



APPLICATION FOR AUTHORITY FOR VARIANCE FROM STANDARD CLEARANCE

ODOT USE ONLY
DOCKET NO.
INDUSTRY NO.

Please read instructions before completing this form.

In the matter of the application of _____ for authority to operate
(NAME OF APPLICANT)

with clearance different from those prescribed in Oregon Administrative Rules 741-300-0011 through 741-315-0010.

If additional space is required for any question on Page 1-3, continue the answer on Page 4, and note the question number.

1. Applicant hereby requests authority from the Oregon Department of Transportation (ODOT) to permit the railroad(s) named in Item 8 to operate over trackage with (check applicable) ☐ side ☐ overhead clearances less than those prescribed in OAR 741-300-0011 through 741-315-0010.

2. General information

APPLICANT NAME		PHONE
APPLICANT ADDRESS		FAX
CITY, STATE, ZIP	E-MAIL ADDRESS	
NATURE OF APPLICANT BUSINESS		
ADDRESS OF FACILITY WHERE VARIANCE IS REQUESTED (STREET ADDRESS, CITY, STATE, ZIP)		

3. Describe in detail each structure which is (to be) located at less than standard clearance from an adjacent track. (Where more than one track is involved, identify the track by number or name and describe in Item 6.) The description should include the length of the structure (along the track), its distance from centerline of track, and its maximum elevation (or minimum elevation if overhead impairments are involved) above the top of rail.

DESCRIPTION

- 4a. For what reason do you request authority to operate with clearances less than standard?

REASON

- 4b. Explain why your facility should not be constructed or altered to conform to the clearance standards.

EXPLANATION

- 4c. Describe what modifications would be necessary to meet standard clearances.

DESCRIPTION

- 4d. What would be the cost to bring your facility into compliance with standard clearances?

COST
\$

5. Attach drawings to show the following:

- The area within a 100-foot radius from each impairment
- The track layout of the industry or railroad facility involved, including any connecting tracks and switches (provide identifying name or number for each impaired track and each major structure adjacent thereto)
- A profile view of each impairing structure and its relationship with the adjacent trackage, including measurements from the centerline of track (between rails) to all adjacent impairments. Each drawing should be made to scale, and each impairment should be color coded (preferably in red ink) and identified by letter (see sample illustrations).

6. Describe the trackage involved, including the length of each track prior to and beyond each impairing structure (list separately and show on drawing).

DESCRIPTION

7. Who owns (or will own) the trackage involved?

OWNER

8. Who operates on this trackage?

NAME OF RAILROADS

9. From which direction(s) can train movements be originated on each impaired track?

DIRECTIONS

10a. Average number per day, and speed, of train movements

MOVEMENTS

SPEED

Type of movements:..... ☐ Switch ☐ Through

Time of day ☐ Daylight ☐ Darkness ☐ Both

☐ Check here if more than one impaired track, and provide this information for each track on Page 3.

11. Describe typical railroad activities in the area involved in this request.

DESCRIPTION

12. What form of warning is proposed for railroad employees at each impairment and where will it be installed? (Normally, illuminated signs should be placed not more than 50 feet in advance of the nearest impairment when entering the impaired track. If such placement is not feasible, please explain why and specify where each placement will be made.)

DESCRIPTION

13. Who will bear the costs of installation, maintenance, and illumination of the impaired clearance signs?

COSTS WILL BE BORNE BY

14. Provide this office with one copy of all track agreements with the railroad(s).

15. Provide this office with an original and five copies of the application and the required drawings.

Applicant requests an order granting the variance in accordance with this application, or for such other and further order as may be proper under the circumstances as developed in this case.

Note: Application must be signed by two officials, or one official and one attorney, of the railroad or industry.

PRINT NAME	TITLE	SIGNATURE X	DATE
PRINT NAME	TITLE	SIGNATURE X	DATE

Item 10, *continued*

Complete this page if more than one impaired track is included in this application. If one track only, complete Item 10a on Page 2 and discard this page.

10b. Average number per day, and speed, of train movements

MOVEMENTS

SPEED

Type of movements:..... ☐ Switch ☐ Through

Time of day ☐ Daylight ☐ Darkness ☐ Both

10c. Average number per day, and speed, of train movements

MOVEMENTS

SPEED

Type of movements:..... ☐ Switch ☐ Through

Time of day ☐ Daylight ☐ Darkness ☐ Both

10d. Average number per day, and speed, of train movements

MOVEMENTS

SPEED

Type of movements:..... ☐ Switch ☐ Through

Time of day ☐ Daylight ☐ Darkness ☐ Both

10e. Average number per day, and speed, of train movements

MOVEMENTS

SPEED

Type of movements:..... ☐ Switch ☐ Through

Time of day ☐ Daylight ☐ Darkness ☐ Both

10f. Average number per day, and speed, of train movements

MOVEMENTS

SPEED

Type of movements:..... ☐ Switch ☐ Through

Time of day ☐ Daylight ☐ Darkness ☐ Both

10g. Average number per day, and speed, of train movements

MOVEMENTS

SPEED

Type of movements:..... ☐ Switch ☐ Through

Time of day ☐ Daylight ☐ Darkness ☐ Both

10h. Average number per day, and speed, of train movements

MOVEMENTS

SPEED

Type of movements:..... ☐ Switch ☐ Through

Time of day ☐ Daylight ☐ Darkness ☐ Both

10i. Average number per day, and speed, of train movements

MOVEMENTS

SPEED

Type of movements:..... ☐ Switch ☐ Through

Time of day ☐ Daylight ☐ Darkness ☐ Both

Use this space to complete answers from previous pages. Please note the question number of each continued response.

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INSTRUCTIONS FOR FILING THIS APPLICATION

- Item 1. Show if variance request is for side or overhead clearances.
- Item 2. Show name of business, its address, and the nature of the business (such as plywood plant, warehouse, etc.). If impairment is to be at a location different than business address, include that address. Contact person should be someone familiar with the matter involved.
- Item 3. Provide a detailed written description of each impairment. Include all items for which a variance is requested in written description.
- Item 4. State the reason for requested variance. Explain why standard clearances should not be maintained at the location(s) involved, what modifications would be necessary, and the costs to bring your facility into compliance.
- Item 5. Provide drawings showing details set forth in Item 3. (See sample illustration on back.)
- Item 6. Answer fully.
- Item 7. State if the trackage involved is owned by the railroad, owned by the railroad and leased to your firm, or owned by your firm.
- Item 8. State the name of the operating railroad(s), which provide service on the trackage, involved. Also, indicate if your firm provides any of its own switching service.
- Item 9. Answer fully. (North, south, east or west?)
- Item 10. Train movements -- show two movements for each time an engine enters and leaves the spur.

Type of movement--indicate the type and speed of train activity in the area of impairment; for instance, where the movement is made past the impairment without stopping should be listed as a "through" movement. Also, show average speed for each type of movement (normally, engines using spur tracks operate at from 4 to 7 miles per hour). Check all appropriate boxes.
- Item 11. Answer fully.
- Item 12. State the type of sign protection proposed. The Department normally investigates each application and may stipulate what protection for railroad employees is required, based on circumstances. The minimum protection required is a 16 inch x 20 inch sign, bearing the inscription "IMPAIRED SIDE/ OVERHEAD CLEARANCE" in letters at least 3 inches in height, immediately followed by the letters "ODOT" and the number of the order granting the variance. The sign is installed in advance of and on the same side of the track as the impairment. Direct illumination of the sign is usually required where railroad operations may occur in hours of darkness. Placement of the sign must not create an impairment.
- Item 13. In most instances, applicant bears the cost of signing. However, circumstances might warrant a cooperative effort on the part of the applicant and the operating railroad. In such instances, agreement between the parties must be arrived at prior to the submission of the variance request, in order to expedite processing.
- Item 14. Provide this office with a copy of all track agreements with the railroad(s).
- Item 15. Provide this office with an original and five copies of the application and the required drawings.

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