Exh. EM-3

On-site Diagnostic Meeting Notes

Spokane Sub

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~~ Joshua Johnson - Union Pacific, Manager Track Maint.

~~Leroy _____ - Union Pacific RR, track maintenance~~ Leroy Colotti - Union Pacific, Signal Maint. Foreman

2:10 pm – Meeting start.

Ellis Mays read MUTCD section 8A.01 to the diagnostic team

General discussion of field concerns and observations

- 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~~ current incident data to include 9 blocked crossings, 18 unsafe motorists, and 1 vehicle on track reported
- Jeff M. presented overview of design

~~Ellis M.~~ discussed current exhibit/20% plan comments by quadrant.

Diagnostic team

Leroy C. discussed damage to guiderail in NW quadrant due to existing turning radius

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.

curb ramp

as DWS serves as stop bar per MUTCD

masts

on seperate masts from gates. Median gates not feasible due to road approach geometry

8. Existing guardrail in this area does not need to be replaced due to new approaches. ~~UPRR staff~~ agreed.

Diagnostic team

NE Quadrant:

as DWS serves as stop bar per MUTCD

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.

It was agreed by diagnostic team that a pedestrian flasher is not warranted due to pedestrian traffic at this time, however, to provide flasher visibility from EB Euclid stop bar one MAY be installed with sidelights for that traffic IF stop bar can not be adjusted to provide visibility of side flasher on SB gate mast

NW Quadrant:

cantilever or gate mast

1. Side flashers on southbound ~~pole~~ for public right of way access to the east. Call out for what traffic on plans.

WB traffic on

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.

gate mast

EB

SW Quadrant:

UPRR

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.

If not side flasher should be placed on NB gate or cantilever mast

2. New signal building to be 30' from tracks and 25' from curb.

My error - 25ft from tracks, 30 from edge of roadway

~~Immediate Action Items:~~

with all flasher and device placement

advance approach

1. Ellis needs to have 60% plan set to start signal design.
2. Provide overlay of existing and proposed for reference.

crossing surface

RR related sections of UTC (we will need more final plans first)

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.

"UTC"

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.