

DATE 11/06/2023



REEDSPORT RAIL CROSSING STUDY

CITY COUNCIL BRIEFING

Agenda

- Overview of Most Promising Alternatives
- Preferred Improvements and Project Sheets
- Next Steps

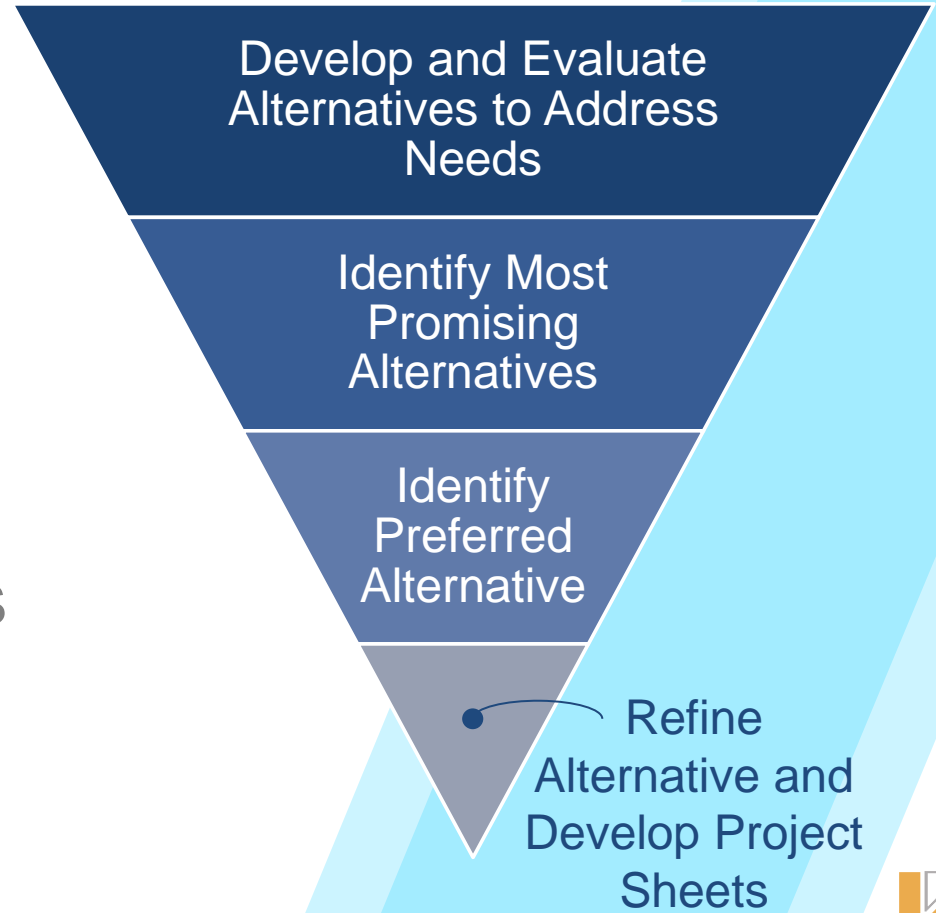


Overview of Most Promising Alternatives



Alternatives Analysis

- At-grade rail crossings
- Grade-separated rail crossings
- Rail line upgrades
- Elevated rail line
- Intersection treatments



Most Promising Alternatives

- Improvement Package 1
 - 1C: Four Quadrant Gated Rail Crossing on Winchester
 - 2A: OR 38 Rail Overcrossing with Retaining Walls
- Improvement Package 2
 - 4A: Elevated Rail Line



Improvement Package 1



Improvement Package 2



Preferred Improvements

- City Council and Planning Commission Briefing
 - Acknowledged benefits of Improvement Package I
- Outstanding Issues and Feedback
 - Visual impacts of structures
 - Local roadway and driveway tie-ins
 - Local ped, bike, and transit enhancements
 - Stormwater
 - Title VI impacts
 - Potential NEPA 4F impacts
 - OR 38/US 101 intersection operations
 - Refined cost estimates



Preferred Improvements and Project Sheets



Preferred Improvements

• Preferred Improvement Package – Package 1

Key Differentiators	Improvement Package I	Improvement Package II
OR 38 Vertical Clearance	No vertical constraints.	Introduces the only vertical constraint between I-5 and US 101 (via OR 38 and OR 138)
Community Barrier Effect	The elevated OR 38 overpass creates an approximately 800-foot partial north-south visual barrier for homes along OR 38 to the west of the rail line.	The elevated rail line introduces an east-west visual barrier throughout the entire community, extending from the Scholfield Creek to Umpqua River.
Winchester Rail Crossing Queuing and Potential Cut-Through Traffic	The upgraded at-grade crossing would still create vehicular queues and potentially cut through traffic during train events.	The grade-separated rail overcrossing would eliminate vehicular queues and potentially cut through traffic.
Design and Construction Cost Opinions	\$18.1M (Assumes retaining walls, embankment support, and bridges) \$22.2M (Assumes viaduct between east and west Railroad Avenue)	\$27M (Assumes retaining walls, embankment support, and bridges) \$61M (Assumes viaduct between Winchester and OR 38)

– Refinements to Package 1

- Add 1C1: US 101 NB Dynamic Train Activity Warning Sign
- Remove 5A: OR 38/US 101 East-West Split Phasing



Preferred Improvements

• Environmental Review – Potential Impacts

Improvement Package	Alternative	Section 4(f)	Section 6(f)	Historic Resources	Title VI
I	1C	None	None	Likely	Likely none
	1C1	None	None	None	Likely none
	2A1	Hahn Park	None	Likely	Likely none
	5B	None	None	Unknown	Likely none
II	4A	None	None	Likely	Likely none
	5A	Hahn Park	None	None	Likely none

– Areas to Explore further during NEPA

- Wetlands and waterbodies, threatened and endangered species, critical habitat, noise impacts, air quality impacts, archaeological resources, construction staging, hazardous materials

– Anticipated NEPA Classification

- Documented Categorical Exclusion



Preferred Improvements

- Preferred Alternative Recommendation
 - Alternative 1C – Four-Quadrant Gated Rail Crossing on Winchester Avenue
 - Alternative 1C1 – US 101 NB Train Activity Warning for Train Crossings at Winchester Avenue
 - Alternative 2A1 – OR 38 Rail Overcrossing with Retaining Walls



Preferred Improvements



1C: Four-Quadrant Gated Rail Crossing on Winchester Avenue



Preferred Improvements



**1C1: US 101 NB Train Activity
Warning Sign**



Preferred Improvements

TM #7, Pg 7



**2A1: OR 38 Rail Overcrossing
with Retaining Walls**



Preferred Improvements

TM #7, Pg 8



Preferred Improvements

- Pedestrian and Bicycle Refinements
- Transit Enhancements
- Potential Stormwater Impacts
- Refined Cost Opinion
 - Potential right-of-way needs
 - 40% contingency and considerations for design
 - Design considerations
 - \$18.1M to \$22.2M



Project Sheets

Railroad Crossing Study – 1
OR 38 Rail Overcrossing with Retaining Walls

City of Reedsport
Transportation System Plan

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 provide a grade-separated rail crossing (overcrossing) with retaining walls on OR 38. The overcrossing would extend from north of Laurel Street to east of 6th Street and require reconfiguration or closer of the Laurel Street and 6th Street intersections. Box culvert-type structures, a viaduct, or simple bridges could be provided to allow W Railroad Avenue and E Railroad Avenue to maintain connectivity.		
Location	OR 38 from north of Laurel Street to east of 6th Street.		
Roadway Characteristics	<div> <div> <div>→ Jurisdiction: ODOT</div> <div>→ Functional Classification: Other Principal Arterial (Federal), Statewide Highway (State), Arterial (City)</div> <div>→ Freight Route Designation: OHP Freight Route; Reduction Review Route</div> <div>→ Existing AADT: 4,886 (Source: ODOT)</div> <div>→ Forecast AADT: 5,600 (Source: ODOT)</div> </div> <div> <div>→ Posted Speed: 25 mph</div> <div>→ Pavement Width: 34'</div> <div>→ Travel Lanes: 2 (12' each way)</div> <div>→ Pedestrian Facilities: Sidewalks (6' both sides)</div> <div>→ Bike Facilities: Bike lanes (5' both sides)</div> <div>→ Transit Facilities: None</div> <div>→ On-Street Parking: None</div> </div> </div>		
How Improvement Addresses Deficiencies	<div> <div> 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. </div> <div> 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. </div> </div>		
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.		
Cost Opinions	\$12,000,000		
Implementation	Can work in tandem with Alternative 1C - Four-Quadrant Gate on Winchester Avenue.		

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



Project Title



Project Image



Project Purpose



Project Description



Roadway Characteristics



How improvement addresses deficiencies
(Existing/Future Need, With Improvements)



Additional Conditions, Cost
Opinion, Implementation



Next Steps

- Refine cost estimates
 - Contingencies for right-of-way acquisition, environmental mitigation, temporary mitigation during construction, construction of bicycle and pedestrian facilities, and inflation
- Refine project sheets
 - Incorporate Project 1C1: US 101 NB Train Activity Warning Sign into additional considerations for Project 1C: Four Quadrant Gates Rail Crossing on Winchester Avenue



Next Steps (cont.)

- Prepare Amendments and Implementing Measures
 - Preferred Improvement Package
 - Pedestrian and Bicycle Facility Enhancements
 - US 101 Refinement Plan
- Prepare Draft Rail Crossing Refinement Plan
- PAC Meeting #4 (January 25th, at 3:00 PM)
- Open House (February 1st, at 6 PM)

