

Kim Shaw

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SEP 13 2013

CITY OF MONROE

From: Benenati, Steve M. [BenenaS@wsdot.wa.gov]
Sent: Friday, September 13, 2013 2:18 PM
To: Kim Shaw
Cc: Melissa Sartorius; Paul Popelka; Don Stout
Subject: FW: WSDOT Review of DEIS for East Monroe Comp Plan Amendment-Reszone
Attachments: FW: WSDOT Review of CPA2011-01 E. Monroe; WSDOT Letters 2011 & 2004.pdf; WSDOT Letters 2012 & 2011.pdf

From: Benenati, Steve M.
Sent: Friday, September 13, 2013 2:08 PM
To: msartorius@monroewa.gov
Cc: Pazooki, Ramin; Swires, Mike
Subject: WSDOT Review of DEIS for East Monroe Comp Plan Amendment-Reszone

Melissa,

The Washington State Department of Transportation (WSDOT) has reviewed the subject DEIS and would like the following comments to be part of the record.

We have reviewed TIA portion of the Draft EIS for the East Monroe Comprehensive Plan Amendment and Subsequent Rezone. The site is made of five adjoining parcels covering a 42.81 acre with 11.33 acres of developable area on the north side of US 2. The site is approximately 0.8 miles east of Main Street/Old Owen Road, near the east city limits.

The site does not currently have direct access to US 2; access rights were purchased by WSDOT as part of the planning for the Monroe Bypass for US 2. As stated in an email on 6/24/13(attached) to the developer consultant (Gibson Traffic) in response to questions about access, options for access to US 2 include the following:

The developer should pursue acquiring an easement from the owner of the adjoining parcel east of the site (referred to as Parcel F under a previous rezone proposal, but not included as part of this action), then connecting to US 2 east of the existing Limited Access (LA) boundary. The access connection to US 2 through Parcel F is under jurisdiction of the city of Monroe since it's within city limits and outside LA; no break in access would be required. An easement and access through Parcel F would provide opportunity for consolidated joint access, minimizing the number and spacing of access connections along this section of US 2. The added benefit is that the owner of Parcel F would be able to use any improvements on US 2 required as mitigation for development of this site, in particular if they choose to pursue similar Comprehensive Plan Amendment and rezone in the future.

If an easement through Parcel F is not feasible or possible, then a request for break in access (BIA) will be required. Because WSDOT purchased access rights from the property owners, a BIA will also require purchase of the access

rights back from WSDOT at fair market value. A request for BIA to gain access to US 2 will require thorough justification and review before possible approval. It will need to demonstrate that access to US 2 will not affect safety and operations, and that any impacts can be mitigated.

WSDOT generally supports a single break in access to provide site access to US 2. The current concept for the Monroe Bypass no longer includes a "North Monroe Interchange", which provided ramps connecting the bypass to mainline US 2 in this general area. Instead, a roundabout is currently planned for the bypass connection. The location for the roundabout hasn't been firmly established, but is generally in the area east of Woods Creek and west of the Rivmont Dr bluff above US2; in short, west of the rezone property area.

With site access located at the east end of Parcel E, our expectation is that the minimum distance between the site access connection point and the bypass connection roundabout will be met.

The following three alternatives were analyzed in the DEIS TIA for developing this site:

- Alt. 1: Fitness Facility, Daycare, and Church (1,602 ADT/169 PM Trips)
- Alt. 2: Retail and Restaurants (3,628 ADT/290 PM Trips)
- Alt. 3: Office and Residential (1,825 ADT/149 PM Trips)

As stated in prior comments(see attached WSDOT Letters) to the city, whether the access connection is via Parcel F or a new BIA, we request a roundabout be analyzed and constructed at the site access for either of the proposed development alternatives, even if LOS criteria are met without a roundabout. A roundabout will to reduce the risk and severity of collisions from conflicting traffic movements at the site access. This section of US 2 transitions from U1 (Urban-Principal Arterial) to R1 (Rural-Principal Arterial), has limited roadside development, is rural in character, and has a 55mph posted speed limit.

If you have any questions, please contact Ramin Pazooki, WSDOT Local Agency, and Development Services Manager at pazookr@wsdot.wa.gov <<mailto:pazookr@wsdot.wa.gov>> (206) 440-4710 or contact me.

Thank you,

Steve Benenati

WSDOT Development Services Review Engineer

(206) 440-4915

benenas@wsdot.wa.gov<<mailto:benenas@wsdot.wa.gov>>

Kim Shaw

From: Benenati, Steve M. [BenenaS@wsdot.wa.gov]
Sent: Friday, September 13, 2013 1:26 PM
To: Benenati, Steve M.
Subject: FW: WSDOT Review of CPA2011-01 E. Monroe
Attachments: image006.png; image008.png; image009.png; image010.gif; SKMBT_C45113061714310.pdf; Parcel Map from EIS.PDF; image004.emz

FYI

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SEP 13 2013

CITY OF MONROE

From: Swires, Mike
Sent: Monday, June 24, 2013 2:50 PM
To: Edward (Edwardk@gibsontraffic.com); BradLincoln (bradl@gibsontraffic.com)
Cc: Pazooki, Ramin; George, Cathy
Subject: RE: WSDOT Review of CPA2011-01 E. Monroe

Hi Edward,

In response to your questions, we researched right-of-way records maintained by our Real Estate Services group for this section of US2. The attached file shows property WSDOT has acquired, as well as where Limited Access (LA) has been established (where WSDOT has already purchased access rights from the property owners).

A few general details from the image below:
the blue highlighted area is existing US2 the red lines show property WSDOT has acquired (which includes the separate smaller bent rectangular parcel A, surrounded by larger parcel B) the yellow highlighted area along the cross-hatching shows where LA has been established

The detail below is from the east end of the plan sheet. This corresponds with the area from the southeast corner of Parcel E through the southwest portion of Parcel F (per the attached parcel map you sent previously) – the property line between Parcels E and F coincides with the note referring to Monroe’s former corporate limits (city limits now east of Parcel F) the yellow shaded LA line ends at the red property line that corresponds with the boundary of Parcel F (which extends south down to US2) WSDOT has not acquired any property nor established LA east of Parcel E; cross-hatching, property lines, and frontage road alignment shown below were originally planned but never developed

[cid:image006.png@01CE6E6F.E786F610]

There are a few options for gaining access to US2 from Parcels A-E:

The easiest and quickest would be to acquire an easement from the owner of Parcel F, then connect to US2 anywhere east of the Limited Access boundary. In the figure below, the black line shows one possible route. Because it crosses a small portion of WSDOT R/W, an access permit will be required from WSDOT. However, this is not LA and does not constitute a break in access. The access connection to US2 through Parcel F falls under jurisdiction of the city of Monroe since it’s within city limits and outside LA. Again, no break in access would be required. An easement and access through Parcel F would provide opportunity for consolidated joint access, minimizing the number and spacing of access connections along this section of US2, with the added benefit of Parcel F being able to use any improvements on US2 required as mitigation for development on Parcels A-F.

If an easement through Parcel F is not feasible or possible, then a request for break in access (BIA) will be required. Because access rights were purchased from the property owners, a BIA will also require purchase of the access rights back from WSDOT. As I'm sure you're aware, review and approval of a BIA requires justification and can be a thorough and lengthy process. Determining fair market value and purchasing of access rights from WSDOT will likewise be a time consuming process.

WSDOT generally supports a single break in access to provide access to the site. The current concept for the Monroe Bypass no longer includes a "North Monroe Interchange", which provided ramps connecting the bypass to mainline US2 in this general area. Instead, a roundabout is currently planned for the bypass connection. The location for the roundabout hasn't been firmly established, but is generally in the area east of Woods Creek and west of the Rivmont Dr bluff above US2; in short, west of the rezone property area.

With site access located at the east end of Parcel E, our expectation is that the minimum distance between the access connection point and the bypass connection roundabout will be more than met. As stated in the response to city of Monroe, the minimum distance between the site access connection and the bypass connection roundabout is 1320'. This minimum distance applies regardless of intersection or access connection control type. As also stated in the response to the city, if a controlled access is required as mitigation for site development, WSDOT will only allow a roundabout. A roundabout may also be required as mitigation to reduce risk and severity of collisions at the access connection, even if LOS criteria are met.

Note that whether the access connection occurs through the limited access section or managed access section, minimum access spacing requirements to adjacent driveways would still apply and need to be considered. Please let us know if you have any further questions about this.
Thanks! – Mike

From: Edward [mailto:Edwardk@gibsontraffic.com]
Sent: Wednesday, June 05, 2013 5:10 PM
To: Swires, Mike; Brad
Subject: RE: WSDOT Review of CPA2011-01 E. Monroe

Thanks Mike

Do your records show

- exactly where does the limited access line stop?
- Any language on the frontage road that was to provide access to these parcels?
- FYI the parcel map that Brad sent you was the original EIS the rezone application has been changed as parcel F has been dropped and is no longer part of this rezone at all.
- What is the centerline distance that WSDOT accepts for roundabouts is it the same as signals or less?

Edward Koltonowski, President

Gibson Traffic Consultants
Phone 425 339 8266
edwardk@gibsontraffic.com<mailto:edwardk@gibsontraffic.com>

From: Swires, Mike [mailto:SwiresM@wsdot.wa.gov]
Sent: Wednesday, June 5, 2013 4:52 PM
To: Brad; Edward
Subject: FW: WSDOT Review of CPA2011-01 E. Monroe

FYI, if you didn't get these as part of the copy you received, here's the original letter and enclosures that were sent to the city in 2011.

The R/W map in the attachment is consistent with what Sno Co's map shows –
[cid:image001.png@01CE620F.86401060]

As for how the bypass ties back in to mainline US2 east of Monroe, the schematic on our website shows a roundabout, but the original concept was an interchange. On the R/W plans you'll see centerline alignments for EB and WB ramp connects to the bypass. I haven't been able to dig up any detailed information yet on where the bypass roundabout will be located.

<http://www.wsdot.wa.gov/Projects/US2/RDP/monroebypass.htm>

[<http://www.wsdot.wa.gov/NR/rdonlyres/1125B620-888A-4E13-92CD-913F4A107038/0/SR522US23Phases.gif>]

For reference, I believe the bridge (rectangular area) shown on the bypass graphic that's closest to the roundabout crosses over Woods Creek. If so, that would place the roundabout west of the area shown in the R/W plan.

However, this is just my own estimate of the location and should not be used for determining minimum distance to a proposed access to the site. This is a conceptual schematic of the bypass and has not been fleshed out.

I'll pass along any additional information I come across.
Let me know if you have any questions in the meantime.

Thanks!

From: Benenati, Steve M.
Sent: Friday, August 19, 2011 10:31 AM
To: bfeilberg@ci.monroe.wa.us<mailto:bfeilberg@ci.monroe.wa.us>
Cc: Eng, Lorena; East, Russ; Pazooki, Ramin; Swires, Mike
Subject: WSDOT Review of CPA2011-01 E. Monroe

Brad Fielberg
City of Monroe Public Works Director
806 W Main St
Monroe WA 98272
360-863-4540

Mr. Fielberg:

See attached WSDOT letter in reply to city of Monroe request for comment on the subject proposal.

Contact me should you have any questions or comments on the attached letter.

Thank you.

Steve Benenati
Development Services Review Engineer
Washington State Department of Transportation WSDOT Northwest Region, Snohomish Area, MS240 P.O. Box
330310
15700 Dayton Ave. N.
Seattle, WA 98133-9710
Ph. (206) 440.4915

*** eSafe1 scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

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SEP 13 2013



**Washington State
Department of Transportation**
Paula J. Hammond, P.E.
Secretary of Transportation

Northwest Region
15700 Daylon Avenue North
P.O. Box 330310
Seattle, WA 98133-9710

August 18, 2011

206-440-4000
TTY: 1-800-833-6388
www.wsdot.wa.gov

Brad Fielberg
City of Monroe Public Works Director
806 W. Main St.
Monroe, WA 98272

Subject: SR 2, MP 16.00 Vic.
Determination of Significance and Request for Comments on Scope of EIS
E. Monroe Economic Development Group, LLC
CPA2011-01 East Monroe

Dear Mr. Fielberg,

We received your request for comment on the proposed action to change Comprehensive Land Use designation of certain properties from Limited Open Space to General Commercial. The location of this proposal is at the east end of Monroe on the north side of US 2 in vicinity of MP 16.00.

WSDOT has reviewed the proposal and has the following comments:

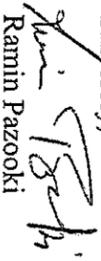
- 1) The access rights along SR 2 for some of these parcels have been purchased by WSDOT for the future SR 2 Monroe by-pass. Please refer to the enclosure. No future access through the SR 2 limited access boundary shall be allowed unless the property owner applies for and is granted such access according to provisions of Chapter 530.10 of WSDOT's Design Manual.
- 2) WSDOT supports a single access point to be jointly shared by all parcels covered under this proposed action. This access point should be located to the east of the acquired limited access boundary. Internal site circulation shall be provided for access to these parcels.
- 3) Per highway access classification criteria, spacing between the future SR 2 roundabout to be constructed as part of the SR 2 Monroe by-pass and a new access shall be a minimum of 1,320 feet.
- 4) A traffic signal will not be permitted by WSDOT on SR 2 for access to parcels covered under this proposed action. Instead of a signal, a roundabout must be built for controlled access to SR 2, if warranted by future development volumes.
- 5) Per WSDOT Route Development Plan (RDP), this segment of SR 2 is designated as a future 4-lane highway which may include median barrier.

Mr. Brad Fielberg
CPA2011-01 East Monroe
Page 2 of 2

6) WSDOT stands by all provisions of the March 3, 2004 letter to Hiller West, city of Monroe, Director of Community Development regarding access to SR 2 in this area. See enclosed letter.

Should you have any questions, please feel free to contact Mr. Steve Benenati (206) 440-4915 of my Development Services section.

Sincerely,



Ramin Pazooki

Local Agency and Development Services Manager

Enclosure

cc: Lorena Eng, Regional Administrator
Russ East, Assistant Regional Administrator
Mike Swires, Traffic Engineer – Snohomish Area



**Washington State
Department of Transportation**
Douglas R. MacDonald
Secretary of Transportation

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710

206-440-4000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 3, 2004

CITY OF MONROE
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MAR 08 2004

Mr. Hiller West
Director Community Development
806 W. Main
Monroe, WA 98272

COMMUNITY DEVELOPMENT

Subject: //SR 2 MP 16.08 Vic. CS 3106
Traffic mitigation and Access to SR 2
Heritage Baptist Fellowship
City File No.: 000321.DNS, SP 199005 & BA 199003

Dear Mr. West:

The Heritage Baptist Fellowship is seeking approval for access to SR 2 for a proposed short plat. The location of this proposed access is on the east side of Monroe and north of SR 2 at approximately MP 16.08.

As was discussed in the letter from WSDOT dated June 12, 2003, WSDOT purchased the access rights to the Heritage Baptist Fellowship parcels in 1971 as part of planning the SR 2 Monroe bypass. The WSDOT plans to construct an access connection to this parcel shown as the FR 14 line on the "Westwick Road to North Monroe Interchange" plans, when the bypass is built (See attached plan sheet).

We are not required to allow the existing access to be improved to allow the subdivision; however under WAC 468-58-080 (3) (b) (iii) WSDOT has the ability to allow a Temporary Type C access. Based on this WAC, WSDOT will grant a temporary access on SR 2 to be used by Heritage Baptist Fellowship and the 4 proposed lots with the following conditions:

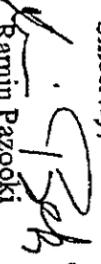
1. This access is only for the proposed church and 4 single-family homes.
2. All the property owners must be made aware the access constructed by Heritage Baptist Fellowship will be removed and access will be via the FR 14 line when the North Monroe Interchange is built or any alternate access to the city road system is constructed.
3. Any internal road must be constructed so it will accommodate the planned WSDOT frontage road shown as the FR 14 line on WSDOT's "Westwick Road to North Monroe Interchange" plans.
4. If the City of Monroe permits further subdivision or greater density beyond the 4-lot short plat, the City of Monroe shall be responsible for the construction of the FR 14 Line frontage road.

To: City of Monroe
Traffic mitigation and Access ~ SR 2
Heritage Baptist Fellowship
Page 2 of 2

5. Heritage Baptist Fellowship shall have an executed General Permit for the improvements to the access connection. The following documents are required to be submit for WSDOT review, comment and approval:
- a. Traffic impact analysis.
 - b. Drainage report- after the review WSDOT may request a Temporary Erosion and Sediment Control Plan (TESC) and Stormwater Site Plan (SSP).
 - c. Engineer's drawing showing the dimensions for the improved access connection.
 - d. Traffic control plans for the construction of the improved access connection

Should you have any questions, please feel free to contact Mr. George Chambers (206) 440-4912 or Ms. Sandra Kortum (206) 440-4911.

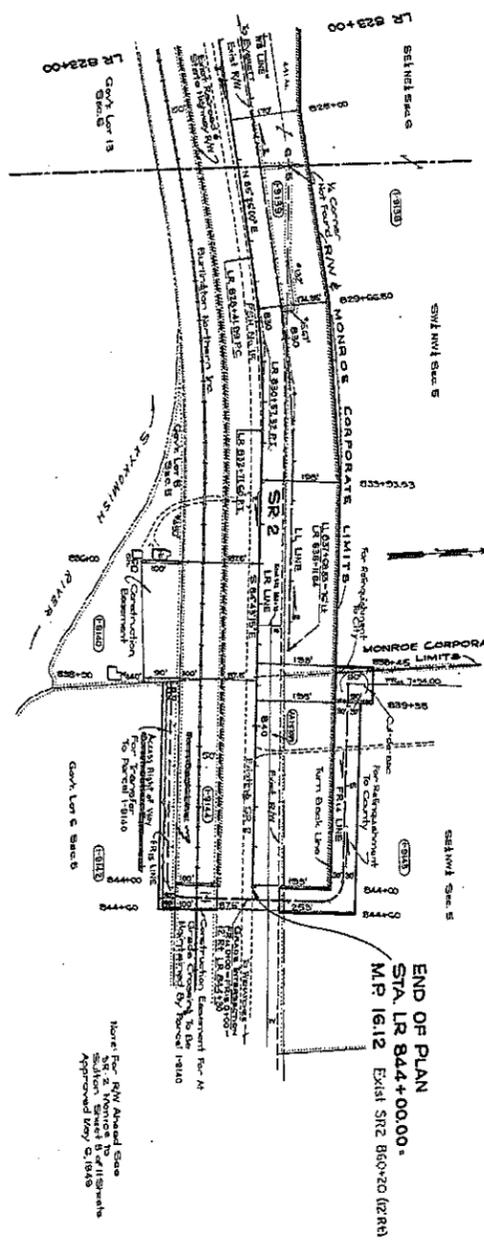
Sincerely,


Ramon Pazooki
Planning/Development Services Manager

RP: shk

cc: Thomas Minnick; Pastor Heritage Baptist Fellowship (via email)
File
SR 2 MP 10 08 11.doc

T 27 N R 7 E, W.M.



END OF PLAN
 STA. LR 844+00.00
 M.P. 1612 Exit SR2 860+20 (2Rth)

Note: For R/W Ahead See
 Station Street B of Plans
 Approved by 01/89

This plan conforms to the exact position in the
 Project and is based on the Highway Corridor
 as shown on 01/89.

MP 823 TO MP 1612
 MONROE INTERCHANGE
 WESTWYCK ROAD TO NORTH
 MONROE INTERCHANGE
 SHERIFFS OFFICE
 APRIL 1, 1989

APPROVED BY: [Signature]
 DATE: APRIL 1, 1989

APPROVED BY: [Signature]
 DATE: APRIL 1, 1989

Note: All Bearings and Distances
 Taken from the Report of
 Paul H. Hays

AGREEMENT TO BE FILED WITH THE
 PROPERTY OWNER AND THE
 PROPERTY OWNER'S ATTORNEY
 BEFORE THE PLAN IS FILED
 WITH THE COUNTY CLERK

NO.	NAME	DATE	REMARKS
1	GEORGE COOK	1/1/89	
2	GEORGE COOK	1/1/89	



**Washington State
Department of Transportation**
Paula J. Hammond, P.E.
Secretary of Transportation

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710

March 29, 2012

206-440-4000 / Fax 206-409-7250
TTY: 1-800-833-6388
www.wsdot.wa.gov

Mr. Brad Feilbert
City of Monroe Public Works Director
806 W. Main St.
Monroe, WA 98272

Subject: SR 2, MP 16.00 Vic.
WSDOT Review Comments on Draft EIS - East Monroe Comprehensive Plan Amendment

Dear Mr. Feilbert:

We are responding to the East Monroe Comprehensive Plan Amendment to change the land use designation and concomitant rezoning, changing the zoning classification of approximately 50 acres of land located north of US 2 near the eastern city limits from Limited Open Space to General Commercial.

WSDOT has reviewed this draft EIS and has the following comments:

We request that all our previous comments stated in the letter of August 18, 2011 (attached) be included in this EIS. In addition to those previous comments, we would like to emphasize the following items:

- A traffic signal will not be permitted by WSDOT on SR 2 for the single access point to these parcels. A roundabout will be allowed, if the new generated volumes warrant it.
- In planning for future developments of these parcels, sufficient right of way must be set aside to accommodate a future 4-lane highway.

Should you have any questions, please feel free to contact Mr. Steve Benenati (206) 440-4915 of my Developer Services section.

Sincerely,

Ramin Pazooki
Local Agency and Development Services Manager

RSE/smb
cc: Ed Conyers, WSDOT Highways and Local Programs
Mike Swires, WSDOT Area Traffic
Project File

Table 1 Project Area Parcels

Assessor's Parcel Number	Approximate Size (Acres)		
	Gross	Preferred Alternative	Reduced Scope Alternative
Parcel A 27070600102500	15.73	4.17	4.17
Parcel B 27070500206100	5.01	2.61	2.61
Parcel C 27070500206200	5.20	2.87	2.87
Parcel D 27070500206300	6.85	5.38	2.67
Parcel E 270705002006400	10.02	9.90	2.84
Parcel F 27070500203300	25.30	25.30	7.94

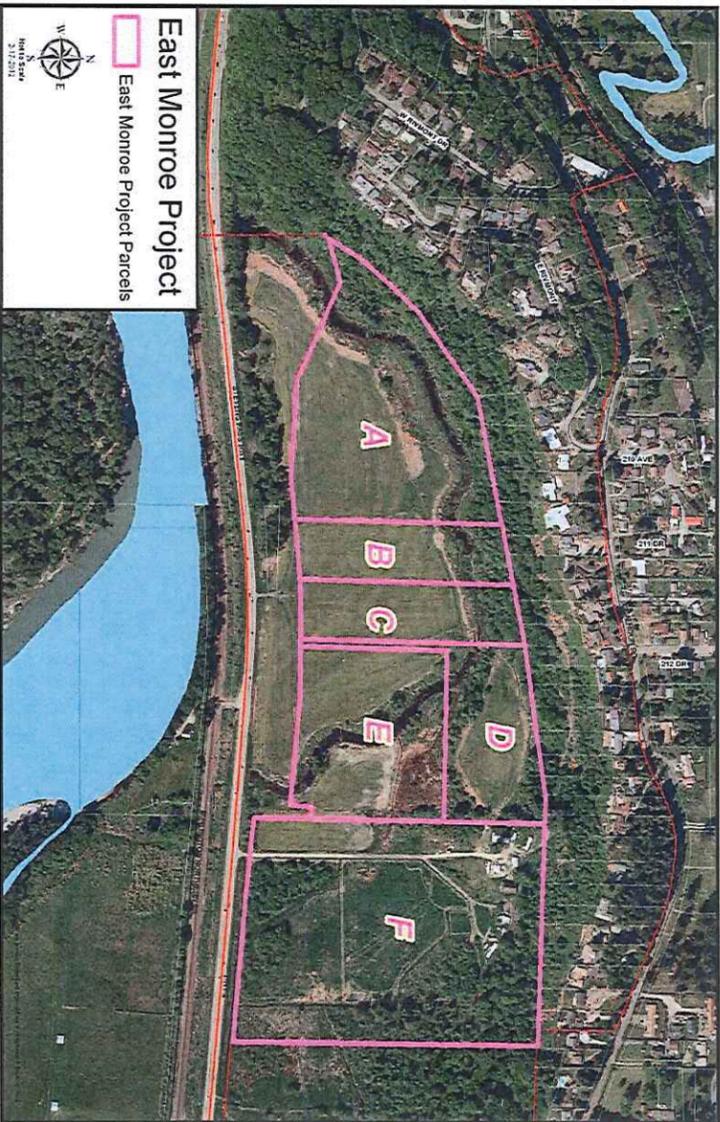
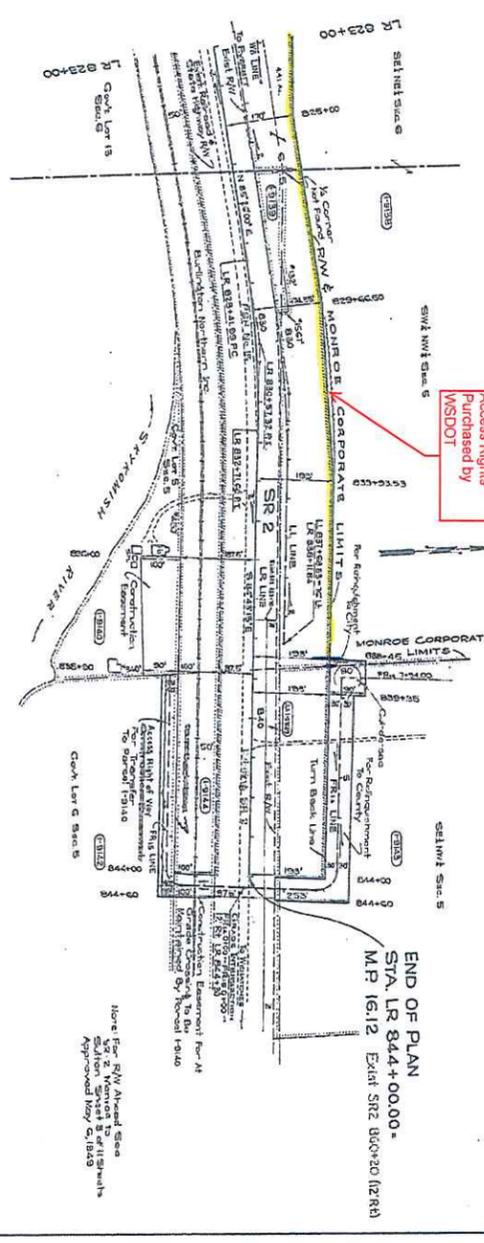


Figure 2 Original Extent of Proposed Action.

If the land use designation change and concomitant rezone are approved by the City of Monroe City Council, the allowed uses and development potential of the property will be changed to what is considered more intensive uses.

The proposed action is a change in the comprehensive land use designation and concomitant rezone of the project area from limited open space to general commercial. This action in and of itself does not have any environmental impacts. However, as this action is the first in an anticipated series of related actions this proposed action is being reviewed with a phased environmental impact statement. Future development within the project area will be required to

T. 27 N., R. 7 E., WM.



END OF PLAN
 STA. LR 844+00.00 =
 M.P. 16.12 EXH SR2 060700 (27R)

NO.	NAME	DATE	BY	FOR
1	CLARENCE DANA	6/1/1978	R	Y
2	CLARENCE DANA	6/1/1978	R	Y
3	CLARENCE DANA	6/1/1978	R	Y
4	CLARENCE DANA	6/1/1978	R	Y
5	CLARENCE DANA	6/1/1978	R	Y
6	CLARENCE DANA	6/1/1978	R	Y
7	CLARENCE DANA	6/1/1978	R	Y
8	CLARENCE DANA	6/1/1978	R	Y
9	CLARENCE DANA	6/1/1978	R	Y
10	CLARENCE DANA	6/1/1978	R	Y

AGREEMENT TO BE PROVIDED SPONSOR THROUGH PROPOSED PROJECT BY THE CITY OF MONROE FOR THE YEAR 2013. THIS AGREEMENT IS SUBJECT TO THE CITY OF MONROE'S POLICY ON THE USE OF PUBLIC LANDS.

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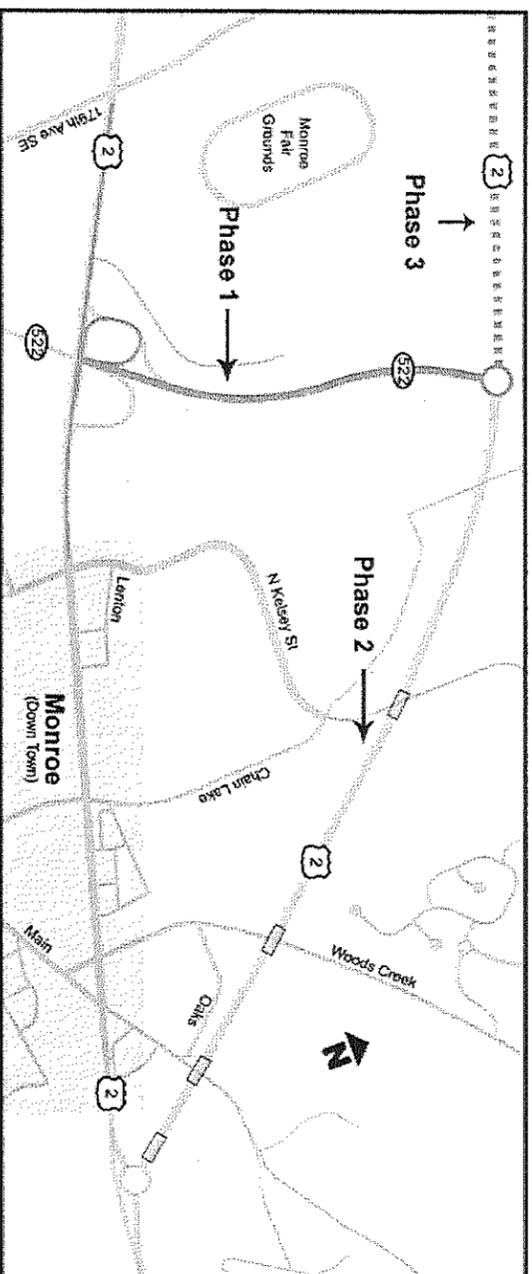
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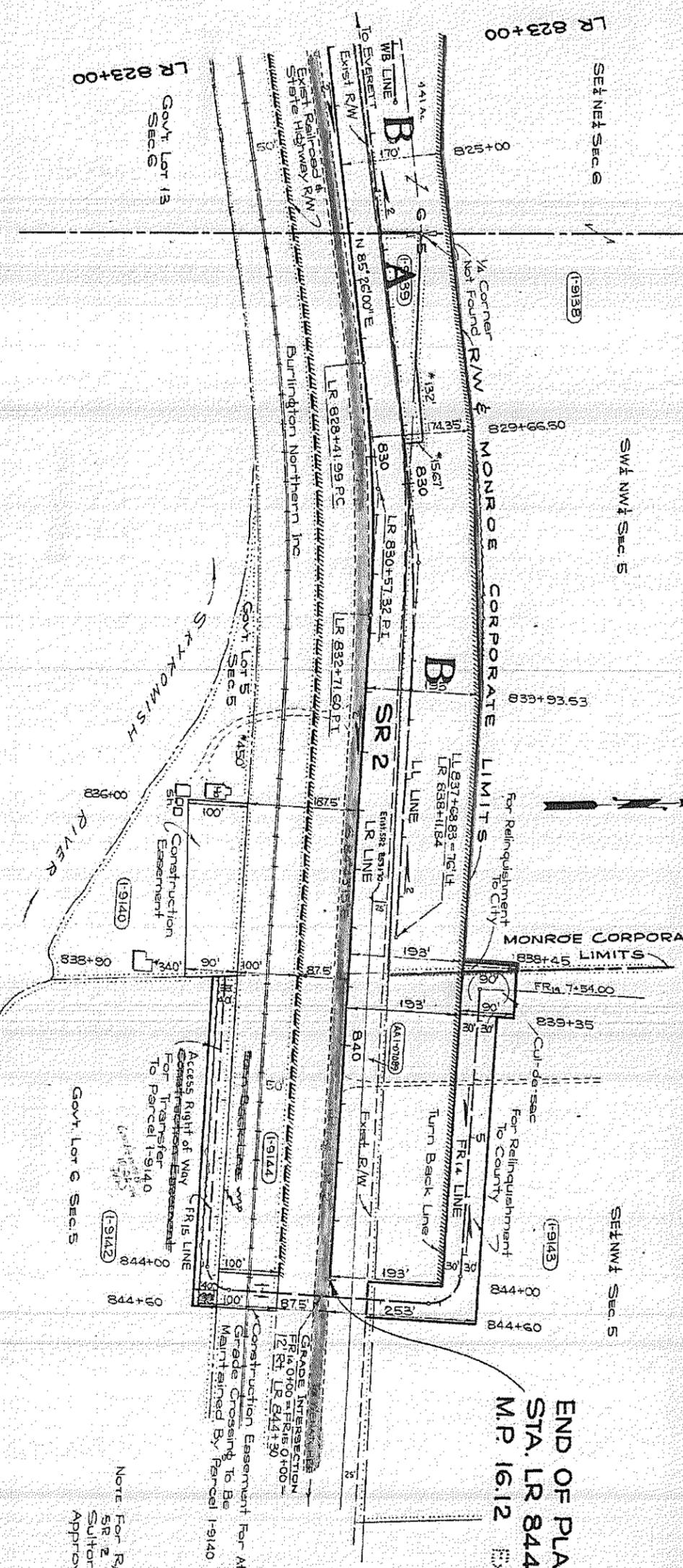
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RECEIVED
 SEP 13 2013
 CITY OF MONROE



T. 27N, R. 7E, W.M.



END OF PLAN
 STA. LR 844+00.00 =
 M.P. 16.12 Exist SR 2 860+20 (12 Rt)

Note: For R/W Ahead See
 SR 2 MONROE TO
 SUTTON SHEET 3 OF 11 SHEETS
 Approved May 6, 1949

CENTER LINE RECORDED
 VOLUME 13 HIGHWAY PLANS
 PAGE 12a AND PREVIOUS
 RECORDS OF COUNTY SH. JWN-211

This plan conforms to the access provisions in the
 Findings and Order issued by the Highway Commission
 on October 27, 1970.

MP 9.92 TO MP 16.12
 WESTWICK ROAD TO NORTH
 MONROE INTERCHANGE
 SNOHOMISH COUNTY

RIGHT OF WAY AND LIMITED ACCESS
 FULLY CONTROLLED
 Station LR 823+00 to Station LR 844+00.00

WASHINGTON STATE HIGHWAY COMMISSION
 DEPARTMENT OF HIGHWAY
 CONSTRUCTION
 DATE: April 1, 1971
 SHEET 17 OF 37 SHEETS

23 A Fred B Ady 10-1-64
 107 R 4587 7-24-65 10 61

NUMBER	LESSEE	LOCATION
AA 107089	Ford & Schwend	Exist SR 2 86310 to 861+00 on Lt. Dunn Blvd

PI Station	Δ	R	T	L
LR 830+57.32	9°50'45"	RT	12500'	215.33/429.61'

Parcel No	NAME	Total Area	Take	LT	REMANOVR	RT	EASEMENTS
1-9138	PAUL L WAGNER	15.5005	0				
1-9139	LESLY ANDERSON	15.5005	0				
1-9140	THOMAS FURBERG	15.5005	0				
1-9142	LOYD R HANSEY	15.5005	0				
1-9143	DION F ELLIS	15.5005	0				
1-9144	BURLINGTON NORTHERN INC	15.5005	0				

OWNERSHIPS

LEGEND

Access To Be Prohibited Shown Thus
 Property Ownership Number (1-0000)
 Property Line
 Scale In Feet 100' 0' 100' 20'

Note For Total Parcel Detail See SHEET 16

Letter	Date	Description
A	11-13-70	Letter 9-11-70
B	11-17-70	Letter 9-11-70
C	11-17-70	Letter 9-11-70
D	11-17-70	Letter 9-11-70
E	11-17-70	Letter 9-11-70
F	11-17-70	Letter 9-11-70
G	11-17-70	Letter 9-11-70
H	11-17-70	Letter 9-11-70
I	11-17-70	Letter 9-11-70
J	11-17-70	Letter 9-11-70
K	11-17-70	Letter 9-11-70
L	11-17-70	Letter 9-11-70
M	11-17-70	Letter 9-11-70
N	11-17-70	Letter 9-11-70
O	11-17-70	Letter 9-11-70
P	11-17-70	Letter 9-11-70
Q	11-17-70	Letter 9-11-70
R	11-17-70	Letter 9-11-70
S	11-17-70	Letter 9-11-70
T	11-17-70	Letter 9-11-70
U	11-17-70	Letter 9-11-70
V	11-17-70	Letter 9-11-70
W	11-17-70	Letter 9-11-70
X	11-17-70	Letter 9-11-70
Y	11-17-70	Letter 9-11-70
Z	11-17-70	Letter 9-11-70

SE 1/4 NW 1 Sec. 5

(1-9143)



For Relinquishment To City

For Relinquishment To County

MONROE CORPORATION

838+45 LIMITS

FR 14 7+54.00

839+35

Cul-de-sac

844+00

844+60

LIMITS

LL 837+68.83 = 76' Lt.

LR 838+11.84

LL LINE

2

19'

19'

FR 14 LINE

5

Turn Back Line

19'

25'

R 2

Exist SR 2 853+70

LR LINE

840

Exist R/W

AA 1-07089

528'

87.5'

S 842+31.2

107.0'

12'

SECTION 5

(19143)

For Relinquishment
To County

For Relinquishment
To County

MONROE CORPOR
LIMITS

LIMITS

LL 837+09.83 - 70' LI
LR 888+11.84

LL LINE

LR LINE

R 2

FR 7+54.00

889+35

Cul-de-sac

FR 14 LINE

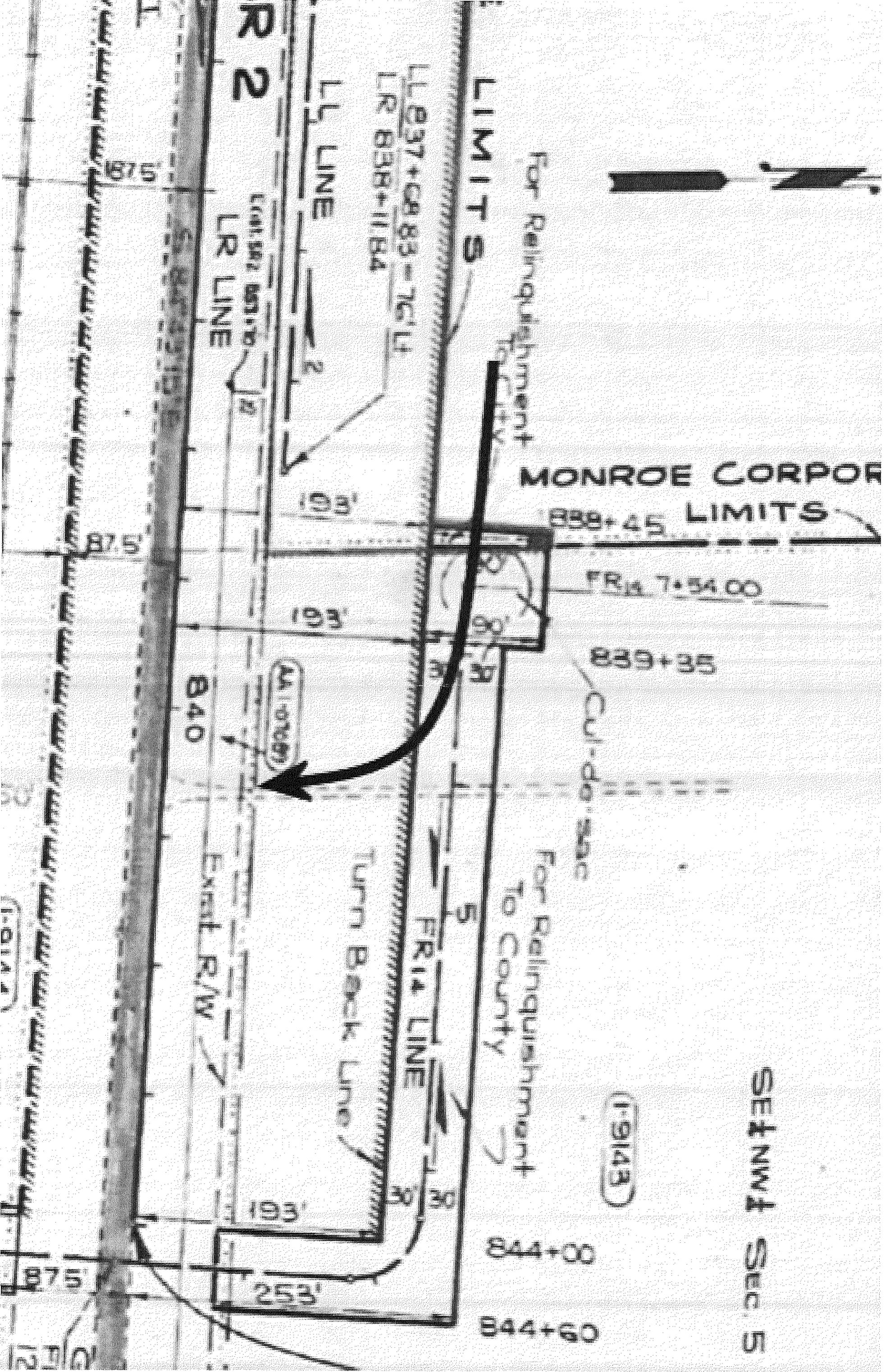
Turn Back Line

B 40

Expt R/W

253'

80+40
84+60



OLD OWEN ROAD

CALLHOUN ROAD

SR

241TH AVE SE

212TH DR SE

218TH AVE SE

CALLHOUN RD

City of Monroe

PROPOSED SR 2

(PROPOSED)

(GREAT NORTHERN RR)

BURLINGTON NORTHERN SANTA FE RAILROAD
SR 2 (MONROE)

