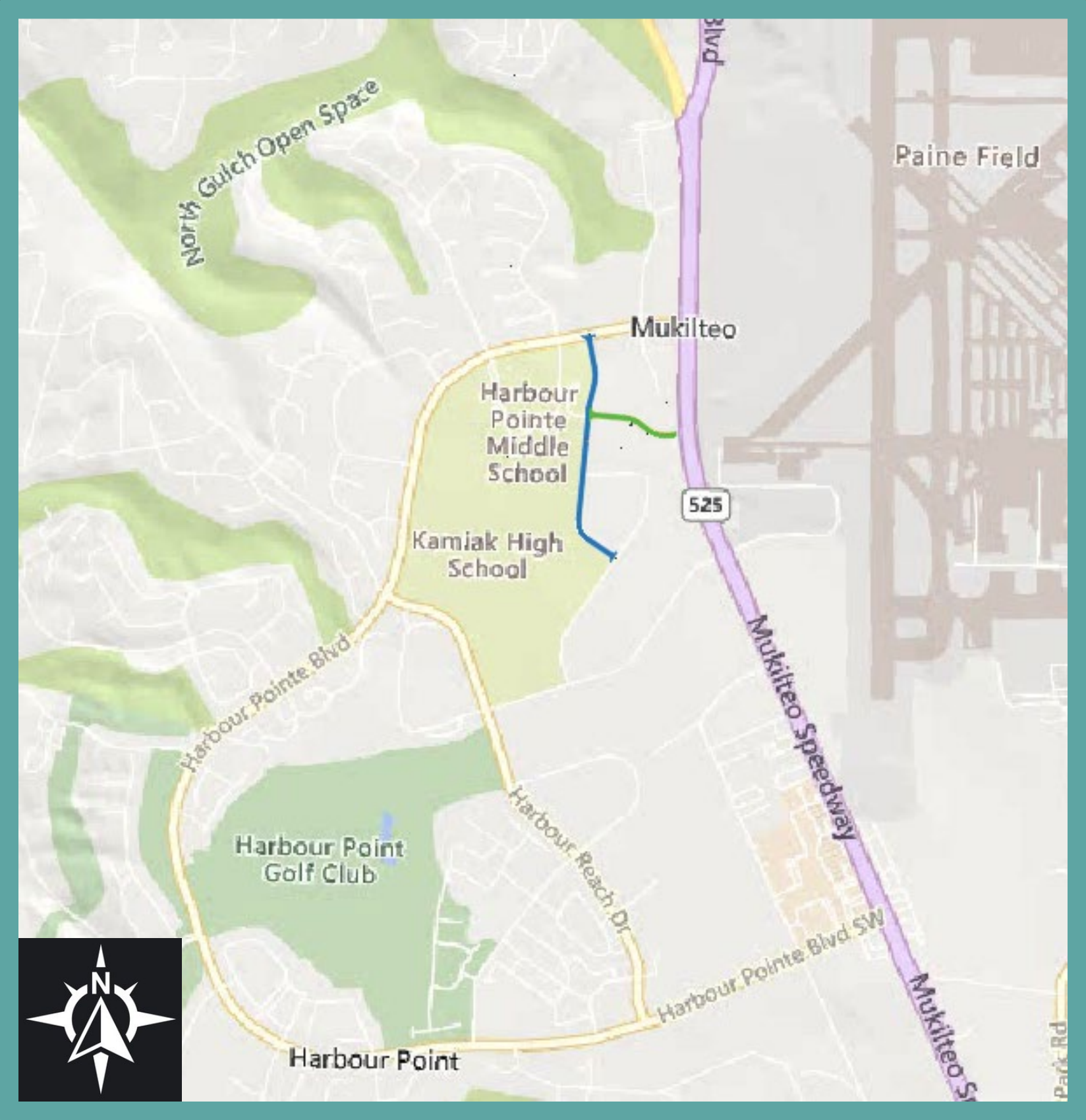
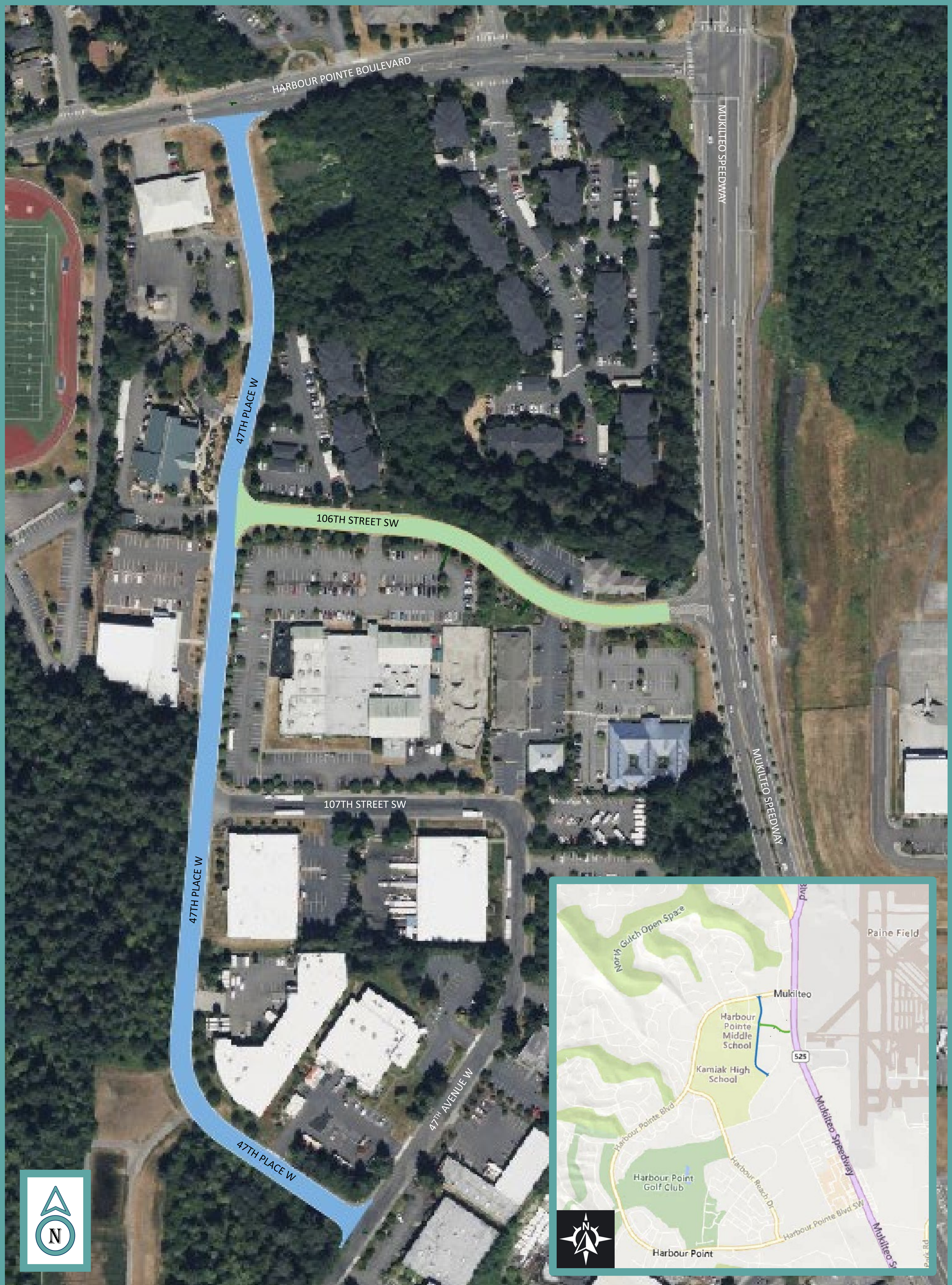


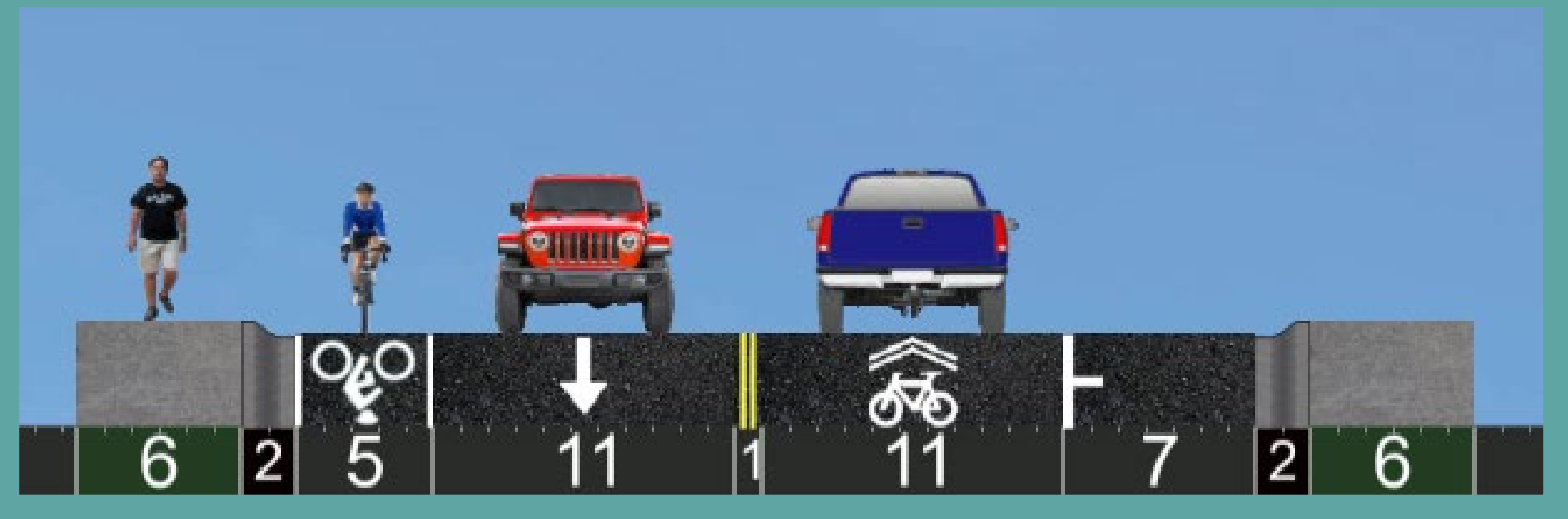


CITY OF MUKILTEO





CITY OF MUKILTEO





CITY OF MUKILTEO



47TH PLACE W

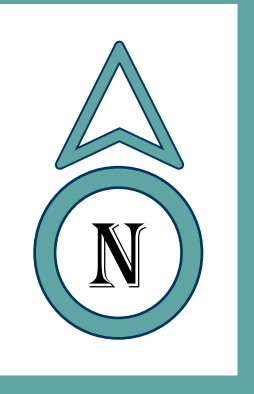
47TH PLACE W

107TH STREET SW





CITY OF MUKILTEO

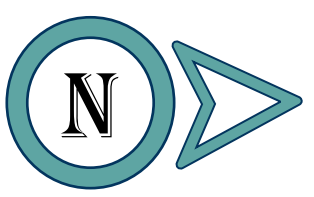




CITY OF MUKILTEO

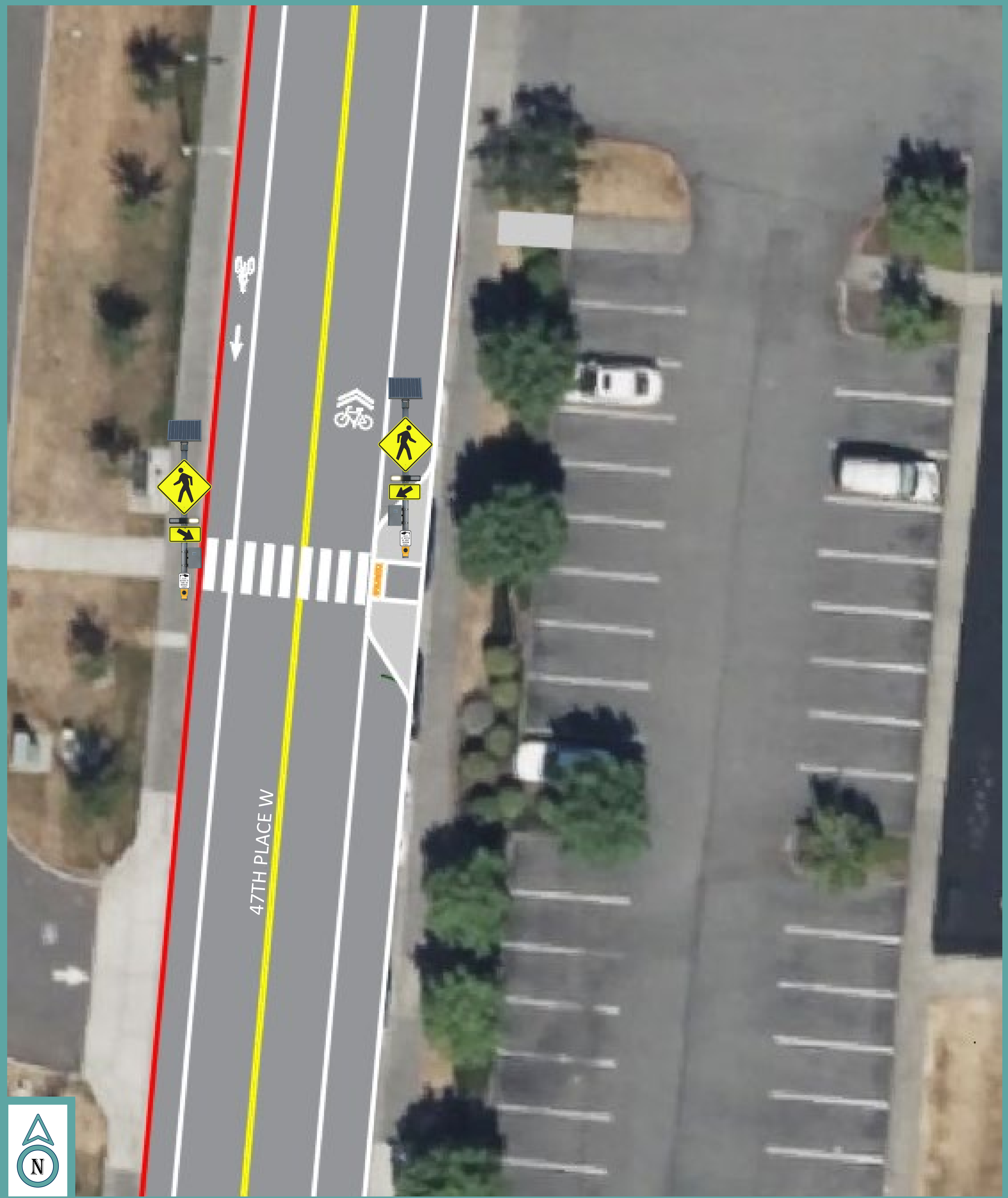


MUKILTEO SPEEDWAY





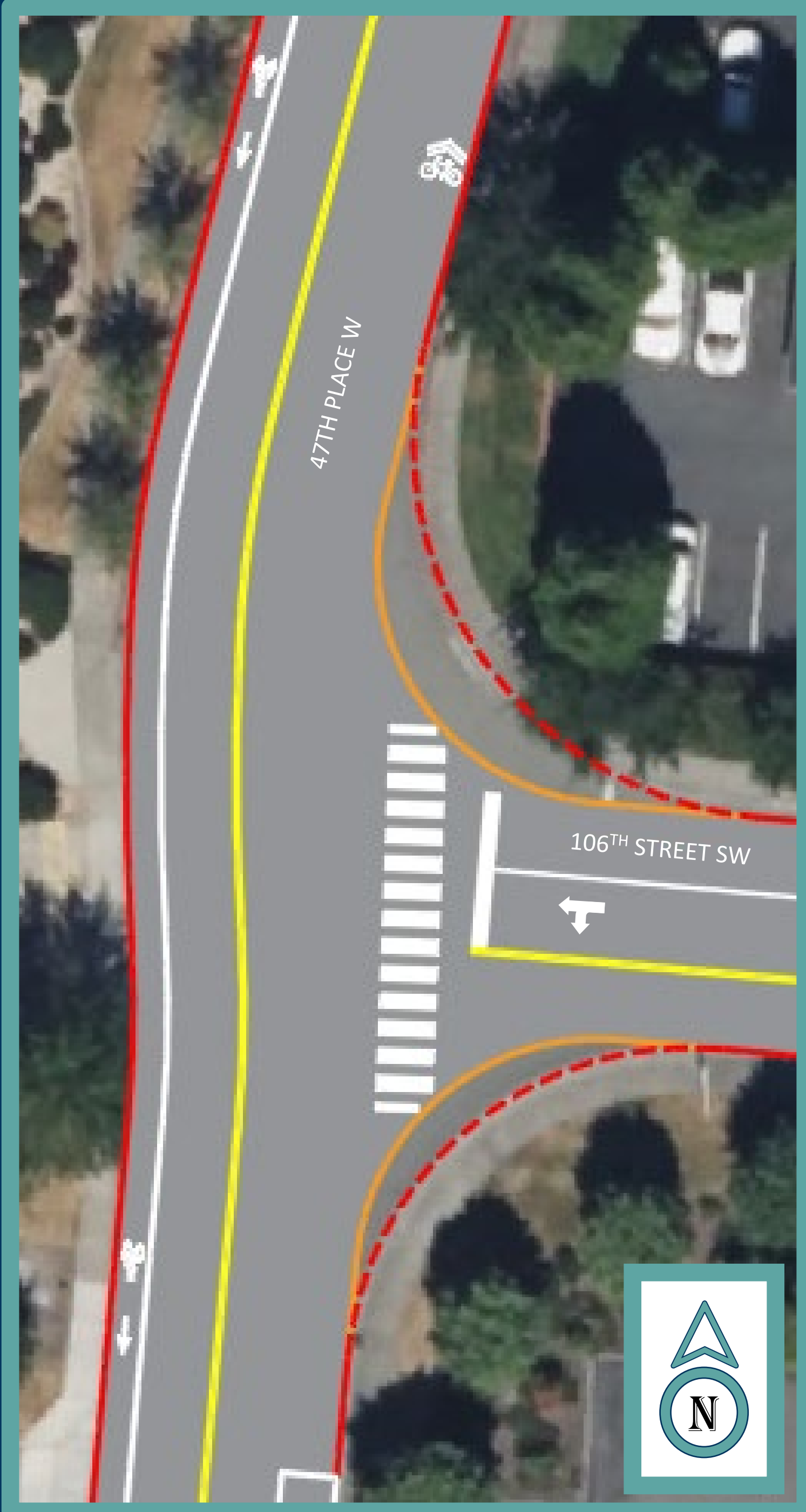
CITY OF MUKILTEO





CITY OF MUKILTEO

PREFERRED OPTION: REDUCED CURB RADII



- BUILDS OUT THE NW AND SW QUADRANTS REDUCING THE CURB RADII TO 35' FOR EACH CORNER
- ORANGE LINES SHOW REDUCED RADIUS
- RED DASHED LINES SHOW EXISTING BASED ON THE AERIAL IMAGES

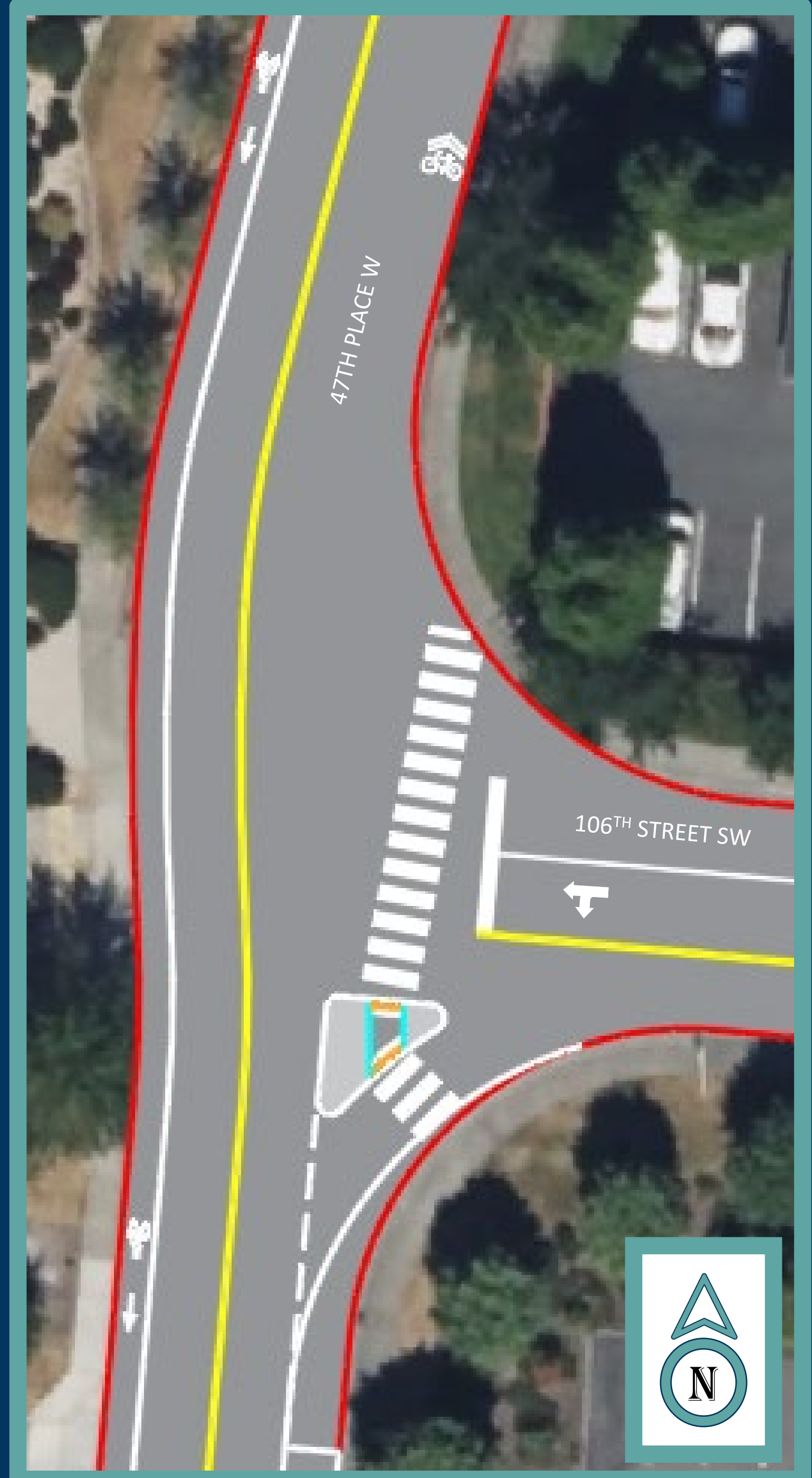
PROS:

- THE CROSSWALK CAN BE SHIFTED EAST TO DECREASE THE CROSSING DISTANCE AND STOPBAR
- PEDESTRIAN CROSSING SHORTENED TO 63.8' TOTAL
- THE STOPBAR CAN BE SHIFTED 17.75' CLOSER TO THE INTERSECTION

CONS:

- SEMI-TRUCKS WOULD HAVE A DIFFICULT TIME MAKING THE NORTHBOUND RIGHT TURN
- THE SU-40 BOX TRUCK WOULD TRACK OVER THE INNER CURB IF IT WAS NOT ENCROACHING ON THE WEST BOUND LEFT TURN LANE
- TRUCKS WILL NEED TO BE PROHIBITED FROM NB RIGHT TURN TO AVOID TRACKING ISSUES
- 47TH PLACE & 106TH PLACE ARE TRUCK ROUTES BASED ON THE CITY GIS MAP
- THE COST IS GREATER THAN OPTION A

ADDITIONAL OPTION: PEDESTRIAN REFUGE ISLAND



- TRIANGULAR PORKCHOP ISLAND ROUGHLY 17.4' X 17.4' ON THE NORTH AND WEST SIDES
- 188.3 SF IN AREA
- CUT-THROUGH PEDESTRIAN PATH 5' WIDE
- MOUNTABLE CURB EDGES
- PAINTED DASHED EDGE LINE TO DIRECT NORTHBOUND TRAFFIC AWAY FROM ISLAND

PROS:

- ISLAND ADDS REFUGE FOR PEDESTRIANS
- THE STOPBAR CAN BE SHIFTED 16.5' CLOSER TO THE INTERSECTION
- THE PEDESTRIAN CROSSING BECOMES TWO SHORTER CROSSINGS OF 12.8' AND 58.4'

CONS:

- TRUCKS LARGER THAN SU-40 BOX TRUCK (40' LONG) WILL NOT BE ABLE TO COMPLETE THE NORTHBOUND RIGHT TURN WITHOUT TRACKING HEAVILY OVER THE ISLAND, CURBS, AND POSSIBLY THE SIDEWALK
- THE SU-40 BOX TRUCK WILL TRACK OVER THE ISLAND AND CURBS SLIGHTLY
- TRUCKS WILL NEED TO BE PROHIBITED FROM NB RIGHT TURN TO AVOID TRACKING ISSUES
- 47TH PLACE & 106TH PLACE ARE TRUCK ROUTES BASED ON THE CITY GIS MAP