King County
Department of
Natural Resources and Parks
Solid Waste Division

NOISE TECHNICAL MEMORANDUM
FACTORIA RECYCLING AND TRANSFER STATION
REPLACEMENT PROJECT

Final
January 2012

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Acronyms and Abbreviations

ASHRAE	American Society of Heating, Refrigerating and Air-Conditioning Engineers
BCC	Bellevue City Code
CAD	computer-aided design
CadnaA	Computer Aided Noise Abatement (software)
dB	decibel
dBA	A-weighted decibel
EDNA	Environmental designation for noise abatement
Factoria RTS	Factoria Recycling and Transfer Station Replacement Project
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	geographic information system
HDR	HDR Engineering, Inc.
Hz	Hertz
ISO	International Organization for Standardization
KCC	King County Code
KCSWD	King County Solid Waste Division
$L_{2.5}$	Sound level exceeded 2.5% of the time
L_{8}	Sound level exceeded 8% of the time
L_{10}	Sound level exceeded 10% of the time
L_{25}	Sound level exceeded 25% of the time
L_{50}	Sound level exceeded 50% of the time
L_{90}	Sound level exceeded 90% of the time
L_{dn}	Day night average sound level
L_{eq}	Equivalent continuous sound level

LI	Light Industrial
ML	Monitoring Location
SLM	sound level meter
SPL	sound pressure level (measured in dBA with reference of 20 microPascal)
SWL	sound power level (measured in dBA with reference of 1 picoWatt)
WAC	Washington Administrative Code

Executive Summary

The King County Solid Waste Division (KCSWD) plans to replace the Factoria Transfer Station with a new facility on the existing KCSWD property, which includes two adjacent commercial warehouse properties purchased for the new station. The new Factoria Recycling and Transfer Station (RTS) will include equipment to compress loose waste into bales to increase the density of transport payloads and reduce the number of trips to a disposal location, currently the Cedar Hills Regional Landfill.

The proposed project is subject to State, City of Bellevue and King County noise regulations. This report summarizes the sound analysis performed to assess potential noise impacts due to construction and operation of the proposed Factoria RTS.

The analysts characterized the existing sound conditions adjacent to the project area by measuring ambient sound at four locations during a 24-hour period. These locations are representative of the industrial, commercial, and residential portions of the project area. To predict sound conditions during operation of the proposed Factoria RTS, the noise analysts used CadnaA (Computer Aided Noise Abatement) software to model future conditions. Two modeling scenarios were performed, a residential model which including project-related traffic (required by King County noise code) and an industrial / commercial model which excludes traffic. The modeling scenarios are consistent with the City of Bellevue and King County requirements for noise impact analysis. Results of the CadnaA sound analysis modeling were compared with applicable regulations to determine compliance.

Results of the Factoria RTS sound analysis are as follows:

Existing

- HDR's monitoring results show that existing sound levels in the project area exceed permissible sound limits in certain areas during both the daytime and the nighttime hours due to local noise sources and vehicular traffic on I-90.
- Based on 24-hour monitoring data, existing day-night equivalent sound levels (L_{dn}) in the project area range from 58 to 69 dBA.
- Existing hourly equivalent sound levels (L_{eq}) in the project area range from 41 to 69 dBA, with the lowest sound levels occurring during nighttime hours.

Project-Related Sound

- While construction-related noise could cause increases in sound level during daytime hours, these temporary activities would likely be confined to the local regulations.

- Noise associated with Factoria RTS operations are predicted to comply at all residences, parks, industrial, and commercial land uses.

- During operation, project-related sound levels at the nearest residential noise-sensitive receptors would range from 15 dBA to 44 dBA L_{eq}. On average, project-related sound levels at residential land uses and parks would be 19 dBA below existing sound levels on an hourly L_{eq} basis.

- The average sound levels predicted at industrial and commercial property boundaries are 43 and 39 dBA L_{eq}, 27 and 26 dB under permissible sound level limits. On average, project-related sound levels at commercial and industrial land uses would be 14 dBA below existing sound levels on an hourly L_{eq} basis.

Based on the moderate magnitude of project-related effects (compliance with all applicable sound level limits and the relatively small increase in sound level), the limited hours of operation and the localized geographic extent of the project-related noise the effects of airborne noise are not considered significant.

1.0 Introduction

1.1 Project Description

The King County Department of Natural Resources and Parks, Solid Waste Division (KCSWD) is in the process of design and engineering for the replacement of the Factoria RTS, a solid waste transfer facility owned and operated by KCSWD. The Factoria RTS is located at 13800 Southeast 32nd Street in Bellevue (see Figure 1-1) and it is one of the eight existing King County transfer stations where waste is collected and transferred into large tractor-trailers for transport to the Cedar Hills Regional Landfill. Commercial haulers as well as business and residential self-haul customers use the transfer station. The existing facility, known as the Factoria Transfer Station, was constructed in the 1960s and is nearing the end of its useful life. The facility needs to be replaced because the capacity of the existing 1960s-era facility has been exceeded and it does not meet the level of service (LOS) criteria established by the KCSWD for transfer stations.

The Factoria RTS will be improved to accommodate the growing demands of local and regional population growth. The Factoria RTS will be built in four phases, with construction starting in late 2013 and operation beginning in 2015. The Factoria RTS will include several key improvements:

- An enclosed solid waste transfer building, providing a minimum 25-foot roof clearance for large vehicles that will minimize noise, dust and odors.
- A flat, concrete floor across the entire transfer station building to provide increased storage area and flexibility.
- A new recycling collection area for items such as clean wood, appliances, and scrap metal.
- More efficient household hazardous waste collection with expanded handling and processing capabilities.
- A new administration building featuring transfer station operator workspace, office space, mechanical and electrical rooms, and restroom/locker room space.
- Separation of commercial garbage trucks, self-haul users, and County transfer trailer vehicle interactions on-site.
- On-site maintenance shop and equipment storage area.
- On-site fueling facility.
- Spaces for approximately 20 transfer trailers (covered and uncovered).

- A pre-load, stationary, solid waste compactor system with space for a future 2nd compactor to improve the efficiency of payloads and decrease the number of transfer trailer trucks trips required to and from the station.

- Sustainable building design features that will improve energy efficiency and result in lower life cycle costs than a conventional building design.

1.2 Sound Analysis

This report summarizes the sound analysis performed to assess potential noise impacts due to construction and operation of the proposed Factoria RTS.

The analysts characterized the existing sound conditions adjacent to the project area by measuring ambient sound at four locations during a 24-hour period. These locations are representative of the industrial, commercial, and residential portions of the project area.

To predict sound conditions during operation of the proposed Factoria RTS, the noise analysts used CadnaA (Computer Aided Noise Abatement) software to model future conditions. Results of the CadnaA sound analysis modeling were compared with applicable regulations to determine compliance.

Figure 1-1. Project Vicinity Map

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2.0 Fundamentals of Environmental Acoustics

Noise is defined as unwanted sound. Sound is made up of tiny fluctuations in air pressure. Sound, within the range of human hearing, can vary in intensity by over 1 million units. Therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity and to compress the scale to a more manageable range.

Sound is characterized by both its amplitude (how loud it is) and frequency (or pitch). The human ear does not hear all frequencies equally. In fact, the human hearing organs of the inner ear de-emphasize very low and very high frequencies. The A-weighted scale (dBA) is used to reflect this selective sensitivity of human hearing. This scale puts more weight on the range of frequencies that the average human ear perceives, and less weight on those frequencies humans do not hear as well. The human range of hearing extends from approximately 3 dBA to around 140 dBA.

Table 2-1 shows a range of typical sound levels from common activities.

Table 2-1. Common Sound Sources and Levels

Sound Pressure Level, dBA	Typical Sources
120	Jet aircraft takeoff at 100 feet
110	Same aircraft at 400 feet
90	Motorcycle at 25 feet Gas lawn mower at 3 feet
80	Garbage disposal
70	City street corner
60	Conversational speech
50	Typical office
40	Living room (without TV)
30	Quiet bedroom at night

Source: *Environmental Impact Analysis Handbook* (Rau and Wooten 1980)

The sounds that humans hear are a combination of many sounds of different pitches. It is possible to use a frequency analyzer to separate sound into its different frequency components. The frequency ranges are called octave bands. Frequency is measured in Hertz (Hz), or cycles per second. Data that have been sorted into octave bands is called spectral data.

Environmental noise is often expressed as a sound level occurring over a stated period of time, typically 1 hour. When the acoustic energy is averaged over the stated period of time, the resulting equivalent sound level represents the energy-based average sound level. This is called the equivalent level, or L_{eq}. Therefore, the L_{eq} represents a constant sound that, over the specified period, has the same acoustic energy as the time-varying sound.

Environmental noise is often also expressed as a sound level occurring over the period of 24 hours. The L_{dn} is a noise weighted descriptor created to quantify the manner in which sound is perceived over a 24-hour period. The L_{dn} is equivalent to the $L_{eq(24)}$ with 10 decibels of the A-weighted scale (dBA) added to nighttime sound levels between the hours of 10:00 p.m. and 7:00 a.m. to account for people's greater sensitivity to sound during nighttime hours.

Sound levels that fluctuate are commonly characterized using statistical descriptors. Statistical descriptors most often used to describe noise levels include the L_{10}, L_{50}, and L_{90}. The L_{10} is the noise level exceeded 10% of the hour and is often higher where intermittent sounds occur. The L_{50} is the median noise level or noise level exceeded 50% of the hour. The L_{90} is the noise level exceeded 90% of the hour. These descriptors are used to describe the distribution of noise over a given time period.

3.0 Regulations

The proposed project is subject to State, City of Bellevue and King County noise regulations. State and local regulations include criteria for assessing potential noise impacts based on sound source land use, receiving land use, nature of the noise source and time of day.

3.1 State Regulations

The Washington Administrative Code (WAC) contains criteria for assessing the potential for noise impacts. WAC Section 173-60-040[1] defines the maximum permissible environmental noise levels at property boundaries. Permissible sound levels are based on the land use designation of both the sound source and receiving property. The environmental designation for noise abatement, EDNA, is based on land use.

The most noise-sensitive land use, Class A EDNA, includes residential properties and other areas where humans reside and sleep. Class B EDNA is defined as "[l]ands involving uses requiring protection against noise interference with speech."[2] Class B EDNA typically includes commercial lands. The designated land use for the existing Factoria RTS site is Class C. Class C EDNA typically includes industrial and agricultural properties.

Table 3-1 summarizes the maximum permissible daytime environmental noise levels as defined in Section 173-60-040 of the WAC.

Table 3-1. WAC Noise Level Limits

EDNA of Noise Source	EDNA of Receiving Property		
	Class A	Class B	Class C
Class A	55 dBA	57 dBA	60 dBA
Class B	57 dBA	60 dBA	65 dBA
Class C	**60 dBA**	**65 dBA**	**70 dBA**

Bold indicates applicable sound level limits for the Factoria RTS project.
Source: WAC Section 173-60-040

[1] WAC Section 173-60-040: Maximum permissible environmental noise levels.
[2] WAC Section 173-60-030: Identification of environments.

The following adjustments apply to the noise limits stated in Table 3-1:

- Permissible noise levels are reduced by 10 dBA for Class A EDNAs between the hours of 10:00 p.m. and 7:00 a.m.
- During any hour the permissible noise limit may be exceeded by no more than:
    - 5 dBA for a total of 15 minutes in any one hour (L_{25}); or
    - 10 dBA for a total of 5 minutes in any one hour (L_8); or
    - 15 dBA for a total of 1.5 minutes in any one hour ($L_{2.5}$).

3.2 Local Regulations

King County and the City of Bellevue also have noise regulations. The permissible noise levels for both the county and city are similar and equate to the limits summarized in Table 3-1.

City of Bellevue

The Bellevue City Code (BCC) contains criteria for assessing the potential for noise impacts. Section 9.18.030[3] of the BCC defines the maximum permissible environmental noise levels at property boundaries. Similar to the WAC, permissible noise levels are based on the land use designation of both the sound source and receiving property.

Table 3-1 summarizes the maximum permissible daytime environmental noise levels defined in Section 9.18.030 of the BCC. The following adjustments apply to the noise limits stated in Table 3-1:

- Permissible noise levels are reduced by 10 dBA for Class A EDNAs between the hours of 10:00 p.m. and 7:00 a.m.
- Permissible noise levels are reduced by 5 dBA for impulsive or pure tone sounds.
- During any hour the permissible noise limit may be exceeded by no more than:
    - 5 dBA for a total of 15 minutes in any one hour (L_{25}); or
    - 10 dBA for a total of 5 minutes in any one hour (L_8); or
    - 15 dBA for a total of 1.5 minutes in any one hour ($L_{2.5}$).

[3] BCC Section 9.18.030: Maximum permissible environmental noise levels.

- Permissible noise levels are increased by 10 dBA for the operation of sound amplification equipment operated in compliance with a permit issued pursuant to BCC 9.18.020D[4].

King County

The King County Code contains criteria for assessing potential for noise impacts. Chapter 12.88.020.A[5] of the King County Code defines the maximum permissible environmental noise levels at property boundaries. Permissible sound levels are based on the district of both the sound source and receiving property. The most noise-sensitive lands include rural and residential districts. The designated district for the existing Factoria RTS site is Industrial.

Table 3-2 summarizes the maximum permissible environmental noise levels as defined in Chapter 12.88.020 of the KCC. The following limits apply to sound sources located within King County or the city of Seattle.

Table 3-2. King County Sound Level Limits

District of Sound Source	EDNA of Receiving Property			
	Rural	Residential	Commercial	Industrial
Rural	49 dBA	52 dBA	55 dBA	57 dBA
Residential	52 dBA	55 dBA	57 dBA	60 dBA
Commercial	55 dBA	57 dBA	60 dBA	65 dBA
Industrial	**57 dBA**	**60 dBA**	**65 dBA**	**70 dBA**

Bold indicates applicable sound level limits for the Factoria RTS Replacement Project.

Source: King County Code Chapter 12.88.020

The following modifications apply to the noise limits stated in Table 3-2:

- Permissible sound levels are reduced by 10 dBA for rural and residential districts between the hours of 10:00 p.m. and 7:00 a.m. on weekdays.
- Permissible sound levels are reduced by 10 dBA for rural and residential districts between the hours of 10:00 p.m. and 9:00 a.m. on weekends.
- Permissible sound levels are reduced by 5 dBA for impulsive, periodic, or pure tone sounds when not measured with an impulse sound level meter.

[4] BCC Section 9.18.020: Exemptions.
[5] KCC Chapter 12.88.020: Maximum permissible sound levels.

- For any source of sound that is of short duration, the levels in Table 3-2 are increased by:
    - 5 dBA for a total of 15 minutes in any one hour (L_{25}); or
    - 10 dBA for a total of 5 minutes in any one hour (L_8); or
    - 15 dBA for a total of 1.5 minutes in any one hour ($L_{2.5}$).

3.3 Exemptions

The state and local regulations outlined in Sections 3.1 and 3.2 contain exemptions for particular sound sources. The following Factoria RTS operations-related sound sources are exempt from state and local sound regulations:

- Sound created by safety and protective devices, if noise suppression would defeat the safety release intent of the device.
- Sounds created by warning devices not operated continuously for more than 5 minutes per incident.
- Sounds created by motor vehicles when regulated by Chapter 173-62 of the WAC[6,7,8].

The Washington Administrative Code and Bellevue City Code also consider particular industrial facilities exempt from the noise regulations stated above. The Bellevue City Code Chapter 9.18.020 subsection 12 states:

> *Sounds from existing industrial installations which exceed standards contained in these regulations and which, over the previous three years, have consistently operated in excess of 15 hours per day as a consequence of normal necessity and/or demonstrated routine normal operation. Changes in working hours, which would increase the average day-night sound level (Ldn), require written approval of the director of the development services department*

[6] WAC Chapter 173-62: Motor vehicle noise performance standards.
[7] Applies to the Bellevue City Code only.
[8] Chapter 12.90.060 of the King County Code states the following concerning motor vehicle exemptions: “Sounds created by motor vehicles are exempt from the maximum permissible sound levels of Chapter 12.88; except that sounds created by any motor vehicle operated off public highways shall be subject to the sound levels of Chapter 12.88 when such sounds are received in rural or residential districts of King County."

4.0 Affected Environment

4.1 Existing Land Use

The existing Factoria RTS site and proposed Factoria RTS site are located in a Light Industrial (LI) district, as defined by the City of Bellevue. The City of Bellevue land use zoning adjacent to the proposed Factoria RTS site is light industrial and commercial (OLB/C). Figure 4-1 depicts the zoning adjacent to the proposed Factoria RTS site. In addition, Figure 4-1 shows that land uses adjacent to the north, south, and west of the project area are zoned light industrial. Directly east of the proposed Factoria RTS site are commercially zoned properties. The nearest residential development, to the northeast, is located approximately 850 feet from the project area.

4.2 Existing Sound Levels

HDR measured existing sound levels at four locations in the project area (see Figure 4-2). These ambient measurements were performed at locations representative of the industrial, commercial, and residential portions of the project area. Monitoring locations were selected by reviewing digital aerial photographs of the project area and by identifying areas where the ambient acoustical environment appeared to be representative of the project area.

HDR used a sound level meter (SLM) and digital recording devices. The SLM was used to collect sound level data every hour for approximately 24 hours at each location. Each hour, the SLM stored unweighted spectral (1/3 octave) hourly L_{eq}, minimum noise level, maximum noise level, $L_{2.5}$, L_8, L_{10}, L_{25}, L_{50}, and L_{90} values. The SLM also stored broadband, A-weighted hourly noise levels. The day-night average sound level (L_{dn}) was calculated from the measured hourly sound levels. Additional data collected on-site included continuous audio recordings. Selective review of audio recordings was used to identify the sound sources present in the project area.

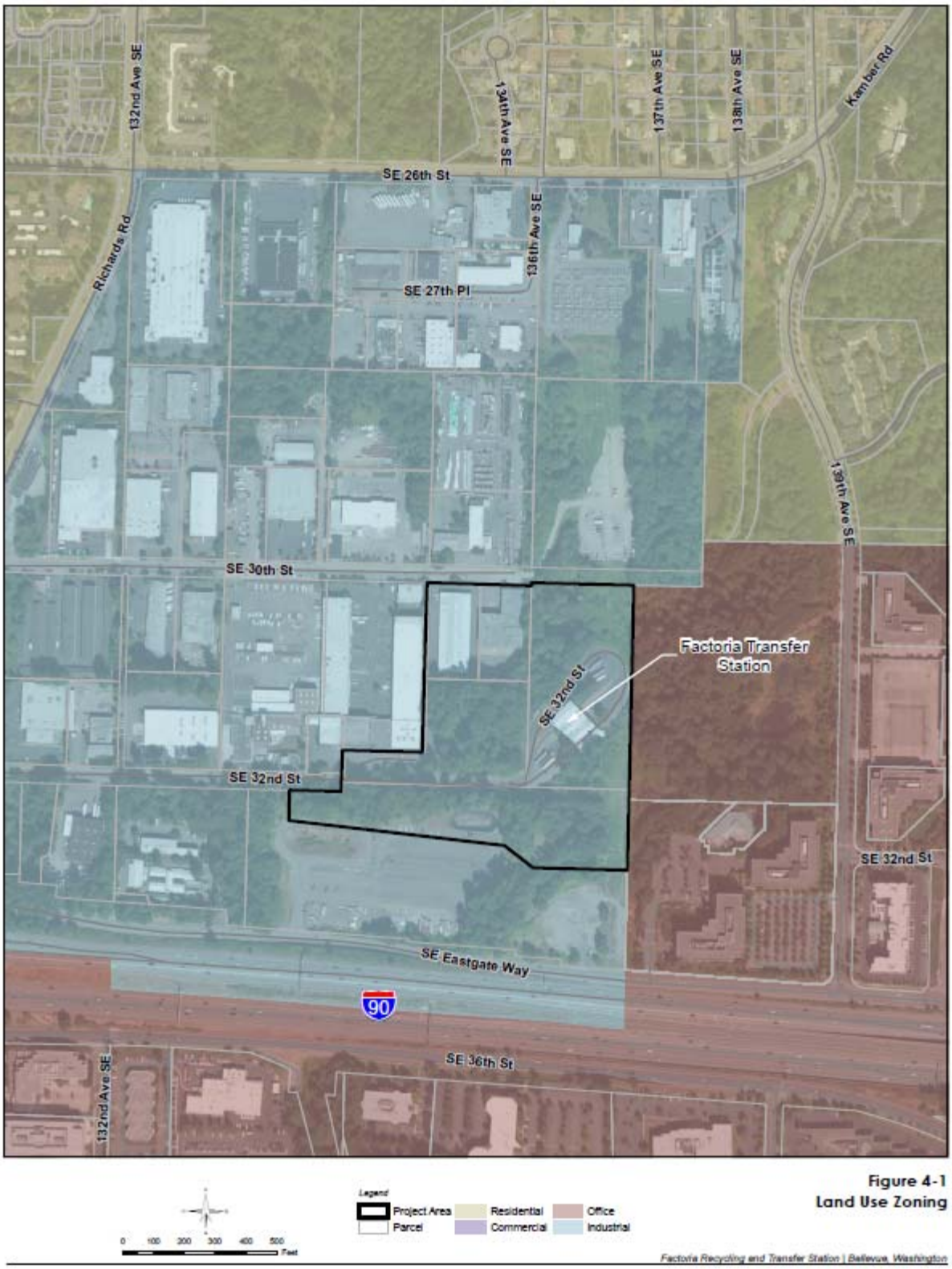

Figure 4-1. Land Use

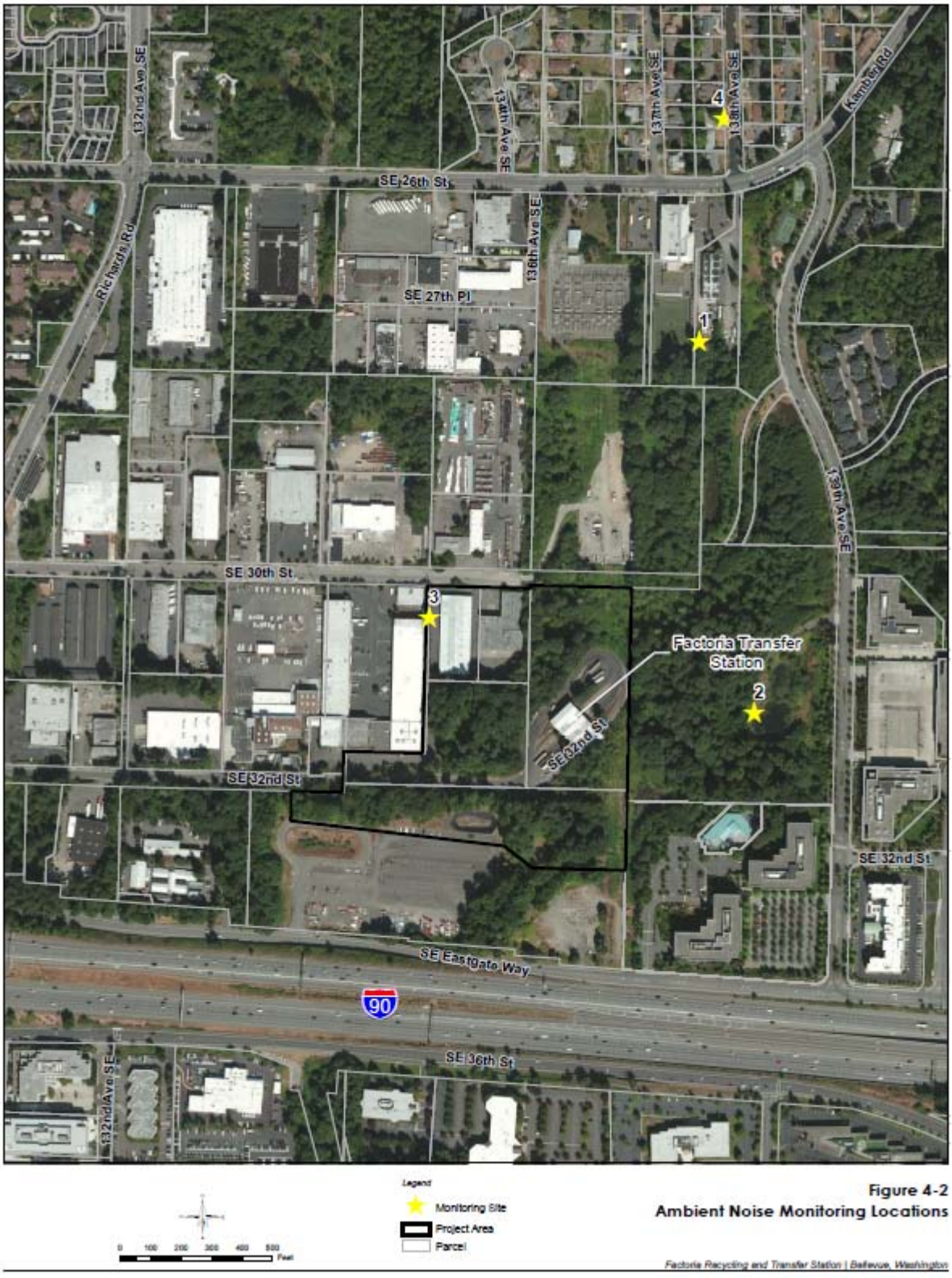

Figure 4-2. Ambient Noise Monitoring Locations

The monitoring locations (MLs) are summarized in Table 4-1 below.

Table 4-1. Monitoring Locations

Monitoring Location	Description	Monitoring Period
ML 1	Representative of industrial areas to the north of the project site. Meter was located between Tech Stream Auto Service lot and school playground of Chestnut Hill Academy.	04/07/2011 – 04/08/2011
ML 2	Representative of commercial areas to the east of the project site. Meter was located near the pond north of Sunset Ridge Corporate Campus.	04/07/2011 – 04/08/2011
ML 3	Representative of industrial areas directly adjacent to the project site. Meter was located east of Gymnastics East Studio.	04/06/2011 – 04/07/2011
ML 4	Representative of residential areas north and north east of the project site. Meter was located in the front yard of a residence near 138th Avenue SE and SE 26th Street.	04/06/2011 – 04/07/2011

The ambient acoustic environment in the project area is dominated by noise from vehicular traffic, with additional contributions from local activities. Based on 24-hour monitoring data, existing day–night equivalent sound levels, L_{dn}, in the project area ranged from 58 to 69 dBA. These sound levels are typical of urban environments near major roadways. Existing ambient sound levels were monitored in the project area and ranged from 41 to 69 dBA, on an hourly L_{eq} basis. Results of ambient sound level surveys throughout the project area demonstrated that the acoustical environment in the project area is compatible with an urban residential area.

Typical daytime sound levels, as stated in the *Handbook of Noise Control* (Harris 1979), for various residential areas are represented in Figure 4-3 below. As demonstrated in Figure 4-3, the outdoor sound levels throughout the Factoria RTS Replacement Project area are comparable to an urban residential area during daytime hours. Measured daytime sound levels for the project area averaged 56 dBA on an hourly, L_{eq} basis.

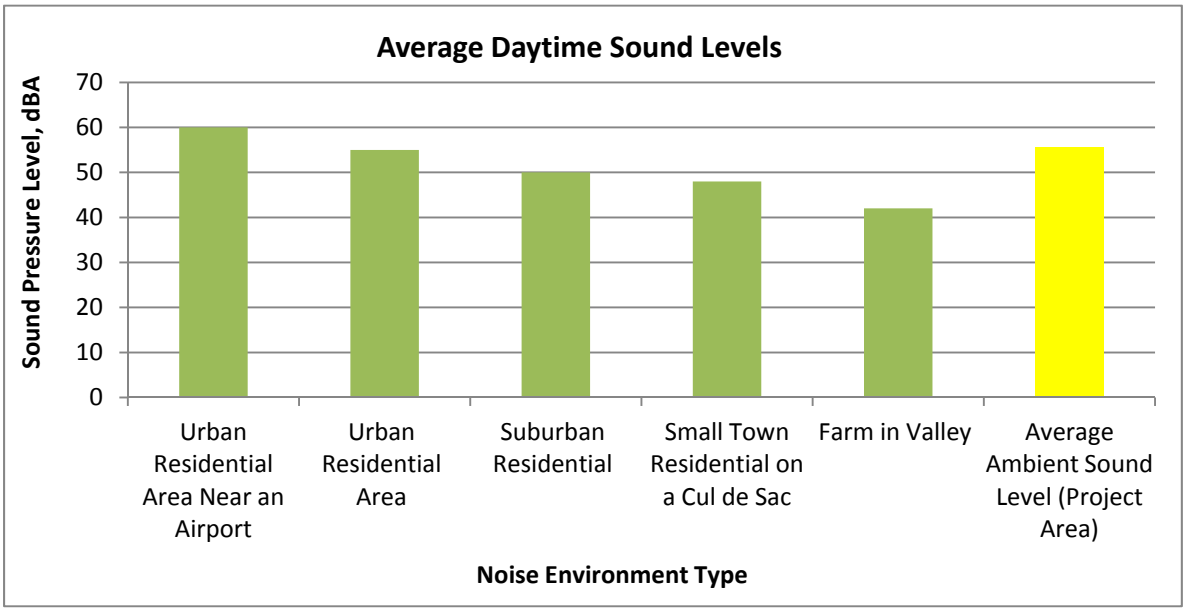

Figure 4-3. Average Hourly Daytime Sound Level (L_{eq}) for Various Environments

Average hourly nighttime sound levels for various residential areas are represented in Figure 4-4 below. As demonstrated in Figure 4-4, the outdoor sound levels throughout the Factoria RTS Replacement Project area are comparable to an urban residential area or urban community near an airport during nighttime hours. The average measured nighttime sound level for the project area is 51 dBA on an hourly L_{eq} basis.

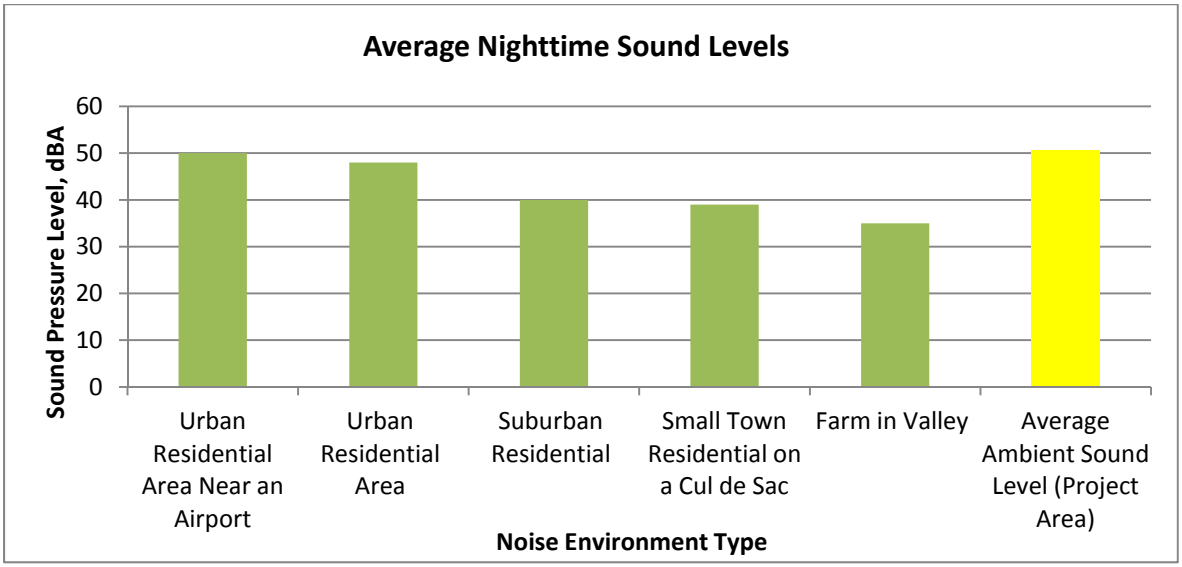

Figure 4-4. Average Hourly Nighttime Sound Level (L_{eq}) for Various Environments

The daytime and nighttime sound levels are dominated in most areas by traffic from I-90, local vehicular traffic, and noise associated with local activities. Generally, sound levels at the commercial and industrial monitoring locations were greater than at the residential and institutional areas due to the proximity to I-90 and other noise sources. Local sound sources in the commercial and industrial areas included large parking garages and warehouses.

HDR's monitoring results show that existing sound levels in the project area exceed permissible sound limits during both the daytime and the nighttime hours. Table 4-2 below summarizes the number of hours exceeding state and local permissible sound levels based on the sound level surveys performed at each monitoring location.

Table 4-2. Summary of Existing Exceedances of Permissible Sound Levels

Monitoring Location	Number of Hours Exceeding Permissible Sound Levels[1]	
	Daytime	Nighttime
ML 1	0	0
ML 2	1	2
ML 3	0	0
ML 4	1	2
Total Hours Exceeding Sound Level Limits	2	4

[1] Land use of sound sources could not be determined without on-site observation; therefore, the sound level limits are based on the respective receiving class of the property and assumed sound source of an industrial property.

Daytime and nighttime sound level limits were exceeded at two of the four monitoring locations. Monitoring Location 2 and Monitoring Location 4 both experienced sound levels in excess of the permissible limits for 1 hour during the daytime and 2 hours during the nighttime. No measured exceedances occurred at Monitoring Locations 1 and 3.

Refer to Appendix A for further information regarding monitoring results.

5.0 Noise During Construction

Construction activities associated with the Factoria RTS Replacement Project could result in temporary noise increases within and adjacent to the project area. The noise would be generated primarily from vehicular traffic hauling construction material and heavy machinery used during construction. Construction activities would likely be confined to normal working hours, which are exempt from the permissible sound level limits outlined in Section 3.2.

A detailed equipment list and construction phasing schedule are not available at this level of design. When haul schedules are finalized and construction equipment is selected, measures will be taken to ensure compliance with Chapter 12.88.040 of the King County Code and other applicable regulations. No significant noise impacts from construction activities are anticipated.

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6.0 Noise During Operation

During operation of the Factoria RTS, project-related noise levels would be from sound-generating equipment, from sound-generating activities from the tipping floor inside the facility, and from vehicle-generated sound. These sounds would propagate from the Factoria RTS to receivers in the vicinity of the transfer station. This section details the methodology and results of estimating sound emission levels to nearby receivers.

6.1 Methodology

The methodology consisted of identifying sound sources, assigning sound emission levels to the sources, building a computer model of the proposed Factoria RTS and surrounding area, and calculating sound propagation using the computer model. The sound emission for several Factoria RTS noise sources were estimated based on on-site measurements performed at the existing Factoria Transfer Station and Shoreline Transfer Station. Measurements at the existing Factoria RTS included vehicular passbys for commercial and compressed natural gas commercial haul vehicles. Additional Shoreline Transfer Station noise measurements included mobile and stationary equipment similar to that proposed for Factoria RTS. The computer model includes the proposed Factoria RTS building and site, physical terrain features, and the sound sources from the transfer station facility.

Sound Source Emission

Sound sources related to the Factoria RTS would include vehicular traffic, mobile and stationary equipment, and dumping and offloading activities on the tipping floor. The specific sources and their associated sound emission characteristics are identified in Table 6-1. The quantities of vehicles are based on anticipated vehicle volumes for the 6:00 a.m. hour; the high number of commercial-haul vehicles would make this the loudest hour of operation.

Because the City of Bellevue and King County require different methodologies for noise impact analysis, two model runs were performed to determine compliance with regulations:

- A model run *with* vehicular traffic to determine compliance with Class A (residential limits).
- A model run *without* vehicular traffic to determine compliance with limits for Class B and Class C (non-residential land uses). This scenario removes the noise emission values for the exterior and the interior vehicles, but retains the sound emission values for mobile and stationary equipment as well as the dumping and offloading activities.

The noise emission from the interior through the openings was calculated as the total sound power passing through the opening. The sound intensity at the opening from each piece of

interior equipment was determined according to common interior diffuse-field calculations (e.g., Hodgson and Warnock 1992; ASHRAE 2003). The total sound power passing through the opening was calculated from the sum of all the sound intensities and the area of the opening. This value for each opening was used in the sound propagation model.

Table 6-1. Sound Sources

Sound Source	Qty	Location	SWL*	Calculation Assumptions	
				Exterior Speed Average	Interior Utilization Per Hour
Vehicles					
Commercial-Haul -Diesel	7	South access roads and interior tipping floor	115dBA [c]	10 mph	8 minutes
Commercial-Haul-CNG	7	South access roads and interior tipping floor	103 / 95 dBA (Enter/ Exit) [d]	10 mph	8 minutes
Residential-Haul	3	South access roads and interior tipping floor	87 dBA [e]	6 mph	7.5 minutes [j]
Transfer Vehicle [a]	1	North container yard	115 dBA [c]	3 mph	N/A [k]
Stationary Equipment					
Compactors	1	Interior lower level	111 dBA [f]	N/A [h]	10 minutes
Generator [b]	1	South exterior	N/A [b]	N/A [b]	N/A [b]
Mobile Equipment					
Front-End Loader	1	Interior tipping floor	112 dBA [f]	N/A [h]	20 minutes
Skid Loader	1	Interior tipping floor	110 dBA [g]	N/A [h]	50 minutes
Excavator	1	Interior tipping floor	123 dBA [e]	N/A [h]	10 minutes
Tipping Floor Activities					
Garbage Dumping	N/A	Interior tipping floor	108 dBA [f]	N/A [h]	1800 seconds
Heavy Material Offloading	N/A	Interior tipping floor	115 dBA [f]	N/A [h]	600 seconds

*SWL = sound power level.

[a] Container yard movements may take place with yard mule or transfer vehicle; sound emission assumes all movements take place using louder transfer vehicle in place of yard mule.

[b] Standby generator is for emergency use; therefore, it is not included as a contributing sound source.

[c] Derived from maximum allowable sound pressure level (SPL) at 50 feet while accelerating, from King County Code §12.9.050.

[d] Derived from measurements performed at the existing Factoria RTS.

[e] Derived from SPL at 50 feet, from FHWA (2006) RCNM User Guide (Spec).

[f] Derived from measurements performed at the Shoreline Transfer Station.

[g] Derived from SPL at 50 feet, from FHWA (2010) Special Report Appendix A.

[h] Sound source is primarily interior.

[j] Assuming 15-minute stays and half of customers will leave engine idling.

[k] Sound source is primarily exterior.

Sound Propagation Modeling

The sound propagation modeling used CadnaA, an acoustical analysis software package designed for evaluating environmental noise from stationary and mobile sources. CadnaA is a three-dimensional noise model based on ISO 9613-2, *Acoustics—Attenuation of Sound during Propagation Outdoors—Part 2: General Method of Calculation*, adopted by the International Organization for Standardization (ISO) in 1996. This standard provides a widely-accepted engineering method for the calculation of outdoor environmental noise levels from sources of known sound emission. This is based on certain definable variables that describe the sound propagation characteristics between the source and receiver.

The result of the model calculation is the equivalent continuous downwind sound pressure level at the receiver location. The independent variables are the source sound power emission level and several propagation attenuation terms. The propagation attenuation terms include geometric divergence, atmospheric absorption, ground effect, screening due to barriers or terrain, and attenuation due to dense foliage. In addition, the model considers first-order reflections from the retaining wall and the buildings.

Geometric divergence is the spreading of sound energy from the source—in other words, the farther away from the noise source, the more spherically spread out the sound energy becomes.

Atmospheric absorption is specified by an attenuation coefficient, determined from the temperature and humidity of the air, and frequency of the sound wave. Typically, higher frequencies are more affected by higher humidity and are therefore attenuated in those conditions.

The ground factor accounts for typical increases or decreases of sound level, depending on the ground conditions between the source and receiver. "Hard ground" has a ground factor of “0” and is pavement, bare hard-tamped ground, water, ice, or other surfaces with low porosity. Higher ground factor values define porous ground, which includes vegetation-covered ground, and generally any ground surface suitable for growing vegetation. For this analysis and in the modeling, the ground factor of paved areas around the Factoria RTS was set at “0” for reflective ground, and set at “1” for porous ground in other areas.

Screening due to barriers such as noise walls, buildings, hills, or other terrain features is the attenuation of sound when an obstacle interrupts the line-of-sight from a sound source to a receiver. Sound propagation around barriers will experience some “Insertion Loss”. In some areas surrounding the Factoria RTS the terrain will break the line-of-sight. The building itself will also serve as a barrier, as well as the retaining wall on the southeast corner of the Factoria RTS site.

Foliage can provide a small amount of attenuation when trees and shrubs are very dense, and the source or the receiver is within or very close to the boundary of the dense foliage. Site visits and aerial photographs indicate that there are some receptors in the vicinity of the Factoria RTS that are located very close to dense foliage. Some select portions of dense foliage were included in the model where they would be most likely to affect the calculation.

Reflections off vertical surfaces may increase the sound level at certain locations affected by the reflected sound. This is analogous to the way that mirrors can affect light; for example, old candle-holders with a mirror behind the flame will increase the amount of light in a certain direction. Similarly, sound incident upon a hard surface will reflect a portion of the sound from it. The proportion of sound that is reflected depends on the sound absorption coefficient of the reflecting material. A body of measurement data for common construction materials is available in the literature. Certain locations surrounding the Factoria RTS would receive sound from the vehicular traffic outside the building, as well as the sound of those vehicles reflected off the building.

Computer-aided design (CAD) files for the Factoria RTS site were aligned in a geographic information system (GIS) database created for this project. The features of the project site were combined with digital terrain data from King County, as well as parcel data describing locations of receiver parcels. Areas of dense foliage were hand-drawn from aerial photographs. The CadnaA software creates the sound propagation model out of the GIS data, and the sound source emission data discussed above is added to the sound propagation model. The propagation calculation includes calculations of specific receivers, as well as an overall calculation that results in sound-level contours. Results are discussed below.

6.2 Results

Potential Impact to Residential Land Uses and Parks

Residential land uses, Class A EDNAs, in the vicinity of the project area are primary located to the North, Northeast and West of the project site. Table 6-2 summarizes the results of the Factoria RTS noise analysis for residential land uses. The table presents the number of residential land uses and parks predicted to exceed permissible sound level limits.

Table 6-2. Sound Exceedances at Class A EDNAs

Land Use	Number of Parcels Exceeding Permissible Sound Levels[1]	
	Daytime	Nighttime
Residential	0	0
Park	0	0
Total Number of Parcels Exceeding Sound Level Limits	0	0

[1]Exceedances of permissible sound level limits are based on peak hour operations.

No daytime or nighttime noise exceedances are predicted at Class A EDNAs. The predicted sound level at residential land uses and parks ranges from 15 to 44 dBA L_{eq}. The maximum predicted sound level at a Class A EDNA is 44 dBA on an hourly L_{eq} basis, 16 and 6 decibel below the daytime and nighttime permissible sound level limits respectively. The average project-related sound level at Class A EDNAs during peak operations is predicted to be 35 dBA L_{eq}, 25 and 15 decibels under the permissible sound level limit for daytime and nighttime hours, respectively.

Project-related sound levels at Class A EDNAs were compared with existing sound levels. The project versus existing value was calculated based on the calculated project-related sound level during the peak hour and the existing average sound level. Compared with existing sound levels, project-related sound are predicted to range from 39 dBA to 10 dBA below existing conditions. Cumulative sound levels, project-related sound plus existing ambient sound, were also examined to determine the increase in sound level due to the Proposed Factoria RTS. Cumulative noise analysis results indicate that increases in sound level are below 1 decibel at all residential locations. Generally increases in sound level of less than 3 dB are below the threshold of human perception.

Figure 6-1 depicts noise contours highlighting the project-related noise associated with the Factoria RTS.

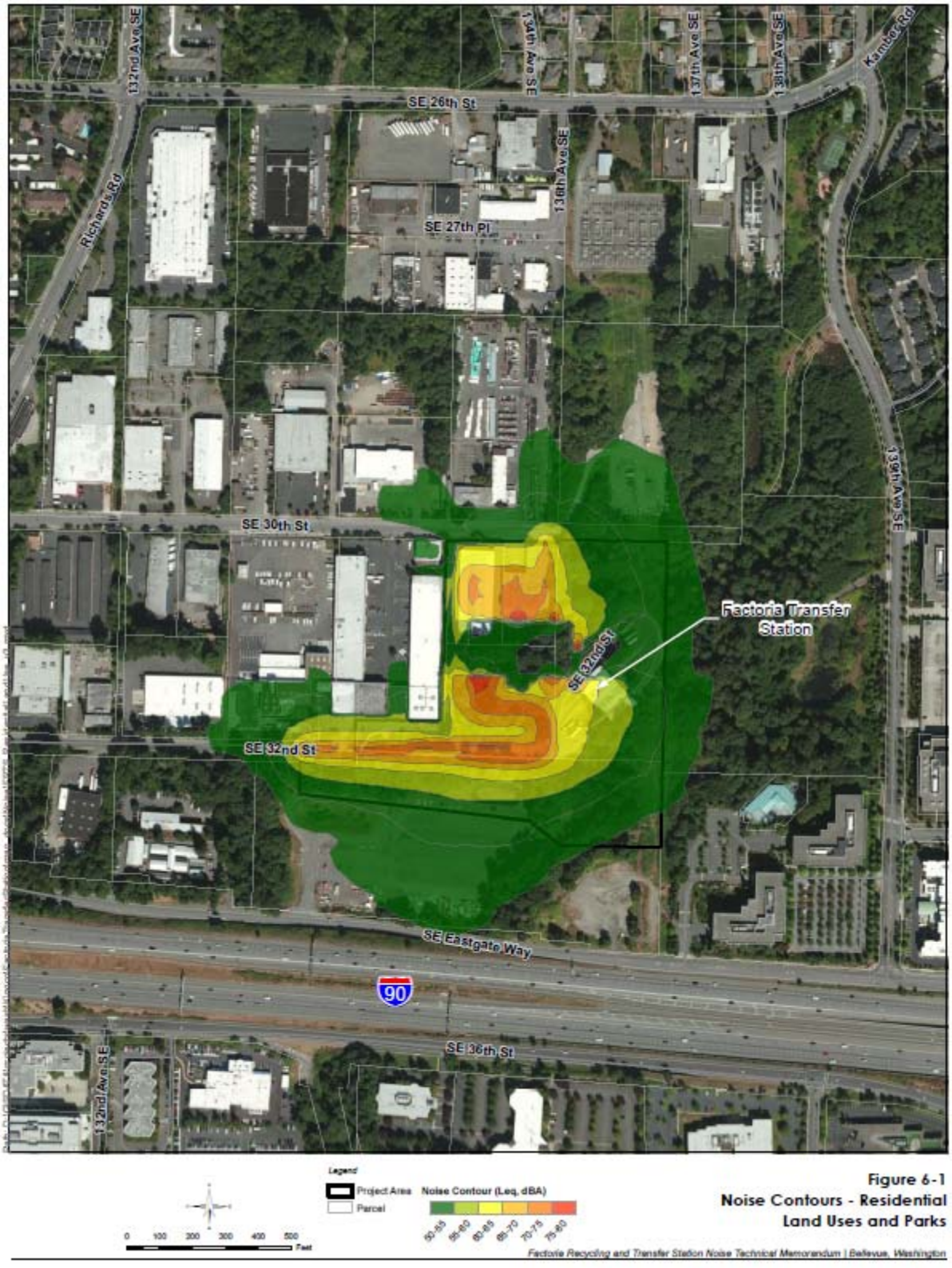

Figure 6-1. Noise Contours – Residential Land Uses and Parks

Potential Impact to Commercial and Industrial Land Uses

Class B and Class C EDNAs include adjacent industrial, commercial, and institutional parcels. Table 6-3 summarizes the results of the Factoria RTS noise analysis for commercial and industrial land uses. The table presents the number of commercial and industrial land uses predicted to exceed permissible sound level limits for at least 1 hour per day.

Table 6-3. Sound Exceedances at Class B and Class C EDNAs

Land Use	Number of Parcels Exceeding Permissible Sound Levels[1]
Commercial	0
Industrial	0
Total Number of Parcels Exceeding Sound Level Limits	0

[1] Exceedances of permissible sound level limits are based on peak hour operations.

No noise exceedances are predicted at commercial, industrial, or institutional land uses. The predicted sound levels at industrial land uses within 800 feet of the project site range from 29 to 63 dBA L_{eq}. The average project-related sound level at adjacent industrial land uses during peak operations is predicted to be 43 dBA L_{eq}, 27 decibels under the permissible sound level limit. The predicted sound level at commercial land uses would range from 33 to 51 dBA L_{eq}, with an average project-related sound level of 39 dBA L_{eq} at commercial property boundaries. The maximum predicted sound level at an adjacent commercial land use is 51 dBA on an hourly L_{eq} basis, 14 dBA below the permissible sound level limit.

Figure 6-2 depicts noise contours for project-related noise associated with the Factoria RTS Replacement Project as modeled for Class B and Class EDNAs.

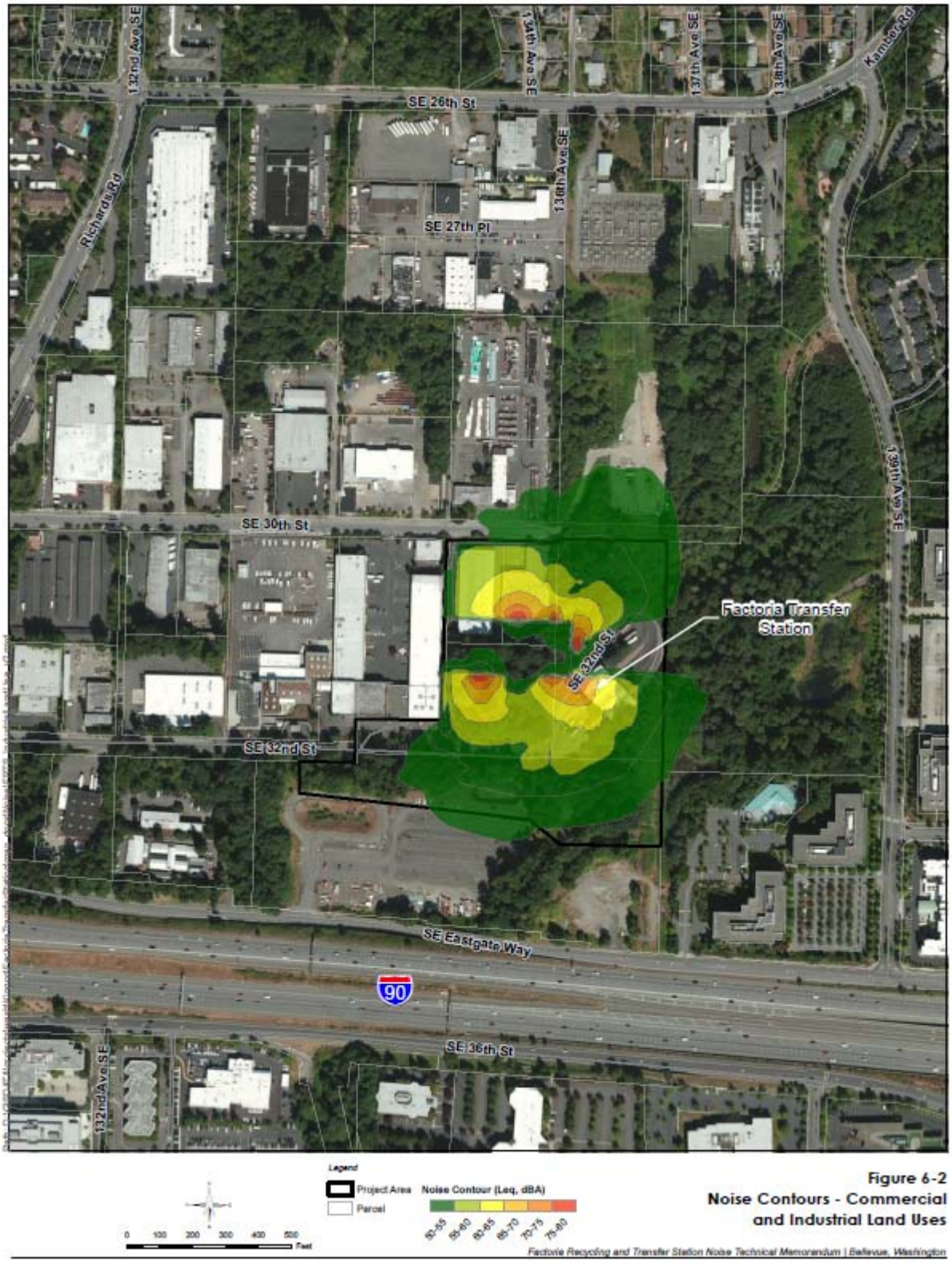

Figure 6-2. Noise Contours – Commercial and Industrial Land Uses

Project-related sound levels at Class B and C EDNAs were compared with existing sound levels. The values are based on the calculated project-related sound levels during the peak hour and the existing average sound level. **Error! Reference source not found.** summarizes the anticipated difference in sound level for commercial, educational, and industrial land uses within 800 feet of the project site.

Table 6-4. Project Sound versus Existing Sound Levels at Commercial and Industrial Land Uses

Receptor	L_{eq}, dBA			
	Existing Average Sound Level	Project Peak Hour Sound Level	Cumulative Sound Level	Anticipated – Difference[1]
Industrial Land Uses				
LI 1	58	29.8	58.0	0.0
LI 2	58	28.9	58.0	0.0
LI 3	58	37.7	58.0	0.0
LI 4	58	29.6	58.0	0.0
LI 5	58	37.6	58.0	0.0
LI 6	58	39.1	58.1	0.1
LI 7	58	38.9	58.1	0.1
LI 8	58	41.6	58.1	0.1
LI 9	58	44.2	58.2	0.2
LI 10	58	49.0	58.5	0.5
LI 11	58	**63.1**	**64.3**	**6.3**
LI 12	58	41.0	58.1	0.1
LI 13	58	43.8	58.2	0.2
LI 14	58	47.6	58.4	0.4
LI 15	58	53.4	59.3	1.3
LI 16	58	43.6	58.2	0.2
LI 17	58	41.1	58.1	0.1
LI 18	58	39.3	58.1	0.1

Receptor	L_{eq}, dBA			
	Existing Average Sound Level	Project Peak Hour Sound Level	Cumulative Sound Level	Anticipated – Difference[1]
Commercial and Educational Land Uses				
OLB 1	56	51.1	57.2	1.2
OLB 2	56	38.8	56.1	0.1
OLB 3	56	40.0	56.1	0.1
OLB 4	56	36.3	56.0	0.0
OLB 5	56	35.7	56.0	0.0
OLB 6	56	32.6	56.0	0.0
	Average Difference in Sound Level			

[1] Difference in sound level based on peak hour operations versus the average existing hourly L_{eq} during operational hours.
Bold indicates difference in sound level of 5 dBA or more.

Cumulative sound levels, project-related sound plus existing ambient sound, were examined to determine the increase in sound level due to the Proposed Factoria RTS. Cumulative noise analysis results indicate that increases in sound level range from 0 to 1 decibel at all industrial and commercial locations. Increases in sound level of 3 dB are considered barely perceptible

7.0 Results

Results of the Factoria RTS sound analysis are described below.

Existing

- HDR's monitoring results show that existing sound levels in the project area exceed permissible sound limits during both the daytime and the nighttime hours.
- Based on 24-hour monitoring data, existing day-night equivalent sound levels (L_{dn}) in the project area range from 58 to 69 dBA.
- Existing hourly equivalent sound levels (L_{eq}) in the project area range from 41 to 69 dBA, with the lowest sound levels occurring during nighttime hours.

Project-Related Sound

- While construction-related noise could cause increases in sound level during daytime hours, these temporary activities would likely be confined to hours of construction activities allowed by local regulations.
- Noise associated with Factoria RTS operations are predicted to comply at all residences, parks, industrial, and commercial land uses.
- During operation, project-related sound levels at the nearest residential noise-sensitive receptors would range from 15 dBA to 44 dBA L_{eq}. On average, project-related sound levels at residential land uses and parks would be 19 dBA below existing sound levels on an hourly L_{eq} basis.
- The average sound levels predicted at industrial and commercial property boundaries are 43 and 39 dBA L_{eq}, 27 and 26 dB under permissible sound level limits. On average, project-related sound levels at commercial and industrial land uses would be 14 dBA below existing sound levels on an hourly L_{eq} basis.

Project-related noise is predicted to comply with all applicable sound level limits. Generally increases in ambient sound level are predicted to be relatively small, less than 1 dB at most noise-sensitive land uses. Based on the moderate magnitude of project-related effects, the limited hours of operation and the localized geographic extent of the project-related noise the effects of airborne noise are not considered significant.

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8.0 References

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Appendix A –
Detailed Noise Monitoring Results

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Methodology

Measurements were made utilizing sound level meters and digital recording devices. A sound level meter was used to collect noise monitoring data every hour for approximately 24 hours at each of four locations. Additional data collected on-site included continuous audio recordings. The measurement equipment used on-site is summarized in Table A-1 below.

Table A-1. Measurement Equipment

Equipment Type	Manufacturer	Model
Sound Level Meter	Larson Davis	831
Microphone	Larson Davis	377B02
Preamplifier	Larson Davis	426A12
Edirol R09	Roland	R09

Each hour, the RTA stored unweighted spectral (1/3 octave) hourly L_{eq}, minimum noise level, maximum noise level, $L_{2.5}$, L_8, L_{10}, L_{25}, L_{50}, and L_{90} values. The RTA also stored broadband, A-weighted hourly noise levels. Continuous audio recordings captured on-site were used during selective review to identify the noise sources present in the project area.

Measurement locations included industrial, commercial, residential, and institutional land uses. Monitoring Location 1 (ML 1) is representative of the industrial land uses to the far north of the project area. Additional the monitoring location is representative of exterior sound levels at the nearby elementary school. Monitoring Location 2 (ML 2) is representative of the commercial land uses to the east of the project area, including a corporate campus and hotel. Monitoring location 3 (ML3) was placed at the property boundary of the proposed Factoria RTS. Sound levels at ML3 are representative of the industrial land uses directly adjacent to the project site, and to the west of the project. Monitoring location 4 (ML4) is representative of residential areas to the north of the project site.

Measurement Location 1

Measurement Location 1 (ML 1) is located approximately 900 feet northeast of the project site. Sound surveys at ML 1 were performed between April 7, 2011, and April 8, 2011. Noise levels at ML 1 are representative of the industrial land uses to the north of the project area. ML 1 is also representative of existing exterior sound levels at Chestnut Hill Academy. The primary sound sources at ML 1 included local vehicular traffic, traffic noise from I-90, and industrial sources.

Environmental noise is often expressed as a sound level occurring over a stated period of time, typically 1 hour. Sound level surveys for the Factoria RTS captured hourly equivalent noise levels, or L_{eq}, on an A-weighted scale. Measured ambient sound levels for ML 1 are summarized in Figure A-1 below.

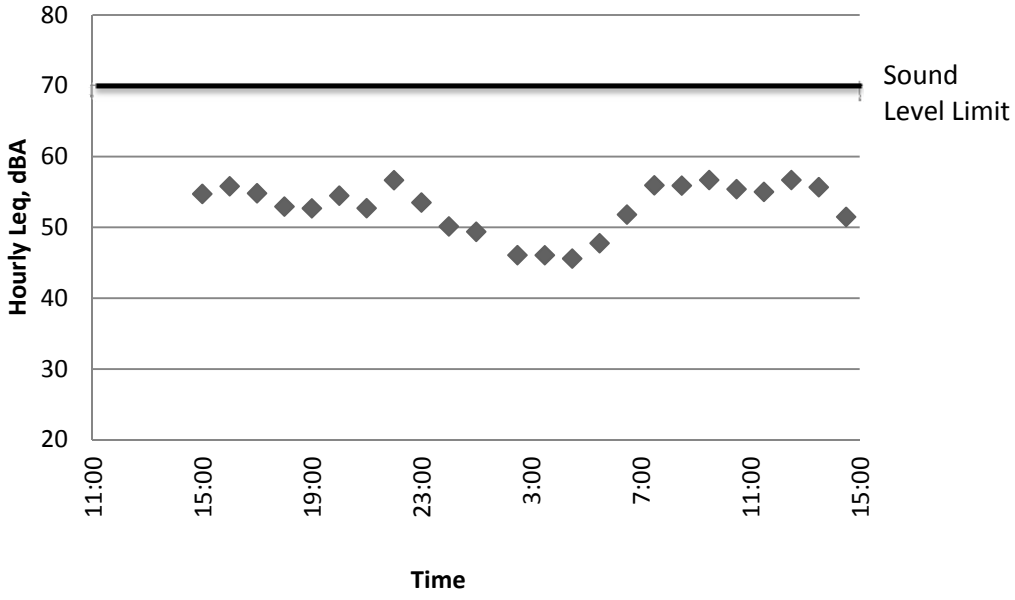

Figure A-1. ML 1 Hourly L_{eq} Summary

Hourly sound levels at ML 1 varied from 46 to 57 dBA on an hourly L_{eq} basis. Sound levels at ML 1 were heavily influenced by anthropogenic sound sources, such as traffic and industrial activities. Ambient sound levels at ML 1 generally increased during daytime periods, as depicted in Figure A-1.

Figure A-2 below depicts the distribution of noise on an hourly basis. The top of each line represents the loudest 10% of the hour and the bottom of the line represents the quietest 10% of the hour. The triangle represents the median noise level.

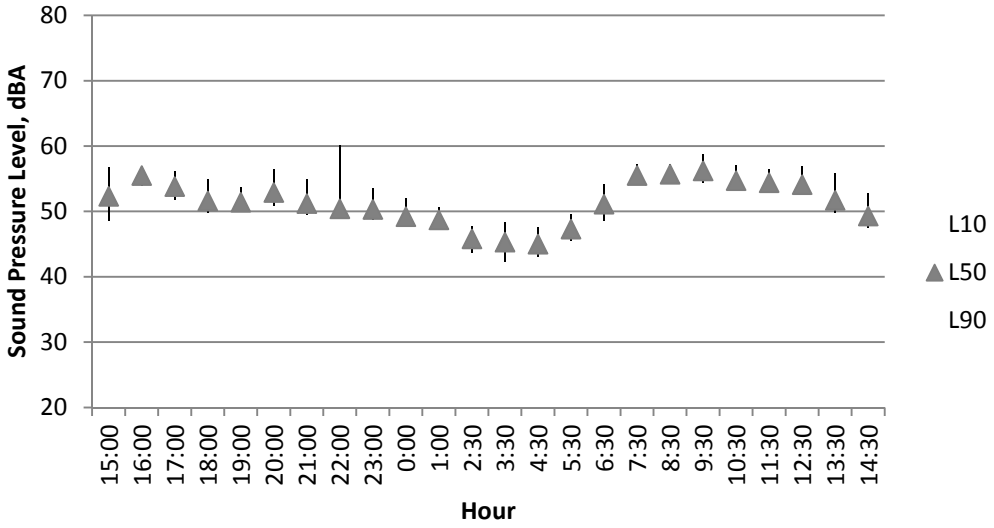

Figure A-2. ML 1 Sound Distribution Summary

Median sound levels at ML 1 ranged from 45 to 56 dBA depending on the hour, similar to the L_{eq}. Sound levels in this range are comparable to those of an urban residential area. The range of noise levels at ML 1 was narrow, with the exception of the 10:00 p.m. hour. The narrow range of noise levels indicates that noise sources are fairly consistent, with few loud events.

Statistical metrics that define the permissible sound levels for King County and for the City of Bellevue were also recorded during the sound level surveys. Figure A-3 depicts the $L_{2.5}$, L_8, and L_{25} for each hour during the sound level survey. The top of each line represents the loudest 2.5% of the hour and the bottom of the line represents the quietest 75% of the hour. The triangle represents the sound level exceeded 8% of the time.

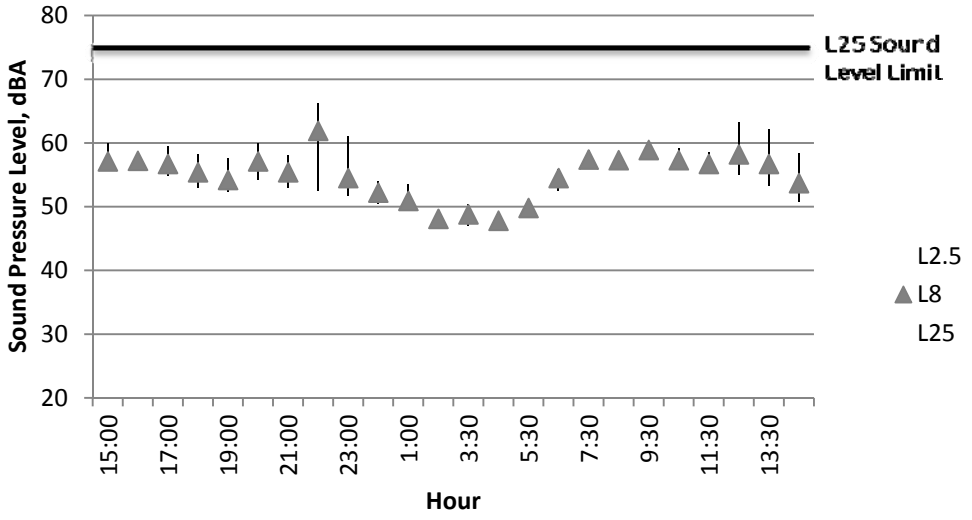

Figure A-3. ML 1 – Summary of Short-Duration Sounds

As shown in Figure A-3, ambient sounds levels at ML 1 are below permissible sound level limits for intermittent sound sources. The sound level exceeded 2.5%, or $L_{2.5}$ ranged from 49 to 66 dBA. All hours were at least 9 dB below sound level limits that would apply to the Factoria RTS project-related sound at industrial properties. The range of ambient sound levels caused by intermittent sources was small, with the exception of the 10:00 p.m. hour. The narrow range of noise levels indicates that noise sources are fairly consistent, with few loud events.

Measurement Location 2

ML 2 is located approximately 400 feet east of the project site. Sound surveys at ML 2 were performed between April 7, 2011, and April 8, 2011. Noise levels at ML 2 are representative of the commercial land uses to the north of the project area. Commercial land uses in this area include the Sunset Ridge Corporate Campus and Horizon Daycare Center. The primary sound sources at ML 2 include local vehicular traffic, traffic noise from I-90, and a nearby parking garage. Activities from existing Factoria RTS operations were audible at the location.

Measured ambient sound levels for ML 2 are summarized in Figure A-4 below.

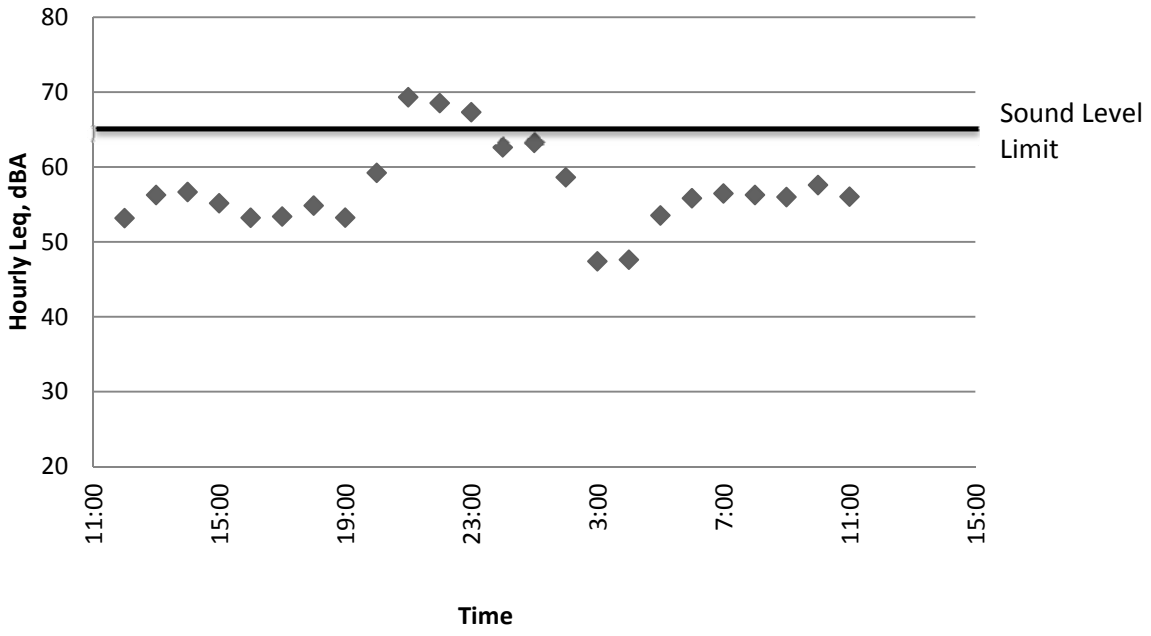

Figure A-4. ML 2 Hourly L_{eq} Summary

Hourly sound levels at ML 2 varied from 47 to 69 dBA on an hourly L_{eq} basis. Sound levels at ML 2 were influenced by vehicular traffic and local activities. Ambient sound levels at ML 2 were lowest during the hours of 3:00 a.m. and 4:00 a.m. Sound levels were loudest between the hours of 9:00 p.m. and midnight as depicted in Figure A-4.

Figure A-5 below depicts the distribution of noise on an hourly basis.

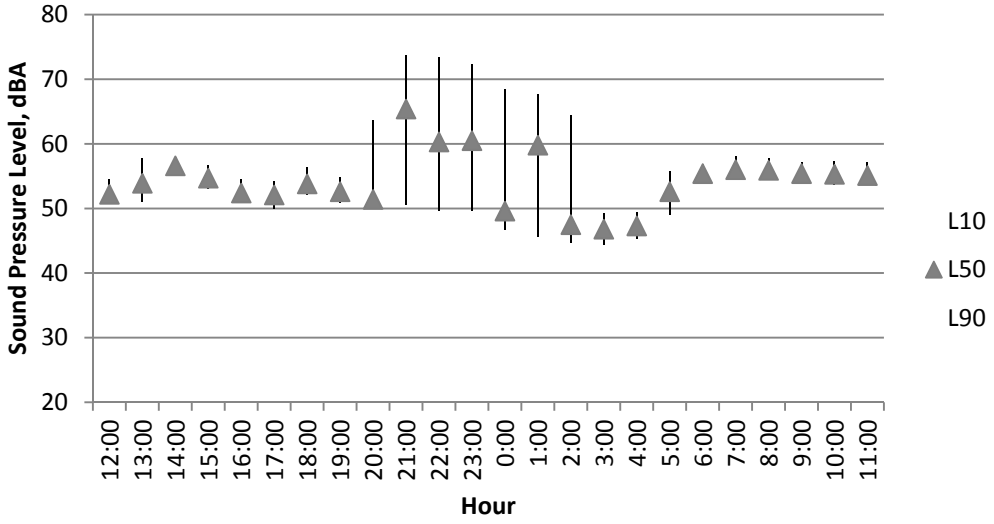

Figure A-5. ML 2 Sound Distribution Summary

Median sound levels at ML 2 ranged from 47 to 65 dBA depending on the hour. Sound levels in this range are comparable to an urban residential area near an airport or major roadway. The range of noise levels at ML 2 varied greatly, particularly during the 9:00 p.m. to 2:00 a.m. period. The wide range of noise levels indicates that intermittent sound sources were present.

Figure A-6 depicts the $L_{2.5}$, L_8, and L_{25} for each hour during the sound level survey.

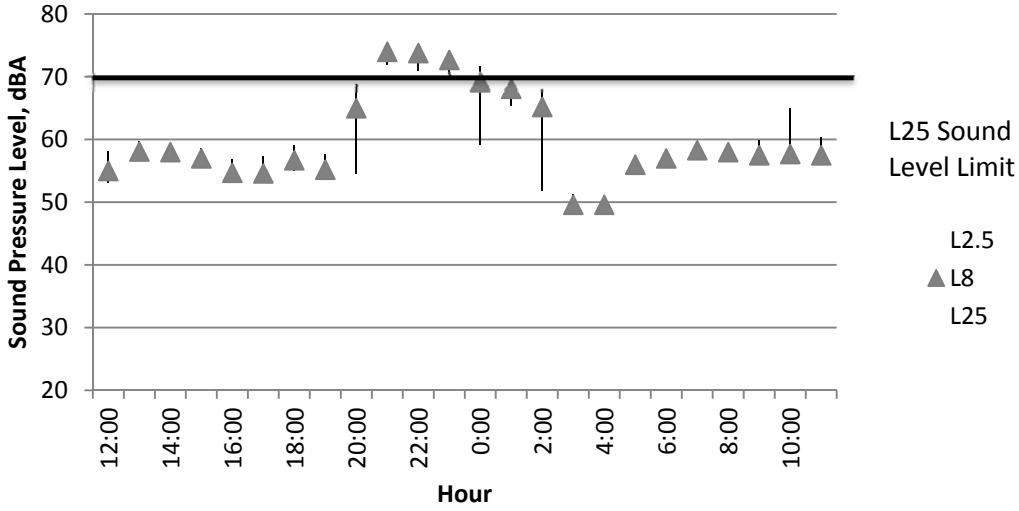

Figure A-6. ML 2 – Summary of Short-Duration Sounds

Figure A-6 depicts short-duration sounds in comparison to the sound level limits that would apply to the Factoria RTS project-related sound at commercial properties. As shown in Figure A-6, ambient sounds levels at ML 2 are typically below permissible sound level limits for intermittent sound sources, with the exception of the 9:00 p.m. to 10:00 p.m. period. Through audio review it was determined that elevated sound levels during this period were caused by natural sources, primarily fauna in the pond area.

Measurement Location 3

ML 3 is located at the northwestern boundary of the project site. Sound surveys at ML 3 were performed between April 6, 2011, and April 7, 2011. Ambient sound levels at ML 3 are representative of the industrial land uses west of the project area. The primary sound sources at ML 3 included local vehicular traffic, traffic noise from I-90, and nearby industrial activities. Activities from existing Factoria RTS operations were audible at the location.

Measured ambient sound levels for ML 3 are summarized in Figure A-7 below.

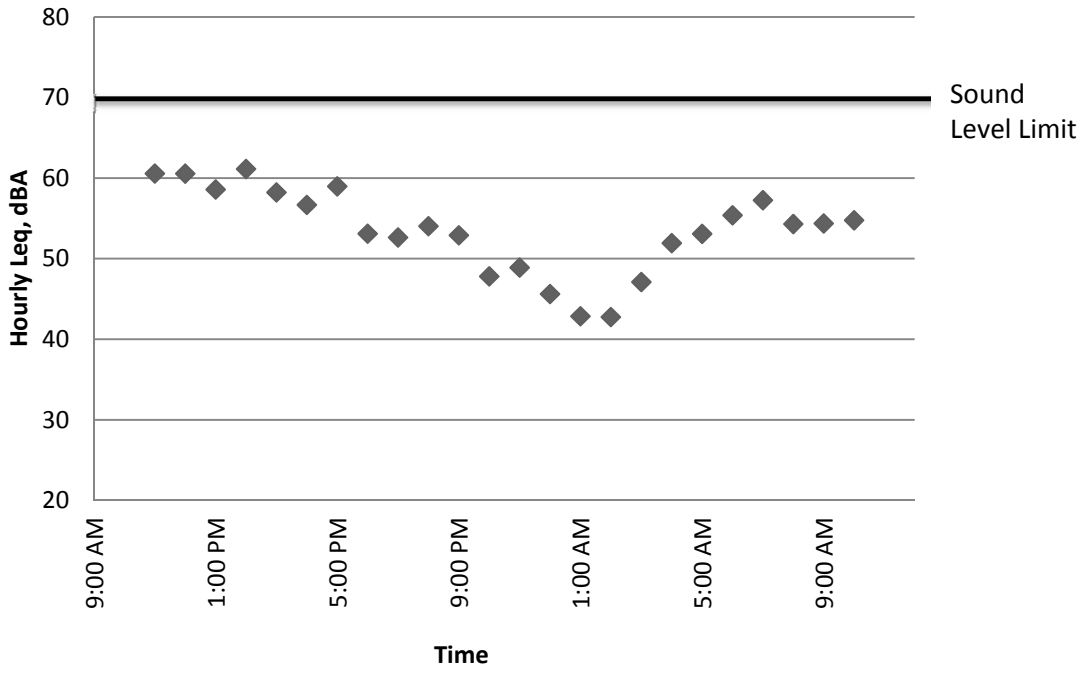

Figure A-7. ML 3 Hourly L_{eq} Summary

Hourly sound levels at ML 3 varied from 43 to 61 dBA on an hourly L_{eq} basis. Sound levels at ML 3 were influenced by vehicular traffic and local activities. Ambient sound levels at ML 3 were lowest during the evening hours. Sound levels were loudest during the late morning and afternoon hours, as depicted in Figure A-7.

Figure A-8 below depicts the distribution of noise on an hourly basis.

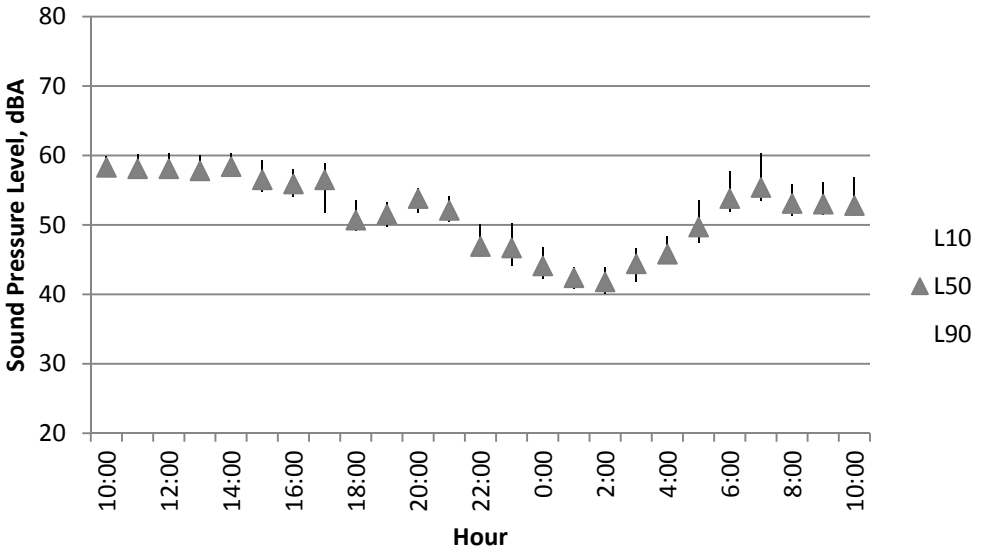

Figure A-8. ML 3 Sound Distribution Summary

Median sound levels at ML 3 ranged from 42 to 58 dBA depending on the hour. Sound levels in this range are comparable to those of an urban residential area. There was very little fluctuation in the range of noise levels at ML 3. The steady sound levels indicate the presence of few intermittent sound sources.

Figure A-9 depicts the $L_{2.5}$, L_8, and L_{25} for each hour during the sound level survey.

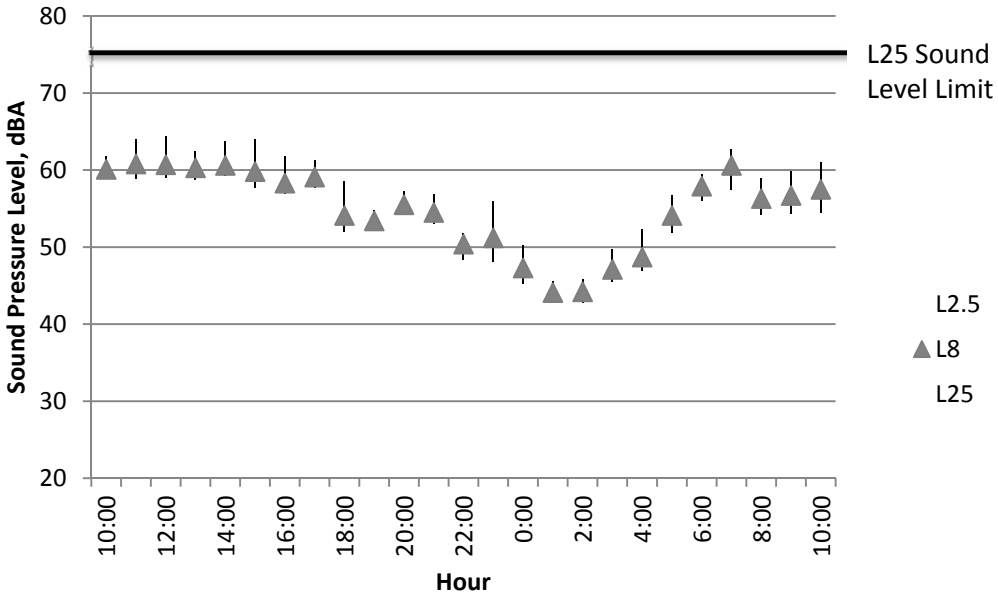

Figure A-9. ML 3 – Summary of Short-Duration Sounds

Figure A-9 depicts short-duration sounds in comparison to the sound level limits that would apply to the Factoria RTS project-related sound at commercial properties. As shown in Figure A-9, ambient sounds levels at ML 3 are below permissible sound level limits for intermittent sound sources during all hours. The sound level exceeded 2.5%, or $L_{2.5}$ ranged from 46 to 67 dBA. All hours were at least 10 dB below sound level limits that would apply to the Factoria RTS project-related sound at industrial properties. The narrow range of noise levels indicates that noise sources are fairly consistent, with few loud events.

Measurement Location 4

ML 4 is located approximately 1,500 feet north of the project site. Sound surveys at ML 4 were performed between April 6, 2011, and April 7, 2011. Ambient sound levels at ML 4 are representative of the residential land uses north and east of the project area. The primary sound sources at ML 4 include local vehicular traffic and traffic noise from I-90. Activities from existing Factoria RTS operations were inaudible at this location.

Measured ambient sound levels for ML 4 are summarized in Figure A-10 below.

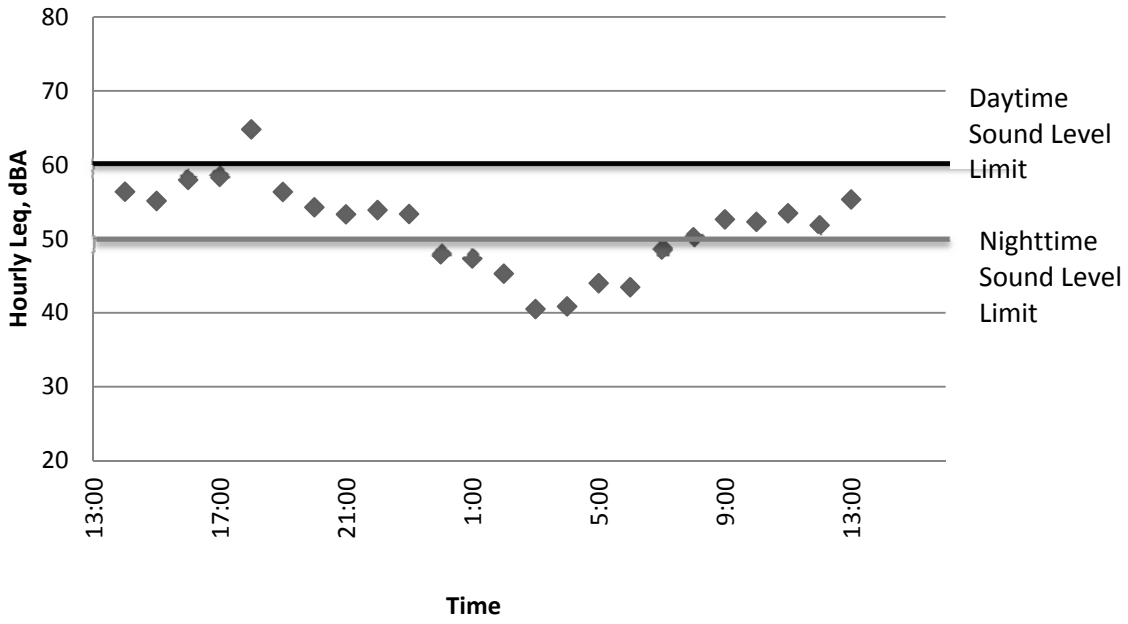

Figure A-10. ML 4 Hourly L_{eq} Summary

Hourly sound levels at ML 4 varied from 41 to 65 dBA on an hourly L_{eq} basis. Sound levels at ML 4 were influenced by local vehicular traffic, distant sound from I-90, and local activities. Ambient sound levels at ML 4 were lowest during the evening hours. Sound levels were loudest during the late morning and afternoon hours, as depicted in Figure A-10.

Figure A-10 depicts hourly equivalent sounds in comparison to the sound level limits that would apply to the Factoria RTS project-related sound at commercial properties. Ambient sounds levels at ML 4 are typically below permissible sound level limits, with the exception of one daytime hour and two nighttime hours.

Figure A-11 below depicts the distribution of noise on an hourly basis.

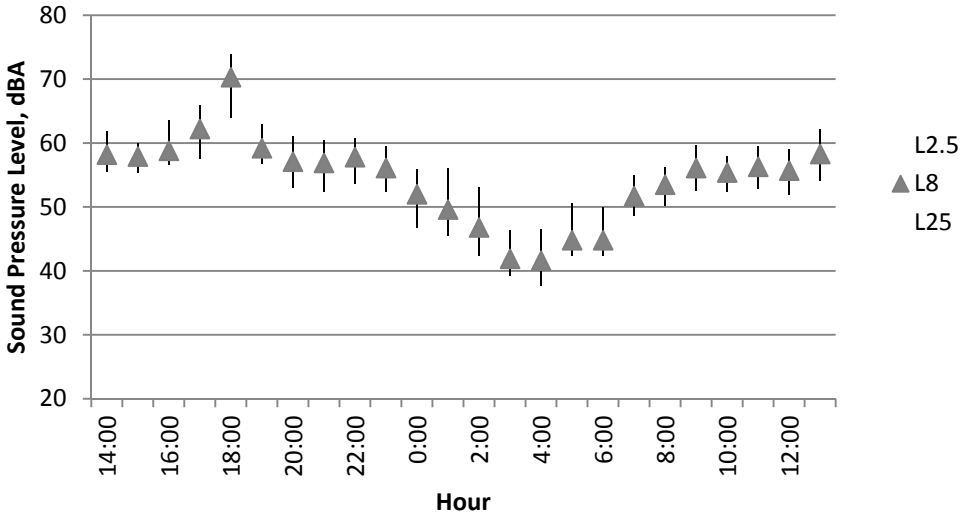

Figure A-11. ML 4 Sound Distribution Summary

Median sound levels at ML 4 ranged from 36 to 56 dBA depending on the hour. Sound levels in this range are comparable to a suburban residential area. There were varying degrees of fluctuation in the range of noise levels at ML 4, indicating that sound levels are influenced by both steady and intermittent sound sources.

Figure A-12 depicts the $L_{2.5}$, L_8, and L_{25} for each hour during the sound level survey.

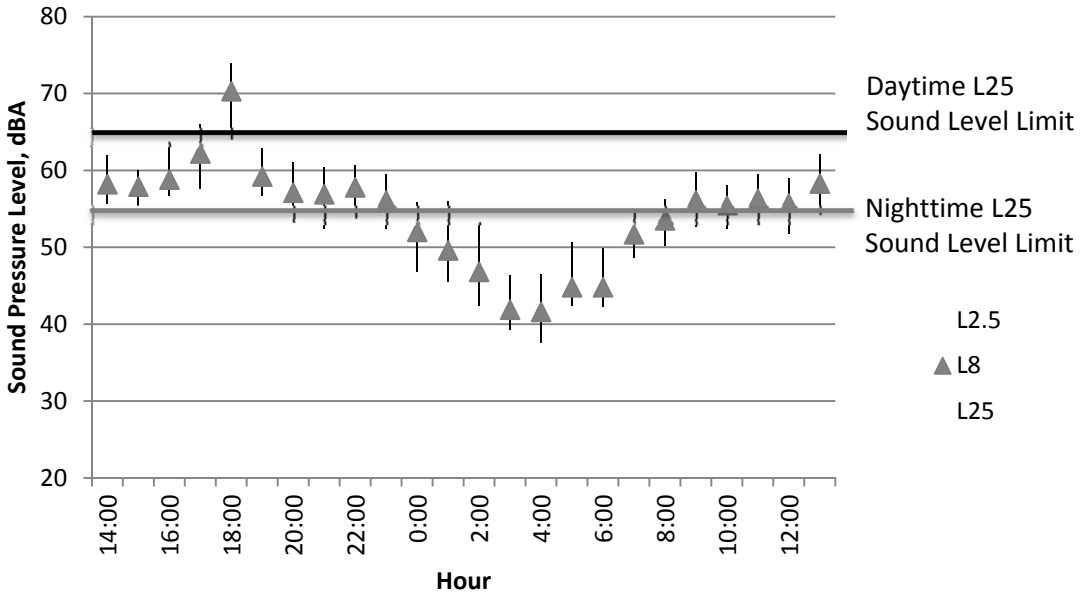

Figure A-12. ML 4 – Summary of Short-Duration Sounds

Figure A-12 depicts short-duration sounds in comparison to the sound level limits that would apply to the Factoria RTS project-related sound at residential properties. As shown in Figure A-12, ambient sounds levels at ML 4 are below permissible sound level limits for intermittent sound sources most of the time, with the exception of the 6:00 p.m. hour. The sound level exceeded 2.5%, or $L_{2.5}$ ranged from 46 to 74 dBA. The wide range of noise levels indicates that loud events are present throughout the day.

Appendix B –
Detailed Modeling Results

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Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
12516 SE 32ND ST	36.3	36.3	54.0	54	0.07
12601 SE 30TH ST	29.3	29.3	54.0	54	0.01
12603 SE 29TH ST	35.2	35.2	54.0	54	0.06
12604 SE 29TH ST	35.9	35.9	54.0	54	0.07
12606 SE 30TH ST	35.6	35.6	54.0	54	0.06
12607 SE 30TH ST	35.1	35.1	54.0	54	0.06
12609 SE 29TH ST	35.9	35.9	54.0	54	0.07
12610 SE 30TH ST	36.0	36.0	54.0	54	0.07
12611 SE 30TH ST	33.1	33.1	54.0	54	0.04
12612 SE 30TH ST	37.2	37.2	54.0	54	0.09
12613 SE 30TH ST	36.6	36.6	54.0	54	0.08
12614 SE 29TH ST	36.8	36.8	54.0	54	0.08
12615 SE 29TH ST	37.0	37.0	54.0	54	0.09
12622 SE 29TH ST	37.5	37.5	54.0	54	0.10
12623 SE 27TH ST	35.4	35.4	54.0	54	0.06
12623 SE 29TH ST	37.6	37.6	54.0	54	0.10
12624 SE 30TH ST	37.4	37.4	54.0	54	0.09
12628 SE 30TH ST	37.8	37.8	54.0	54	0.10
12629 SE 29TH ST	37.9	37.9	54.0	54	0.11
12631 SE 27TH ST	37.5	37.5	54.0	54	0.10
12634 SE 30TH ST	37.9	37.9	54.0	54	0.11
12635 SE 26TH PL	37.3	37.3	54.0	54	0.09
12635 SE 29TH ST	38.2	38.2	54.0	54	0.11
12635 SE 30TH ST	37.2	37.2	54.0	54	0.09
12638 SE 27TH ST	37.3	37.3	54.0	54	0.09
12639 SE 27TH ST	37.8	37.8	54.0	54	0.10
12640 SE 30TH ST	38.4	38.4	54.0	54	0.12
12641 SE 29TH ST	38.4	38.4	54.0	54	0.12
12644 SE 26TH PL	37.5	37.5	54.0	54	0.10
12645 SE 26TH PL	36.7	36.7	54.0	54	0.08
12645 SE 27TH ST	37.9	37.9	54.0	54	0.11
12646 SE 27TH ST	37.4	37.4	54.0	54	0.09
12647 SE 27TH ST	37.9	37.9	54.0	54	0.11
12647 SE 29TH ST	38.7	38.7	54.0	54	0.13
12648 SE 30TH ST	38.4	38.4	54.0	54	0.12
12652 SE 26TH PL	37.7	37.7	54.0	54	0.10
12653 SE 26TH PL	37.1	37.1	54.0	54	0.09
12654 SE 27TH ST	36.8	36.8	54.0	54	0.08
12704 SE 29TH ST	38.0	38.0	54.0	54	0.11
12714 SE 29TH ST	38.3	38.3	54.0	54	0.12
12804 SE 29TH ST	39.1	39.1	54.0	54	0.14
12810 SE 29TH ST	39.3	39.3	54.0	54	0.14
12815 SE 25TH PL	38.2	38.2	54.0	54	0.11
12815 SE 29TH ST	39.2	39.2	54.0	54	0.14
12816 SE 26TH PL	38.3	38.3	54.0	54	0.12
12817 SE 29TH ST	38.5	38.5	54.0	54	0.12
12818 SE 29TH ST	39.6	39.6	54.0	54	0.15

Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
12821 SE 25TH PL	38.5	38.5	54.0	54	0.12
12824 SE 29TH ST	39.6	39.6	54.0	54	0.15
12829 SE 25TH PL	38.2	38.2	54.0	54	0.11
12904 SE 26TH PL	38.2	38.2	54.0	54	0.11
12905 SE 26TH PL	38.0	38.0	54.0	54	0.11
12905 SE 29TH PL	40.1	40.1	54.0	54	0.17
12911 SE 29TH PL	40.2	40.2	54.0	54	0.18
12914 SE 26TH PL	38.6	38.6	54.0	54	0.12
12919 SE 29TH PL	40.5	40.5	54.0	54	0.19
12920 SE 38TH ST	24.2	24.2	54.0	54	0.00
12924 SE 26TH PL	39.1	39.1	54.0	54	0.14
12927 SE 29TH PL	40.6	40.6	54.0	54	0.19
12934 SE 26TH PL	39.2	39.2	54.0	54	0.14
12949 SE 23RD ST	36.7	36.7	54.0	54	0.08
12955 SE 23RD ST	36.9	36.9	54.0	54	0.08
12963 SE 23RD ST	37.0	37.0	54.0	54	0.09
12971 SE 23RD ST	37.1	37.1	54.0	54	0.09
12979 SE 23RD ST	37.1	37.1	54.0	54	0.09
12982 SE 23RD ST	22.7	22.7	54.0	54	0.00
12985 SE 23RD ST	37.1	37.1	54.0	54	0.09
13001 SE 28TH ST	40.6	40.6	54.0	54	0.19
13020 SE 26TH PL	39.0	39.0	54.0	54	0.14
13021 SE 38TH ST	34.8	34.8	54.0	54	0.05
13035 SE 26TH ST	39.9	39.9	54.0	54	0.17
13100 SE 26TH ST	37.5	37.5	54.0	54	0.10
13102 SE 26TH ST	38.7	38.7	54.0	54	0.13
13108 SE 26TH ST	37.0	37.0	54.0	54	0.09
13116 SE 26TH ST	36.4	36.4	54.0	54	0.07
13120 SE 26TH ST	37.2	37.2	54.0	54	0.09
13132 SE 26TH ST	38.3	38.3	54.0	54	0.12
13138 SE 26TH ST	36.6	36.6	54.0	54	0.08
13140 SE 26TH ST	38.9	38.9	54.0	54	0.13
13142 SE 26TH ST	38.9	38.9	54.0	54	0.13
13148 SE 26TH ST	37.3	37.3	54.0	54	0.09
13156 SE 26TH ST	38.4	38.4	54.0	54	0.12
13158 SE 26TH ST	38.2	38.2	54.0	54	0.11
13162 SE 26TH ST	38.2	38.2	54.0	54	0.11
13166 SE 26TH ST	38.3	38.3	54.0	54	0.12
13350 SE 26TH ST	39.0	39.0	54.0	54	0.14
13364 SE 26TH ST	38.6	38.6	54.0	54	0.12
13389 SE 36TH ST	31.5	31.5	54.0	54	0.02
13400 SE 40TH ST	32.6	32.6	54.0	54	0.03
13406 SE 26TH ST	38.8	38.8	54.0	54	0.13
13429 SE 24TH ST	37.7	37.7	54.0	54	0.10
13430 SE 24TH ST	21.8	21.8	54.0	54	0.00
13440 SE 24TH ST	21.8	21.8	54.0	54	0.00
13441 SE 24TH ST	38.0	38.0	54.0	54	0.11

Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
13443 SE 24TH ST	38.1	38.1	54.0	54	0.11
13450 SE 24TH ST	38.3	38.3	54.0	54	0.12
13455 SE 24TH ST	37.7	37.7	54.0	54	0.10
13460 SE 24TH ST	38.3	38.3	54.0	54	0.12
13467 SE 24TH ST	38.4	38.4	54.0	54	0.12
13479 SE 24TH ST	38.4	38.4	54.0	54	0.12
13500 SE 24TH ST	39.0	39.0	54.0	54	0.14
13506 SE 37TH ST	39.4	39.4	54.0	54	0.15
13506 SE 40TH ST	32.8	32.8	54.0	54	0.03
13507 SE 24TH ST	38.3	38.3	54.0	54	0.12
13513 SE 24TH ST	38.2	38.2	54.0	54	0.11
13514 SE 37TH ST	39.4	39.4	54.0	54	0.15
13519 SE 24TH ST	39.1	39.1	54.0	54	0.14
13522 SE 37TH ST	37.9	37.9	54.0	54	0.11
13530 SE 37TH ST	38.2	38.2	54.0	54	0.11
13536 SE 37TH ST	38.8	38.8	54.0	54	0.13
13544 SE 37TH ST	39.2	39.2	54.0	54	0.14
13602 SE 26TH ST	40.5	40.5	54.0	54	0.19
13602 SE 37TH ST	39.2	39.2	54.0	54	0.14
13604 SE 26TH ST	40.6	40.6	54.0	54	0.19
13605 SE 24TH ST	39.5	39.5	54.0	54	0.15
13606 SE 26TH ST	41.1	41.1	54.0	54	0.22
13612 SE 26TH ST	41.4	41.4	54.0	54	0.23
13612 SE 37TH ST	38.8	38.8	54.0	54	0.13
13615 SE 37TH ST	33.4	33.4	54.0	54	0.04
13624 SE 37TH ST	37.4	37.4	54.0	54	0.09
13632 SE 37TH ST	36.5	36.5	54.0	54	0.08
13635 SE 24TH ST	39.8	39.8	54.0	54	0.16
13637 SE 37TH ST	32.3	32.3	54.0	54	0.03
13638 SE 37TH ST	33.4	33.4	54.0	54	0.04
13646 SE 37TH ST	31.4	31.4	54.0	54	0.02
13647 SE 37TH ST	31.6	31.6	54.0	54	0.02
13650 SE 37TH ST	30.9	30.9	54.0	54	0.02
13653 SE 38TH ST	31.3	31.3	54.0	54	0.02
13654 SE 37TH ST	33.8	33.8	54.0	54	0.04
13663 SE 37TH ST	32.3	32.3	54.0	54	0.03
13664 SE 37TH ST	34.5	34.5	54.0	54	0.05
13665 SE 24TH ST	40.2	40.2	54.0	54	0.18
13671 SE 37TH ST	33.8	33.8	54.0	54	0.04
13672 SE 37TH ST	34.7	34.7	54.0	54	0.05
13681 SE 37TH ST	34.2	34.2	54.0	54	0.05
13682 SE 37TH ST	34.8	34.8	54.0	54	0.05
13700 SE 23RD LN	39.1	39.1	54.0	54	0.14
13702 SE 23RD ST	37.6	37.6	54.0	54	0.10
13703 SE 23RD ST	37.6	37.6	54.0	54	0.10
13705 SE 23RD LN	38.6	38.6	54.0	54	0.12
13706 SE 23RD ST	19.4	19.4	54.0	54	0.00

Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
13709 SE 23RD ST	37.5	37.5	54.0	54	0.10
13710 SE 23RD LN	38.9	38.9	54.0	54	0.13
13715 SE 23RD LN	38.4	38.4	54.0	54	0.12
13725 SE 23RD LN	38.3	38.3	54.0	54	0.12
13726 SE 23RD LN	38.4	38.4	54.0	54	0.12
13726 SE 24TH ST	37.5	37.5	54.0	54	0.10
13730 SE 23RD LN	38.3	38.3	54.0	54	0.12
13731 SE 23RD LN	38.3	38.3	54.0	54	0.12
13740 SE 23RD LN	22.4	22.4	54.0	54	0.00
13741 SE 23RD LN	23.5	23.5	54.0	54	0.00
13750 SE 23RD LN	21.8	21.8	54.0	54	0.00
13806 SE 40TH ST	15.6	15.6	54.0	54	0.00
13902 SE 37TH ST	34.8	34.8	54.0	54	0.05
13902 SE EASTGATE WAY	41.2	41.2	54.0	54	0.22
13904 SE 23RD ST	16.6	16.6	54.0	54	0.00
13904 SE 38TH PL	29.3	29.3	54.0	54	0.01
13910 SE 23RD ST	36.9	36.9	54.0	54	0.08
13910 SE 37TH ST	34.8	34.8	54.0	54	0.05
13911 SE 24TH ST	37.9	37.9	54.0	54	0.11
13912 SE 38TH PL	29.8	29.8	54.0	54	0.02
13912 SE 40TH ST	29.4	29.4	54.0	54	0.02
13915 SE 23RD ST	37.6	37.6	54.0	54	0.10
13915 SE 38TH PL	29.6	29.6	54.0	54	0.02
13918 SE 23RD ST	36.9	36.9	54.0	54	0.08
13919 SE 38TH PL	29.6	29.6	54.0	54	0.02
13920 SE 38TH PL	30.2	30.2	54.0	54	0.02
13920 SE 40TH ST	29.3	29.3	54.0	54	0.01
13921 SE 23RD ST	37.7	37.7	54.0	54	0.10
13922 SE 23RD ST	36.2	36.2	54.0	54	0.07
13923 SE 22ND ST	15.3	15.3	54.0	54	0.00
13926 SE 23RD ST	37.5	37.5	54.0	54	0.10
13926 SE 40TH ST	29.3	29.3	54.0	54	0.01
13927 SE 22ND ST	14.7	14.7	54.0	54	0.00
13927 SE 24TH ST	38.4	38.4	54.0	54	0.12
13929 SE 23RD ST	37.7	37.7	54.0	54	0.10
13930 SE 37TH ST	34.5	34.5	54.0	54	0.05
13932 SE 23RD ST	37.8	37.8	54.0	54	0.10
13938 SE 37TH ST	34.3	34.3	54.0	54	0.05
14002 SE 37TH ST	34.3	34.3	54.0	54	0.05
14008 SE 37TH PL	33.8	33.8	54.0	54	0.04
14009 SE 37TH PL	33.5	33.5	54.0	54	0.04
14010 SE 37TH ST	34.1	34.1	54.0	54	0.04
14016 SE 37TH PL	33.7	33.7	54.0	54	0.04
14017 SE 37TH PL	33.4	33.4	54.0	54	0.04
14017 SE 37TH ST	33.8	33.8	54.0	54	0.04
14017 SE 38TH ST	32.2	32.2	54.0	54	0.03
14018 SE 37TH ST	33.9	33.9	54.0	54	0.04

Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
14020 SE 38TH ST	33.1	33.1	54.0	54	0.04
14023 SE 37TH ST	33.7	33.7	54.0	54	0.04
14024 SE 37TH PL	33.6	33.6	54.0	54	0.04
14025 SE 37TH PL	33.4	33.4	54.0	54	0.04
14025 SE 38TH ST	32.4	32.4	54.0	54	0.03
14026 SE 37TH ST	33.8	33.8	54.0	54	0.04
14028 SE 38TH ST	33.2	33.2	54.0	54	0.04
14029 SE 37TH ST	33.7	33.7	54.0	54	0.04
14031 SE 38TH ST	32.5	32.5	54.0	54	0.03
14034 SE 37TH ST	33.6	33.6	54.0	54	0.04
14036 SE 38TH ST	33.2	33.2	54.0	54	0.04
14037 SE 38TH ST	32.5	32.5	54.0	54	0.03
14172 SE 24TH ST	34.7	34.7	54.0	54	0.05
14188 SE 24TH ST	34.6	34.6	54.0	54	0.05
14190 SE 24TH ST	34.2	34.2	54.0	54	0.05
14200 SE 38TH ST	33.2	33.2	54.0	54	0.04
14203 SE 37TH ST	33.5	33.5	54.0	54	0.04
14204 SE 37TH ST	33.1	33.1	54.0	54	0.04
14204 SE 38TH ST	33.2	33.2	54.0	54	0.04
14205 SE 38TH ST	32.5	32.5	54.0	54	0.03
14211 SE 37TH ST	33.4	33.4	54.0	54	0.04
14212 SE 37TH ST	32.8	32.8	54.0	54	0.03
14212 SE 38TH ST	33.2	33.2	54.0	54	0.04
14217 SE 38TH ST	32.5	32.5	54.0	54	0.03
14219 SE 37TH ST	33.2	33.2	54.0	54	0.04
14220 SE 37TH ST	31.8	31.8	54.0	54	0.03
14220 SE 38TH ST	33.2	33.2	54.0	54	0.04
14225 SE 38TH ST	32.5	32.5	54.0	54	0.03
14227 SE 37TH ST	33.0	33.0	54.0	54	0.03
14228 SE 37TH ST	32.2	32.2	54.0	54	0.03
14228 SE 38TH ST	33.1	33.1	54.0	54	0.04
14234 SE 37TH ST	32.3	32.3	54.0	54	0.03
14235 SE 37TH ST	32.6	32.6	54.0	54	0.03
14236 SE 38TH ST	32.9	32.9	54.0	54	0.03
14237 SE 38TH ST	32.4	32.4	54.0	54	0.03
14241 SE 37TH ST	32.6	32.6	54.0	54	0.03
14242 SE 37TH ST	32.1	32.1	54.0	54	0.03
14244 SE 38TH ST	32.6	32.6	54.0	54	0.03
14248 SE 37TH ST	32.0	32.0	54.0	54	0.03
14249 SE 37TH ST	32.5	32.5	54.0	54	0.03
14252 SE 38TH ST	32.6	32.6	54.0	54	0.03
14256 SE 37TH ST	31.4	31.4	54.0	54	0.02
14260 SE 38TH ST	32.4	32.4	54.0	54	0.03
14302 SE 37TH ST	31.0	31.0	54.0	54	0.02
14312 SE 37TH ST	29.8	29.8	54.0	54	0.02
14318 SE 37TH ST	28.7	28.7	54.0	54	0.01
14406 SE 26TH ST	33.4	33.4	54.0	54	0.04

Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
14412 SE 26TH ST	33.0	33.0	54.0	54	0.03
14415 SE 26TH ST	33.9	33.9	54.0	54	0.04
14420 SE 26TH ST	33.1	33.1	54.0	54	0.04
2105 135TH PL SE	20.4	20.4	54.0	54	0.00
2200 135TH PL SE	21.1	21.1	54.0	54	0.00
2201 138TH AVE SE	21.1	21.1	54.0	54	0.00
2203 135TH PL SE	20.9	20.9	54.0	54	0.00
2205 135TH PL SE	21.8	21.8	54.0	54	0.00
2206 138TH AVE SE	20.9	20.9	54.0	54	0.00
2207 135TH PL SE	21.8	21.8	54.0	54	0.00
2208 135TH PL SE	21.5	21.5	54.0	54	0.00
2211 135TH PL SE	21.2	21.2	54.0	54	0.00
2211 140TH PL SE	36.3	36.3	54.0	54	0.07
2213 138TH AVE SE	21.5	21.5	54.0	54	0.00
2213 139TH PL SE	17.8	17.8	54.0	54	0.00
2214 135TH PL SE	21.9	21.9	54.0	54	0.00
2214 138TH AVE SE	21.3	21.3	54.0	54	0.00
2215 135TH PL SE	36.2	36.2	54.0	54	0.07
2215 137TH PL SE	20.6	20.6	54.0	54	0.00
2218 137TH PL SE	18.8	18.8	54.0	54	0.00
2220 135TH PL SE	38.2	38.2	54.0	54	0.11
2220 139TH PL SE	15.9	15.9	54.0	54	0.00
2221 135TH PL SE	38.3	38.3	54.0	54	0.12
2221 137TH PL SE	20.8	20.8	54.0	54	0.00
2224 137TH PL SE	18.4	18.4	54.0	54	0.00
2224 KAMBER RD	36.3	36.3	54.0	54	0.07
2227 139TH PL SE	17.7	17.7	54.0	54	0.00
2229 137TH PL SE	20.8	20.8	54.0	54	0.00
2230 135TH PL SE	38.4	38.4	54.0	54	0.12
2230 137TH PL SE	18.6	18.6	54.0	54	0.00
2233 137TH PL SE	20.2	20.2	54.0	54	0.00
2236 137TH PL SE	18.6	18.6	54.0	54	0.00
2239 137TH PL SE	37.8	37.8	54.0	54	0.10
2240 135TH PL SE	38.3	38.3	54.0	54	0.12
2244 132ND AVE SE	37.8	37.8	54.0	54	0.10
2245 137TH PL SE	38.0	38.0	54.0	54	0.11
2290 140TH WAY SE	36.3	36.3	54.0	54	0.07
2300 140TH AVE SE	36.6	36.6	54.0	54	0.08
2301 137TH PL SE	38.2	38.2	54.0	54	0.11
2304 138TH AVE SE	21.5	21.5	54.0	54	0.00
2307 140TH WAY SE	36.6	36.6	54.0	54	0.08
2308 137TH PL SE	37.7	37.7	54.0	54	0.10
2308 140TH WAY SE	36.6	36.6	54.0	54	0.08
2309 137TH PL SE	38.5	38.5	54.0	54	0.12
2310 138TH AVE SE	21.6	21.6	54.0	54	0.00
2314 137TH PL SE	37.6	37.6	54.0	54	0.10
2317 135TH PL SE	37.9	37.9	54.0	54	0.11

Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
2317 137TH PL SE	38.4	38.4	54.0	54	0.12
2317 142ND AVE SE	34.2	34.2	54.0	54	0.05
2320 140TH WAY SE	36.3	36.3	54.0	54	0.07
2322 138TH AVE SE	37.9	37.9	54.0	54	0.11
2334 138TH AVE SE	38.2	38.2	54.0	54	0.11
2337 138TH AVE SE	38.3	38.3	54.0	54	0.12
2345 138TH AVE SE	38.4	38.4	54.0	54	0.12
2346 138TH AVE SE	38.4	38.4	54.0	54	0.12
2352 138TH AVE SE	38.5	38.5	54.0	54	0.12
2355 140TH WAY SE	36.4	36.4	54.0	54	0.07
2360 138TH AVE SE	38.7	38.7	54.0	54	0.13
2361 132ND AVE SE	37.0	37.0	54.0	54	0.09
2361 138TH AVE SE	38.0	38.0	54.0	54	0.11
2363 132ND AVE SE	37.2	37.2	54.0	54	0.09
2365 132ND AVE SE	37.0	37.0	54.0	54	0.09
2367 132ND AVE SE	37.5	37.5	54.0	54	0.10
2369 132ND AVE SE	37.1	37.1	54.0	54	0.09
2370 130TH AVE SE	37.0	37.0	54.0	54	0.09
2371 132ND AVE SE	37.5	37.5	54.0	54	0.10
2373 132ND AVE SE	37.2	37.2	54.0	54	0.09
2375 132ND AVE SE	37.6	37.6	54.0	54	0.10
2377 132ND AVE SE	37.3	37.3	54.0	54	0.09
2379 132ND AVE SE	37.6	37.6	54.0	54	0.10
2380 140TH WAY SE	35.4	35.4	54.0	54	0.06
2381 132ND AVE SE	37.4	37.4	54.0	54	0.09
2383 132ND AVE SE	37.7	37.7	54.0	54	0.10
2385 130TH AVE SE	37.1	37.1	54.0	54	0.09
2385 132ND AVE SE	37.4	37.4	54.0	54	0.09
2387 132ND AVE SE	37.9	37.9	54.0	54	0.11
2387 140TH WAY SE	35.3	35.3	54.0	54	0.06
2388 KAMBER RD	34.9	34.9	54.0	54	0.05
2389 132ND AVE SE	37.3	37.3	54.0	54	0.09
2390 130TH AVE SE	37.4	37.4	54.0	54	0.09
2391 132ND AVE SE	38.0	38.0	54.0	54	0.11
2393 132ND AVE SE	37.4	37.4	54.0	54	0.09
2395 132ND AVE SE	38.0	38.0	54.0	54	0.11
2397 132ND AVE SE	37.5	37.5	54.0	54	0.10
2398 140TH WAY SE	34.3	34.3	54.0	54	0.05
2399 132ND AVE SE	37.9	37.9	54.0	54	0.11
2399 140TH WAY SE	33.5	33.5	54.0	54	0.04
2401 132ND AVE SE	37.7	37.7	54.0	54	0.10
2403 132ND AVE SE	37.7	37.7	54.0	54	0.10
2403 134TH AVE SE	38.2	38.2	54.0	54	0.11
2403 139TH AVE SE	38.0	38.0	54.0	54	0.11
2404 132ND AVE SE	36.7	36.7	54.0	54	0.08
2404 134TH AVE SE	38.9	38.9	54.0	54	0.13
2404 138TH AVE SE	39.0	39.0	54.0	54	0.14

Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
2404 139TH AVE SE	37.8	37.8	54.0	54	0.10
2405 132ND AVE SE	37.7	37.7	54.0	54	0.10
2405 137TH AVE SE	39.6	39.6	54.0	54	0.15
2405 138TH AVE SE	36.9	36.9	54.0	54	0.08
2407 132ND AVE SE	37.8	37.8	54.0	54	0.10
2408 137TH AVE SE	39.3	39.3	54.0	54	0.14
2409 132ND AVE SE	37.9	37.9	54.0	54	0.11
2409 139TH AVE SE	38.3	38.3	54.0	54	0.12
2410 138TH AVE SE	39.2	39.2	54.0	54	0.14
2411 132ND AVE SE	38.0	38.0	54.0	54	0.11
2411 138TH AVE SE	37.1	37.1	54.0	54	0.09
2412 129TH AVE SE	37.5	37.5	54.0	54	0.10
2412 137TH AVE SE	39.6	39.6	54.0	54	0.15
2413 137TH AVE SE	39.9	39.9	54.0	54	0.17
2414 129TH AVE SE	37.4	37.4	54.0	54	0.09
2414 139TH AVE SE	37.8	37.8	54.0	54	0.10
2415 130TH AVE SE	37.5	37.5	54.0	54	0.10
2415 132ND AVE SE	38.1	38.1	54.0	54	0.11
2417 132ND AVE SE	38.2	38.2	54.0	54	0.11
2417 139TH AVE SE	38.6	38.6	54.0	54	0.12
2418 138TH AVE SE	39.6	39.6	54.0	54	0.15
2419 132ND AVE SE	38.3	38.3	54.0	54	0.12
2419 137TH AVE SE	40.2	40.2	54.0	54	0.18
2419 138TH AVE SE	37.3	37.3	54.0	54	0.09
2420 129TH AVE SE	37.0	37.0	54.0	54	0.09
2420 130TH AVE SE	37.6	37.6	54.0	54	0.10
2420 137TH AVE SE	39.8	39.8	54.0	54	0.16
2421 132ND AVE SE	38.4	38.4	54.0	54	0.12
2421 KAMBER RD	39.1	39.1	54.0	54	0.14
2422 139TH AVE SE	39.1	39.1	54.0	54	0.14
2423 129TH AVE SE	37.4	37.4	54.0	54	0.09
2423 132ND AVE SE	37.7	37.7	54.0	54	0.10
2423 139TH AVE SE	39.1	39.1	54.0	54	0.14
2424 138TH AVE SE	39.0	39.0	54.0	54	0.14
2425 132ND AVE SE	38.4	38.4	54.0	54	0.12
2426 137TH AVE SE	40.3	40.3	54.0	54	0.18
2427 137TH AVE SE	40.4	40.4	54.0	54	0.19
2427 138TH AVE SE	37.4	37.4	54.0	54	0.09
2428 129TH AVE SE	37.4	37.4	54.0	54	0.09
2429 132ND AVE SE	37.7	37.7	54.0	54	0.10
2431 139TH AVE SE	39.1	39.1	54.0	54	0.14
2432 138TH AVE SE	39.6	39.6	54.0	54	0.15
2432 139TH AVE SE	39.2	39.2	54.0	54	0.14
2433 132ND AVE SE	37.9	37.9	54.0	54	0.11
2433 138TH AVE SE	38.0	38.0	54.0	54	0.11
2434 137TH AVE SE	40.7	40.7	54.0	54	0.20
2435 130TH AVE SE	37.8	37.8	54.0	54	0.10

Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
2435 137TH AVE SE	40.6	40.6	54.0	54	0.19
2436 129TH AVE SE	37.9	37.9	54.0	54	0.11
2437 132ND AVE SE	37.8	37.8	54.0	54	0.10
2438 130TH AVE SE	37.8	37.8	54.0	54	0.10
2438 138TH AVE SE	39.5	39.5	54.0	54	0.15
2439 129TH AVE SE	37.6	37.6	54.0	54	0.10
2439 138TH AVE SE	38.8	38.8	54.0	54	0.13
2440 137TH AVE SE	41.0	41.0	54.0	54	0.21
2441 132ND AVE SE	37.5	37.5	54.0	54	0.10
2441 139TH AVE SE	39.2	39.2	54.0	54	0.14
2442 129TH AVE SE	38.1	38.1	54.0	54	0.11
2443 129TH AVE SE	37.8	37.8	54.0	54	0.10
2443 137TH AVE SE	40.7	40.7	54.0	54	0.20
2445 129TH AVE SE	37.9	37.9	54.0	54	0.11
2445 132ND AVE SE	38.0	38.0	54.0	54	0.11
2445 139TH AVE SE	39.1	39.1	54.0	54	0.14
2446 138TH AVE SE	39.4	39.4	54.0	54	0.15
2447 138TH AVE SE	39.4	39.4	54.0	54	0.15
2448 129TH AVE SE	38.2	38.2	54.0	54	0.11
2448 137TH AVE SE	41.3	41.3	54.0	54	0.23
2449 132ND AVE SE	38.3	38.3	54.0	54	0.12
2450 138TH AVE SE	40.3	40.3	54.0	54	0.18
2451 137TH AVE SE	40.4	40.4	54.0	54	0.19
2452 130TH AVE SE	38.0	38.0	54.0	54	0.11
2453 132ND AVE SE	38.3	38.3	54.0	54	0.12
2454 137TH AVE SE	41.7	41.7	54.0	54	0.25
2455 130TH AVE SE	38.1	38.1	54.0	54	0.11
2455 138TH AVE SE	39.6	39.6	54.0	54	0.15
2457 132ND AVE SE	37.7	37.7	54.0	54	0.10
2457 134TH AVE SE	38.3	38.3	54.0	54	0.12
2457 137TH AVE SE	41.6	41.6	54.0	54	0.24
2457 KAMBER RD	40.8	40.8	54.0	54	0.20
2458 134TH AVE SE	39.9	39.9	54.0	54	0.17
2460 130TH AVE SE	38.4	38.4	54.0	54	0.12
2461 132ND AVE SE	38.3	38.3	54.0	54	0.12
2465 132ND AVE SE	38.3	38.3	54.0	54	0.12
2469 132ND AVE SE	38.4	38.4	54.0	54	0.12
2470 130TH AVE SE	38.2	38.2	54.0	54	0.11
2473 132ND AVE SE	38.8	38.8	54.0	54	0.13
2477 132ND AVE SE	38.4	38.4	54.0	54	0.12
2481 132ND AVE SE	38.8	38.8	54.0	54	0.13
2483 132ND AVE SE	38.7	38.7	54.0	54	0.13
2485 132ND AVE SE	38.3	38.3	54.0	54	0.12
2487 132ND AVE SE	38.7	38.7	54.0	54	0.13
2489 132ND AVE SE	38.7	38.7	54.0	54	0.13
2489 134TH AVE SE	40.0	40.0	54.0	54	0.17
2490 134TH AVE SE	40.4	40.4	54.0	54	0.19

Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
2493 132ND AVE SE	38.2	38.2	54.0	54	0.11
2497 132ND AVE SE	38.5	38.5	54.0	54	0.12
2498 130TH AVE SE	38.4	38.4	54.0	54	0.12
2501 134TH AVE SE	40.5	40.5	54.0	54	0.19
2502 134TH AVE SE	40.8	40.8	54.0	54	0.20
2505 130TH AVE SE	38.4	38.4	54.0	54	0.12
2505 132ND AVE SE	38.7	38.7	54.0	54	0.13
2515 130TH AVE SE	38.6	38.6	54.0	54	0.12
2516 130TH AVE SE	38.8	38.8	54.0	54	0.13
2520 128TH AVE SE	37.4	37.4	54.0	54	0.09
2528 128TH AVE SE	37.4	37.4	54.0	54	0.09
2535 130TH AVE SE	38.7	38.7	54.0	54	0.13
2536 130TH AVE SE	38.8	38.8	54.0	54	0.13
2539 128TH AVE SE	37.0	37.0	54.0	54	0.09
2546 130TH AVE SE	38.9	38.9	54.0	54	0.13
2550 128TH AVE SE	38.0	38.0	54.0	54	0.11
2553 134TH AVE SE	40.5	40.5	54.0	54	0.19
2554 134TH AVE SE	41.0	41.0	54.0	54	0.21
2555 130TH AVE SE	38.9	38.9	54.0	54	0.13
2558 128TH AVE SE	38.0	38.0	54.0	54	0.11
2566 128TH AVE SE	38.1	38.1	54.0	54	0.11
2597 134TH AVE SE	39.5	39.5	54.0	54	0.15
2598 134TH AVE SE	41.4	41.4	54.0	54	0.23
2600 130TH AVE SE	38.8	38.8	54.0	54	0.13
2604 128TH AVE SE	38.2	38.2	54.0	54	0.11
2604 129TH AVE SE	37.9	37.9	54.0	54	0.11
2605 129TH AVE SE	38.3	38.3	54.0	54	0.12
2614 128TH AVE SE	36.9	36.9	54.0	54	0.08
2615 129TH AVE SE	37.6	37.6	54.0	54	0.10
2616 129TH AVE SE	38.4	38.4	54.0	54	0.12
2622 128TH AVE SE	36.9	36.9	54.0	54	0.08
2623 129TH AVE SE	38.1	38.1	54.0	54	0.11
2626 129TH AVE SE	38.6	38.6	54.0	54	0.12
2630 128TH AVE SE	36.3	36.3	54.0	54	0.07
2630 129TH AVE SE	38.8	38.8	54.0	54	0.13
2631 129TH AVE SE	38.3	38.3	54.0	54	0.12
2637 129TH AVE SE	39.2	39.2	54.0	54	0.14
2638 128TH AVE SE	37.8	37.8	54.0	54	0.10
2638 129TH AVE SE	38.7	38.7	54.0	54	0.13
2651 RICHARDS RD	35.6	35.6	54.0	54	0.06
2653 TYE RIVER RD	33.2	33.2	54.0	54	0.04
2680 139TH AVE SE	39.7	39.7	54.0	54	0.16
2720 127TH PL SE	36.4	36.4	54.0	54	0.07
2721 128TH AVE SE	38.0	38.0	54.0	54	0.11
2726 127TH PL SE	37.7	37.7	54.0	54	0.10
2727 127TH PL SE	36.4	36.4	54.0	54	0.07
2731 128TH AVE SE	38.4	38.4	54.0	54	0.12

Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
2732 127TH PL SE	36.7	36.7	54.0	54	0.08
2733 127TH PL SE	36.0	36.0	54.0	54	0.07
2741 128TH AVE SE	38.6	38.6	54.0	54	0.12
2801 130TH AVE SE	39.6	39.6	54.0	54	0.15
2804 128TH AVE SE	38.9	38.9	54.0	54	0.13
2805 129TH AVE SE	39.0	39.0	54.0	54	0.14
2806 129TH AVE SE	38.5	38.5	54.0	54	0.12
2810 128TH AVE SE	39.0	39.0	54.0	54	0.14
2814 129TH AVE SE	38.6	38.6	54.0	54	0.12
2815 129TH AVE SE	39.1	39.1	54.0	54	0.14
2816 128TH AVE SE	39.1	39.1	54.0	54	0.14
2822 129TH AVE SE	39.3	39.3	54.0	54	0.14
2835 139TH AVE SE	43.6	43.6	54.0	54	0.38
2840 139TH AVE SE	43.2	43.2	54.0	54	0.35
2904 128TH AVE SE	39.3	39.3	54.0	54	0.14
2904 129TH AVE SE	39.0	39.0	54.0	54	0.14
2910 129TH AVE SE	38.9	38.9	54.0	54	0.13
2912 128TH AVE SE	39.2	39.2	54.0	54	0.14
2913 129TH AVE SE	39.6	39.6	54.0	54	0.15
2918 129TH AVE SE	40.0	40.0	54.0	54	0.17
2919 129TH AVE SE	39.5	39.5	54.0	54	0.15
2920 128TH AVE SE	39.2	39.2	54.0	54	0.14
2923 129TH AVE SE	39.7	39.7	54.0	54	0.16
2928 128TH AVE SE	39.5	39.5	54.0	54	0.15
3000 128TH AVE SE	39.3	39.3	54.0	54	0.14
3000 LANDERHOLM CIR SE	37.4	37.4	54.0	54	0.09
3001 148TH AVE SE	38.1	38.1	54.0	54	0.11
3007 128TH AVE SE	37.2	37.2	54.0	54	0.09
3015 128TH AVE SE	38.0	38.0	54.0	54	0.11
3019 128TH AVE SE	37.3	37.3	54.0	54	0.09
3025 128TH AVE SE	37.2	37.2	54.0	54	0.09
3035 128TH AVE SE	36.8	36.8	54.0	54	0.08
3103 125TH AVE SE	32.7	32.7	54.0	54	0.03
3691 135TH AVE SE	39.2	39.2	54.0	54	0.14
3697 134TH AVE SE	39.1	39.1	54.0	54	0.14
3702 136TH PL SE	31.1	31.1	54.0	54	0.02
3703 134TH AVE SE	36.4	36.4	54.0	54	0.07
3703 140TH AVE SE	34.4	34.4	54.0	54	0.05
3704 136TH AVE SE	35.7	35.7	54.0	54	0.06
3704 139TH AVE SE	34.4	34.4	54.0	54	0.05
3705 135TH AVE SE	38.3	38.3	54.0	54	0.12
3705 136TH AVE SE	37.6	37.6	54.0	54	0.10
3706 135TH AVE SE	37.2	37.2	54.0	54	0.09
3706 140TH AVE SE	33.9	33.9	54.0	54	0.04
3708 136TH PL SE	30.8	30.8	54.0	54	0.02
3711 135TH AVE SE	37.8	37.8	54.0	54	0.10
3711 136TH AVE SE	36.8	36.8	54.0	54	0.08

Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
3711 140TH AVE SE	34.1	34.1	54.0	54	0.04
3712 135TH AVE SE	37.0	37.0	54.0	54	0.09
3712 136TH AVE SE	35.2	35.2	54.0	54	0.06
3712 139TH AVE SE	31.1	31.1	54.0	54	0.02
3714 136TH PL SE	30.6	30.6	54.0	54	0.02
3714 140TH AVE SE	33.8	33.8	54.0	54	0.04
3715 134TH AVE SE	36.7	36.7	54.0	54	0.08
3715 136TH PL SE	31.6	31.6	54.0	54	0.02
3719 135TH AVE SE	37.6	37.6	54.0	54	0.10
3719 136TH AVE SE	36.5	36.5	54.0	54	0.08
3719 140TH AVE SE	33.9	33.9	54.0	54	0.04
3720 135TH AVE SE	36.8	36.8	54.0	54	0.08
3720 136TH AVE SE	34.7	34.7	54.0	54	0.05
3720 138TH PL SE	33.0	33.0	54.0	54	0.03
3720 139TH AVE SE	31.1	31.1	54.0	54	0.02
3722 136TH PL SE	30.5	30.5	54.0	54	0.02
3722 140TH AVE SE	33.8	33.8	54.0	54	0.04
3723 136TH PL SE	31.6	31.6	54.0	54	0.02
3725 135TH AVE SE	37.2	37.2	54.0	54	0.09
3726 135TH AVE SE	36.8	36.8	54.0	54	0.08
3726 136TH AVE SE	34.2	34.2	54.0	54	0.05
3726 138TH PL SE	30.4	30.4	54.0	54	0.02
3727 134TH AVE SE	36.7	36.7	54.0	54	0.08
3727 136TH AVE SE	36.1	36.1	54.0	54	0.07
3727 140TH AVE SE	33.9	33.9	54.0	54	0.04
3728 138TH PL SE	31.2	31.2	54.0	54	0.02
3728 139TH AVE SE	32.6	32.6	54.0	54	0.03
3730 136TH PL SE	30.4	30.4	54.0	54	0.02
3731 136TH PL SE	31.8	31.8	54.0	54	0.03
3733 135TH AVE SE	36.9	36.9	54.0	54	0.08
3734 135TH AVE SE	36.5	36.5	54.0	54	0.08
3734 136TH AVE SE	33.7	33.7	54.0	54	0.04
3735 136TH AVE SE	35.7	35.7	54.0	54	0.06
3735 140TH AVE SE	33.7	33.7	54.0	54	0.04
3736 139TH AVE SE	32.7	32.7	54.0	54	0.03
3737 138TH PL SE	30.7	30.7	54.0	54	0.02
3738 136TH PL SE	30.2	30.2	54.0	54	0.02
3739 134TH AVE SE	36.8	36.8	54.0	54	0.08
3739 135TH AVE SE	36.5	36.5	54.0	54	0.08
3739 138TH PL SE	30.2	30.2	54.0	54	0.02
3739 139TH AVE SE	30.2	30.2	54.0	54	0.02
3740 135TH AVE SE	36.1	36.1	54.0	54	0.07
3741 136TH AVE SE	35.3	35.3	54.0	54	0.06
3741 136TH PL SE	31.6	31.6	54.0	54	0.02
3742 136TH AVE SE	33.2	33.2	54.0	54	0.04
3742 139TH AVE SE	32.5	32.5	54.0	54	0.03
3743 138TH PL SE	30.1	30.1	54.0	54	0.02

Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
3743 140TH AVE SE	33.4	33.4	54.0	54	0.04
3746 136TH PL SE	29.3	29.3	54.0	54	0.01
3746 138TH PL SE	29.6	29.6	54.0	54	0.02
3747 135TH AVE SE	35.4	35.4	54.0	54	0.06
3747 136TH AVE SE	34.7	34.7	54.0	54	0.05
3747 139TH AVE SE	30.1	30.1	54.0	54	0.02
3748 135TH AVE SE	35.8	35.8	54.0	54	0.07
3749 138TH PL SE	30.0	30.0	54.0	54	0.02
3750 136TH PL SE	29.9	29.9	54.0	54	0.02
3750 139TH AVE SE	32.1	32.1	54.0	54	0.03
3751 134TH AVE SE	36.7	36.7	54.0	54	0.08
3751 136TH AVE SE	32.2	32.2	54.0	54	0.03
3751 140TH AVE SE	33.1	33.1	54.0	54	0.04
3752 136TH AVE SE	32.2	32.2	54.0	54	0.03
3754 140TH AVE SE	33.4	33.4	54.0	54	0.04
3756 138TH PL SE	29.4	29.4	54.0	54	0.02
3757 138TH PL SE	29.9	29.9	54.0	54	0.02
3759 140TH AVE SE	32.8	32.8	54.0	54	0.03
3762 138TH PL SE	29.3	29.3	54.0	54	0.01
3763 132ND AVE SE	36.0	36.0	54.0	54	0.07
3763 134TH AVE SE	35.6	35.6	54.0	54	0.06
3763 138TH PL SE	29.6	29.6	54.0	54	0.02
3764 140TH AVE SE	33.1	33.1	54.0	54	0.04
3769 140TH AVE SE	32.6	32.6	54.0	54	0.03
3770 138TH PL SE	28.8	28.8	54.0	54	0.01
3771 138TH PL SE	28.6	28.6	54.0	54	0.01
3774 140TH AVE SE	32.7	32.7	54.0	54	0.03
3775 132ND AVE SE	32.4	32.4	54.0	54	0.03
3775 134TH AVE SE	33.5	33.5	54.0	54	0.04
3777 138TH PL SE	28.9	28.9	54.0	54	0.01
3778 138TH PL SE	28.6	28.6	54.0	54	0.01
3782 138TH PL SE	28.8	28.8	54.0	54	0.01
3801 139TH AVE SE	29.7	29.7	54.0	54	0.02
3801 140TH AVE SE	31.4	31.4	54.0	54	0.02
3803 138TH AVE SE	31.3	31.3	54.0	54	0.02
3804 136TH PL SE	32.0	32.0	54.0	54	0.03
3805 136TH PL SE	31.8	31.8	54.0	54	0.03
3806 138TH AVE SE	29.2	29.2	54.0	54	0.01
3806 139TH PL SE	31.9	31.9	54.0	54	0.03
3810 132ND AVE SE	39.9	39.9	54.0	54	0.17
3811 138TH AVE SE	31.5	31.5	54.0	54	0.02
3811 139TH AVE SE	29.4	29.4	54.0	54	0.02
3811 139TH PL SE	30.7	30.7	54.0	54	0.02
3814 139TH AVE SE	30.1	30.1	54.0	54	0.02
3816 138TH AVE SE	29.3	29.3	54.0	54	0.01
3819 138TH AVE SE	31.7	31.7	54.0	54	0.03
3821 136TH PL SE	33.8	33.8	54.0	54	0.04

Class A EDNA Receptor	Daytime Project-Related Sound L_{eq}, dBA	Nighttime Project-Related Sound L_{eq}, dBA	Existing Sound Level L_{eq}, dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
3821 139TH PL SE	31.3	31.3	54.0	54	0.02
3823 136TH PL SE	33.3	33.3	54.0	54	0.04
3824 138TH AVE SE	29.6	29.6	54.0	54	0.02
3825 132ND AVE SE	34.4	34.4	54.0	54	0.05
3825 138TH AVE SE	32.0	32.0	54.0	54	0.03
3825 139TH AVE SE	29.1	29.1	54.0	54	0.01
3828 136TH PL SE	33.8	33.8	54.0	54	0.04
3829 139TH PL SE	31.5	31.5	54.0	54	0.02
3832 138TH AVE SE	29.6	29.6	54.0	54	0.02
3833 138TH AVE SE	32.0	32.0	54.0	54	0.03
3834 136TH AVE SE	32.0	32.0	54.0	54	0.03
3835 139TH PL SE	31.5	31.5	54.0	54	0.02
3837 136TH AVE SE	33.0	33.0	54.0	54	0.03
3838 135TH AVE SE	33.0	33.0	54.0	54	0.03
3841 138TH AVE SE	15.0	15.0	54.0	54	0.00
3842 136TH AVE SE	32.0	32.0	54.0	54	0.03
3846 136TH AVE SE	32.1	32.1	54.0	54	0.03
3847 136TH AVE SE	32.6	32.6	54.0	54	0.03
3851 139TH AVE SE	28.9	28.9	54.0	54	0.01
3852 136TH AVE SE	32.1	32.1	54.0	54	0.03
3854 139TH AVE SE	29.3	29.3	54.0	54	0.01
3857 136TH AVE SE	19.1	19.1	54.0	54	0.00
3858 136TH AVE SE	19.8	19.8	54.0	54	0.00
3859 139TH AVE SE	29.0	29.0	54.0	54	0.01
3860 132ND AVE SE	37.0	37.0	54.0	54	0.09
3862 139TH AVE SE	29.4	29.4	54.0	54	0.02
3865 139TH AVE SE	29.2	29.2	54.0	54	0.01
3871 139TH AVE SE	29.3	29.3	54.0	54	0.01
3872 139TH AVE SE	29.5	29.5	54.0	54	0.02
3879 139TH AVE SE	29.4	29.4	54.0	54	0.02
3882 139TH AVE SE	29.5	29.5	54.0	54	0.02
3889 139TH AVE SE	29.4	29.4	54.0	54	0.02
4000 134TH AVE SE	37.3	37.3	54.0	54	0.09
4001 135TH AVE SE	35.1	35.1	54.0	54	0.06
4002 134TH AVE SE	24.2	24.2	54.0	54	0.00
4003 134TH AVE SE	37.1	37.1	54.0	54	0.09

Class B and Class C EDNA Receptor	Project-Related Sound L_{eq}, dBA	Existing Sound Level, L_{eq} dBA	Cumulative Sound Level L_{eq}, dBA (Existing + Project)	Increase in Sound Level, dB
13200 SE 30TH ST	29.8	58.0	58.0	0.0
13205 SE 30TH ST	28.9	58.0	58.0	0.0
13212 SE EASTGATE WAY	37.7	58.0	58.0	0.0
13215 SE 30TH ST	29.6	58.0	58.0	0.0
13216 SE 32ND ST	37.6	58.0	58.0	0.0
13230 SE 32ND ST	39.1	58.0	58.1	0.1
13300 SE 30TH ST	38.9	58.0	58.1	0.1
13306 SE 30TH ST	41.6	58.0	58.1	0.1
13312 SE 30TH ST	44.2	58.0	58.2	0.2
13400 SE 30TH ST	49.0	58.0	58.5	0.5
13401 SE 30TH ST	63.1	58.0	64.3	6.3
13404 SE 32ND ST	41.0	58.0	58.1	0.1
13416 SE 30TH ST	43.8	58.0	58.2	0.2
13436 SE 30TH ST	47.6	58.0	58.4	0.4
13440 SE 30TH ST	53.4	58.0	59.3	1.3
13615 SE 26TH ST	43.6	58.0	58.2	0.2
13717 SE 26TH ST	41.1	58.0	58.1	0.1
13737 SE 26TH ST	39.3	58.0	58.1	0.1
13800 SE EASTGATE WAY	51.1	56.0	57.2	1.2
3060 139TH AVE SE	38.8	56.0	56.1	0.1
3100 139TH AVE SE	40.0	56.0	56.1	0.1
3150 139TH AVE SE	36.3	56.0	56.0	0.0
3180 139TH AVE SE	35.7	56.0	56.0	0.0
3244 139TH AVE SE	32.6	56.0	56.0	0.0

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