



156th Street NE Railroad Overcrossing

Total Request: \$17,700,000

Project Background

The 156th Street NE Railroad Overcrossing project in Marysville proposes to reinstate the public railroad crossing with an overcrossing at the Burlington Northern Santa Fe (BNSF) mainline track at 156th Street NE just west of Interstate 5. This crossing was once a public at-grade road crossing that was closed by BNSF and the WUTC in the early 2000s without recognition of future growth needs west of I-5. Reinstating this crossing will support future development and provide much-needed expanded public access to and from I-5 for north Snohomish County residents and businesses.



Former at-grade RR crossing closed in early 2000s

Access

Current access to and from the freeway in this vicinity occurs at the interchange of I-5 and State Route 531 (172nd Street NE). A future I-5 interchange at 156th Street NE is funded under Connecting Washington (\$42M, 2025-31). Once the interchange is complete, the west leg will not fully function as traffic west of I-5 will essentially be landlocked by the parallel railroad line. While the City has planned connections through the developing Lakewood Triangle, a railroad overcrossing at 156th Street NE will better accommodate traffic circulation and growth in the region.

Development

The City of Marysville, in partnership with adjacent property owners, constructed the overcrossing at 156th and I-5 in 2013 to spur development and provide access to the newly designated regional Cascade Industrial Center and the Lakewood Triangle. Tremendous commercial and industrial growth is underway in the Cascade Industrial Center and within the Lakewood Triangle. With full buildout expected within the next 20 years and continued growth in unincorporated Snohomish County west of I-5, the area will see increased congestion and significant daily traffic impacts along SR 531 (172nd Street NE) and I-5.

Improvements

Total project cost for the 156th Street NE Overcrossing project that would span the BNSF Railway track is estimated at \$17.7M including design, permitting, right-of-way and construction. This estimate is based on a preliminary design completed in 2019. The project is supported by BNSF, WSDOT, Snohomish County and other local agencies. The City's request of \$17.7M would fully fund the project.



Overcrossing at I-5 & 156th Street NE

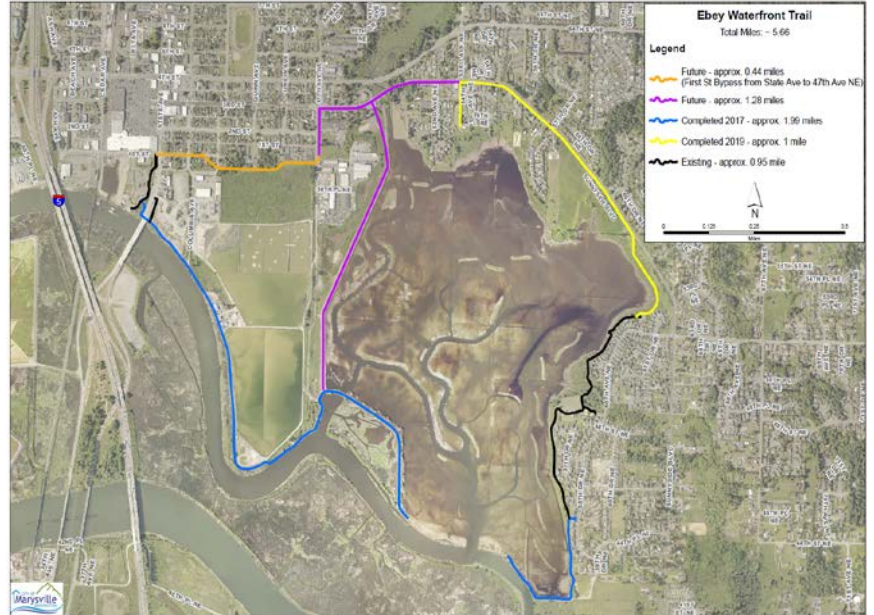
Project Background

Total Request: \$500,000

The Ebey Waterfront Trail project represents a significant improvement by the City of Marysville to improve its image by developing a regional destination that connects users with shoreline access to the newly restored Qwuloolt Estuary, the Ebey Slough waterfront and various parks located along the trail. The project also aims to support environmental awareness, promote tourism and build upon the economic redevelopment of the City's Downtown.

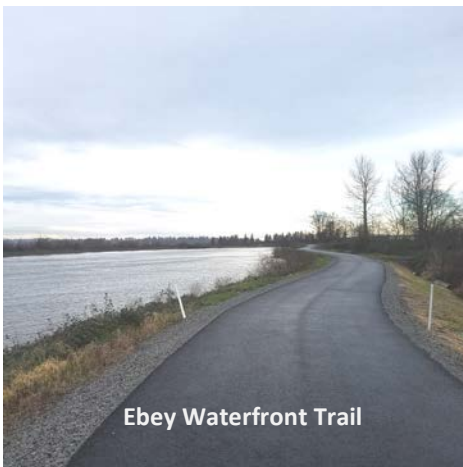
Improvements

The City has completed several phases of the six-mile planned trail network. A one-mile segment on Sunnyside Blvd south of 53rd Avenue NE was completed in 2019. Construction of this phase was funded in part by legislative appropriations received in 2018.



As depicted in the graphic above (as shown in purple), the next phase will extend the trail on Sunnyside Blvd west of 53rd Avenue NE, south on 47th Avenue NE and connect with the multi-use path currently under construction as part of the First Street Bypass project. Additionally, the trail will connect along the newly constructed dike which was installed prior to the breach that created the Qwuloolt Estuary. This remaining 1.28 miles represents a gap in the Ebey Waterfront Trail system that, once complete, will provide nearly six (6) miles of fully connected trails.

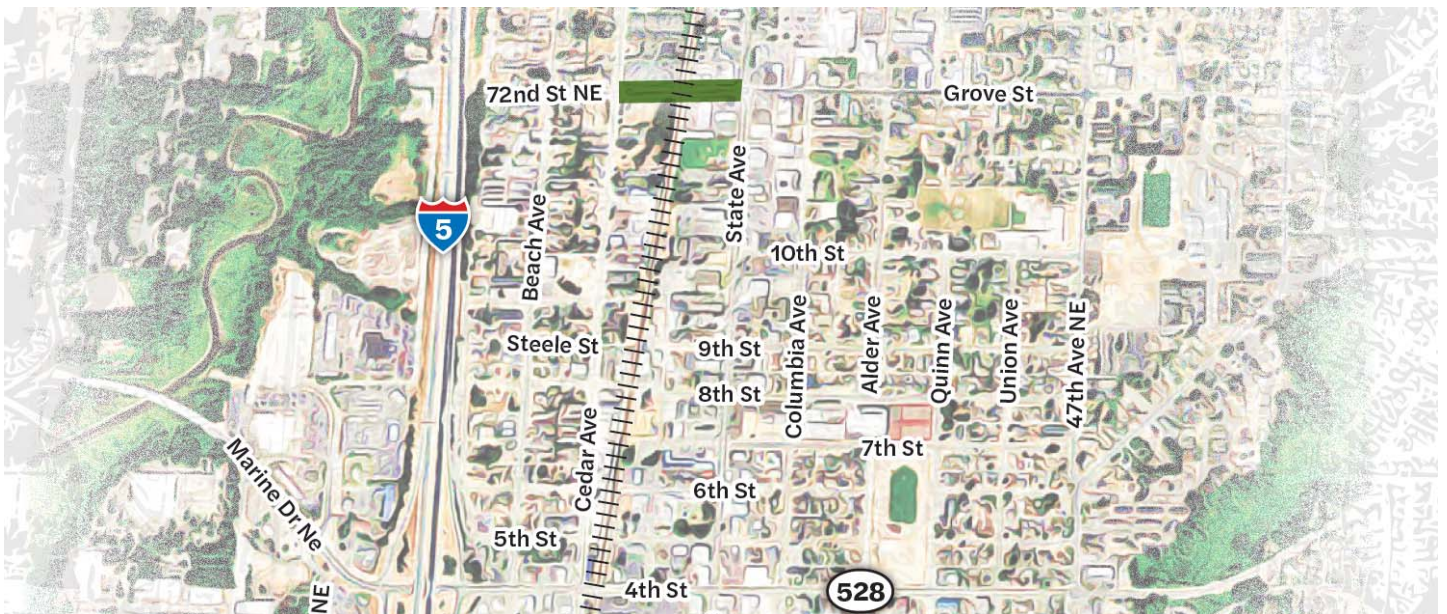
The project is currently under preliminary design and the City will be advancing the design. The City requests \$500,000 to secure right-of-way which will be required for construction. Right-of-way funds will help the City secure additional funds in order to advance construction.



Total Request: \$24,000,000

Project Background

The Grove Street Overcrossing project in Marysville proposes to build an overcrossing that would span the BNSF Railway track on Grove Street from State Avenue to Cedar Avenue. The tracks run between and nearly parallel to Interstate 5 and State Avenue/State Route 529. The tracks significantly impede the east-west flow of traffic into and through the downtown core, compounding the lack of sufficient traffic capacity between I-5 and State Route 9. The City aims to alleviate congestion and increase overall east-west connectivity along key corridors in its downtown. In 2015, the City conducted a grade separation study to determine which key corridor would be most suitable for grade separation at the railway track. Through a qualitative review and screening process, this study identified Grove Street as the preferred location.



Improvements

The Grove Street Overcrossing project proposes to construct an overcrossing that would span the BNSF Railway track. The overcrossing bridge would be about 67 feet wide and 120 feet long. The location along Grove Street is ideal because it has the least impact on adjacent property and also provides the longest distance between arterial streets, Cedar Avenue and State Avenue.

A 30% design effort has been completed with \$500K from the State and \$400K from the City. The total remaining project cost is estimated at \$24M including design, permitting, right-of-way and construction. The City's request of \$24M would fully fund the remainder of the project.

Placeholder: Community Center Capital Request