



Burnham Lead Relocation Facts (as of July 2007)

- The relocation of the Burnham Lead was assumed in the Final Environmental Impact Statement (FEIS)/Record Of Decision (ROD):
 - Page 2-14 (a general description) – “Construction of the LRT line through the existing rail yards will require the relocation of the Burnham Yard lead track and four spur tracks in the area to provide required clearances.”
 - Figure 2-7 on page 2-16 shows where the proposed relocation will go.
 - Pages 5-2, 5-8, and 5-12 (discussion of right-of-way impacts of it) - “The relocation of the Burnham Lead section of the alignment will displace one business.”
- Federal Transit Administration (FTA) criteria were used for noise and vibration. Because residential uses are not within the distance criteria established by FTA, no detailed noise analysis was done.
- There are three at-grade crossings with the current Lead and there will be three at-grade crossings with the relocated Lead. These at-grade crossings will be treated in a similar manner to the existing crossings (dual gates, flashing lights, and bells).

Treatment in EA

- The Environmental Assessment (EA) is being prepared to provide information to FTA in their review of changes in the proposed action and new information, to determine if the changes result in a new significant impact. If so, a supplemental environmental impact statement (EIS) will be prepared.
- Changes in the proposed action in this area include:
 - Proposed closure of Old Colfax
 - Re-routing of West Corridor light rail trains to the Elati Maintenance Facility instead of a proposed facility on the West Corridor itself
 - Minor realignment of the LRT tracks in the vicinity of the Burnham Lead and Old Colfax area.
- Traffic and noise impact analyses will be updated based on year 2030 traffic forecasts, and to reflect recent FTA guidance in the FTA Guidance Manual (*Transit Noise and Vibration Impact Assessment*, May 2006). The Lead relocation will take the light rail transit (LRT) vehicles further away from the residential area located on Osage Street *north* of Lincoln Park. As a result of this increase in distance, this residential area will experience a reduction in noise and vibration levels. However, Lincoln Park and the residential area on Osage Street *south* of the park will basically experience no change in noise and vibration levels. In general, transit noise levels decrease at a rate of 3-dBA (sound decibels) per doubling of distance, while vibration levels decrease at a

rate of 6-VdBA (vibration decibels) per doubling of distance. The following distances for the noise and vibration screening assessments are in the FTA manual to determine the potential for impact:

Screening Distance for Potential Noise Impacts:

Light Rail Transit	350 feet (unobstructed)
	175 feet (intervening buildings)

Screening Distances for Potential Vibration Impacts

Light Rail Transit	150 feet
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The closest approach of the proposed relocated Burnham Lead to the nearest residences on Osage Street (located north of Lincoln Park) is approximately 375 feet. There are intervening buildings between the alignment and the residences indicating that a screening distance of 175 feet should be used to determine the potential for noise impact. Based on this information, a noise impact will not occur.

- At the at-grade crossings of the relocated Lead, adequate safety protection will be provided. The two new (since the ROD) crossings (at Rio Court and at Shoshone Street) will have less of an impact than the crossings of 5th Street and Curtis Street which were in the FEIS and ROD, based on traffic volumes.
- Additional information will be in the EA about traffic impacts.

EA Status

- Currently being prepared.
- Anticipated release to public in September 2007.
- Public hearing will be held after release to the public and comments from the public are encouraged.
- FTA will determine next steps:
 - Preparation of Supplemental EIS?
 - Finding of No Significant Impact?