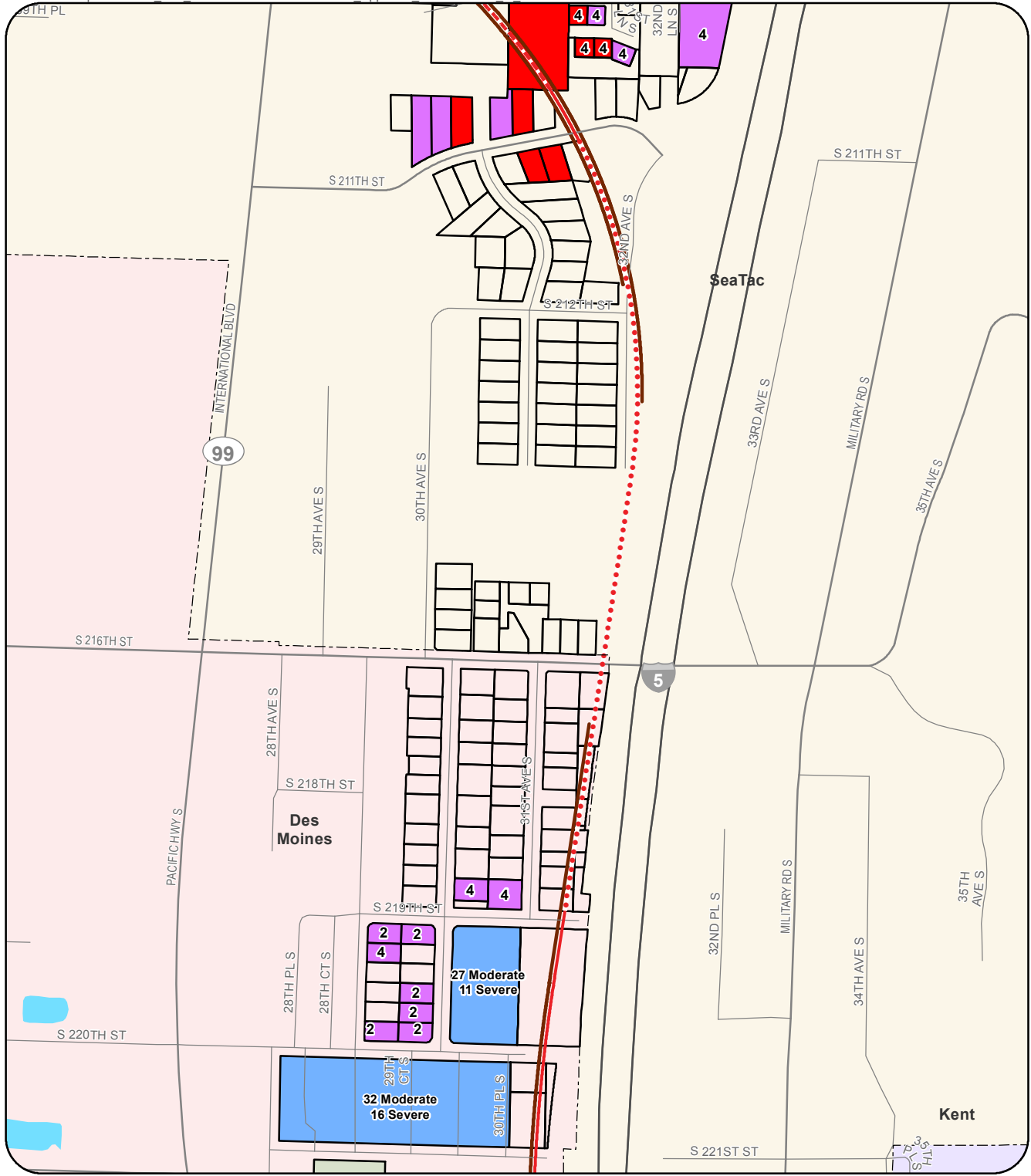


EXHIBIT C-41
Noise Impacts
I-5 Alternative
 Federal Way Link Extension



I-5 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
— Elevated	— Street	■ Moderate	
— At-Grade	— Stream	■ Severe	
••• Trench	■ Waterbody	■ Both Moderate and Severe	
Ⓢ Station	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
		— Sound Walls	

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

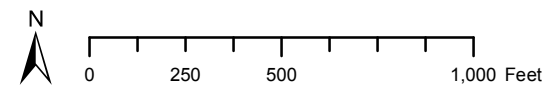
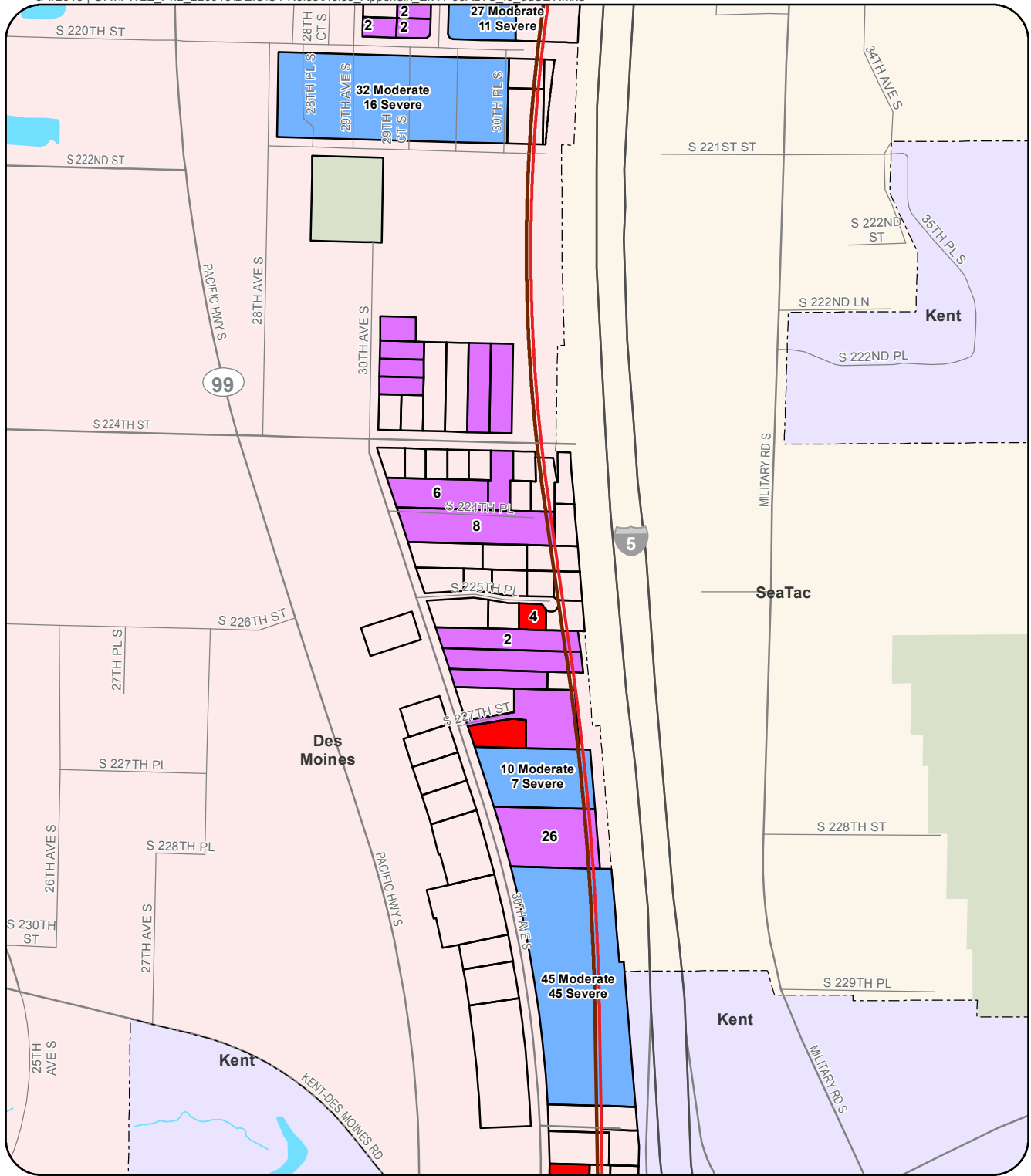


EXHIBIT C-42
Noise Impacts
I-5 Alternative
 Federal Way Link Extension



I-5 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
— Elevated	— Street	■ Moderate	
— At-Grade	— Stream	■ Severe	
••• Trench	■ Waterbody	■ Both Moderate and Severe	
Ⓢ Station	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
		— Sound Walls	

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

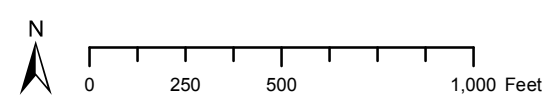
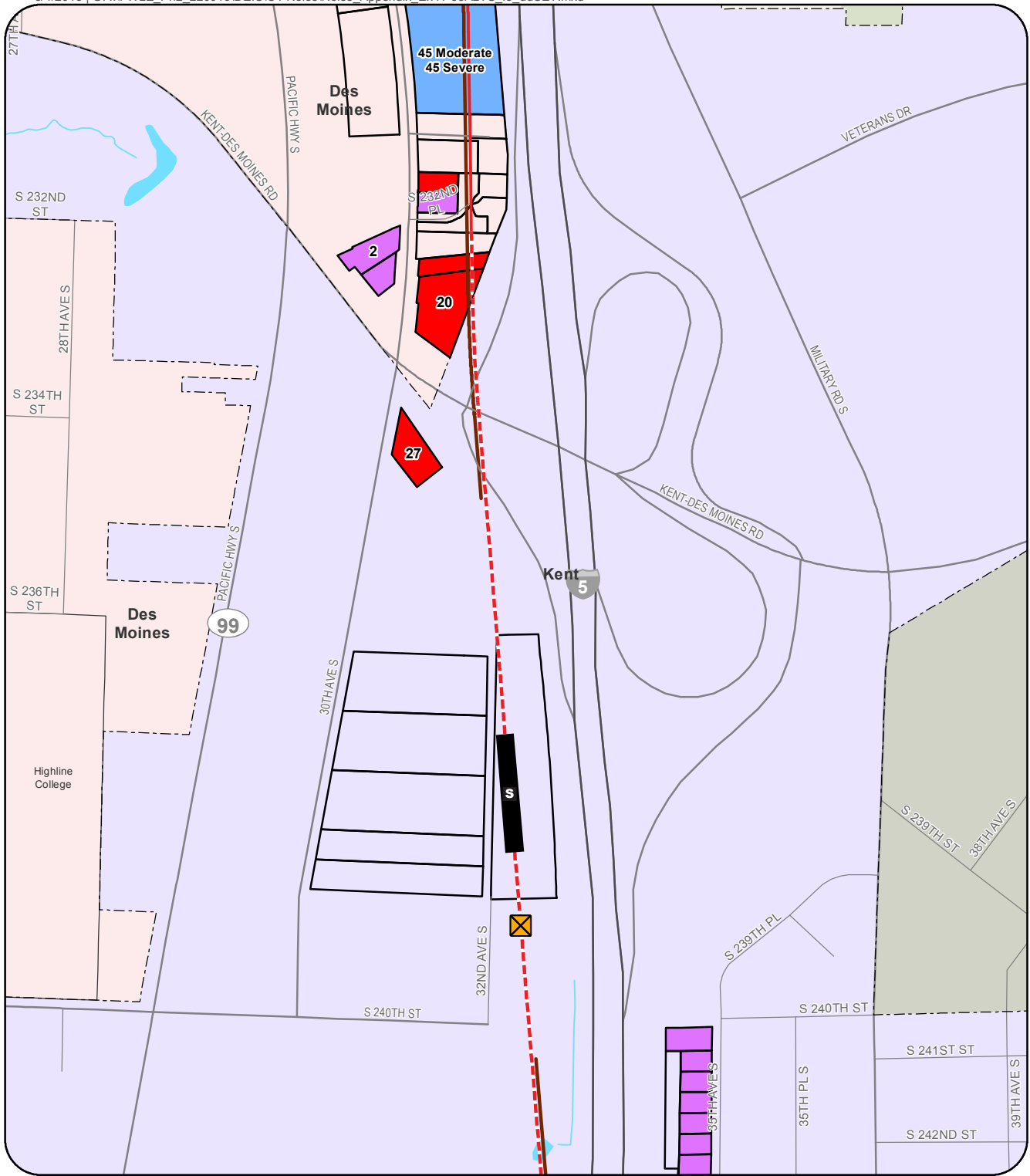


EXHIBIT C-43
Noise Impacts
I-5 Alternative
 Federal Way Link Extension



I-5 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
- - - Elevated	— Street	■ Moderate	
— At-Grade	— Stream	■ Severe	
... Trench	— Waterbody	■ Both Moderate and Severe	
S Station	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
X Crossover Point	— Sound Walls		

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

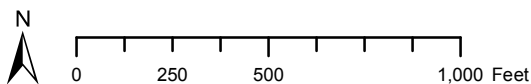
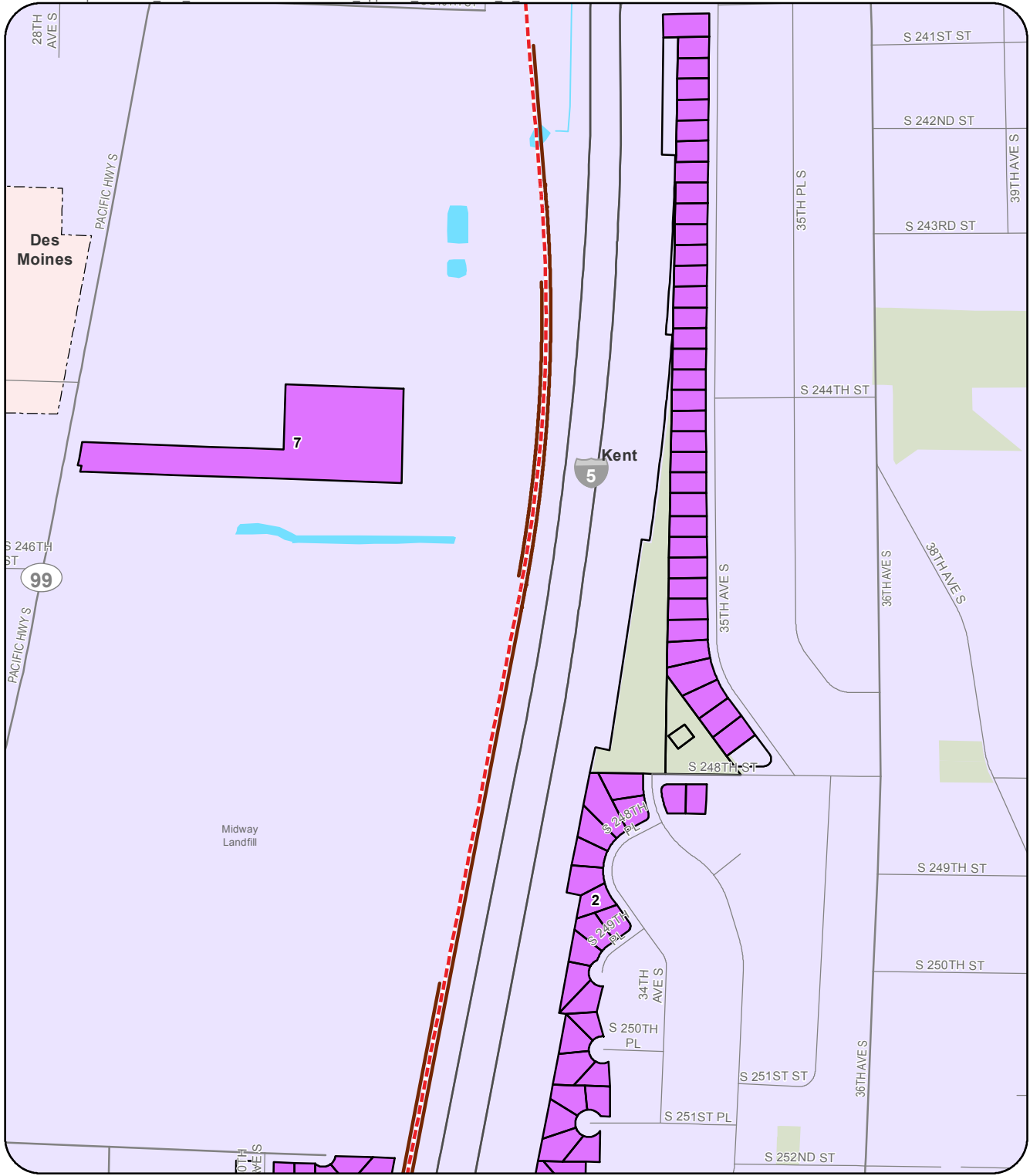


EXHIBIT C-44
Noise Impacts
I-5 Alternative
 Federal Way Link Extension



I-5 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
- - - Elevated	— Street	■ Moderate	
— At-Grade	— Stream	■ Severe	
••• Trench	■ Waterbody	■ Both Moderate and Severe	
Ⓢ Station	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
	— Sound Walls		

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

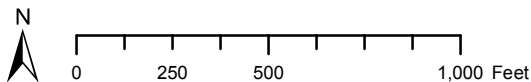
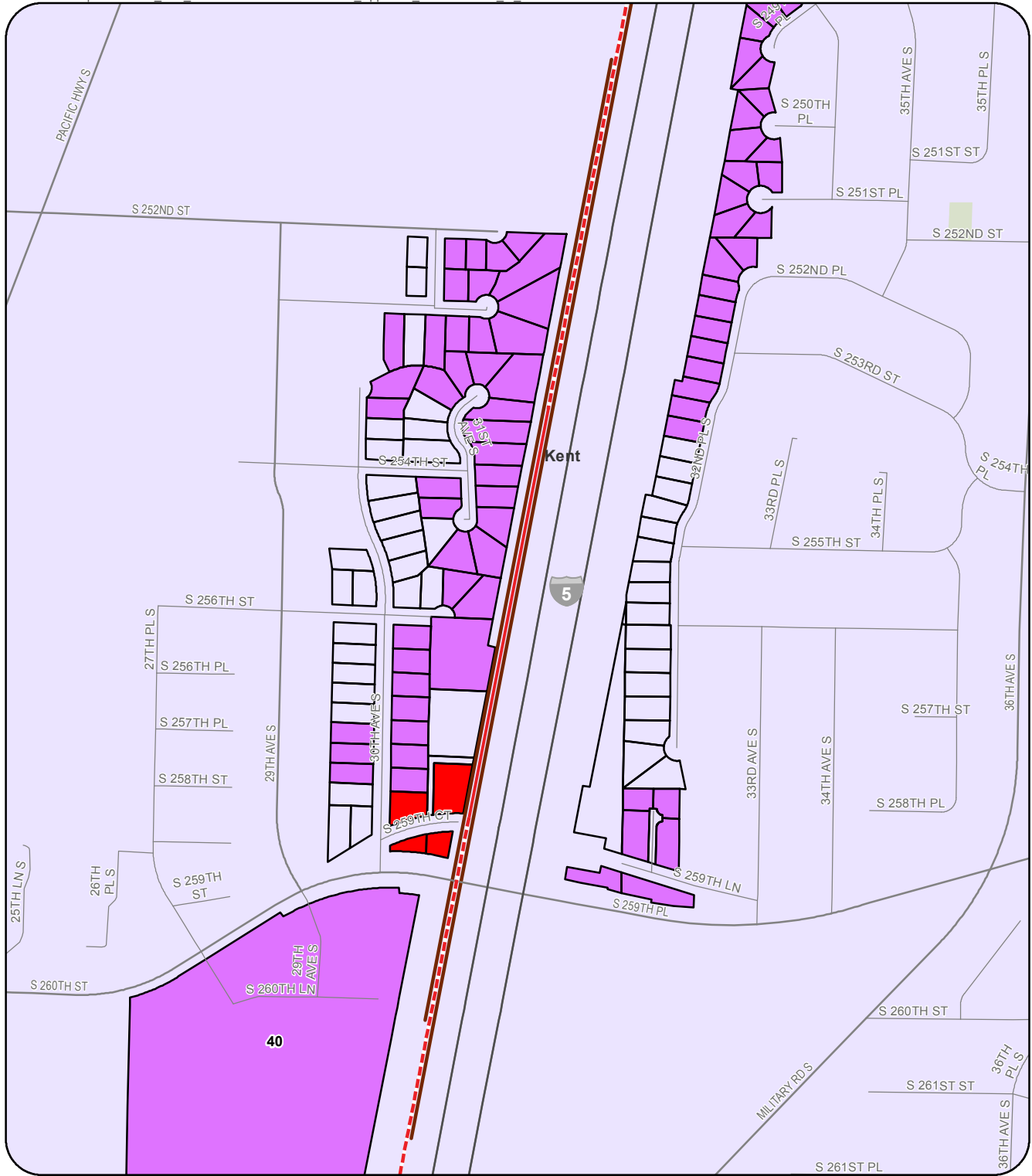
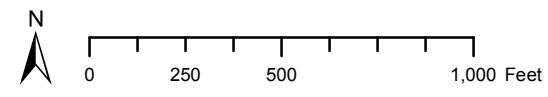


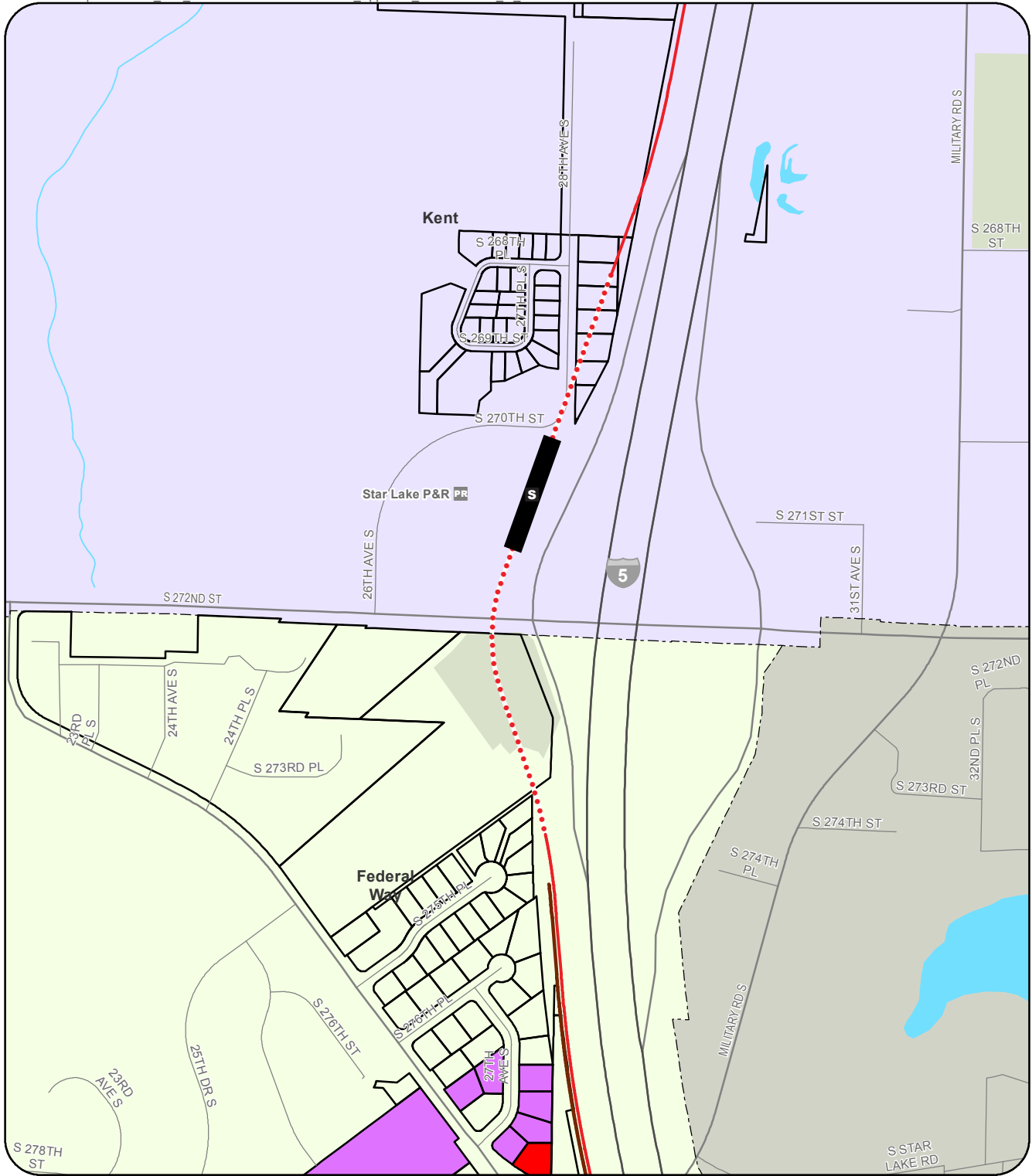
EXHIBIT C-45
Noise Impacts
I-5 Alternative
 Federal Way Link Extension



I-5 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	■ Moderate	
— At-Grade	— Stream	■ Severe	
... Trench	■ Waterbody	■ Both Moderate and Severe	
Ⓢ Station	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
	— Sound Walls		

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





I-5 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	■ Moderate	
— At-Grade	— Stream	■ Severe	
... Trench	■ Waterbody	■ Both Moderate and Severe	
■ Station	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
		— Sound Walls	

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

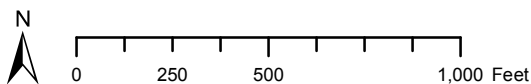
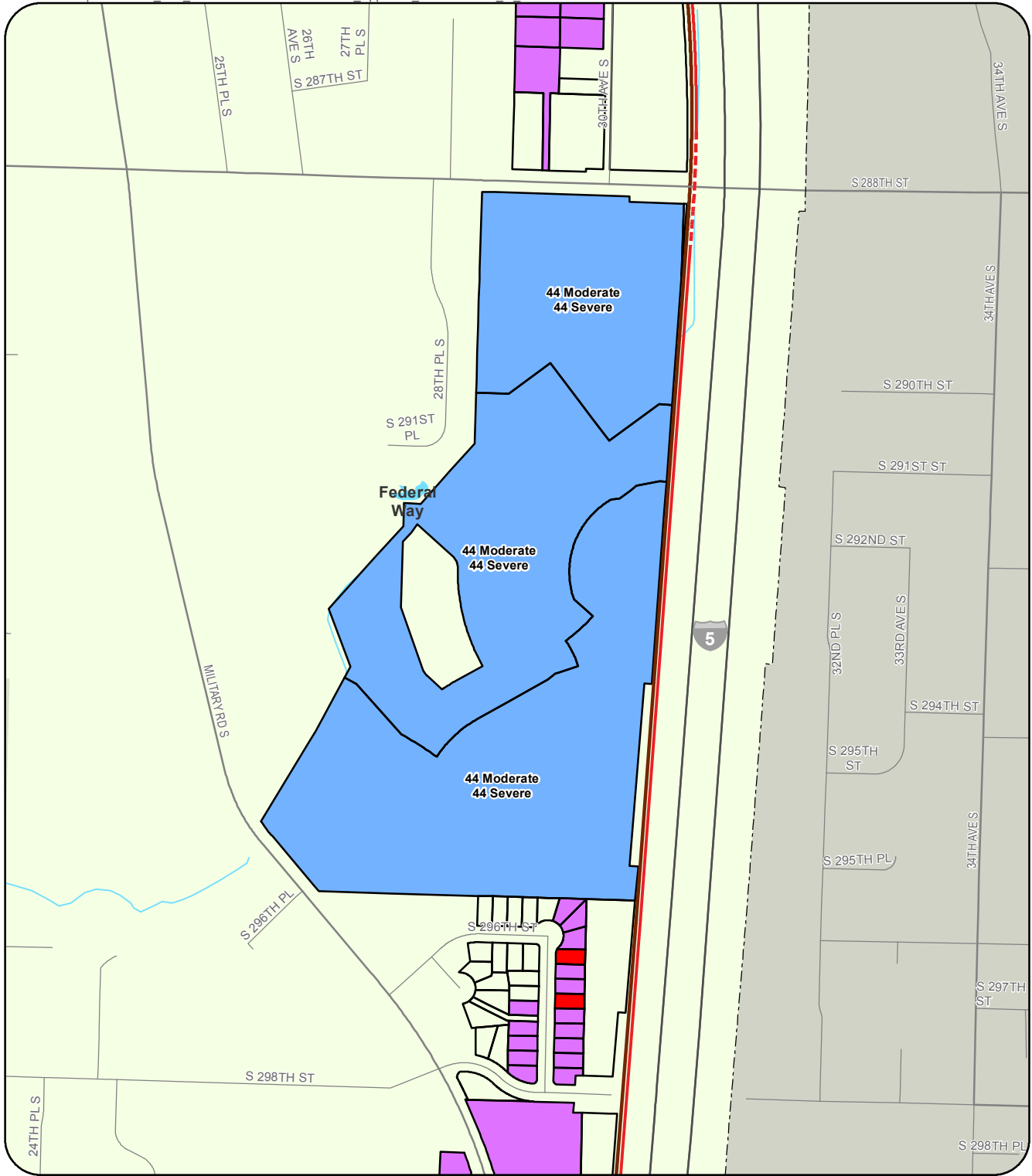


EXHIBIT C-48
Noise Impacts
I-5 Alternative
 Federal Way Link Extension



I-5 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
- - - Elevated	— Street	■ Moderate	
— At-Grade	— Stream	■ Severe	
••• Trench	— Waterbody	■ Both Moderate and Severe	
S Station	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
		— Sound Walls	

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

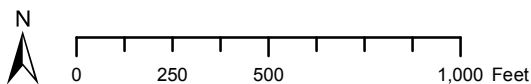
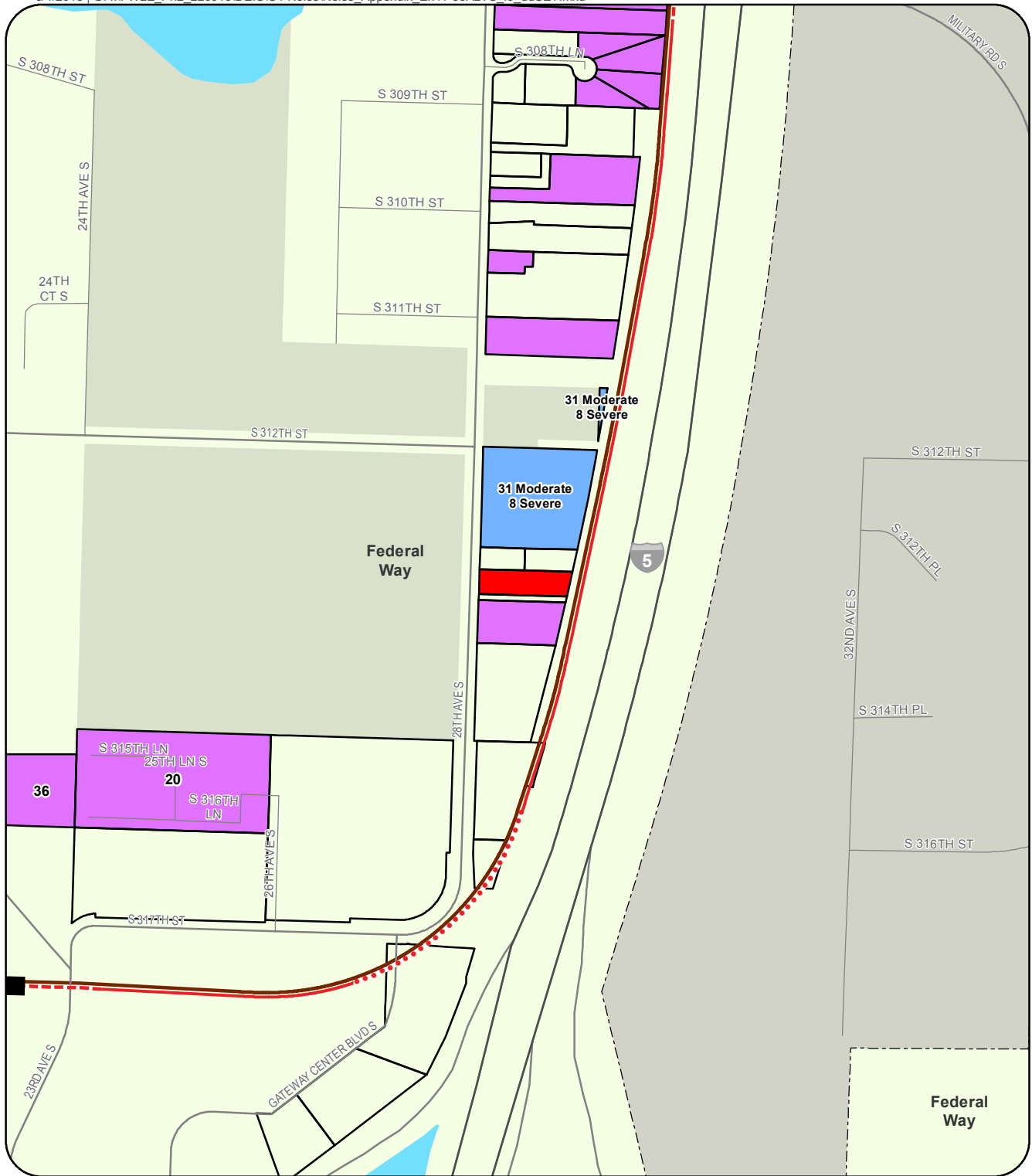


EXHIBIT C-50
Noise Impacts
I-5 Alternative
 Federal Way Link Extension



I-5 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
--- Elevated	— Street	■ Moderate	
— At-Grade	— Stream	■ Severe	
... Trench	■ Waterbody	■ Both Moderate and Severe	
■ Station	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
		— Sound Walls	

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

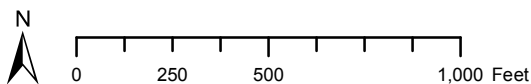
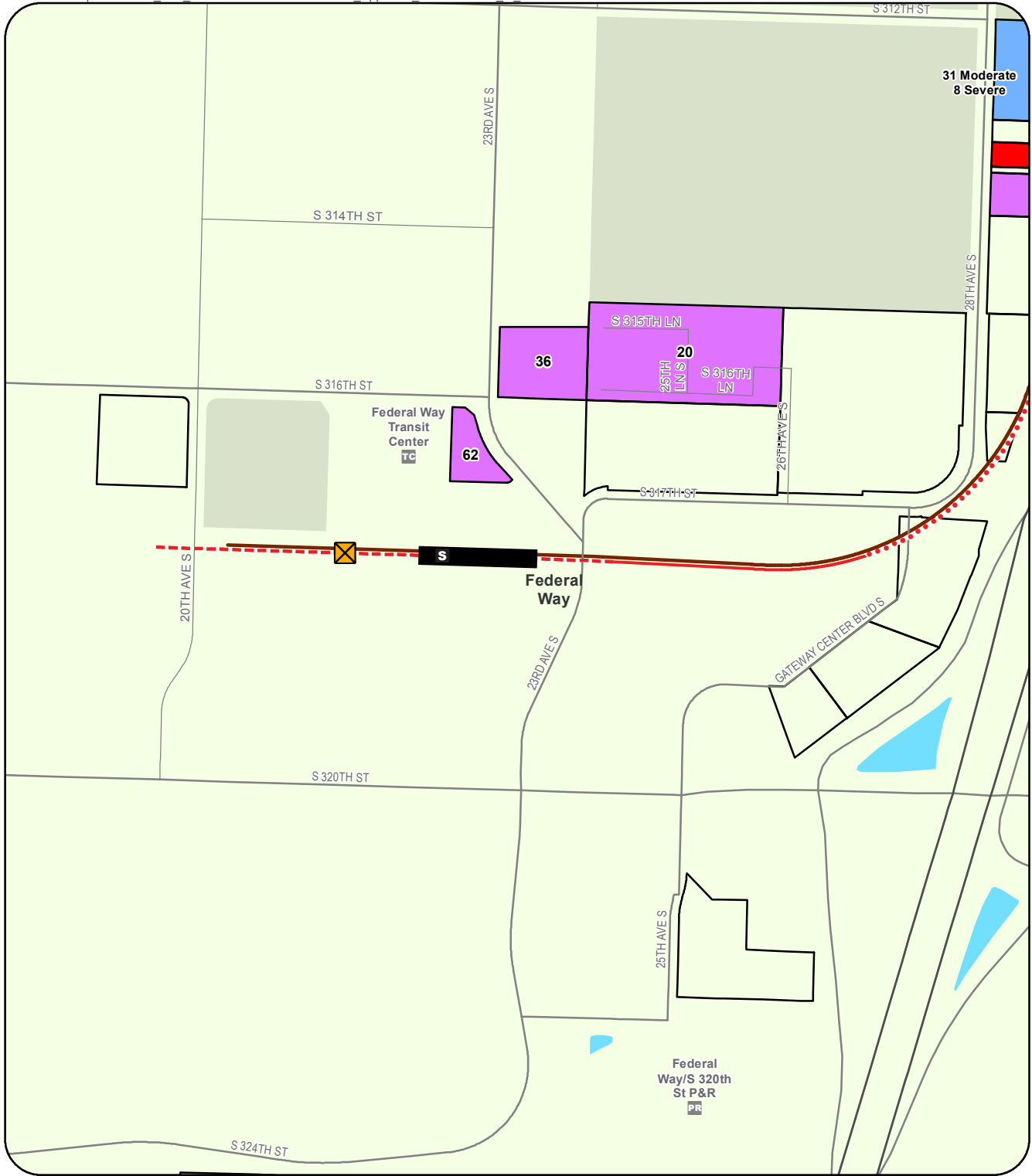


EXHIBIT C-52
Noise Impacts
I-5 Alternative
 Federal Way Link Extension



I-5 Alternative	--- City Boundary	□ Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
- - - Elevated	— Street	■ Moderate	
— At-Grade	— Stream	■ Severe	
... Trench	■ Waterbody	■ Both Moderate and Severe	
Ⓢ Station	■ Park / Open Space	■ Residual Noise Impact Requiring Sound Insulation	
ⓧ Crossover Point	— Sound Walls		

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

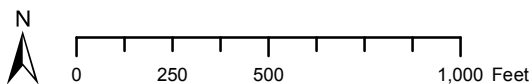
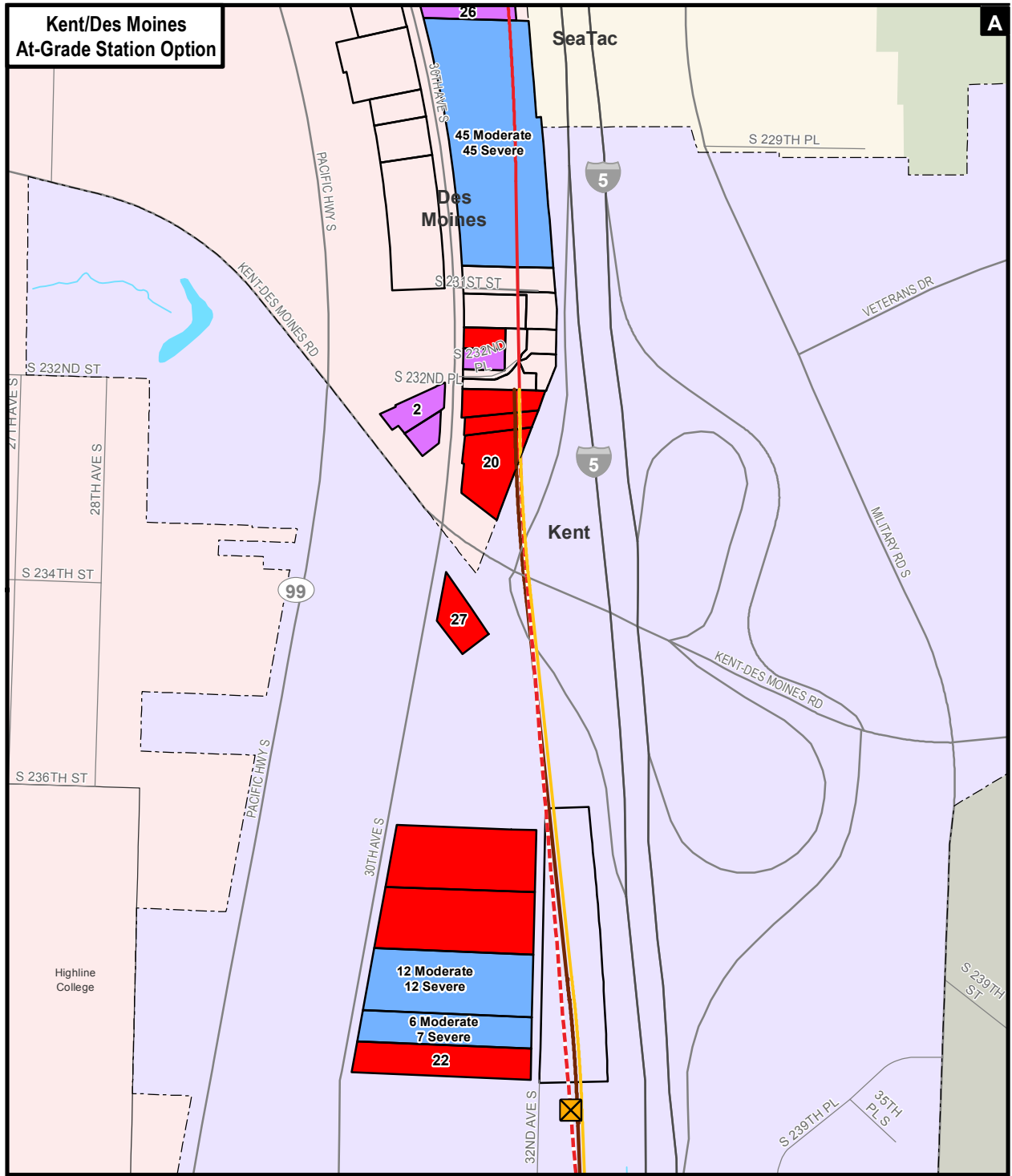


EXHIBIT C-53
Noise Impacts
I-5 Alternative
 Federal Way Link Extension



I-5 Alternative	S Station	Parcel Evaluated for Noise Impact
- - - Elevated	⊗ Crossover Points	Moderate
- - - At-Grade	- - - City Boundary	Severe
• • • Trench	— Street	Both Moderate and Severe
Options	— Stream	Residual Noise Impact Requiring Sound Insulation
— Elevated	Waterbody	Sound Walls
— At-Grade	Park / Open Space	

Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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

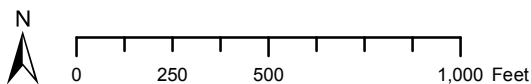
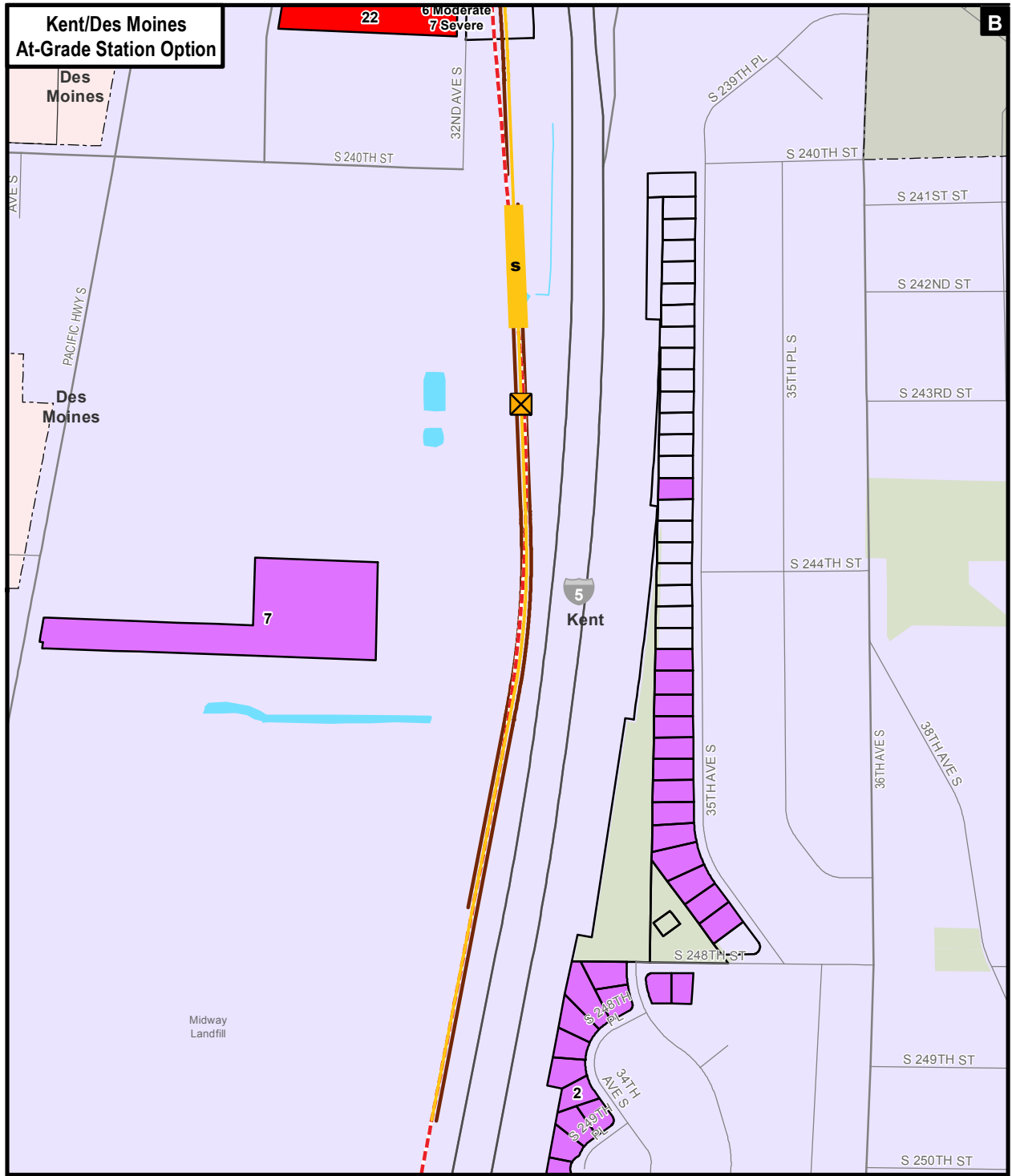


EXHIBIT C-54
Noise Impacts
 I-5 Alternative Kent/Des Moines At-Grade Station Option
 Federal Way Link Extension



I-5 Alternative

- Elevated
- At-Grade
- ... Trench

Options

- At-Grade
- S** Station



Crossover Point

--- City Boundary

--- Street

--- Stream

--- Waterbody

--- Park / Open Space

□ Parcel Evaluated for Noise Impact

□ Moderate

□ Severe

□ Both Moderate and Severe

□ Residual Noise Impact Requiring Sound Insulation

--- Sound Walls

Notes:

- 1) Noise impact is 1 unit per parcel unless otherwise noted.
- 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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

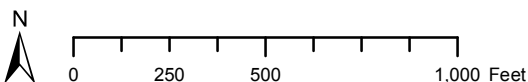
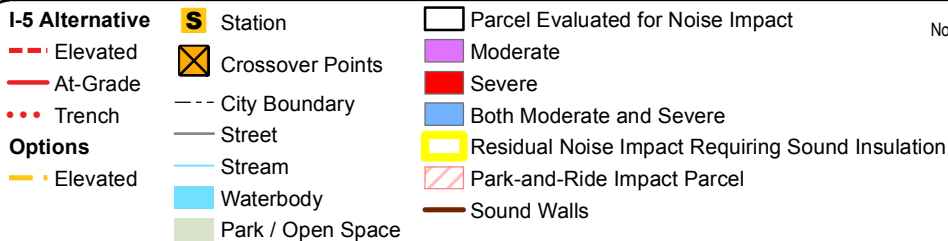
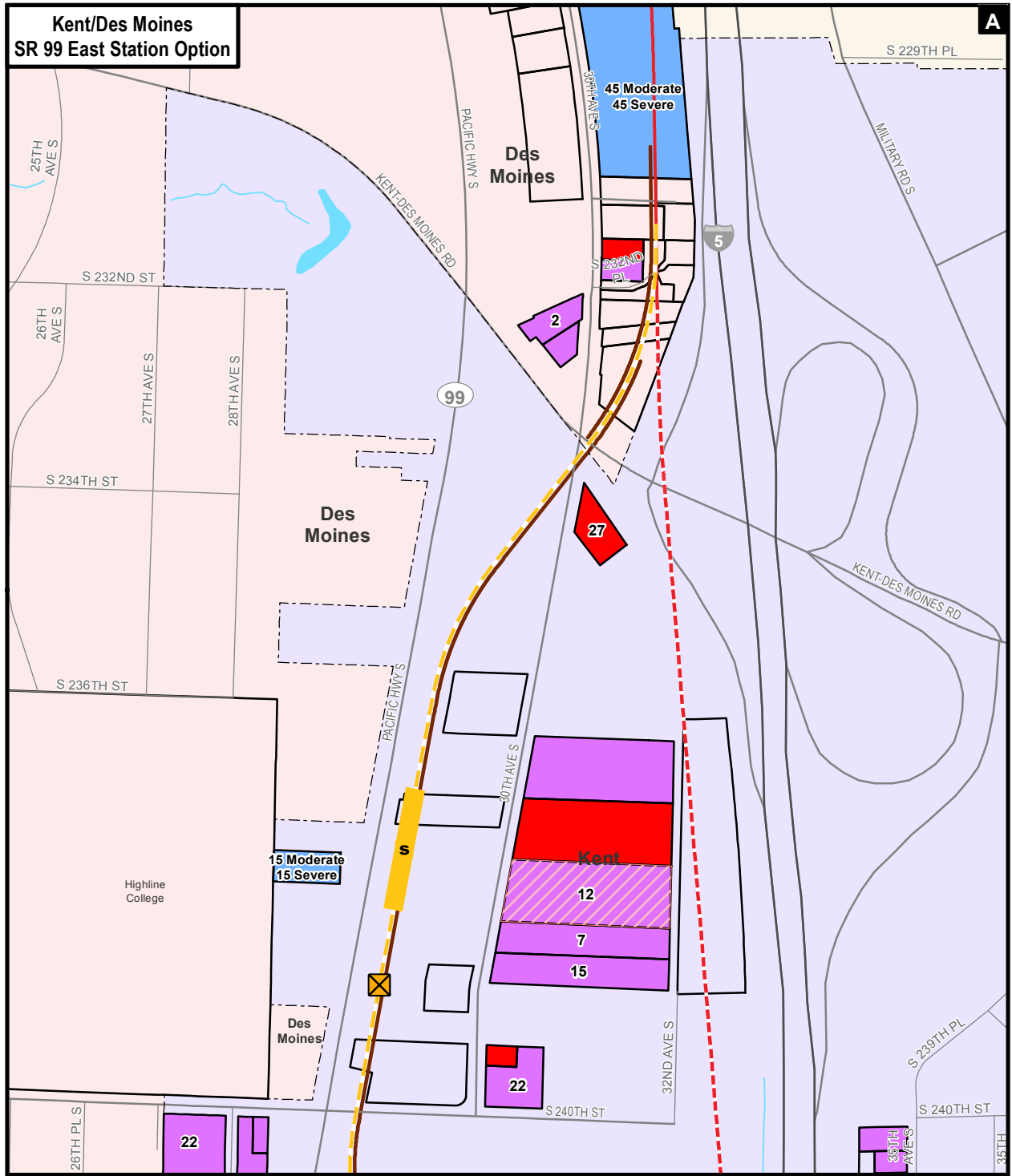
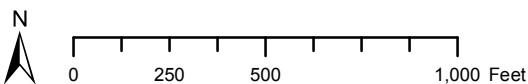


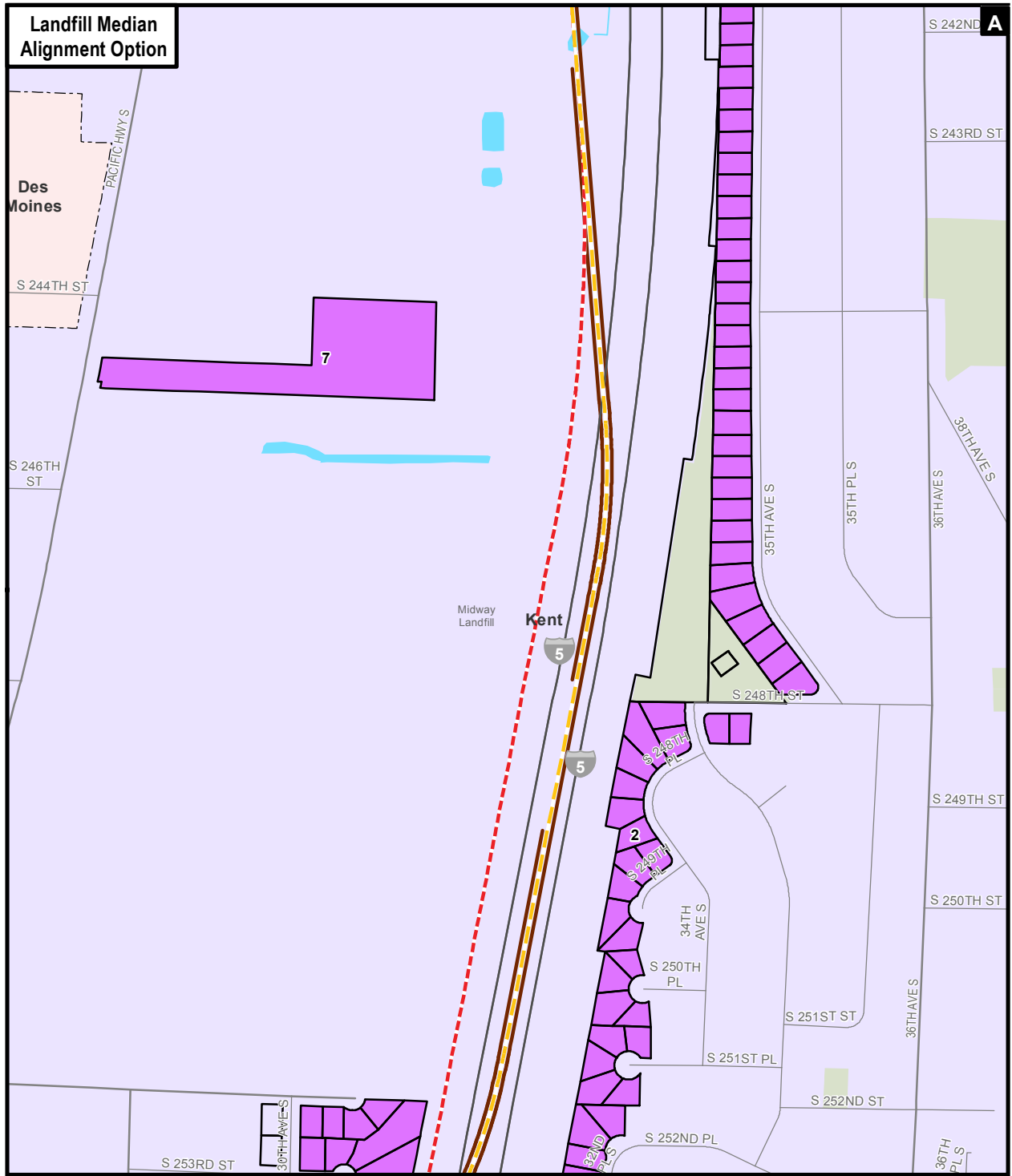
EXHIBIT C-55
Noise Impacts
 I-5 Alternative Kent/Des Moines At-Grade Station Option
 Federal Way Link Extension



Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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

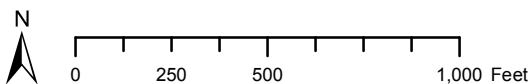


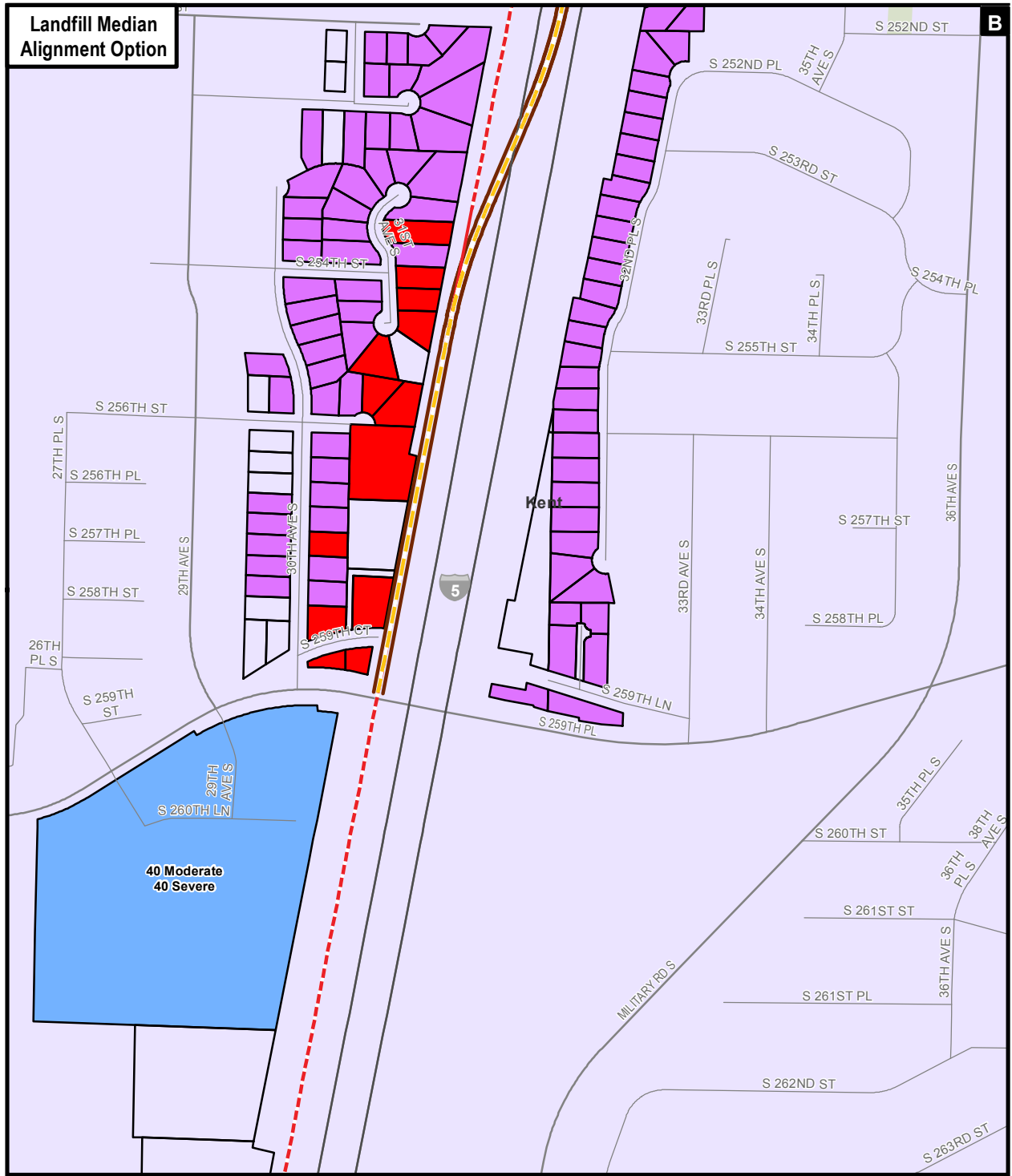


- | | | | |
|------------------------|----------------|-----------------------------------|--|
| I-5 Alternative | Options | Stream | Moderate |
| At-Grade | Elevated | Waterbody | Severe |
| Elevated | Station | Park / Open Space | Both Moderate and Severe |
| Trench | City Boundary | Parcel Evaluated for Noise Impact | Residual Noise Impact Requiring Sound Insulation |
| | Street | | Sound Walls |

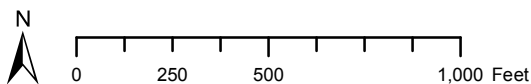
Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

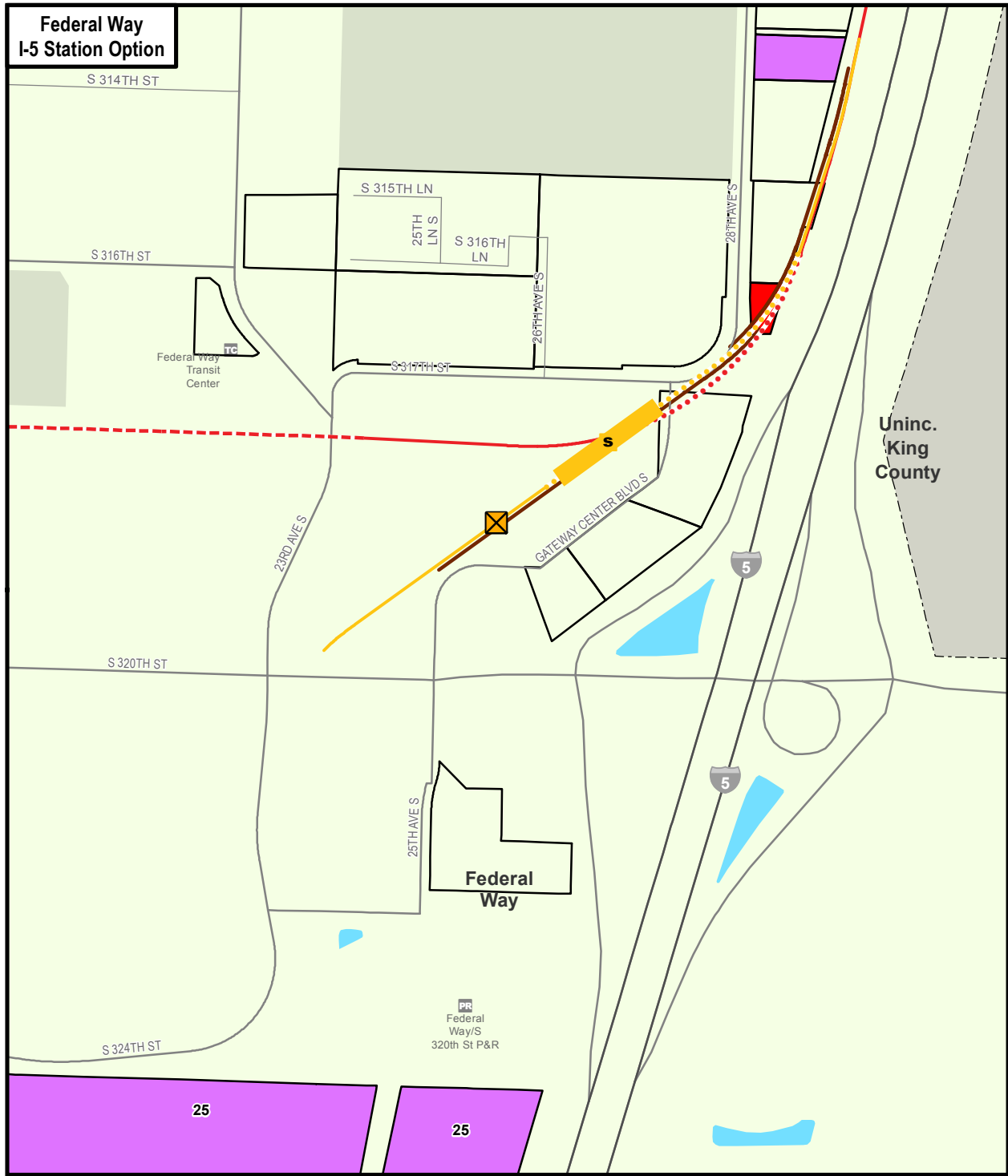
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).





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





I-5 Alternative	S Station	Parcel Evaluated for Noise Impact	Residual Noise Impact Requiring Sound Insulation
--- Elevated	⊠ Crossover Point	Moderate	Yellow box
— At-Grade	--- City Boundary	Severe	Brown line
... Trench	— Street	Both Moderate and Severe	
Options	— Stream		
— At-Grade	Waterbody		
... Trench	Park / Open Space		

Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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

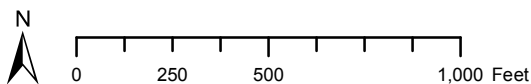
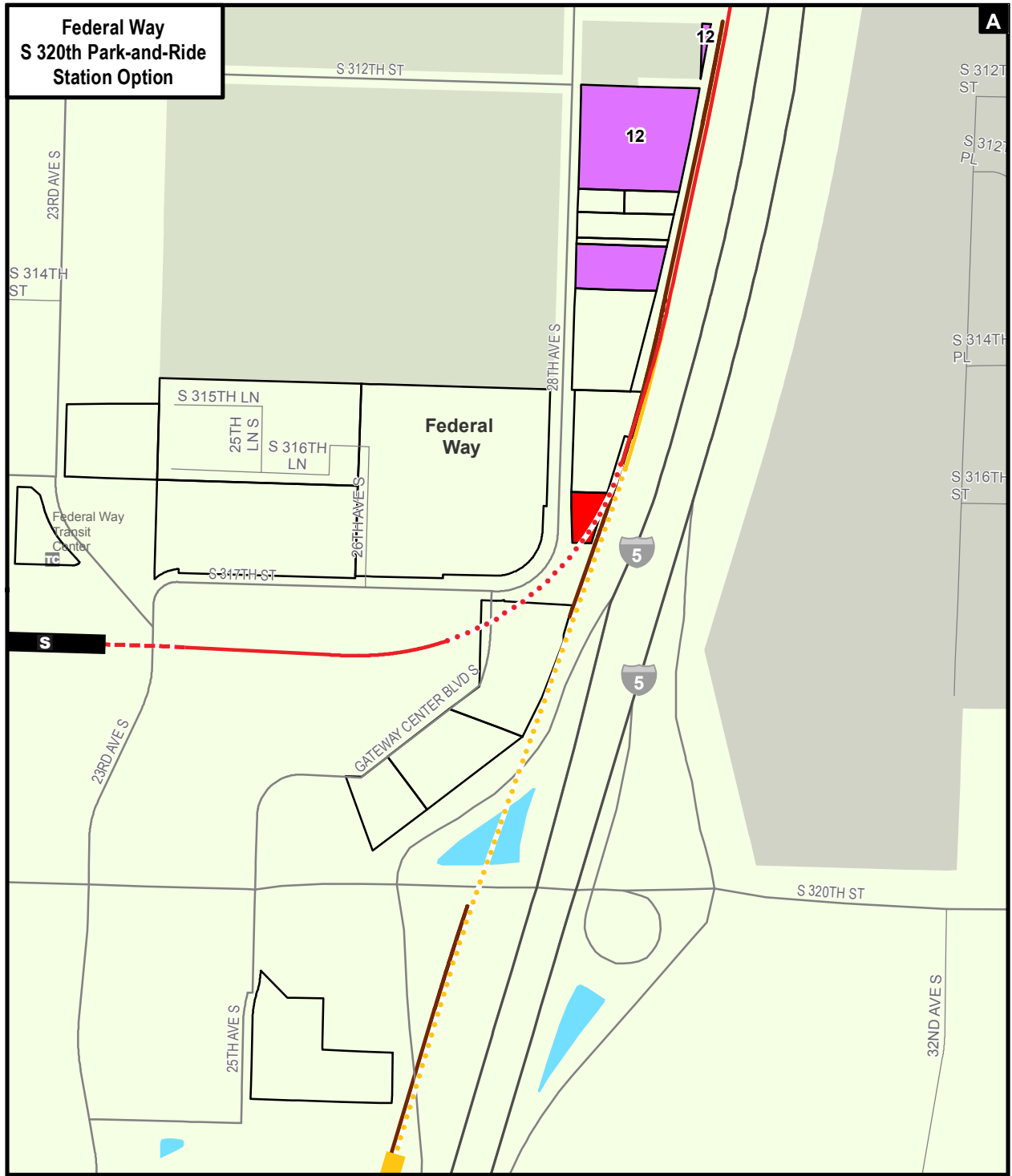


EXHIBIT C-60
 Noise Impacts
 I-5 Alternative Federal Way I-5 Station Option
 Federal Way Link Extension



I-5 Alternative	S Station	Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
- - - Elevated	- - - City Boundary	Moderate	
— At-Grade	— Street	Severe	
••• Trench	— Stream	Both Moderate and Severe	
Options	— Waterbody	Residual Noise Impact Requiring Sound Insulation	
— At-Grade	— Park / Open Space	— Sound Walls	
••• Trench			

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

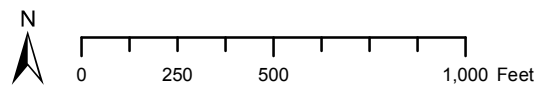
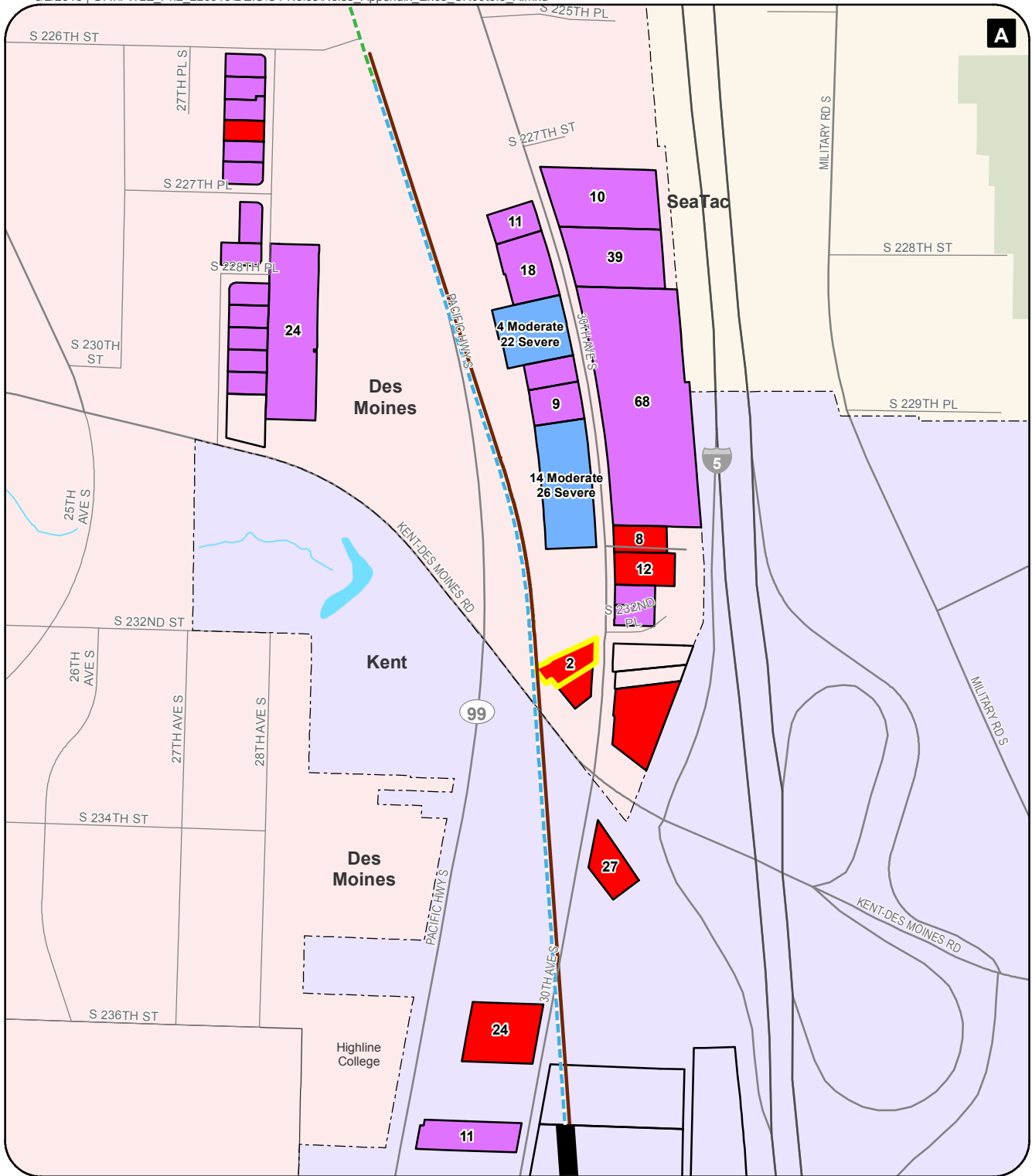


EXHIBIT C-61
Noise Impacts
 I-5 Alternative Federal Way S 320th Park-and-Ride Station Option
 Federal Way Link Extension



A

SR 99 to I-5 Alternative

- City Boundary
- Elevated
- S** Station
- SR 99 Alternative**
- Elevated
- Street
- Stream
- Waterbody
- Park / Open Space

Parcel Evaluated for Noise Impact

- Moderate
- Severe
- Both Moderate and Severe
- Residual Noise Impact Requiring Sound Insulation
- Sound Walls

Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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

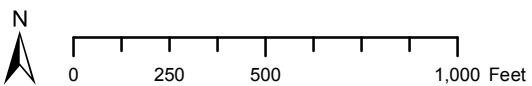
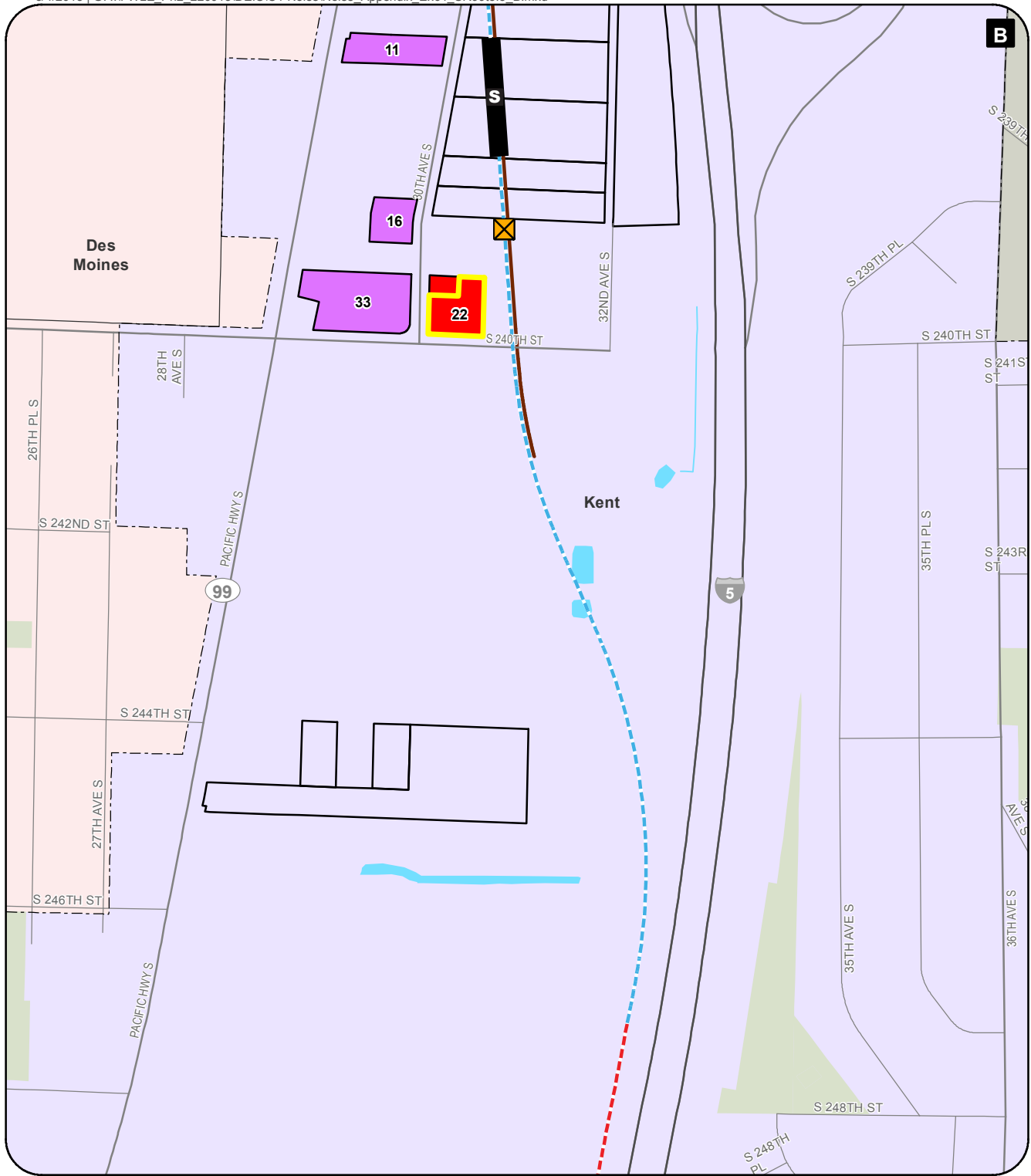


EXHIBIT C-63
Noise Impacts
SR 99 to I-5 Alternative
 Federal Way Link Extension



SR 99 to I-5 Alternative	Crossover Points	Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
Elevated	City Boundary	Moderate	
Station	Street	Severe	
I-5 Alternative	Stream	Both Moderate and Severe	
Elevated	Waterbody	Residual Noise Impact Requiring Sound Insulation	
	Park / Open Space	Sound Walls	

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

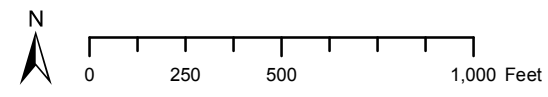
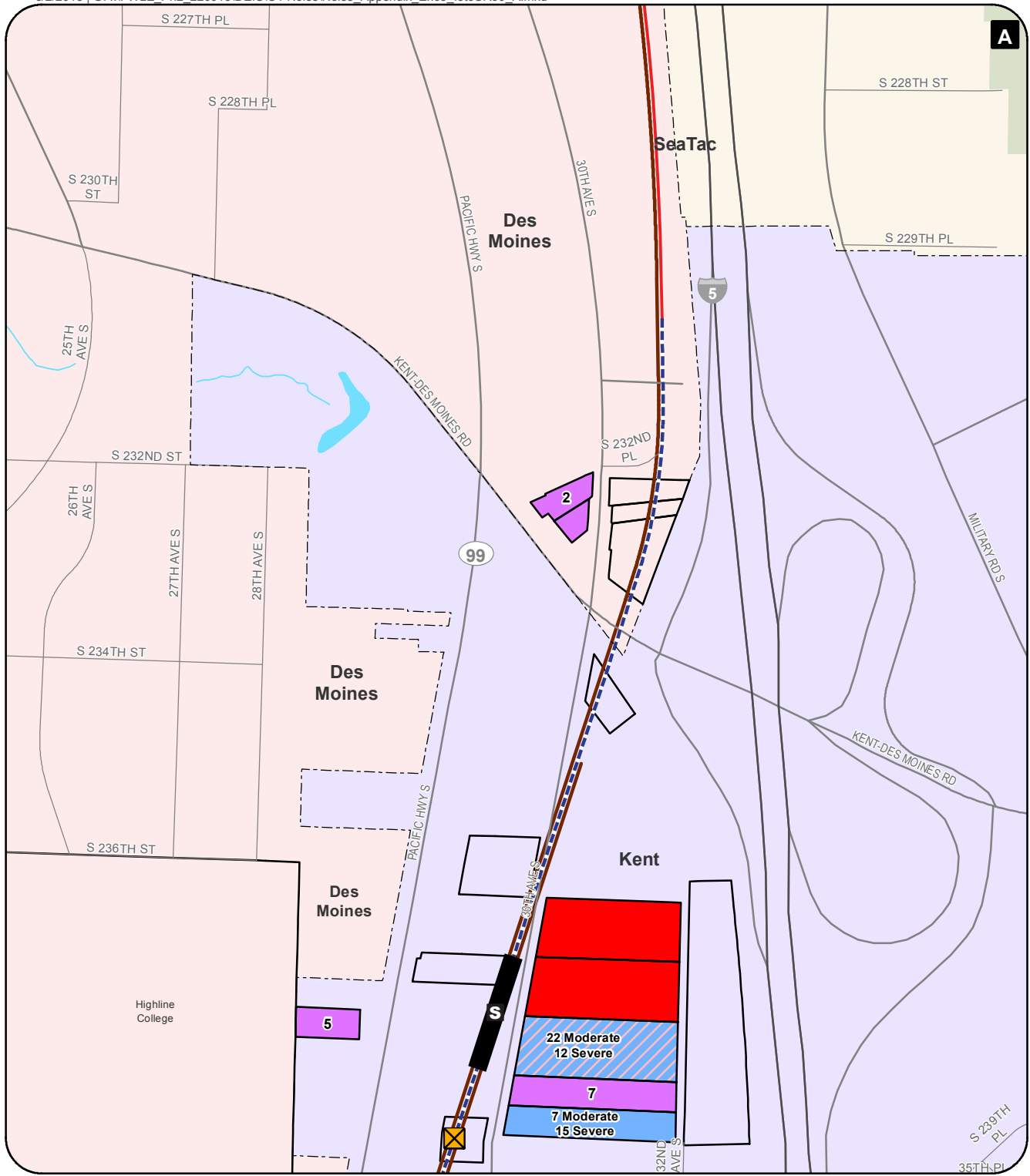


EXHIBIT C-64
Noise Impacts
SR 99 to I-5 Alternative
Federal Way Link Extension



A

I-5 to SR 99 Alternative	--- City Boundary	Moderate	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
Elevated	— Street	Severe	
Station	— Stream	Both Moderate and Severe	
I-5 Alternative	Waterbody	Residual Noise Impact Requiring Sound Insulation	
At-Grade	Park / Open Space	Park-and-Ride Impact Parcel	
Crossover Point	Parcel Evaluated for Noise Impact	Sound Walls	

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

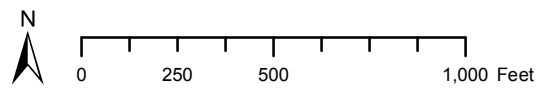
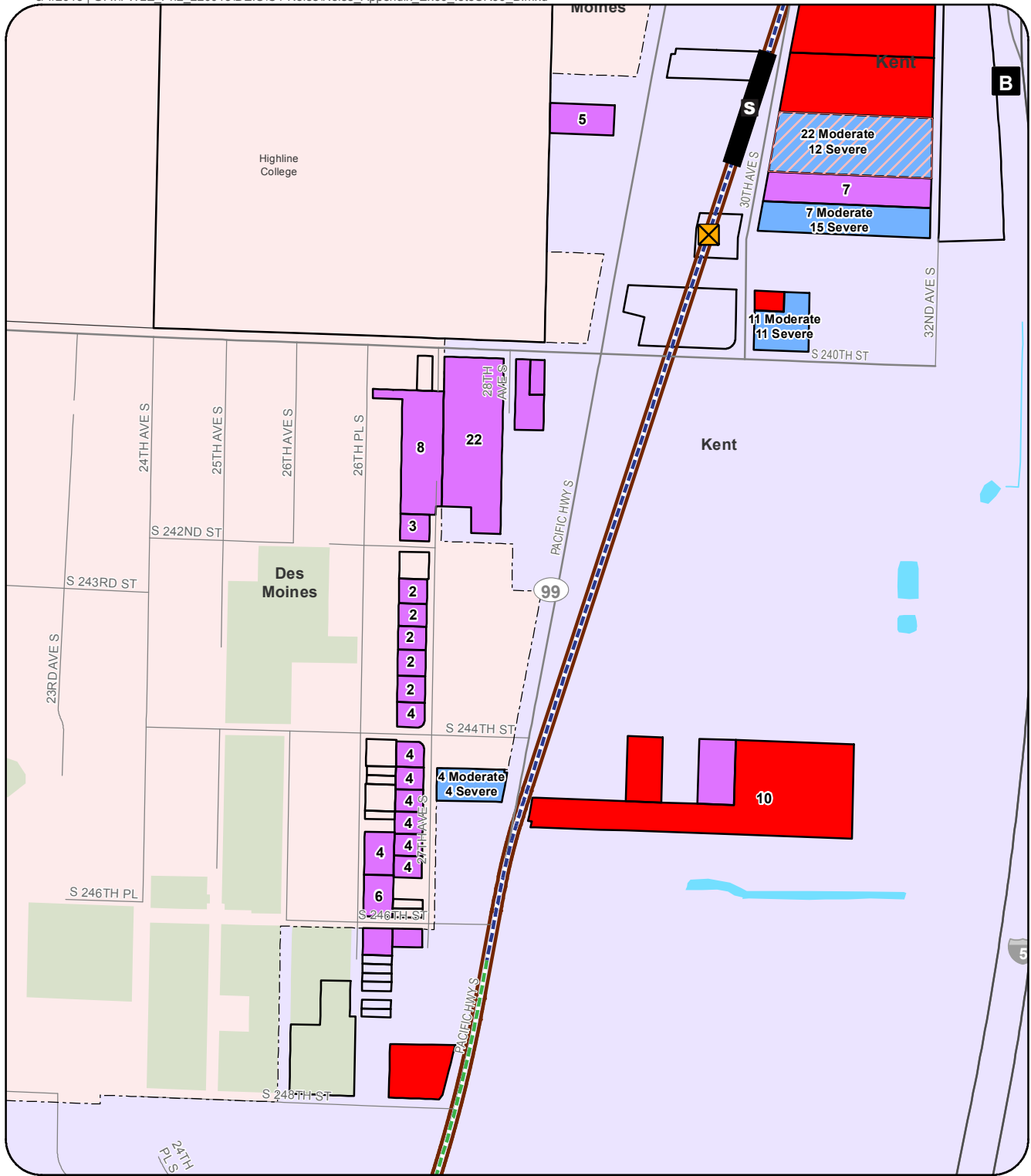


EXHIBIT C-65
Noise Impacts
I-5 to SR 99 Alternative
 Federal Way Link Extension



I-5 to SR 99 Alternative	--- City Boundary	 Moderate	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
 Elevated	— Street	 Severe	
S Station	— Stream	 Both Moderate and Severe	
SR 99 Alternative	 Waterbody	 Residual Noise Impact	
 Elevated	 Park / Open Space	 Requiring Sound Insulation	
 Crossover Point	 Parcel Evaluated for Noise Impact	 Park-and-Ride Impact Parcel	
	 Sound Walls		

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

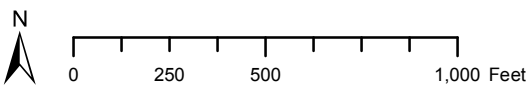
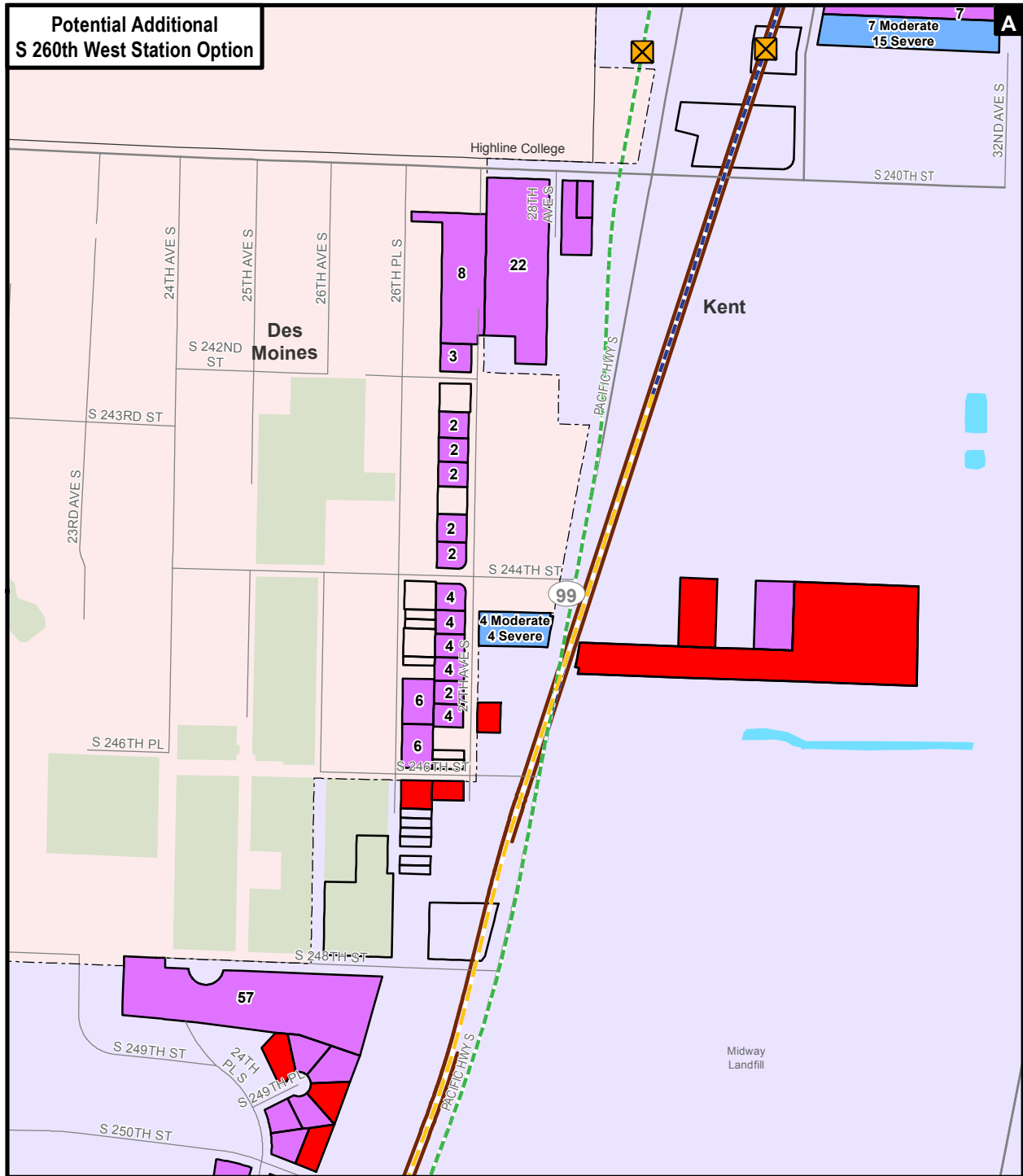


EXHIBIT C-66
Noise Impacts
I-5 to SR 99 Alternative
 Federal Way Link Extension



SR 99 Alternative	Crossover Point	Parcel Evaluated for Noise Impact	Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted. 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.
Elevated	City Boundary	Moderate	
I-5 to SR 99 Alternative	Stream	Severe	
Elevated	Waterbody	Moderate and Severe	
Options	Park / Open Space	Residual Noise Impact Requiring Sound Insulation	
Elevated		Sound Walls	
Station			

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

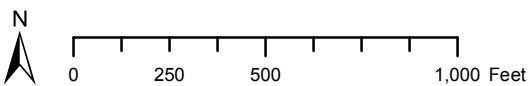
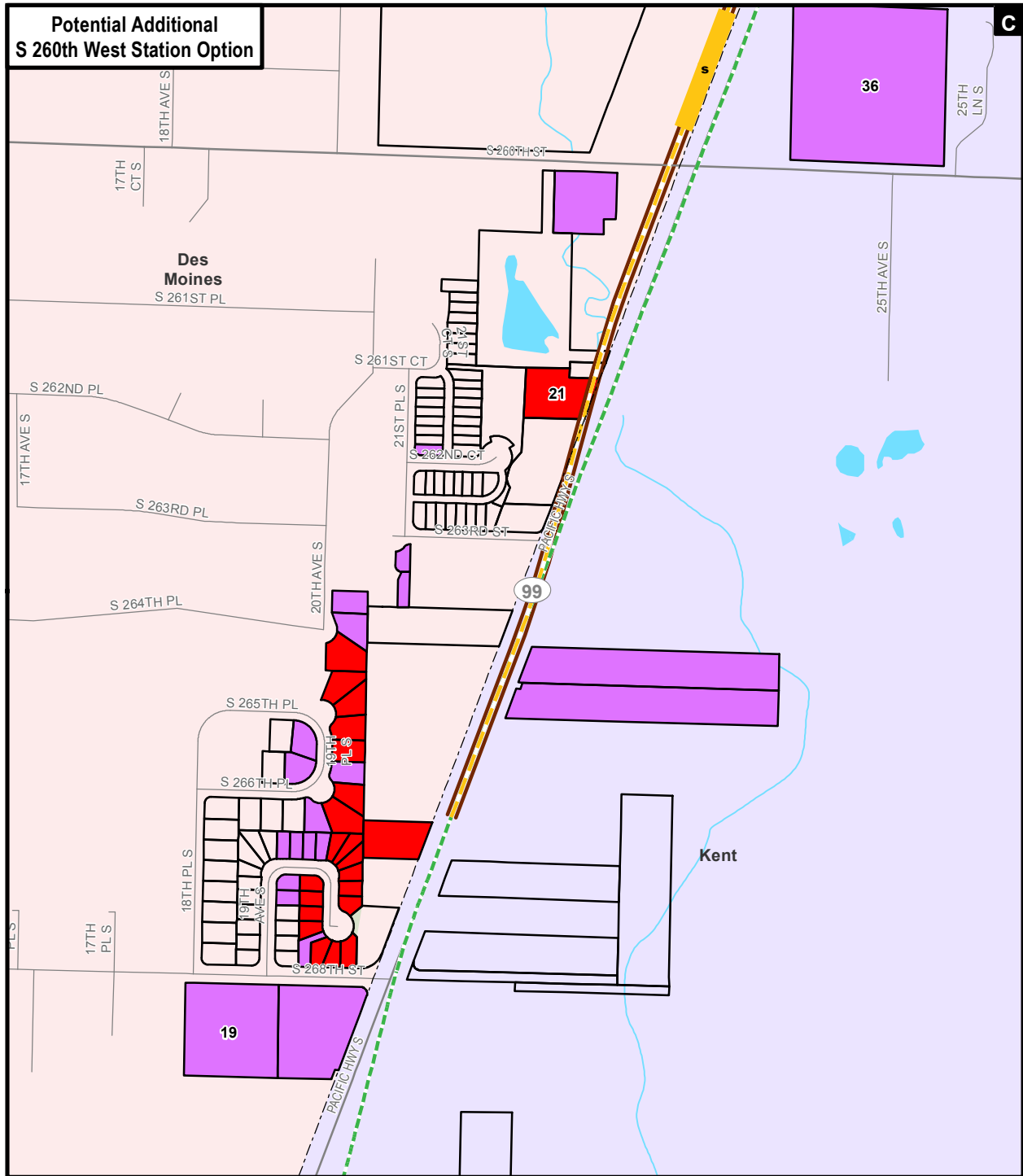


EXHIBIT C-67
Noise Impacts
 I-5 to SR 99 Alternative S 260th West Station Option
 Federal Way Link Extension



SR 99 Alternative

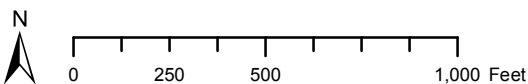
- City Boundary
- Elevated
- Options
- Elevated
- S** Station

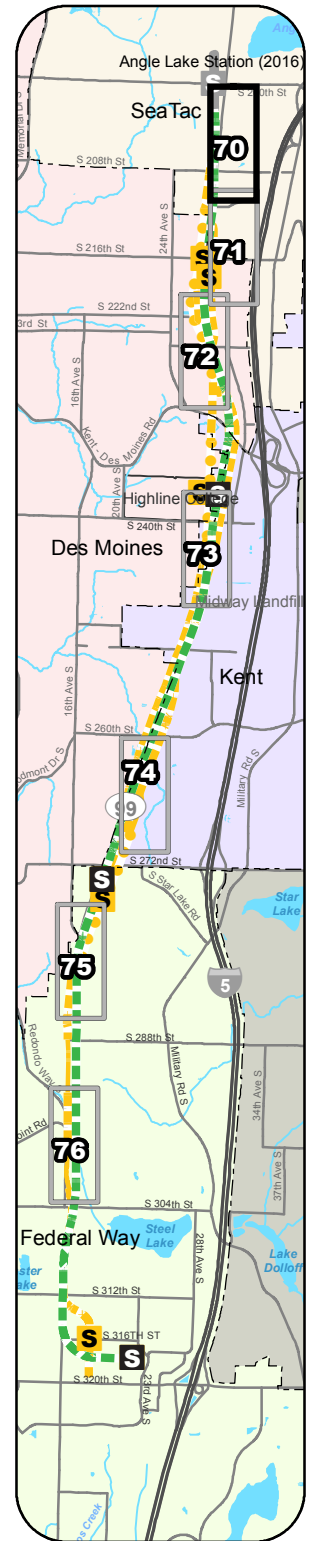
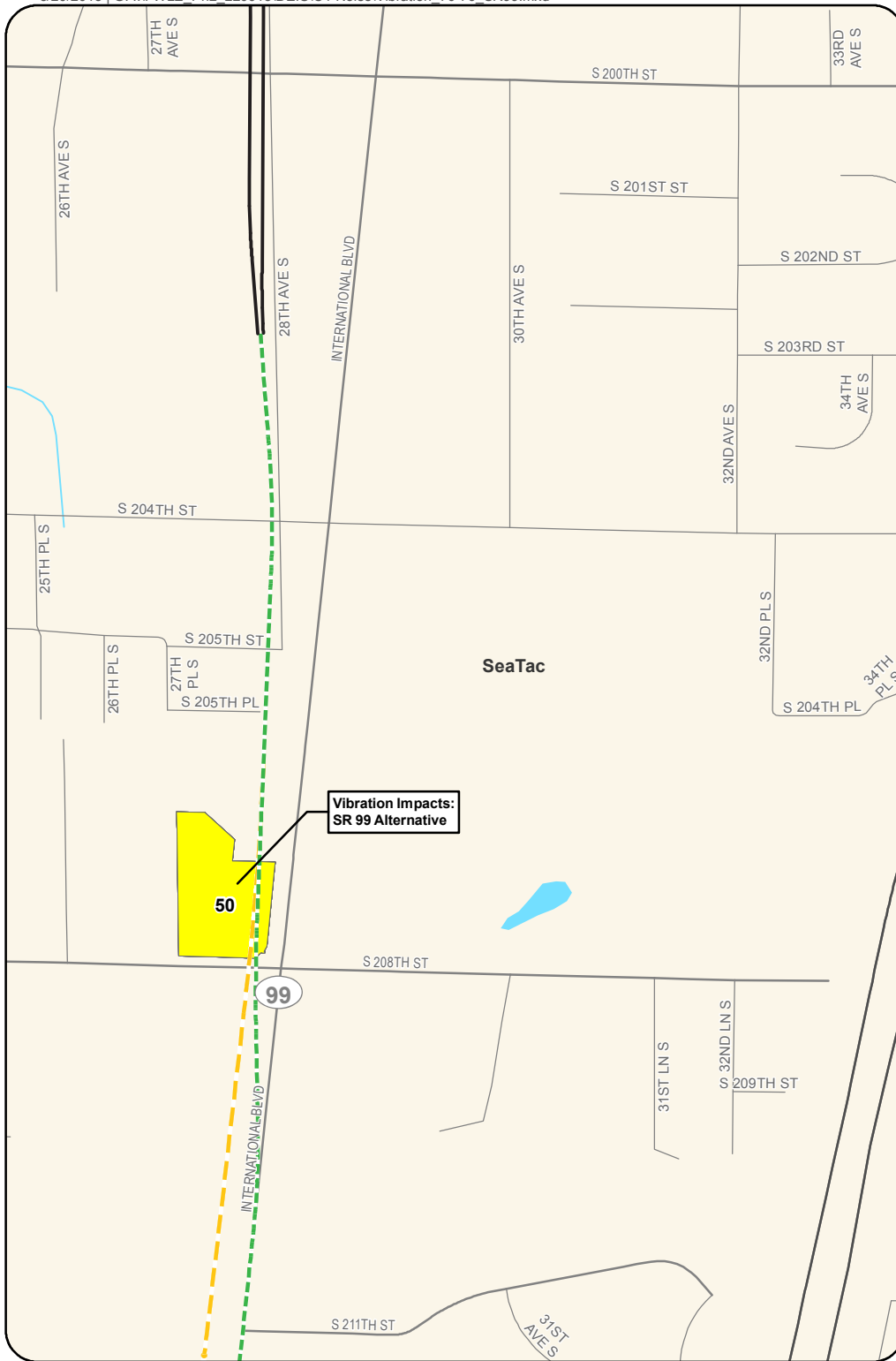
- City Boundary
- Stream
- Waterbody
- Park / Open Space

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

Notes: 1) Noise impact is 1 unit per parcel unless otherwise noted.
 2) Based on conceptual design drawings, noise wall heights are predicted to range from 4 to 8 feet along elevated guideways, and 6 and 15 feet along at-grade and trench guideways.

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





LEGEND

SR 99 Alternative

--- Elevated

■ Station

Options

--- Elevated

--- At-Grade

... Trench

■ Station

--- City Boundary

— Street

— Stream

Waterbody

Park / Open Space

Vibration Impact

Notes:

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

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

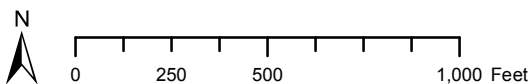
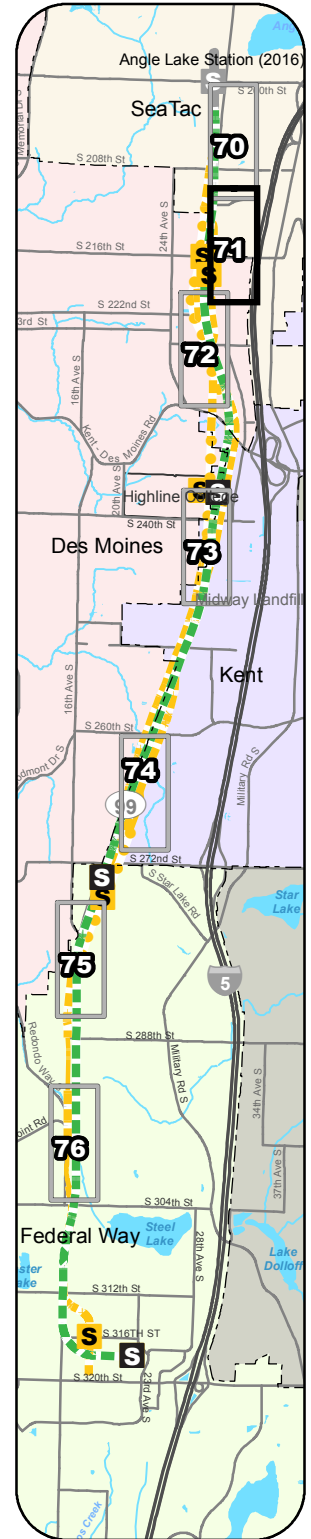
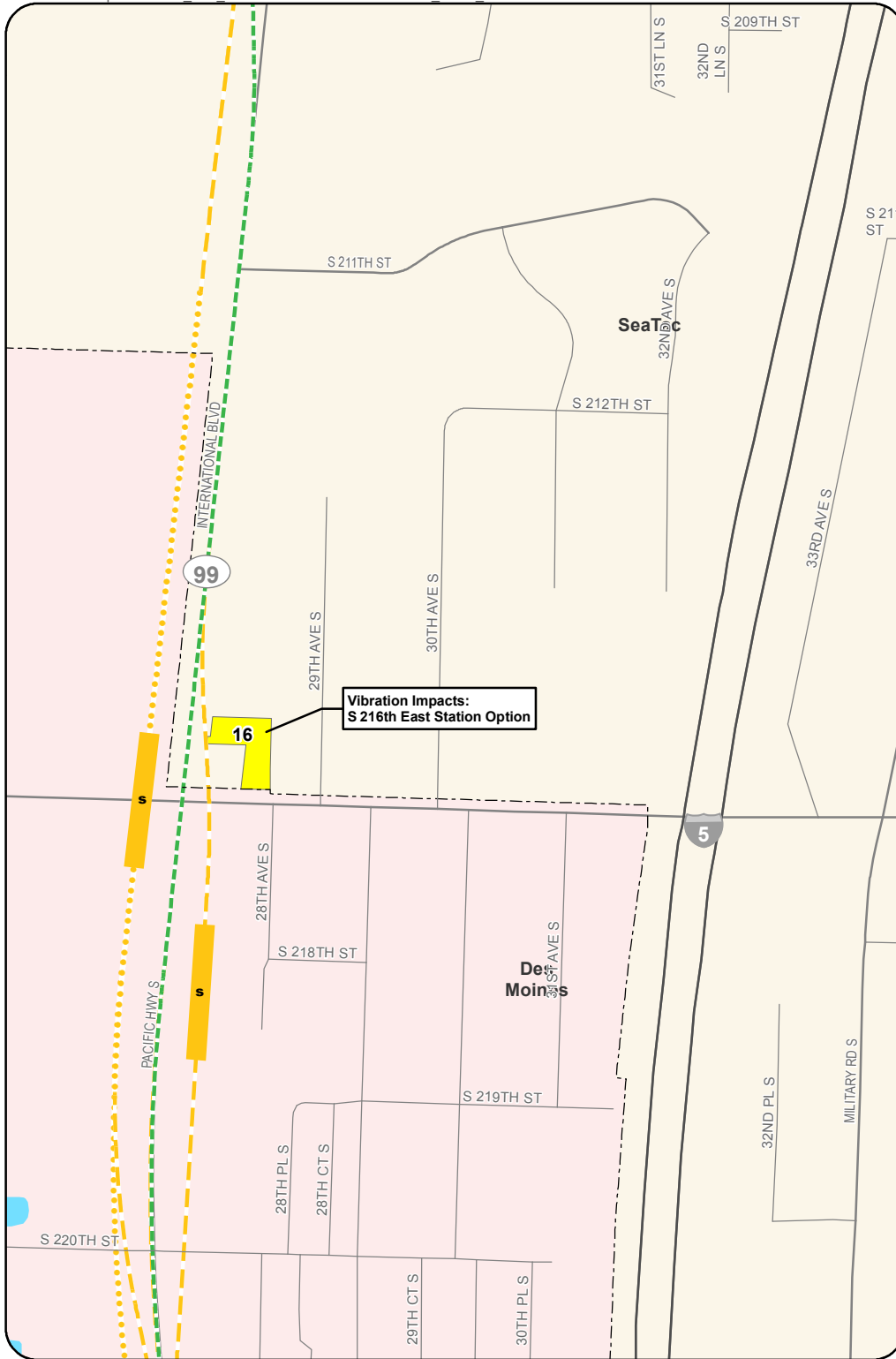


EXHIBIT C-70
Vibration Impacts
SR 99 Alternative and Options
 Federal Way Link Extension



LEGEND

SR 99 Alternative	Options	--- City Boundary	■ Park / Open Space
--- Elevated	--- Elevated	— Street	■ Vibration Impact
■ Station	--- At-Grade	— Stream	
	--- Trench	■ Waterbody	
	■ Station		

Notes:

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

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

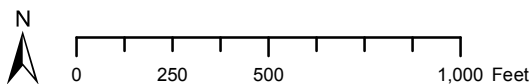
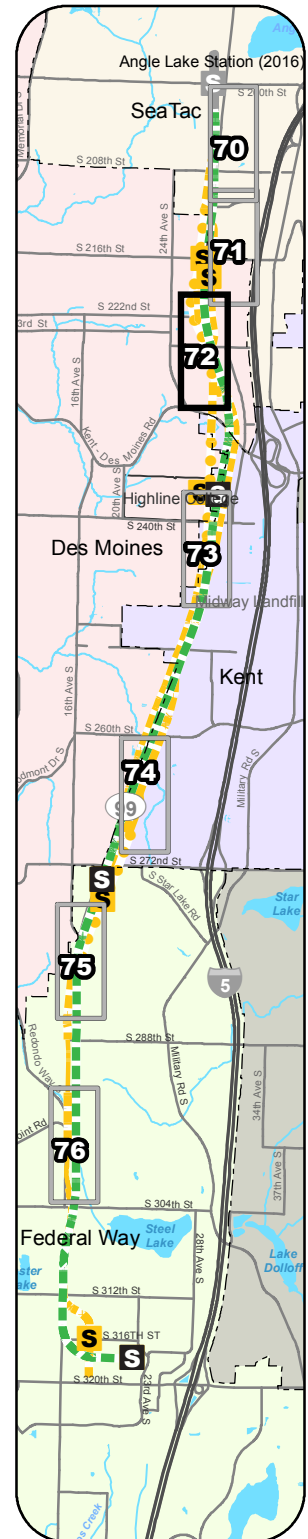
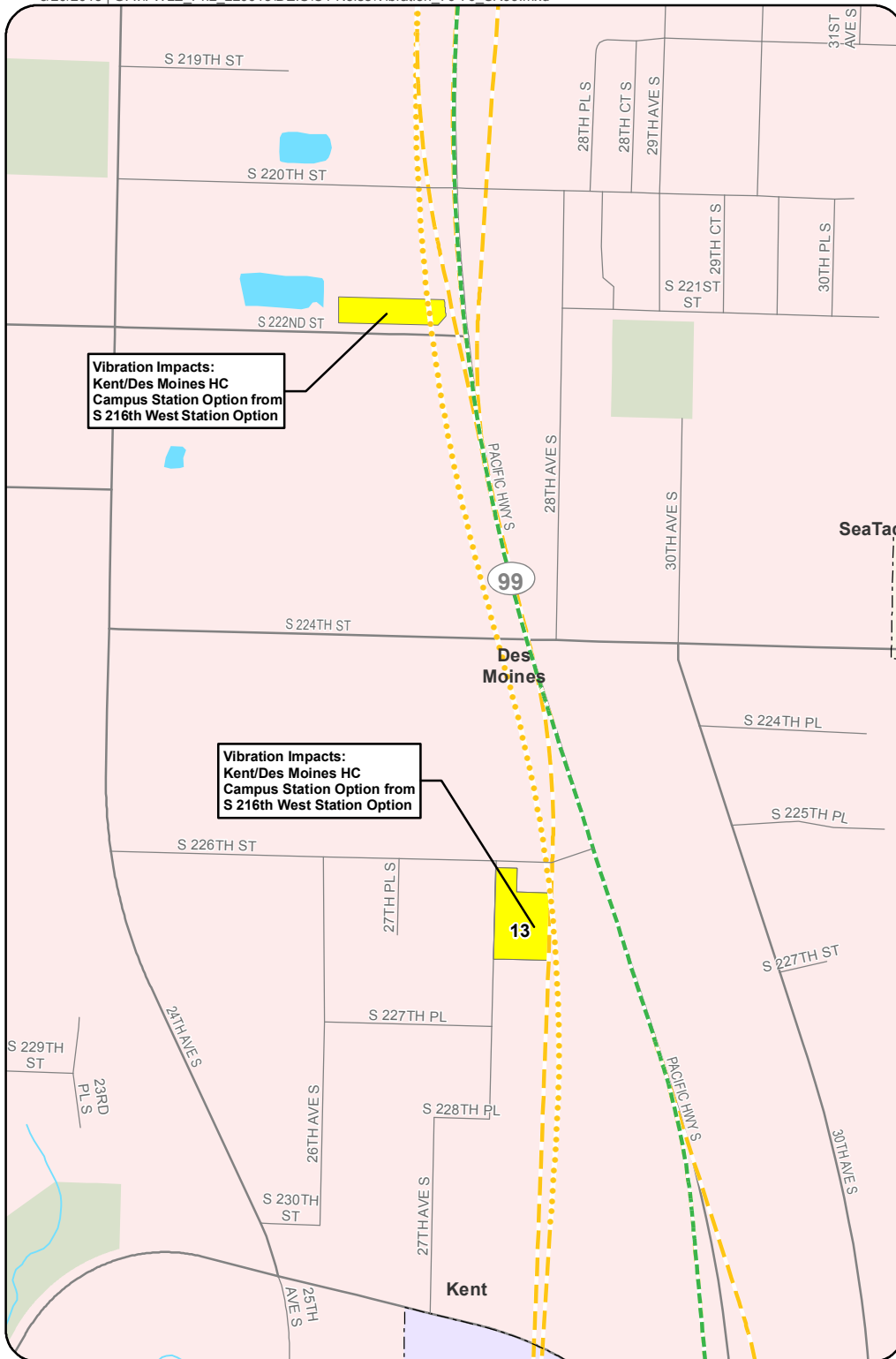


EXHIBIT C-71
Vibration Impacts
SR 99 Alternative and Options
 Federal Way Link Extension



LEGEND

SR 99 Alternative	Options	--- City Boundary	■ Park / Open Space
--- Elevated	--- Elevated	— Street	■ Vibration Impact
■ Station	--- At-Grade	— Stream	
	--- Trench	■ Waterbody	
	■ Station		

Notes:

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

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

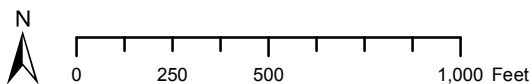
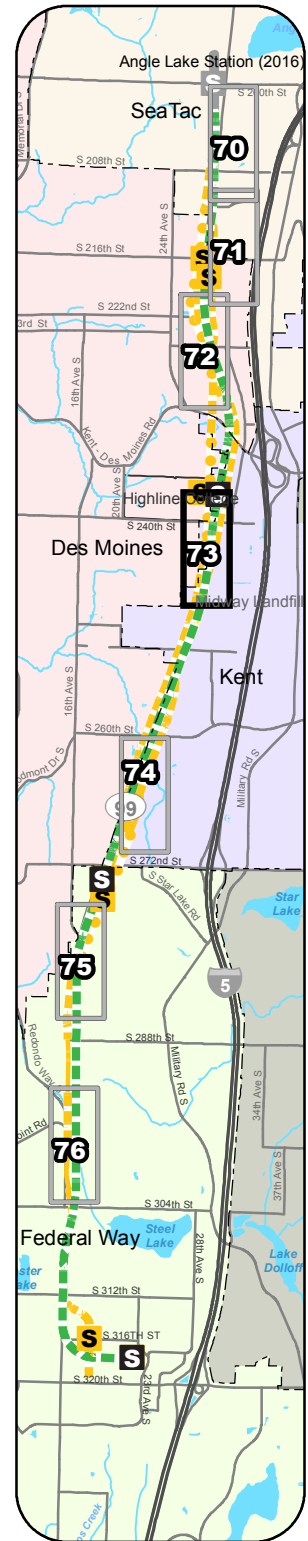
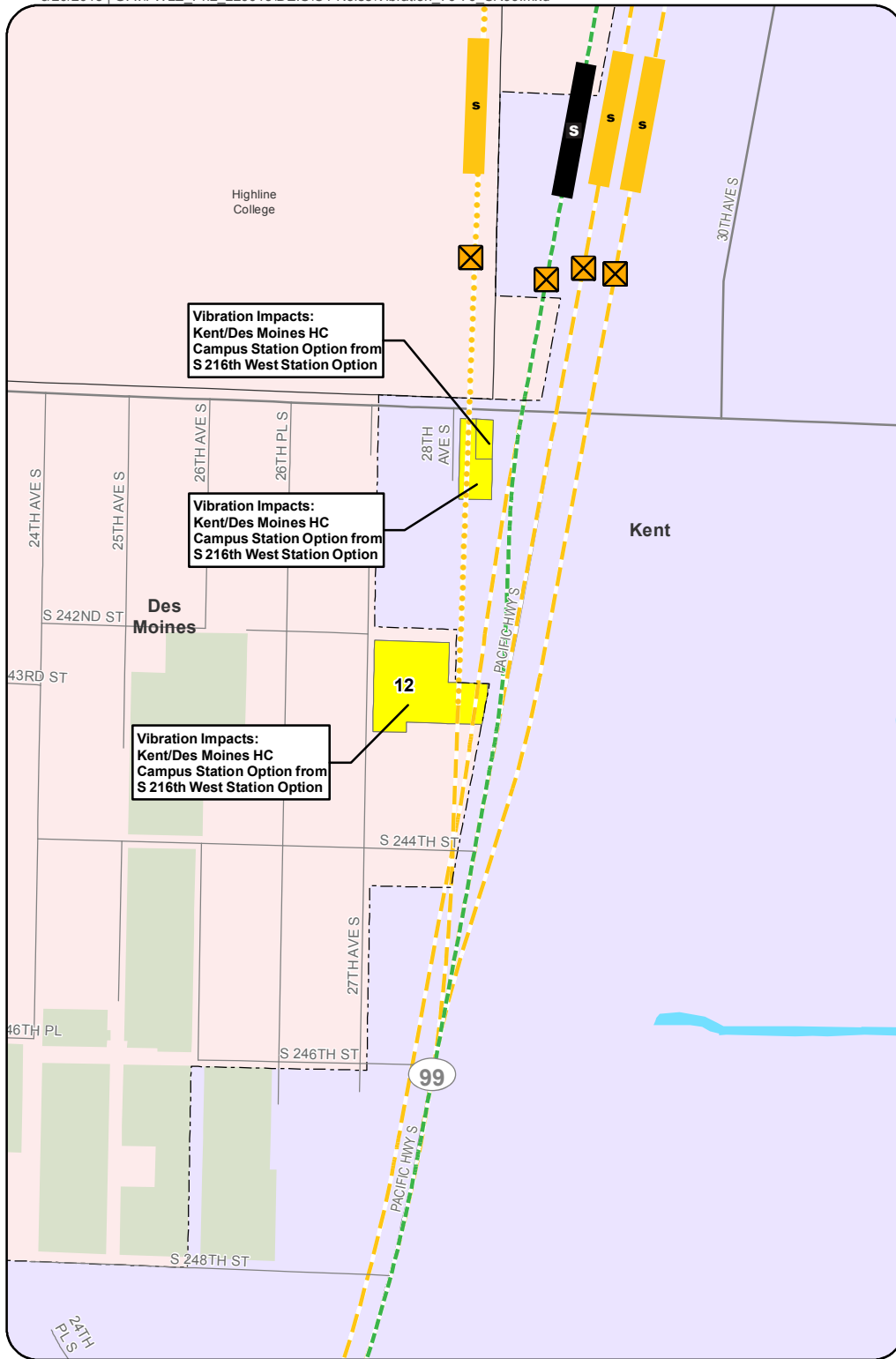


EXHIBIT C-72
Vibration Impacts
 SR 99 Alternative and Options
 Federal Way Link Extension



LEGEND

SR 99 Alternative	Options	--- City Boundary	■ Park / Open Space
--- Elevated	--- Elevated	— Street	■ Vibration Impact
■ Station	--- At-Grade	— Stream	
	--- Trench	— Waterbody	
	■ Station	■ Crossover Point	

Notes:

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

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

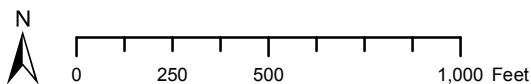
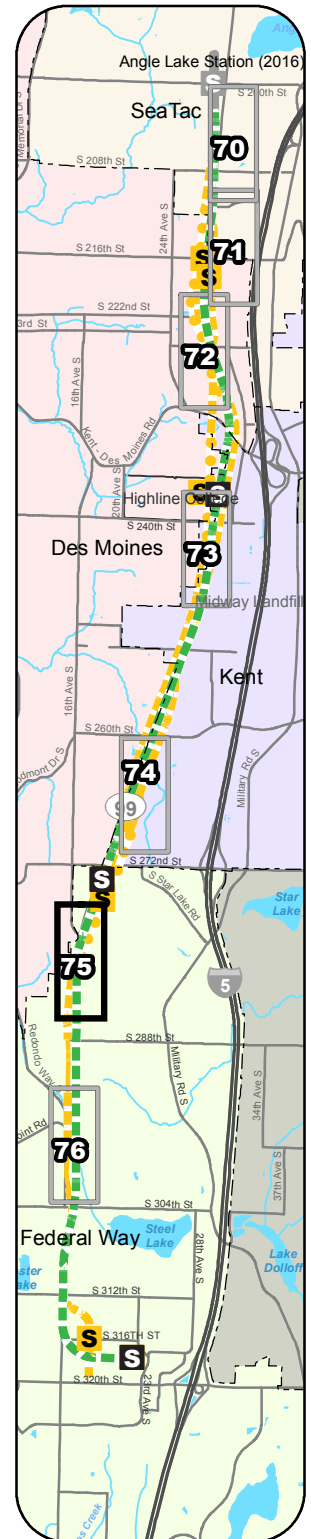
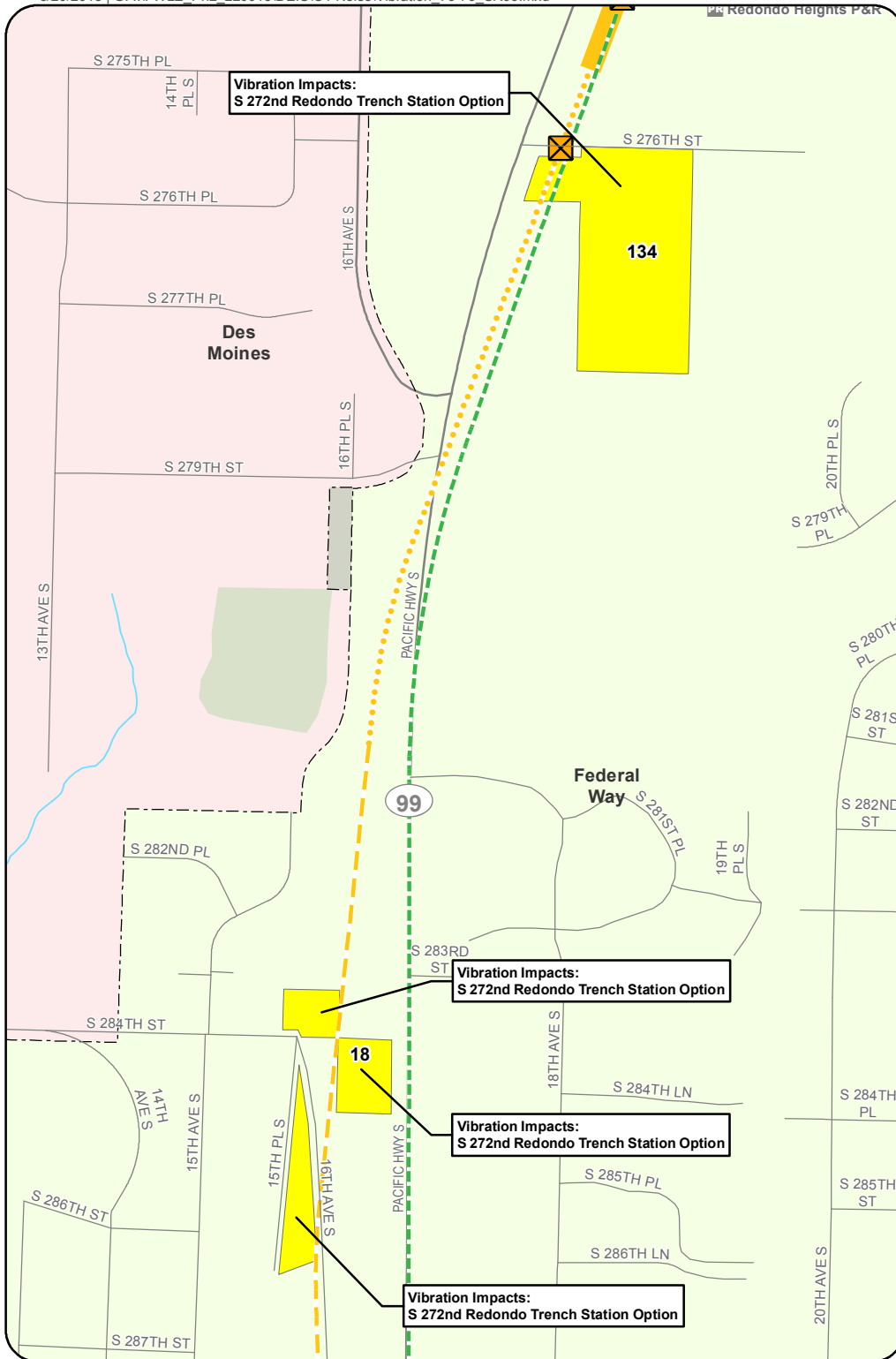


EXHIBIT C-73
Vibration Impacts
 SR 99 Alternative and Options
 Federal Way Link Extension



LEGEND

SR 99 Alternative	Options	--- City Boundary	■ Park / Open Space
--- Elevated	--- Elevated	— Street	■ Vibration Impact
■ Station	--- At-Grade	— Stream	
	--- Trench	■ Waterbody	
	■ Station	■ Crossover Point	

Notes:

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

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

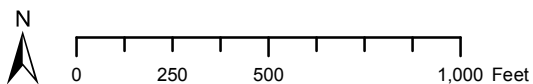
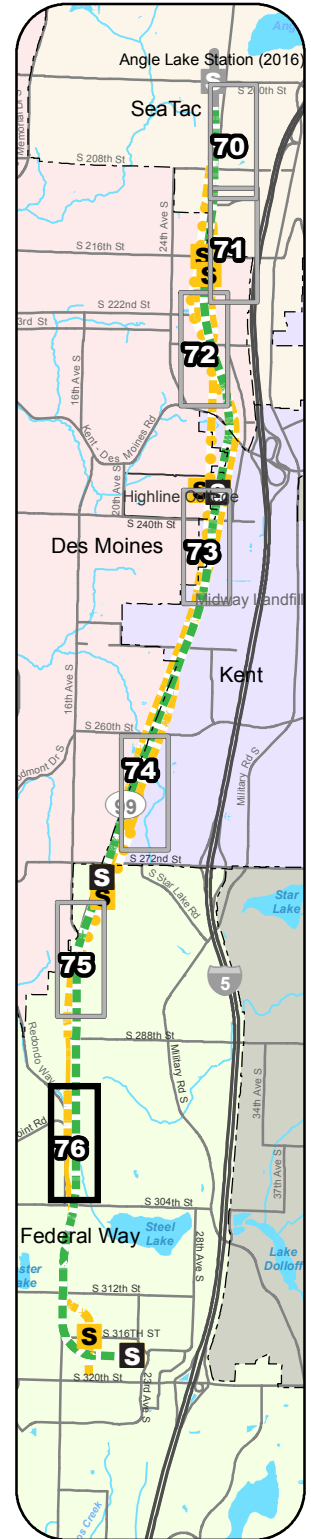
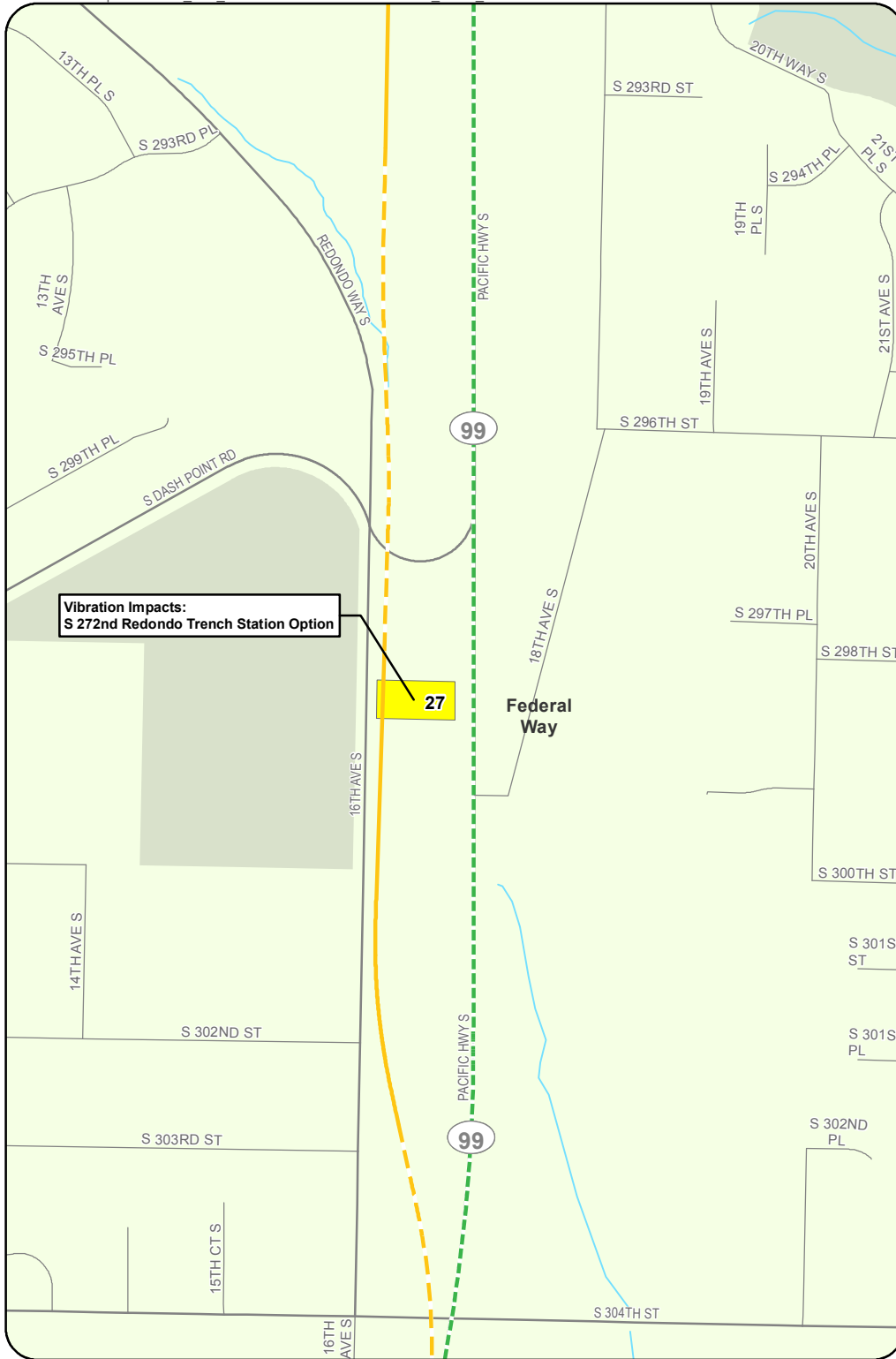


EXHIBIT C-75
Vibration Impacts
 SR 99 Alternative and Options
 Federal Way Link Extension



LEGEND

SR 99 Alternative	Options	--- City Boundary	■ Park / Open Space
--- Elevated	--- Elevated	— Street	■ Vibration Impact
■ Station	--- At-Grade	— Stream	
	--- Trench	■ Waterbody	
	■ Station		

Notes:

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

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

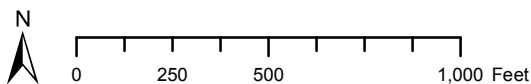
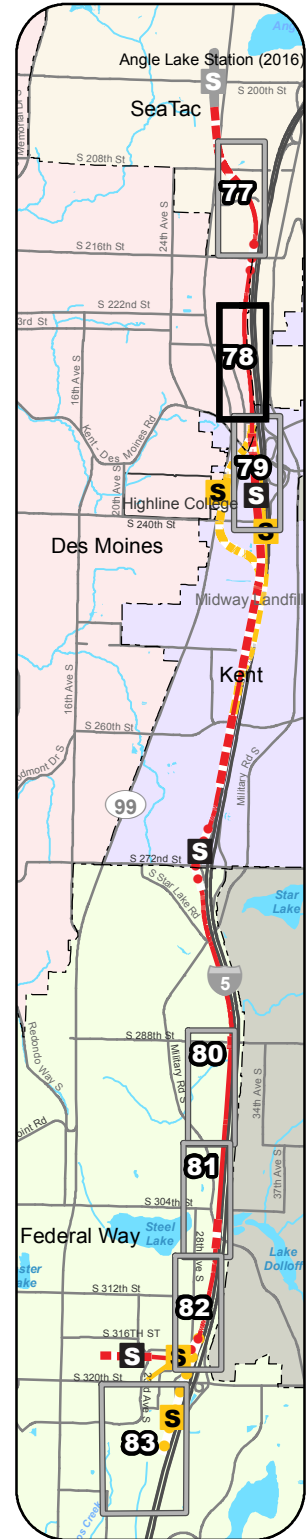
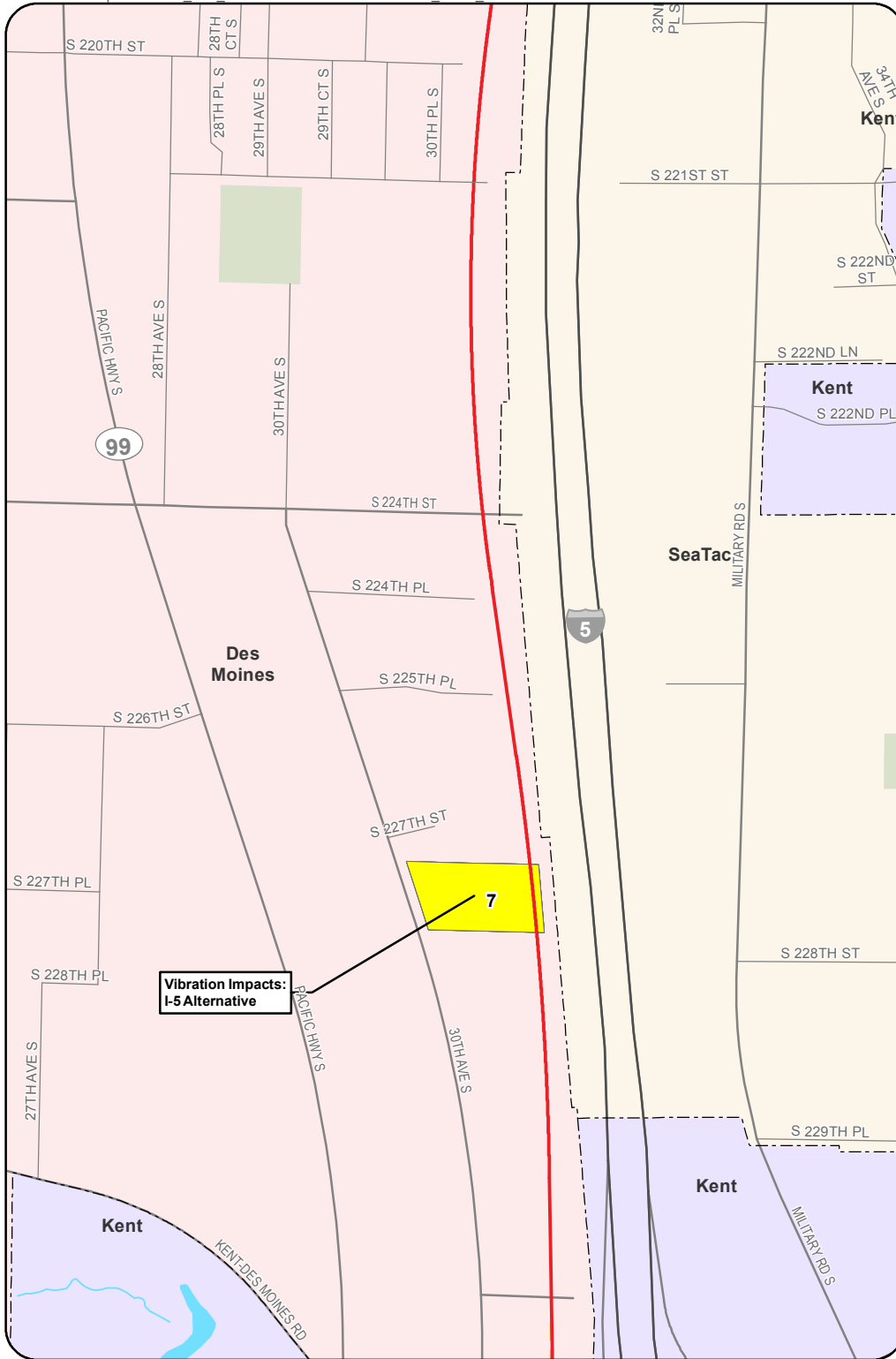


EXHIBIT C-76
Vibration Impacts
SR 99 Alternative and Options
 Federal Way Link Extension



LEGEND

I-5 Alternative

- Elevated
- At-Grade
- Trench
- S Station

Options

- Elevated
- At-Grade
- Trench
- s Station

- City Boundary
- Stream
- Street
- Waterbody

- Park / Open Space
- Vibration Impact

Notes:

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

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

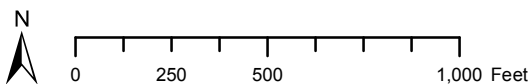
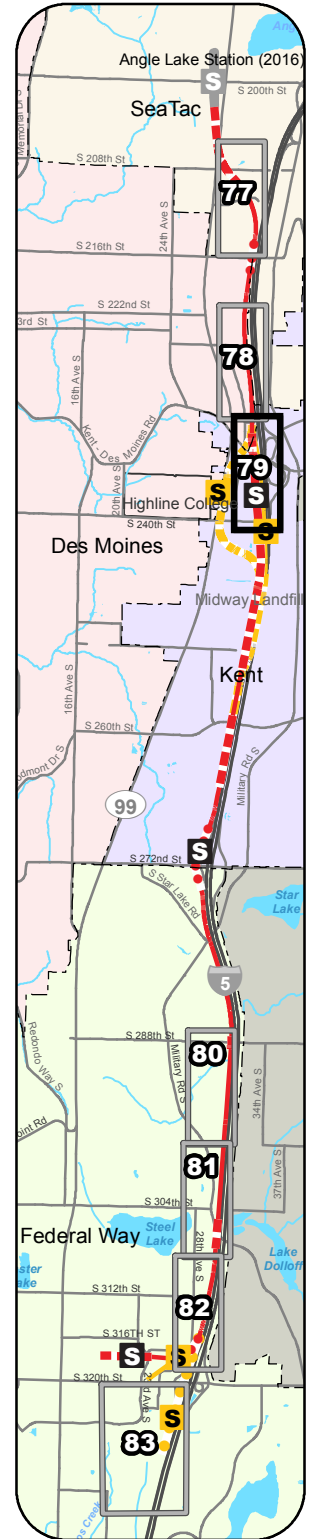
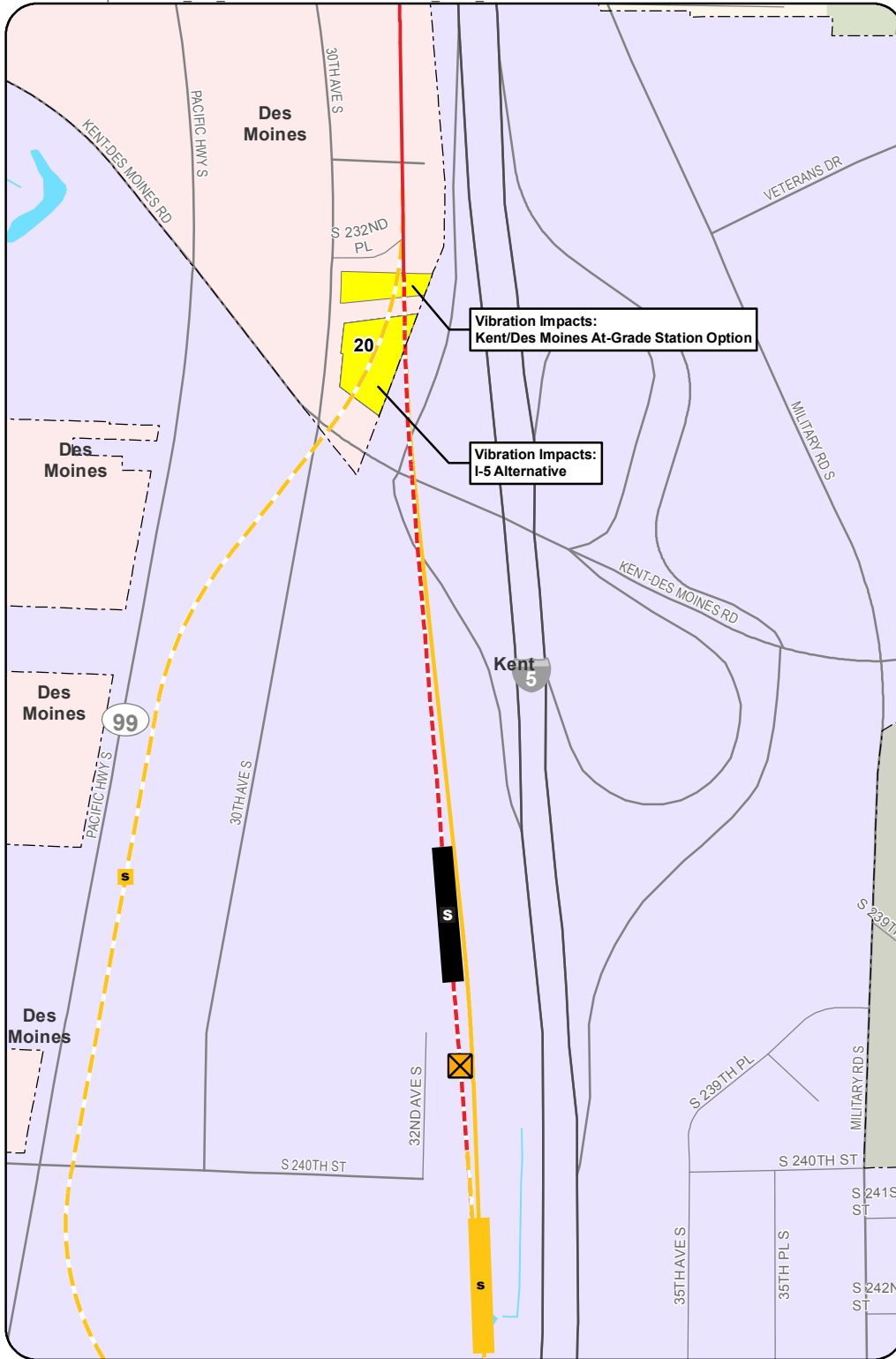


EXHIBIT C-78
Vibration Impacts
I-5 Alternative and Options
 Federal Way Link Extension



LEGEND

I-5 Alternative	Options	--- City Boundary	■ Park / Open Space
--- Elevated	--- Elevated	--- Stream	■ Vibration Impact
--- At-Grade	--- At-Grade	--- Street	
--- Trench	--- Trench	■ Waterbody	
■ Station	■ Station	■ Crossover Points	

Notes:

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

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

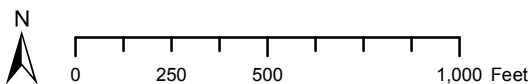
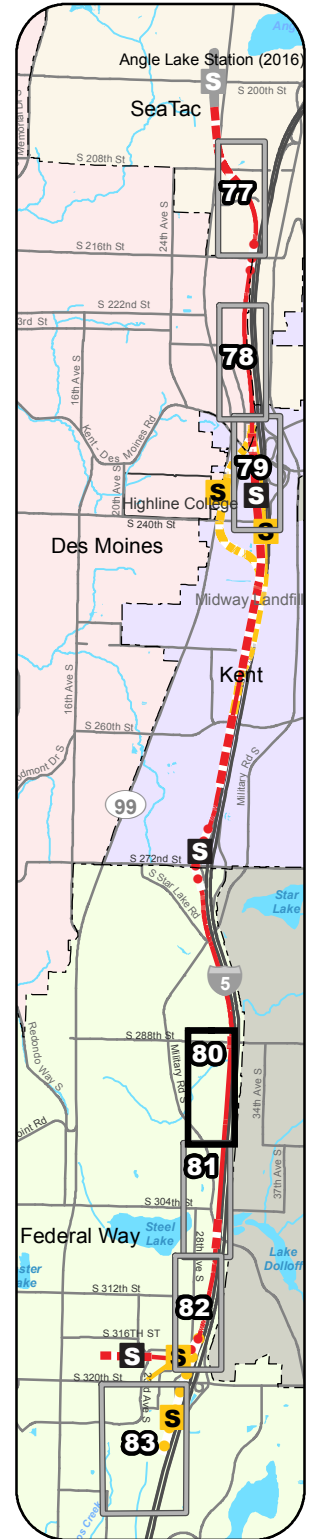
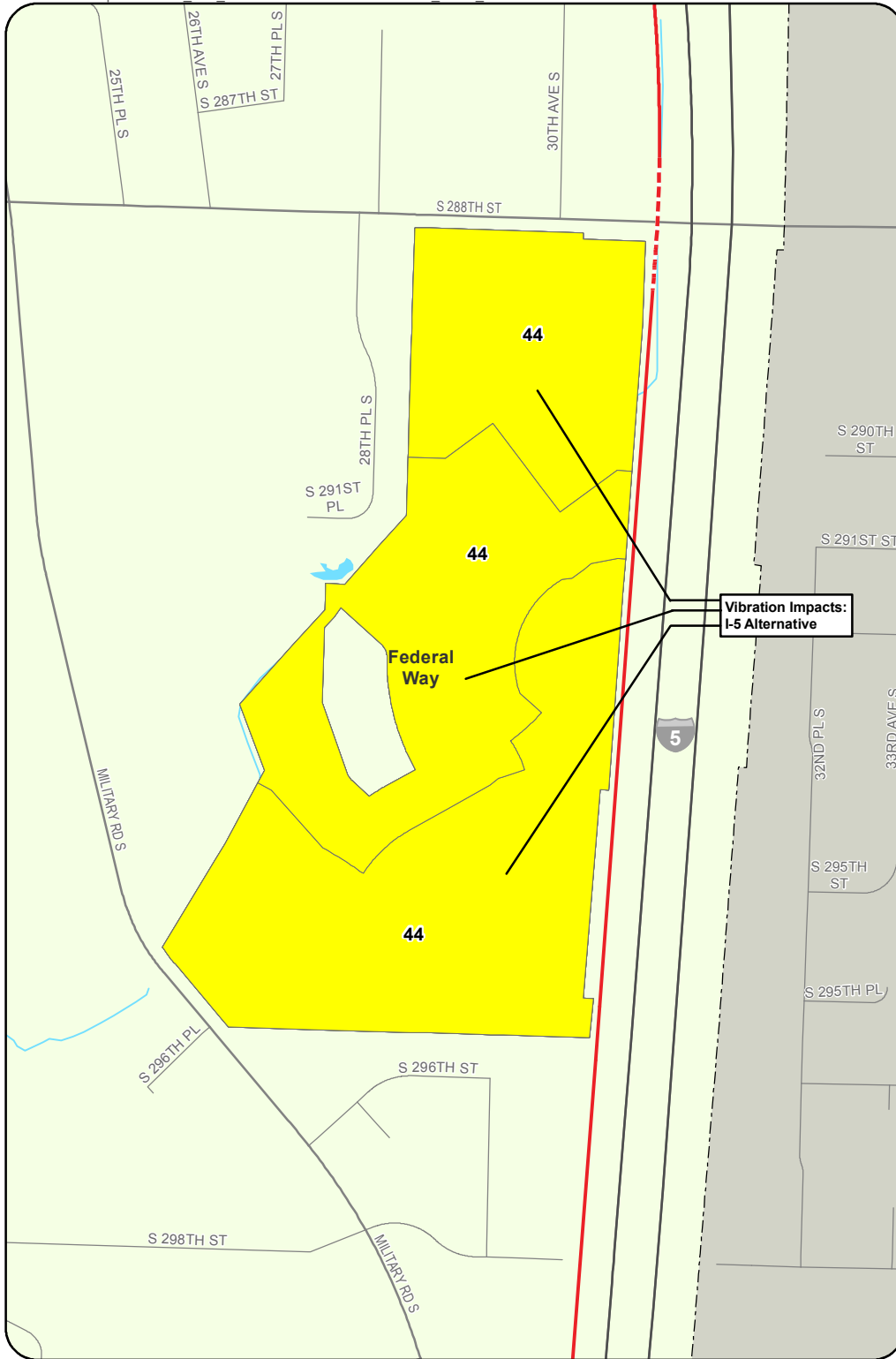


EXHIBIT C-79
Vibration Impacts
I-5 Alternative and Options
Federal Way Link Extension



LEGEND

I-5 Alternative	Options	--- City Boundary	■ Park / Open Space
--- Elevated	--- Elevated	--- Stream	■ Vibration Impact
--- At-Grade	--- At-Grade	--- Street	
--- Trench	--- Trench	■ Waterbody	
■ Station	■ Station		

Notes:

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

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

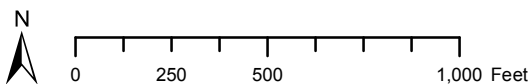
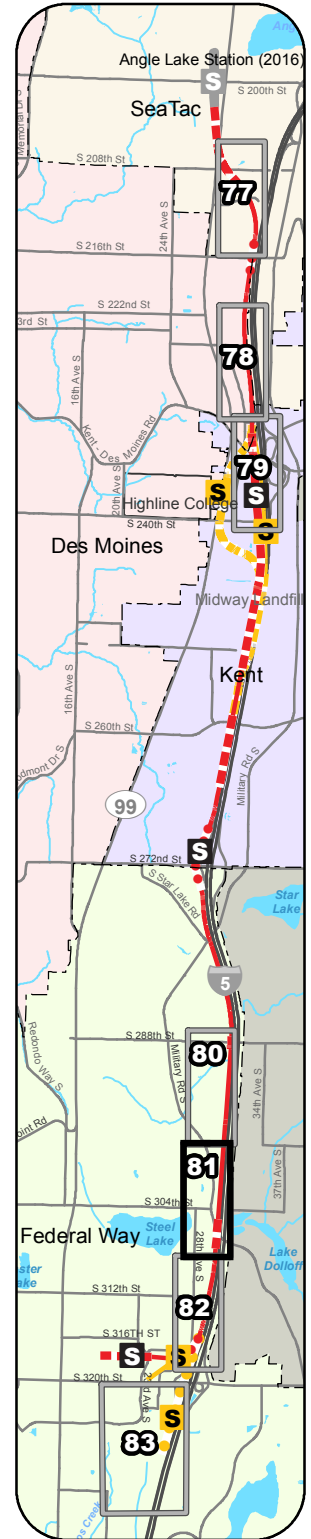
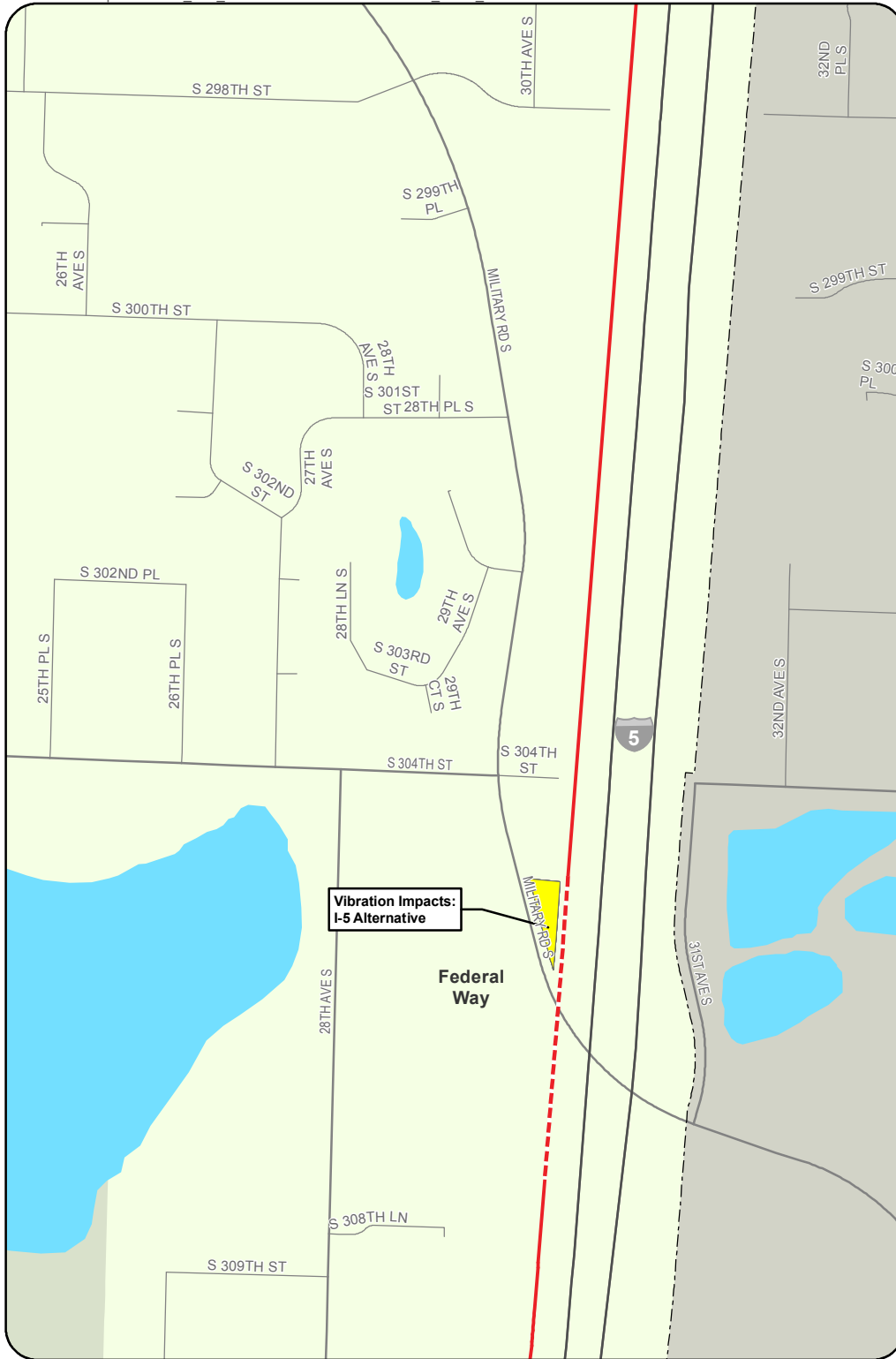


EXHIBIT C-80
Vibration Impacts
I-5 Alternative and Options
Federal Way Link Extension



LEGEND

I-5 Alternative	Options	--- City Boundary	■ Park / Open Space
--- Elevated	--- Elevated	--- Stream	■ Vibration Impact
--- At-Grade	--- At-Grade	--- Street	
--- Trench	--- Trench	■ Waterbody	
■ Station	■ Station		

Notes:

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

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

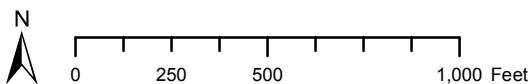
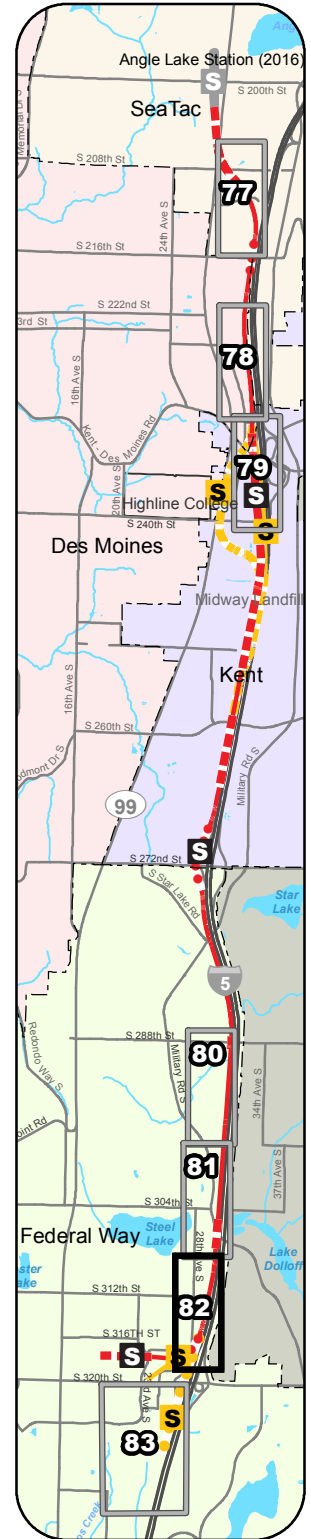
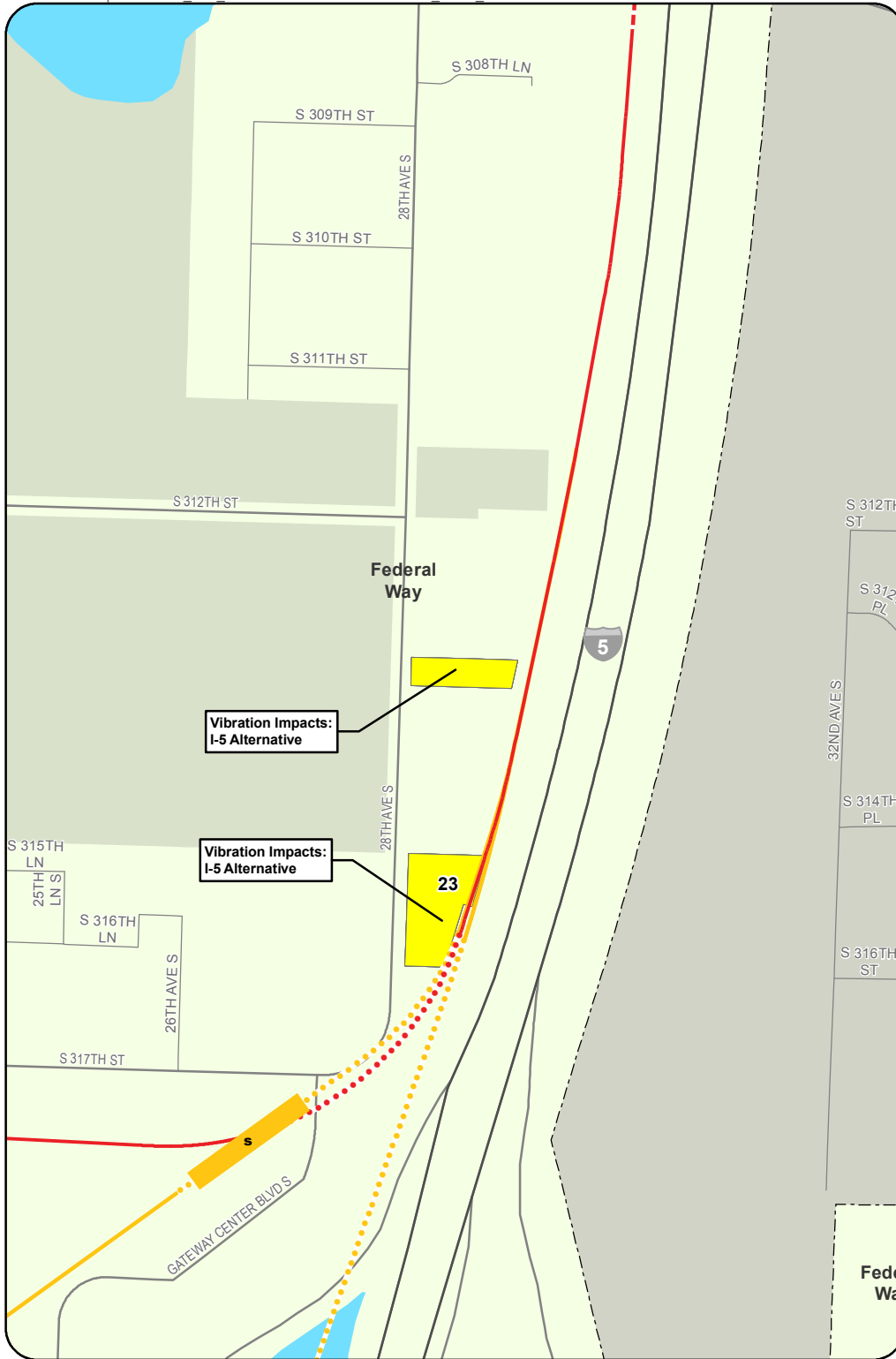


EXHIBIT C-81
Vibration Impacts
I-5 Alternative and Options
 Federal Way Link Extension



LEGEND

I-5 Alternative	Options	--- City Boundary	■ Park / Open Space
--- Elevated	--- Elevated	--- Stream	■ Vibration Impact
--- At-Grade	--- At-Grade	--- Street	
--- Trench	--- Trench	■ Waterbody	
■ Station	■ Station		

Notes:

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

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

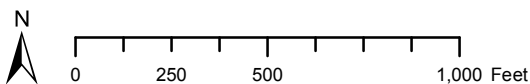
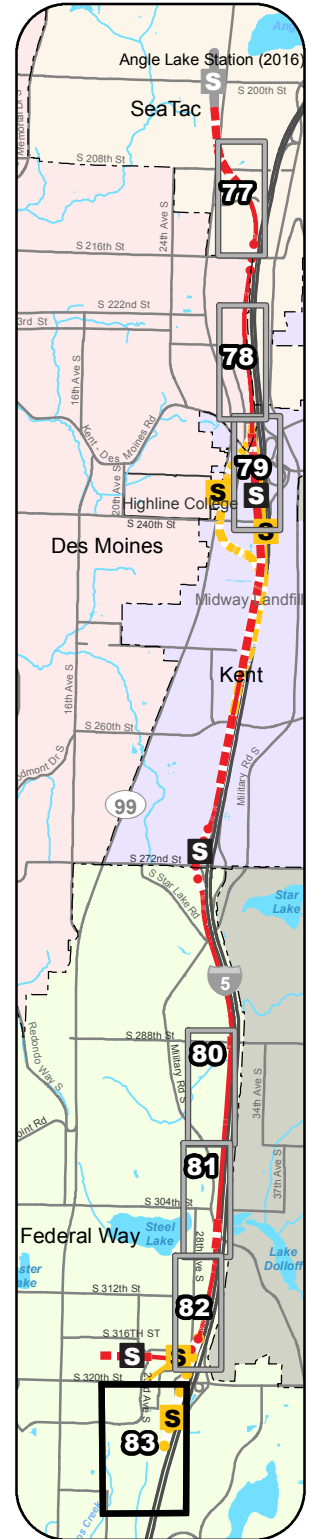
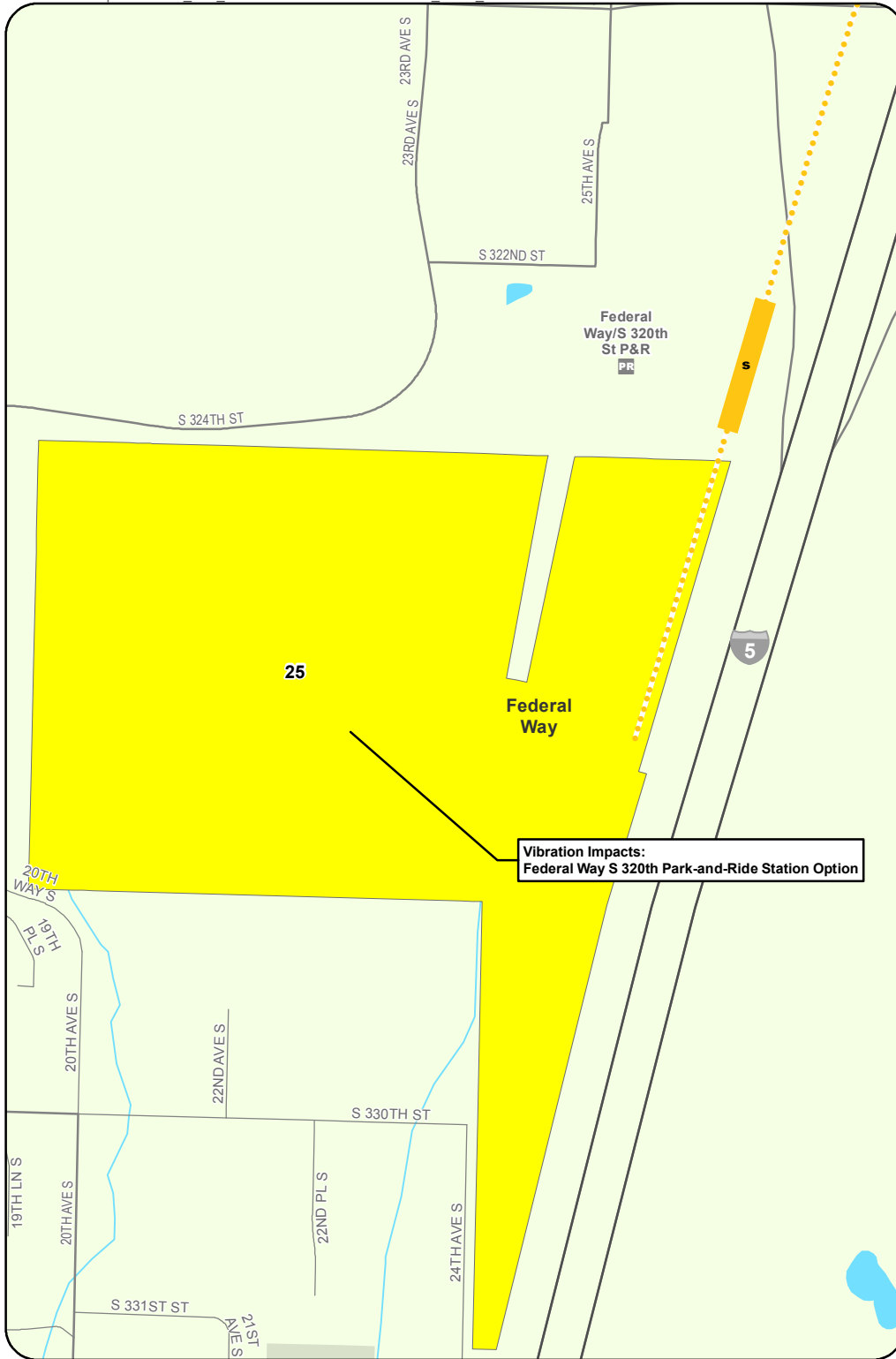


EXHIBIT C-82
Vibration Impacts
I-5 Alternative and Options
 Federal Way Link Extension



LEGEND

I-5 Alternative	Options	--- City Boundary	■ Park / Open Space
--- Elevated	--- Elevated	--- Stream	■ Vibration Impact
--- At-Grade	--- At-Grade	--- Street	
--- Trench	--- Trench	■ Waterbody	
■ Station	■ Station		

Notes:

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

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

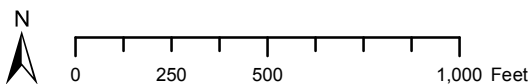
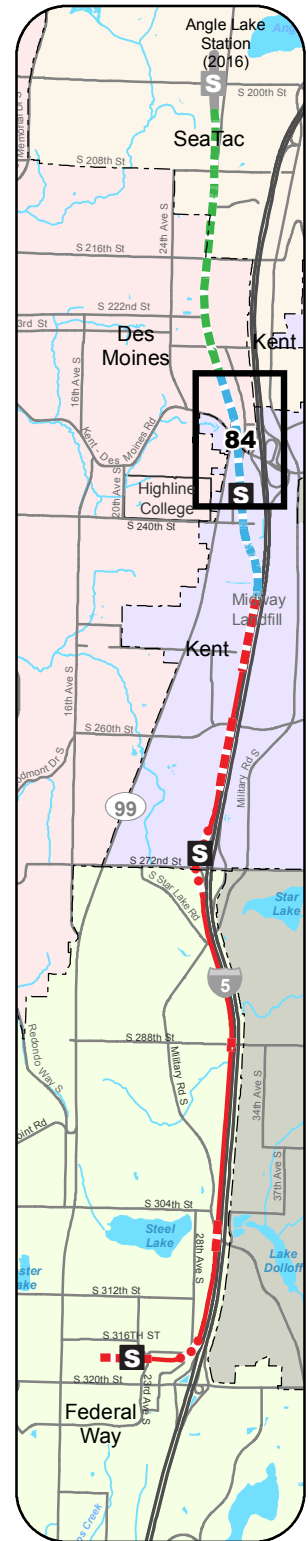


EXHIBIT C-83
Vibration Impacts
I-5 Alternative and Options
Federal Way Link Extension



LEGEND

- | | | |
|---------------------------------|-------------------|---------------------|
| SR 99 to I-5 Alternative | --- City Boundary | ■ Park / Open Space |
| --- Elevated | — Stream | ■ Vibration Impact |
| ■ Station | — Street | |
| | ■ Waterbody | |
| | ■ Crossover Point | |

Notes:

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

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

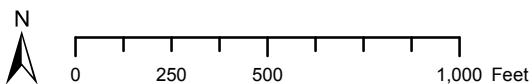


EXHIBIT C-84
Vibration Impacts
SR 99 to I-5 Alternative
 Federal Way Link Extension