

ORDER NO.

ENTERED

ODOT CROSSING NO. 2AH-188.80
U.S. DOT NO. 809057R
(Closed S. Ott Road 1211)

ODOT CROSSING NO. 2AH-190.10
U.S. DOT NO. 809058X
(Canal Road 1203)

**BEFORE THE OREGON DEPARTMENT
OF TRANSPORTATION**

RX 1660

In the Matter of the Investigation on the Department's)
Own Motion into the Need for Safety Improvements at)
Two Highway-Rail Grade Crossings of UNION)
PACIFIC RAILROAD COMPANY (UPRR), a Delaware)
Corporation, Ayer Subdivision, Umatilla County,)
Oregon.)

PROPOSED ORDER

In the furtherance of its duties in the administration of ORS 824.206, Rail Division staff investigated the adequacy of the safety at the subject grade crossings. The affected railroad is UPRR. The public authority in interest is Umatilla County.

A diagnostic team reviewed the crossing sites on February 16, 2012. The team consisted of representatives from UPRR, Umatilla County, and ODOT Rail Division. The diagnostic team discussed a mini-corridor project that would install flashing-light signals and automatic gates at the Canal Road 1203 grade crossing and permanently close the S. Ott Road 1211 grade crossing. Subsequently, videos were taken of both crossings and analyzed by Division staff, and a summary of the findings from the videos was provided to the parties for their review. The videos showed a high percentage of vehicles did not stop at the Canal Road crossing. They also showed that all school buses using the S. Ott Road 1211 grade crossing were headed south to East Loop Road. The segment of the roadway between the track and East Loop Road has a horizontal curve and steep gradient. Winter driving conditions (snow and ice) may cause southbound vehicles to slide down the hill or stall afoul of the tracks.

The Umatilla County Board of County Commissioners (Board) met November 7, 2012, to discuss the project. Rail Division staff attended to provide a presentation of the project and respond to the Board's questions. At the meeting, the Board gave its support to the project, which will permanently close the S. Ott Road 1211 grade crossing and install flashing-light signals and automatic gates at the Canal Road 1203 grade crossing. Preliminary design of the project began immediately after the meeting and Umatilla County provided engineered drawings to Division staff by e-mail dated January 16, 2013. Division staff then worked with Technical Services professional engineering staff to obtain stamped plans. The stamped plans were provided to Division staff on February 21, 2013.

ORDER NO.

By e-mail dated _____, 2013, staff served a Proposed Order (PO) and its Appendix for all parties to review and acknowledge their agreement with its terms. No objections to the terms of the PO were received from any party.

The Appendix to this Order depicts the crossing vicinity of both grade crossings, including the alignment of the roadways and tracks at the crossings. It also illustrates the scope of proposed work at each crossing. There is a daily average of 11 freight trains over both crossings. The maximum authorized speed on the Ayer Subdivision main line track is 40 mph.

At Canal Road 1203, the track intersects the roadway at an angle of ≈ 115 degrees. The crossing is equipped with crossbuck/STOP sign assemblies. The average daily traffic (ADT) volume is approximately 380 vehicles at the crossing. There have been five train-vehicle incidents at the crossing within the past seven years resulting in one fatality and three injuries.

At S. Ott Road 1211, the track intersects the roadway at an angle of ≈ 125 degrees. The crossing is equipped with crossbuck/STOP sign assemblies. The average daily traffic (ADT) volume is approximately 70 vehicles at the crossing. There have been two train-vehicle incidents at the crossing within the past seven years resulting in one injury.

It is proposed to install flashing-light signals and automatic gates at the Canal Road 1203 crossing. The automatic signals will be installed to accommodate the roadway configuration depicted in Page 1 of the Appendix to this Order. The north roadway approach to the crossing is paved. The south roadway approach will be paved and standard guardrails will be installed adjacent to the automatic signals as depicted in Page 1 of the Appendix to this Order.

It is further proposed to permanently close the S. Ott Road 1211 grade crossing as depicted in Page 2 of the Appendix to this Order. The closure includes constructing a cul de sac on the north side of the crossing and installing a Type III barricade between the cul de sac and the tracks. The roadway will be removed between East Loop Road and the tracks on the south side. This portion of the existing roadway is within the UPRR right-of-way.

All parties in this matter have agreed that the proposed crossing alterations and crossing closure are required by the public safety, necessity, convenience and general welfare. Upon completion of the project, the parties have further agreed the existing S. Ott Road 1211 grade crossing will not be required by the public safety, necessity, convenience and general welfare, and shall be permanently closed. Therefore, under ORS 824.214, the Department may enter this Order without hearing.

From the foregoing, the Department finds that the proposed crossing alterations and crossing closure are required by the public safety, necessity, convenience and general welfare, and that it is appropriate to authorize expenditure of federal funds, as set forth in ORS 824.240(3) and 824.250, in the amount agreed upon by the parties.

IT IS THEREFORE ORDERED that:

1. The authority to alter and close the subject grade crossings is granted. All alterations shall be substantially in progress within **18 months** from the date of approval of federal construction-engineering funds for this project. No authority to establish a Quiet Zone is granted by this Order.

ORDER NO.

2. Umatilla County shall:

- a. Subject to reimbursement as set forth below, pave that portion of Crossing No. 2AH-190.10 lying outside lines drawn perpendicular to the end of ties to accommodate the roadway configuration depicted in Page 1 of the Appendix to this Order. The roadway approaches shall comply with OAR 741-120-0020.
- b. Subject to reimbursement as set forth below, furnish and install guardrail adjacent to the ordered automatic signals at Crossing No. 2AH-190.10, as depicted in Page 1 of the Appendix to this Order. The guardrails shall be installed according to ODOT Drawing No. RD 445 (rural installation), and located according to OAR 741-110-0040 (7).
- c. Subject to reimbursement as set forth below, furnish and install two stop clearance lines at Crossing No. 2AH-190.10, located according to OAR 741-110-0040 (4).
- d. Subject to reimbursement as set forth below, furnish and install two Highway-Rail Grade Crossing Advance Warning (W10-1) signs on the roadway approaches to Crossing No. 2AH-190.10, and one grade crossing advance warning pavement marking on the north approach to Crossing No. 2AH-190.10. The signs and marking shall be located according to OAR 741-110-0040 (5).
- e. Subject to reimbursement as set forth below, remove the previously ordered STOP AHEAD (W3-1) signs at Crossing No. 2AH-190.10.
- f. Subject to reimbursement as set forth below, comply with all requirements of OAR 741-120-0050 (1) and (4) at Closed Crossing No. 2AH-188.80.
- g. Maintain the ordered Highway-Rail Grade Crossing Advance Warning (W10-1) signs, grade crossing advance warning pavement marking, stop clearance lines, guardrails, that portion of Crossing No. 2AH-190.10 lying outside lines drawn perpendicular to the end of ties, Type III barricade at closed Crossing No. 2AH-188.80, and bear all the costs.

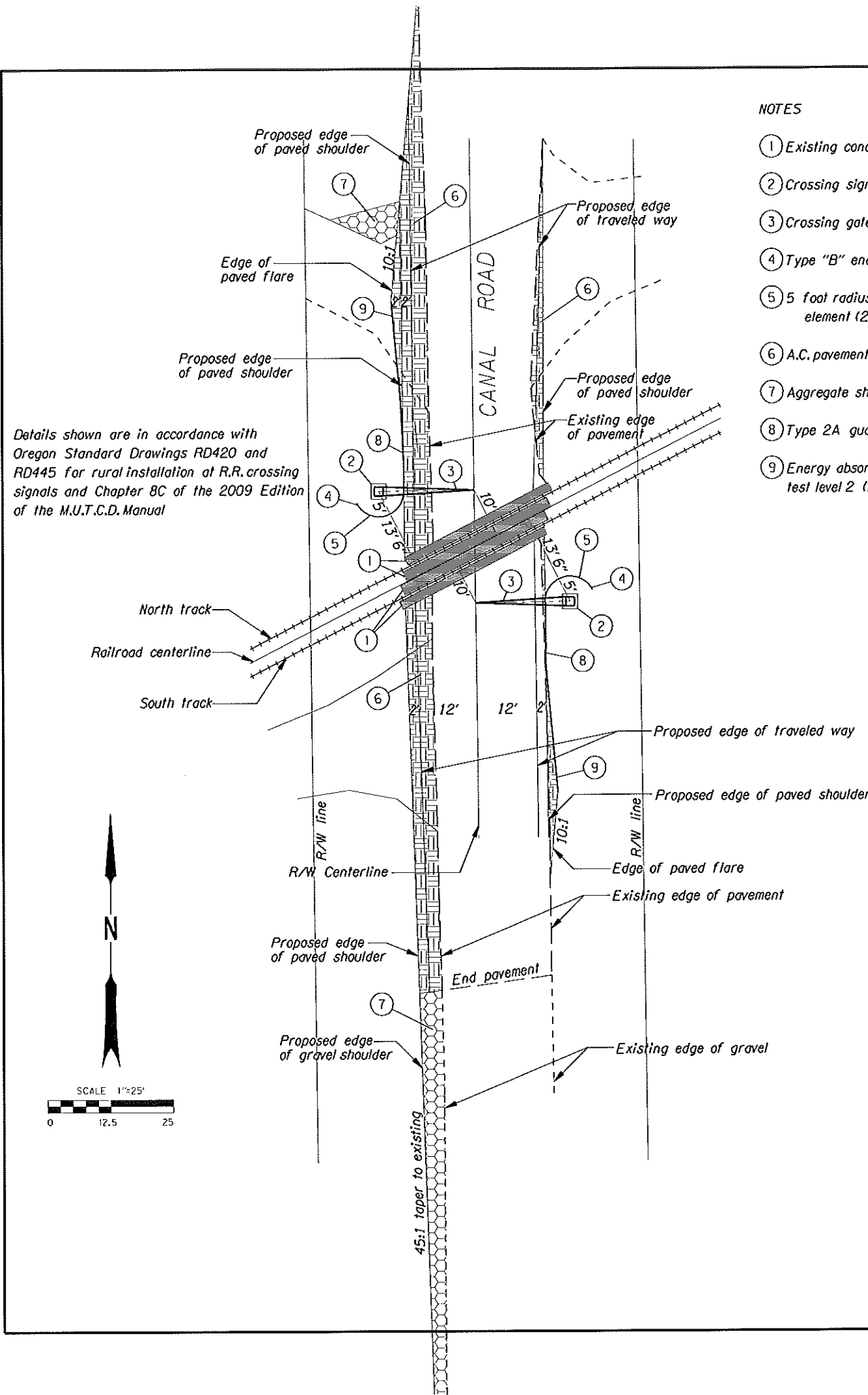
3. Union Pacific Railroad Company shall:

- a. Subject to reimbursement as set forth below, furnish and install two flashing-light signals and two automatic gates at the crossing. The signals shall be located as depicted in Page 1 of the Appendix to this Order and activated according to OAR 741-110-0070.
- b. Subject to reimbursement as set forth below, remove the previously ordered crossbuck/STOP sign assemblies.
- c. Subject to reimbursement as set forth below, comply with all requirements of OAR 741-120-0050 (2) and (4) at closed Crossing No. 2AH-188.80.
- d. Maintain the ordered automatic signals and circuitry, that portion of the crossing lying between lines drawn perpendicular to the end of ties, and bear all the costs.

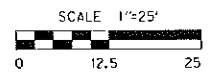
ORDER NO.

- e. Notify the Rail Division of the Department in writing or by facsimile transmission not less than five working days prior to the date that the ordered automatic signals will be activated and placed in service.
- 4. Using MAP-21 federal funds, the Department shall bear 100 percent of the cost of work items listed in paragraphs 2.a., 2.b., 2.c., 2.d., 2.e., 2.f., 3.a., 3.b., and 3.c., above.
- 5. Each party shall notify the Rail Division of the Department in writing upon completion of its portion of the project.
- 6. Upon completion of the ordered reimbursable work, Umatilla County and Union Pacific Railroad Company shall present claims for reimbursement for Department approval.

Made, entered, and effective



Details shown are in accordance with Oregon Standard Drawings RD420 and RD445 for rural installation at R.R. crossing signals and Chapter 8C of the 2009 Edition of the M.U.T.C.D. Manual



- NOTES**
- ① Existing concrete pads to remain in place
 - ② Crossing signal base (2 each, by others)
 - ③ Crossing gate (2 each, by others)
 - ④ Type "B" end piece (2 each)
 - ⑤ 5 foot radius Type 3 guardrail with single rail element (2 each, 25' 0" total)
 - ⑥ A.C. pavement widening - 455 square yards total
 - ⑦ Aggregate shoulders - 210 square yards total
 - ⑧ Type 2A guardrail (12' 6" each run, 25' 0" total)
 - ⑨ Energy absorbing terminal, straight flare option, test level 2 (2 each, see Standard Drawing RD420)

LOCATION:
Sections 7 & 8
T.4N. R.29E. W.M.

- LEGEND**
- Power pole (Umatilla Electric Cooperative)
 - Guy wire & anchor
 - Existing Stop Sign
 - x- Fence
 - Edge of pavement or gravel

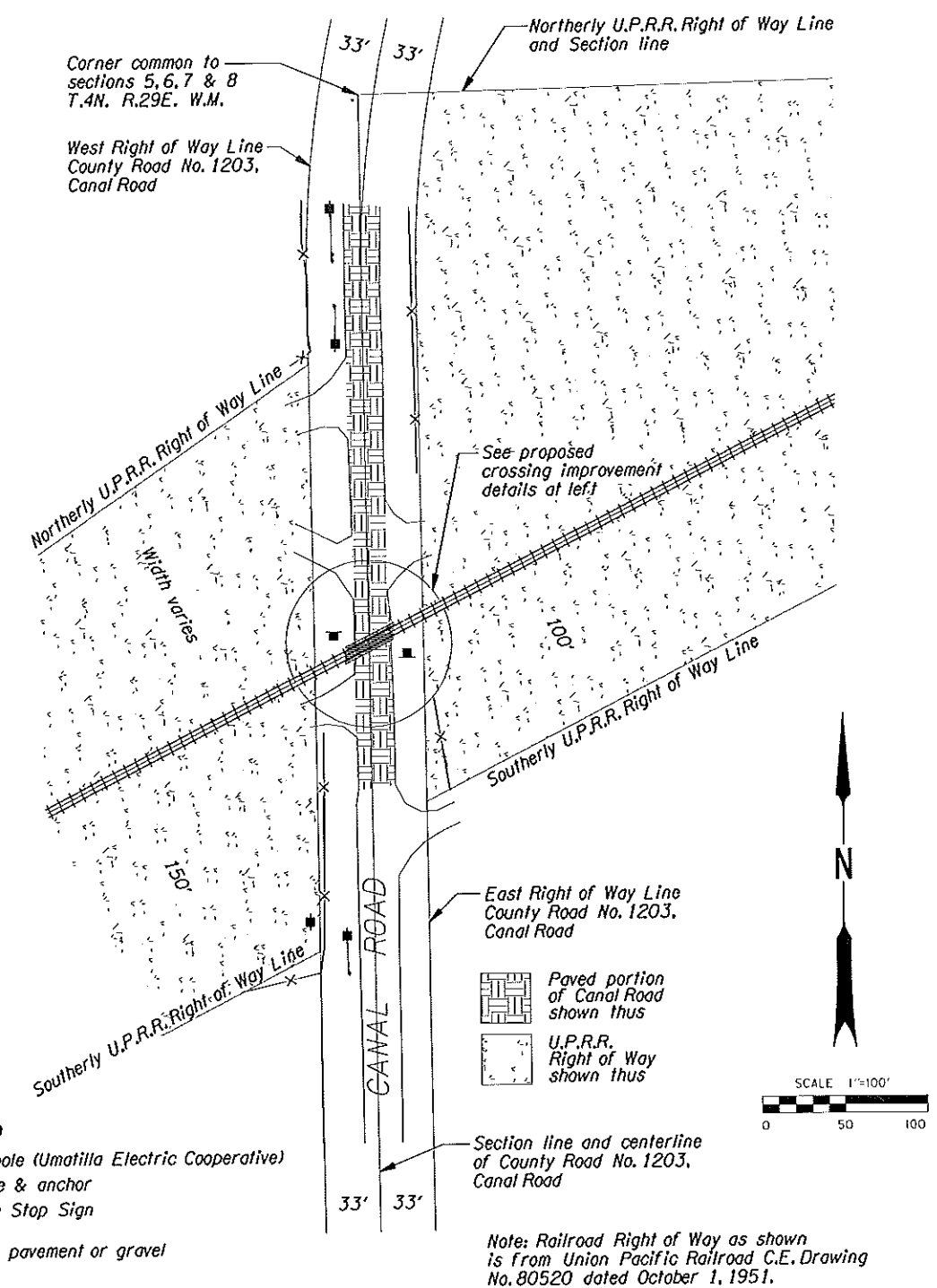
REGISTERED PROFESSIONAL
ENGINEER
19,279
PRELIMINARY
OREGON
JULY 15, 1997
DAVID JOE POLLY
RENEWS: 12-31-2014

**OREGON DEPARTMENT OF TRANSPORTATION
RAIL DIVISION**

**PROPOSED SAFETY IMPROVEMENT
U. P. R. R. CROSSING OF COUNTY ROAD
NO. 1203 (CANAL ROAD)**

DESIGN BY:	DATE:	21 FEB 2013
DRAWN BY: DAN McMILLEN	SCALE:	Varies, see diagrams
APPROVED BY:	PROJECT:	
NO	DATE	REVISION

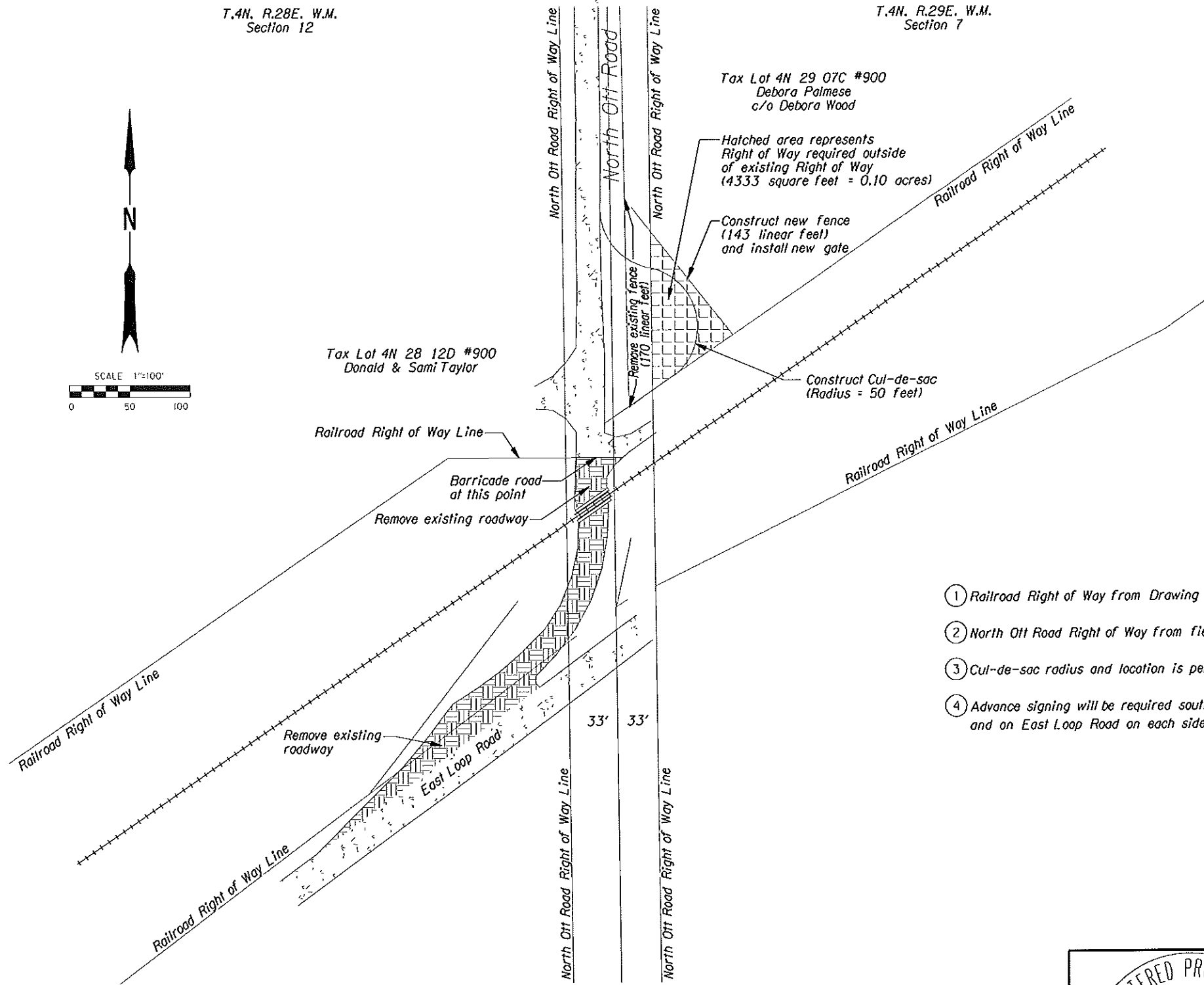
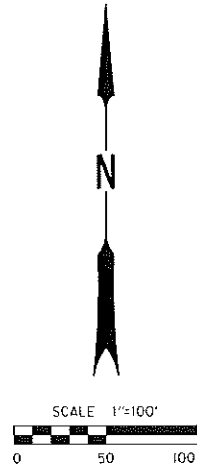
Appendix to
Order No. _____
FX 1660
Page 1 of 2



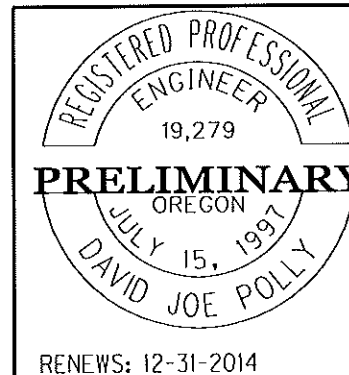
Note: Railroad Right of Way as shown is from Union Pacific Railroad C.E. Drawing No. 80520 dated October 1, 1951.

T.4N. R.28E. W.M.
Section 12

T.4N. R.29E. W.M.
Section 7



- ① Railroad Right of Way from Drawing No.80520, Hinkle to Juniper Point, dated October 1, 1951
- ② North Ott Road Right of Way from field notes of County Road No.605, dated February, 1907
- ③ Cul-de-sac radius and location is per AASHTO Standards
- ④ Advance signing will be required south of Hooker Road intersection with North Ott Road and on East Loop Road on each side of intersection with North Ott Road



RENEWS: 12-31-2014



OREGON DEPARTMENT OF TRANSPORTATION
RAIL DIVISION

**PROPOSED CLOSURE
COUNTY ROAD NO. 1211
NORTH OTT ROAD**

DESIGN BY:	DATE: 21 FEB 2013	
DRAWN BY: DAN McMILLEN	SCALE: 1" = 100'	
APPROVED BY:	PROJECT:	
NO	DATE	REVISION

Appendix to
Order No. _____
RX 1660
Page 2 of 2