

## 10. GENERAL VIBRATION ASSESSMENT

This chapter outlines procedures that can be used to develop generalized predictions of ground-borne vibration and noise. This manual includes three different levels of detail for projecting ground-borne vibration:

**Screening** – The screening procedure is discussed in Chapter 9. A standard table of impact distances is used to determine if ground-borne vibration from the project may affect sensitive land uses. More detailed analysis is required if any sensitive land uses are within the screening distances. The screening procedure does not require any specific knowledge about the vibration characteristics of the system or the geology of the area.

**General Assessment** – The general level of assessment, as described in this chapter, is an extension of the screening procedure. It uses generalized data to develop a curve of vibration level as a function of distance from the track. The vibration levels at specific buildings are estimated by reading values from the curve and applying adjustments to account for factors such as track support system, vehicle speed, type of building, and track and wheel condition. The general level deals only with the overall vibration velocity level and the A-weighted sound level. It does not consider the frequency spectrum of the vibration or noise.

**Detailed Analysis** – Discussed in Chapter 11, the Detailed Analysis involves applying all of the available tools for accurately projecting the vibration impact at specific sites. The procedure outlined in this manual includes a test of the vehicle (or similar vehicle) to define the forces generated by the vibration source and tests at the site in question to define how the local geology affects vibration propagation. It is considerably more complex to develop detailed projections of ground-borne vibration than it is to develop detailed projections of airborne noise. The vibration projection procedure is not only complex, but, at this time, also has not been standardized. Accurate projections of ground-borne vibration require professionals with experience in performing and interpreting vibration propagation tests. As such, detailed vibration predictions are usually performed during the final design phase of a project when there is sufficient reason to suspect adverse vibration impact from the project. The procedure for

Detailed Vibration Analysis presented in Chapter 11 is based on measurements to characterize vibration propagation at specific sites.

There is not always a clear distinction between general and detailed predictions. For example, it is often appropriate to use several representative measurements of vibration propagation along the planned alignment in developing generalized propagation curves. Other times, generalized prediction curves may be sufficient for the majority of the alignment, with detailed analysis applied to particularly sensitive buildings such as a concert hall.

The purpose of the General Assessment is to provide a relatively simple method of developing estimates of the overall levels of ground-borne vibration and noise that can be compared to the acceptability criteria given in Chapter 8. For many projects, particularly when comparing alternatives, this level of detail will be sufficient for the environmental assessment. Where there are potential problems, the Detailed Analysis is then undertaken during final design of the selected alternative to accurately define the level of impact and design mitigation measures. A Detailed Analysis usually will be required when designing special track-support systems such as floating slabs or ballast mats. Detailed Analysis is not usually required if, as is often the case, the mitigation measure consists of relocating a crossover or turnout.

The basic approach for the General Assessment is to define a curve, or set of curves, that predicts the overall ground-surface vibration as a function of distance from the source, then apply adjustments to these curves to account for factors such as vehicle speed, building type, and receiver location within the building. Section 10.1 includes curves of vibration level as a function of distance from the source for the common types of vibration sources such as rapid transit trains and buses. When the vehicle type is not covered by the curves included in this section, it will be necessary to define an appropriate curve either by extrapolating from existing information or performing measurements at an existing facility.

## **10.1 SELECTION OF BASE CURVE FOR GROUND SURFACE VIBRATION LEVEL**

The base curves for three standard transportation systems are defined in Figure 10-1. This figure shows typical ground-surface vibration levels assuming equipment in good condition and speeds of 50 mph for the rail systems and 30 mph for buses. The levels must be adjusted to account for factors such as different speeds and different geologic conditions than assumed. The adjustment factors are discussed in Section 10.2.

The curves in Figure 10-1 are based on measurements of ground-borne vibration at a number of North American transit systems (references 1 through 9). The top curve applies to trains that are powered by diesel-electric locomotives. It includes intercity passenger trains and commuter rail trains. The curve for rapid transit rail cars covers both heavy and light-rail vehicles on at-grade and subway track. It is somewhat surprising that subway and at-grade track can be represented by the same curve since ground-borne vibration created by a train operating in a subway has very different characteristics than vibration from at-grade track. However, in spite of these differences, the overall vibration velocity levels are comparable. Subways tend to have more vibration problems than at-grade track; this is probably due to two factors: (1) subways are usually located

in more densely developed areas, and (2) the airborne noise is usually a more serious problem for at-grade systems than the ground-borne vibration. Another difference between subway and at-grade track is that the ground-borne vibration from subways tends to be higher frequency than the vibration from at-grade track, which makes the ground-borne noise more noticeable.

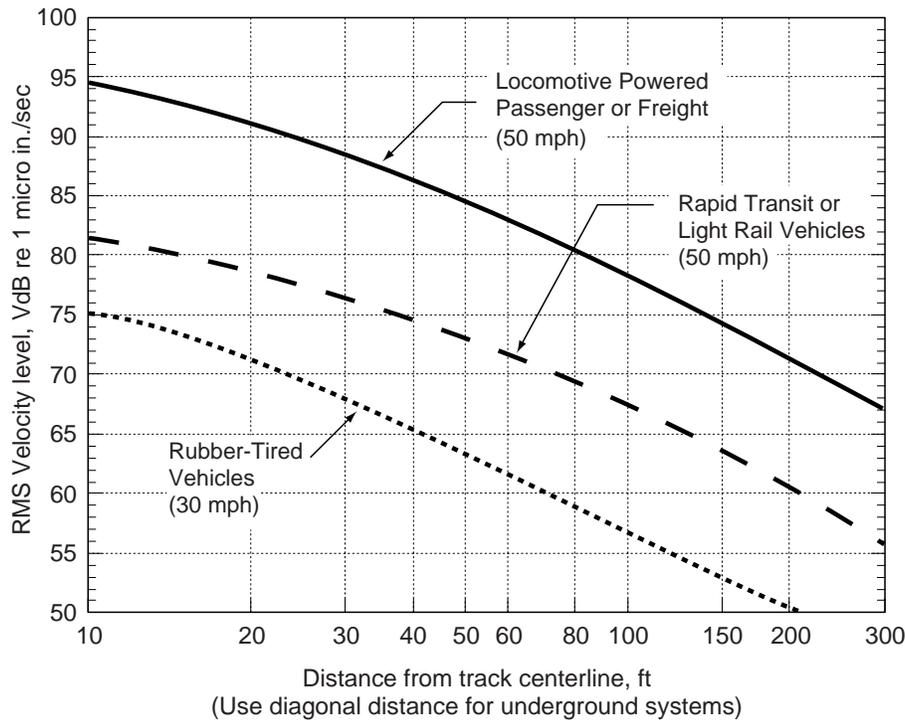


Figure 10-1 Generalized Ground Surface Vibration Curves

The curves in Figure 10-1 were developed from numerous measurements of ground-borne vibration. Experience with ground-borne vibration data is that, for any specific type of transit mode, a 10 decibel fluctuation in vibration levels under apparently similar conditions is not uncommon. The curves in Figure 10-1 represent the upper range of the measurement data, which means that although actual levels fluctuate widely, it is rare that ground-borne vibration will exceed the curves in Figure 10-1 by more than one or two decibels unless there are extenuating circumstances, such as rail corrugations or wheel flats.

One approach to dealing with the normal fluctuation is to show projections as a range. For example, the projected level from Figure 10-1 for an LRT system with train speeds of 50 mph is about 72 VdB at a distance of 60 feet from the track centerline, just at the threshold for acceptable ground-borne vibration for residential land uses. To help illustrate the normal fluctuation, the projected level of ground-borne vibration might be given as 67 to 72 VdB. This approach is not recommended since it tends to confuse the interpretation of whether the projected vibration levels exceed the impact threshold. However, because actual levels of ground-borne vibration will sometimes differ substantially from the projections, some care must be taken when interpreting projections. Some guidelines are given below:

1. Projected vibration is below the impact threshold. Vibration impact is unlikely in this case.

2. Projected ground-borne vibration is 0 to 5 decibels greater than the impact threshold. In this range there is still a significant chance (at least 50%) that actual ground-borne vibration levels will be below the impact threshold. In this case, the impact would be reported in the environmental document as exceeding the applicable threshold and a commitment would be made to conduct more detailed studies to refine the vibration impact analysis and determine appropriate mitigation during final design. A site-specific Detailed Analysis may show that vibration control measures are not needed.
3. Projected ground-borne vibration is 5 decibels or more greater than the impact threshold. Vibration impact is probable and some type of vibration control should be planned for the final design of the project.

The two most important factors that must be accounted for in a General Assessment are the type of vibration source (the mode of transit) and the vibration propagation characteristics. It is well known that there are situations where ground-borne vibration propagates much more efficiently than normal. The result is unacceptable vibration levels at distances two to three times the normal distance. Unfortunately, the geologic conditions that promote efficient propagation have not been well documented and are not fully understood. Shallow bedrock or stiff clay soil often are involved. One possibility is that shallow bedrock acts to keep the vibration energy near the surface. Much of the energy that would normally radiate down is directed back towards the surface by the rock layer with the result that the ground surface vibration is higher than normal.

The selection of a base curve depends on the mode of rail transit under consideration. Appropriate correction factors are then added to account for any unusual propagation characteristics. For less common modes such as magnetically-levitated vehicles (maglev), monorail, or AGT, it is necessary to either make a judgment about which curve and adjustment factors best fit the mode or to develop new estimates of vibration level as a function of distance from the track. For example, the vibration from a rubber-tire monorail that will be operating on aerial guideway can be approximated using the bus/rubber tire systems with the appropriate adjustment for the aerial structure. Another example is a magnetic levitation system. There is very little data available on the noise and vibration characteristics of maglev vehicles. However, as long as there will be little direct contact between the vehicle and the guideway, the vibration forces should be low enough that ground-borne vibration can be ignored.

Considerations for selecting a base curve are discussed below:

**Intercity Passenger Trains** – Although intercity passenger trains can be an important source of environmental vibration, it is rare that they are significant for FTA-funded projects unless a new transit mode will use an existing rail alignment. When a new transit line will use an existing rail alignment, the changes in the intercity passenger traffic can result in either positive or negative impacts. Unless there are specific data available on the ground-borne vibration created by the train operations, the upper curve in Figure 10-1 should be used for intercity passenger trains.

**Locomotive Powered Commuter Rail** – The locomotive curve from Figure 10-1 should be used for any commuter rail system powered by either diesel or electric locomotives. The locomotives often create vibration levels that are 3 to 8 decibels higher than those created by the passenger vehicles. Self-powered electric commuter rail trains can be considered to be similar to rapid transit vehicles. Although

they are relatively rare in the U.S., self-powered diesel commuter rail cars create vibration levels somewhere between rapid transit vehicles and locomotive-powered passenger trains. As long as the axle loads and suspension parameters are comparable to typical rapid transit vehicles, the rapid transit curve in Figure 10-1 can be used for self-powered diesel commuter rail cars.

**Subway Heavy Rail** – Complaints about ground-borne vibration are more common near subways than near at-grade track. This is not because subways create higher vibration levels than at-grade systems, rather it is because subways are usually located in high density areas in close proximity to building foundations. When applied to subways, the rapid transit curve in Figure 10-1 assumes a relatively lightweight bored concrete tunnel in soil. The vibration levels will be lower for heavier subway structures such as cut-and-cover box structures and stations.

**At-Grade Heavy Rail or LRT** – The available data show that heavy rail and light rail transit vehicles create similar levels of ground-borne vibration. This is not surprising since the vehicles have similar suspension systems and axle loads. Light-rail systems tend to have fewer problems with ground-borne vibration because of the lower operating speeds. Similar to the subway case, an adjustment factor must be used if the transit vehicle has a primary suspension that is stiff in the vertical direction.

**Intermediate Capacity Transit** – The vibration levels created by an intermediate capacity transit system or an AGT system will depend on whether the vehicles have steel wheels or rubber wheels. If they have steel wheels, the transit car curve in Figure 10-1 should be used with appropriate adjustments for operating speed. The bus/rubber tire curve should be used for rubber-tired ICT systems.

**Bus/Rubber Tire** – Rubber-tire vehicles rarely create ground-borne vibration problems unless there is a discontinuity or bump in the road that causes the vibration. The curve in Figure 10-1 shows the vibration level for a typical bus operating on smooth roadway.

## 10.2 ADJUSTMENTS

Once the base curve has been selected, the adjustments in Table 10-1 can be used to develop vibration projections for specific receiver positions inside buildings. All of the adjustments are given as single numbers to be added to, or subtracted from, the base level. The adjustment parameters are speed, wheel and rail type and condition, type of track support system, type of building foundation, and number of floors above the basement level. It should be recognized that many of these adjustments are strongly dependent on the frequency spectrum of the vibration source and the frequency dependence of the vibration propagation. The single number values are suitable for generalized evaluation of the vibration impact and vibration mitigation measures since they are based on typical vibration spectra. However, the single number adjustments are not adequate for detailed evaluations of impact of sensitive buildings or for detailed specification of mitigation measures. Detailed Analysis requires consideration of the relative importance of different frequency components.

**Table 10-1 Adjustment Factors for Generalized Predictions of Ground-Borne Vibration and Noise**

<b>Factors Affecting Vibration Source</b>				
<b>Source Factor</b>	<b>Adjustment to Propagation Curve</b>		<b>Comment</b>	
Speed	Reference Speed		Vibration level is approximately proportional to $20 \cdot \log(\text{speed}/\text{speed}_{\text{ref}})$ . Sometimes the variation with speed has been observed to be as low as 10 to 15 $\log(\text{speed}/\text{speed}_{\text{ref}})$ .	
	Vehicle Speed	50 mph      30 mph		
	60 mph	+1.6 dB      +6.0 dB		
	50 mph	0.0 dB      +4.4 dB		
	40 mph	-1.9 dB      +2.5 dB		
	30 mph	-4.4 dB      0.0 dB		
20 mph	-8.0 dB      -3.5 dB			
Vehicle with stiff primary suspension	+8 dB		Transit vehicles with stiff primary suspensions have been shown to create high vibration levels. Include this adjustment when the primary suspension has a vertical resonance frequency greater than 15 Hz.	
Resilient Wheels	0 dB		Resilient wheels do not generally affect ground-borne vibration except at frequencies greater than about 80 Hz.	
Worn Wheels or Wheels with Flats	+10 dB		Wheel flats or wheels that are unevenly worn can cause high vibration levels. This can be prevented with wheel truing and slip-slide detectors to prevent the wheels from sliding on the track.	
Worn or Corrugated Track	+10 dB		If both the wheels and the track are worn, only one adjustment should be used. Corrugated track is a common problem, however, it is difficult to predict the conditions that cause corrugations to occur. Rail grinding can remove rail corrugations. Mill scale on new rail can cause higher vibration levels until the rail has been in use for some time.	
Crossovers and Other Special Trackwork	+10 dB		Wheel impacts at special trackwork will significantly increase vibration levels. The increase will be less at greater distances from the track.	
Jointed Track	+5 dB		Jointed track causes higher vibration levels than welded track. The difference depends on the condition of the rail joints.	
Floating Slab Trackbed	-15 dB		The reduction achieved with a floating slab trackbed is strongly dependent on the frequency characteristics of the vibration.	
Ballast Mats	-10 dB		Actual reduction is strongly dependent on frequency of vibration.	
High Resilience Fasteners	-5 dB		Slab track with track fasteners that are very compliant in the vertical direction can reduce vibration at frequencies greater than 40 Hz.	
Resiliently Supported Ties	-10 dB		Resiliently supported tie systems have been found to provide very effective control of low-frequency vibration.	
Type of Transit Structure	Relative to at-grade tie & ballast:		The general rule is the heavier the structure the lower the vibration levels. Putting the track in cut may reduce the vibration levels slightly. Rock based subways will create higher-frequency vibration.	
	Elevated structure			-10 dB
	Open Cut			0 dB
	Relative to bored subway tunnel in soil:			
	Station			-5 dB
Cut and Cover		-3 dB		
Rock-Based		-15 dB		

Table 10-1 continued...				
<i>Factors Affecting Vibration Path</i>				
Path Factor	Adjustment to Propagation Curve		Comment	
Geologic conditions that promote efficient vibration propagation	Efficient propagation in soil		+10 dB	Refer to the text for guidance on identifying areas where efficient propagation is possible.
	Propagation in rock layer	Dist.	Adjust.	
		50 ft		+4 dB
		100 ft		+6 dB
		150 ft		+9 dB
Coupling to building foundation	Wood Frame		-5 dB	The general rule is the heavier the building construction, the greater the coupling loss.
	1-2 Story Commercial		-7 dB	
	2-4 Story Masonry		-10 dB	
	Large Masonry on Piles		-10 dB	
	Large Masonry on Spread Footings		-13 dB	
	Foundation in Rock		0 dB	
<i>Factors Affecting Vibration Receiver</i>				
Receiver Factor	Adjustment to Propagation Curve		Comment	
Floor-to-floor attenuation	1 to 5 floors above grade:		-2 dB/floor	This factor accounts for dispersion and attenuation of the vibration energy as it propagates through a building.
	5 to 10 floors above grade:		-1 dB/floor	
Amplification due to resonances of floors, walls, and ceilings	+6 dB		The actual amplification will vary greatly depending on the type of construction. The amplification is lower near the wall/floor and wall/ceiling intersections.	
Radiated Sound	Peak frequency of ground vibration:			Use these adjustments to estimate the A-weighted sound level given the average vibration velocity level of the room surfaces. See text for guidelines for selecting low, typical or high frequency characteristics. Use the high-frequency adjustment for subway tunnels in rock or if the dominant frequencies of the vibration spectrum are known to be 60 Hz or greater.
	Low frequency (<30 Hz):		-50 dB	
	Typical (peak 30 to 60 Hz):		-35 dB	
	High frequency (>60 Hz):		-20 dB	

Without careful consideration of the shape of the actual vibration spectra, an inappropriate vibration control measure may be selected that could actually cause an increase in the vibration levels.

The following guidelines are used to select the appropriate adjustment factors. Note that the adjustments for wheel and rail condition are not cumulative. The general rule-of-thumb to use when more than one adjustment may apply is to apply only the largest adjustment. For example: the adjustment for jointed track is 5 decibels and the adjustment for wheel flats is 10 decibels. In an area where there is jointed track and many vehicles have wheel flats, the projected vibration levels should be increased by 10 decibels, not 15 decibels.

**Train Speed** – The levels of ground-borne vibration and noise vary approximately as 20 times the logarithm of speed. This means that doubling train speed will increase the vibration levels approximately 6 decibels and halving train speed will reduce the levels by 6 decibels. Table 10-1 tabulates the adjustments for reference vehicle speeds of 30 mph for rubber-tired vehicles and 50 mph for steel-wheel vehicles. The relationship:

$$\text{adjustment (dB)} = 20 \times \log \left( \frac{\text{speed}}{\text{speed}_{\text{ref}}} \right)$$

should be used to calculate the adjustments for other speeds.

**Vehicle** – The most important factors for the vehicles are the suspension system, wheel condition, and wheel type. Most new heavy rail and light rail vehicles have relatively soft primary suspensions. However, there were a number of vehicles delivered to U.S. transit systems in the past 20 years with very stiff primary suspensions. Experience in Atlanta, New York, and other cities has demonstrated that a stiff primary suspension (vertical resonance frequency greater than 15 Hz) can result in higher than normal levels of ground-borne vibration. Vehicles for which the primary suspension consists of a rubber or neoprene "donut" around the axle bearing usually have a very stiff primary suspension with a vertical resonance frequency greater than 40 Hz.

Deteriorated wheel condition is another factor that will increase vibration levels. It can be assumed that a new system will have good condition wheels. However, when older vehicles will be used on new track, it may be appropriate to include an adjustment for wheel condition. Wheels with flats or corrugations can cause vibration levels that are 10 decibels higher than normal. Resilient wheels will reduce vibration levels at frequencies greater than the effective resonance frequency of the wheel. Because this resonance frequency is relatively high, often greater than 80 Hz, resilient wheels usually have only a marginal effect on ground-borne vibration.

**Track System and Support** – This category includes the type of rail (welded, jointed or special trackwork), the track support system, and the condition of the rail. The base curves all assume good condition welded rail. Jointed rail causes higher vibration levels than welded rail; the amount higher depends on the condition of the joints. The wheel impacts at special trackwork, such as frogs at crossovers, create much higher vibration forces than normal. Because of the higher vibration levels at special trackwork, crossovers often end up being the principal areas of vibration impact on new systems. Modifying the track support system is one method of mitigating the vibration impact. Special track support systems such as ballast mats, high resilience track fasteners, resiliently supported ties, and floating slabs have all been shown to be effective in reducing vibration levels.

The condition of the running surface of the rails can strongly affect vibration levels. Factors such as corrugations, general wear, or mill scale on new track can cause vibration levels that are 5 to 15 decibels higher than normal. Mill scale will usually wear off after some time in service, however, the track must be ground to remove corrugations or to reduce the roughness from wear.

**Transit Structure** – The weight and size of a transit structure affects the vibration radiated by that structure. The general rule-of-thumb is that vibration levels will be lower for heavier transit structures. Hence, the vibration levels from a cut-and-cover concrete double-box subway can be assumed to be lower than the vibration from a lightweight concrete-lined bored tunnel. The vibration from elevated structures is lower than from at-grade track because of the mass of the structure and the extra distance that the vibration must travel before it reaches the receiver.

**Propagation Characteristics** – In the General Assessment it is necessary to make a selection among the general propagation characteristics. For a subway, the selection is a fairly straightforward choice of whether or not the subway will be founded in bedrock. Bedrock is considered to be hard rock. It is usually appropriate to consider soft siltstone and sandstone to be more similar to soil than hard rock. As seen in Table 10-1, whether the subway is founded in soil or rock will make up to a 15 decibel difference in the vibration levels.

When considering at-grade vibration sources, the selection is between "normal" vibration propagation and "efficient" vibration propagation. Efficient vibration propagation results in approximately 10 decibels higher vibration levels. This more than doubles the potential impact zone for ground-borne vibration. One of the problems with identifying the cause of efficient propagation is the difficulty in determining whether higher than normal vibration levels are due to geologic conditions or due to special source conditions (e.g. rail corrugations or wheel flats).

Although it is known that geologic conditions have a significant effect on the vibration levels, it is rarely possible to develop more than a broad-brush understanding of the vibration propagation characteristics for a General Assessment. The conservative approach would be to use the 10 decibel adjustment for efficient propagation to evaluate all potential vibration impact. The problem with this approach is that it tends to greatly overstate the potential for vibration impact. Hence, it is best to review available geological data and any complaint history from existing transit lines and major construction sites near the transit corridor to identify areas where efficient propagation is possible. If there is any reason to suspect efficient propagation conditions, then a Detailed Analysis during final design would include vibration propagation tests at the areas identified as potentially efficient propagation sites.

Some geologic conditions are repeatedly associated with efficient propagation. Shallow bedrock, less than 30 ft below the surface, is likely to have efficient propagation. Other factors that can be important are soil type and stiffness. In particular, stiff clayey soils have sometimes been associated with efficient vibration propagation. Investigation of soil boring records can be used to estimate depth to bedrock and the presence of problem soil conditions.

A factor that can be particularly complex to address is the effect of vibration propagation through rock. There are three factors from Table 10-1 that need to be included when a subway structure will be founded in rock. First is the -15 decibel adjustment in the "Type of Transit Structure" category. Second is the adjustment based on the propagation distance in the "Geologic Conditions" category. This positive adjustment increases with distance because vibration attenuates more slowly in rock than in soil. The third factor is in the "Coupling to Building" category. When a building foundation is directly on the rock layer, there is no "coupling loss" due to the weight and stiffness of the building. Use the standard coupling factors if there is at least a 10-foot layer of soil between the building foundation and the rock layer.

**Type of Building and Receiver Location in Building** – Since annoyance from ground-borne vibration and noise is an indoor phenomenon, the effects of the building structure on the vibration must be considered. Wood frame buildings, such as the typical residential structure, are more easily excited by ground vibration than heavier buildings. In contrast, large masonry buildings with spread footings have a low response to ground vibration.

Vibration generally reduces in level as it propagates through a building. As indicated in the table, a 1 to 2 decibel attenuation per floor is usually assumed. Counteracting this, resonances of the building structure, particularly the floors, will cause some amplification of the vibration. Consequently, for a wood-frame structure, the building-related adjustments nearly cancel out. The adjustments for the first floor assuming a basement are: -5 decibels for the coupling loss; -2 decibels for the propagation from

the basement to the first floor; and +6 decibels for the floor amplification. The total adjustment is -1 decibel.

**Vibration to Ground-Borne Noise Adjustment** – It is possible to estimate the levels of radiated noise given the average vibration amplitude of the room surfaces (floors, walls and ceiling), and the total acoustical absorption in the room. The average result is that the sound pressure level is approximately equal to the vibration velocity level when the velocity level is referenced to  $1 \times 10^6$  in./sec. However, to estimate the A-weighted sound level from the velocity level, it is necessary to have some information about the frequency spectrum. The A-weighting adjustment drops rapidly at low frequencies reflecting the relative insensitivity of human hearing to low frequencies. For example, A-weighting is -16 dB at 125 Hz, -26 dB at 60 Hz and -40 dB at 30 Hz. Table 10-1 provides adjustments for vibration depending on whether it has low-frequency, typical or high-frequency characteristics. Some general guidelines for classifying the frequency characteristics are:

- **Low Frequency:** Low-frequency vibration characteristics can be assumed for subways surrounded by cohesiveless sandy soil or whenever a vibration isolation track support system will be used. Low-frequency characteristics can be assumed for most surface track.
- **Typical:** The typical vibration characteristic is the default assumption for subways. It should be assumed for subways until there is information indicating that one of the other assumptions is appropriate. It should be used for surface track when the soil is very stiff with a high clay content.
- **High Frequency:** High-frequency characteristics should be assumed for subways whenever the transit structure is founded in rock or when there is very stiff clayey soil.

### **10.3 INVENTORY OF VIBRATION-IMPACTED LOCATIONS**

This chapter includes generalized curves for surface vibration for different transit modes along with adjustments to apply for specific operating conditions and buildings. The projected levels are then compared with the criteria in Chapter 8 to determine whether vibration impact is likely. The results of the General Assessment are expressed in terms of an inventory of all sensitive land uses where either ground-borne vibration or ground-borne noise from the project may exceed the impact thresholds. The General Assessment may include a discussion of mitigation measures which would likely be needed to reduce vibration to acceptable levels.

The purpose of the procedure is to develop a reasonably complete inventory of the buildings that may experience ground-borne vibration or noise that exceed the impact criteria. At this point, it is preferable to make a conservative assessment of the impact. That is, it is better to include some buildings where ground-borne vibration may be below the impact threshold than to exclude buildings where it may exceed the impact threshold. The inventory should be organized according to the categories described in Chapter 8. For each building where the projected ground-borne vibration or noise exceeds the applicable impact threshold, one

or more of the vibration control options from Section 11.4 should be considered for applicability. See Section 11.3 for a more complete description of how the General Vibration Assessment fits into the overall procedure.

## REFERENCES

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