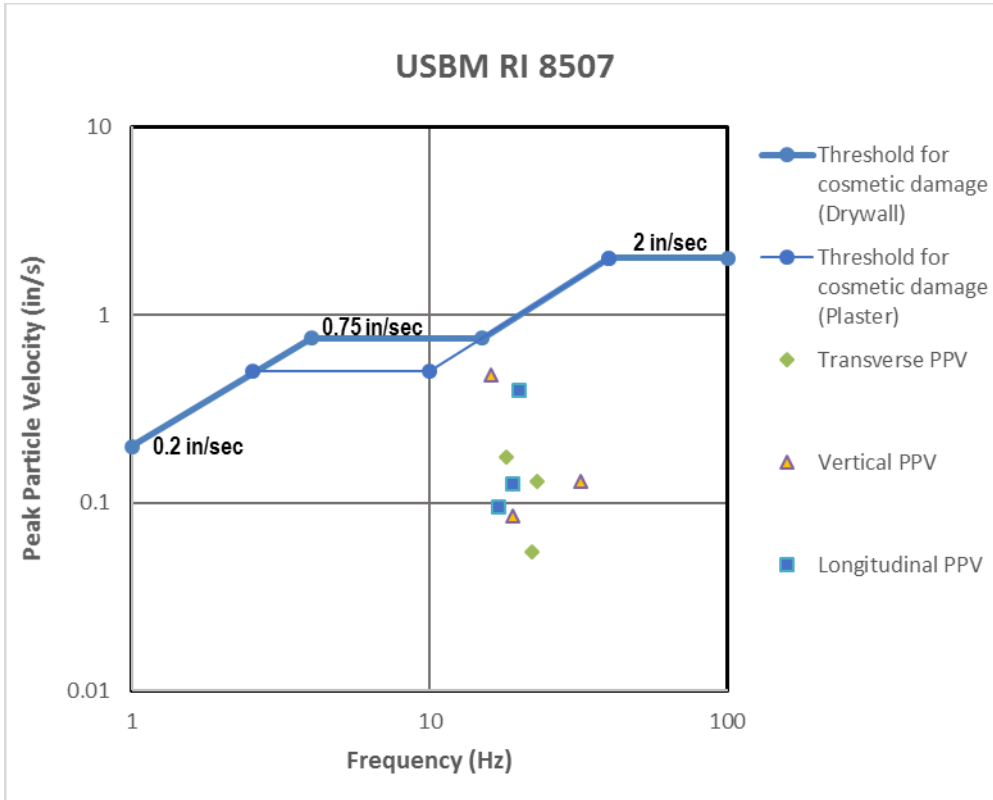


39th Avenue Greenway Vibration Monitoring

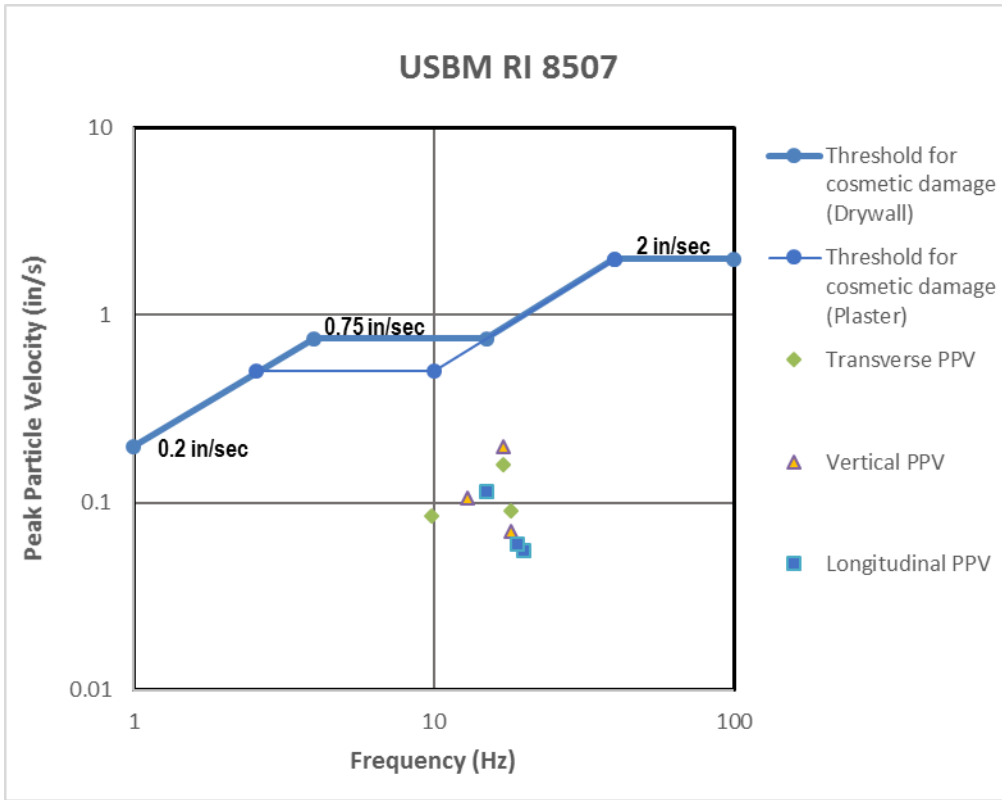
Week of March 6 to March 9, 2019

Vibration monitoring was performed near the shoring removal at the A-4 Structure.

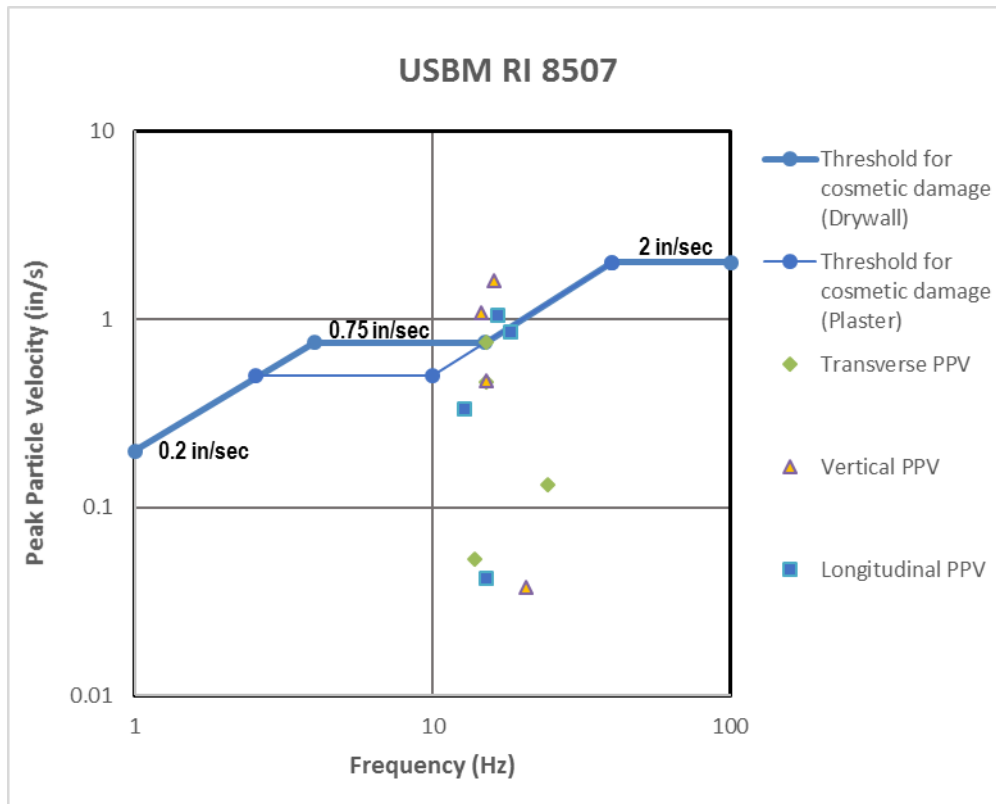
Shoring Removal at A-4 Structure, Northeast of A-4 Structure Shoring Removal (Zone 3)



Shoring Removal at A-4 Structure, North of A-4 Structure Shoring Removal (Zone 3)



Shoring Removal at A-4 Structure, South of A-4 Structure Shoring Removal (Zone 3)



Noise Monitoring:

Date	Leq (dB(A))	Lmax (dB(A))
March 6, 2019	63.5	85.1
March 8, 2019	74.4	98.0
March 9, 2019	85.1	104.1
March 9, 2019	86.9	108.3

On March 9, 2019, the threshold amplitude of ground vibrations generated from the construction activities exceeded the levels set forth in the U.S. Bureau of Mines (USBM) recommendation (RI 8507 1980) that are capable of producing damage to plaster and drywall in residential structures as shown on the graph above. SEMA and Martinez Associates received real-time SMS text and email notification that the threshold had been exceeded during the pulling of the 8 sheet piles closest to the New Tech Machinery building. Mr. Joe Urioste with SEMA tried various methods to try and minimize the vibrations in the area by pulling one sheet pile instead of two at a time, pulling without vibration, and saturating the ground. According to Mr. Urioste, in order to continue pulling, SEMA had a SEMA employee watching the New Tech Machinery building and the Mile Hi Express Building for any excessive vibrations or damage. While watching, SEMA employees would place a hand on the building walls to see if the vibrations were able to be felt, with no such apparent occurrence happening. Pictures were taken by SEMA prior to the operation commencing.