

# RAILROAD CROSSING SAFETY IMPROVEMENT PROJECT

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## LOCATION:

CROSSING NO. 2AH-188.80 ON COUNTY ROAD NO. 1211, NORTH OTT ROAD,  
APPROXIMATELY 1 MILE EAST OF HERMISTON, OREGON

CROSSING NO. 2AH-190.10 ON COUNTY ROAD NO. 1203, CANAL ROAD,  
APPROXIMATELY 2 MILES EAST OF HERMISTON, OREGON

## PARTICIPANTS:

OREGON DEPARTMENT OF TRANSPORTATION RAIL DIVISION

UNION PACIFIC RAILROAD

UMATILLA COUNTY

PUBLIC

STAFFORD HANSELL GOVERNMENT CENTER  
915 S. E. COLUMBIA DRIVE  
HERMISTON, OREGON

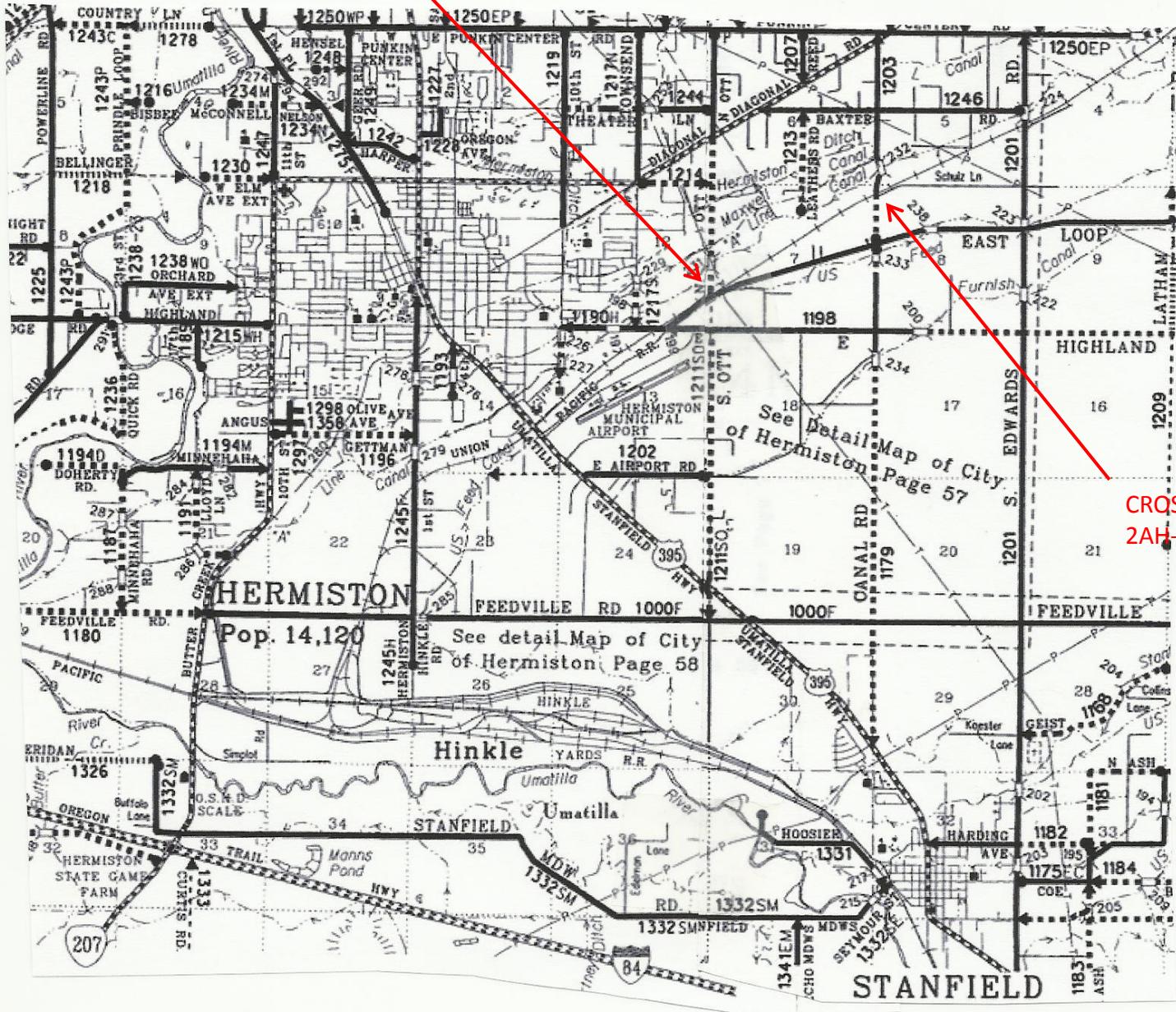
MAY 7, 2013

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CROSSING NO.  
2AH-188.80



CROSSING NO.  
2AH-190.10

**O.D.O.T. CROSSING NO. 2AH-188.80  
U. S. D.O.T. NO. 809057R  
UMATILLA COUNTY ROAD NO. 1211  
NORTH OTT ROAD**



**AT EAST LOOP ROAD NEAR CROSSING LOOKING NORTH ALONG  
NORTH OTT ROAD**

## Crossing No. 2AH-188.80 – North Ott Road

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### History

North Ott Road (County Road No. 1211) was originally established in 1907 as County Road No. 605. It began at what is now Feedville Road (County Road No. 1000) and ended at East Punkin Center Road (County Road No. 1250). In 1907 the U. P. R. R. Hinkle to Juniper Point track did not exist, though the U. S. R. S. Feed Canal did. The Railroad was deeded the property for their track in this area in 1949 and 1950.

Attached is a 1949 Union Pacific Railroad Map labeled “Exhibit A” showing a proposed vacation of a portion of the existing County Road No. 867 (East Loop Road - highlighted in red) and realignment of the road (highlighted in yellow). At that time Loop Road tied into East Highland near what is now the East Highland/Townsend Road intersection. The new road right of way was deeded to the County by the U. P. R. R. in 1952; the old right of way was vacated in 1953. The North Ott Road crossing is shown on the map as Crossing “B”. In the notes on the right side of the map, it says the average daily traffic volume was 8 at this time. A traffic count taken in 2012 shows the volume to be 140 with many of the vehicles being school buses.

### Problems With the Crossing and Loop Road/Ott Road Intersection

Traffic moving southwest on Loop Road and turning north (right) onto Ott Road must swing wide left into oncoming eastbound Loop Road traffic and/or encroach into oncoming southbound Ott Road traffic in order to make the turn. Southbound Ott Road traffic wanting to turn east (left) on Loop Road must block the northbound Ott Road lane and/or drive partially off of the pavement on the south side of Loop Road in order to make the turn. Both of these problems are caused by the angle of intersection of the two roads, which is approximately 20 degrees (anything less than 85 degrees is considered substandard).

Once traffic turns from Loop Road onto Ott Road, it faces a downhill grade to the crossing which exceeds 10% for a portion of the distance. In the event of freezing rain and other inclement weather this steep grade could make it difficult to stop at the crossing. It could also tempt traffic moving south on Ott Road to disregard the stop sign at the crossing in order pick up enough speed to make it to Loop Road.

A portion of Ott Road between the crossing and Loop Road is entirely outside of any legal right of way the County has jurisdiction over (highlighted in yellow on the attached survey map); it lies entirely on U. P. R. R. property.

There was one recent accident at the crossing involving a road grader and a train. There have been many accidents at the road intersection over the years due to its poor configuration.

### Proposed Remedy

The proposal is to close (barricade) Ott Road at the northerly U. P. R. R. right of way line and construct a cul-de-sac on the east side of the road for turnaround purposes. That portion of Ott Road lying between Loop Road and the northerly railroad right of way line would then be obliterated (see attached drawing and photograph). Advanced warning signs for the closure would be placed along Loop Road east and west of the closure and near the intersection of Ott Road and Hooker Road. Construction of the cul-de-sac would require the acquisition of

approximately 0.10 acre of right of way from Deborah Palmer, who owns Tax Lot #900 on Map 4N 29 07C. Fences and gates would be rebuilt on the new right of way lines.

### Impacts

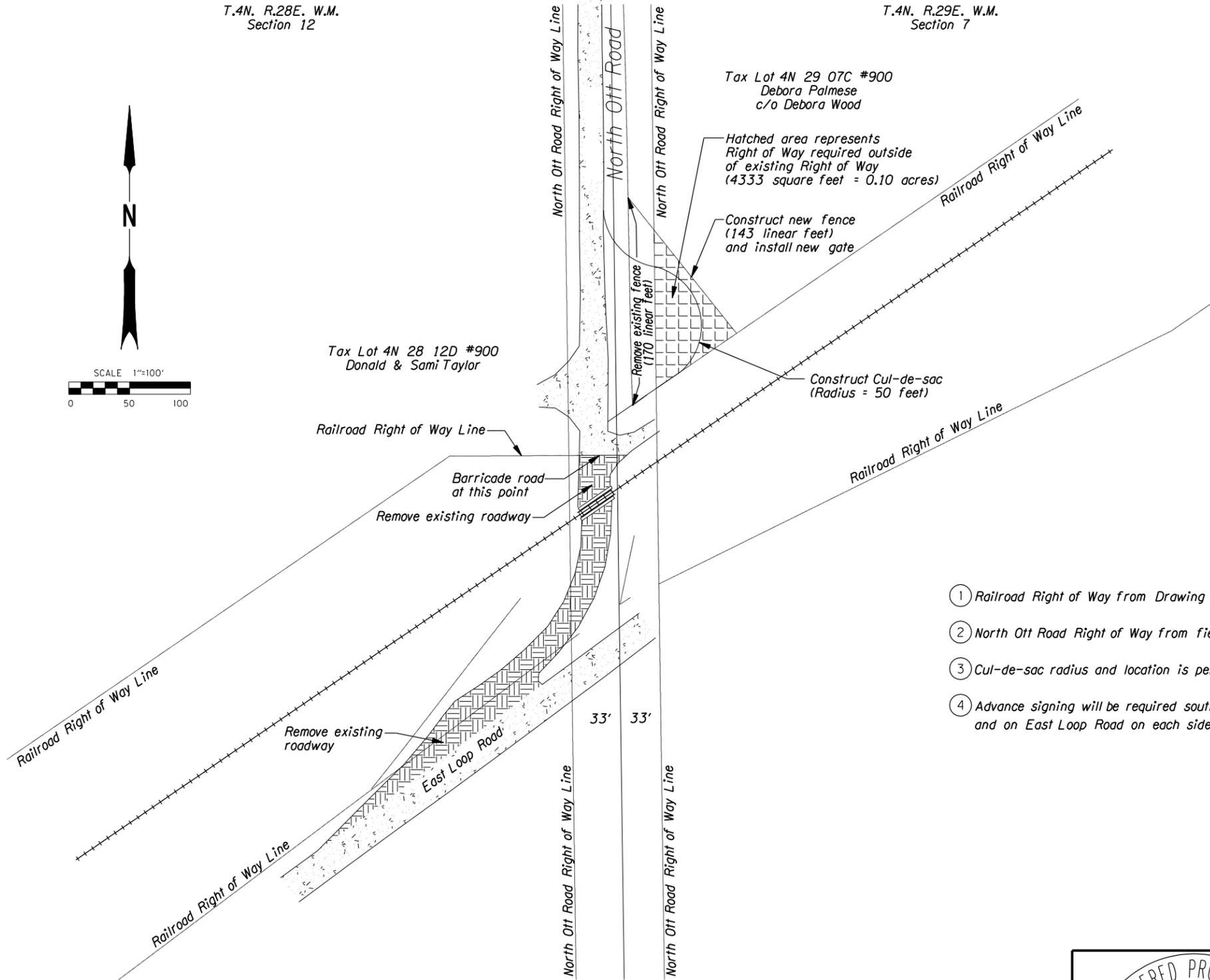
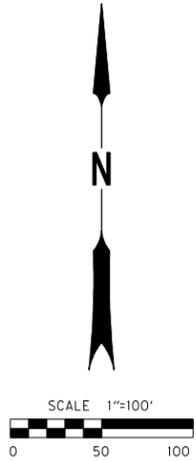
The most positive impact is obviously the improved safety of the traveling public. The most negative impact is that the people who must access Loop Road from Ott Road will now need to use Hooker Road and Townsend Road if headed west or Diagonal Road and Canal Road if headed east. Distance from the railroad crossing west to the Highland Avenue/Townsend Road intersection is currently 0.6 mile; if the road is closed, distance using the above described route will be 2.2 miles. Distance from the crossing east to the Loop Road/Canal Road intersection is currently 1.2 miles; if the road is closed, distance using the above described route will be 3.8 miles.

### Recommendation

The Public Works Department recommends that the safety improvements be undertaken as described.

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

		<b>OREGON DEPARTMENT OF TRANSPORTATION RAIL DIVISION</b>	
		<b>PROPOSED CLOSURE COUNTY ROAD NO. 1211 NORTH OTT ROAD</b>	
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

AT EAST LOOP ROAD LOOKING NORTH ALONG NORTH OTT ROAD

BARRICADE ROAD  
AT THIS POINT

CONSTRUCT CUL-DE-SAC

REMOVE EXISTING ROAD



**SURVEY NARRATIVE**

THE PURPOSE OF THIS SURVEY WAS TO MONUMENT THE PORTION OF COUNTY ROAD NO. 1190, EAST LOOP ROAD, DEEDED TO UMATILLA COUNTY BY THE OREGON - WASHINGTON RAILROAD & NAVIGATION COMPANY AS RECORDED IN BOOK 214, PAGES 541 AND 542, DEED RECORDS, RECORDED NOVEMBER 6, 1953. AN AGREEMENT BETWEEN THE COUNTY AND O. W. R. & N. CO. WAS REACHED WHERE THE COUNTY WOULD VACATE A PORTION OF COUNTY ROAD NO. 967 IN RETURN FOR THE RAILROAD PORTIONS OF THE LAND IT ACQUIRED FROM LESTER AND INA SHAFER (BOOK 192, PAGES 109 & 110, RECORDED MARCH 27, 1950) IN SECTION 12 AND FROM THE STANFIELD IRRIGATION DISTRICT (BOOK 191, PAGES 127 & 128, RECORDED DECEMBER, 1949) IN SECTION 7 SO THE ROAD COULD BE RELOCATED. THE ROAD VACATION ORDER IS RECORDED IN COMMISSIONER'S JOURNAL "T" PAGE 545 AND IS DATED AUGUST 5TH, 1953.

THE RAILROAD CENTERLINE AS SHOWN ON THIS MAP IS BASED ON TIES TO THE EXISTING TRACKS AND ALL DISTANCES SHOWN ON THIS MAP ARE TO THE EXISTING TRACK CENTERLINE AND NOT NECESSARILY TO THE RIGHT OF WAY CENTERLINE. HOLDING THE EXISTING TRACK CENTERLINE AND OFFSETTING RECORD RIGHT OF WAY WIDTHS FROM TRACK MAPS RESULTS IN A GOOD FIT WITH THE RIGHT OF WAY CENTERLINE. THE 1951 HINKLE - JUNIPER POINT TRACK MAP (C. E. DRAWING NO. 80520) AND THE 1950 HINKLE - JUNIPER POINT PROPOSED MAIN TRACK ALIGNMENT MAP (R. E. DRAWING NO. 484) SHOW TIES TO SECTION CORNERS WHICH WERE NOT HELD BASED ON MY BELIEF THAT SOME OF THE CORNERS USED IN THE TRACK SURVEYS ARE NOT IN THE SAME LOCATION AS THOSE CURRENTLY BEING USED. FOR EXAMPLE, THE NORTHEAST CORNER OF SECTION 7 IS SHOWN AS A STONE, THOUGH THE DIFFERENCES ARE FAIRLY MINOR. I DO BELIEVE THAT THE MONUMENT MARKING THE SOUTH 1/4 CORNER OF SECTION 12 IS A PERPETUATION OF THE CORNER USED IN THE RAILROAD SURVEYS BASED ON ITS DESCRIPTION AND HOW IT FITS DEED CALLS TO THE EXISTING TRACK CENTERLINE.

THE NORTHWESTERLY RAILROAD RIGHT OF WAY LINE AS SHOWN IN THE SOUTHEAST 1/4 OF SECTION 12 IS BASED ON HOLDING DEED CALLS FROM BOOK 192, PAGE 109 IN ORDER TO MATCH WHAT WAS DONE ON PARTITION PLAT 1999-46. IT IS MY BELIEF THAT THE C-S 1/16TH CORNER AS NOW MONUMENTED IS NOT IN THE SAME LOCATION AS WHAT WAS USED IN WRITING THE DEEDS. DEED DISTANCE (BOOK 192, PAGE 110) FROM THE 1/16TH CORNER SOUTH TO THE TRACK CENTERLINE IS 5.46 FEET SHORTER THAN THE DISTANCE MEASURED IN THIS SURVEY. PART OF THIS MAY BE ATTRIBUTED TO THE FACT THAT IT APPEARS THAT THE DISTANCE FROM THE 1/16TH CORNER SOUTH TO THE SECTION CORNER WAS ASSUMED TO BE 1300 FEET EXACTLY BASED ON ADDING THE TIE FROM THE 1/16TH CORNER SOUTH TO THE TRACK CENTERLINE FROM BOOK 192, PAGE 110 AND THE TIE FROM THE SECTION CORNER NORTH TO THE TRACK CENTERLINE FROM TRACK MAPS.

THE SOUTHEASTERLY RAILROAD (NORTHWESTERLY LOOP ROAD) RIGHT OF WAY LINE IN THE SOUTHEAST 1/4 OF SECTION 12 IS BASED ON HOLDING DEED DISTANCES (CORRECTED TO GRID) AND DEED ANGLES FROM BOOK 214, PAGE 541. THE NORTHWESTERLY (EASTERLY LOOP ROAD) RIGHT OF WAY LINE IN THE SOUTHEAST 1/4 OF SECTION 12 WAS DETERMINED BY CALCULATING A CANAL CENTERLINE FROM TIES TO THE BANK TOPS AND THEN OFFSETTING 50 FEET. THE RESULTS COMPARED FAVORABLY WITH THE 1943 CANAL RIGHT OF WAY MAP ON FILE IN THE UMATILLA COUNTY SURVEYOR'S OFFICE.

FEED CANAL RIGHT OF WAY IN SECTION 7 AS SHOWN IS BASED ON TIES TO THE BANK TOPS OF THE EXISTING CANAL AND MONUMENTS SET IN SURVEY NO. 99-135-C. DEED ELEMENTS (BOOK 214, PAGES 541 & 542) HELD TO DETERMINE THE LOOP ROAD RIGHT OF WAY IN SECTION 7 WERE 150 FEET SOUTHEASTLY OF THE TRACK CENTERLINE FOR THE SOUTHWEST CORNER AND 150 FEET NORTH OF THE TRACK CENTERLINE FOR THE NORTHEAST CORNER. DISTANCE OF 545.75 FEET (CORRECTED TO GRID) ALONG THIS LINE FROM THE WEST LINE OF SECTION 7, AND A DISTANCE OF 1203.93 FEET (CORRECTED TO GRID) FROM THE SOUTHWEST CORNER OF SECTION 7 NORTH TO THE NORTH LOOP ROAD RIGHT OF WAY LINE.

THE NORTH RAILROAD RIGHT OF WAY LINE IN SECTION 7 AS SHOWN IS BASED ON MONUMENTS SET IN SURVEY NO. 98-154-B. THE WIDTH IS SHOWN AS 50 FEET, THOUGH THE DEEDS DO NOT SPECIFICALLY STATE THIS. BOTH THE 1949 AND 1952 U. P. R. R. DRAWINGS SHOWING THE PROPOSED LOOP ROAD RIGHT OF WAY TO BE VACATED AND PROPERTY TO BE CONVEYED TO THE COUNTY FOR ITS RELOCATION BOTH SHOW A WIDTH OF 50 FEET. THESE DRAWINGS ARE ON FILE IN THE UMATILLA COUNTY SURVEYOR'S OFFICE.

BECAUSE THE DEED FROM THE RAILROAD TO THE COUNTY IN SECTION 12 INCLUDED EVERYTHING SOUTH TO THE NORTHERLY RIGHT OF WAY LINE OF THE FEED CANAL, THE RESULT IS A ROAD RIGHT OF WAY THAT VARIES FROM 57 FEET IN WIDTH TO OVER 100 FEET IN WIDTH. RIGHT OF WAY WIDTH ADJACENT TO THE BUNALDA SUBDIVISION IN SECTION 7 IS 60 FEET AND IS BASED ON MONUMENTS SET OR HELD IN THAT SUBDIVISION. IT SHOULD BE NOTED THAT THERE IS A GAP BETWEEN THE FEED CANAL AND LOOP ROAD JUST WEST OF THE BUNALDA SUBDIVISION.

EQUIPMENT USED WAS A LEICA VIVA GPS SYSTEM OPERATED IN RTK MODE. BEARINGS AND DISTANCES ARE HAD TO A 99.99% GRID. THE BASE STATION WAS SET ON THE MONUMENT AT THE SOUTHEAST CORNER OF SECTION 12. COORDINATES FOR THE MONUMENT WERE OBTAINED FROM SURVEY NO. 03-052-G BY LS 48509. TO OBTAIN TRUE BEARINGS, ROTATE THOSE SHOWN BY 00°53'15" CLOCKWISE; TO OBTAIN GROUND DISTANCES, MULTIPLY THOSE SHOWN BY A COMBINED FACTOR OF 1.000068976.

C-S 1/16TH CORNER SECTION 12. FOUND NAIL NEXT TO BENT IRON PIPE - ORIGIN UNKNOWN.

**DEED RECORDS**

- D1 - BOOK 214 PAGE 541, OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY TO UMATILLA COUNTY. ROAD RIGHT OF WAY FOR RELOCATION OF LOOP ROAD.
- D2 - BOOK 214 PAGE 542, OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY TO UMATILLA COUNTY. ROAD RIGHT OF WAY FOR RELOCATION OF LOOP ROAD.
- D3 - BOOK 192 PAGE 109, LESTER T. SHAFER AND INA SHAFER TO OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY FOR RAILROAD RIGHT OF WAY.
- D4 - BOOK 192 PAGE 110, LESTER T. SHAFER AND INA SHAFER TO OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY FOR RAILROAD RIGHT OF WAY.
- D5 - BOOK 196 PAGE 432, STANFIELD IRRIGATION DISTRICT TO THE UNITED STATES OF AMERICA FOR A TRANSMISSION LINE EASEMENT.
- D6 - BOOK 191 PAGE 127, STANFIELD IRRIGATION DISTRICT TO THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY FOR RAILROAD RIGHT OF WAY.
- D7 - BOOK 191 PAGE 128, STANFIELD IRRIGATION DISTRICT TO THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY FOR RAILROAD RIGHT OF WAY.

**COMMISSIONER JOURNALS**

- C1 - BOOK "T" PAGE 545, PORTION OF COUNTY ROAD NO. 1190 (OLD NO. 867) VACATED FOR RELOCATION PURPOSES.

**SURVEY RECORDS**

- R-1 WM. B. CAMPBELL, G.L.O. CONTRACT NO. 95, DATED SEPTEMBER 19, 1860.
- R-2 EBENEZER E. HAFT, G.L.O. CONTRACT NO. 93, DATED SEPTEMBER 11, 1860.
- R-3 PARTITION PLAT NO. 1999-46 BY DAVID HADDOCK, LS 952, FOR MR. DONALD S. TAYLOR.
- R-4 SURVEY NO. 99-135-C BY GARY ROBERTS, LS 2627, FOR ERNEST & LEONA BUNALDA.
- R-5 BUNALDA SUBDIVISION (BOOK 15 PAGE 17) BY DENNIS EDWARDS, LS 951, FOR LEONA BUNALDA.
- R-6 SURVEY NO. S-156-C BY DAVID KRUMBELN, LS 933, FOR UMATILLA COUNTY.
- R-7 SURVEY NO. J-104-A BY DAVID KRUMBELN, LS 933, FOR PERKINS.
- R-8 SURVEY NO. 82-098-A BY DENNIS EDWARDS, LS 951, FOR BOB BEHRMAN.
- R-9 SURVEY NO. 95-059-B BY DENNIS EDWARDS, LS 951, FOR UMATILLA COUNTY.
- R-10 SURVEY NO. 96-120-C BY GARY ROBERTS, LS 2627, FOR GARY AND WYNELLE ROBERTS.
- R-11 SURVEY NO. 07-296-B BY DENNIS EDWARDS, LS 951, FOR WILLIAM ELFERING.
- R-12 SURVEY NO. 97-235-B BY GARY WAGNER, LS 02817, FOR HOWARD GASS.
- R-13 SURVEY NO. 83-070-A BY DENNIS EDWARDS, LS 951, FOR JOHN WALCHLI.
- R-14 SURVEY NO. 95-072-B BY DENNIS EDWARDS, LS 951, FOR THOMAS N. ABLE AND TOM ABLE JR.
- R-15 SURVEY NO. 03-039-A BY DENNIS EDWARDS, LS 951, FOR EASTERN OREGON TELECOM.
- R-16 SURVEY NO. H-217-C BY DAVID KRUMBELN, LS 933, FOR HAL BLOCK.
- R-17 PARTITION PLAT NO. 1991-02 BY WILLIAM WELLS, LS 1106, FOR BETTY JO JOYNES.
- R-18 PARTITION PLAT NO. 1993-02 BY WILLIAM WELLS, LS 1106, FOR BETTY JO JOYNES.
- R-19 PARTITION PLAT NO. 1994-30 BY WILLIAM WELLS, LS 1106, FOR BETTY JO JOYNES.
- R-20 HIGHLAND SUMMIT (BOOK 13 PAGE 106) BY MARK LICHTENTHALER, LS 2645.
- R-21 HIGHLAND SUMMIT PHASE 4 (BOOK 14 PAGE 6) BY BRIAN HENSON, LS 2855.
- R-22 SURVEY NO. Q-1180-A BY DENNIS EDWARDS, LS 951, FOR AL SMITH.
- R-23 SURVEY NO. R-0009-A BY DENNIS EDWARDS, LS 951, FOR AL SMITH.
- R-24 SURVEY NO. 98-154-B BY GARY ROBERTS, LS 2627, FOR LEON KENNEDY.

NOTE: THIS POINT IS 100.51' NORTHWEST OF EXISTING TRACK CENTERLINE WHEN MEASURED AT RIGHT ANGLES

**LEGAL DESCRIPTION OF RECORD - OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY TO UMATILLA COUNTY**

BOOK 214, PAGES 541-543, UMATILLA COUNTY DEED RECORDS (MEASURED VALUES IN PARENTHESES)

A PARCEL OF LAND SITUATED IN THE S. 1/2 OF S.E. 1/4 OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN, IN UMATILLA COUNTY, OREGON, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE EAST LINE OF SAID SECTION 12 THAT IS 1203.93 FEET DISTANT NORTH FROM THE SOUTHWEST CORNER OF SAID SECTION 12; THENCE SOUTHWESTERLY ALONG A STRAIGHT LINE WHICH FORMS AN ANGLE OF 53°55'30" (53°55'30") FROM SOUTH TO WEST WITH THE EAST LINE OF SAID SECTION 12, A DISTANCE OF 1825.5 FEET (1825.37'); THENCE SOUTHWESTERLY ALONG A STRAIGHT LINE WHICH FORMS AN ANGLE OF 13°50' (13°50') FROM SOUTHWEST TO WEST WITH THE LAST DESCRIBED LINE PRODUCED, A DISTANCE OF 222 FEET, MORE OR LESS (217.08'); TO A POINT 30 FEET (30') DISTANT NORTH, MEASURED AT RIGHT ANGLES, FROM THE SOUTH LINE OF SAID SECTION 12; THENCE EAST PARALLEL TO THE SOUTH LINE OF SAID SECTION 12 TO A POINT ON THE NORTHWESTERLY RIGHT OF WAY LINE OF THE HERMISTON IRRIGATION DISTRICT'S "MAIN FEED CANAL", WHICH RIGHT OF WAY LINE OF CANAL IS 50 FEET (50') NORTHWESTERLY OF MEASURED AT RIGHT ANGLES AND/OR RADIIALLY, FROM THE CENTER LINE OF THE HERMISTON IRRIGATION DISTRICT'S "MAIN FEED CANAL" AS NOW LOCATED AND EXISTING; THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE OF CANAL A DISTANCE OF 1840 FEET, MORE OR LESS (1819.27') TO A POINT IN THE EAST LINE OF SAID SECTION 12; THENCE NORTH ALONG SAID EAST LINE TO THE POINT OF BEGINNING.

ALSO, A TRIANGULAR PARCEL OF LAND SITUATED IN THE S.W. 1/4 OF SECTION 7, TOWNSHIP 4 NORTH, RANGE 29 EAST OF THE WILLAMETTE MERIDIAN, IN UMATILLA COUNTY, OREGON, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE WEST LINE OF SAID SECTION 7 THAT IS 1203.93 FEET DISTANT NORTH FROM (N00°47'04"W, 1203.85') THE SOUTHWEST CORNER OF SAID SECTION 7; THENCE NORTHEASTERLY (N63°59'56"E) ALONG A STRAIGHT LINE WHICH FORMS AN ANGLE OF 64°33' (64°33') FROM NORTH TO EAST WITH THE WEST LINE OF SAID SECTION 7, A DISTANCE OF 203.30 FEET (202.86') TO A POINT THAT IS 150 FEET (150') DISTANCE SOUTHEASTERLY, MEASURED AT RIGHT ANGLES, FROM THE CENTER LINE OF THE MAIN TRACK OF THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AS NOW CONSTRUCTED AND OPERATED; THENCE SOUTHWESTERLY ALONG A STRAIGHT LINE PARALLEL TO SAID CENTER LINE OF MAIN TRACK A DISTANCE OF 545.75 FEET (545.75') TO A POINT IN THE WEST LINE OF SAID SECTION 7; THENCE NORTH ALONG SAID WEST LINE A DISTANCE OF 86.52 FEET (87.55') TO THE POINT OF BEGINNING.

**PARCEL 2 PARTITION PLAT 1999-46**

TAX LOT 4N2812D-01 JEREMY BOLEN

TAX LOT 4N2812D-02 JEREMY BOLEN

TAX LOT 4N2812D-03 JEREMY BOLEN

TAX LOT 4N2812D-04 JEREMY BOLEN

TAX LOT 4N2812D-05 JEREMY BOLEN

TAX LOT 4N2812D-06 JEREMY BOLEN

TAX LOT 4N2812D-07 JEREMY BOLEN

TAX LOT 4N2812D-08 JEREMY BOLEN

TAX LOT 4N2812D-09 JEREMY BOLEN

TAX LOT 4N2812D-10 JEREMY BOLEN

TAX LOT 4N2812D-11 JEREMY BOLEN

TAX LOT 4N2812D-12 JEREMY BOLEN

TAX LOT 4N2812D-13 JEREMY BOLEN

TAX LOT 4N2812D-14 JEREMY BOLEN

TAX LOT 4N2812D-15 JEREMY BOLEN

TAX LOT 4N2812D-16 JEREMY BOLEN

TAX LOT 4N2812D-17 JEREMY BOLEN

TAX LOT 4N2812D-18 JEREMY BOLEN

TAX LOT 4N2812D-19 JEREMY BOLEN

TAX LOT 4N2812D-20 JEREMY BOLEN

TAX LOT 4N2812D-21 JEREMY BOLEN

TAX LOT 4N2812D-22 JEREMY BOLEN

TAX LOT 4N2812D-23 JEREMY BOLEN

TAX LOT 4N2812D-24 JEREMY BOLEN

TAX LOT 4N2812D-25 JEREMY BOLEN

TAX LOT 4N2812D-26 JEREMY BOLEN

TAX LOT 4N2812D-27 JEREMY BOLEN

TAX LOT 4N2812D-28 JEREMY BOLEN

TAX LOT 4N2812D-29 JEREMY BOLEN

TAX LOT 4N2812D-30 JEREMY BOLEN

TAX LOT 4N2812D-31 JEREMY BOLEN

TAX LOT 4N2812D-32 JEREMY BOLEN

TAX LOT 4N2812D-33 JEREMY BOLEN

TAX LOT 4N2812D-34 JEREMY BOLEN

TAX LOT 4N2812D-35 JEREMY BOLEN

**CURVE TABLE**

CURVE NO.	DELTA	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	00°46'44"	3358.23'	45.65'	N51°28'08"E	45.65'
C2	06°46'50"	2582.04'	305.57'	N55°14'55"E	305.39'
C3	13°50'55"	773.43'	186.94'	N51°42'52"E	186.49'
C4	13°49'04"	1700.55'	410.12'	N51°41'57"E	409.12'
C5	10°44'46"	1182.55'	221.79'	S58°30'49"W	221.47'
C6	10°08'28"	1152.55'	204.00'	S58°48'58"W	203.73'
C7	01°31'37"	5759.58'	153.49'	N64°40'45"E	153.50'

EAST 1/4 CORNER SECTION 12 FOUND 2 1/2" BRASS CAP SET BY PLS 933, SURVEY R-6.

1/16TH CORNER TO 1/4 CORNER: N00°47'17"W 1323.52' (N00°05'43"E 1323.70', R-4) (N00°05'05"E 1323.67', R-3)

1/4 CORNER TO NORTH RAILROAD R/W LINE: S00°44'17"E 1291.13' (S00°05'42"W 1291.34', R-24)

CALCULATED POINTS FROM SURVEY R-24

TIED MONUMENT FROM SURVEY R-24

PARCEL 1 PARTITION PLAT 1999-46 TAX LOT 4N2812D-00 DONALD & SAMI TAYLOR

SOUTH 1/16TH CORNER SECTIONS 7 & 12. FOUND 5/8" REBAR WITH RED PLASTIC CAP MARKED "ORLS 852 AND WAL S 2292. SET BY LS 852, SURVEY R-3.

PARCEL 1 PARTITION PLAT 1999-46 TAX LOT 4N2812D-00 DONALD & SAMI TAYLOR

PARCEL 2 PARTITION PLAT 1999-46 TAX LOT 4N2812D-01 JEREMY BOLEN

TAX LOT 4N2812D-00 DONALD & SAMI TAYLOR

TAX LOT 4N2812D-00 WILLIAM & YVONNE ELFERING

SE CORNER SEC. 12 TO SOUTH 1/16TH CORNER SECTIONS 7 & 12. N00°47'11"W 2647.10' (NORTH 40 CHAINS, R-1) (N00°06'05"E 2647.34', R-3) (S00°04'18"W 2646.62', R-6) (N00°07'09"W 2646.51', R-7) (S00°04'18"W 2646.66', R-8) (N00°05'42"E 2647.46', R-9) (S00°05'43"W 2647.40', R-10) (S00°05'40"W 2647.29', R-11) (S00°06'26"W 2647.33', R-12)

SE CORNER SEC. 12 TO SOUTH 1/16TH CORNER SECTIONS 7 & 12. N00°47'04"W 1323.52' (N00°06'05"E 1323.67', R-3)

SE CORNER SEC. 12 TO TRACK CENTERLINE N00°47'04"W 1296.26' (1296.30', R-4) (1298.13', TRACK MAPS)

SE CORNER SEC. 12 TO NORTHWEST CORNER BOOK 214 PAGE 541 N00°47'04"W 1203.85' (GRID) (NORTH, 1203.93', D-1)

SE CORNER OF SECTION 12. FOUND 2 1/2" BRASS CAP SET BY LS 933, SURVEY R-6.

SCALE 1"=100'

REGISTERED PROFESSIONAL LAND SURVEYOR

GARY R. ROBERTS 2627

RENEWS 12/31/2014

**LINE TABLE**

LINE	BEARING	DISTANCE
L1	N89°41'16"E	209.11'
L2	N44°47'25"E	148.45'
L3	N58°36'29"E	126.13'
L4	N00°47'04"W	6.37'
L5	N00°47'04"W	87.69'
L6	N88°38'24"E	50.35'
L7	N89°31'43"E	50.34', R-4, R-5
L8	N65°38'25"E	85.94'
L9	N66°31'10"E	85.91', R-4, R-5
L10	N65°38'25"E	78.96'
L11	N63°53'12"E	245.85'
L12	N64°47'21"E	245.97', R-4
L13	N64°46'51"E	245.92', R-5
L14	N65°38'25"E	130.20'
L15	N65°38'25"E	194.35'
L16	S63°53'12"W	245.85'
L17	S63°53'12"W	207.11'
L18	S63°53'12"W	61.91'
L19	S63°53'12"W	61.91'
L20	S63°59'56"W	342.97'
L21	S63°59'56"W	159.59'
L22	S63°59'56"W	144.55'
L23	N00°47'04"W	92.30'
L24	N00°47'04"W	58.09'
L25	N00°47'04"W	58.09'
L26	N00°47'04"W	27.33' (SOUTH)
L27	N89°43'43"E	147.71' (N89°22'52"W (GRID))
L28	N86°38'12"E	619.99'
L29	N89°41'16"E	179.52'
L30	N89°41'16"E	203.52'
L31	N65°38'25"E	58.94'
L32	N00°47'17"W	32.40'
L33	N55°38'23"E	1763.82' (N56°31'01"E, R-24)
L34	N55°38'23"E	1763.86' (R-24)
L35	N55°38'23"E	2773.21' (N56°31'01"E, R-24)
L36	N55°38'23"E	2773.46' (R-24)
L37	N55°38'23"E	39.60'



RECEIVED BY  
Umatilla County Surveyor  
Date: 2/15/2013  
Rec'd By: J. Oza  
No.: 13-071-C

UMATILLA COUNTY ROAD DEPARTMENT  
3420 WESTGATE PENDELTON, OR 97801  
PHONE: (541) 278-5424

LOOP ROAD RIGHT OF WAY MONUMENTATION SURVEY  
LOCATION:  
SOUTHEAST 1/4 OF SECTION 12  
TOWNSHIP 4 NORTH RANGE 28 EAST, WM.  
&  
SOUTHWEST 1/4 OF SECTION 7  
TOWNSHIP 4 NORTH RANGE 29 EAST, WM.  
DATE OF SURVEY: NOVEMBER, 2012  
MONUMENTS SET FEBRUARY, 2013

DRAWN BY: M.P.K. CHECKED BY G.R.R. PAGE 1 OF 1

**NOTE:**

**CROSSING "A"**

Sight Distance "A" allows vision for a distance of 1500 feet along the proposed track.  
 Sight Distance "B" allows vision for a distance of 1300 feet along the proposed track.  
 Sight Distance "C" allows vision for a distance of 1500 feet along the proposed track.  
 Sight Distance "D" allows vision for a distance of 1000 feet along the proposed track.  
 Sight Distance "E" allows vision for a distance of 1600 feet along the proposed track.  
 Sight Distance "F" allows vision for a distance of 1300 feet along the proposed track.  
 Sight Distance "G" allows vision for a distance of 1600 feet along the proposed track.  
 Sight Distance "H" allows vision for a distance of 1500 feet along the proposed track.  
 Sight Distance "I" allows vision for a distance of 1600 feet along the proposed track.  
 Sight Distance "J" allows vision for a distance of 1700 feet along the proposed track.

The average volume of vehicular traffic over the proposed crossing is 102 movements per day.

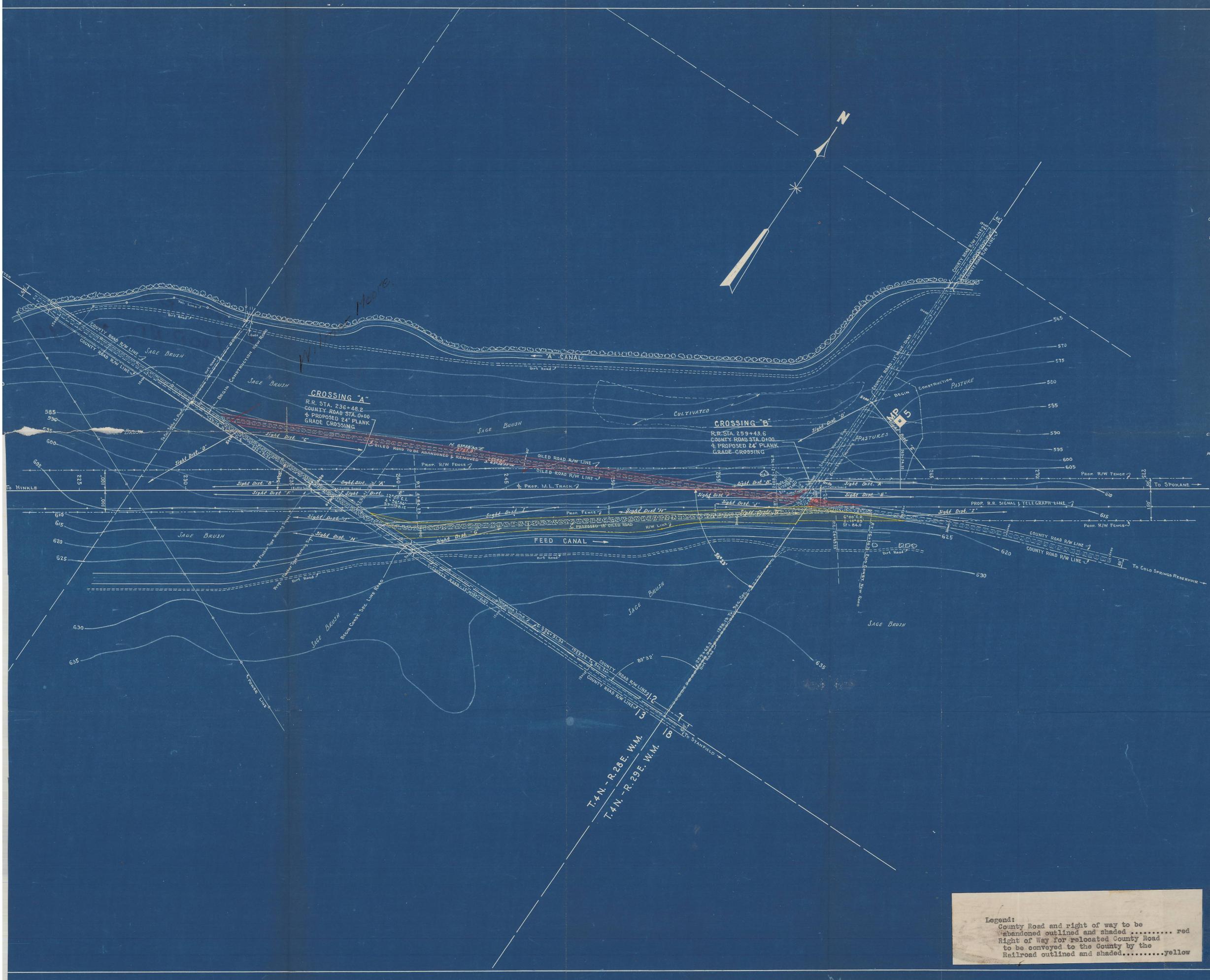
Proposed crossing protection to consist of automatic flasher type warning signals located on either side of crossing.

**CROSSING "B"**

Sight Distance "A" allows vision for a distance of 5000 feet along the proposed track.  
 Sight Distance "B" allows vision for a distance of 600 feet along the proposed track.  
 Sight Distance "C" allows vision for a distance of 600 feet along the proposed track.  
 Sight Distance "D" allows vision for a distance of 500 feet along the proposed track.  
 Sight Distance "E" allows vision for a distance of 5300 feet along the proposed track.  
 Sight Distance "F" allows vision for a distance of 5200 feet along the proposed track.  
 Sight Distance "G" allows vision for a distance of 5300 feet along the proposed track.  
 Sight Distance "H" allows vision for a distance of 5100 feet along the proposed track.  
 Sight Distance "I" allows vision for a distance of 5500 feet along the proposed track.  
 Sight Distance "J" allows vision for a distance of 1600 feet along the proposed track.

The average volume of vehicular traffic over the proposed crossing is eight movements per day.

Proposed crossing protection to consist of standard crossbuck warning signs located on either side of crossing.



**Legend:**  
 County Road and right of way to be abandoned outlined and shaded.....red  
 Right of way for relocated County Road to be conveyed to the County by the Railroad outlined and shaded.....yellow

**EXHIBIT A**

**UNION PACIFIC RAILROAD CO.  
NORTHWESTERN DISTRICT**

UMATILLA COUNTY, OREGON.  
 SE 1/4 Sec. 12 & NE 1/4 Sec. 13 T.4N.-R.28E.-W.M.  
 SW 1/4 Sec. 7 & NW 1/4 Sec. 18 T.4N.-R.29E.-W.M.  
 PROPOSED PUBLIC ROAD CROSSINGS AT GRADE  
 OVER PROPOSED NEW MAIN LINE TRACK FROM  
 HINKLE TO SAND, OREGON AT STA. 236+48.2  
 AND STA. 259+43.6

OFFICE OF RESIDENT ENGINEER  
 HERMISTON, OREGON.

Scale: 1"=200'  
 Date - Nov. 7, 1949

Field Notes - R.T.E.  
 Drawn By - W.N.S.  
 Checked By - R.M.S.

**O.D.O.T CROSSING NO. 2AH-190.10  
U. S. D.O.T. CROSSING NO. 809058X  
UMATILLA COUNTY ROAD NO. 1203  
CANAL ROAD**



ON EAST SIDE OF ROAD AT CROSSING LOOKING NORTH

## Crossing No. 2AH-190.10 – Canal Road

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### History

Canal Road (County Road No. 1203) was originally established in 1907 as County Road No. 6065. It began at what is now East Highland Extension (County Road No. 1198) and ended at East Punkin Center Road (County Road No. 1250). In 1907 the U. P. R. R. Hinkle to Juniper Point track did not exist. The Railroad was deeded the property for their track in this area in 1949 and 1950. Their track maps show Canal Road in use at the time.

### Problems With the Crossing

Currently the only traffic devices in place are warning signs and stop signs at the tracks. There have been at least two recent accidents at the crossing. One involved a road grader and a train resulting in a fatality. Another involved a potato truck and a train. Many people have been observed ignoring the stop signs, even though sight distance up and down the tracks is poor.

### Proposed Remedy

The proposal is to install crossing signals and arms, including guardrail protection and some roadway widening (see attached drawing and photograph). No right of way acquisition will be necessary, as all improvements will be within county road or railroad right of way.

### Impacts

The most positive impact is obviously the improved safety of the traveling public. No negative impacts are anticipated.

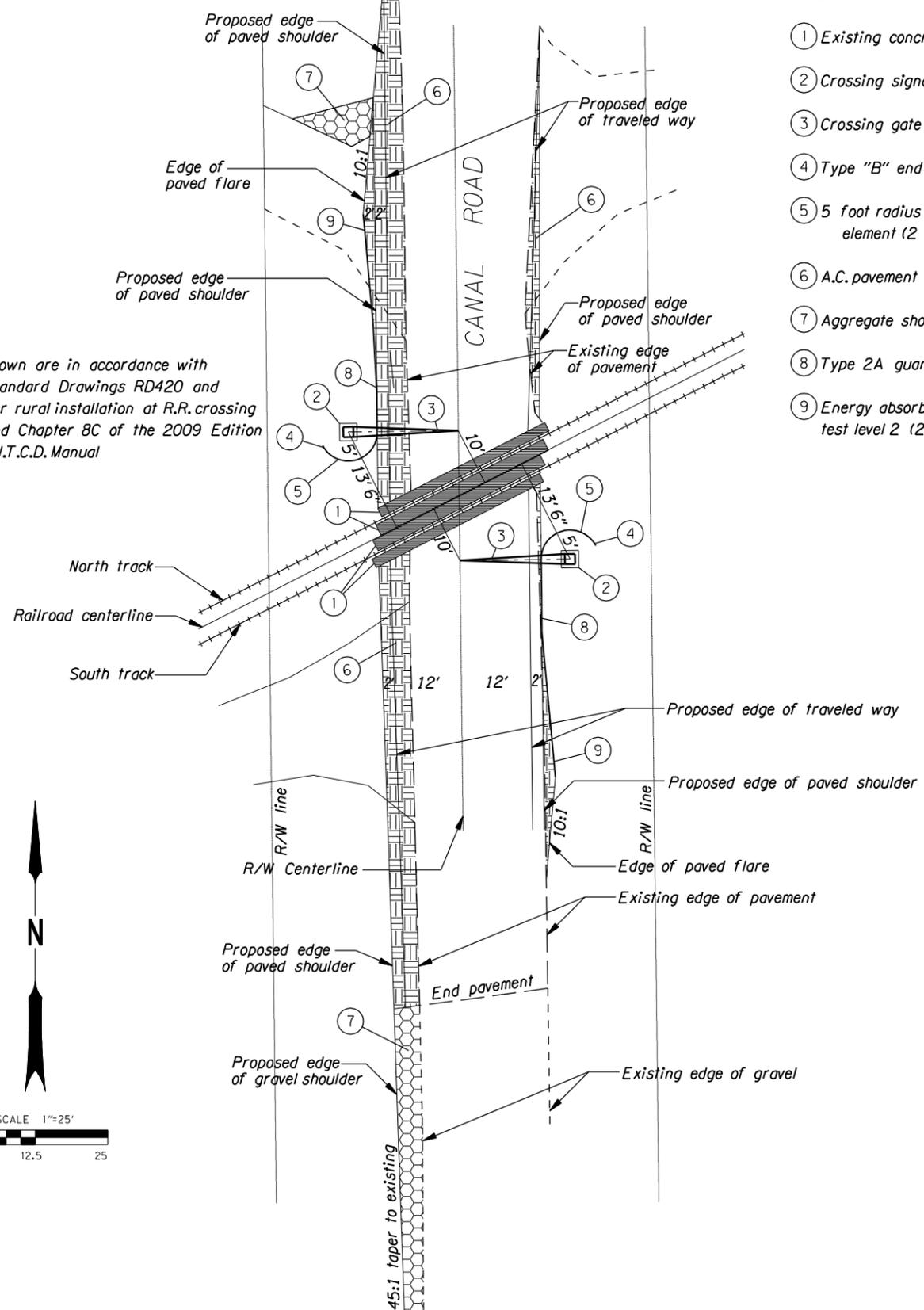
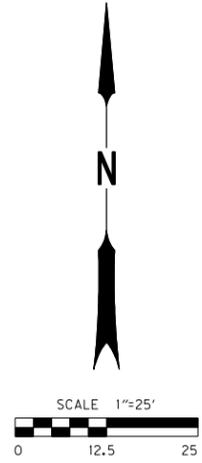
### Recommendation

The Public Works Department recommends that the safety improvements be undertaken as described.

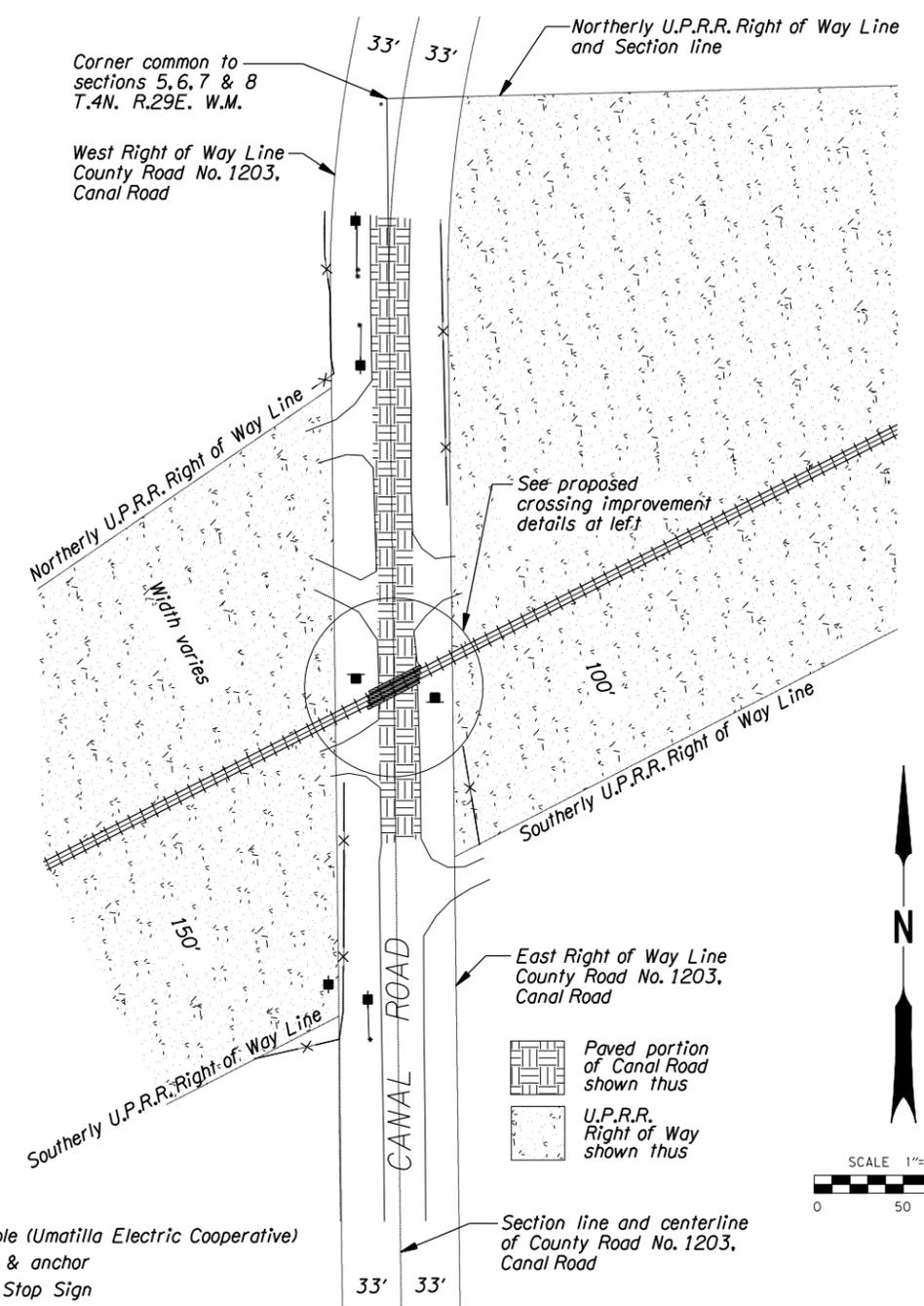
Details shown are in accordance with Oregon Standard Drawings RD420 and RD445 for rural installation at R.R. crossing signals and Chapter 8C of the 2009 Edition of the M.U.T.C.D. Manual

- 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)

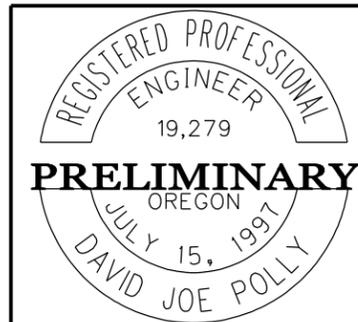
LOCATION:  
Sections 7 & 8  
T.4N. R.29E. W.M.



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



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



RENEWS: 12-31-2014

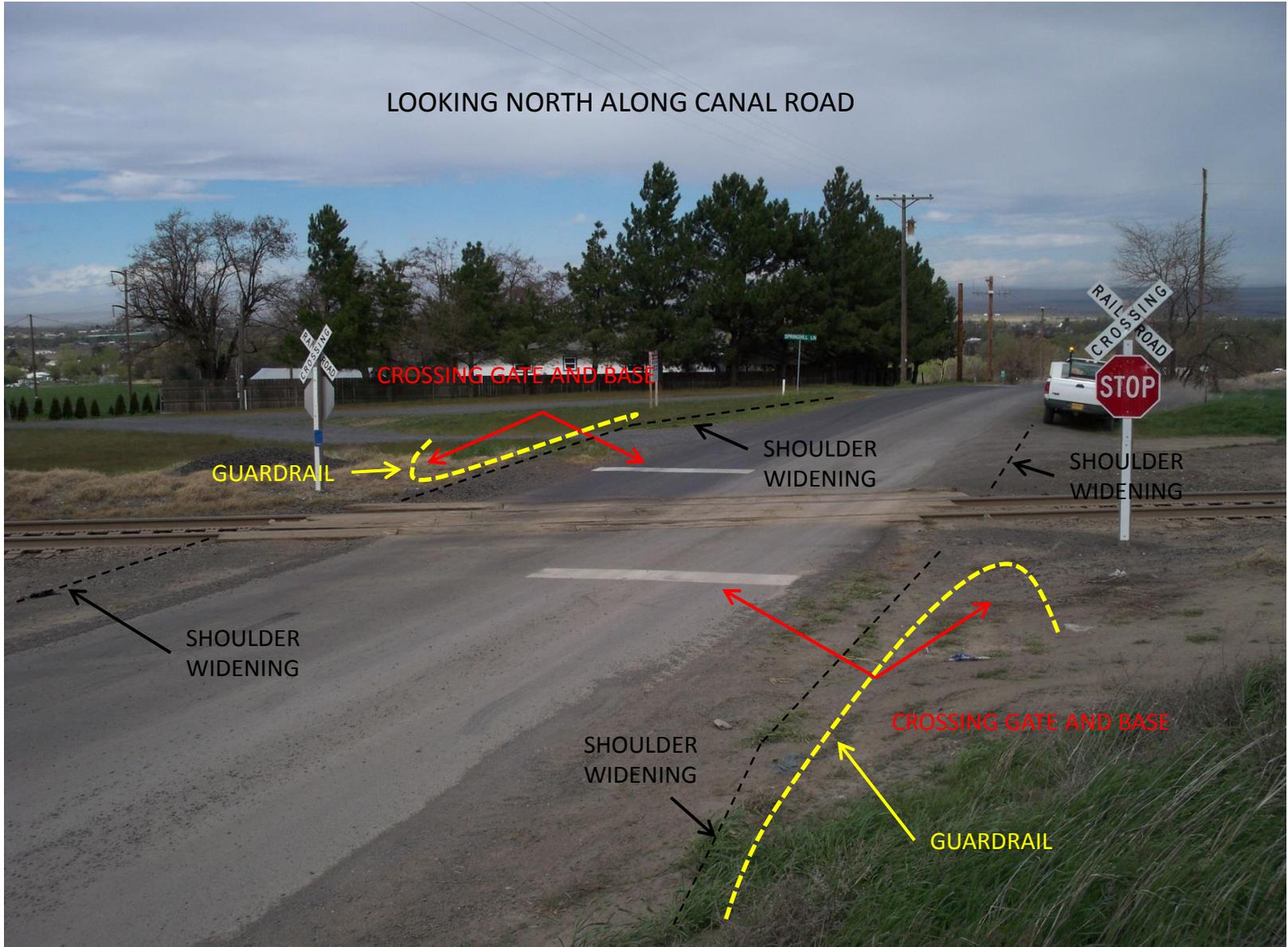
**OREGON DEPARTMENT OF TRANSPORTATION  
RAIL DIVISION**

**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.  
RX 1660  
Page 1 of 2

LOOKING NORTH ALONG CANAL ROAD



GUARDRAIL

CROSSING GATE AND BASE

SHOULDER WIDENING

SHOULDER WIDENING

SHOULDER WIDENING

SHOULDER WIDENING

CROSSING GATE AND BASE

GUARDRAIL