

Reedsport Railroad Crossing Study (RRCS-1)
Four-Quadrant Gated Rail Crossing on Winchester Avenue

City of Reedsport
Transportation System Plan



Purpose	This project will improve the safety of the existing at-grade rail crossing on Winchester Avenue as well as support implementation of a quiet zone through downtown Reedsport.	
Description	This project will provide a four-quadrant gated rail crossing on Winchester Avenue. The crossing would include two gate arms and flashers on both sides of the rail line and in both directions. The crossing would also include gate arms and flashers across the pedestrian facilities (sidewalks). This type of crossing prevents motorists from driving around the lowered gates. With this type of crossing, the entry gates will close before the exit gates to allow motorists to clear the rail line. The gates also lower long before the train arrives.	
Location	Winchester Avenue at-grade rail crossing.	
Roadway Characteristics	<ul style="list-style-type: none"> – Jurisdiction: City of Reedsport – Functional Classification: Rural Major Collector (Federal), Arterial (City) – Freight Route Designation: None – Existing AADT: 2,111 (Source: ODOT) – Forecast AADT: NA 	<ul style="list-style-type: none"> – Posted Speed: 25 mph – Pavement Width: 40' – Travel Lanes: 2 (12' each way) – Pedestrian Facilities: Sidewalks (5' both sides) – Bike Facilities: None – Transit Facilities: None – On-Street Parking: (8' both sides)
How Improvement Addresses Deficiencies	Existing/Future Need: <ul style="list-style-type: none"> – The existing at-grade rail crossing on Winchester Avenue is controlled by a two-quadrant gate system with flashing lights and cross buck "rail crossing" warning signs. – The Port project is expected to increase rail activity along the CBRL, including the frequency, length, and speed of trains. – The increase in rail activity will increase delays at the at-grade crossing (OR 38 and Winchester Avenue). 	With Improvement: <ul style="list-style-type: none"> – Addresses noise-related Issues with train activity at Winchester Avenue by eliminating the need for train horn warnings at the crossing. – Feasible to construct with minimal to potential zero right-of-way or environmental impacts. – Economically feasible at a magnitude cost of \$285,000. – Requires grade-separated improvements on OR 38 to meet all identified needs.
Additional Considerations	The City should work with ODOT to install a dynamic train activity warning sign on US 101, south of Winchester Avenue, to alert northbound motorists that a train is approaching or present at the at-grade rail crossing on Winchester Avenue allowing them to re-route to OR 38.	
Cost Opinions	\$335,000	
Implementation	This project may be implemented in tandem with Railroad Crossing Study-1: OR 38 Overcrossing with Retaining Walls.	

AADT = annual average daily traffic; CBRL = Coos Bay Rail Line; ODOT = Oregon Department of Transportation.



Purpose	This project is intended to address the transportation-related impacts associated with the Port of Coos Bay's Pacific Coast Intermodal Port project and the anticipated increases in rail activity along the Coos Bay Rail Line and in downtown Reedsport.	
Description	This project will involve installation of a grade-separated rail crossing (overcrossing) with retaining walls on OR 38, reconfiguration of the US 101/OR 38-Port Dock Road intersection, as well as other intersections on OR 38 from US 101 to N 6th Street, and installation of pedestrian and bicycle facilities on OR 38 and the surrounding local street network as necessary to maintain connectivity for people walking and biking.	
Location	OR 38 from north of Laurel Street to east of N 6th Street.	
Roadway Characteristics	<ul style="list-style-type: none"> – Jurisdiction: ODOT – Functional Classification: Other Principal Arterial (Federal), Statewide Highway (State), Arterial (City) – Freight Route Designation: OHP Freight Route; Reduction Review Route – Existing AADT: 4,886 (Source: ODOT) – Forecast AADT: 5,600 (Source: ODOT) 	<ul style="list-style-type: none"> – Posted Speed: 25 mph – Pavement Width: 34' – Travel Lanes: 2 (12' each way) – Pedestrian Facilities: Sidewalks (6' both sides) – Bike Facilities: Bike lanes (5' both sides) – Transit Facilities: None – On-Street Parking: None
How Improvement Addresses Deficiencies	Existing/Future Need: <ul style="list-style-type: none"> – The existing at-grade rail crossing on OR 38 is controlled by a two-quadrant gate system with flashing lights and cross buck "rail crossing" warning signs. – The Port project is expected to increase rail activity along the CBRL, including the frequency, length, and speed of trains. – The increase in rail activity will increase delays at the at-grade crossing as well as motor vehicle queues on OR 38 that block side streets and create access/circulation issues in downtown Reedsport. 	With Improvement: <ul style="list-style-type: none"> – Addresses delays and access/circulation issues. – Addresses increased train activity issues. – Addresses queuing-related impacts to upstream and downstream cross-streets on OR 38. – Partially addresses queuing-related impacts to upstream and downstream cross-streets on Winchester Avenue. – Addresses noise-related issues with increased train activity at OR 38 by eliminating the need for train horn warnings at the crossing.
Additional Considerations	Further refinements are needed to minimize potential right-of-way and/or environmental impacts, address visual impacts associated with the vertical elements of the overcrossing structures, and identify local roadway and driveway tie-ins to the modified roadway. ODOT should also consider installing a multi-use path on the south side of OR 38 from Laurel Avenue to Juniper Avenue.	
Cost Opinions	\$34,215,000 (assumes retaining walls, embankment support, and bridges; \$39,415,000 (assumes viaduct between east and west Railroad Avenue)	
Implementation	Implementation of this project will require closing OR 38 and re-routing traffic along Winchester Avenue during construction. Winchester Avenue will likely need to be upgraded before construction to accommodate the increase in traffic, including heavy vehicles.	

AADT = annual average daily traffic; CBRL = Coos Bay Rail Line; ODOT = Oregon Department of Transportation.



Purpose	This project will provide further evaluation of intersection improvements along US 101 from the Umpqua River to Scholfield Creek and access management improvements along OR 38 from Laurel Avenue to US 101.	
Description	The project will involve a refinement plan for US 101 from the Umpqua River to Scholfield Creek. The study should include an evaluation of access management and, at a minimum, potential modifications to the US 101/OR 38-Port Dock Road intersection, including additional lanes at the intersection to provide additional capacity and future signal timing and phasing flexibility.	
Location	US 101 from Umpqua River to Scholfield Creek and OR 38 from Laurel Avenue to US 101	
Roadway Characteristics	<ul style="list-style-type: none"> – Jurisdiction: ODOT – Functional Classification: Other Principal Arterial (Federal), Statewide Highway (State), Arterial (City) – Freight Route Designation: OHP Freight Route; Reduction Review Route – Existing AADT: 13,926 (Source: ODOT) – Forecast AADT: 13,000 (Source: ODOT) 	<ul style="list-style-type: none"> – Posted Speed: 25 mph – Pavement Width: 71' – Travel Lanes: 5 (12' travel lane, 12' median) – Ped Facilities: Sidewalks (5' east side, 6' west) – Bike Facilities: Bike lanes (5' east side, 6' west) – Transit Facilities: Yes – On-Street Parking: None
How Improvement Addresses Deficiencies	Existing/Future Need: <ul style="list-style-type: none"> – The US 101/OR 38-Port Dock Road intersection currently experiences congestion during the summer peak weekend and is anticipated to worsen over time. – The westbound left/through queue on OR 38 is also projected to extend past the right-turn slip lane at the west approach. – There are multiple access points along OR 38 from Laurel Avenue to US 101 	With Project: <ul style="list-style-type: none"> – Further evaluation of intersection operations and safety at the US 101/OR 38-Port Dock Road intersection and identification of preferred improvements for implementation. – Further evaluation of access management opportunities along OR 38 and identification of a preferred strategy for implementation.
Additional Considerations	None	
Cost Opinions	\$150,000	
Implementation	This project may be implemented at any time.	

AADT = annual average daily traffic; ODOT = Oregon Department of Transportation.

Reedsport Railroad Crossing Study (RRCS-4)
Greenwood Avenue Multi-use Path

City of Reedsport
Transportation System Plan



Purpose	This project is needed to maintain pedestrian and bicycle connectivity between areas north and south of the Coos Bay Rail Line with implementation of the OR 38 rail overcrossing.	
Description	This project will involve installation of a multi-use path north of OR 38 and between E and W Railroad Avenues and upgrades to the existing rail bridge if the City can acquire the necessary right-of-way and rail crossing order. The multi-use path will follow the former Greenwood Avenue right-of-way and utilize the existing northerly OR 38 rail undercrossing. Multi-use paths are typically 10 to 12-feet wide paved surfaces separated from motor vehicle traffic by an open space or barrier, either within the roadway right-of-way or within an independent right-of-way.	
Location	The multi-use path will be located north of OR 38 and between E and W Railroad Avenues.	
Roadway Characteristics	<ul style="list-style-type: none"> – Jurisdiction: N/A – Functional Classification: N/A – Freight Route Designation: N/A – Existing AADT: 0 – Forecast AADT: 0 	<ul style="list-style-type: none"> – Posted Speed: N/A – Pavement Width: 0' – Travel Lanes: 0 – Ped Facilities: None – Bike Facilities: None – Transit Facilities: None – On-Street Parking: None
How Improvement Addresses Deficiencies	Existing/Future Need: <ul style="list-style-type: none"> – Currently, pedestrians and bicyclists may use OR 38 to travel between E and W Railroad Avenues and between areas north and south of the Coos Bay Rail Line – Implementation of the OR 38 rail overcrossing will grade-separate OR 38 and require pedestrians and bicyclists traveling between areas north and south to travel up and over the overcrossing. 	With Project: <ul style="list-style-type: none"> – The Multi-use path will maintain pedestrian and bicycle connectivity between E and W Railroad Avenue and between areas north and south of the Coos Bay Rail Line.
Additional Considerations	The portion of the Greenwood Avenue right-of way which crossed the track was abandoned by the City and the rail crossing was closed. Implementation of the project would require acquiring the right-of-way and gaining approval from the rail line to install the crossing.	
Cost Opinions	\$85,000	
Implementation	This project may be implemented at any time.	

AADT = annual average daily traffic; ODOT = Oregon Department of Transportation.