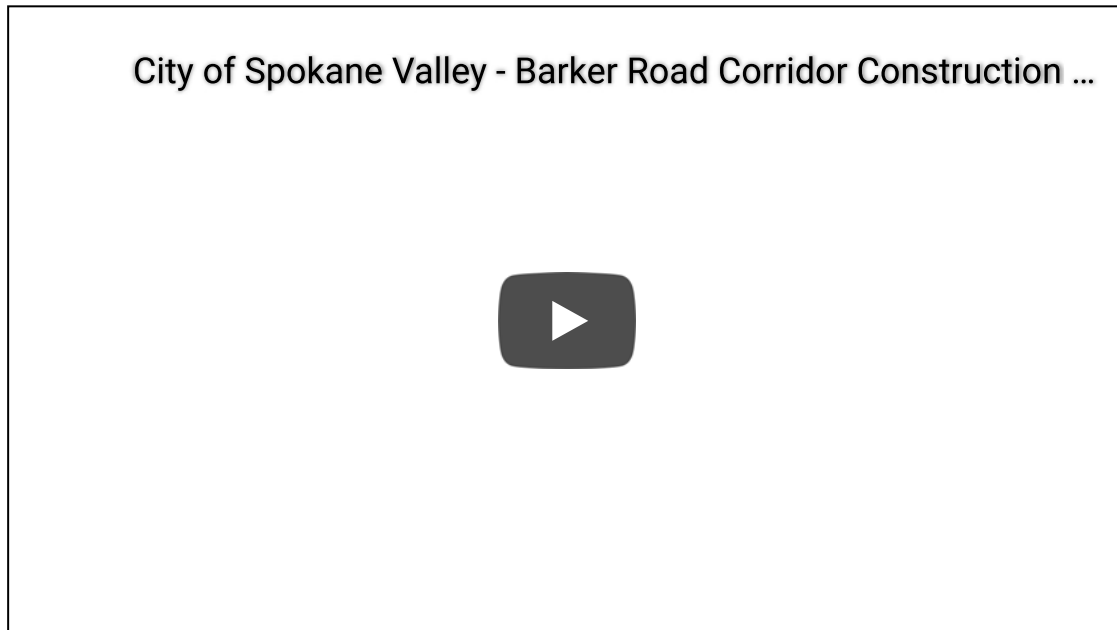


Exh. EM-2

Barker Road Corridor Transportation Projects



The City of Spokane Valley is making progress with street improvements designed to make the 3.5-mile Barker Road corridor safer and more efficient. View our video or read more below.

Barker Road parallels the city's eastern boundary, connecting the city's north boundary at State Route 290, or Trent Avenue, to its south boundary near 8th Avenue. Within the corridor, Barker Road intersects Interstate 90, Sprague Avenue and Appleway Avenue, all busy east-west transportation routes serving the greater Spokane region.

Traffic congestion in the Barker Road corridor has increased rapidly. North Barker Road is heavily traveled by industrial and commercial vehicles using I-90 and State Route 290 (Trent Avenue) to transport goods between Idaho, Canada and the greater Pacific Northwest. In addition, the city's **planned action ordinance** (<https://www.spokanevalley.org/PlannedAction>) has streamlined the permitting process in the northeast industrial area, leading to swift industrial growth along north Barker Road.

In the southern part of the corridor, rapid growth within the city and in neighboring Liberty Lake is generating additional residential traffic and congestion. The city has been planning for many years to improve the capacity of the corridor to handle this emerging growth. Several projects have been completed or are underway.

Barker Road/BNSF grade separation project

Construction started March 2021 on the \$26 million **Barker Road/BNSF Railway grade separation project** (<https://www.spokanevalley.org/BarkerBNSF>). This project is estimated for completion in August 2022.

An overpass will be built at the BNSF Railway track adjacent to Trent Avenue to separate vehicle and train traffic at that location. The BNSF mainline serves an average of 60 freight trains and two passenger trains daily, closing Barker Road to traffic for nearly four hours each day. The overpass will reduce traffic congestion, improve vehicle and rail safety, and provide increased access to emergency services.



At the adjacent intersection of Barker Road and Trent Avenue, a two-lane roundabout will be constructed to improve safety at the intersection. The Washington State Department of Transportation will provide construction oversight of both the grade separation and intersection work.

This project is part of the ‘bridging-the-valley’ initiative, a multi-agency plan established in 2006 with the goal to separate vehicle and train traffic, and improve safety along a 42-mile freight corridor between Athol, Idaho, and Spokane. The project is funded with a combination of city, state, federal and private monies.

LEARN MORE ABOUT THE BARKER ROAD GRADE SEPARATION PROJECT
(<https://www.spokanevalley.org/BarkerBNSF>)

Barker Road reconstruction and widening

The Barker Road widening project is a multi-year, estimated \$7.7 million project that involves three phases of construction between the Spokane River Bridge and grade separation project area.

- Phase 1 - The city began the widening project in 2019 with the widening and reconstruction of 1.5 miles of Barker Road from E. Euclid Ave. north to the south side of the BNSF train tracks. The project included road widening to create an additional center turn lane, curb and gutter work, storm water improvements, and sewer installation (note: all sewer installation on this project is in partnership with Spokane County and the Consolidated Irrigation District No. 19).
- Phase 2 - Construction on widening the section of Barker Road from the Spokane River north to just south of E. Euclid Ave. (where the UP Railway track is) began in July 2020 and continued through the summer 2020, and picked up again in March 2021 and was completed at the end of May. The improvements in this section also included road widening to create an additional center turn lane, curb and gutter work, storm water improvements, and sewer installation.
- Phase 3 - Includes improvements to the UP railroad crossing just south of E. Euclid Ave and the intersection of Barker and Euclid. This work includes widening, installing new curbs, pedestrian ramps, and sewer installation. In addition, a 10-foot-wide paved multi-use path from the Spokane River to just south of Trent Avenue will also be

constructed in this phase. The path will connect to the Centennial Trail at the River. This work is slated for fall 2021 or summer 2022.

Barker Road and Sprague Avenue intersection



The city is also focused on improving the Barker Road and Sprague Avenue intersection in the south corridor.

The city plans to replace the four-way-stop controlled intersection with a single lane roundabout, which will improve efficiency and safety. The project will cost \$2.3 million and will be funded with \$2.1 million in federal grants and nearly \$200,000 in city funds. The city is hoping to be ready for

construction in 2022.

The remaining four projects in the south Barker Road corridor focus on road widening and intersection improvements, all designed to improve safety and mobility. The city will consider those projects in coming years as funding becomes available.

Additional information and comments

Contact:

Erica Amsden

(mailto:eamsden@spokanevalley.org)

(Barker Road & Sprague Avenue intersection project)

Senior Engineer, City of Spokane Valley

509-720-5012

Rob Lochmiller

(mailto:rlochmiller@spokanevalley.org)

(Barker Road/BNSF Grade Separation Project/Barker Road reconstruction & widening projects)

Senior Engineer, City of Spokane Valley

509-720-5010

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:

Jeremy 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. **curb ramp**
2. Combine ~~access driveways~~ for track access and City stormwater pond maintenance access. One large access. **as DWS serves as stop bar per MUTCD**
3. Reduce pedestrian warning sign cluster. Eliminate W10-1, remove stop bars on path.
4. Ballast around signal ~~arms~~ by contractor. **masts**
5. Signal arm length of 32' is max, shorten if possible. Only need to cover 90% of ~~lane (both directions)~~. **on seperate masts from gates. Median gates not feasible due to road approach geometry**
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.

Diagnostic team

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

as DWS serves as stop bar per MUTCD

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.

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.
- 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.

WB traffic on

gate mast

EB

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.

UPRR

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

with all flasher and device placement

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

Immediate Action Items:

advance approach

- 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 devices to UTC.
- 8. Distribute field notes and comments to City project team/staff.

crossing surface

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

"UTC"

3:25 pm - Meeting end.

Exh. EM-4

From: [Mays, Ellis](#)
To: "Jeff Morse"
Cc: "Robert Lochmiller"; "Gloria Mantz"; "Mary R. Schroll"
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

The estimate has not been completed yet, however, I can provide the after steps.

When the estimate is received I will create a project estimate which will include the signal estimate, surface estimate, flagging costs, and other construction related cost. Pending your approval of that estimate and the new annual signal maintenance free UPRR will draft the construction agreement for the city to review and execution.

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661

C 402-427-4231 | **E** emays@benesch.com | **W** www.benesch.com

From: Jeff Morse <jmorse@spokanevalley.org>

Sent: Monday, October 19, 2020 11:17 AM

To: Mays, Ellis <EMays@benesch.com>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

I hope all has been going well for you. I am checking the status of the signal design. It has been about 3 months since we finalized the layout around the tracks. What is the status of the design and if it is completed what is our next step?

Sincerely,

JEFF MORSE

Jeff Morse | Engineering Technician - CAD Administrator

10210 E. Sprague Avenue | Spokane Valley, WA 99206

Phone: (509) 720-5022 | jmorse@spokanevalley.org

City Logo



From: Mays, Ellis <EMays@benesch.com>

Sent: Monday, September 28, 2020 11:58 AM

To: Jeff Morse <jmorse@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

I do not have an exact measurement of the process, however typical estimates are 3 months. I will let you know if I hear any new information.

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661

C 402-427-4231 | **E** emays@benesch.com | **W** www.benesch.com [[linkprotect.cudasvc.com](#)]

From: Jeff Morse <jmorse@spokanevalley.org>

Sent: Monday, September 28, 2020 11:50 AM

To: Mays, Ellis <EMays@benesch.com>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

This email is in regards to the signal design. I am checking the status and to see if you have an ETA for the

signal design.

Sincerely,

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206
Phone: (509) 720-5022 | jmorse@spokanevalley.org

City Logo



From: Mays, Ellis <EMays@benesch.com>

Sent: Sunday, September 6, 2020 3:28 PM

To: Jeff Morse <jmorse@spokanevalley.org>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>; Betty Young - Utilities and Transportation Commission (UTC)/Rail Safety (betty.young@utc.wa.gov) <betty.young@utc.wa.gov>; Turcott, Mike (UTC) <mike.turcott@utc.wa.gov>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

I will pass this on to UPRR, however, it is typical that they do not sign until the agreement is circulating. I am hopeful that I will receive the signal estimate soon so that I can provide it to the city for concurrence and subsequently I can ask UPRR to draft that agreement.

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661

C 402-427-4231 | **E** emays@benesch.com | **W** www.benesch.com [[linkprotect.cudasvc.com](#)] [[linkprotect.cudasvc.com](#)]

From: Jeff Morse <jmorse@spokanevalley.org>

Sent: Thursday, September 3, 2020 11:07 AM

To: Mays, Ellis <EMays@benesch.com>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>; Betty Young - Utilities and Transportation Commission (UTC)/Rail Safety (betty.young@utc.wa.gov) <betty.young@utc.wa.gov>; Turcott, Mike (UTC) <mike.turcott@utc.wa.gov>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

This message has originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links or responding to this email.

Ellis

Attached is the UTC petition document. Rob has signed for the City and I added the crossing exhibit for reference. Once Mary Schroll has signed, please return and I will forward onto Betty and Mike at UTC.

Thank you for your work on this project.

Sincerely,

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206
Phone: (509) 720-5022 | jmorse@spokanevalley.org

City Logo



From: Mays, Ellis <EMays@benesch.com>

Sent: Thursday, September 3, 2020 7:14 AM

To: Jeff Morse <jmorse@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

Good catch – it should be 81 ft (10 panels) – that is how I requested the estimate.

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661

C 402-427-4231 | **E** emays@benesch.com | **W** www.benesch.com [\[linkprotect.cudasvc.com\]](#) [\[linkprotect.cudasvc.com\]](#)
[\[linkprotect.cudasvc.com\]](#)

From: Jeff Morse <jmorse@spokanevalley.org>

Sent: Thursday, September 3, 2020 7:07 AM

To: Mays, Ellis <EMays@benesch.com>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

I just noticed the distance for the new crossing surface seems short. The plans dimension it at almost 81' and the description in section 7 is 64'. I will change to 81' unless you say otherwise.

Take Care.

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206
Phone: (509) 720-5022 | jmorse@spokanevalley.org

City Logo



From: Mays, Ellis <EMays@benesch.com>

Sent: Wednesday, September 2, 2020 4:35 PM

To: Jeff Morse <jmorse@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

My intent was simply to provide the roadway configuration. It can probably be removed from the parenthesis.

Other than that it looks good.

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661

C 402-427-4231 | **E** emays@benesch.com | **W** www.benesch.com [\[linkprotect.cudasvc.com\]](#) [\[linkprotect.cudasvc.com\]](#)
[\[linkprotect.cudasvc.com\]](#) [\[linkprotect.cudasvc.com\]](#)

From: Jeff Morse <jmorse@spokanevalley.org>

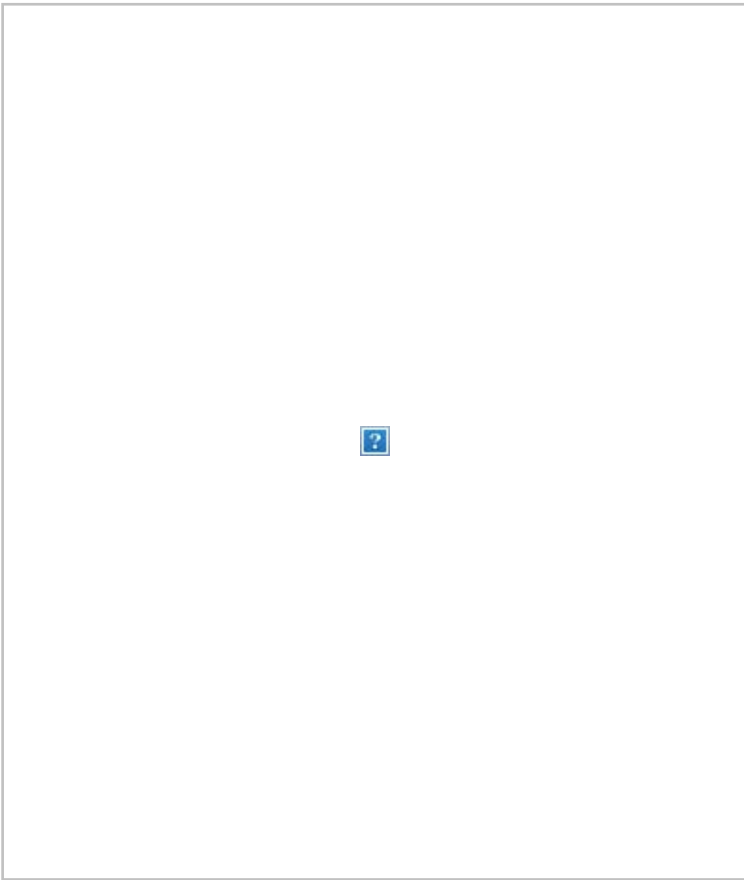
Sent: Wednesday, September 2, 2020 2:03 PM

To: Mays, Ellis <EMays@benesch.com>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

Here is a snap shot of the narrative in Sections 6 and 7. I was a little confused about what you intended in Section 6 with regards to the travel lanes. I think I captured your intent. Please review and let me know.

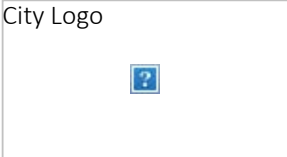


Thanks

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206
Phone: (509) 720-5022 | jmorse@spokanevalley.org

City Logo



From: Mays, Ellis <EMays@benesch.com>
Sent: Wednesday, September 2, 2020 9:11 AM
To: Jeff Morse <jmorse@spokanevalley.org>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

The signal group has started to work towards providing a design and estimate – when that is received I will share it with you for concurrence.

Attached are my revisions to the draft petition.

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661
C 402-427-4231 | **E** emays@benesch.com | **W** www.benesch.com [\[linkprotect.cudasvc.com\]](#) [\[linkprotect.cudasvc.com\]](#)
[\[linkprotect.cudasvc.com\]](#) [\[linkprotect.cudasvc.com\]](#) [\[linkprotect.cudasvc.com\]](#)

From: Jeff Morse <jmorse@spokanevalley.org>
Sent: Wednesday, September 2, 2020 7:42 AM
To: Mays, Ellis <EMays@benesch.com>
Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

I am following up with you to make sure you have everything you need from the City. I hope the signal design is moving along so we can keep on track for a bid early 2021.

Now that the design is nailed down I look forward to receiving the updated Petition required by Washington UTC. I have attached the Petition in its current state for your comments/updates. If you need additional information from the City do not hesitate to email me or Rob.

Just a reminder we are still working from home so email is the fastest way to contact us.

Sincerely,

JEFF MORSE

Jeff Morse | Engineering Technician - CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206
Phone: (509) 720-5022 | jmorse@spokanevalley.org

City Logo



From: Mays, Ellis <EMays@benesch.com>

Sent: Friday, August 14, 2020 10:37 AM

To: Jeff Morse <jmorse@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

Can you also send me the updated RR exhibit for my records?

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661

C 402-427-4231 | **E** emays@benesch.com | **W** www.benesch.com [[linkprotect.cudasvc.com](#)] [[linkprotect.cudasvc.com](#)]
[[linkprotect.cudasvc.com](#)] [[linkprotect.cudasvc.com](#)] [[linkprotect.cudasvc.com](#)]

From: Jeff Morse <jmorse@spokanevalley.org>

Sent: Friday, August 14, 2020 7:57 AM

To: Mays, Ellis <EMays@benesch.com>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

Attached is your layout sketch with the missing needed dimensions. This should get you what you need to make a submittal on your end. If you need anything today just call me on my cell. I will jump on it for you.

I will update the layout exhibit and striping plans with the changes and send them next week. Have a great weekend.

Sincerely,

JEFF MORSE

Jeff Morse | Engineering Technician - CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206
Phone: (509) 720-5022 | jmorse@spokanevalley.org

City Logo



From: Mays, Ellis <EMays@benesch.com>

Sent: Thursday, August 13, 2020 2:53 PM

To: Jeff Morse <jmorse@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

Please see attached diagram per our call. If you have the actual dimensions for the 3 greater than (highlighted in red) dimensions that would be helpful as well. Let me know if anything else looks incorrect.

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661

C 402-427-4231 | **E** emays@benesch.com | **W** www.benesch.com [\[linkprotect.cudasvc.com\]](#) [\[linkprotect.cudasvc.com\]](#) [\[linkprotect.cudasvc.com\]](#) [\[linkprotect.cudasvc.com\]](#) [\[linkprotect.cudasvc.com\]](#)

From: Jeff Morse <jmorse@spokanevalley.org>

Sent: Thursday, August 13, 2020 1:13 PM

To: Mays, Ellis <EMays@benesch.com>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

Did you get the invite to the 2 pm meeting?

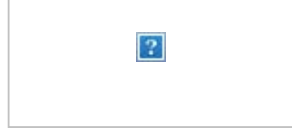
JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator

10210 E. Sprague Avenue | Spokane Valley, WA 99206

Phone: (509) 720-5022 | jmorse@spokanevalley.org

City Logo



From: Mays, Ellis <EMays@benesch.com>

Sent: Thursday, August 13, 2020 11:44 AM

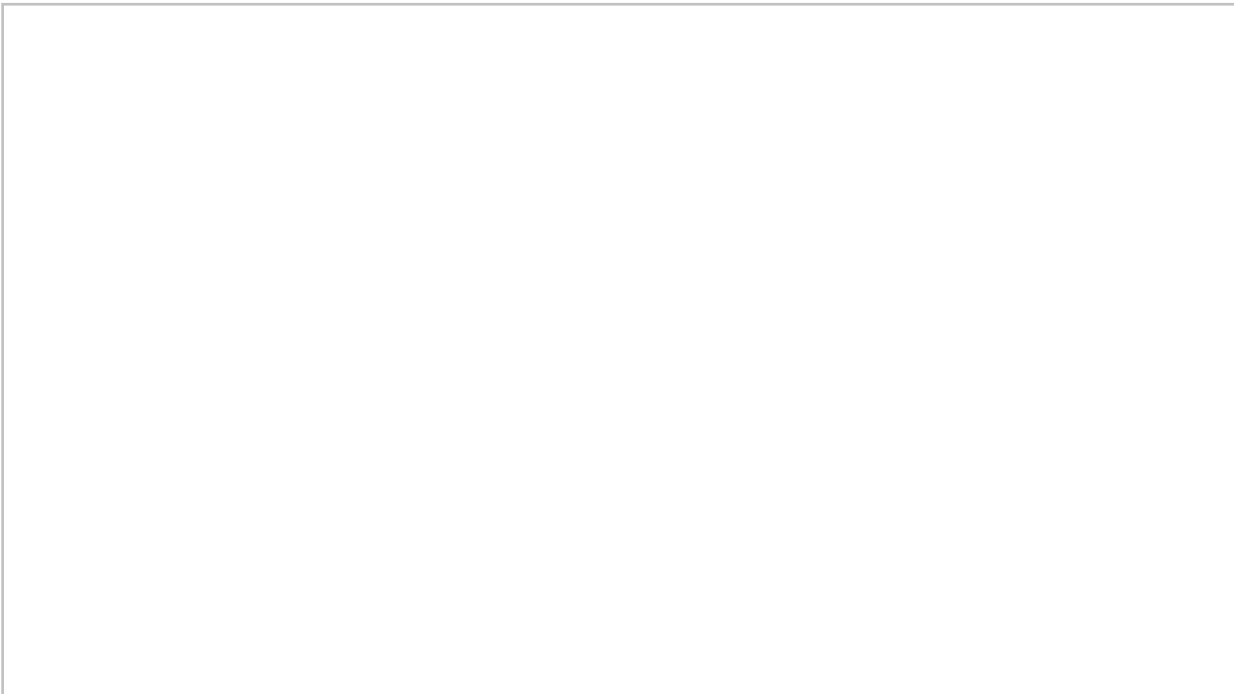
To: Jeff Morse <jmorse@spokanevalley.org>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Ryan Kipp <rkipp@spokanevalley.org>; Jeremy Clark <jclark@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

Thanks for help preparing all these documents! I have three minor comments on the general plans and they will not affect signal design:



Regarding the RR exhibit can we do a 1 hour call today with your designer? There are a few changes and dimensions I need due to this not being a typical crossing and a phone call can get everything handled quickly so I can submit everything to UPRR this week.

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661

C 402-427-4231 | **E** emays@benesch.com | **W** www.benesch.com [\[linkprotect.cudasvc.com\]](#)

[\[linkprotect.cudasvc.com\]](#) [\[linkprotect.cudasvc.com\]](#) [\[linkprotect.cudasvc.com\]](#) [\[linkprotect.cudasvc.com\]](#)

From: Jeff Morse <jmorse@spokanevalley.org>

Sent: Thursday, August 6, 2020 7:47 AM

To: Mays, Ellis <EMays@benesch.com>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Ryan Kipp <rkipp@spokanevalley.org>; Jeremy Clark <jclark@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

Attached are the revised sheets per your comments. I have also created an exhibit to show the dimensions for the RR crossing area per your summary below. Your summary is in blue and my responses are in red.

Regarding the signal and surface design I need a railroad plan sheet with the information as shown on the attached and as summarized:

- Face of curb to centerline of devices – The exhibit you sent appears to show dimension to back of curb but I showed to face per this summary.
- Edge of sidewalk to centerline of devices - Included
- Devices dimensioned from centerline of the track - Included
- DWD dimensioned from centerline of track – The exhibit shows one from centerline and one from center of rail. I dimensioned both from center of rail for constancy. As I previously stated the WSDOT standard limits the distance from center of rail to face of DWD to a maximum of 15', so that is what is maintained on the south side. See attached WSDOT standard plan.
- RR Cabinet dimensioned from track and edge of sidewalk (25ft from track, 30ft from face of curb) – My notes taken at on-site diagnostic meetings are 25 ft from face of curb and 30 ft from rail. Please verify which is correct.
- Median face dimensioned from centerline of track (10ft) - Included

- Width of lanes, median, shoulder, sidewalks, etc. at RR crossing – cross section width should equal total roadway width – **Included**
- Skew angle of crossing - **Included**
- Total crossing proposed width showing the 3ft overhang on either side of the crossing - **Included**
- Clearly show the limits of the existing crossing surface and the proposed (i.e. the new East edge is XX feet from the existing East edge, or similar) – **Included**

Plan Sheet comments and responses.

CH3 - During the diagnostic we talked about flasher visibility from this stop bar – This placement of the stop bar may provide visibility to the flasher intended for SB Barker traffic – is that the intent? – **The stop bar location was adjusted to improve sight distances and NB left turn movement for larger vehicles. It is our understanding that the design decisions of the signal arms, cantilevers and flasher locations is to be done by UP RR staff.**

RXR pavement markings are suggested for lanes only turning towards the RR – **A right turn only arrow needed to be added to this lane which limits the room for the RXR markings.**

CH4 – Consider placing all trail signs East of the trail to minimize motorist confusion – **Additional text, about the rotation, has been added to the keynote for these signs. The path is 10 ft wide and offset 5 ft from back of curb, which puts the sign on the west side of the path (SB ped/bike traffic) more than 30 ft away from the SB vehicle traffic lane. This should be sufficient distance to prevent confusion.**

Consider adding R15-1 on both sides of the post – Added.

I highlighted in yellow on the plans the changes that have been made per your comments. I have added a complete updated set to the Cloud share without the highlights for your use. The Crossing layout, highlighted revised sheets and WSDOT standard plan F-45.10-02 are all attached.

Sincerely,

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206
Phone: (509) 720-5022 | jmorse@spokanevalley.org

City Logo



From: Mays, Ellis <EMays@benesch.com>

Sent: Tuesday, August 4, 2020 10:51 AM

To: Jeff Morse <jmorse@spokanevalley.org>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

Please see attached comments – they are pretty minor.

Regarding the signal and surface design I need a railroad plan sheet with the information as shown on the attached and as summarized:

- Face of curb to centerline of devices
- Edge of sidewalk to centerline of devices
- Devices dimensioned from centerline of the track
- DWD dimensioned from centerline of track
- RR Cabinet dimensioned from track and edge of sidewalk (25ft from track, 30ft from face of curb)
- Median face dimensioned from centerline of track (10ft)
- Width of lanes, median, shoulder, sidewalks, etc. at RR crossing – cross section width should equal total roadway width
- Skew angle of crossing
- Total crossing proposed width showing the 3ft overhang on either side of the crossing

- Clearly show the limits of the existing crossing surface and the proposed (i.e. the new East edge is XX feet from the existing East edge, or similar)

Give me a shout if you have any questions

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661

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From: Jeff Morse <jmorse@spokanevalley.org>

Sent: Monday, August 3, 2020 2:42 PM

To: Mays, Ellis <EMays@benesch.com>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

You will be receiving a link to a Cloud Share file for the Barker Rd UP crossing project. Once you receive that link I will add you as a user and you will be able to access files that will be shared. A pdf set of the 60% plans for your use in the RR crossing design have been added. It is easier to use the Cloud share since the file size can sometimes get to large to email. If you do not receive the email link by end of day check your spam/junk mail as sometimes it will get routed there.

Per our on-site diagnostic meeting the 60% plans are all that you needed to start your design process. If you have any questions or need additional information email me or Rob right away.

Sincerely,

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator

10210 E. Sprague Avenue | Spokane Valley, WA 99206

Phone: (509) 720-5022 | jmorse@spokanevalley.org

City Logo



From: Mays, Ellis <EMays@benesch.com>

Sent: Friday, July 10, 2020 11:22 AM

To: Jeff Morse <jmorse@spokanevalley.org>; Turcott, Mike (UTC) <mike.turcott@utc.wa.gov>; Betty Young - Utilities and Transportation Commission (UTC)/Rail Safety (betty.young@utc.wa.gov)

<betty.young@utc.wa.gov>; Robert Lochmiller <rlochmiller@spokanevalley.org>; Ryan Kipp

<rkipp@spokanevalley.org>; Jerremy Clark <jclark@spokanevalley.org>

Cc: Gloria Mantz <gmantz@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

All,

Please see attached my comments.

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661

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From: Jeff Morse <jmorse@spokanevalley.org>

Sent: Tuesday, July 7, 2020 7:23 AM

To: Mays, Ellis <EMays@benesch.com>; Turcott, Mike (UTC) <mike.turcott@utc.wa.gov>; Betty Young - Utilities and Transportation Commission (UTC)/Rail Safety (betty.young@utc.wa.gov)

<betty.young@utc.wa.gov>; Robert Lochmiller <rlochmiller@spokanevalley.org>; Ryan Kipp

<rkip@spokanevalley.org>; Jeremy Clark <jclark@spokanevalley.org>

Cc: Gloria Mantz <gmantz@spokanevalley.org>

Subject: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

To All

Attached are an updated set of onsite diagnostic meeting notes. Some minor changed due to errors and grammar. Also added note 8 under immediate action items.

Thanks again.

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator

10210 E. Sprague Avenue | Spokane Valley, WA 99206

Phone: (509) 720-5022 | jmorse@spokanevalley.org

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Exh. EM-5

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For new utility crossing/permit: [Union Pacific Utility Crossing/Permit \[up.com\]](#)
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75 years
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From: Robert Lochmiller <rlochmiller@spokanevalley.org>
Sent: Tuesday, December 8, 2020 2:04 PM
To: Mays, Ellis <EMays@benesch.com>; Jeff Morse <jmorse@spokanevalley.org>
Cc: Gloria Mantz <gmantz@spokanevalley.org>; Mary R. Schroll <MRSCHROL@up.com>; Morgan Bishop <morgan@csrow.com>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis,

City is OK with this and would like to proceed with the agreement. City will likely need some RR flagging for the City's contractor to complete the road improvements within the UPRR ROW too. So, if the City's contractor isn't able to work within the UPRR ROW at the same time of the UPRR construction work, then we should probably add another 15 days to the flagging.

Let us know, if there is anything is needed from us to proceed with the ROW/permanent easement needed for the project.

Thanks,
Rob

Robert Lochmiller, PE | Senior Engineer
10210 E. Sprague Avenue | Spokane Valley, WA 99206
(509) 720-5010 | rlochmiller@spokanevalley.org



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From: Mays, Ellis <EMays@benesch.com>
Sent: Monday, December 7, 2020 3:56 PM
To: Jeff Morse <jmorse@spokanevalley.org>
Cc: Gloria Mantz <gmantz@spokanevalley.org>; Robert Lochmiller <rlochmiller@spokanevalley.org>;

Mary R. Schroll <MRSCHROL@up.com>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

Please see attached for reference.

I have attached the following, with explanation:

1. Exhibit C – Exhibit to the agreement which includes the total cost of UPRR work to include construction management, flagging, track, and signal work. I have estimated the work on UPRR ROW to be 15 days or less (please advise if otherwise).
2. Detailed Surface Estimate
3. Detailed Signal Estimate
4. Signal Design Front Sheet
5. AREMA Annual Maintenance Costs – Annual maintenance cost that the City will be billed for on a yearly basis for the maintenance of traffic control devices at this location

With your concurrence I will proceed with a draft agreement using the ROW exhibits previously sent by the City.

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661

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From: Mays, Ellis

Sent: Tuesday, December 1, 2020 8:19 AM

To: Jeff Morse <jmorse@spokanevalley.org>

Cc: Gloria Mantz <gmantz@spokanevalley.org>; Robert Lochmiller <rlochmiller@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

I do know that the signal design is not yet complete, however, I spoke with the design consultant yesterday and I believe it will be forthcoming very shortly. As soon as I get it I will forward it to you for your approval.

Thanks,

Ellis A. Mays | Project Manager

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From: Jeff Morse <jmorse@spokanevalley.org>
Sent: Tuesday, December 1, 2020 7:26 AM
To: Mays, Ellis <EMays@benesch.com>
Cc: Gloria Mantz <gmantz@spokanevalley.org>; Robert Lochmiller <rlochmiller@spokanevalley.org>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

Do we have an update on the signal design process? It's been a few weeks and I want to stay on top of this and keep it moving forward as much as possible.

Thanks you.

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206
Phone: (509) 720-5022 | jmorse@spokanevalley.org



From: Mays, Ellis <EMays@benesch.com>
Sent: Wednesday, November 4, 2020 9:37 AM
To: Robert Lochmiller <rlochmiller@spokanevalley.org>; Jeff Morse <jmorse@spokanevalley.org>
Cc: Gloria Mantz <gmantz@spokanevalley.org>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Understood – we will continue to work towards that!

Thanks,

Ellis A. Mays | Project Manager

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From: Robert Lochmiller <rlochmiller@spokanevalley.org>
Sent: Wednesday, November 4, 2020 9:28 AM
To: Mays, Ellis <EMays@benesch.com>; Jeff Morse <jmorse@spokanevalley.org>
Cc: Gloria Mantz <gmantz@spokanevalley.org>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis,

It usually takes 4 to 5 weeks for FHWA to certify the ROW. With that, we would like to see the C&M agreement by the first week of January to review it. Then typically takes us two weeks to get Council approval, so our manager could sign it.

Thanks,
Rob

From: Mays, Ellis <EMays@benesch.com>
Sent: Tuesday, October 27, 2020 5:41 PM
To: Robert Lochmiller <rlochmiller@spokanevalley.org>; Jeff Morse <jmorse@spokanevalley.org>
Cc: Gloria Mantz <gmantz@spokanevalley.org>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Rob,

How long will it take to certify after the agreement? What is the hard date for the City to have an agreement in their hands for review?

Thanks,

Ellis A. Mays | Project Manager

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From: Robert Lochmiller <rlochmiller@spokanevalley.org>
Sent: Tuesday, October 27, 2020 4:26 PM
To: Mays, Ellis <EMays@benesch.com>; Jeff Morse <jmorse@spokanevalley.org>
Cc: Gloria Mantz <gmantz@spokanevalley.org>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis,

City prefers to bid our projects in the winter season (Nov.-Feb), prior to the following construction season, for the best bid results. We like to advertise this project by February at the latest, for construction in Summer 2021. With federal funds on this project, we need the C&M agreement executed, so the feds can certify our right-of-way. Without right-of-way certification, the feds will not let us obligate the construction funds and we cannot proceed to bid advertisement.

Thanks,
Rob

From: Mays, Ellis <EMays@benesch.com>
Sent: Monday, October 26, 2020 5:38 PM
To: Jeff Morse <jmorse@spokanevalley.org>
Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

Can you remind me your optimal bid date? What's the date all contracts will be need to be executed?

Thanks,

Ellis A. Mays | Project Manager

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From: Jeff Morse <jmorse@spokanevalley.org>
Sent: Monday, October 26, 2020 6:56 AM
To: Mays, Ellis <EMays@benesch.com>
Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>
Subject: FW: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis I have not heard back from you regarding the estimated time line for completion of the signal design. We are coming up on the end of the year fast and I am concerned about making our optimal bid time for the 2021 construction season.

Sincerely,

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206
Phone: (509) 720-5022 | jmorse@spokanevalley.org



From: Jeff Morse

Sent: Monday, October 19, 2020 2:35 PM

To: 'Mays, Ellis' <EMays@benesch.com>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>;
Mary R. Schroll <MRSCHROL@up.com>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

Thanks you for the information on what to expect next. Do you have a time line on when the design will be completed?

Thanks

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206
Phone: (509) 720-5022 | jmorse@spokanevalley.org



From: Mays, Ellis <EMays@benesch.com>

Sent: Monday, October 19, 2020 12:13 PM

To: Jeff Morse <jmorse@spokanevalley.org>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>;
Mary R. Schroll <MRSCHROL@up.com>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

The estimate has not been completed yet, however, I can provide the after steps.

When the estimate is received I will create a project estimate which will include the signal estimate, surface estimate, flagging costs, and other construction related cost. Pending your approval of that estimate and the new annual signal maintenance free UPRR will draft the construction agreement for the city to review and execution.

Thanks,

Ellis A. Mays | Project Manager

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From: Jeff Morse <jmorse@spokanevalley.org>
Sent: Monday, October 19, 2020 11:17 AM
To: Mays, Ellis <EMays@benesch.com>
Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

I hope all has been going well for you. I am checking the status of the signal design. It has been about 3 months since we finalized the layout around the tracks. What is the status of the design and if it is completed what is our next step?

Sincerely,

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206
Phone: (509) 720-5022 | jmorse@spokanevalley.org



From: Mays, Ellis <EMays@benesch.com>
Sent: Monday, September 28, 2020 11:58 AM
To: Jeff Morse <jmorse@spokanevalley.org>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

I do not have an exact measurement of the process, however typical estimates are 3 months. I will let you know if I hear any new information.

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661

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From: Jeff Morse <jmorse@spokanevalley.org>

Sent: Monday, September 28, 2020 11:50 AM

To: Mays, Ellis <EMays@benesch.com>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

This email is in regards to the signal design. I am checking the status and to see if you have an ETA for the signal design.

Sincerely,

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator

10210 E. Sprague Avenue | Spokane Valley, WA 99206

Phone: (509) 720-5022 | jmorse@spokanevalley.org



From: Mays, Ellis <EMays@benesch.com>

Sent: Sunday, September 6, 2020 3:28 PM

To: Jeff Morse <jmorse@spokanevalley.org>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>;

Betty Young - Utilities and Transportation Commission (UTC)/Rail Safety (betty.young@utc.wa.gov)

<betty.young@utc.wa.gov>; Turcott, Mike (UTC) <mike.turcott@utc.wa.gov>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

I will pass this on to UPRR, however, it is typical that they do not sign until the agreement is circulating. I am hopeful that I will receive the signal estimate soon so that I can provide it to the city for concurrence and subsequently I can ask UPRR to draft that agreement.

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661

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From: Jeff Morse <jmorse@spokanevalley.org>

Sent: Thursday, September 3, 2020 11:07 AM

To: Mays, Ellis <EMays@benesch.com>

Cc: Robert Lochmiller <rlochmiller@spokanevalley.org>; Gloria Mantz <gmantz@spokanevalley.org>;

Betty Young - Utilities and Transportation Commission (UTC)/Rail Safety (betty.young@utc.wa.gov)

<betty.young@utc.wa.gov>; Turcott, Mike (UTC) <mike.turcott@utc.wa.gov>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

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Ellis

Attached is the UTC petition document. Rob has signed for the City and I added the crossing exhibit for reference. Once Mary Schroll has signed, please return and I will forward onto Betty and Mike at UTC.

Thank you for your work on this project.

Sincerely,

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206

Phone: (509) 720-5022 | jmorse@spokanevalley.org



From: Mays, Ellis <EMays@benesch.com>
Sent: Thursday, September 3, 2020 7:14 AM
To: Jeff Morse <jmorse@spokanevalley.org>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

Good catch – it should be 81 ft (10 panels) – that is how I requested the estimate.

Thanks,

Ellis A. Mays | Project Manager

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From: Jeff Morse <jmorse@spokanevalley.org>
Sent: Thursday, September 3, 2020 7:07 AM
To: Mays, Ellis <EMays@benesch.com>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

I just noticed the distance for the new crossing surface seems short. The plans dimension it at almost 81' and the description in section 7 is 64'. I will change to 81' unless you say otherwise.

Take Care.

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206
Phone: (509) 720-5022 | jmorse@spokanevalley.org



From: Mays, Ellis <EMays@benesch.com>
Sent: Wednesday, September 2, 2020 4:35 PM
To: Jeff Morse <jmorse@spokanevalley.org>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Jeff,

My intent was simply to provide the roadway configuration. It can probably be removed from the parenthesis. Other than that it looks good.

Thanks,

Ellis A. Mays | Project Manager

Alfred Benesch & Company | 3017 Douglas Blvd, Ste 300, Roseville, CA 95661
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From: Jeff Morse <jmorse@spokanevalley.org>
Sent: Wednesday, September 2, 2020 2:03 PM
To: Mays, Ellis <EMays@benesch.com>
Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

Ellis

Here is a snap shot of the narrative in Sections 6 and 7. I was a little confused about what you intended in Section 6 with regards to the travel lanes. I think I captured your intent. Please review and let me know.

Section 6 – Current Warning Devices

Provide a complete description of the warning devices currently located at the crossing (vehicle and pedestrian), including signs, gates, lights, train detection circuitry and any other warning devices.

One cantilever and one quad gate/flasher for each direction of travel. Southbound gate/flasher has side flashers for eastbound Euclid Avenue travel. (1 driving lane southbound and 1 driving lane northbound) Nine (9) flasher sets and two (2) bells total.

Two stop bars, two W10-1 approach signs, and two RR Xing pavement markings and W10-4 on the parallel roads, Euclid Avenue north and south sides of the tracks.

Section 7 – Description of Proposed Changes

Describe in detail the number and type of proposed automatic signals (vehicle and pedestrian), gates or other warning devices, and/or changes to train detection circuitry. Please describe any other proposed changes at the crossing, including changes to the crossing surface, signage, pavement markings, etc. If sidewalks are being installed, please provide information on who will maintain them. (Attach additional information sheets, if needed.)

One cantilever, and one quad gate/flasher for each direction of travel. Northbound cantilever provides flasher for both lanes. Southbound cantilever also has 2 sidelights for eastbound Euclid Avenue and westbound access road travel. (2 driving lanes northbound, 1 driving lane southbound and 1 multi-use path on east side to be maintained by City). Nine (9) flashers and three (3) bells total.

Two stop bars, two W10-1 approach signs, two W10-4 approach signs, two RR Xing pavement markings and other signage in accordance with the MUTCD.

Replace concrete crossing surface with new wider 64 ft concrete crossing surface in order to accommodate traffic lanes and multi-use path.

Thanks

JEFF MORSE

Jeff Morse | Engineering Technician – CAD Administrator
10210 E. Sprague Avenue | Spokane Valley, WA 99206
Phone: (509) 720-5022 | jmorse@spokanevalley.org



From: Mays, Ellis <EMays@benesch.com>

Sent: Wednesday, September 2, 2020 9:11 AM

To: Jeff Morse <jmorse@spokanevalley.org>

Subject: RE: 0313 Barker Rd UP crossing - Spokane Valley, WA, MP 0012.990, DOT 662526C

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Exh. EM-6

 KeyCite Yellow Flag - Negative Treatment
Proposed Legislation

United States Code Annotated
Title 23. Highways (Refs & Annos)
Chapter 1. Federal-Aid Highways (Refs & Annos)

23 U.S.C.A. § 101

§ 101. Definitions and declaration of policy

Currentness

(a) Definitions.--In this title, the following definitions apply:

(1) Apportionment.--The term “apportionment” includes unexpended apportionments made under prior authorization laws.

(2) Asset management.--The term “asset management” means a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

(3) Carpool project.--The term “carpool project” means any project to encourage the use of carpools and vanpools, including provision of carpooling opportunities to the elderly and individuals with disabilities, systems for locating potential riders and informing them of carpool opportunities, acquiring vehicles for carpool use, designating existing highway lanes as preferential carpool highway lanes, providing related traffic control devices, designating existing facilities for use for preferential parking for carpools, and real-time ridesharing projects, such as projects where drivers, using an electronic transfer of funds, recover costs directly associated with the trip provided through the use of location technology to quantify those direct costs, subject to the condition that the cost recovered does not exceed the cost of the trip provided.

(4) Construction.--The term “construction” means the supervising, inspecting, actual building, and incurrence of all costs incidental to the construction or reconstruction of a highway or any project eligible for assistance under this title, including bond costs and other costs relating to the issuance in accordance with [section 122](#) of bonds or other debt financing instruments and costs incurred by the State in performing Federal-aid project related audits that directly benefit the Federal-aid highway program. Such term includes--

(A) preliminary engineering, engineering, and design-related services directly relating to the construction of a highway project, including engineering, design, project development and management, construction project management and inspection, surveying, assessing resilience, mapping (including the establishment of temporary and permanent geodetic control in accordance with specifications of the National Oceanic and Atmospheric Administration), and architectural-related services;

(B) reconstruction, resurfacing, restoration, rehabilitation, and preservation;

(C) acquisition of rights-of-way;

(D) relocation assistance, acquisition of replacement housing sites, and acquisition and rehabilitation, relocation, and construction of replacement housing;

(E) elimination of hazards of railway-highway grade crossings;

(F) elimination of roadside hazards;

(G) improvements that directly facilitate and control traffic flow, such as grade separation of intersections, widening of lanes, channelization of traffic, traffic control systems, and passenger loading and unloading areas;

(H) improvements that reduce the number of wildlife-vehicle collisions, such as wildlife crossing structures; and

(I) capital improvements that directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits, scale installation, and scale houses.

(5) County.--The term “county” includes corresponding units of government under any other name in States that do not have county organizations and, in those States in which the county government does not have jurisdiction over highways, any local government unit vested with jurisdiction over local highways.

(6) Federal-aid highway.--The term “Federal-aid highway” means a public highway eligible for assistance under this chapter other than a highway functionally classified as a local road or rural minor collector.

(7) Federal lands access transportation facility.--The term “Federal Lands access transportation facility” means a public highway, road, bridge, trail, or transit system that is located on, is adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a State, county, town, township, tribal, municipal, or local government.

(8) Federal lands transportation facility.--The term “Federal lands transportation facility” means a public highway, road, bridge, trail, or transit system that is located on, is adjacent to, or provides access to Federal lands for which title and maintenance responsibility is vested in the Federal Government, and that appears on the national Federal lands transportation facility inventory described in [section 203\(c\)](#).

(9) Forest development roads and trails.--The term “forest development roads and trails” means forest roads and trails under the jurisdiction of the Forest Service.

(10) Forest road or trail.--The term “forest road or trail” means a road or trail wholly or partly within, or adjacent to, and serving the National Forest System that is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources.

(11) Highway.--The term “highway” includes--

(A) a road, street, and parkway;

(B) a right-of-way, bridge, railroad-highway crossing, tunnel, drainage structure including public roads on dams, sign, guardrail, and protective structure, in connection with a highway; and

(C) a portion of any interstate or international bridge or tunnel and the approaches thereto, the cost of which is assumed by a State transportation department, including such facilities as may be required by the United States Customs and Immigration Services in connection with the operation of an international bridge or tunnel.

(12) Interstate System.--The term “Interstate System” means the Dwight D. Eisenhower National System of Interstate and Defense Highways described in [section 103\(c\)](#).

(13) Maintenance.--The term “maintenance” means the preservation of the entire highway, including surface, shoulders, roadsides, structures, and such traffic-control devices as are necessary for safe and efficient utilization of the highway.

(14) Maintenance area.--The term “maintenance area” means an area that was designated as an air quality nonattainment area, but was later redesignated by the Administrator of the Environmental Protection Agency as an air quality attainment area, under section 107(d) of the Clean Air Act ([42 U.S.C. 7407\(d\)](#)).

(15) National Highway Freight Network.--The term “National Highway Freight Network” means the National Highway Freight Network established under [section 167](#).

(16) National Highway System.--The term “National Highway System” means the Federal-aid highway system described in [section 103\(b\)](#).

(17) Natural infrastructure.--The term “natural infrastructure” means infrastructure that uses, restores, or emulates natural ecological processes and--

(A) is created through the action of natural physical, geological, biological, and chemical processes over time;

(B) is created by human design, engineering, and construction to emulate or act in concert with natural processes; or

(C) involves the use of plants, soils, and other natural features, including through the creation, restoration, or preservation of vegetated areas using materials appropriate to the region to manage stormwater and runoff, to attenuate flooding and storm surges, and for other related purposes.

(18) Operating costs for traffic monitoring, management, and control.--The term “operating costs for traffic monitoring, management, and control” includes labor costs, administrative costs, costs of utilities and rent, and other costs associated with the continuous operation of traffic control, such as integrated traffic control systems, incident management programs, and traffic control centers.

(19) Operational improvement.--The term “operational improvement”--

(A) means (i) a capital improvement for installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand management facilities, strategies, and programs, and (ii) such other capital improvements to public roads as the Secretary may designate, by regulation; and

(B) does not include resurfacing, restoring, or rehabilitating improvements, construction of additional lanes, interchanges, and grade separations, and construction of a new facility on a new location.

(20) Project.--The term “project” means any undertaking eligible for assistance under this title.

(21) Project agreement.--The term “project agreement” means the formal instrument to be executed by the Secretary and the recipient as required by [section 106](#).

(22) Public authority.--The term “public authority” means a Federal, State, county, town, or township, Indian tribe, municipal or other local government or instrumentality with authority to finance, build, operate, or maintain toll or toll-free facilities.

(23) Public road.--The term “public road” means any road or street under the jurisdiction of and maintained by a public authority and open to public travel.

(24) Resilience.--The term “resilience”, with respect to a project, means a project with the ability to anticipate, prepare for, or adapt to conditions or withstand, respond to, or recover rapidly from disruptions, including the ability--

(A)(i) to resist hazards or withstand impacts from weather events and natural disasters; or

(ii) to reduce the magnitude or duration of impacts of a disruptive weather event or natural disaster on a project; and

(B) to have the absorptive capacity, adaptive capacity, and recoverability to decrease project vulnerability to weather events or other natural disasters.

(25) Rural areas.--The term “rural areas” means all areas of a State not included in urban areas.

(26) Safety improvement project.--The term “safety improvement project” means a strategy, activity, or project on a public road that is consistent with the State strategic highway safety plan and corrects or improves a roadway feature that constitutes a hazard to road users or addresses a highway safety problem.

(27) Secretary.--The term “Secretary” means Secretary of Transportation.

(28) State.--The term “State” means any of the 50 States, the District of Columbia, or Puerto Rico.

(29) State funds.--The term “State funds” includes funds raised under the authority of the State or any political or other subdivision thereof, and made available for expenditure under the direct control of the State transportation department.

(30) State strategic highway safety plan.--The term “State strategic highway safety plan” has the same meaning given such term in [section 148\(a\)](#).

(31) State transportation department.--The term “State transportation department” means that department, commission, board, or official of any State charged by its laws with the responsibility for highway construction.

(32) Transportation systems management and operations.--

(A) In general.--The term “transportation systems management and operations” means integrated strategies to optimize the performance of existing infrastructure through--

(i) the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system; and

(ii) the consideration of incorporating natural infrastructure.

(B) Inclusions.--The term “transportation systems management and operations” includes--

(i) actions such as traffic detection and surveillance, corridor management, freeway management, arterial management, active transportation and demand management, work zone management, emergency management, traveler information services, congestion pricing, parking management, automated enforcement, traffic control, commercial vehicle operations, freight management, and coordination of highway, rail, transit, bicycle, and pedestrian operations; and

(ii) coordination of the implementation of regional transportation system management and operations investments (such as traffic incident management, traveler information services, emergency management, roadway weather management, intelligent transportation systems, communication networks, and information sharing systems) requiring agreements, integration, and interoperability to achieve targeted system performance, reliability, safety, and customer service levels.

(33) Tribal transportation facility.--The term “tribal transportation facility” means a public highway, road, bridge, trail, or transit system that is located on or provides access to tribal land and appears on the national tribal transportation facility inventory described in [section 202\(b\)\(1\)](#).

(34) Truck stop electrification system.--The term “truck stop electrification system” means a system that delivers heat, air conditioning, electricity, or communications to a heavy-duty vehicle.

(35) Urban area.--The term “urban area” means an urbanized area or, in the case of an urbanized area encompassing more than one State, that part of the urbanized area in each such State, or urban place as designated by the Bureau of the Census having a population of 5,000 or more and not within any urbanized area, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary. Such boundaries shall encompass, at a minimum, the entire urban place designated by the Bureau of the Census, except in the case of cities in the State of Maine and in the State of New Hampshire.

(36) Urbanized area.--The term “urbanized area” means an area with a population of 50,000 or more designated by the Bureau of the Census, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary. Such boundaries shall encompass, at a minimum, the entire urbanized area within a State as designated by the Bureau of the Census.

(b) Declaration of Policy.--

(1) Acceleration of construction of Federal-aid highway systems.--Congress declares that it is in the national interest to accelerate the construction of Federal-aid highway systems, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of local and interstate commerce for the national and civil defense.

(2) Completion of interstate system.--Congress declares that the prompt and early completion of the Dwight D. Eisenhower National System of Interstate and Defense Highways (referred to in this section as the “Interstate System”), so named because of its primary importance to the national defense, is essential to the national interest. It is the intent of Congress that the Interstate System be completed as nearly as practicable over the period of availability of the forty years' appropriations authorized for the purpose of expediting its construction, reconstruction, or improvement, inclusive of necessary tunnels and bridges, through the fiscal year ending September 30, 1996, under section 108(b) of the Federal-Aid Highway Act of 1956 (70 Stat. 374), and that the entire system in all States be brought to simultaneous completion. Insofar as possible in consonance with this objective, existing highways located on an interstate route shall be used to the extent that such use is practicable, suitable, and feasible, it being the intent that local needs, to the extent practicable, suitable, and feasible, shall be given equal consideration with the needs of interstate commerce.

(3) Transportation needs of 21st Century.--Congress declares that--

(A) it is in the national interest to preserve and enhance the surface transportation system to meet the needs of the United States for the 21st Century;

(B) the current urban and long distance personal travel and freight movement demands have surpassed the original forecasts and travel demand patterns are expected to continue to change;

(C) continued planning for and investment in surface transportation is critical to ensure the surface transportation system adequately meets the changing travel demands of the future;

(D) among the foremost needs that the surface transportation system must meet to provide for a strong and vigorous national economy are safe, efficient, resilient, and reliable--

(i) national and interregional personal mobility (including personal mobility in rural and urban areas) and reduced congestion;

(ii) flow of interstate and international commerce and freight transportation; and

(iii) travel movements essential for national security;

(E) special emphasis should be devoted to providing safe and efficient access for the type and size of commercial and military vehicles that access designated National Highway System intermodal freight terminals;

(F) the connection between land use and infrastructure is significant;

(G) transportation should play a significant role in promoting economic growth, improving the environment, and sustaining the quality of life; and

(H) the Secretary should take appropriate actions to preserve and enhance the Interstate System to meet the needs of the 21st Century.

(4) Expedited project delivery.--

(A) In general.--Congress declares that it is in the national interest to expedite the delivery of surface transportation projects by substantially reducing the average length of the environmental review process.

(B) Policy of the United States.--Accordingly, it is the policy of the United States that--

(i) the Secretary shall have the lead role among Federal agencies in carrying out the environmental review process for surface transportation projects;

(ii) each Federal agency shall cooperate with the Secretary to expedite the environmental review process for surface transportation projects;

(iii) project sponsors shall not be prohibited from carrying out preconstruction project development activities concurrently with the environmental review process;

(iv) programmatic approaches shall be used to reduce the need for project-by-project reviews and decisions by Federal agencies; and

(v) the Secretary shall identify opportunities for project sponsors to assume responsibilities of the Secretary where such responsibilities can be assumed in a manner that protects public health, the environment, and public participation.

(c) It is the sense of Congress that under existing law no part of any sums authorized to be appropriated for expenditure upon any Federal-aid highway which has been apportioned pursuant to the provisions of this title shall be impounded or withheld from obligation, for purposes and projects as provided in this title, by any officer or employee in the executive branch of the Federal Government, except such specific sums as may be determined by the Secretary of the Treasury, after consultation with the Secretary of Transportation, are necessary to be withheld from obligation for specific periods of time to assure that sufficient amounts will be available in the Highway Trust Fund to defray the expenditures which will be required to be made from such fund.

(d) No funds authorized to be appropriated from the Highway Trust Fund shall be expended by or on behalf of any Federal department, agency, or instrumentality other than the Federal Highway Administration unless funds for such expenditure are identified and included as a line item in an appropriation Act and are to meet obligations of the United States heretofore or hereafter incurred under this title attributable to the construction of Federal-aid highways or highway planning, research, or development, or as otherwise specifically authorized to be appropriated from the Highway Trust Fund by Federal-aid highway legislation.

(e) It is the national policy that to the maximum extent possible the procedures to be utilized by the Secretary and all other affected heads of Federal departments, agencies, and instrumentalities for carrying out this title and any other provision of law relating to the Federal highway programs shall encourage the substantial minimization of paperwork and interagency decision procedures and the best use of available manpower and funds so as to prevent needless duplication and unnecessary delays at all levels of government.

CREDIT(S)

(Pub.L. 85-767, Aug. 27, 1958, 72 Stat. 885; Pub.L. 86-70, § 21(e)(1), June 25, 1959, 73 Stat. 146; Pub.L. 86-624, § 17(a), July 12, 1960, 74 Stat. 415; Pub.L. 87-866, § 6(a), Oct. 23, 1962, 76 Stat. 1147; Pub.L. 88-423, § 3, Aug. 13, 1964, 78 Stat. 397; Pub.L. 89-574, § 4(a), Sept. 13, 1966, 80 Stat. 767; Pub.L. 90-495, §§ 4(a), 8, 15, Aug. 23, 1968, 82 Stat. 816, 819, 822; Pub.L. 91-605, Title I, §§ 104(a), 106(a), 107, 117(d), 130, 141, Dec. 31, 1970, 84 Stat. 1714, 1716, 1718, 1724, 1732, 1737; Pub.L. 93-87, Title I, §§ 105, 106(a), 107, 108, 152(1), Aug. 13, 1973, 87 Stat. 253 to 255, 276; Pub.L. 93-643, § 102(b), Jan. 4, 1975, 88 Stat. 2281; Pub.L. 94-280, Title I, §§ 107(a), 108, May 5, 1976, 90 Stat. 430, 431; Pub.L. 95-599, Title I, § 106, Nov. 6, 1978, 92 Stat. 2693; Pub.L. 97-424, Title I, §§ 126(c), 159, Jan. 6, 1983, 96 Stat. 2115, 2135; Pub.L. 100-17, Title I, §§ 102(b)(3), 108, 109, 133(b)(2), (3), Apr. 2, 1987, 101 Stat. 135, 146, 171; Pub.L. 101-427, Oct. 15, 1990, 104 Stat. 927; Pub.L. 102-240, Title I, §§ 1001(g), 1005, 1006(g)(1), 1007(c), Dec. 18, 1991, 105 Stat. 1916, 1922, 1927, 1931; Pub.L. 104-59, Title

III, §§ 301(b), 311(b), Nov. 28, 1995, 109 Stat. 578, 583; Pub.L. 105-178, Title I, § 1201, June 9, 1998, 112 Stat. 164; Pub.L. 109-59, Title I, §§ 1122, 1909(a), Aug. 10, 2005, 119 Stat. 1196, 1470; Pub.L. 110-244, Title I, § 101(h), June 6, 2008, 122 Stat. 1574; Pub.L. 112-141, Div. A, Title I, §§ 1103, 1301(c), 1501, July 6, 2012, 126 Stat. 419, 528, 560; Pub.L. 114-94, Div. A, Title I, § 1103, Dec. 4, 2015, 129 Stat. 1328; Pub.L. 117-58, Div. A, Title I, §§ 11103, 11123(a), 11525(a), Nov. 15, 2021, 135 Stat. 453, 499, 607.)

Notes of Decisions (36)

23 U.S.C.A. § 101, 23 USCA § 101

Current through P.L. 117-102. Some statute sections may be more current, see credits for details.

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