



PUBLIC WORKS
Kevin Nielsen, *Director*

TR-150460-P

80 Columbia Avenue
Marysville, Washington 98270
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www.marysvillewa.gov

March 17, 2015

Ms. Kathy Hunter
Deputy Assistant Director, Transportation Safety
Washington Utilities & Transportation Commission
1300 S. Evergreen Park Dr. SW
PO Box 47250
Olympia, WA 98504-7250

Subject: Marysville Project No. R-1404, TIB Project No. 8-1-143(008)-1
State Avenue, 116th Street NE to 136th Street NE Corridor Expansion
DOT Crossing No. 92-077P: Petition to Reconstruct a Highway-Rail Grade Crossing

Dear Kathy:

Enclosed, pursuant to our recent conversation, is a Petition on behalf of the City of Marysville to perform crossing improvements at DOT Crossing No. 92-077P ("State Avenue"). Accompanying exhibits include an aerial view of the crossing, a plan sheet illustrating the proposed improvements, and a copy of the SEPA mitigated determination of non-significance. I understand from recent communications with Rick Wagner of BNSF that he will be signing and forwarding you a copy of the Waiver of Hearing separately.

I'd appreciate it if you could keep us apprised of the anticipated timeline for UTC review and processing of the City's proposal. If you have questions or anything else you need, please feel free to contact me at (360) 363-8279.

Sincerely,
CITY OF MARYSVILLE

A handwritten signature in blue ink that reads "Pat Gruenhagen".

Patrick L. Gruenhagen, P.E.
Project Manager

Enclosures

cc: Project File, R-1404
Rick Wagner, BNSF

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2015 MAR 20 AM 10:33
STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR-
)	
Marysville, Washington)	PETITION TO CONSTRUCT OR
_____)	RECONSTRUCT A HIGHWAY-RAIL
Petitioner,)	GRADE CROSSING
)	
vs.)	
BNSF Railway Company)	
_____)	
Respondent)	USDOT CROSSING NO.: 92-077P
)	
.....)	

Prior to submitting a Petition to **Construct** a highway-rail grade crossing and install an inter-tie between a Highway Signal and a Railroad Crossing Signal System to the Washington Utilities and Transportation Commission (UTC), State Environmental Protection Act (SEPA) requirements must be met. Washington Administrative Code (WAC) 197-11-865 (2) requires:

All actions of the utilities and transportation commission under statutes administered as of December 12, 1975, are exempted, except the following:

(2) Authorization of the openings or closing of any highway/railroad grade crossing, or the direction of physical connection of the line of one railroad with that of another;


Please attach sufficient documentation to demonstrate that the SEPA requirement has been fulfilled. For additional information on SEPA requirements contact the Department of Ecology.

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

Construction Reconstruction

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 STATE OF WASH.
 UTIL. AND TRANSP.
 COMMISSION

Section 1 – Petitioner’s Information

Jon Nehring, Mayor Petitioner

Signature
1049 State Avenue Street Address
Marysville, Washington 98270 City, State and Zip Code
Mailing Address, if different than the street address
Patrick Gruenhagen Contact Person Name
360.363.8279 / pgruenhagen@marysvillewa.gov Contact Phone Number and E-mail Address

Section 2 – Respondent’s Information

Respondent
BNSF Railway Company Street Address
2454 Occidental Avenue South, Suite 2D City, State and Zip Code
Seattle, WA 98134 Mailing Address, if different than the street address
Rick Wagner, Manager Public Projects Contact Person Name
206.625.6152 Contact Phone Number and E-mail Address

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

Section 5 – Temporary Crossing

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

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

Approximate date of removal _____

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway State Avenue

2. Roadway classification Principal Arterial

3. Road authority City of Marysville

4. Average annual daily traffic (AADT) 18,000

5. Number of lanes 3

6. Roadway speed 35mph

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

8. If so, trucks are what percent of total daily traffic? 2%

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

10. If so, how many school buses travel over the crossing each day? 50

11. Describe any changes to the information in 1 through 7, above, expected within ten years:

Average daily traffic volumes are anticipated to grow at approximately 3%/year.

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

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

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

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.

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

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

This project involves widening of an existing at-grade crossing with extremely limited, low-speed train traffic. (1 train per day, round trip) It does not involve construction of a new crossing.

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

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.

9. Is there an existing public or private crossing in the vicinity of the proposed crossing?

Yes 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.

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 North, 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	300	> 1,000 feet
Right	200	> 1,000 feet
Right	100	> 1,000 feet
Right	50	> 1,000 feet
Right	25	> 1,000 feet
Left	300	> 1,000 feet
Left	200	> 1,000 feet
Left	100	> 1,000 feet
Left	50	> 1,000 feet
Left	25	> 1,000 feet

b. Approaching the crossing from South, 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	300	> 1,000 feet
Right	200	> 1,000 feet
Right	100	> 1,000 feet
Right	50	> 1,000 feet
Right	25	> 1,000 feet
Left	300	> 1,000 feet
Left	200	> 1,000 feet
Left	100	> 1,000 feet
Left	50	> 1,000 feet
Left	25	> 1,000 feet

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.
- b. Describe who will maintain the sidewalks.
- c. Attach a proposed diagram or design of the crossing including the sidewalks.

The proposed design calls for installation of a five foot wide concrete sidewalk along the east side of the roadway. The sidewalk will be constructed in accordance with current standards, consisting a four (4) inch thick section of concrete underlain by three (3) inches of compacted crushed surfacing top course.

As illustrated in the attached drawings, the sidewalk will be oriented so that it crosses the railroad tracks at a 90-degree angle – so as to improve the pedestrians’ view of approaching traffic from both directions. Coupled with installation of a dedicated pedestrian warning signal and roadway lighting, this design is viewed as a significant improvement over the existing configuration, which includes no sidewalk at all.

Per agreement with BNSF Railway, the City will be responsible for construction and future maintenance of the new sidewalk.

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 preemption 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.

The design calls for the existing west-side cantilever signal (to serve as a warning device for southbound vehicular traffic) to remain in its present location. By contrast, the east-side cantilever signal is antiquated and will be replaced with a new installation (constant warning/unidirectional crossing control), as shown on the accompanying drawings. As was noted in the preceding section, a dedicated pedestrian warning signal will also be installed – at the location where the east sidewalk crosses the tracks. No preemption is included within the design.

2. Provide an estimate for maintaining the signals for 12 months. N/A (Railroad-maintained)

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 – 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 or modifying an existing crossing. Provide project specific information.

This project stands as the second phase of improvements to Marysville’s State Avenue and the at-grade railroad crossing which is commonly referred to as the “Arlington Spur.” The first phase involved widening the roadway and rail crossing from two (2) to three (3) lanes, and was completed in 2006 pursuant to approval by the Utilities and Transportation Commission on February 14, 2001. (Docket No. TR-010100)

Having recently received a \$3 Million grant from the State Transportation Improvement Board (TIB) — its funding partner on the earlier project as well — the City is now poised to move forward with this follow-on phase of work. Specifically, the improvements will include widening of State Avenue (and the rail crossing) to the “ultimate” 5-lane configuration contemplated within the City’s long-range transportation plan.

With two through lanes in both the northbound and southbound directions and a two-way center turn lane, the new configuration represents a substantial improvement — providing added capacity, improving overall traffic operations, and reducing the potential for conflict between through and turning vehicle movements. Coupled with the installation of roadway lighting, extension of the existing pedestrian network, and upgrade of Railroad warning devices, the net result of the project will be a marked improvement in safety for the traveling public.

It should be noted that passage of vehicles through the two-way center turn lane at the crossing will be prohibited, and median islands (illustrated on attached crossing layout) will be in place to ensure that drivers adhere to this requirement. Moreover, pedestrian travel through the crossing will be made safer in light of the fact that the proposed design includes a *perpendicular* sidewalk crossing of the tracks (providing improved visibility), coupled with installation of a dedicated pedestrian warning device.

Section 13 – 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 and inter-tie the highway signal with the railroad crossing signal system.

USDOT Crossing No.: _____ 92-077P _____

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 the highway signals inter-tied with the railroad crossing signal system and consent to a decision by the commission without a hearing.

Dated at _____, Washington, on the _____ day of
_____, 2015.

Printed name of Respondent

Signature of Respondent's Representative

Title

BNSF Railway Company _____

Name of Company

Phone number and e-mail address

Mailing address



DOT Crossing 092-077P Proposed Improvements



STATE AVENUE

Crossing Surface to be extended to accommodate widening

Proposed Eastward Road Widening, from 3 to 5 lanes + east sidewalk





MITIGATED DETERMINATION OF NON-SIGNIFICANCE

Community Development Department ♦ 80 Columbia Avenue ♦ Marysville, WA 98270
 (360) 363-8100 ♦ (360) 651-5099 FAX ♦ Office Hours: Mon - Fri 7:30 AM - 4:00 PM

PROJECT INFORMATION			
Project Title	State Avenue Improvements 116 th St – 136 th St	File No.	PA 14-026
Detailed Project Description	<p>The applicant has submitted an application for environmental review to allow the widening of State Avenue from three to five lanes from 116th St NE to 136th St NE. This project is a continuation of ongoing roadway improvements which have occurred over the last twelve years throughout the Smokey Point Blvd/State Ave corridor. The proposed road-widening will occur along a 7,400 foot long section of State Ave from the intersection of State Ave and 116th St NE to State Ave and 136th St NE. The proposed project will widen State Ave from 35 feet wide to 58 feet wide within the project corridor with additional 6 feet of curb and sidewalk area on the east side of the roadway. The project also includes the installation of a stormwater collection and conveyance system for transport to an existing regional stormwater facility. The project will require approximately 3.2 acres of clearing and grubbing. A total of approximately 12,000 cubic yards of material will be excavated and approximately 18,000 cubic yards of fill will be used. There are no known critical areas on or adjacent to the project site. Noise associated with construction equipment and vehicles will be temporary and localized, with varying noise levels throughout the 12-month construction period. Construction noise is exempt from the City of Marysville Noise Ordinance during the day. If nighttime construction were required, noise abatement measures will be required pursuant to MMC, Chapter 6.76. No designated landmarks or evidence of historic, archaeological, scientific, or cultural importance are located on or next to the site. This was confirmed by a formal cultural resources survey conducted by Joan Robinson of Robinson Cultural Resource Services in February of 2003 within the project bounds. If historic or cultural resources are inadvertently discovered during construction for any component of the proposed project, ground-disturbing activity will be halted and the DAHP, the Tulalip and Stillaguamish Tribes, and a professional archeologist will be notified.</p> <p>The City has completed NEPA and ESA environmental documentation for the full project (five lane build out) from 116th St NE to 136th St NE.</p> <p>Attached are comments received on the project as well as staff response.</p>		
Site Address	State Avenue 116 th St NE to 136 th St NE	APN(s)	Right-of-way and future acquired right-of-way
Legal Description (abbreviated)	See PA File #14-026		
	OWNER	APPLICANT	CONTACT
Name	N/a	City of Marysville Public Works	Patrick Gruenhagen
Address		80 Columbia Ave	80 Columbia Ave
City, State, ZIP		Marysville, WA 98270	Marysville, WA 98270
THRESHOLD DETERMINATION			
Lead Agency	<input checked="" type="checkbox"/> City of Marysville		
<p>The lead agency has determined that this proposal 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.</p> <p><input type="checkbox"/> There is no comment period for this DNS</p> <p><input type="checkbox"/> This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on this DNS.</p> <p><input type="checkbox"/> This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14-days from the date below. Comments must be submitted by:</p> <p><input checked="" type="checkbox"/> This MITIGATED DNS is issued under WAC 197-11-350; the lead agency will not act on this proposal for 14-days from the date below. Comments must be submitted by: December 22, 2014</p>			

SEPA CONTACT			
Name	Cheryl Dungan	Title	Senior Planner
Phone	360 363 8206	E-mail	cdungan@marysvillewa.gov
RESPONSIBLE OFFICIAL			
Name	Gloria Hirashima	Title	Community Development Director/CAO
Address	1049 State Avenue, Marysville, WA 98270		

Chris Holland
Chris Holland, Planning Manager for Responsible Official 12/8/14
Date

ENVIRONMENTAL IMPACTS

The proposed construction and subsequent use of the property could result in the following adverse environmental impacts

1. Increase in erosion, surface water pollutants, siltation and sedimentation as a result of site preparation and construction.
2. Temporary increase in noise, dust, light and glare from construction activity
3. Intermittent delays through narrowing of roadways, interruption of traffic for construction vehicles, and temporary closure of driveways occurring periodically over approximately 12 months.

MITIGATION MEASURES

The following mitigation measures are required to minimize the probable significant adverse environmental impacts as a result of the proposed development activity

1. If at any time during construction archaeological resources are observed in the project area, work should be temporarily suspended at that location and a professional archaeologist should document and assess the discovery. The Department of Archaeology and Historic Preservation (DAHP) and all concerned tribes should be contacted for any issues involving Native American sites. If project activities expose human remains, either in the form of burials or isolated bones or teeth, or other mortuary items, work in that area should be stopped immediately. Local law enforcement, DAHP, and affected tribes should be immediately contacted. No additional excavation should be undertaken until a process has been agreed upon by these parties, and no exposed human remains should be left unattended.

APPEALS

This DNS may be appealed pursuant to the requirements of MMC 22E.030.180. There is a 14 day appeal period on the DNS that commences from the date the DNS was issued. Any appeal must be addressed to the responsible official, accompanied by a filing fee of \$500.00, and be filed in writing at the City of Marysville Community Development Department, 80 Columbia Avenue, Marysville, WA 98270. The appeal must be received by 4 p.m., December 23, 2014. The appeal must contain the items set forth in MMC 22G.010.530. The comment period runs concurrently with the appeal period.

There is no agency appeal.

DISTRIBUTION

Marysville	Local Agencies & Districts	State & Federal	County	Other
<input checked="" type="checkbox"/> Building <input checked="" type="checkbox"/> Fire District <input checked="" type="checkbox"/> LD (Anne Miller) <input type="checkbox"/> LD (Deryl Taylor) <input type="checkbox"/> LD (Shawn Smith) <input type="checkbox"/> Parks <input checked="" type="checkbox"/> Police <input type="checkbox"/> Public Works (Charlie Burke) <input type="checkbox"/> Public Works (Doug Byde) <input checked="" type="checkbox"/> Public Works (John Cowling)	<input checked="" type="checkbox"/> Arlington (city) <input type="checkbox"/> Arlington Airport <input checked="" type="checkbox"/> Community Transit <input type="checkbox"/> Everett (city) <input checked="" type="checkbox"/> Frontier <input type="checkbox"/> Lake Stevens (city) <input type="checkbox"/> Lake Stevens SD 4 <input type="checkbox"/> Lakewood SD 306 <input type="checkbox"/> Marysville SD 25 <input checked="" type="checkbox"/> PUD No. 1 (electric) <input type="checkbox"/> PUD No. 1 (water) <input type="checkbox"/>	<input type="checkbox"/> US Army Corps of Engineers <input type="checkbox"/> BNSF <input type="checkbox"/> DOE (Bellevue) <input checked="" type="checkbox"/> DOE (Olympia - Env. Review) <input type="checkbox"/> DOE (SEPA - Greta Stough) <input type="checkbox"/> DOE (Shorelands - G. Tallent) <input type="checkbox"/> WDFW <input type="checkbox"/> WSDOT <input type="checkbox"/> WUTC	<input type="checkbox"/> Health District <input type="checkbox"/> Planning <input type="checkbox"/> Public Works - Land Development <input type="checkbox"/> Public Works <input type="checkbox"/>	<input type="checkbox"/> Olympic Pipeline <input type="checkbox"/> Puget Sound Energy <input checked="" type="checkbox"/> Stillaguamish Tribe <input checked="" type="checkbox"/> Tulalip Tribes <input checked="" type="checkbox"/> DHAP <input checked="" type="checkbox"/> John Tatum, citizen

Public Comments received

One comment letter from the general public was received during the comment period. Concerns raised in the letter and staff responses to the comments follow:

Comment: Car/light post collisions in the most recently constructed 5 lane segment of State Ave/SPB (136th to 152nd) would support an increase in clear zone from 2' to 6' or behind sidewalk (whichever is greater). Additional ROW may be requisite to establish this clear zone depth.

Response: *Per the City of Marysville Engineering and Development Standards (EDDS) Section 3-512, for roadways with a speed limit of 35 mph or less where curb is installed, the required clear zone is 2 feet. State Avenue has a posted speed limit of 35 mph and curb, gutter and sidewalk will be installed behind the 5 foot wide sidewalk; therefore street light installations shall be placed greater than the required 2 foot clearance from the roadway.*

Comment: Past project management has tended to underestimate the length of project limits necessary to accomplish proposed widening. While striping changes appear to all be between 116th and 136th, signing changes appear to be required from @50'N of 116th to @700'N of 136th. Any clearance of plans should extend to cover the north end signing.

Response: *Sign and marking plan shall include sign removal/modifications necessary for roadway widening project including for elimination of existing lane merge signs.*

Comment: The prior project left several "gaps" in pedestrian access along the west side of State Ave. The "goat" trail from 122nd south to 116th indicates an unserved pedestrian clientele within project limits that should be rectified. One or more direct pedestrian clientele within project limits that should be rectified. One or more direct pedestrian access/utility pole conflicts were left by the prior widening project and should also be rectified. As the west side may be totally ROW constrained, this may require added east side ROW widening and a minor centerline shift.

Response: *The west side of State Ave from 136th St NE to 122nd St NE is zoned Industrial which does not typically yield high pedestrian volumes. As BNSF Railway controls the west side of the roadway behind the curb south of 122nd St NE where sidewalk is not present, it is current City staff's understanding that BNSF in the past has denied the City the ability to install sidewalks between 116th St NE & 122nd St NE. Based upon this reasoning, the City was granted a waiver by TIB not requiring the west side sidewalk when BNSF the subject section of State Ave was widened to three lanes given the unwillingness of BNSF support for sidewalk installation. The west side of the roadway is outside of the project limits and therefore relocation of utility poles is not within the scope of the project.*

Comment: The residential serving access to 122nd is roughly 2000' from either the 116th or 128th St signals. As the roadway is changed from its current speed and width to the 5 lane, pedestrian crossing safety will be substantially negatively impacted along the segment. Some form of enhanced pedestrian crossing protection should be considered to mitigate this safety reduction with specific consideration given to 122nd.

Response: *A few commercial/business designations exist on the east side of State Ave between BNSF Spur track and 136th St NE, large volume pedestrian generators are not present. Existing properties upon the corridor are overwhelmingly large lot single family and industrial uses which do not typically generate significant pedestrian traffic. The largest concentration of residential homes on the corridor is on the west side of State Ave from 122nd St NE to the south and the largest commercial area is also on the west side of State Ave north of 116th St NE. It would not be anticipated that large pedestrian volumes would seek destinations requiring crossing of State Ave. Additionally, pedestrian enhancements are most effective in locations where there is a high demand for and usage of a facility by pedestrians. Marked crosswalks should only be installed at locations where it should be expected that pedestrians will be crossing the roadway such as at traffic signals and locations with high pedestrian volumes. Occurrences of rear-end collisions as well as pedestrian collisions can be increased at locations where pedestrian enhancements are installed at locations in which pedestrians are rarely, if ever present. This is the case as drivers tend to realize that pedestrians are not often present and pedestrians tend to believe that drivers will always yield, resulting in increased vehicle -vs- pedestrian collisions.*

Comments: The 116th intersection is within the nominal limits of this widening project and within 50' of the requisite signing plans. The project will impact the intersection with accessible foot traffic to/from the north. Accessible pedestrian facilities at the intersection with accessible foot traffic to/from north. Accessible pedestrian facilities at the intersection are not to current standards (not ramp location and orientation, crosswalk alignment, nor accessible detection). Unless the city has a funded project to bring the 116th intersection to current accessible pedestrian standards before this final 5 lane widening project is constructed, ramps, crosswalks, and pedestrian accessible detection should be upgraded at the 116th intersection as part of this project.

Response: *The intersection of 116th St NE & State Avenue is not within project limits. Neither ADA Guidelines nor any other agency guidelines would require upgrade of curb ramps, crosswalks or pedestrian detection which are not included within the boundaries or scope of the project. The intersection curb ramps and crosswalks (if necessary) will be upgraded when a City project affecting pedestrian facilities takes place at the intersection. Similarly, the pedestrian detection system will be upgraded at a time when the traffic signal is replaced or a project affecting the pedestrian system is performed.*

Community Transit Comments

Comment: Please include a permanent northbound bus stop at State Ave and 128th St NE, on the north side of the intersection. Community Transit requests this be an in-lane stop: no bus pull-out needed. We also request a Type #1 shelter pad be provided to meet ADA requirements.

Response: A Type #1 bus shelter shall be provided at the specified location.

Comment: Please provide a Type #2 shelter pad for the existing southbound bus stop just south of 136th St NE.

Response: This location is outside of the project limits, however the City will work with CT in the future to upgrade this bus stop.

Comment: If possible, please relocate utility poles along the west side of State Ave, so they are behind the sidewalk, as part of the improvement project.

Response: The west side of the roadway is outside of the project limits and therefore relocation of utility poles is not within the project scope.

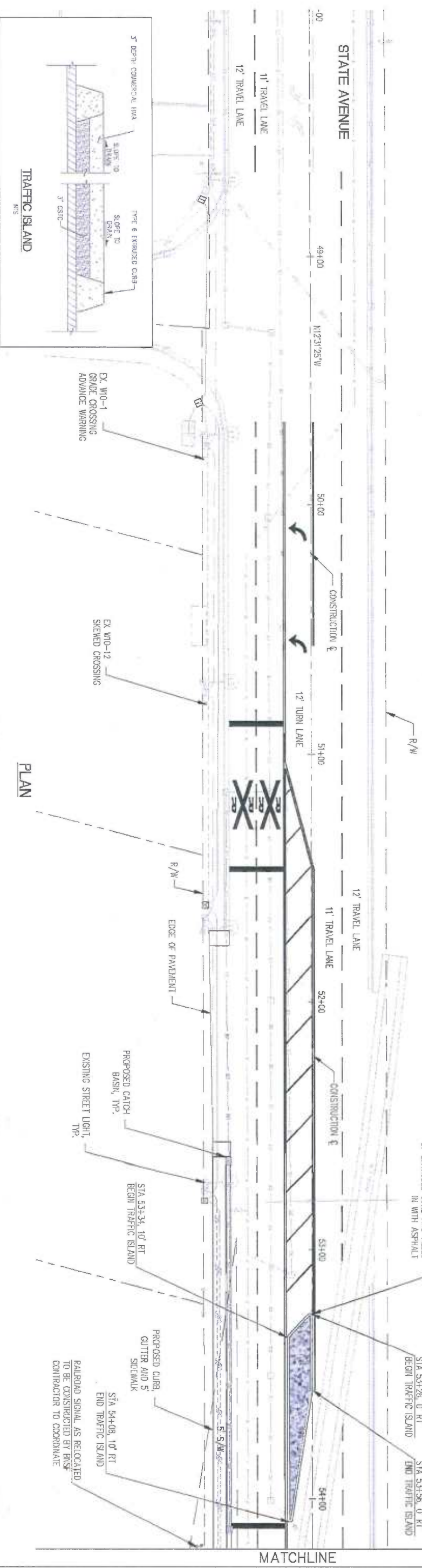
Comment: Community transit continues to receive customer comments regarding the stops near the intersection of State Ave and 116th St NE (closer to 113 St NE). Although the current project does not include intersection improvements at 116th St NE, we encourage the city to consider pedestrian improvements (sidewalk extension and utility pole relocation) as part of a future project in this area. We also have a proposal to relocate the existing southbound bus stop north, to 200' south of 116th St NE. In order to do this, we would need the city to extend the existing curb, gutter, and sidewalk to the relocated bus stop location.

Response: The City understands the desire to relocate the bus stop to the north closer to 116th St NE and will evaluate when a City project is undertaken on this roadway segment. Addition of sidewalk and utility pole relocation on the west side of State Ave from 116th St NE to 100th St NE will require coordination with BNSF railways. A roadway widening project is found upon the City's current TIP.

Comment: Please coordinate with Dana Osborn, regarding any necessary route detours during construction.

Response: The City will coordinate with CT regarding impacts to the CT routes as necessary throughout the construction process.

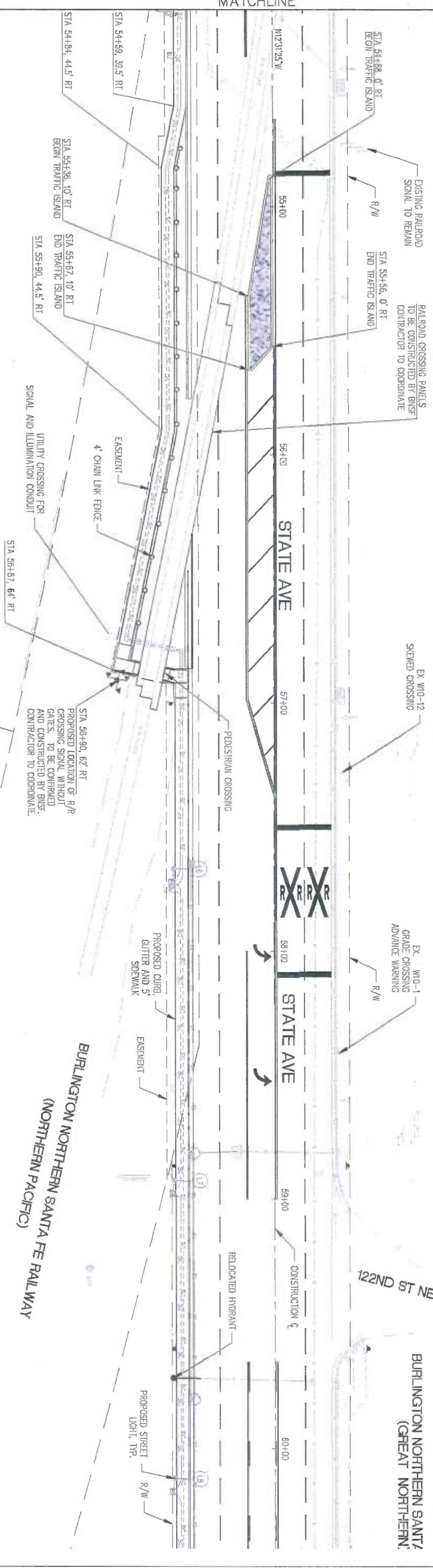
BURLINGTON NORTHERN SANTA FE RAILWAY
(GREAT NORTHERN)



PLAN

MATCHLINE

MATCHLINE



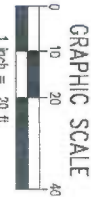
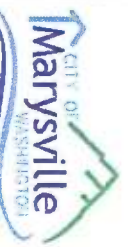
PLAN

STATE AVE

STATE AVE

BURLINGTON NORTHERN SANTA FE RAILWAY
(GREAT NORTHERN)

BURLINGTON NORTHERN SANTA FE RAILWAY
(NORTHERN PACIFIC)



STATE AVENUE CORRIDOR WIDENING IMPROVEMENTS
BNSF SPUR CROSSING