

Celilo Park Safe Access

Updated: August 25, 2016

Project Components

- Widen and regrade the approach road in the vicinity of the at-grade railroad crossing
- Widen the rail crossing and replace the signalized crossing gates

Why is this project needed?

The Interstate 84 Celilo Interchange (exit 97), provides access to the most heavily used fishing site for Native American tribes on the Columbia River. Access to the Corp of Engineers Celilo Park and the fishing site is provided from the interchange via an at-grade crossing of the Union Pacific Railroad line. This rail corridor experiences high volumes of trains every day and has a 65 mph maximum authorized train speed.



The entrance to Celilo Park is narrow and difficult for some trucks and RVs to navigate.

Currently the rail crossing approaches are narrow and the roadway surface on the north side of the crossing is a full two feet lower than the top of the nearest rail at a point 30 feet away. This creates an unsafe condition due to the possibility of vehicles high-centering in the crossing. In fact, there have been instances of vehicles getting high centered, as is evident by scrape marks in the pavement next to the tracks. Interstate trucks and recreational vehicles towing boats and trailers are common at this location throughout the year. Furthermore, the alignment of the approach road into the park and fishing site, and the configuration of the intersection of the interchange ramps with the access road, compromise the safe, efficient movement of traffic over the crossing.

How does ODOT propose to solve these problems?

ODOT is partnering with the Army Corp of Engineers, the Treaty Tribes that use the in-lieu fishing site and the Union Pacific Railroad to make improvements at the crossing. ODOT will be responsible for widening and regrading the approach road in the vicinity of the at-grade crossing to better accommodate the type, size and volume of traffic using this access. The Union Pacific Railroad will be responsible for widening the railroad crossing and replacing the signalized crossing with funding provided by ODOT.

Traffic control during construction

While Union Pacific Railroad is reconstructing the crossing, access to the Celilo Park will be closed for up to 5 days. The closure for this portion of the work is being planned to occur during the lowest use time of the year for both the park and the Tribal fishing site. Once the railroad work is completed, ODOT's contractor will be able to complete the work on the approaches by closing one lane at a time and controlling traffic with flaggers.

Timeline

Final Design	Summer 2016
Bid Opening	Early Winter 2017
Construction	Spring 2017

Estimated Project Cost

\$935,000

ODOT Region 4 Project Information

Contacts

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If you would like to learn more about this and other projects please visit:
<http://www.oregon.gov/ODOT/HWY/REGION4/Pages/RoadworkImprovements.aspx>.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, IGF, swisstopo, and the GIS User Community

 OREGON DEPARTMENT OF TRANSPORTATION
Celilo Park Safe Access Project
Vicinity Map

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