WASHINGTON
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UTILITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

City of Marysville Petitioner, vs. BNSF Railway Company Respondent	)	DOCKET NO. TR- 111147 PETITION TO CONSTRUCT OR RECONSTRUCT A HIGHWAY-RAIL GRADE CROSSING AND INSTALL AN INTER-TIE BETWEEN A HIGHWAY SIGNAL AND A RAILROAD CROSSING SIGNAL SYSTEM

The Petitioner asks the Washington Utilities and Transportation Commission to approve construction or reconstruction of a highway-rail grade crossing.

☒ **Construction** ☐ **Reconstruction**

STATE OF WASH. UTIL. AND TRANSP. COMMISSION
2011 JUN 22 PM 4:01
RECEIVED RECORDS MANAGEMENT

Section 1 – Petitioner's Information

City of Marysville
Petitioner

80 Columbia Ave
Street Address

Marysville, WA 98270
City, State and Zip Code

Mailing Address, if different than the street address

Kevin Nielsen, Public Works Director
Contact Person Name

(360) – 363-8100 knielsen@marysvillewa.gov
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

BNSF Railway Company
Respondent

2454 Occidental Ave, Suite 1A
Street Address

Seattle, WA 98134
City, State and Zip Code

Mailing Address, if different than the street address

Megan T. McIntyre
Contact Person Name

(206) 625-6029 Megan.McIntyre@ bnsf.com
Contact Phone Number and E-mail Address

Section 3 – Proposed Crossing Location

1. Existing highway/roadway 84th Steet NE

2. Existing railroad BNSF

3. Location of proposed crossing:
   Located in the NW 1/4 of the SW 1/4 of Sec. 21 , Twp. 30 , Range 5 W.M.

4. GPS location, if known

5. Railroad mile post (nearest tenth) 40.1

6. City Marysville County Snohomish

Section 4 – Proposed Crossing Information

1. Railroad company BNSF

2. Type of railroad at crossing ☒ Common Carrier ☐ Logging ☐ Industrial

☐ Passenger ☐ Excursion

3. Type of tracks at crossing ☒ Main Line ☐ Siding or Spur

4. Number of tracks at crossing 1

5. Average daily train traffic, freight 11

Authorized freight train speed 50 Operated freight train speed 50

6. Average daily train traffic, passenger 4

Authorized passenger train speed 50 Operated passenger train speed 50

7. Will the proposed crossing eliminate the need for one or more existing crossings?
Yes X No ____

8. If so, state the distance and direction from the proposed crossing.

The proposed crossing will allow for the elimination of two uncontrolled private crossings; one approximately 127 feet north of the proposed crossing and one approximately 377 feet south of the proposed crossing.

9. Does the petitioner propose to close any existing crossings?
Yes X No ____

Section 5 – Temporary Crossing

1. Is the crossing proposed to be temporary? Yes ____ No __X__

2. If so, describe the purpose of the crossing and the estimated time it will be needed

_____

_____

_____

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing? Yes ____ No __X__

Approximate date of removal _____

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway 84th Street NE

2. Roadway classification Arterial

3. Road authorization City of Marysville

4. Average annual daily traffic (AADT) 2400

5. Number of lanes 3

6. Roadway speed 30

7. Is the crossing part of an established truck route? Yes _____ No __X__

8. If so, trucks are what percent of total daily traffic? _____

9. Is the crossing part of an established school bus route? Yes _____ No __X__

10. If so, how many school buses travel over the crossing each day?_____

11. Describe any changes to the information in 1 through 7, above, expected within ten years:
ADDT is based on a preliminary traffic analysis of the proposed development of the property west of the railroad tracks.

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the proposed location?
   Yes ____ No X

2. If a safer location exists, explain why the crossing should not be located at that site.

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3. Are there any hillsides, embankments, buildings, trees, railroad loading platforms or other barriers in the vicinity which may obstruct a motorist's view of the crossing?
   Yes ____ No X

4. If a barrier exists, describe:
   - ♦ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.
   - ♦ How the barrier can be removed.
   - ♦ How the petitioner or another party can mitigate the hazard caused by the barrier.

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5. Is it feasible to construct an over-crossing or under-crossing at the proposed location as an alternative to an at-grade crossing?
   Yes ____ No X

6. If an over-crossing or under-crossing is not feasible, explain why.

The existing State Street adjacent to the tracks has an established grade with adjacent developed properties, which precludes constructing an overcrossing or undercrossing.

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7. Does the railway line, at any point in the vicinity of the proposed crossing, pass over a fill area or trestle or through a cut where it is feasible to construct an over-crossing or an under-crossing, even though it may be necessary to relocate a portion of the roadway to reach that point?
   Yes ____ No X

8. If such a location exists, state:
   - ♦ The distance and direction from the proposed crossing.
   - ♦ The approximate cost of construction.
   - ♦ Any reasons that exist to prevent locating the crossing at this site.

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9. Is there an existing public or private crossing in the vicinity of the proposed crossing?
   Yes X No ____

10. If a crossing exists, state:

♦ The distance and direction from the proposed crossing.
♦ Whether it is feasible to divert traffic from the proposed to the existing crossing.

The proposed crossing will allow for closing two uncontrolled private crossings; one approximately 127 feet north of the proposed crossing and one approximately 377 feet south of the proposed crossing.

Section 8 – Sight Distance

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction.

a. Approaching the crossing from the east , the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	See attached exhibit	
Left		

b. Approaching the crossing from the west , the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	See attached exhibit	
Left		

2. Will the new crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?
Yes X No ____

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. ____

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?
Yes X No ____

5. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

Section 9 – Illustration of Proposed Crossing Configuration

Attach a detailed diagram, drawing, map or other illustration showing the following:

- ♦ The vicinity of the proposed crossing.
- ♦ Layout of the railway and highway 500 feet adjacent to the crossing in all directions.
- ♦ Percent of grade.
- ♦ Obstructions of view as described in Section 7 or identified in Section 8.
- ♦ Traffic control layout showing the location of the existing and proposed signage.

Section 10 – Sidewalks

1. Provide the following information:
   a. Provide a description of the type of sidewalks proposed.
   c. Describe who will maintain the sidewalks.
   d. Attach a proposed diagram or design of the crossing including the sidewalks.

Cement concrete sidewalks will be installed on both sides of the proposed 84th Street crossing in accordance with City of Marysville design standards. The sidewalks will be maintained by the City of Marysville.

Section 11 – Proposed Warning Signals or Devices

1. Explain in detail the number and type of automatic signals or other warning devices planned at the proposed crossing, including a cost estimate for each. If requesting pre-emption include the type of train detection circuitry, sequencing and advanced preemption time, justification for the changes and its effects on current warning devices and warning times for drivers.

Cantilevered railroad crossing signals for eastbound and shoulder mount railroad crossing signals for west bound. Two quadrant gates at the crossing. Adjacent intersection traffic signal will be interconnected to railroad signal with railroad pre-emption control, including blank-out sign for right turn traffic. The cost to construct this system will be negotiated and determined during a later phase. When those costs are known, we will supplement the record.

2. Provide an estimate for maintaining the signals for 12 months.
When the extent of the proposed warning signal or devices is known, we will supplement the record with the maintenance costs for 12 months.

3. Is the petitioner prepared to pay to the respondent railroad company its share of installing the warning devices as provided by law?
Yes X No ____

Section 12 – Traffic Signal Preemption

Complete the attached Guide for Determining Time Requirements for Traffic Signal Preemption at Highway-Rail Grade Crossings.

1. Specify simultaneous or advance preemption requested.
To be verified during design of the crossing and traffic signal. Preliminarily it appears advance preemption will be requested.

If advance preemption, what is the preemption time.
15 seconds. This will be verified during design and coordinated with BNSF.

Section 13 – Additional Information

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from constructing a new crossing as proposed.
The proposed crossing would allow for the closure of two private uncontrolled crossings. The proposed crossing would be fully protected with signals and gates, resulting in improved safety.

Section 14 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to construct or reconstruct a highway-railroad grade crossing.

We have investigated the conditions at the proposed or existing crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that a crossing be installed or reconstructed and consent to a decision by the commission without a hearing.

Dated at _____ , Washington, on the _____ day of

_____, 20 ____.

_____

Printed name of Respondent

_____

Signature of Respondent's Representative

_____

Title

_____

Phone number and e-mail address

_____

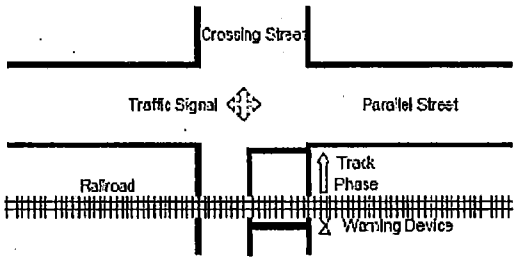
_____

Mailing address

City MARYSVILLE
County SNOHOMISH
District

Date 3/3/11
Completed by AL TEBALDI (DEA)
District Approval

Show North Arrow



Parallel Street Name: STATE AVE
Crossing Street Name: 84th ST. NE

Railroad BNSF
Crossing DOT# NEW CROSSING

Railroad Contact MEGAN McINTYRE
Phone (206) 625-6029

SECTION 1: RIGHT-OF-WAY TRANSFER TIME CALCULATION

Preempt verification and response time

			Remarks
1. Preempt delay time (seconds)	1.	Ø	FROM MARYSVILLE
2. Controller response time to preempt (seconds)	2.	0.1	Controller type: 2070
3. Preempt verification and response time (seconds): add lines 1 and 2	3.	0.1	

Worst-case conflicting vehicle time

			Remarks
4. Worst-case conflicting vehicle phase number	4.		
5. Minimum green time during right-of-way transfer (seconds)	5.	4	FROM MARYSVILLE
6. Other green time during right-of-way transfer (seconds)	6.	Ø	"
7. Yellow change time (seconds)	7.	4	"
8. Red clearance time (seconds)	8.	1	"
9. Worst-case conflicting vehicle time (seconds): add lines 5 through 8	9.	9	

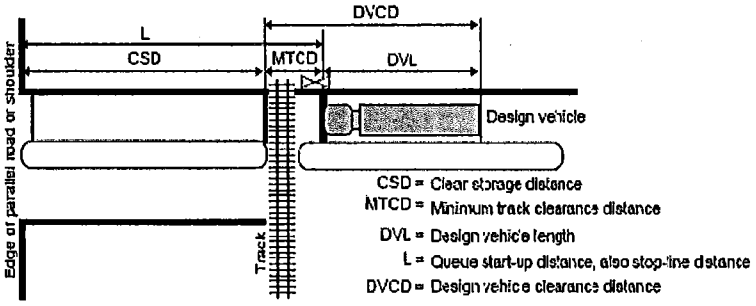
Worst-case conflicting pedestrian time

			Remarks
10. Worst-case conflicting pedestrian phase number	10.		
11. Minimum walk time during right-of-way transfer (seconds)	11.	Ø	FROM MARYSVILLE
12. Pedestrian clearance time during right-of-way transfer (seconds)	12.	7	"
13. Vehicle yellow change time, if not included on line 12 (seconds)	13.	4	"
14. Vehicle red clearance time, if not included on line 12 (seconds)	14.	1	"
15. Worst-case conflicting pedestrian time (seconds): add lines 11 through 14	15.	12	

Worst-case conflicting vehicle or pedestrian time

16. Worst-case conflicting vehicle or pedestrian time (seconds): maximum of lines 9 and 15	16.	12
17. Right-of-way transfer time (seconds): add lines 3 and 16	17.	12.1

SECTION 2: QUEUE CLEARANCE TIME CALCULATION



			Remarks
18. Clear storage distance (CSD, feet)	18.	22	
19. Minimum track clearance distance (MTCD, feet)	19.	23	12'+5'+6' = 23'
20. Design vehicle length (DVL, feet)	20.	55	Design vehicle type: WB 50
21. Queue start-up distance, L (feet): add lines 18 and 19	21.	45	
22. Time required for design vehicle to start moving (seconds): calculate as 2+(L÷20)	22.	4.3	Remarks
23. Design vehicle clearance distance, DVCD (feet): add lines 19 and 20	23.	67	
24. Time for design vehicle to accelerate through the DVCD (seconds)	24.	14.5	Read from Figure 2 in Instructions.
25. **Queue clearance time (seconds): add lines 22 and 24**	25.	18.8	

SECTION 3: MAXIMUM PREEMPTION TIME CALCULATION

			Remarks
26. Right-of-way transfer time (seconds): line 17	26.	12.1	
27. Queue clearance time (seconds): line 25	27.	18.8	
28. Desired minimum separation time (seconds)	28.	4.0	
29. **Maximum preemption time (seconds): add lines 26 through 28**	29.	34.9	

SECTION 4: SUFFICIENT WARNING TIME CHECK

				Remarks
30. Required minimum time, MT (seconds): per regulations	30.	20		FROM BNSF
31. Clearance time, CT (seconds): get from railroad	31.	Ø		FROM BNSF
32. Minimum warning time, MWT (seconds): add lines 30 and 31	32.		20	Excludes buffer time (BT)
33. Advance preemption time, APT, if provided (seconds): get from railroad	33.	Ø		FROM BNSF
34. Warning time provided by the railroad (seconds): add lines 32 and 33	34.	20		
35. **Additional warning time required from railroad (seconds): subtract line 34 from line 29, round up to nearest full second, enter 0 if less than 0**	35.	15		

If the additional warning time required (line 35) is greater than zero, additional warning time has to be requested from the railroad. Alternatively, the maximum preemption time (line 29) may be decreased after performing an engineering study to investigate the possibility of reducing the values on lines 1, 5, 6, 7, 8, 11, 12, 13 and 14.

Remarks: PREEMPTION/WARNING TIMES ARE PRELIMINARY, BASED ON PRELIMINARY CROSSING LAYOUT. THESE TIMES WILL BE REVISED AND UPDATED AND COORDINATED WITH BNSF DURING CROSSING AND TRAFFIC SIGNAL DESIGN.

SECTION 5: TRACK CLEARANCE GREEN TIME CALCULATION (OPTIONAL)

Preempt Trap Check

36. Advance preemption time (APT) provided (seconds): ..... 36. [ ] Line 33 only valid if line 35 is zero.

37. Multiplier for maximum APT due to train handling ..... 37. [ ] See Instructions for details.

38. Maximum APT (seconds): multiply line 36 and 37 ..... 38. [ ]

39. Minimum duration for the track clearance green interval (seconds) ..... 39. [15.0]

Remarks

For zero advance preemption time

40. Gates down after start of preemption (seconds): add lines 38 and 39 ..... 40. [ ]

41. Preempt verification and response time (seconds): line 3 ..... 41. [ ]

42. Best-case conflicting vehicle or pedestrian time (seconds): usually 0..... 42. [ ]

Remarks

43. Minimum right-of-way transfer time (seconds): add lines 41 and 42 ..... 43. [ ]

44. Minimum track clearance green time (seconds): subtract line 43 from line 40 ..... 44. [ ]

Clearing of Clear Storage Distance

45. Time required for design vehicle to start moving (seconds), line 22 ..... 45. [ ]

46. Design vehicle clearance distance (DVCD, feet), line 23 ..... 46. [ ]

47. Portion of CSD to clear during track clearance phase (feet) ... 47. [ ]

Remarks

CSD* in Figure 3 in Instructions.

48. Design vehicle relocation distance (DVRD, feet): add lines 46 and 47 ..... 48. [ ]

49. Time required for design vehicle to accelerate through DVRD (seconds) ..... 49. [ ] Read from Figure 2 in Instructions.

50. Time to clear portion of clear storage distance (seconds): add lines 45 and 49 ..... 50. [ ]

51. Track clearance green interval (seconds): maximum of lines 44 and 50, round up to nearest full second ..... 51. [ ]

SECTION 6: VEHICLE-GATE INTERACTION CHECK (OPTIONAL)

52. Right-of-way transfer time (seconds): line 17 ..... 52. [ ]

53. Time required for design vehicle to start moving (seconds), line 22 ..... 53. [ ]

54. Time required for design vehicle to accelerate through DVL (on line 20, seconds) ..... 54. [ ] Read from Table 3 in Instructions.

55. Time required for design vehicle to clear descending gate (seconds): add lines 52 though 54 ..... 55. [ ]

Remarks

56. Duration of flashing lights before gate descent start (seconds): get from railroad ..... 56. [ ]

Remarks

57. Full gate descent time (seconds): get from railroad ..... 57. [ ]

58. Proportion of non-interaction gate descent time ..... 58. [ ] Read from Figure 5 in Instructions.

59. Non-interaction gate descent time (seconds): multiply lines 57 and 58 ..... 59. [ ]

60. Time available for design vehicle to clear descending gate (seconds): add lines 56 and 59 ..... 60. [ ]

61. Advance preemption time (APT) required to avoid design vehicle-gate interaction (seconds): subtract line 60 from line 55, round up to nearest full second, enter 0 if less than 0 ..... 61. [ ]

CITY OF Marysville WASHINGTON

COMMUNITY DEVELOPMENT

80 Columbia Avenue • Marysville, WA 98270
(360) 363-8100 • (360) 651-5099 FAX

Mitigated
Determination of Non-Significance

File Number: PA 10030

Applicant: City of Marysville Public Works Department
John Cowling, Assistant City Engineer
80 Columbia Ave
Marysville, WA 98270

Lead Agency: City of Marysville
Community Development Department

SEPA Contact: Cheryl Dungan, Planning Manager – Land Use
(360) 363-8206

A. Project Location

The proposed, future 84th Street Grade Crossing is located in the City of Marysville. The proposed project is generally located at the intersection of 84th St NE and State Ave, being a portion of Section 21, Township 30N, Range 5E, WM.

B. Request

The project proposes a future, new, at-grade, controlled, BNSF railroad crossing at the intersection of 84th St NE and State Avenue. The future crossing will allow for the elimination of two uncontrolled private crossings; one approximately 106 feet north and one approximately 370 feet south of the proposed crossing. The new crossing would be controlled by cantilevered railroad signals for eastbound traffic and shoulder-mounted railroad crossing signals for westbound traffic and two quadrant gates at the crossing. The adjacent intersection traffic signal would be interconnected to the railroad signal with railroad pre-emption control, including blank-out sign for right turn traffic. The project would include the construction of associated stormwater facilities to address stormwater runoff. The SEPA checklist estimates approximately 2,500 cubic yards of fill will be required to raise the intersection to match the existing railroad grade. Removal of approximately 1,500 cubic yards fill material to close the private crossings will also be required.

EXHIBIT
12

C. Site Description

The majority of the project would be located in either city and/or BNSF railroad right-of-way. Affected property to the west of railroad right-of-way would include TP# 30052100206400 as the new crossing would extend onto the subject property, other properties may be affected due to a change in property access from private grade crossing closures. Properties to the east of State Avenue that may be impacted due to grade changes along State Avenue include Les Schwab Tire Store and the Co-Op Supply Store.

Property within the project boundaries is relatively flat. According to the Soil Survey of Snohomish County Ragner fine sandy loam, 0-8 percent slopes is the predominant soil type. Ragner fine sandy loam is a very deep, well drained soil located on outwash plains. Quilceda Creek lies approximately 400 feet west of the BNSF right-of-way and will not be impacted as a result of this project. No known wetlands lie on or within 400 feet of the project area.

D. Neighborhood Comments/Concerns

The City has received 2 e-mails from abutting business owners (Les Schwab and Co-op Supply) concerned with potential impacts to their properties/businesses which are outlined below – staff comments follow in *italicize:*

- Concerns related to the treatment of stormwater related to proposed grade changes;

  Staff Comment: The project will be designed to meet the adopted stormwater standards in effect at the time of project design/construction. Prior to civil plan approval, the project proponent will be required to demonstrate that adjacent properties are not adversely impacted by stormwater as a result of this project. Any grade changes and or other construction activities that occur on affected, adjacent properties will require prior written approval by the property owner prior to commencement of construction activities on said property.

- Semi-truck ingress and egress to accommodate trucks with doubles and trailers up to 53' for freight delivery - Les Schwab and Co-op Supply;

  Staff Comment: Prior to civil plan approval, the project proponent will be required to demonstrate that during and after project construction adequate ingress and egress will be maintained to both the Les Schwab and Co-op Supply to accommodate freight delivery which includes semi-trucks with doubles and trailers up to 53' in length.

- Retention of existing driveways;

Staff Comment: Access to existing commercial establishments shall be maintained and perpetuated to the satisfaction of the affected property owner(s) during and after project construction. Permanent changes to access will require prior written approval from the property owner.

- Stacking from 88th St left turn lane which backs up to 84th in the afternoon now, what will happen when then there is a light at 84th St;

  Staff Comment: The construction of a new section of 51st Avenue NE between 84th St NE & 88th Street NE is currently planned to be opened prior to construction of the future 84th Street overcrossing project. Modeling of the 51st Ave improvement indicates that the Level of Service (LOS) at the 88th St intersection should be improved by an entire LOS level with shorter queues and waits (this includes improvement of the left turn queue at 88th St NE). However, while the general behavior of the intersection is expected to improve, the northbound left turn queue during a train event will not be substantially reduced, as the train passage time and the demand volume will not be shortened/lessened by the 51st Ave NE connection. Therefore, during PM train passage there may be a queuing concern which is beyond City control, otherwise operations should be acceptable.

  Signal interconnection will also be required to facilitate/maintain coordinated movement between signalized intersections.

- Temporary closures during construction and access to businesses – employee safety during detours, as well as potential disruption of sales;

  Prior to civil construction plan approval, temporary detour routes shall be evaluated and adequate safety measures employed to ensure public health and safety. Temporary access points should also be evaluated to help minimize potential impacts to business operations during project construction.

- Cost of any improvements to private property due to construction design.

  Prior to commencement of construction activity, the applicant will be required to obtain written approval and/or construction easements from the affected property owner(s). It is assumed that any affected property owner will negotiate with the applicant the terms of the easement agreement to cover related impacts/costs associated with the proposed project impacts/improvements.

The City also received 2 phone calls from residential property owners located on the west side of the BNSF tracks who were concerned with the elimination of the private crossings. The Public Works Department (PWD) has commented that the closure of the two un-signalized private crossings and the installation of the signaled crossing at 84th St NE will provide a safer condition for motor vehicles. Parcels currently accessing via the private

crossings will be granted access to the newly installed crossing and/or other access to the public street system. No parcels are allowed to be landlocked as a result of this project.

In addition to the comments offered above, the PWD has offered the following comments/requirements:

- All roadway, signal, lighting, drainage, erosion control, grade crossing, and grade crossing treatment shall conform to the applicable national, state, and local design and construction standards in effect at the time the crossing changes are designed/implemented;
- The intersection and the approach to the crossing will have street lighting installed as part of the project;
- The existing transit stop shall be perpetuated and relocated to the downstream side of the new signal;
- PUD has commented that utility clearance above the raised roadbed will need to be maintained, therefore, modification of the overhead utilities will be required. Plans should be coordinated with Christopher Lee, Manager Transmission and Engineering Services, PUD #1 of Snohomish County;

E. Environmental Impacts:

The proposed development could result in the following adverse environmental impacts:

1. Increase in the amount and rate of storm water runoff and attendant pollutants from the introduction of paved surfaces.
2. Temporary and permanent changes to vehicle access points along State Avenue.
3. Increase in erosion, surface water pollutants, siltation and sedimentation as a result of site preparation and construction.
4. Increase in noise, dust, light and glare from construction activity and subsequent use of the road.
5. Increase in vehicular traffic on 84th St NE as well as other City streets and roadways in the vicinity.

The City of Marysville derives the authority to require mitigation from Chapter 18.20, Procedures and Policies for Implementing the State Environmental Policy Act, and Chapter 18.24 Mitigation of Impacts Resulting from Development Proposals. Section 18.24.010 states, "It is the policy of the city of Marysville to implement the State Environmental Policy Act, RCW 43.21C, by requiring development to mitigate any and all impacts directly resulting from same which adversely affects the environment for the public health, safety or welfare. Mitigation measures including dedication of property to public use and voluntary payments into the city's growth management fund, shall be a material consideration in the approval, modification and denial of all such proposals."

Mitigation Measure:

The following mitigation measure is required to minimize the probable significant adverse environmental impacts as a result of proposed construction activity:

1. Prior to civil construction plan approval, activities (including but not limited to grade changes, parking lot revisions, driveway relocations/closures, drainage impacts, construction of retaining walls, etc.) on adjacent properties not under the applicant's control, temporary and/or permanent construction easements, etc. shall be obtained from the underlying property owner and submitted to the City for review. All easements shall be recorded with the Snohomish County Auditor's Office prior to commencement of construction activities.
2. Prior to civil construction plan approval, the applicant will be required to demonstrate that adjacent properties are not adversely impacted by stormwater as a result of this project.
3. Prior to civil construction plan approval, temporary detour routes shall be evaluated and adequate safety measures employed to ensure public health and safety during project construction.
4. Parcels currently accessing via the private crossings shall be granted access to the newly installed crossing and/or other access to the public street system. Land locking of parcels shall be prohibited.
5. Prior to civil construction plan approval, the applicant shall demonstrate that during and after project construction adequate ingress and egress will be maintained to both the Les Schwab and Co-op Supply to accommodate freight delivery which includes semi-trucks with double trailers and/or trailers up to 53' in length.
6. Prior to civil construction plan approval, the applicant shall coordinate with PUD's Manager of Transmission and Engineering Services to ensure that utility clearance above the raised roadbed will be maintained following the proposed grade change.

The conditions listed above along with the City of Marysville's codes governing noise, land use, traffic, drainage, fire protection and building will provide substantial mitigation of the aforementioned environmental impacts. The City of Marysville derives the authority to require mitigation from MMC Chapter 19.22, *Procedures and Policies for Implementing the State Environmental Policy Act,* and MMC Chapter 18.24 *Mitigation of Impacts Resulting from Development proposals.*

THRESHOLD DETERMINATION: The lead agency has determined that this proposal, as conditioned, does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) IS NOT required under RCW 43.21C.030(2)(c). This decision was made after review by the City of Marysville of a completed environmental checklist and other information on file with this agency. This information is available for public review upon request.

This MDNS is issued under 197-11-350; the lead agency will not act on this proposal for 15 days from the date below. Written comments may be submitted to the lead agency at the address below. The 15-day appeal period shall run concurrently with the comment period.

RESPONSIBLE OFFICIAL: Gloria Hirashima
POSITION/TITLE: Chief Administrative Officer/Community Development Director
ADDRESS: 80 Columbia Avenue
Marysville, WA 98270

DATE: January 5th, 2011 Signature _____
By Cheryl Dungan, Planning Manager- Land Use

For further information, contact the Marysville Community Development Department at (360) 363-8100

Reviewed by: _____
Prepared by: _____

The issuance of this Determination of Non-significance should not be interpreted as acceptance or approval of the proposal as presented. The City of Marysville reserves the right to deny or approve said proposal subject to conditions if it is determined to be in the best interests of the city and/or necessary for the general health, safety and welfare of the public to do so.

DISTRIBUTION:

Washington State Department of Ecology - Environmental Review
Washington Utilities and Transportation Commission
Michael Warden, property owner
David Gibson, Corporate Counsel - Les Schwab Tire Centers
Ken Shanks, Les Schwab Tire Center
Rick Newman, GM Co-op Supply, Inc.
Elisabeth Tobin – Senior Manager, PUD No. 1 of Snohomish County,
Marysville Public Works
Tulalip Tribes
Marysville Globe

SEPA Appeal Procedure

A fee of $500.00 must accompany all SEPA appeals.

19.22.070(3) Appeals.

(a) Any agency or aggrieved person may appeal the procedures or substance of an environmental determination of the responsible official under SEPA as follows:

(i) A DNS. Written notice of such an appeal shall be filed with the responsible official within 15 days after the date of issuance of the DNS. The appeal hearing shall be consolidated with the hearing(s) on the merits of the governmental action for which the environmental determination was made.

(ii) A DS. Writing notice of the appeal shall be filed with the responsible official within 15 days after the date of issuance of the DS. The appeal shall be heard by the city council within 30 days thereafter.

(iii) The Adequacy of an EIS. Written notice of appeal shall be filed with the responsible official within 15 days after the issuance of the final EIS. The appeal hearing shall be consolidated with the hearing(s) on the merits of the governmental action for which the EIS was issued.

(iv) Appeals of intermediate steps in the SEPA process shall not be allowed.

(v) For any appeal under this section, the city shall provide for a record that shall consists of the following:

(A) Finding and conclusions;

(B) Testimony under oath; and

(C) A taped or written transcript.

(vi) Determination by the responsible official shall carry substantial weight in any appeal proceeding.

Date Received Stamp

A. BACKGROUND

1. Name of proposed project, if applicable:

   Marysville Grade Crossing

2. Name of applicant:

   City of Marysville

3. Address and phone number of applicant and contact person:

   Kevin Nielsen, Public Works Director
   City of Marysville
   80 Columbia Avenue
   Marysville, WA 98270
   (360)363-8100
   knielsen@marysvillewa.gov

4. Date checklist prepared:

   April 30, 2010

5. Agency requesting checklist:

   City of Marysville, Washington

6. Proposed timing or schedule (including phasing, if applicable):

   Proposed project timing is not available at this time. The project will begin as soon as funding becomes available. Construction will require approximately 10 months to complete.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal?

   No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

   Phase I Environmental Site Assessment, Terra Associates, Inc., 12/21/2006
   Temporary Erosion and Sediment Control (TESC) Plan
   Stormwater Pollution Prevention Plan (SWPPP)
   Spill Prevention, Control, and Countermeasures (SPCC) Plan

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal?
   If yes, explain.

   No.

10. List any government approvals or permits that will be needed for your proposal, if known.

    Washington Utilities and Transportation Commission – Petition to Construct a Highway – Rail Grade Crossing

    SEPA Determination (City of Marysville – Lead Agency)

TO BE COMPLETED BY APPLICANT

Washington State Department of Ecology – NPDES Construction Stormwater General Permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The applicant proposes to construct a new at-grade controlled railroad crossing at the intersection of 84th Street NE and State Avenue in the city of Marysville (Exhibit 1). This crossing will allow for the elimination of two uncontrolled private crossings; one approximately 106 feet north of the proposed crossing and one approximately 370 feet south of the proposed crossing. The crossing will be controlled by cantilevered railroad signals for eastbound traffic and shoulder-mounted railroad crossing signals for westbound traffic and two quadrant gates at the crossing. The adjacent intersection traffic signal will be interconnected to the railroad signal with railroad pre-emption control, including blank-out sign for right turn traffic.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project site is located within the city of Marysville, Snohomish County, Washington (NW Quarter of the SW Quarter of Section 21, Township 30N, Range 05E). The project will be built primarily on public road right-of-way and railroad right-of-way. However, the project will extend onto tax parcel 30052100206400.

B. ENVIRONMENTAL ELEMENTS

1. EARTH

a. General description of the site (circle one): flat, rolling, hilly, steep slopes, mountainous, other _____. Describe location and areas on the site that have different topography.

The intersection is flat, but the railroad sits on a raised berm, approximately four feet above the elevation of the intersection, with shallow drainage swales along each side. Profiles are provided in the attached preliminary plan set (Appendix A).

b. What is the steepest slope on the site (approximate percent slope)? Describe location and areas of different topography.

TO BE COMPLETED BY APPLICANT

The side slope on the west side of the railroad is approximately 20 percent.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, mulch)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The proposed project will occur primarily on nonnative fill soils in the existing intersection and railroad right-of-way. Surrounding native soils are deep, well-drained soils in the Ragnar series.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are no indications of unstable soils on the site.

e. Describe the purpose, type, location and approximate quantities of any filling or grading proposed. Indicate source of fill.

Earthwork is proposed to raise the elevation of the existing intersection approximately four feet to meet the existing grade of the railroad. Approximately 2,500 cubic yards of fill will be required, including sand, rock aggregate, concrete, and asphalt. Fill will be obtained from an off-site commercial source.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Localized erosion could occur during construction. However, standard temporary erosion and sediment control (TESC) measures are proposed (and required). Given the implementation of those measures and the flat topography of the site, the potential for erosion is expected to be minimal.

g. About what percentage of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The project will add approximately 28,200 square feet of new asphalt roadway west of existing State Avenue. This additional impervious surface will likely be offset by the pavement removal at the existing private railroad crossings to the north and south of the new crossing location.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

During construction, standard and required TESC measures (silt fence, temporary stabilization, construction entrances, etc.) will be employed as identified in the TESC Plan and SWPPP. Once construction is complete, remaining pervious areas temporarily disturbed by construction will be hydroseeded.

TO BE COMPLETED BY APPLICANT

i. Does the landfill or excavation involve over 100 cubic yards throughout the lifetime of the project?

Preliminary earthwork quantities include approximately 2,500 cubic yards of import fill to be used to raise the elevation of the new intersection to match the existing railroad grade.

2. AIR

a. What types of emissions to the air would result from the proposal (i.e. dust, automobile, odors, industrial wood smoke) during construction and when the project is completed: If any, generally describe and give approximate quantities if known.

Air emissions during construction will be limited to equipment exhaust and dust produced during construction. When the project is completed, air emissions are not expected to change because traffic volumes are not expected to change. Vehicles utilizing the private railroad crossings to the north and south will utilize the new railroad crossing location.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

The TESC Plan will include best management practices (BMPs) to control fugitive dust.

3. WATER

a. Surface

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type, location and provide names. If appropriate, state what stream or river it flows into. Provide a sketch if not shown on site plans.

No streams are located on or adjacent to the proposed project. Quilceda Creek is located approximately 400 feet west of the BNSF railway. Quilceda Creek flows approximately 3.4 miles southwest into Ebey Slough and the Snohomish River estuary. Quilceda Creek is a designated Shoreline of the State in this area, with a 200-foot buffer under City of Marysville Municipal Code.

No wetlands exist on or adjacent to the project. The nearest wetlands are floodplain wetlands adjacent to Quilceda Creek, approximately 350 feet west of the BNSF railway.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters: If yes, please describe and attach

TO BE COMPLETED BY APPLICANT

available plans. Note approximate distance between surface waters and any construction, fill, etc.

No.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material, if from on site.

Not applicable.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No.

6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No.

b. Ground

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No. Stormwater will be discharged into the existing City sewer system.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None.

c. Water Runoff (including storm water):

1) Describe the source(s) of runoff (including storm water) and method of collection, transport/conveyance, and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

TO BE COMPLETED BY APPLICANT

Stormwater east of the railway will be discharged to the existing City stormwater system associated with State Avenue. Stormwater flowing west off the project taper from the railway will infiltrate into surrounding upland soils. The high water table in these soils is greater than 6 feet deep.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Stormwater treatment will be provided in accordance with all applicable City of Marysville Codes and Standards. During project construction, runoff will be appropriately treated in order to avoid waste materials entering ground and surface waters.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

During construction, efforts will be made to avoid and minimize impacts to surface and groundwater using stormwater BMPs described in the City of Marysville's Codes and Standards. Groundwater is many feet below the proposed surface elevation, and not anticipated to be encountered at the site.

Project impacts to drainage on adjacent properties will be mitigated during project design. Project designers will work with affected property owners during design.

4. PLANTS

a. Check or circle types of vegetation found on the site:
XX deciduous tree: alder, maple, aspen, other
XX evergreen tree: Douglas fir
___ shrubs
XX grass
___ pasture
___crop or grain
___wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
___water plants: water lily, eelgrass, milfoil, other
XX other types of vegetation (Please list): blackberry thicket

b. What kind and amount of vegetation will be removed or altered?

A row of native Douglas-fir trees immediately west of the railroad right-of-way will be removed during construction. This row contains approximately five Douglas-fir trees, all second growth. According to Marysville City Code, some of these trees are significant trees that will require replacement.

c. List threatened or endangered species known to be on or near the site.

No listed plant species are known to occur on the site according to the Washington Department of Natural Resources Natural Heritage Program.

TO BE COMPLETED BY APPLICANT

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Landscaping will likely be limited to hydroseeding and a limited number of street trees.

5. ANIMALS

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other: waterfowl
mammals: deer, bear, elk, beaver, (other:) mink
fish salmon, trout, herring, shellfish, other:

The site is extensively disturbed with high levels of traffic and human activity, with commercial businesses adjacent to the east, south, and north. Thus, few animals are expected to occur in the immediate vicinity of the project. However, small songbirds and mammals such as raccoon and opossum may traverse the area, mostly at night, as they forage for food outside the Quilceda Creek natural area.

b. List any threatened or endangered species known to be on or near the site.

None. Listed fish species, including Chinook salmon, winter steelhead, and bull trout are known to occur in Quilceda Creek, which is more than 400 feet west of the project.

c. Is the site part of a migration route: If so, explain.

No.

d. Proposed measures to preserve or enhance wildlife, if any:

Not applicable.

6. ENERGY AND NATURAL RESOURCES

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs: Describe whether it will be used for heating, manufacturing, etc.

Electricity for signalization for the completed project will be provided by existing nearby utility lines.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

TO BE COMPLETED BY APPLICANT

Proposed railroad signalization will be activated on an as-needed basis by the railroad.

7. ENVIRONMENTAL HEALTH

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk or fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

There are environmental health hazards associated with typical construction activities, such as the release of hydraulic oil or petroleum from heavy equipment (resulting in soil contamination) and air pollution from diesel-powered construction equipment.

1) Describe special emergency services that might be required.

None.

2) Proposed measures to reduce or control environmental health hazards, if any:

A spill prevention, control, and countermeasures (SPCC) plan will be required during construction.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic equipment, operation, other)?

Most noise in the project vicinity is generated by traffic along State Avenue (Old Highway 99), 84th Street NE, and rail passage. 84th Street has an annual daily traffic volume of approximately 2400 vehicles. State Avenue carries significantly larger volumes of 24-25,000 vehicles per day. Existing traffic noise is not expected to affect the proposed project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Construction at the site, particularly excavation and grading and associated truck traffic, will generate short-term increases in noise above ambient levels. Construction activities accommodating requirements for work adjacent to the active track, accommodating the heavy traffic volumes of State Ave., and maintaining adjacent business accesses may include a combination of both daylight and dark hours. Construction activities will comply with City of Marysville standards for hours of construction and allowable noise levels. The project will not result in an increase in traffic volumes; therefore, no long-term increases in traffic noise are anticipated from project operation.

3) Proposed measures to reduce or control noise impacts, if any:

TO BE COMPLETED BY APPLICANT

Construction will comply with the City of Marysville Municipal Noise Regulation Code section 6.76 and applicable sections of WAC 173-60 and 173-62.

c. Describe the potential use of the following:

1) Flammable liquids
2) Combustible liquids
3) Flammable gases
4) Combustible or flammable fibers
5) Flammable solids
6) Unstable materials
7) Corrosives
8) Oxidizing materials
9) Organic peroxides
10) Nitromethane
11) Ammonium nitrate
12) Highly toxic material
13) Poisonous gas
14) Smelless powder
15) Black sporting powder
16) Ammunition
17) Explosives
18) Cryongenics
19) Medical gas
20) Radioactive material
21) Biological material
22) High piled storage (over 12 feet in most cases)

Flammable fuels (gas, diesel, etc.) will be used to operate construction equipment on the site.

8. LAND AND SHORELINE USE

a. What is the current use of the site and adjacent properties?

The site is currently occupied by public roads and a private railroad easement. Adjacent properties include commercial businesses and single-family residences on large lots.

b. Has the site been used for agriculture? If so, describe.

No.

c. Describe any structures on the site.

Permanent structures on the site are limited to roadway surfaces, railroad infrastructure, and utilities.

d. Will any structures be demolished? If so, what?

No.

TO BE COMPLETED BY APPLICANT

e. What is the current zoning classification of the site?

Properties east of State Avenue are zoned "Downtown Commercial" and properties west of the railroad right-of-way are zoned "R4.5 Single Family Medium."

f. What is the current comprehensive plan designation of the site?

The Marysville Comprehensive Plan designates properties east of State Avenue as "Downtown Commercial" and properties west of State Avenue as "Community Business" requiring a Master Plan.

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify. (If unsure check with City)

No. The project is outside the designated shoreline buffer of Quilceda Creek.

i. Approximately how many people would reside or work in the completed project.

None.

j. Approximately how many people would the completed project displace?

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

All proposed uses are compatible with existing and proposed land uses and plans, including the City of Marysville Comprehensive Plan.

m. What percentage of the building will be used for:

1) Warehousing
2) Manufacturing
3) Office
4) Retail
5) Service (specify)
6) Other –
7) Residential

Not applicable.

n. What is the proposed U.B.C. construction type?

TO BE COMPLETED BY APPLICANT

Not applicable.

o. How many square feet are proposed (gross square footage including all floors, mezzanines, etc.)

Not applicable.

p. How many square feet are available for future expansion (gross square footage including floors, mezzanines and additions).

Not applicable.

9. HOUSING

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable.

10. AESTHETICS

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Galvanized steel signal poles will be approximately 40 feet tall.

b. What views in the immediate vicinity would be altered or obstructed?

The proposed project would not alter or obstruct existing views.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Not applicable.

11. LIGHT AND GLARE

a. What type of light or glare will the proposal produce: What time of day or night would it mainly occur:

Lighting proposed for the project includes the flashing crossing signal, which will have no significant light and glare impacts to adjacent properties. Existing street lights on State Avenue will remain. Additional street lights may be added to the proposed intersection and the 84th Street approach to better illuminate the new railroad crossing. These lights would be similar to the existing lights in use.

b. Could light or glare from the finished project be a safety hazard or interfere with views:

TO BE COMPLETED BY APPLICANT

No. The proposed lighting is intended to improve safety on the railroad and surrounding roadways.

c. What existing off-site sources of light or glare may affect your proposal?

None.

d. Proposed measures to reduce or control light and glare impacts, if any:

None.

12. RECREATION

a. What designated and informal recreational opportunities are in the immediate vicinity?

Undeveloped park property lies on the west side of Quil Ceda Creek between 88th St. and 80th St. and has no designated public access directly or from the current proposed project area.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

No impacts to recreational facilities will require mitigation. Public access across the railroad to the area east of the creek may offer future enhanced public access to the creek area.

13. HISTORIC AND CULTURAL PRESERVATION

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

According to the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, there are no historic properties located in the vicinity of the project site. Presence of previously undiscovered archaeological sites is unlikely, given the presence of nonnative fill materials and high level of soil disturbance from existing land uses.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

None identified.

c. Proposed measures to reduce or control impacts, if any:

TO BE COMPLETED BY APPLICANT

In the unlikely event that ground disturbing or other activities do result in the inadvertent discovery of archaeological deposits or human remains, work will be halted in the immediate area and contact made with the State Department of Archaeology and Historic Preservation in Olympia.

14. TRANSPORTATION

a. Identify public streets and highways service the site, and describe proposed access to the existing street system. Show on site plans, if any.

The site includes portions of 84th Street NE, State Avenue, and two existing private railroad crossings.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop.

There is a northbound and a southbound bus stop on State Avenue at the intersection with 84th Street NE. Everett Transit Route 79 and Community Transit Routes 201, 202, and 221 service the stop. There is currently no pedestrian crossing controls across State Ave at the intersection and this project will provide signalized pedestrian crossing opportunities facilitating safer bus stop access.

c. How many parking spaces would the completed project have: How many would the project eliminate?

None. Project construction may result in impacts to existing parking spaces on adjacent commercial properties. During project design the designer will work with the adjacent businesses to ensure that parking impacts will be mitigated at a 1:1 ratio so there will be no net loss.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Yes. Improvements will occur to the public road intersection of 84th Street NE and State Avenue. A new railroad crossing will be constructed. Preliminary plans are provided in Appendix A.

e. How many weekday vehicular trips (one way) per day would be generated by the completed project? _____

If known, indicate when peak volumes would occur. _____ - _____a.m. & - _____p.m. How many of these trips occur in the a.m. peak hours?_____ How many of these trips occur in the p.m. peak hours?_____

The consolidation of two uncontrolled railroad crossings into a single controlled public crossing is not anticipated to generate any new trips.

f. Proposed measures to reduce or control transportation impacts, if any.

TO BE COMPLETED BY APPLICANT

If necessary, a detour route will be established to minimize impacts on motorists. Project designers will work with adjacent businesses to mitigate for potential impacts to driveway access, ensuring continuous commercial use of the private property.

15. PUBLIC SERVICES

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

No.

b. Proposed measures to reduce or control direct impacts on public services, if any.

No.

16. UTILITIES

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

Most utilities are available in the project vicinity, but only electricity will be required for the proposed project.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

No new utilities will be required by the proposed project. Modifications to existing utilities may be needed and will be addressed in design. Municipal water and sewer may be extended to parcels without such services adjunct to the project.

C. SIGNATURE

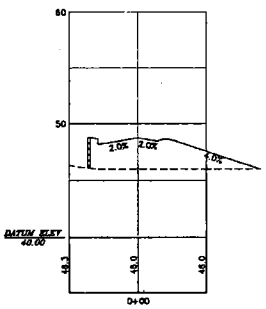
I certify (or declare) under penalty of perjury under the laws of the State of Washington that the above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

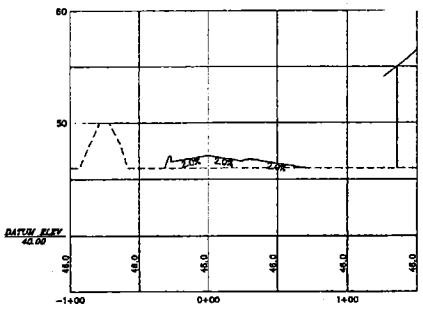
Date Submitted: _____

Attachments

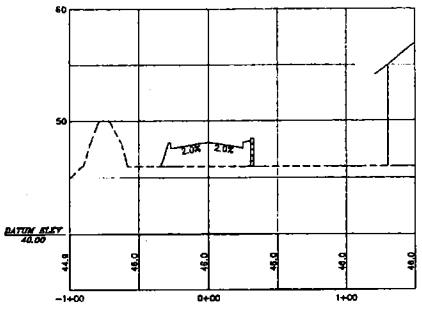
Appendix A



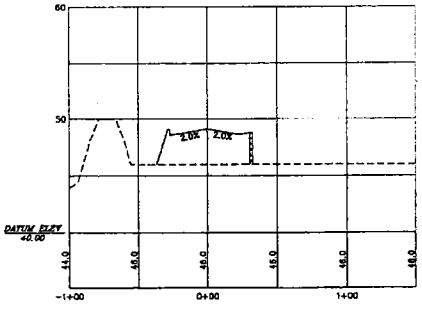
84TH STREET NE SECTION
STA 51+41



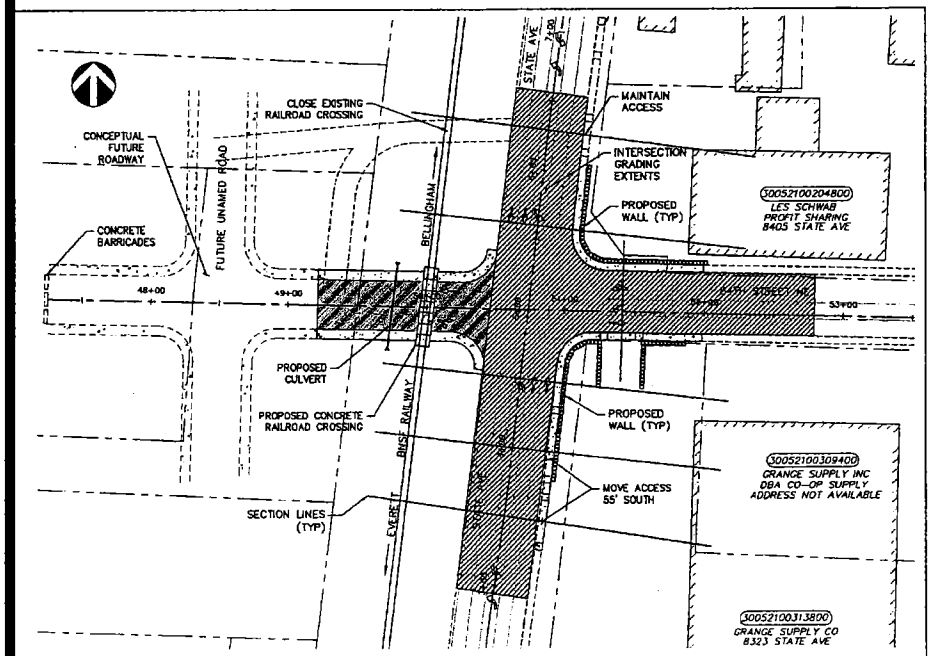
STATE AVE SECTION
STA 3+50
(DRIVEWAY SHIFTED TO THIS LOCATION)

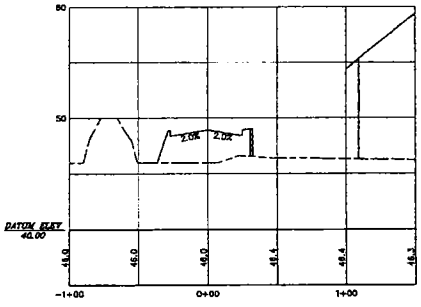


STATE AVE SECTION
STA 4+00

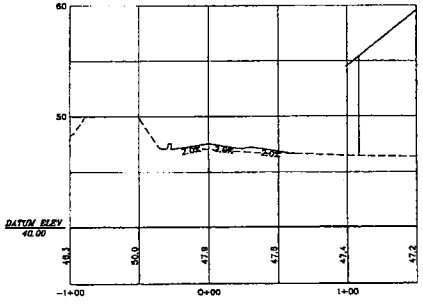


STATE AVE SECTION
STA 4+50





STATE AVE SECTION
STA 5+60



STATE AVE SECTION
STA 6+28

NOTE:
PRELIMINARY DESIGN BASED ON LIDAR TOPOGRAPHY. ACTUAL EXISTING GROUND ELEVATIONS MAY CHANGE UPON RECEIPT OF FIELD SURVEY DATA. PROPOSED DRIVEWAY GRADES MAY BE REVISED BASED ON FIELD SURVEY DATA.

HORIZONTAL 0 20 40 80
VERTICAL 0 5 10

DRIVEWAY SECTIONS EXHIBIT
84TH STREET NORTHEAST AND STATE AVENUE
MARYSVILLE, WASHINGTON

DAVID EVANS AND ASSOCIATES INC.
3700 Pacific Hwy. East, Suite 311
Tacoma, Washington 98424
Phone 253.922.5790

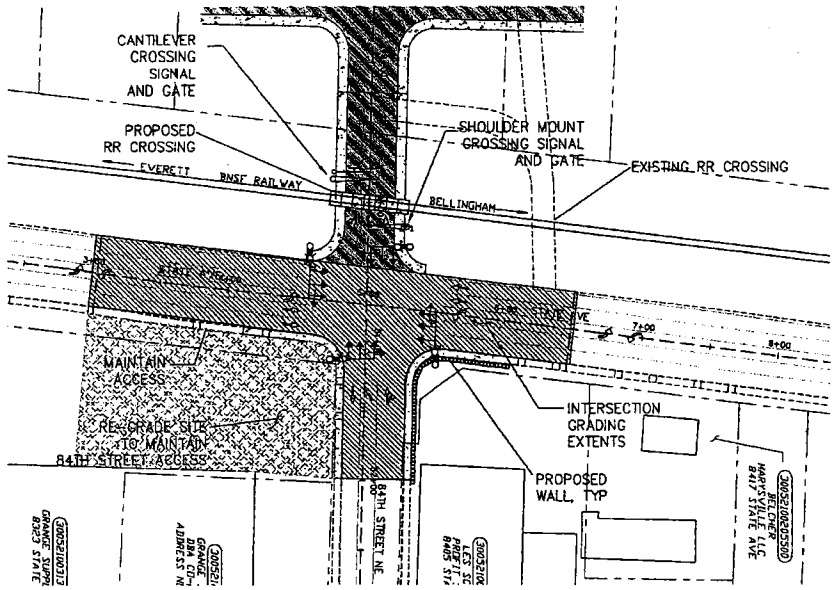
REVISIONS:	APPD.

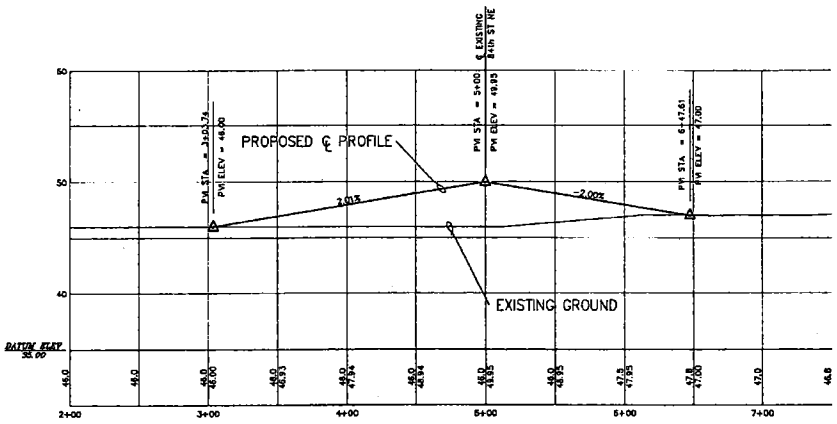
DATE: JULY, 2010
DESIGN: AMT, SMH
DRAWN: SMH
CHECKED:
REVISION NUMBER:

SCALE: 1"=40'

PROJECT NUMBER: MTCO-00000001

SHEET NO. 1 OF 1





LEGEND

- SITE GRADING AREA
- NEW ASPHALT ROADWAY
- RAISE EXISTING INTERSECTION APPROXIMATELY 4'
- NEW CONCRETE CROSSING AND SIDEWALK
- KEYSTONE WALL
- SAW CUT LINE

NOTE:

PRELIMINARY DESIGN BASED ON LIDAR TOPOGRAPHY. ACTUAL ELEVATIONS MAY CHANGE UPON RECEIPT OF FIELD SURVEY DATA. PROPOSED FINISHED CENTERLINE GRADES FOR FINAL DESIGN WILL REMAIN AS SHOWN.

STATE AVE CENTERLINE PROFILE

84TH STREET NORTHEAST AND STATE AVENUE

MARYSVILLE, WASHINGTON

DAVID EVANS AND ASSOCIATES INC.
(253) 922-2710

PRELIMINARY CONTENT SUBJECT TO CHANGE

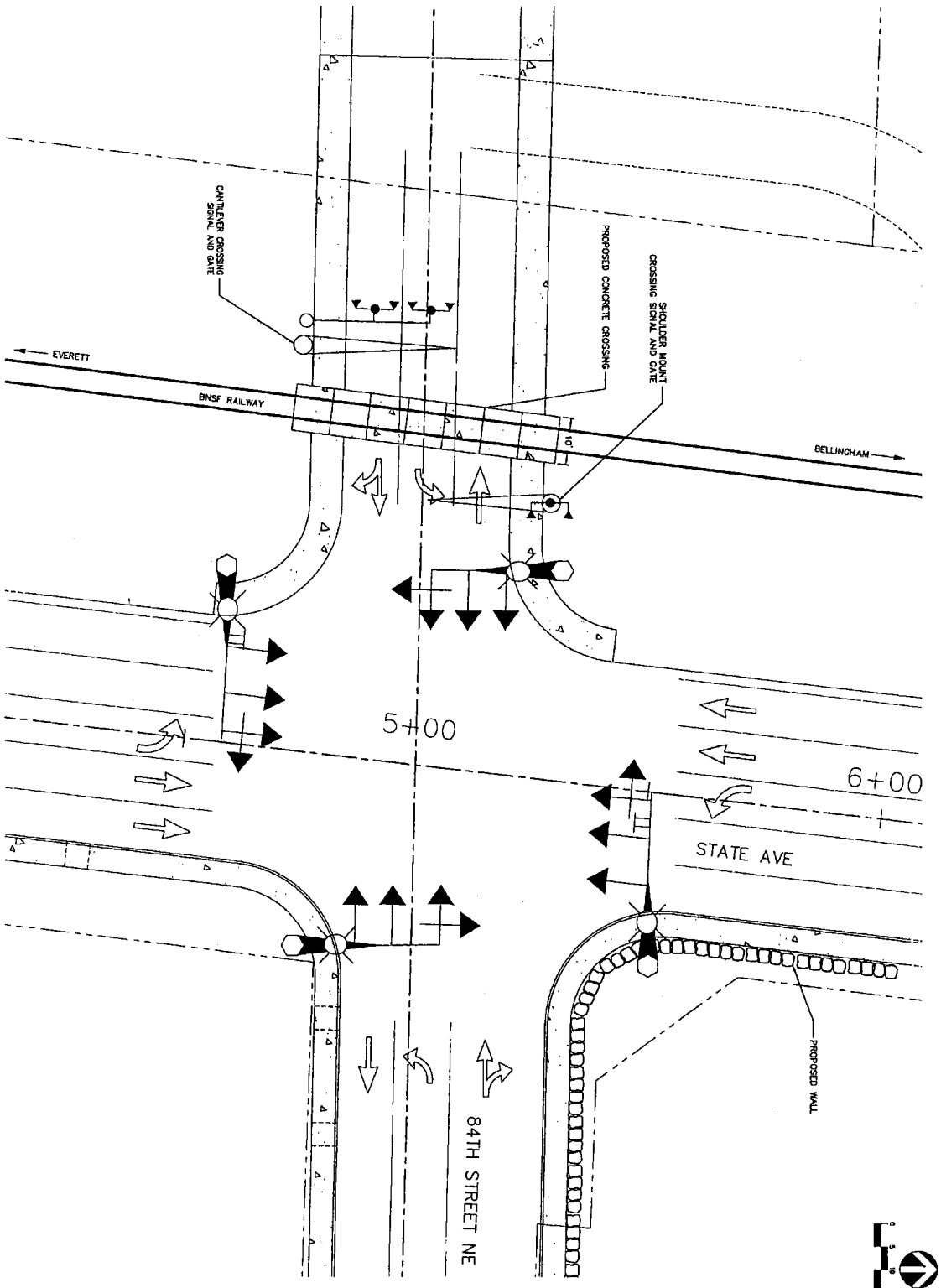
REVISIONS: APPD.

DATE: AUGUST, 2009
DESIGN:
DRAWN:
CHECKED:
REVISION NUMBER:

SCALE: 1"=40'

PROJECT NUMBER: MTCO-00000001

SHEET NO. 2 OF 3



SIGNAL EXHIBIT

84TH STREET NORTHEAST AND STATE AVENUE

MARYSVILLE, WASHINGTON

PRELIMINARY CONTENT SUBJECT TO CHANGE

DAVID EVANS AND ASSOCIATES INC.
(700 Pacific Hwy, East, Suite 01
Tacoma, Washington 98424
Phone: 253.9223760

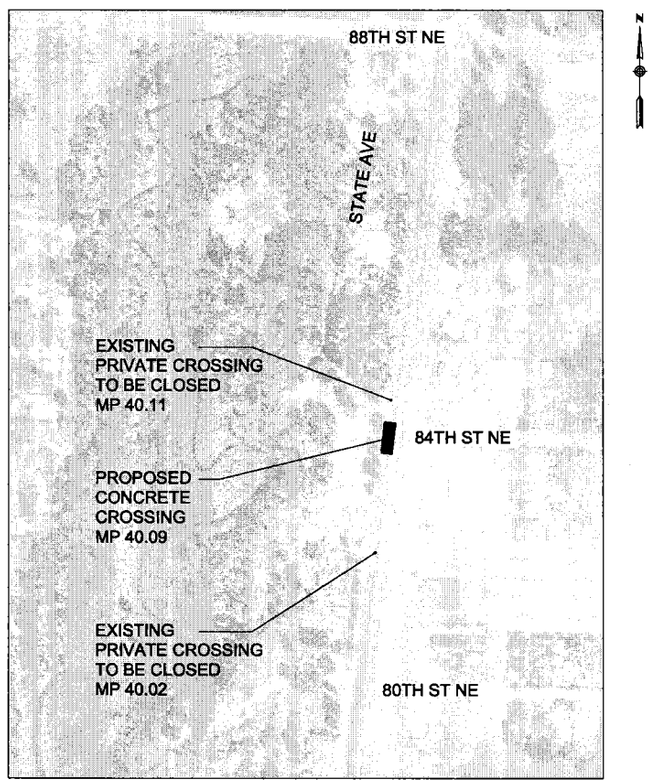
REVISIONS: APPD:

DATE: AUGUST, 2009
DESIGNED:
DRAWN:
CHECKED:
REVISION NUMBER:
SCALE: 1"=10'
PROJECT NUMBER: MTCO-00000001
SHEET NO. 3 OF 3

MARYSVILLE GRADE CROSSING

MARYSVILLE, WASHINGTON
PRELIMINARY PLANS

Sheet Number	Sheet Description
1	COVER SHEET AND INDEX
2	84TH STREET CENTERLINE PROFILE
3	STATE AVE CENTERLINE PROFILE
4	SIGNAL EXHIBIT
5	SIGHT DISTANCE EXHIBIT



VICINITY MAP

DRAFT

COVER SHEET AND INDEX
84TH STREET NORTHEAST AND STATE AVENUE
MARYSVILLE, WASHINGTON

DAVID EVANS AND ASSOCIATES INC.
3700 Pacific Hwy. East, Suite 311
Tacoma, Washington 98424
Phone 253.922.5790

CHARLES E. BISHOPTHAL
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER

REVISIONS: APPD.

DATE: MARCH, 2010
DESIGN:
DRAWN:
CHECKED:
REVISION NUMBER:

SCALE: NTS

PROJECT NUMBER:
MTCO-00000001

SHEET NO.
1
OF 5

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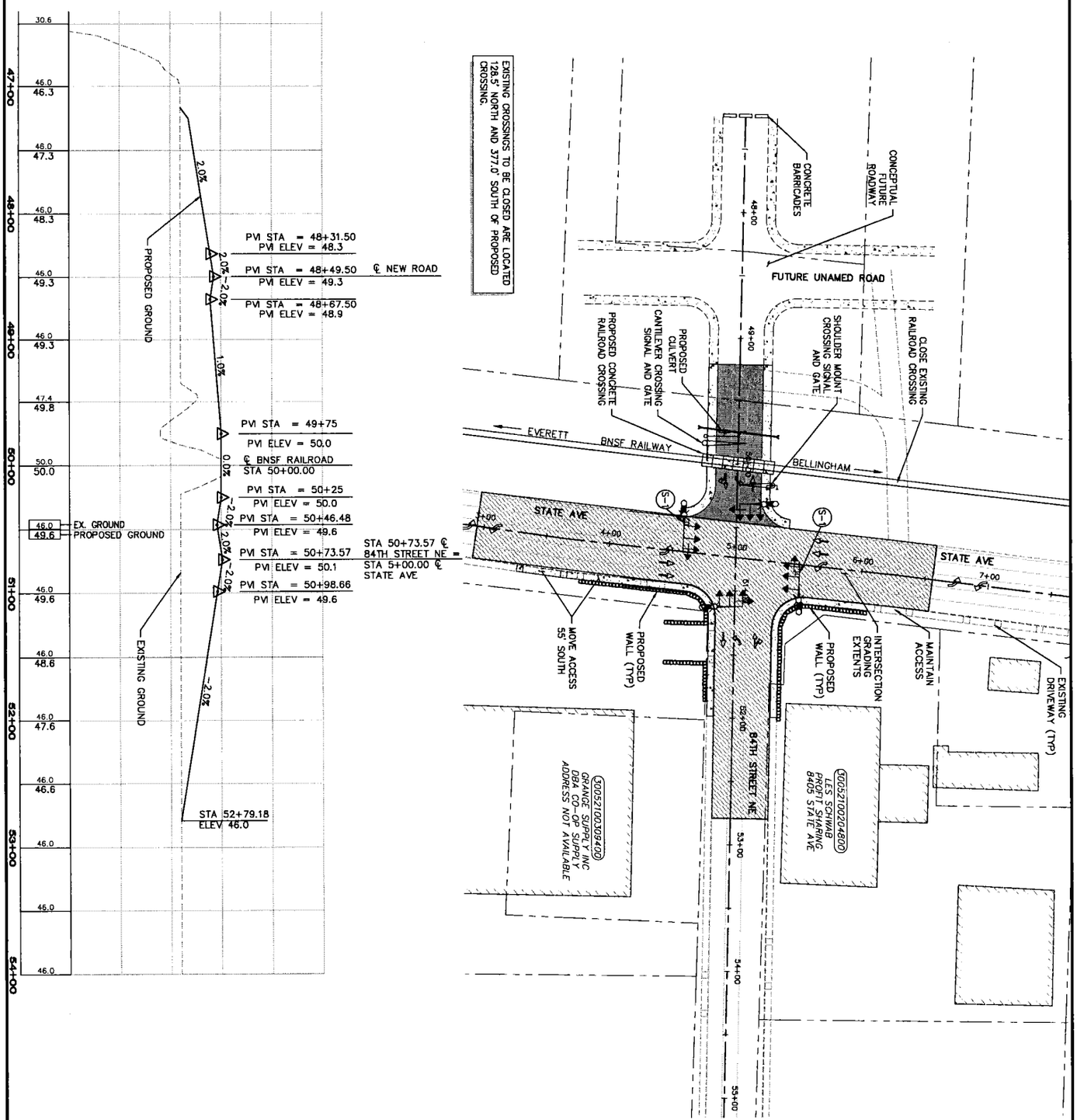


LEGEND

- SITE GRADING AREA
- NEW ASPHALT ROADWAY
- RAISE EXISTING INTERSECTION APPROXIMATELY 4'
- NEW CONCRETE CROSSING AND SIDEWALK
- KEYSTONE WALL
- SAW CUT LINE

0 20 40 80

SIGN SCHEDULE

NO RIGHT TURN ACROSS TRACKS

R3-1a
ACTIVATED BLANK-OUT

NOTE:
PRELIMINARY DESIGN BASED ON LIDAR TOPOGRAPHY. ACTUAL EXISTING GROUND ELEVATIONS MAY CHANGE UPON RECEIPT OF FIELD SURVEY DATA. PROPOSED FINISHED CENTERLINE GRADES FOR FINAL DESIGN WILL REMAIN AS SHOWN.

DRAFT

84TH STREET CENTERLINE PROFILE

84TH STREET NORTHEAST AND STATE AVENUE

MARYSVILLE, WASHINGTON

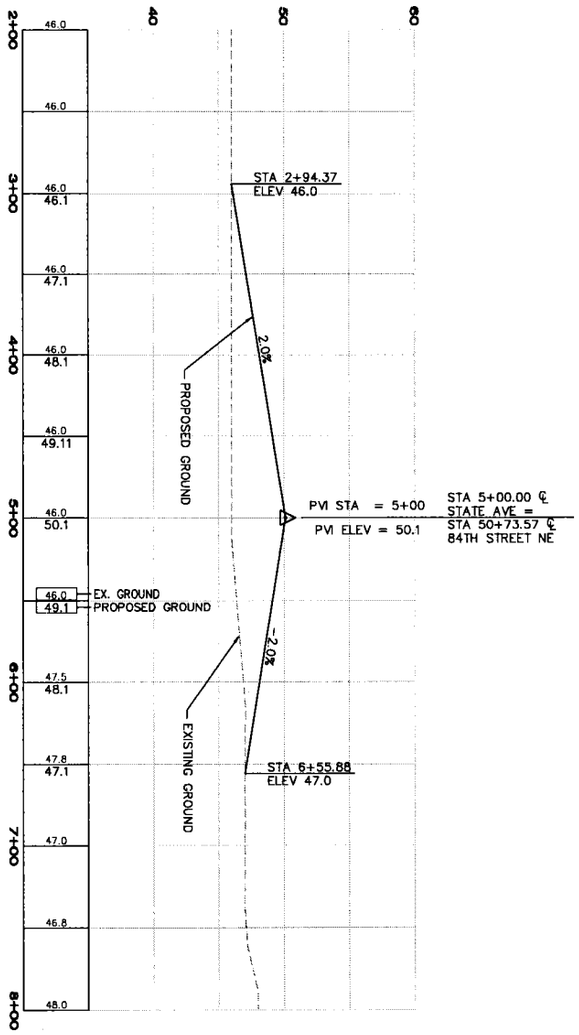
DAVID EVANS AND ASSOCIATES INC.
3700 Pacific Hwy. East, Suite 311
Tacoma Washington 98424
Phone: 253.922.9780

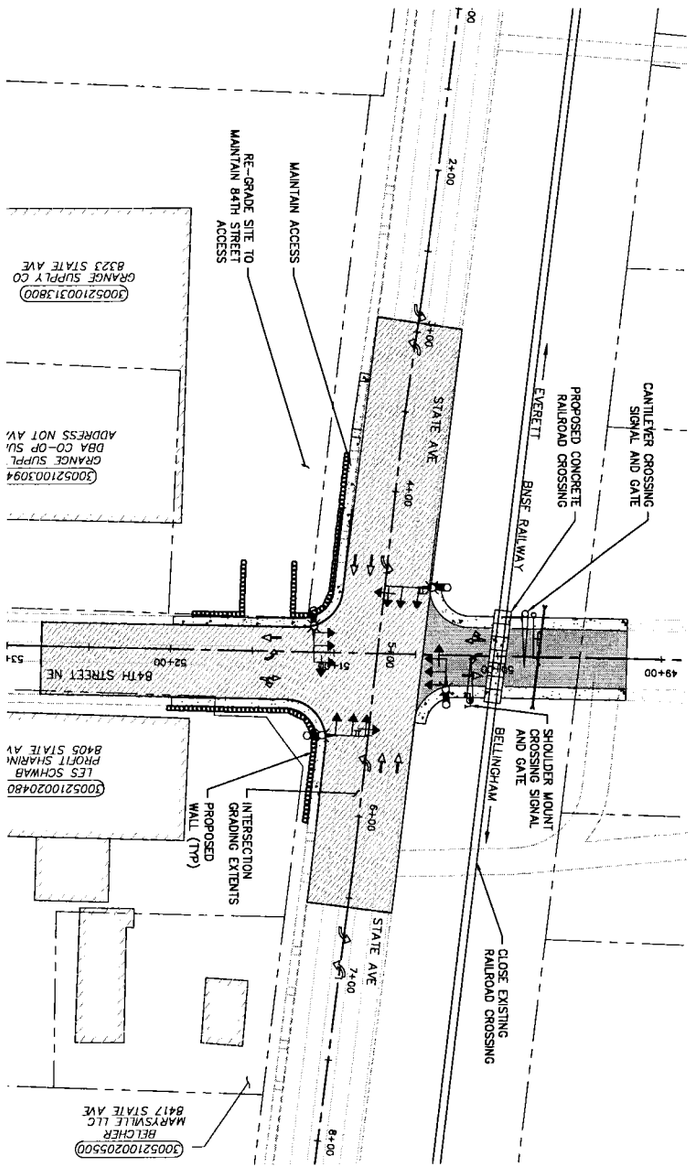
REVISIONS: APPD.

DATE: MARCH, 2010
DESIGN:
DRAWN:
CHECKED:
REVISION NUMBER:
SCALE: 1"=40'

PROJECT NUMBER: MTCO-00000001

SHEET NO. 2 OF 5





LEGEND

- SITE GRADING AREA
- NEW ASPHALT ROADWAY
- RAISE EXISTING INTERSECTION APPROXIMATELY 4"
- NEW CONCRETE CROSSING AND SIDEWALK
- KEYSTONE WALL
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DRAFT

DATE: MARCH, 2010
DESIGN:
DRAWN:
CHECKED:
REVISION NUMBER:
SCALE: 1"=40'
PROJECT NUMBER: MTCO-00000001
SHEET NO. 3 OF 5

REVISIONS: APP'D.

DAVID EVANS AND ASSOCIATES INC.
3700 Pacific Hwy. East, Suite 311
Tacoma Washington 98424
Phone 253.922.9780

STATE AVE CENTERLINE PROFILE

84TH STREET NORTHEAST AND STATE AVENUE

MARYSVILLE, WASHINGTON

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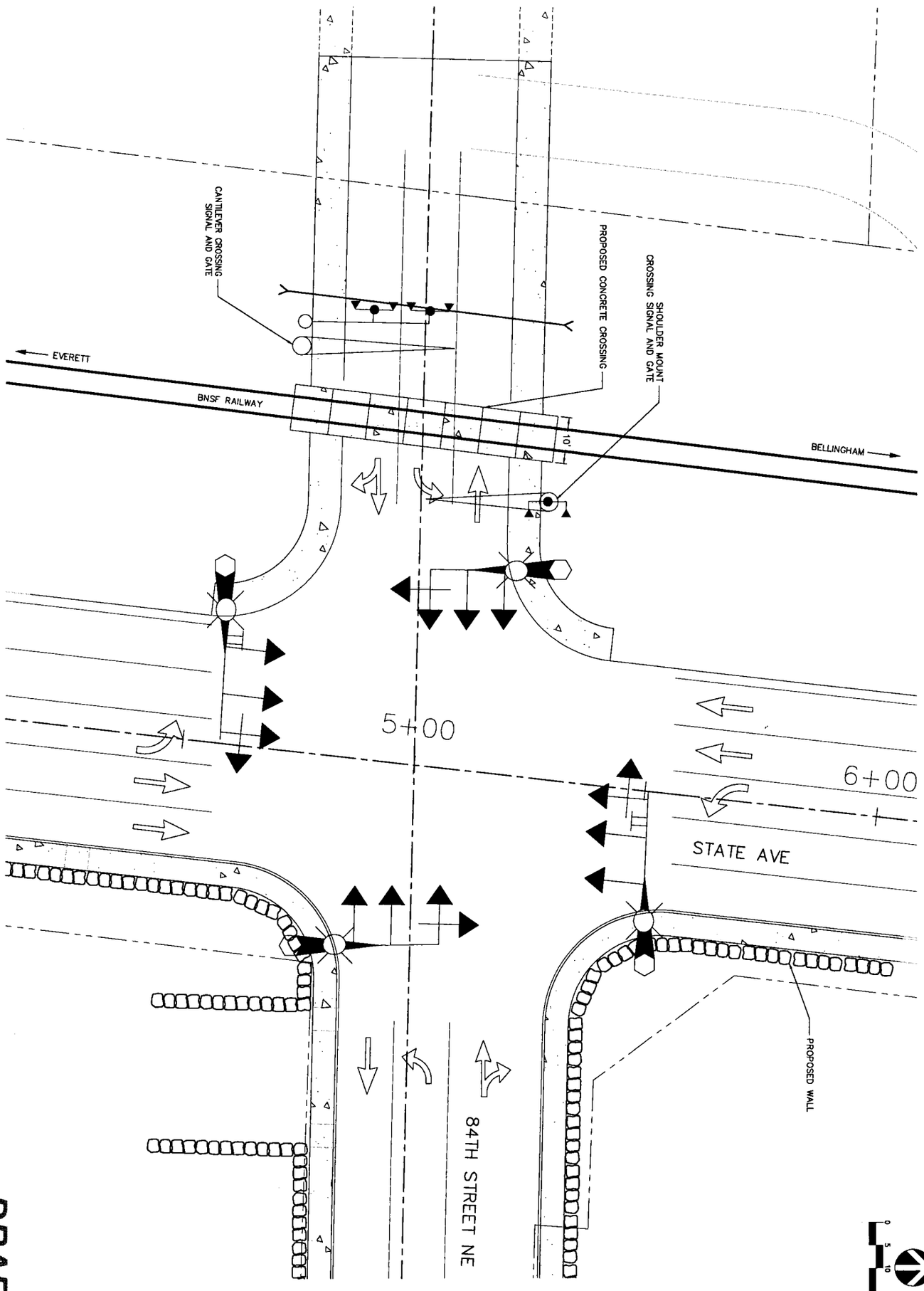

DRAFT

SIGNAL EXHIBIT

84TH STREET NORTHEAST AND STATE AVENUE

MARYSVILLE, WASHINGTON

DAVID EVANS AND ASSOCIATES INC.
3700 Pacific Hwy. East, Suite 311
Tacoma Washington 98424
Phone: 253.922.9780

REVISIONS: APPD.

DATE: MARCH, 2010
DESIGN:
DRAWN:
CHECKED:
QA/QC:
REVISION NUMBER:

SCALE: 1"=10'

PROJECT NUMBER: MTCO-00000001

SHEET NO. 4 OF 5

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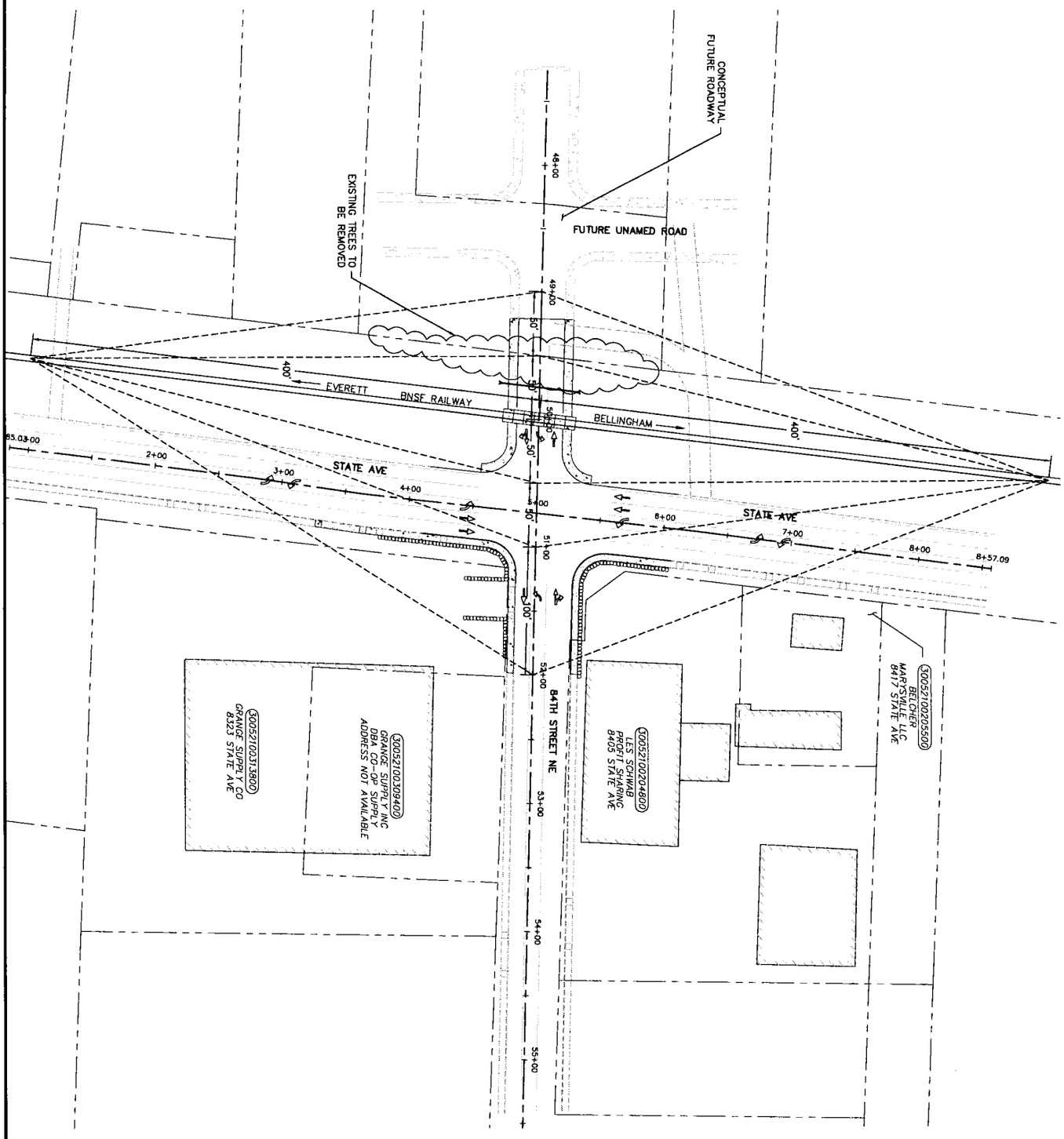

NOTE:
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0 20 40 80

DRAFT

SIGHT DISTANCE EXHIBIT

84TH STREET NORTHEAST AND STATE AVENUE

MARYSVILLE, WASHINGTON

DAVID EVANS AND ASSOCIATES INC.
3700 Pacific Hwy. East, Suite 311
Tacoma, Washington 98424
Phone: 253.922.9780

REVISIONS: APP'D.

DATE: MARCH, 2010
DESIGN:
DRAWN:
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QA/QC REVIEW:
REVISION NUMBER:
SCALE: 1"=40'

PROJECT NUMBER: MTCO-00000001

SHEET NO. 5 OF 5