Exh. EM-3
On-site Diagnostic Meeting Notes

Barker Road / Union Pacific Railroad crossing, Spokane Valley, Washington - MP 12.99, DOT 662526C

June 30th, 2020

Overcast and slightly raining, high 60’s

Attendance:

Jerremy Clark – City of Spokane Valley
Ryan Kipp – City of Spokane Valley
Rob Lochmiller – City of Spokane Valley
Ellis Mays – Alfred Benesch & Company, on behalf of Union Pacific (UPRR)
Betty Young – Washington State Utilities and Transportation Commission (UTC)
Mike Turcott – Washington State Utilities and Transportation Commission (UTC)
Josh Johnson – Union Pacific RR, track maintenance
Leroy _____ – Union Pacific RR, track maintenance

2:10 pm – Meeting start.

- Safety briefing led by Ellis M. and Joshua J.
- Address background and general planned improvements to include phase 1 widening to the South
- Discuss field concerns – pedestrian counts, turning maneuver for both intersections, proximity of private driveways and access points, and non-conforming approach signage
- Ellis M. referenced broken gates and track statistics
- Jeff M. presented overview of design
- Ellis M. discussed current exhibit/20% plan comments by quadrant.

SE Quadrant:

1. Verify City maintenance truck has enough queuing area to clear street and open gate to stormwater pond access.
2. Combine access driveways for track access and City stormwater pond maintenance access. One large access.
3. Reduce pedestrian warning sign cluster. Eliminate W10-1, remove stop bars on path.
4. Ballast around signal arms by contractor.
5. Signal arm length of 32’ is max, shorten if possible. Only need to cover 90% of lane (both directions).
6. Cantilever needed over both north and south lanes. Use two poles. (both directions).
7. Add “Do not stop on tracks” sign on back of Grade crossing sign on center island. Sign to face south for northbound left turn lane traffic.
8. Existing guardrail in this area does not need to be replaced due to new approaches. UPRR staff agreed.

**NE Quadrant:**

1. Reduce pedestrian warning sign clutter. Eliminate W10-1, remove stop bars on path.
2. Ballast around signal arms by contractor.
3. Side flashers on southbound pole for public right of way access to the east. Call out for what traffic on plans.

**NW Quadrant:**

1. Side flashers on southbound pole for public right of way access to the east. Call out for what traffic on plans.
2. Review site distance at Euclid Ave (West) and Barker intersection, check stop bar location.
3. Replace guardrail in new location behind curb, face of guardrail at back of curb.
4. Side flashers on southbound pole for Euclid Ave traffic.

**SW Quadrant:**

1. Hattamer Lane – Look at making this a right in/right out only. Ellis would like to see this happen due to safety with regards to the proximity of the tracks when making a left turn onto Barker. City to discuss if feasible.
2. New signal building to be 30' from tracks and 25’ from curb.

**Immediate Action Items:**

1. Ellis needs to have 60% plan set to start signal design.
2. Provide overlay of existing and proposed for reference.
3. City to install side crossing signs, W10-4 on both Euclid Avenues (East and West).
4. Ellis to update/edit petition and resend to City for signature.
5. Real Estate may need color coded map showing existing and new easement for crossing.
6. Ellis to look for existing crossing easement document.
7. Provide 60% plans and signed UC Petition to modify warning devises to UTC.
8. Distribute field notes and comments to City project team/staff.

3:25 pm - Meeting end.