



Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

10/29/2010

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: Morrow County Plan Amendment
DLCD File Number 003-10

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Tuesday, November 09, 2010

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Carla McLane, Morrow County
Jon Jinings, DLCD Community Services Specialist
Bill Holmstrom, DLCD Transportation Planner

<paa> YA



FORM **2**

DLCD

Notice of Adoption

In person electronic mailed

DATE STAMP

DEPT OF

OCT 22 2010

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

This Form 2 must be mailed to DLCD within 5-Working Days after the Final Ordinance is signed by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

Jurisdiction: Morrow County

Local file number: ATSP-29-10

Date of Adoption: 10/13/2010

Date Mailed: October 19, 2010

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date:

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other: Transportation System Plan Amendment

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Adding a specific project to the short term (5 year) project list. The project name is "Wilson Lane/Laurel Road intersection improvements".

Does the Adoption differ from proposal? Please select one

No

Plan Map Changed from: N/A

to:

Zone Map Changed from: N/A

to:

Location: N/A

Acres Involved: N/A

Specify Density: Previous: N/A

New: N/A

Applicable statewide planning goals:

- | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. 003-10 (18356) [16369]

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

ODOT, City of Boardman

Local Contact: *Carla McLane*

Phone: *(503) 922-4624* Extension:

Address: *PO Box 40*

Fax Number: *503 - 922- 3472*

City: *Irrigon*

Zip: *97844*

E-mail Address: *cmclane@co.morrow.or.us*

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting, please print this **Form 2** on light green paper if available.
3. Send this Form 2 and One (1) Complete Paper Copy and One (1) Electronic Digital CD (documents and maps) of the Adopted Amendment to the address in number 6:
4. **Electronic Submittals: Form 2 – Notice of Adoption will not be accepted via email or any electronic or digital format at this time.**
5. The Adopted Materials must include the final decision signed by the official designated by the jurisdiction. The Final Decision must include approved signed ordinance(s), finding(s), exhibit(s), and any map(s).
6. **DLCD Notice of Adoption must be submitted in One (1) Complete Paper Copy and One (1) Electronic Digital CD via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.** (for submittal instructions, also see # 5)] **MAIL the PAPER COPY and CD of the Adopted Amendment to:**

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

7. Submittal of this Notice of Adoption must include the signed ordinance(s), finding(s), exhibit(s) and any other supplementary information (see ORS 197.615).
8. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) of adoption (see ORS 197.830 to 197.845).
9. In addition to sending the Form 2 - Notice of Adoption to DLCD, please notify persons who participated in the local hearing and requested notice of the final decision at the same time the adoption packet is mailed to DLCD (see ORS 197.615).
10. **Need More Copies?** You can now access these forms online at <http://www.lcd.state.or.us/>. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518.



PLANNING DEPARTMENT

P. O. Box 40 • Irrigon, Oregon 97844
(541) 922-4624 or (541) 676-9061 x 5503
FAX: (541) 922-3472

NOTICE OF DECISION

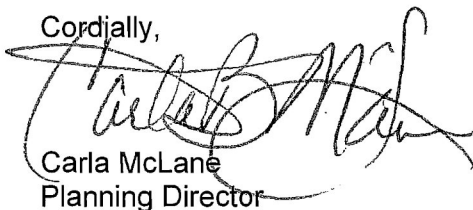
October 19, 2010

ATSP-29-10
Morrow County Transportation System Plan
2010 Minor Update

This notice is to inform you that on October 13, 2010, the Morrow County Court adopted Ordinance Number MC-7-2010 amending the Morrow County Transportation System Plan (TSP). The changes included updating Morrow County project lists.

The requirements for filing an appeal of the decision to the Land Use Board of Appeals (LUBA) are set forth in ORS 197.830 to 197.845. State law and associated administrative rules promulgated by LUBA describe the period within which any appeal must be filed and the manner in which such an appeal must be commenced. Presently, ORS 197.830(9) requires that a notice of intent to appeal plan or land use regulation amendments adopted pursuant to ORS 197.610 to 197.625 "shall be filed not later than 21 days after notice of the decision sought to be reviewed is mailed or otherwise submitted to parties entitled to notice under ORS 197.615." Notice of this decision was mailed on October 19, 2010. The deadline to appeal is November 9, 2010.

Cordially,



Carla McLane
Planning Director

I certify that on October 19, 2010, I mailed a copy of this Notice of Decision by first class mail to all persons entitled to notice of this decision.



Signature

10/19/2010
Date

BEFORE THE MORROW COUNTY COURT
OF MORROW COUNTY

AN ORDINANCE ADOPTING MINOR
AMENDMENTS TO THE MORROW COUNTY
TRANSPORTATION SYSTEM PLAN IN 2010

COUNTY ORDINANCE

NO. MO-07-2010

WHEREAS, ORS 203.035 authorizes Morrow County to exercise authority within the county over matters of County concern; and

WHEREAS, Morrow County adopted a Comprehensive Land Use Plan which was acknowledged by the Land Conservation and Development Commission on January 15, 1986; and

WHEREAS, Morrow County adopted a Transportation System Plan in 1998, a significant update in 2005, and with minor updates in 2006, 2007 and 2009; and

WHEREAS, the Morrow County Planning Commission held a hearing to review the request on July 27, 2010, at the Port of Morrow Riverfront Center in Boardman, Oregon and on August 31, 2010, at the Heppner City Hall in Heppner, Oregon; and

WHEREAS, the Morrow County Planning Commission unanimously recommended approval of the request and adopted Final Planning Commission Findings of Fact dated September 1, 2010; and

WHEREAS, the Morrow County Court held a hearing to consider the recommendation of the Morrow County Planning Commission on September 29, 2009, at the Morrow County Courthouse in Heppner; and

WHEREAS, the Morrow County Court did consider the testimony and evidence presented to them;

NOW THEREFORE THE COUNTY COURT OF MORROW COUNTY ORDAINS AS FOLLOWS:

Section 1. Title of Ordinance:

This Ordinance shall be known, and may be cited, as the "Morrow County Transportation System Plan 2010 Minor Update."

Section 2 Affected Documents

Attached as Exhibit 1 are pages 5-7 and 5-8 along with pages 6-25 and 6-26 of the Morrow County Transportation System Plan. It is only these select pages of the 2009 update of the Transportation System Plan that are being repealed and replaced. The 2009 document will then become the 2010 Update of the Morrow County Transportation System Plan.

Section 3 Effective Date

This ordinance shall be effective on January 1, 2011.

Date of First Reading: October 6, 2010

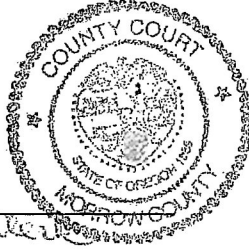
Date of Second Reading: October 13, 2010

DONE AND ADOPTED BY THE MORROW COUNTY COURT THIS 13th DAY OF OCTOBER, 2010.

ATTEST:

MORROW COUNTY COURT:

*Bobbi Childers by
Jesse Crawford Deputy*
Bobbi Childers, County Clerk



Terry K. Tallman
Terry K. Tallman, Judge

Ken A. Grieb
Ken Grieb, Commissioner

APPROVED AS TO FORM:

Ryan Swinburnson
Ryan Swinburnson, County Counsel

Leann Rea
Leann Rea, Commissioner

TABLE 5-4		
MORROW COUNTY RECOMMENDED 2007/2008-2011/2012 ROADWAY SYSTEM PROJECTS		
Roadway	Project Description	Est. Cost (\$)
Big Butter Creek Road - 3.0 miles (Hwy 207 to Pine City)	Crack seal and chip seal. Oil cost = \$55,000	95,000
Tower Road - 1.6 miles (Taggares Lane south)	Crack seal and chip seal. Oil cost = \$35,000	60,000
Ione-Gooseberry Road - 8.3 miles (McElligott Road to Hwy 206)	Reconstruct roadway and pave. Oil cost \$940,000 1 st Phase - 2.9 miles = \$325,000 2 nd Phase - 5.4 miles = \$615,000	3,200,000
Wilson Lane/Laurel Road Intersection	Install left-turn lane on Wilson Lane plus associated improvements	195,000
2007/2008-2011/2012 estimated total cost		8,227,00

Morrow County also identified in the 2005 TSP 18 projects that were needed over a 5 to 20 year timeframe (Table 5-5). This table was updated in 2006 and further amended in 2007. In 2006 the Brenner Canyon/Valby Road project was added. For the 2007 Update three projects need to move to the long-term list as they had not been completed while on the current project list previously and will not be completed over the next five-year current project list. Those projects are on the Ione-Boardman Road, Ella Road and Juniper Lane. The projects identified by the County on the long-term list are neither funded nor scheduled at this time. They are listed by decreasing planning level cost estimate. Implementation priorities will be established in the future as part of capital improvement plan updates, based on a combination of need and potential resources.

Projects in Table 5-5 have a total estimated cost of \$22.7 million, with individual project costs ranging from \$250,000 for reconstruction of Miller Lane, to \$9 million for the Olson Road overpass across I-84. Table 5-5 includes also five intersection realignment improvements, which may be possible to complete earlier as they are relatively low-cost improvements ranging from \$5,000 to \$15,000. Estimated costs shown in Table 5-5 are based on current oil costs, which are a substantial share of chip seal project costs. Unexpected future changes in oil costs could affect the number or extent of projects the County is able to complete.

Table 5-5		
MORROW COUNTY 5-20 YEAR RECOMMENDED ROADWAY SYSTEM PROJECTS		
Roadway	Project Description	Est. Cost (\$)
CR #689 (Olson Road)	Construct new overpass over I-84	9,000,000
CR #581 (Brenner Canyon and CR #589 (Valby Road)	Brenner Canyon Road from end of new pavement to Valby Road (5.2 miles) Valby Road from Brenner Canyon to Highway 206 (8.0 miles) [See 2006 TSP Update for more information]	4,046,140

Table 5-5
MORROW COUNTY 5-20 YEAR RECOMMENDED ROADWAY SYSTEM PROJECTS

Roadway	Project Description	Est. Cost (\$)
CR # 598 (Kunze Lane)	Main Street to Tower Road (5.5 miles) - reconstruct and pave. Completed 2007/2008	2,700,000
CR #670 (Sunflower Flat Road)	Pave over gravel road (9.0 miles), a Federal Forest Highway Project.	2,500,000
CR #681 (Ione-Gooseberry Road)	McElligott Road to Hwy 206 (8.3 miles) - reconstruct roadway	3,200,000
CR #761 (Depot Lane)	Paterson Ferry Road to Division Road (4.9 miles) - reconstruct and pave.	2,000,000
CR #638 (Ione-Boardman Road)	Ella Road to Juniper Canyon Road (6.0 miles) - reconstruct and pave.	1,875,000
CR #630 (Juniper Lane)	Ione-Boardman to new section (3.8 miles) - reconstruct and pave.	1,100,000
CR #598 (Kunze Lane and CR#689 (Olson Road)	On Kunze, South Main to Olson Road (0.7 miles). On Olson, Kunze Lane to I-84 - reconstruct and pave (2.0 miles total).	900,000
CR #733 (Sand Hollow Road)	Hwy 74 to new pavement (6.7 miles) - reconstruct and pave.	900,000
CR #809 (Ella Road)	Highway 74 to Ione-Boardman "Y" (2.5 miles) - reconstruct and pave.	730,000
CR #793 (Little Butter Creek Road)	Currin Ranch north (5.2 miles) - reconstruct and pave.	600,000
CR #608 (Upper Rhea Creek Road)	Ruggs to Basey Canyon Road (4.5 miles) - improve drainage and pave	500,000
CR #759 (Bombing Range Road)	At Hwy 207 - acquire right-of-way to realign intersection, construct new section and pave.	400,000
CR #906 (3 rd Street)	Nevada Avenue to Depot Lane (0.8 miles) - reconstruct and pave.	350,000
CR #747 (Miller Road)	Kunze Lane to Wilson Lane (0.5 miles) - reconstruct and pave.	250,000
CR #598 (Kunze Lane)	Olson Road to Miller Road (0.5 miles) - reconstruct and pave.	250,000
CR #681 (Ione-Gooseberry Road)	Realign at junction with Hwy 206	15,000
CR # 713 (Shobe Canyon Road)	Realign at junction with Hwy 206/207	15,000

TABLE 6-9
MORROW COUNTY
0-5 Year (HIGH priority) RECOMMENDED ROADWAY SYSTEM PROJECTS
2007/2008-2011/2012 ROADWAY SYSTEM PROJECTS

Roadway	Project Description	Estimated Cost
Sand Hollow Road – 6.7 miles (Hwy 74 to end of good pavement)	Pave patch rough spots with 1 ½ " of hot mix @ \$44.50 per ton = \$145,000 Completed 2007 / 2008	\$300,000
Kunze Lane – 1.3 miles (South Main to Miller Road)	Overlay with 2" of hot mix @ \$48.00 per ton = \$140,000 Completed 2008/2009	\$280,000
Miller Road – 0.5 miles (Kunze Lane to Wilson Lane)	Completed 2008/2009	
Depot Lane – 3.0 miles (Division Road to Eighth Road) and 1.9 miles (Eighth Road to Paterson Ferry Road)	Overlay with 2" of hot mix @ \$48.00 per ton = \$200,000 Division Road to Eighth Road. Completed 2008/2009 0.8 miles Eighth Road to Paterson Ferry Road. Overlay with 2" of hot mix @ \$52.00 per ton = \$130,000 Completed 2008/2009 0.8 miles	\$420,000 \$272,000
Willow Creek Road – 20.5 miles (Hwy 207 to Cutsforth Park)	Crack seal of it @ \$3,500 per mile = \$71,750	\$130,000
Juniper Lane – 3.8 miles (end of new pavement to Ione-Boardman Rd.)	Overlay with 2" of hot mix @ \$52.00 per ton = \$285,000	\$530,000
Ione-Boardman Road – 1.8 miles (end of new pavement south 1.8 m) Ione-Boardman Road – 4.2 miles (end of previous year to Ella Road)	Overlay with 2" of hot mix @ 52.00 per ton = \$150,000 Overlay with 2" of hot mix @ \$60.00 per ton = \$360,000	\$300,000 \$690,000
Ella Road – 2.5 miles (Hwy 74 to Ione-Boardman Road junction)	Overlay with 1 ½" of hot mix @ 60.00 per ton = 200,000	\$385,000
Willow Creek Road – 20.5 miles (Hwy 207 to Cutsforth Park)	Chip seal all of it. Oil cost = \$385,000	\$700,000
Rippee Road – 0.5 miles (south of I-84 to Wilson Road)	Work on shoulders and pave with hot mix @ 68.00 per ton = \$45,000	\$90,000
Root Lane – 1.1 miles (Wilson Road to Rippee Road)	Work on shoulders and pave with hot mix @ \$68.00 per ton = \$98,000	\$200,000

TABLE 6-9
MORROW COUNTY
0-5 Year (HIGH priority) RECOMMENDED ROADWAY SYSTEM PROJECTS
2007/2008-2011/2012 ROADWAY SYSTEM PROJECTS

Roadway	Project Description	Estimated Cost
Eastregaard Road – 0.5 miles (Wilson Road to Canal)	Work on shoulders and pave with hot mix @ \$68.00 per ton = \$54,000	\$100,000
Big Butter Creek Road – 11.5 miles (Pine City to County line)	Repair cattle guards and bridge approaches, add some culverts and chip seal. Oil cost = \$185,000	\$280,000
Big Butter Creek Road – 3.0 miles (Hwy 207 to Pine City)	Crack seal and chip seal. Oil cost = \$55,000	\$95,000
Tower Road – 1.6 miles (Taggares Lane south)	Crack seal and chip seal. Oil cost = \$35,000	\$60,000
Ione-Gooseberry Road – 8.3 miles (McElligott Road to Hwy 206)	Reconstruct roadway and pave. Oil cost \$940,000 1st phase – 2.9 miles = \$325,000 2nd phase – 5.4 miles = \$615,000	\$3,200,000
Wilson Lane/Laurel Road Intersection	Install left-turn lane on Wilson Lane plus associated improvements	\$195,000
2007/2008-2011/2012 ESTIMATED TOTAL COST		\$8,227,000

TABLE 6-10
MORROW COUNTY
5-20 YEAR (MEDIUM PRIORITY RECOMMENDED ROADWAY SYSTEM PROJECTS)

Map Key / Roadway.	Project Description	Estimated Cost (\$1,000's)
A / CR #670 (Sunflower Flat Road)	Pave over gravel road (9.0 miles, a Federal Forest Highway Project)	\$2,500
B / CR #681 (Ione-Gooseberry Road)	McElligott Road to Hwy 206 (8.3 miles) – reconstruct roadway	\$3,200
C / CR #761 (Depot Lane)	Paterson Ferry Road to Division Road 4.9 miles) – reconstruct and pave	\$2,000
D / CR #689 (Olson Road)	Kunze Lane to I-84 – reconstruct and pave (2.0 miles total)	\$750
E / CR #733 (Sand Hollow Road)	Hwy 74 to new pavement (6.7 miles) – reconstruct and pave	\$2,215
F / CR #793 (Little Butter Creek Road)	Currin Ranch north (5.2 miles) – reconstruct and pave	\$1,820

**Final Planning Commission Findings of Fact
Transportation System Plan (TSP) 2010 Minor Update
ATSP-029-10
Amended August 20, 2010**

REQUEST: The TSP requires an amendment to update the 2007/2008-2011/2012 Roadway Systems Projects list by adding "Wilson Lane/Laurel Road intersection improvements".

APPLICANT: Morrow County
P.O. Box 778
Heppner OR 97836

I SUMMARY OF APPLICATION AND PROCESS:

The Morrow Transportation System Plan was originally prepared in 1997 as part of the Morrow County overall Comprehensive Plan as required by Oregon Revised Statute (ORS) 197.712 and the Transportation Planning Rule (TPR) OAR 660 Division 12 developed by the Department of Land Conservation and Development (DLCD). The TPR and its provisions are designed to encourage the development of a planning process that allows development of future transportation facilities, protect the operation of existing and future transportation facilities, coordinate the review of land use decisions, and promote safe and convenient pedestrian and bicycle circulation.

The 2005 Transportation System Plan for Morrow County was a substantial update to the previous version and incorporated updated goals and policies and included new requirements of the Transportation Planning Rule. Still, as a living document, the TSP requires frequent updating to incorporate the changing transportation conditions and requirements of the transportation system in Morrow County. The 2007 update accomplished the addition of the updated 5-year project list and moved projects on to and off the 20-year projects list among other updates, to include incorporation of Speedway Policies and projects. The 2009 update further accomplished TSP planning objectives and made the TSP a more complete document in that the Blue Mountain Scenic Byway is now better represented and the Forest Road Agreement Map and Forest Highway Segment maps have been included. This minor update will add a new project to the 2007/2008-2011/2012 Roadway System Projects list.

As required by the Morrow County Comprehensive Plan a minimum of two public hearings will be required – one Planning Commission and one County Court – prior to approval of the requested changes. Planning staff will recommend a second Planning Commission Public Hearing to assure that all of the necessary components are included in the proposed Transportation System Plan update. The tentative hearing schedule is included at the end of these Findings of Fact.

There was testimony at the first Planning Commission public hearing concerning the amendment indicating concern about the location of homes and wells on property along the subject roadway. Final engineering and contact with adjacent property owners has not taken place as the project is not yet ready to begin. Contact and final engineering will take place prior to the project moving to construction. This action is to list the project within the TSP to facilitate funding and support from the Oregon Department of Transportation.

II SUMMARY OF APPLICABLE CRITERIA To approve the request the Planning Commission will need to make findings to show that the request meets the necessary criteria in the Morrow County Comprehensive Plan. The necessary steps are outlined in the chapter Review and Revision Processes. There are no specific criteria identified, but there is a statement that "the public need and justification for the particular change should be established." Also to be considered are changes in Oregon Revised Statutes, Oregon Case Law, Oregon Statewide Planning Goals, Requirements of the County and its Cities, Needs of Residents or Landowners, and Concerns of the County and other Affected Governmental Units.

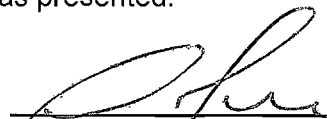
The Transportation System Plan is instrumental to funding and prioritization of transportation projects, which include the maintenance of roads and highways in the County. Oregon counties and cities over a certain size are required to develop TSPs and supporting implementation ordinances to carry out the TPR goals at the local level. Additionally, local jurisdictions are required to update their TSPs every 5 - 7 years. As in this case, the Plan will sometimes require more frequent minor updates to ensure it remains current and continues to meet the needs of the County.

The public need and justification for the particular change should be established: Planning staff would state the public need for this change is the continuing growth and development of the Morrow County transportation system. Planning Staff also states there are potential safety issues involved with pedestrians and slower moving residential traffic at the project location. This minor update is justified in that the Wilson Lane/Laurel Road intersection improvements will most likely be needed before the next five-year update in 2012. Planning staff would find that need and justification have been established.

- III DLCD 45 DAY NOTICE:** June 11, 2010
- IV PROPERTY OWNER NOTICE:** July 7, 2010
- V LEGAL NOTICE:** Heppner Gazette Times and East-Oregonian
July 14 and August 18, 2010
- VI AGENCIES NOTIFIED:** Angela Houck, Department of Land Conservation and Development; Teresa Peninger and Marilyn Holt, Oregon Department of Transportation; Karen Pettigrew and Barry Beyeler, City of Boardman; Gary Neal, Port of Morrow; Burke O'Brien, Morrow County Public Works
- VII HEARING DATES:**
 - Planning Commission
July 27, 2010
Port of Morrow Riverfront Center
Boardman, Oregon
 - August 31, 2010
Heppner City Hall
Heppner, Oregon

County Court
September 22, 2010
Morrow County Courthouse
Heppner, Oregon

IX RECOMMENDATION OF THE MORROW COUNTY PLANNING DEPARTMENT:
Recommend to the Morrow County Court approval of the 2010 Minor Update of the
Transportation System Plan as presented.



David Sykes, Chair

9-1-2010

Date

Attachments:

Vicinity Map

Engineering of Wilson Lane/Laurel Road Intersection

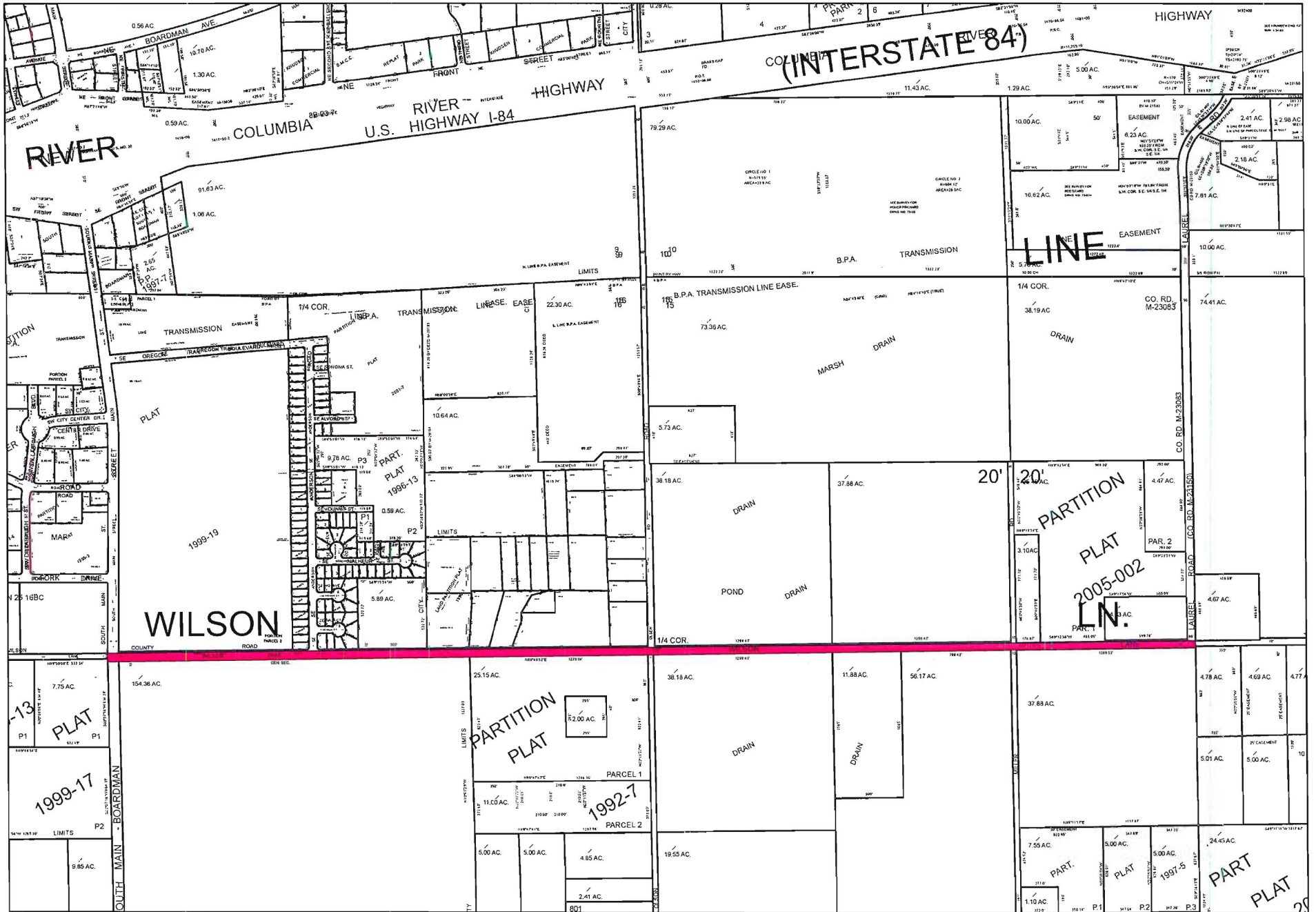
Table 5-4 DRAFT

Table 6-9 DRAFT

June 8, 2010 letter from Morrow County Public Works Director describing project and its need

Wilson Lane/Laurel Road Intersection

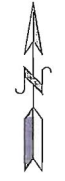
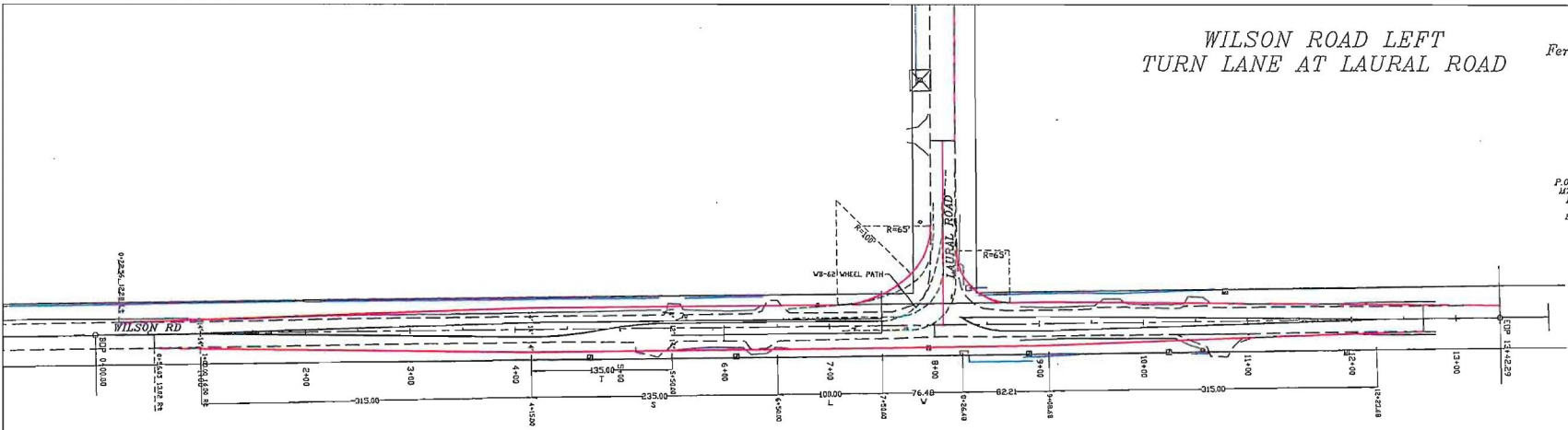
 Road Construction Corridor



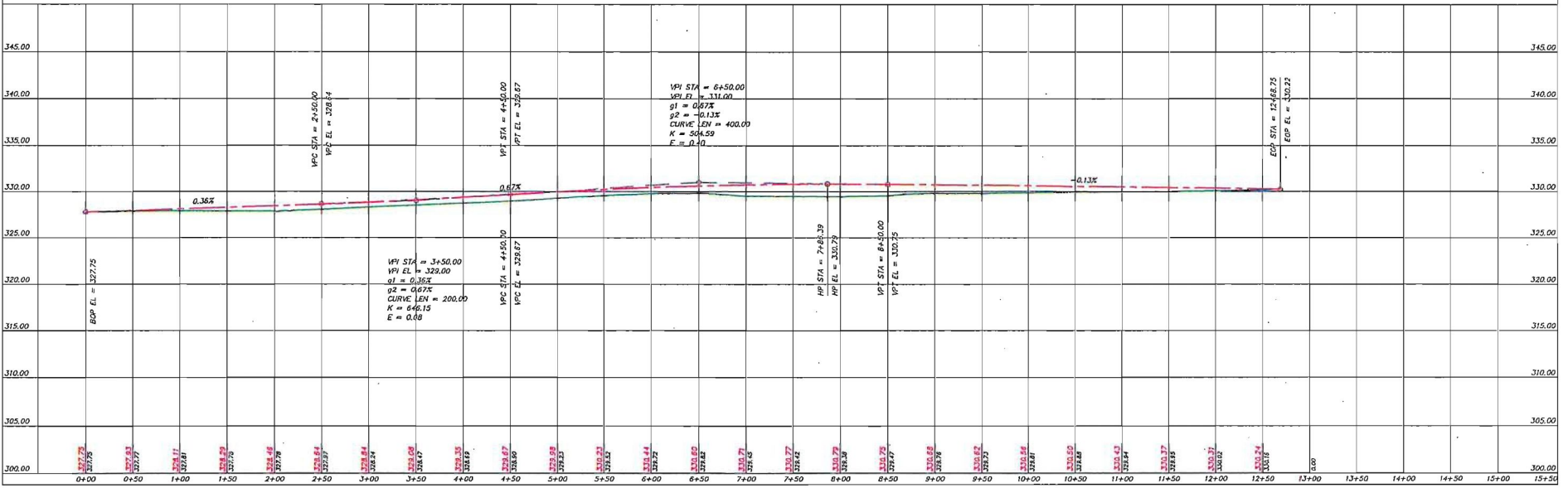
WILSON ROAD LEFT TURN LANE AT LAURAL ROAD



F.O. BOX 615, 210 E. MAIN
MT. VERNON, OR 97006
PHONE (541) 932-4430
FAX (541) 932-4430
EMAIL office@ferguson.net



SCALES:
1" = 50' HOR
1" = 5' VER



**TABLE 5-4
MORROW COUNTY RECOMMENDED 2007/2008-2011/2012 ROADWAY SYSTEM PROJECTS**

Roadway	Project Description	Est. Cost (\$)
Sand Hollow Road - 6.7 miles (Hwy 74 to end of good pavement)	Pave patch rough spots with 1 ½" of hot mix @ \$44.50 per ton = \$145,000. Completed 2007/2008	300,000
Kunze Lane - 1.3 miles (South Main to Miller Road)	Overlay with 2" of hot mix @ \$48.00 per ton = \$140,000. Completed 2008/2009	280,000
Miller Road - 0.5 miles (Kunze Lane to Wilson Lane)	Completed 2008/2009	
Depot Lane - 3.0 miles (Wagon Wheel Loop to Paterson Ferry Road)	Overlay with 2" of hot mix @ \$48.00 per ton = \$200,000. Completed 2008/2009	420,000
Willow Creek Road - 20.5 miles (Hwy 207 to Cutsforth Park)	Crack seal all of it @ \$3,500 per mile = \$71,750	130,000
Depot Lane - 1.9 miles (Eighth Road to Paterson Ferry Road)	Overlay with 2" of hot mix @ \$52.00 per ton = \$130,000. Completed 2008/2009 0.8 miles	272,000
Juniper Lane - 3.8 miles (end of new pavement to Ione-Boardman Rd.)	Overlay with 2" of hot mix @ \$52.00 per ton = \$285,000	530,000
Ione-Boardman Road - 1.8 miles (end of new pavement south 1.8 miles)	Overlay with 2" of hot mix @ \$52.00 per ton = \$150,000	300,000
Ione-Boardman Road - 4.2 miles (end of previous year to Ella Road)	Overlay with 2" of hot mix @ \$60.00 per ton = \$360,000	690,000
Ella Road - 2.5 miles (Hwy 74 to Ione-Boardman Road junction)	Overlay with 1 ½" hot mix @ \$60.00 per ton = \$200,000	385,000
Willow Creek Road - 20.5 miles (Hwy 207 to Cutsforth Park)	Chip seal all of it. Oil cost = \$385,000	700,000
Rippee Road - 0.5 miles (south of I-84 to Wilson Road)	Work on shoulders and pave with hot mix @ \$68.00 per ton = \$45,000	90,000
Root Lane - 1.1 miles (Wilson Road to Rippee Road)	Work on shoulders and pave with hot mix @ \$68.00 per ton = \$98,000	200,000
Eastregaard Road-0.5 miles (Wilson to Canal)	Work on shoulders and pave with hot mix @ \$68.00 per ton=\$54,000	100,000
Big Butter Creek Road - 11.5 miles (Pine City to County line)	Repair cattle guards and bridge approaches, add some culverts and chip seal. Oil cost = \$55,000	280,000
Big Butter Creek Road - 3.0 miles (Hwy 207 to Pine City)	Crack seal and chip seal. Oil cost = \$55,000	95,000
Tower Road - 1.6 miles (Taggares Lane south)	Crack seal and chip seal. Oil cost = \$35,000	60,000
Ione-Gooseberry Road - 8.3 miles (McElligott Road to Hwy 206)	Reconstruct roadway and pave. Oil cost \$940,000 1 st Phase - 2.9 miles = \$325,000 2 nd Phase - 5.4 miles = \$615,000	3,200,000
Wilson Lane/Laurel Road Intersection	Install left-turn lane on Wilson Lane plus associated improvements	195,000
2007/2008-2011/2012 estimated total cost		8,032,000 8,227,000

TABLE 6-9
MORROW COUNTY 0-5 Year (HIGH priority) RECOMMENDED ROADWAY SYSTEM PROJECTS
2007/2008-2011/2012 ROADWAY SYSTEM PROJECTS

Roadway	Project Description	Estimated Cost (\$)
Sand Hollow Rd – 6.7 mi (Hwy 74 to end of good pavement)	Pave patch rough spots with 1 ½ " of hot mix @ \$44.50 per ton = \$145,000 Completed 2007/2008	300,000
Kunze Lane – 1.3 mi (South Main to Miller Rd) Miller Rd – 0.5 mi (Kunze Ln to Wilson Ln)	Overlay with 2" of hot mix @ \$48.00 per ton = \$140,000 Completed 2008/2009 Completed 2008/2009	280,000
Depot Lane – 3.0 mi (Division Rd to Eighth Rd) and 1.9 mi (Eighth Rd to Paterson Ferry Rd)	Overlay with 2" of hot mix @ \$48.00 per ton = \$200,000 Division Rd to Eighth Rd. Completed 2008/2009 0.8 mi Eighth Rd to Paterson Ferry Rd. Overlay with 2" of hot mix @ \$52.00 per ton = \$130,000 Completed 2008/2009 0.8 mi	420,000 272,000
Willow Creek Rd – 20.5 mi (Hwy 207 to Cutsforth Park)	Crack seal of it @ \$3,500 per mile = \$71,750	130,000
Juniper Ln – 3.8 mi (end of new pavement to Ione-Boardman Rd.)	Overlay with 2" of hot mix @ \$52.00 per ton = \$285,000	530,000
Ione-Boardman Rd – 1.8 mi (end of new pavement south 1.8 mi)	Overlay with 2" of hot mix @ 52.00 per ton = \$150,000	300,000
Ione-Boardman Rd – 4.2 mi (end of previous year to Ella Rd)	Overlay with 2" of hot mix @ \$60.00 per ton = \$360,000	690,000
Ella Rd – 2.5 mi (Hwy 74 to Ione-Boardman Rd junction)	Overlay with 1 ½" of hot mix @ 60.00 per ton = 200,000	385,000
Willow Creek Rd – 20.5 mi (Hwy 207 to Cutsforth Park)	Chip seal all of it. Oil cost = \$385,000	700,000
Rippee Rd – 0.5 mi (south of I-84 to Wilson Rd)	Work on shoulders and pave with hot mix @ 68.00 per ton = \$45,000	90,000
Root Ln – 1.1 mi (Wilson Rd to Rippee Rd)	Work on shoulders and pave with hot mix @ \$68.00 per ton = \$98,000	200,000
Eastregaard Rd – 0.5 mi (Wilson Rd to canal)	Work on shoulders and pave with hot mix @ \$68.00 per ton = \$54,000	100,000
Big Butter Creek Rd – 11.5 mi (Pine City to County line)	Repair cattle guards and bridge approaches, add some culverts and chip seal. Oil cost = \$185,000	280,000
Big Butter Creek Rd – 3.0 mi (Hwy 207 to Pine City)	Crack seal and chip seal. Oil cost = \$55,000	95,000

TABLE 6-9

**MORROW COUNTY 0-5 Year (HIGH priority) RECOMMENDED ROADWAY SYSTEM PROJECTS
2007/2008-2011/2012 ROADWAY SYSTEM PROJECTS**

Roadway	Project Description	Estimated Cost (\$)
Tower Rd – 1.6 mi (Taggares Ln south)	Crack seal and chip seal. Oil cost = \$35,000	60,000
Ione-Gooseberry Rd – 8.3 mi (McElligott Rd to Hwy 206)	Reconstruct roadway and pave. Oil cost = \$940,000 1st phase – 2.9 mi = \$325,000 2nd phase – 5.4 mi = \$615,000	3,200,000
Wilson Lane/Laurel Road Intersection	Install left-turn lane on Wilson Lane plus associated improvements	195,000
2007/2008-2011/2012 estimated total cost		8,032,000 8,227,000

June 8, 2010

Narrative for Wilson Road, Laurel Lane Intersection Improvements.

Need for the Project.

This project involves a total of 1.5 miles of improvements to Wilson Road from the intersection of Laurel Lane to the intersection of South Main in Boardman. The driving issue is the lack of turning radius at the intersection of Laurel and Wilson as well as the substandard condition of Laurel Lane. From time to time a need for detouring traffic around the freeway section of I-84 becomes necessary. Currently the Boardman overpass project has created just such a need. The shortest and best route for a detour is Laurel to Wilson to South Main in Boardman. However with the limited ability of turning radius at the Laurel-Wilson intersection, that is not an option. Therefore a longer and much more inconvenient route from Bombing Range Road is required. This requires the changing of a no through trucks posting and increased traffic on the Wilson Road Section from Laurel to Bombing Range Road, which only has 11 foot travel lanes and many residential accesses. We worry in regard to safety of pedestrians and slower moving residential traffic using that road on a daily basis.

County Input to a Solution

Morrow County Public Works realizing the gravity of the situation is seeking to improve this problem area. With County funds, Morrow County undertook the problem of Laurel Lane. It was widened and paved to a much higher standard than it was originally built to. The original road was only 20' wide with 1 to 2' shoulders. The pavement was a simple double shot oil mat overlay. The road after improvement is now a 4" hot mix mat with 12' travel lanes 2' of paved shoulder and 3' of gravel shoulder. The County has expended \$120,000 dollars on this project to date. That project is from the Port of Morrow interchange to Wilson Road. However the underlying and remaining problem is still the Laurel-Wilson intersection.

Seeing the need for a solution the County Contract Engineer has in cooperation with Morrow County Public Works designed a turn lane intersection that will accommodate truck traffic in a safe and efficient manner. This design is complete and with adequate funding can be implemented, thus meeting the needs of not only the County transportation system, but the City of Boardman's need for a truck route as well as an emergency detour route for I-84 traffic. We have a very good detour route from South Boardman to Tower Road after the rebuild of Kunze and South Main. By completing this project a safe and efficient route from the Port interchange to South Boardman would be in place and able to be used as needed without causing serious traffic problems to anyone.

Our Design for the intersection includes widening of the section of Wilson Road that intersects with Laurel. It entails creating two 14' lanes and one 12' turn lane from both West and East of the Laurel intersection. The remaining portion of Wilson Road, east toward South Main, will include widening of shoulders and paving of another 2' on each side of Wilson Road to South Main intersection.

Morrow County is asking that any possible source of funding for this project be explored by ODOT in order to assist us in getting this problem corrected in the near future. Our engineered design and cost prospectus is attached to this request and we are willing to explore any and all possibilities for funding opportunities. Our cost estimates show we can do this project with \$200,000 if we furnish materials equipment and labor. We have attached our Engineer's Estimate for work as well as our in house cost estimate.

We would be very pleased if you would accept this proposal for improvements for consideration.

Sincerely Yours

Burke O'Brien
Morrow County Public Works Director

Terry Tallman
Morrow County Judge

DLCD
Angela Hauck
635 Capitol St. NW Ste. 200
Salem, OR 97301-2540

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