

Lake Forest Park STRIDE S3 / SR 522 NE 145

Impacts

We Support Transit



Hello and thank you for your interest in our community.

We support ST3 and good design.

This document explains and illustrates some of the changes planned for Lake Forest Park. These two introduction pages serve as a Glossary and a Table of Contents explaining what you will see in this document. A lot of this process is technical, using jargon most folks don't know. We hope that this will make things easier to understand.

Definitions:

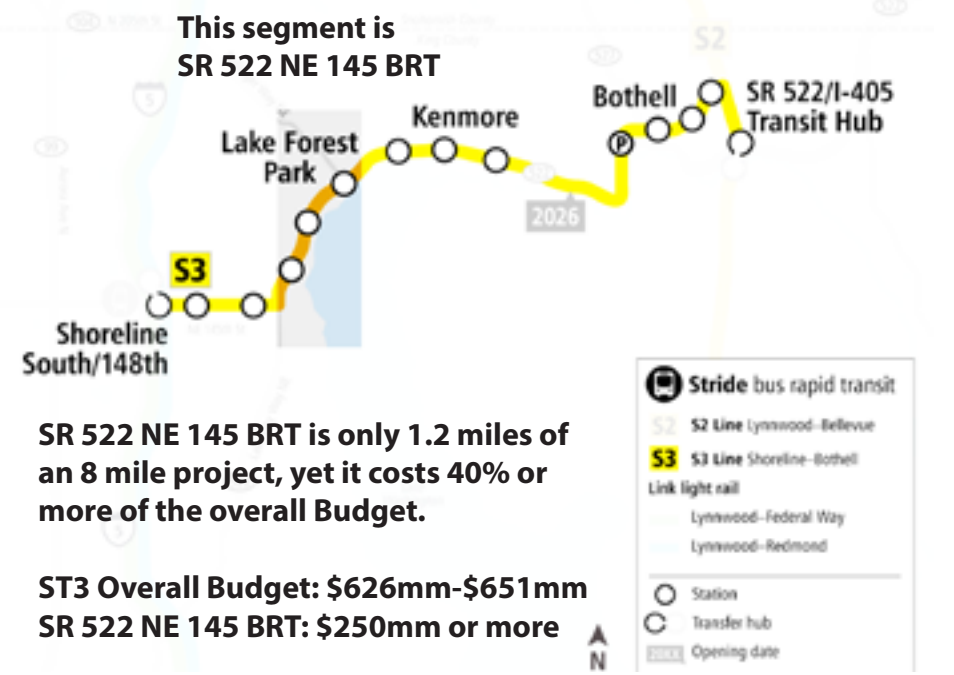
- **Who is CORE?** CORE stands for: Citizens Organized to Rethink Expansion. We are a group of Lake Forest Park (LFP) community members concerned about the planned Stride S3 project and the future of our city.
- **What is Stride S3?** Stride S3 is Sound Transit's (ST) proposed new bus line serving these North Lake Washington communities: Shoreline, Lake Forest Park, Kenmore, and Bothell; with buses running as often as every 10 minutes connecting to the new Link light rail station at Shoreline South/148th. See the map to the right.
- **What is BRT?** BRT stands for: Bus Rapid Transit, a fast, frequent and reliable bus service that is designed for fast arrivals and departures, including off-board fare payment and multiple-door entry and exit.
- **What is SR 522?** SR 522, or State Route 522, also known as Bothell Way, the major road connecting Seattle, Lake Forest Park, Kenmore, and Bothell.
- **What is SR 522 NE 145 BRT?** This is the section of Stride S3 in Lake Forest Park.

Contents:

4. Page 4 states the specific requests of the CORE team with this document.
5. Page Five describes the planned tree removals as identified by Sound Transit's 60% Plan Review. The 60% Plans are the current finished plans available. 60% represents the stage of design completion.
6. Page Six illustrates the wall along SR 522, as proposed by Sound Transit and built to Washington State Department of Transportation (WSDOT) standards. This wall is required due to the roadway expansion to the west.
7. Page Seven illustrates the intersection at SR 522 and NE 165th ST, as proposed by Sound Transit, and our preferred alternative showing additional sound walls and landscape plantings on all walls. If we cannot eliminate or minimize the number of walls, as a community we want them to be patterned and planted, to mitigate scale, noise and boredom, and to reinforce the identity of Lake Forest Park as a "green village" not a "concrete corridor." All walls must be patterned and planted.
8. Page Eight illustrates typical backyard impacts along the west side of Bothell Way with fees and easements shown.
 - **What is a Temporary Easement?** Also known as a Temporary Construction Easement (TCE), this is the section of land used to build a construction project that is returned when the project is completed.
 - **What is a Permanent Easement?** A Permanent Easement is a section of land for which Sound Transit will acquire a perpetual legal right to use. This area will be used to maintain the wall by WSDOT. This means it will be an open corridor for workers to enter, that cannot be blocked off. This causes safety and privacy issues, creating a potentially unmaintained, vagrant space.



SR522 NE145 BRT starts at the intersection of Bothell Way at NE145th Street and continues to Lake Forest Park Town Center.



This segment is SR 522 NE 145 BRT

SR 522 NE 145 BRT is only 1.2 miles of an 8 mile project, yet it costs 40% or more of the overall Budget.

ST3 Overall Budget: \$626mm-\$651mm
SR 522 NE 145 BRT: \$250mm or more

- **Note: this project not only uses land in Temporary and Permanent Easements, also it will include property acquisition through the use of Right-of-Way Access Fees used to buy land from property owners for the new alignment expanding to the west side of Bothell Way and to other areas along the corridor, especially south of 155th Street NE on the east side of Bothell Way.**

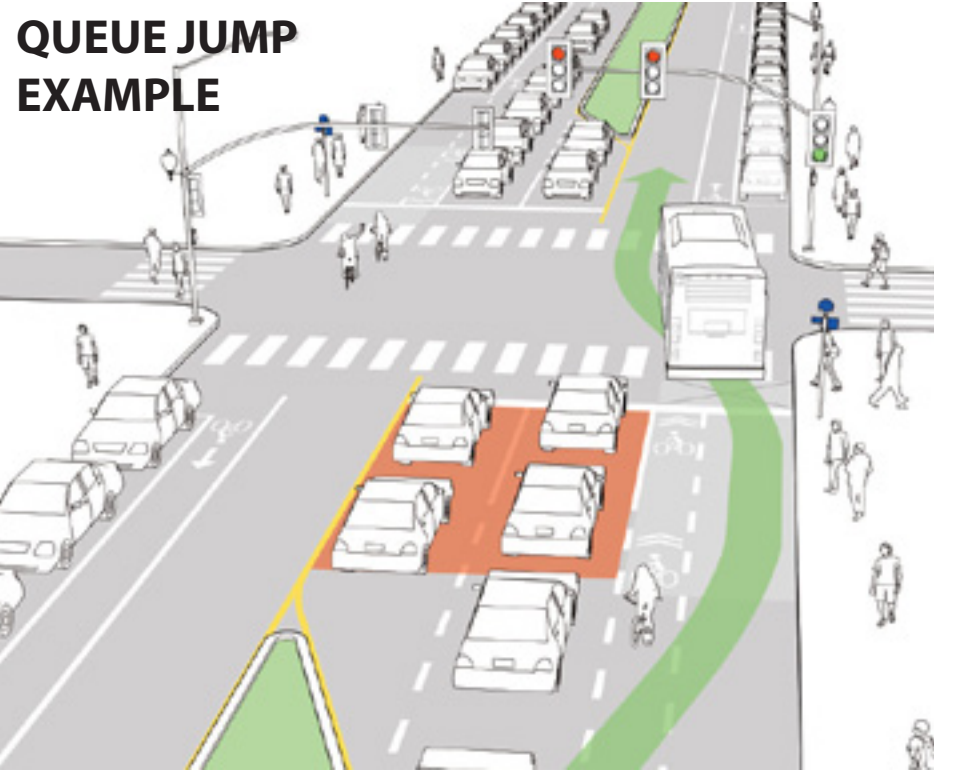
- 9. **Page Nine shows two local landscaping planting precedents along Bothell Way.**
- 10. **Page Ten shows improved and thematic patterned concrete wall precedents.**
- 11. **Page Eleven is the first of two pages summarizing what Sound Transit has said about this project at the Sheridan Beach Community Club (SBCC) Meeting and ST Board Meetings. (What CORE’s research says in response)**
- 12. **Page Twelve is the second of two pages summarizing what Sound Transit has said about this project at the Sheridan Beach Community Club (SBCC) Meeting and ST Board Meetings. (What CORE’s research says in response)**

- **What are Bus Queue Jumps? Bus Queue Jumps are special bus lanes that give buses ahead start through congested intersections ahead of traffic, as shown in the illustration to the right. Buses get either a lead on traffic lanes or active signal priority at intersections allowing them to easily enter traffic flow in a priority position, which can reduce delays and increase reliability.**
- **CORE is interested in Bus Queue Jumps because they allow for improved bus service without a new dedicated full bus lane along Bothell Way. This will reduce the number of new walls, as the road will not have to be widened along its full length along Bothell Way.**

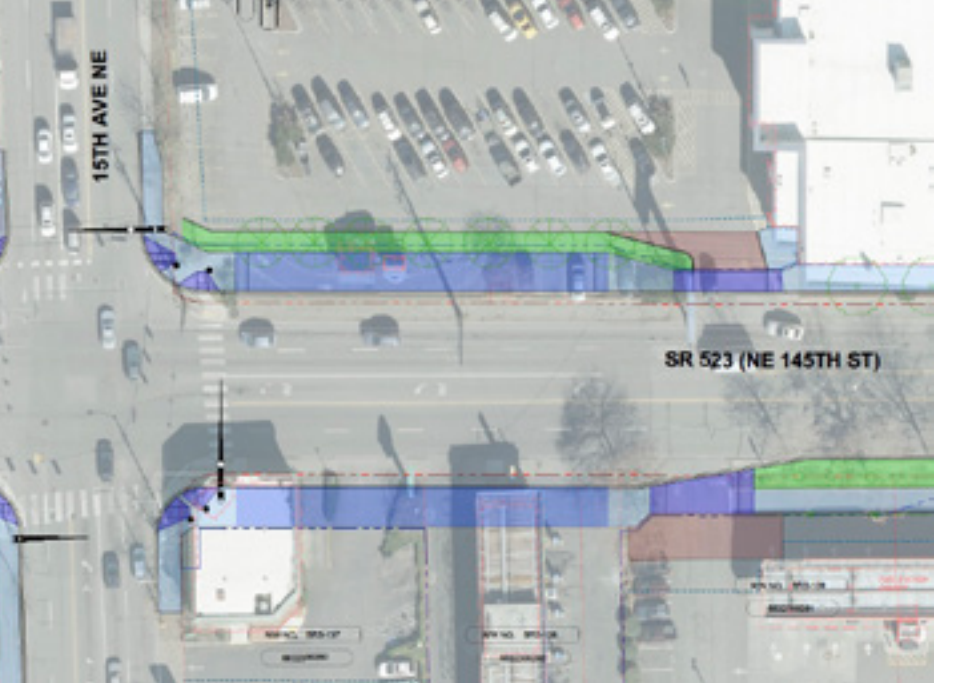
- 13. **Page Thirteen shows a precedent of the kind of WSDOT approved wall Sound Transit plans to build in Lake Forest Park.**
- 14. **Page Fourteen frames our concerns in fiscal terms.**
- 15. **Page Fifteen begins the Appendix including excerpts from the 60% Plans and Studies.**
- 16. **Page Sixteen shows the Lake Forest Park page of the SR 522 BRT Noise and Vibration Report.**
- 17. **Page Seventeen shows the Plan Page for the Site Preparation for the area around Bsche’tla Creek.**
- 18. **Page Eighteen shows the Plan Page for the Site Preparation for the neighborhood entry at 39th Ave NE.**
- 19. **Page Nineteen shows the Plan Page for the Site Preparation for the neighborhood entry at 165th Street NE.**
- 20. **Page Fifteen provides CORE’s contact information. We encourage you to please reach out with any of your questions or concerns.**

Thanks, CORE: COREforLFP@outlook.com

View of Bothell Way Today



Below: Example of the road widening at the intersection of SR 523 (NE 145th ST) and 15th AVE NE to accommodate a Queue Jump



Our Ask of the Sound Transit Board

- **The citizens of Lake Forest Park deserve far more complete answers to our questions than the broad generalities provided to us by the Sound Transit Staff. Specifically, we are asking the Sound Transit Board to instruct the Staff to do the following:**
- **Examine a third option. Specifically, instead of a dedicated 1.2-mile eastbound bus lane, utilize bus queue jumps (like the design on NE 145th Street) and signal priority along Bothell Way. This would allow for smaller bus stop footprints at 153rd and 165th which have very small numbers of bus boardings. The presumption is this would substantially reduce construction costs, property takes and environmental impacts, while retaining 50%-80% of the transit time savings.**
- **Hold a community-wide meeting and invite the citizens of Lake Forest Park to evaluate the 60% design in comparison to the proposed modifications. Provide drawings and visualizations in addition to roll plots that can be easily understood by the public. Value our comments and respond to our concerns and preferences in drawings.**

**SR 522 NE 145 BRT
Removes 490 Trees.**

**261 East Side
229 West Side**

as per the 60% Plan Review



Expansion Removes a Mature Tree Canopy with 490 Trees and Over 500 Shrubs

**THESE TREES ARE GONE
BOTHELL WAY IS DEFORESTED**

SR 522 NE 145 BRT Locates a Variable Height Concrete Wall Along 1.2 Miles of Bothell Way

There is a 2' wide shoulder
and a barrier between the
wall and the road.



Expansion Impacts 16' Inside Property Lines of 38 Homes on the West Side of Bothell Way

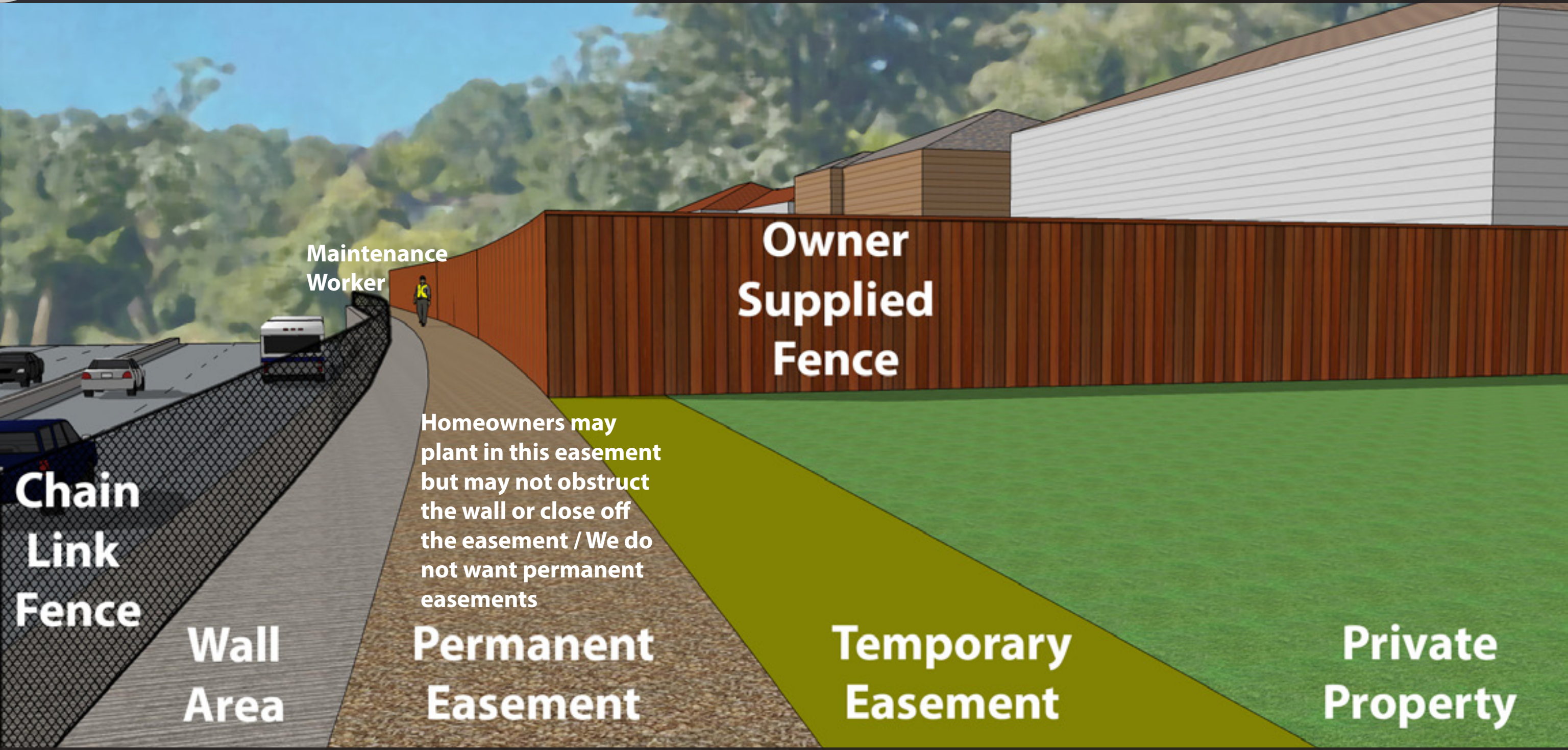


SR 522 NE 145 BRT Wall and Black Chain Link Fence Do Not Provide Noise Mitigation



Add: Planted Retaining Walls and Sound Walls with Vines Growing from Top and Bottom

The Permanent Easement Impacts Homeowner Privacy, Security & Property Values



SR 522 NE 145 BRT Provides a Black Chain Link Fence for Worker Safety and Maintenance



Along Bothell Way, a Narrow Band of Plantings Softens the Impact of the Wall and Road



In Kenmore, Vines and Hanging Plants Need Minimal Space and Care to Provide Greening



Lake Forest Park Identifies with Trees



Patterning Reinforcing City Identity and Nature is Preferred Rather than Generic Texture

What Sound Transit Said/What We Say

SBCC Meeting November 30th, 2022/ ST Board Meeting January 26, 2023

- 1) BRT speed advantage from Seattle to the Bothell Campus is 2.3 minutes with the build at peak hours, only during the 2-3 hour morning and afternoon rush hours.**
- 2) ST maintains there are no environmental impacts to 7 wetlands and 3 salmonid bearing streams because the Project crosses the buffers not the streams. (This is contradicted in the 60% Civil Site Preparation Plans. At Bsche'tla Creek the area is designated as "clear and grub" with 28 trees, 6-inch caliper or greater removed from its banks.)**
- 3) Noise studies were completed without considering tree removal. (The 60% Civil Site Preparation Plans remove 490 trees from Bothell Way. Surprisingly more trees are removed on the east side of Bothell Way, largely because of the new turnaround driveways: 261 trees are removed. On the west side of Bothell Way, 229 trees are removed. This count does not include trees under 6-inch caliper, or shrubs and grasses. The west side of Bothell Way is thickly planted in shrubs, over a rockery that dampen the noise.)**
- 4) Sound walls have never been considered because the noise impact of 1 decibel is below federal and state requirements. (We dispute this evaluation. The SR522 BRT Noise Report and Vibration Study, Appendix E of SEPA, is flawed. Their only argument is that the electric buses will not make noise and since LFP does not have a noise ordinance, noise does not matter. LFP should be evaluated by WSDOT standards using Federal Highway Administration (FHWA) regulations. Also, the Noise Report ignores other impacts including: the deforestation of Bothell Way, the concrete retaining walls running nearly the full length of Bothell Way to the Town Center, more roadway capacity for both cars and buses and bus frequency closer to homes. The majority of the noise is generated by the rubber on the road, vehicle tires, not just the electric bus engines. Sound Transit plans to run 220 trips per day, 110 in each direction.)**

What Sound Transit Said/What We Say

SBCC Meeting November 30th, 2022/ ST Board Meeting January 26, 2023

(Note: The noise studies were completed without taking noise samples from either side of Bothell Way where the properties are most impacted by noise generated from the expanded highway. Also, the noise studies were done without considering the alignment shifting to the west side of Bothell Way, moving the highway 10'-12' closer to homes. Also, it did not include properties on the east side of Bothell Way, south of 155th St NE, except for one sample taken at 148th St NE. As a community, we deserve a revaluation of the noise study which is done with the current alignment, with noise samples taken on both sides of Bothell Way. Noise is a major concern by citizens on both sides of Bothell Way. At this point in time, there is no mention of including sound walls along the west side of Bothell Way, from 38th Ave NE north, to the Town Center. Only a chain link fence is planned.)

5) Bus Queue Jumps were never explored for SR522 NE145 BRT. (Bus Queue Jumps and other improvements are scheduled for 145th Street, so why not on Bothell Way? We support widening at specific locations, faster boarding and prioritized signaling for buses as planned. We want Queue Jumps to be explored by ST as a design alternative; compared to the BRT lane for cost and efficiency. Bus queue jumps may not require the removal of so many trees and the addition of such expansive walls, both in height and in length.)

6) Property acquisitions start at 1-foot-square. We do not know what is the total acquisition impact to homeowners or how much existing right-of-way is involved in the roadway expansion. (The 60% Civil Site Preparation Plan CD's show coded outlines of these areas. For example, on the west side of Bothell Way, from 38th Ave NE to across from 41st Ave NE, a 16-foot-wide-by 3,664-foot-long swath calculates to nearly 60,000 square-feet of private property "cleared and grubbed." The acquisition is approximately half of this amount or more, or 30,000 square-feet in this area, alone. In total, the property acquisitions in Lake Forest Park may approach up to 100,000 square feet throughout the corridor, including neighborhood entries.)

Today SR522 Corridor Through LFP

SR 522 NE 145 BRT REMOVES

Over 490 Mature Trees

Over 500 Shrubs



SR 522 NE 145 BRT Replaces the Trees with a WSDOT Concrete Wall, the length of the City

Adding Increased Noise Pollution

Increased Untreated Stormwater Runoff into Our Waterways

Destabilization of Slopes, Flooding

Irreparable Damage to Our Tree Canopy

Impacts to Health



This Typical Concrete Wall is similar to what is proposed for Lake Forest Park by WSDOT

Some Questions to Consider

How much of the I-405 BRT and SR 522 BRT investment of \$1.8 billion over a total of 46 miles of roadway is spent building the dedicated eastbound bus lane in Lake Forest Park?

**\$626 million-\$651 million (overall) \$250 million SR522 NE145 BRT
(Note: of 205 Acquisitions, 110 are in LFP)**

- **SR-522/145th budget is \$626 million, 34% of the \$1.8 billion (now 651 million)**
- **Of the SR-522/15th BRT budget of \$626 million, as much as \$250 million or 40% is committed to build the 1.2-mile dedicated bus lane in Lake Forest Park.**

Sound Transit staff flags significant budget risks that could quickly drive program costs up and delay project completion. Sound Transit's April 2022 Annual Program Review highlights the risk of an inflationary rise in property acquisition (ROW) costs. Property acquisition costs for 2023 alone are budgeted at \$83 million, 50% or more of the property acquisitions are in Lake Forest Park, almost all necessitated by building the eastbound dedicated bus lane. In addition, the report, dated April 2022, was based on the 30% design, not the 60% design, and notes the project completion date (2026) is already trending toward 2027.

Construction may extend over four years, diverting traffic through neighborhoods.

Is the Pain Worth the Gain?

APPENDIX

60% Plans & Studies

SR 522 BRT NOISE AND VIBRATION REPORT

Only Two Locations, M-8 and M-11 were studied for 24 hours: [See 6.3. Project Area Noise Level](#)
The residential neighborhoods along 39th Ave NE (abutting Bothell Way) and residences along Bothell Way are not adequately considered in this study. This is a gross omission, as noise impacts most affect the residential neighborhoods along both sides of Bothell Way.

SR 522 Bus Rapid Transit (BRT)

Note: There are no noise samples taken along Bothell Way where the highway expansion creates the most noise impacts for residents of Lake Forest Park.

Also, the 24 hour noise sampling is shown at areas designated by the red X's, far away from the most impacted segments of the road. It seems this Noise Report was done before the highway expansion to the west side of Bothell Way. Sound Transit's conclusion that there are no noise impacts along this corridor is flawed. Their sampling reflects a bias to produce a favorable outcome for Sound Transit, not for Lake Forest Park residents.

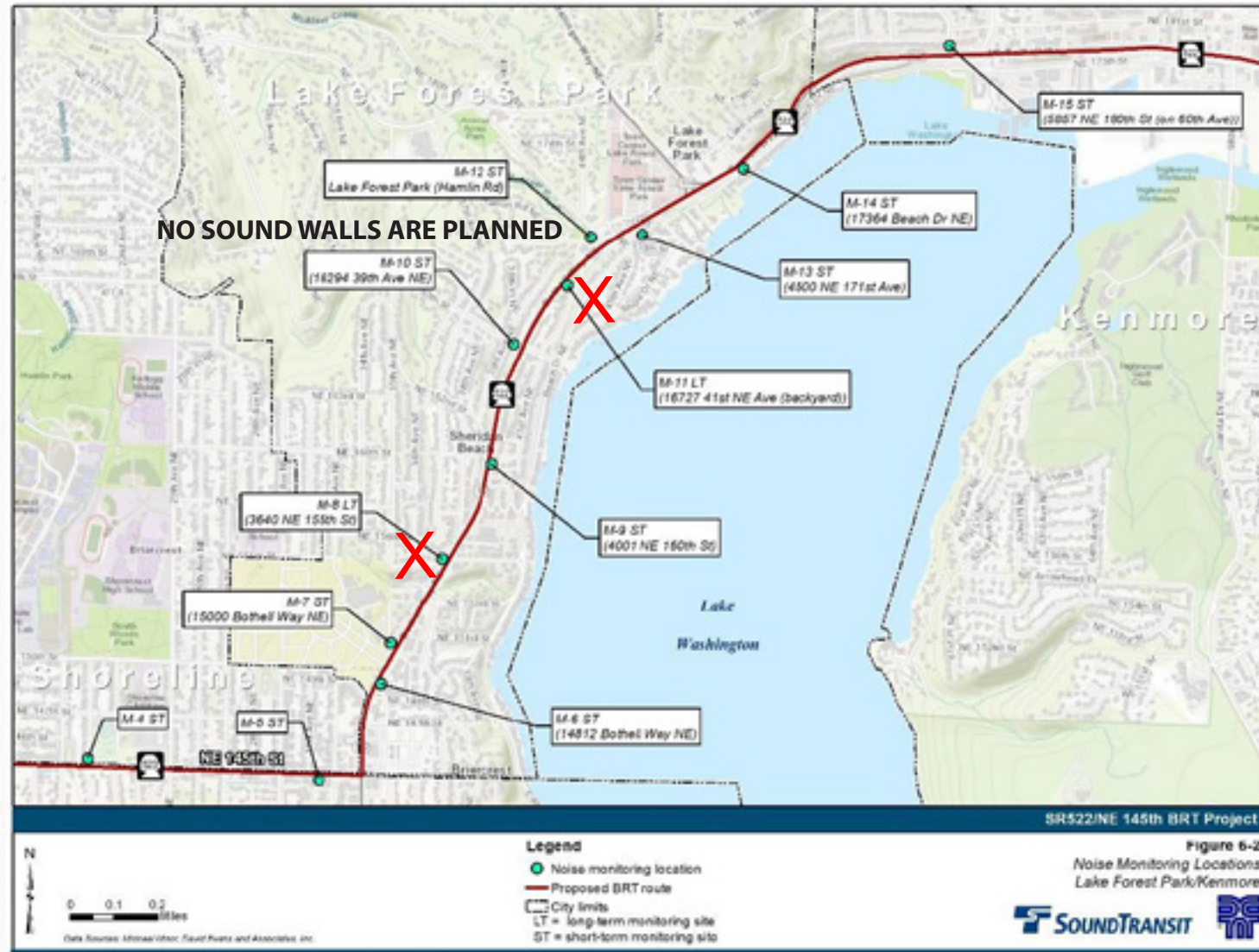


Figure 6-2 Noise monitoring locations: Segments 2/3 - Lake Forest Park/Kenmore
WE DISPUTE THAT THERE WILL BE NO INCREASED HIGHWAY NOISE

The 30% Alignment is not used in this Noise Study. Though dated March 21st, the content of the report indicates it was done much earlier, most likely in 2019.

Sound Transit projects that there will be 220 bus trips per day, 110 in each direction. The dedicated EB BRT lane opens a new lane for EB traffic too, increasing traffic volumes on Bothell Way. More volume equals more noise.

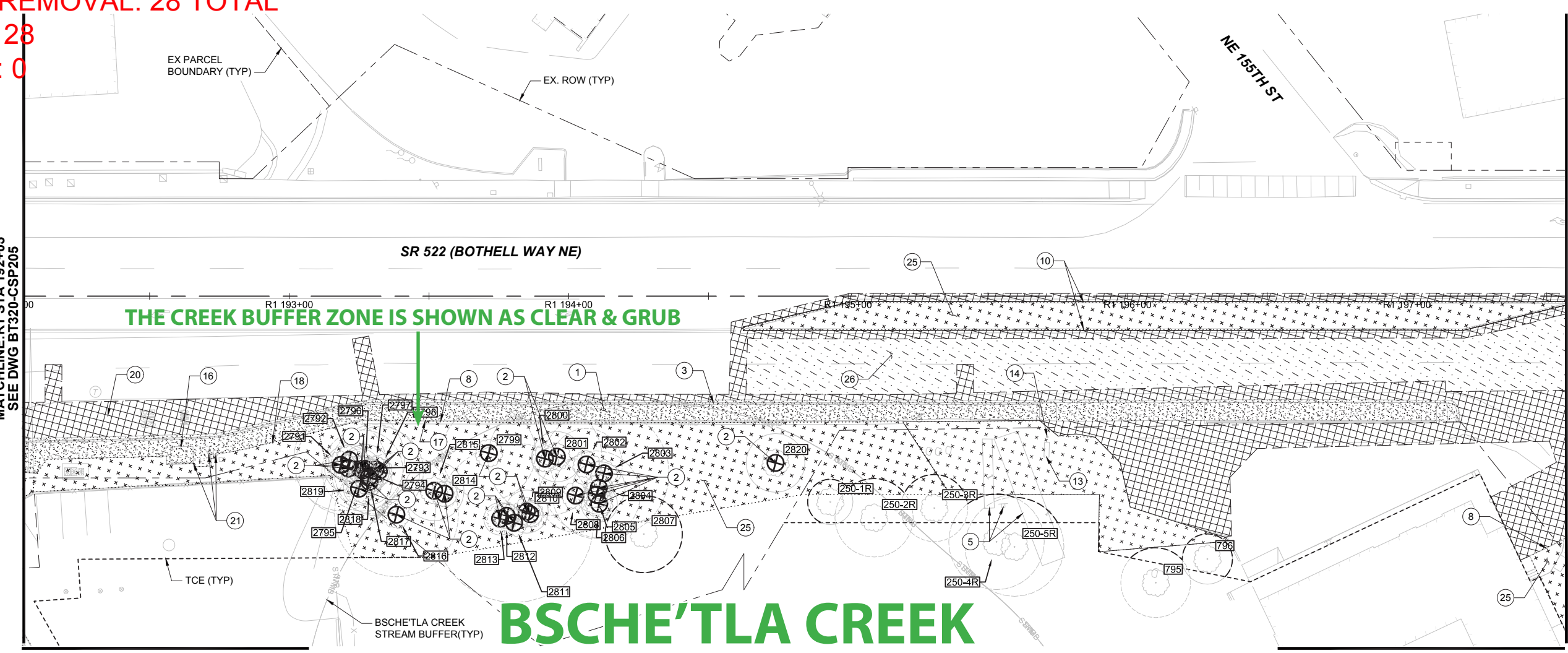
While City Council may advocate to lower the speed limit on Bothell Way this will not mitigate the noise impacts that are already too high. FHWA standards should be implemented according to WSDOT guidelines in our City.

TREE REMOVAL: 28 TOTAL
EAST: 28
WEST: 0

- xrefs:
- xS3-BT522-VRX101
- xS3-BT522-CSN301
- xS3-BT522-CSP302
- xS3-BT522-CSP301
- xS3-BT522-RPP301
- xBRT-CUD06-1B22x34
- xS3-BT522-GZK101
- xS3-BT522-CAP301
- GB-SEAL-RWO44721
- xS3-BT522-VSF100
- xS3-BT522-LVP101
- xS3-BT522-CSN101
- xS3-BT523-CSP202

MATCHLINE: R1 STA 192+05
SEE DWG BT320-CSP205

MATCHLINE: R1 STA 197+57
SEE DWG BT322-CSP207



MATCHLINE: R3 STA 11+15
SEE DWG BT320-CSP222

MATCHLINE: R3 STA 11+15
SEE DWG BT320-CSP222

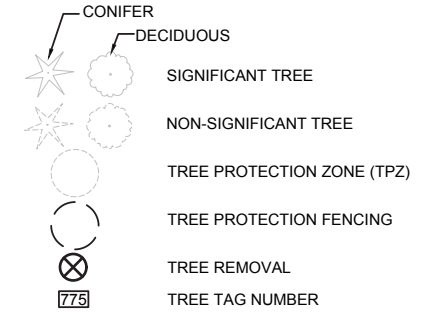
GENERAL NOTES:

1. SEE DRAWINGS BT320-UCP201 TO BT324-UCP220 FOR UTILITY RELOCATION OR REMOVALS.
2. SEE DRAWINGS BT320-CDP202 TO BT322-CDP225 FOR DRAINAGE RELOCATION OR REMOVALS.
3. SEE DRAWINGS BT320-CPP201 TO BT322-CPP228 FOR PAVING PLANS.
4. SEE DRAWINGS BT320-CRY201 TO BT320-CRY213 FOR TYPICAL SECTIONS.
5. WORK WITHIN THE TPZ'S OF PROTECTED TREES SHALL BE PERFORMED IN ACCORDANCE WITH TREE PROTECTION SPECIFICATIONS.
6. SEE DRAWINGS BT320-TSD201 TO BT320-TSD207 FOR SIGNAL RELOCATION OR REMOVALS.
7. SEE DRAWINGS BT310-CSP101 TO BT312-CSP127 FOR REMOVALS IN SHORELINE PACKAGE.
8. ALL TREES NOT SPECIFIED FOR REMOVAL SHALL BE PROTECTED IN PLACE.

CONSTRUCTION NOTES:

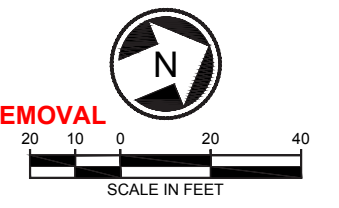
- 1) REMOVE EXISTING CEMENT CONCRETE SIDEWALK
- 2) REMOVE EXISTING TREE
- 3) REMOVE EXISTING CURB AND GUTTER
- 4) REMOVE EXISTING TRAFFIC SIGN AND FOUNDATION
- 5) PROTECT IN PLACE, FEATURE TO REMAIN
- 6) REMOVE EXISTING FENCE, POST, AND FOUNDATION
- 7) REMOVE EXISTING WHEEL STOP
- 8) REMOVE EXISTING WALL
- 9) REMOVE EXISTING STRUCTURE
- 10) REMOVE EXISTING CONCRETE CURB
- 11) REMOVE EXISTING MOUNTABLE CURB
- 12) REMOVE AND REPLACE MAILBOX. SEE PAVING PLANS FOR FINAL LOCATION.
- 13) REMOVE EXISTING BILLBOARD SIGN AND FOUNDATION
- 14) REMOVE BOLLARDS
- 15) REMOVE BIKE RACK
- 16) REMOVE FOUNDATION OF EXISTING BUS SHELTER, AND/OR BENCH.
- 17) REMOVE EXISTING CONCRETE BARRIER
- 18) REMOVE EXISTING GUARDRAIL
- 19) REMOVE GATE
- 20) REMOVE EXISTING ASPHALT PAVEMENT
- 21) REMOVE EXISTING BUS SHELTER, BENCH, SIGN, POST, AND/OR TRASH RECEPTACLE BY OTHERS
- 22) REMOVE EXISTING CONCRETE STAIRS
- 23) REMOVE EXISTING ROCKERY
- 24) (NOT USED)
- 25) CLEAR AND GRUB EXISTING VEGETATION
- 26) HMA GRIND PER TYPICAL SECTIONS

LEGEND:



KEY TO CODINGS:

- 1) THE AREAS FILLED WITH PLUS SIGN PATTERNING INDICATE CLEAR & GRUB
- 2) THE AREAS FILLED WITH CROSS-HATCH PATTERNING INDICATE ASPHALT REMOVAL
- 3) THE BOLD CIRCLES WITH X'S IN THEM INDICATE TREE REMOVAL



tree:
xS3-BT522-VRX101
xS3-BT522-CSN301
xS3-BT522-CSP302
xS3-BT522-CSP301
xS3-BT522-RPP301
xS3-BT522-CZK101
xS3-BT522-CAP301
xS3-BT522-CAP301
xS3-BT522-VSF100
xS3-BT522-LVP101
xS3-BT522-CSN101
xS3-BT523-CSP202

TREE REMOVAL: 57 TOTAL

EAST: 24

WEST: 33

THIS SWATH ON THE WEST SIDE OF BOTHELL WAY IS TYPICALLY 16' WIDE STARTING AT 38TH AVENUE NE CONTINUING TO ACROSS FROM 41ST STREET NE: 60,000 SQ FEET IS CLEARED AND GRUBBED; ABOUT HALF OF THAT IS ACQUIRED ALONG JUST THIS STRETCH

MATCHLINE: R6 STA 11+11
SEE DWG BT322-CSP223

MATCHLINE: R1 STA 208+24
SEE DWG BT322-CSP208

MATCHLINE: R1 STA 213+75
SEE DWG BT322-CSP210



NEIGHBORHOOD ENTRY AT 39TH AVENUE

GENERAL NOTES:

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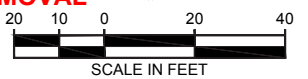
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LEGEND:

- CONIFER
- DECIDUOUS
- SIGNIFICANT TREE
- NON-SIGNIFICANT TREE
- TREE PROTECTION ZONE (TPZ)
- TREE PROTECTION FENCING
- TREE REMOVAL
- TREE TAG NUMBER

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Notes:
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xS3-BT522-VRX101
xS3-BT522-CSN301
xS3-BT522-CSP301
xS3-BT522-RPP301
xS3-BT522-TB2234
xS3-BT522-GZK101
GB-SEAL-RWO44721
xS3-BT522-LXP101
xS3-BT522-VSF100
xS3-BT522-CSP302
xS3-BT522-CSN101

MATCHLINE: R7 STA 10+65
SEE DWG BT322-CSP224

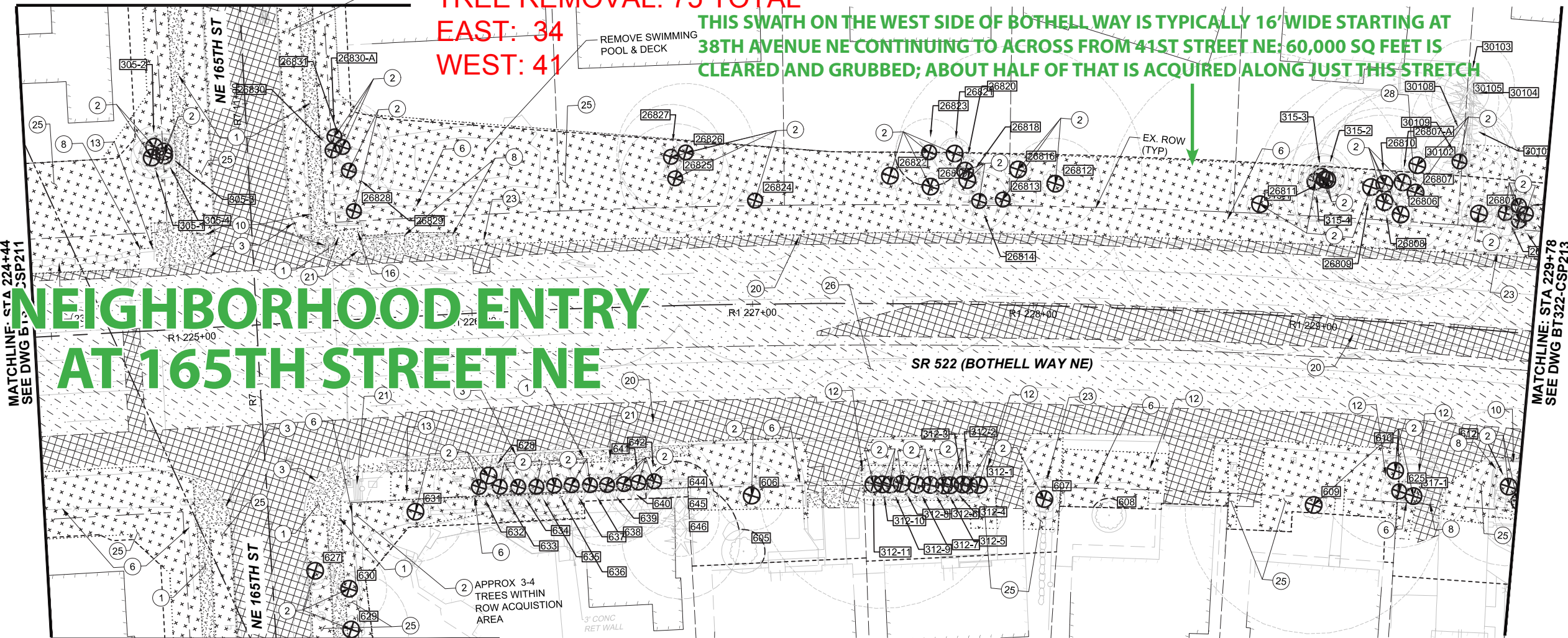
TREE REMOVAL: 75 TOTAL
EAST: 34
WEST: 41

THIS SWATH ON THE WEST SIDE OF BOTHELL WAY IS TYPICALLY 16' WIDE STARTING AT 38TH AVENUE NE CONTINUING TO ACROSS FROM 41ST STREET NE; 60,000 SQ FEET IS CLEARED AND GRUBBED; ABOUT HALF OF THAT IS ACQUIRED ALONG JUST THIS STRETCH

MATCHLINE: STA 224+44
SEE DWG BT322-CSP211

NEIGHBORHOOD ENTRY AT 165TH STREET NE

MATCHLINE: STA 229+78
SEE DWG BT322-CSP213



MATCHLINE: R7 STA 12+91
SEE DWG BT322-CSP225

NOTE: THE TURNAROUND DRIVEWAYS ON THE EAST SIDE OF BOTHELL WAY ARE FORCING TREE REMOVALS ON BOTH SIDES OF BOTHELL WAY

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- TREE PROTECTION ZONE (TPZ)
- TREE PROTECTION FENCING
- TREE REMOVAL
- TREE TAG NUMBER

KEY TO CODINGS:

- THE AREAS FILLED WITH PLUS SIGN PATTERNING INDICATE CLEAR & GRUB
- THE AREAS FILLED WITH CROSS-HATCH PATTERNING INDICATE ASPHALT REMOVAL
- THE BOLD CIRCLES WITH X'S IN THEM INDICATE TREE REMOVAL



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**Get Involved!
Thank You!**