



Oregon

John A. Kitzhaber, M.D., Governor

Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2540

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www.oregon.gov/LCD



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

Date: May 28, 2015
Jurisdiction: Morrow County
Local file no.: ATSP-088-15
DLCD file no.: 001-15

The Department of Land Conservation and Development (DLCD) received the attached notice of adopted amendment to a comprehensive plan or land use regulation on 05/22/2015. A copy of the adopted amendment is available for review at the DLCD office in Salem and the local government office.

Notice of the proposed amendment was submitted to DLCD less than 35 days prior to the first evidentiary hearing.

Appeal Procedures

Eligibility to appeal this amendment is governed by ORS 197.612, ORS 197.620, and ORS 197.830. Under ORS 197.830(9), a notice of intent to appeal a land use decision to LUBA must be filed no later than 21 days after the date the decision sought to be reviewed became final. If you have questions about the date the decision became final, please contact the jurisdiction that adopted the amendment.

A 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).

If the amendment is not appealed, it will be deemed acknowledged as set forth in ORS 197.625(1)(a). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

DLCD Contact

If you have questions about this notice, please contact DLCD's Plan Amendment Specialist at 503-934-0017 or plan.amendments@state.or.us



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE

File No.: 001-15 {23633}

Received: 5/22/2015

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption**. (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: Morrow County

Local file no.: **ATSP-088-15**

Date of adoption: May 20, 2015

Date sent: 5/22/2015

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 02/25/2015

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

Minor grammatical and directional changes, no substantive changes to the proposed document

Local contact (name and title): Stephanie Loving-Harris, Associate Planner

Phone: 541-922-4624

E-mail: sloving@co.morrow.or.us

Street address: 205 NE 3rd Street

City: Irrigon

Zip: 97844-

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY**For a change to comprehensive plan text:**

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

Morrow County Transportation System Plan, Appendix B

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address):

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

BEFORE THE MORROW COUNTY COURT
OF MORROW COUNTY

AN ORDINANCE AMENDING THE MORROW
COUNTY TRANSPORTATION SYSTEM PLAN
APPENDIX B RECOMMENDED ROADWAY
SYSTEM PROJECTS.

COUNTY ORDINANCE

NO. ORD-2015-2

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, the Morrow County Public Works did hold a Road Committee meeting and at that meeting a list of recommended roadway system projects was discussed, including a number of new bridges that needed to be added to the bridge deficiencies list; and

WHEREAS, the Road Committee did recommend forwarding the recommended roadway system projects to be reviewed by the Morrow County Planning Commission and adoption by the Morrow County Court; and

WHEREAS, the Morrow County Planning Commission held a public hearing to review the recommended roadway system projects on March 31, 2015, at the Heppner City Hall in Heppner, Oregon; and

WHEREAS, the Morrow County Planning Commission considered the request, recommended approval, and adopted Planning Commission Final Findings of Fact; and

WHEREAS, the Morrow County Court held a public hearing to consider the recommendation of the Morrow County Planning Commission on May 6, 2015, at the Pioneer Annex in Hepper, Oregon; and

WHEREAS, the Morrow County Court heard Public Works testimony in support of the Planning Commission recommendation; and

WHEREAS, the Morrow County Court accepted the Planning Commission recommendation and approved Appendix B Recommended Roadway System Projects.

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 2015 Transportation System Plan Appendix B Recommended Roadway System Projects amendment.

Section 2 Affected Documents:

Morrow County Transportation System Plan

Section 3 Attached Documents:

Morrow County Transportation System Plan
Appendix B Recommended Roadway System Projects

Other relevant documents are on file in the Morrow County Planning Department, including but not limited to the Planning Commission Final Findings of Fact.

Section 4 Effective Date

The effective date for this Ordinance shall be July 1, 2015 to be in place at the time the new fiscal year begins.

Date of First Reading: May 13, 2015

Date of Second Reading: May 20, 2015

DONE AND ADOPTED BY THE MORROW COUNTY COURT THIS 20th DAY OF MAY, 2015

MORROW COUNTY COURT:

ATTEST:



*Bobbi Childers by
Theresa Crawford*
Bobbi Childers
County Clerk *Deputy Clerk*

Ferry K. Tallman
Ferry K. Tallman, Judge

Leann Rea
Leann Rea, Commissioner

Don Russell
Don Russell, Commissioner

**Final Findings of Fact
Transportation System Plan Appendix B Update
ATSP-088-15**

REQUEST: To update the short term and long term project lists and add a bridge deficiencies list as part of Appendix B

APPLICANT: Morrow County Planning Department
P.O. Box 40
Irrigon, OR 97844

OWNER: Morrow County

LOCATION: Morrow County.

I SUMMARY OF APPLICATION AND PROCESS:

The Transportation System Plan (TSP) project lists must be updated periodically. This action will accomplish this periodic task by bringing the short term and long term project lists and bridge deficiencies list to a current status. The following criteria are from the Review and Revision of the Comprehensive Plan as amended in October 2013 and Article 8 of the Zoning Ordinance.

II SUMMARY OF APPLICABLE CRITERIA

MORROW COUNTY COMPREHENSIVE PLAN: CRITERIA. The following criteria must be considered before approval of an amendment to the Comprehensive Plan is given:

1. Address the Criteria found in the Morrow County Zoning Ordinance Article 8 Amendments; and
2. Show how the request complies with the relevant statewide land use planning Goals. Include evidence of coordination and compliance with State agencies regarding the statewide planning Goals. (MC OR-1-2013)

The Morrow County Zoning Ordinance criteria follow with the necessary analysis. Coordination with DLCD and ODOT has been ongoing in regards to the Transportation System Plan. Both are noticed of this action. Staff would find these criteria met.

MORROW COUNTY ZONING ORDINANCE: SECTION 8.040. The proponent of the application or permit has the burden of proving justification for its approval. The more drastic the request or the greater the impact of the application or permit on the neighborhood, area, or county, the greater is the burden on the applicant. The following criteria shall be considered by the Planning Commission in preparing a recommendation and by the County Court in reaching their decision.

- A. The local conditions have changed and would warrant a change in the zoning of the subject property(ies).
The proposed language changes were identified by Public Works Staff and Planning Department staff. No specific change in local conditions has taken

place, but through ongoing inspections and Public Works' diligent attention, deficiencies have been identified. These proposed changes address those concerns.

- B. The public services and facilities are sufficient to support a change in designation including, but not limited to, water availability relevant to both quantity and quality, waste and storm water management, other public services, and streets and roads.**
- 1. Amendments to the zoning ordinance or zone changes which significantly affect a transportation facility shall assure that land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:**
 - a. Limiting allowed land uses to be consistent with the planned function of the transportation facility or roadway;**
 - b. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or,**
 - c. Altering land use designations, densities, or design requirements to reduce demand for automobile travel to meet needs through other modes.**

No land use designations are changing and the ongoing work to upgrade roads and bridges are consistent with the continued function of the transportation facilities. Planning staff would find these criteria met.

- 2. A plan or land use regulation amendment significantly affects a transportation facility if it:**
 - a. Changes the functional classification of an existing or planned transportation facility;**
 - b. Changes standards implementing a functional classification;**
 - c. Allows types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or**
 - d. Would reduce the level of service of the facility below the minimal acceptable level identified in the Transportation System Plan. (MC-C-8-98)**


See above analysis.

- C. That the proposed amendment is consistent with unamended portions of the Comprehensive Plan and supports goals and policies of the Comprehensive Plan, that there is a public need for the proposal, and that the need will be best served by allowing the request. If other areas in the county are designated for a use as requested in the application, then a showing of the necessity for introducing that use into an area not now so zoned and why the owners there should bear the burden, if any, of introducing that zone into their area.**

Planning staff would find that the proposed changes are not in conflict with this criterion.

- D. The request addresses issues concerned with public health and welfare, if any.** Planning staff have not identified any concerns with public health or welfare.

- III **DLCD 35 DAY NOTICE:** February 25, 2015
- IV **PROPERTY OWNER NOTICE:** March 11, 2015
- V **LEGAL NOTICE:** Heppner Gazette Times and East-Oregonian
March 11, 2015
- VI **AGENCIES NOTIFIED:** Angela Houck, Department of Land Conservation and
Development; Teresa Penninger and Marilyn Holt, Oregon Department of
Transportation; Mike Gorman, Morrow County Assessor's Office, Burke O'Brien and
Matt Scrivner, Morrow County Public Works Department
- VII **HEARING DATES:**
 - Planning Commission
March 31, 2015
Heppner Finance Annex
Heppner, Oregon
 - County Court
April 22, 2015
Morrow County Courthouse
Heppner, Oregon
- IX **RECOMMENDATION:** The Planning Department recommends that the Planning
Commission recommend to the Morrow County Court adoption of the amended Medium
Priority Roadway System Projects and the Bridge Deficiencies List. See attached.



 David Sykes, Chair 3-31-2015
Date

Attachments:
 Current Appendix B Recommended Roadway System Projects
 Proposed Appendix B Recommended Roadway System Projects

Current

**APPENDIX B
RECOMMENDED ROADWAY SYSTEM PROJECTS**

TABLE B-1 MORROW COUNTY HIGH PRIORITY RECOMMENDED ROADWAY SYSTEM PROJECTS 2011/2012 - 2016/2017 ROADWAY SYSTEM PROJECTS		
Roadway	Project Description	Estimated Cost
Bombing Range Road Highway 207 to Juniper Lane - 2.3 miles	Overlay with 3" of hot mix/4,385 tons @ \$57.00 per ton = \$250,000.00	\$400,000
Bombing Range Road Alpine Lane to Finley Butte Jct - 3.9 miles	Overlay with 3" of hot mix/4,385 tons @ \$57.00 per ton = \$250,000	\$400,000
Bombing Range Road Alpine Lane to Finley Butte Jct - 3.9 miles	Overlay with 3" of hot mix/4,385 tons @ \$57.00 per ton = \$250,000	\$400,000
Tower Road Interstate 84 to Taggares Lane - 7.0 miles (a portion)	Overlay with 3" of hot mix/4,385 tons @ \$57.00 per ton = \$250,000	\$400,000
Tower Road Interstate 84 to Taggares Lane - 7.0 miles (a portion)	Overlay with 3" of hot mix/4,385 tons @ \$57.00 per ton = \$250,000	\$400,000
Tower Road Interstate 84 to Taggares Lane - 7.0 miles (a portion)	Overlay with 3" of hot mix/4,385 tons @ \$57.00 per ton = \$250,000	\$400,000
Eastregaard Road Wilson Road to Canal - 0.5 miles	Work on shoulders and pave with hot mix @ \$57.00 per ton = \$28,000	\$65,000
Wilson Lane/Laurel Road Intersection	Install left-turn lane on Wilson Lane plus associated improvements	\$400,000
Frontage Lane (1.3 miles) Pole Line Road (0.5) miles including intersection	Redesign of intersection removing current "Y" design and rebuild of both roads	\$2,456,300
ESTIMATED TOTAL COST		\$5,321,300

Current

**TABLE B-2
MORROW COUNTY
MEDIUM PRIORITY RECOMMENDED ROADWAY SYSTEM PROJECTS**

Map Key / Roadway.	Project Description	Estimated Cost
CR #670 (Sunflower Flat Road)	Pave over gravel road (9.0 miles, a Federal Forest Highway Project)	\$4,587,000
CR #681 (lone-Gooseberry Road)	McElligott Road to Hwy 206 (8.3 miles) – reconstruct roadway	\$3,500,000
CR #689 (Olson Road)	Kunze Lane to I-84 – reconstruct and pave (2.0 miles total)	\$750,000
CR #733 (Sand Hollow Road)	Hwy 74 to new pavement (6.7 miles) – reconstruct and pave	\$2,215,000
CR #793 (Little Butter Creek Road)	Currin Ranch north (5.2 miles) – reconstruct and pave	\$1,820,000
CR #608 (Upper Rhea Creek Road)	Ruggs to Basey Canyon Road (4.5 miles) – improve drainage and pave (completed 2.9 miles in 2008-2009) ARRA stimulus project 1.6 miles remaining	\$500,000
CR #906 (3rd Street)	Nevada Avenue to Depot Lane (0.8 miles) – construct 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)	South Main to Miller Road (1.3 miles) – reconstruct and pave	\$450,000
CR #681 (lone-Gooseberry Road)	Realign at junction with Hwy 206	\$181,000
CR #713 (Shobe Canyon Road)	Realign at junction with Hwy 206/207	\$80,000
CR #612 (Clarks Canyon Road)	Realign at junction with Hwy 206/207	\$82,000
CR #693 (Rhea Creek Road)	Realign at junction with Hwy 206/207	\$145,000
CR #533 (Porcupine Lane)	Realign at junction with Hwy 206/207	\$80,000
lone-Boardman Road – 1.8 miles (end of new pavement south 1.8 m)	Overlay with 2" of hot mix @\$75.00 per ton = \$215,000	\$400,000
lone-Boardman Road – 4.2 miles (end of previous year to Ella Road)	Overlay with 2" of hot mix @ \$75.00 per ton = \$450,000	\$1,150,000
Juniper Lane – 1.3 miles (end of new pavement to the lone-Boardman Road)	Overlay with 2" of hot mix @ \$75.00 per ton = \$150,000	\$300,000
Ella Road – 2.5 miles (Hwy 74 to lone-Boardman Road junction)	Overlay with 1 ½" of hot mix @ \$75.00 per ton = \$250,000	\$425,000

Current

TABLE B-2 MORROW COUNTY MEDIUM PRIORITY RECOMMENDED ROADWAY SYSTEM PROJECTS		
Map Key / Roadway.	Project Description	Estimated Cost
Rippee Road – 0.5 miles (south of I-84 to Wilson Road)	Work on shoulders and pave with hot mix @ \$80.00 per ton = \$60,000	\$100,000
Root Lane – 1.1 miles (Wilson Road to Rippee Road)	Work on shoulders and pave with hot mix @ \$80.00 per ton = \$120,000	\$200,000
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 = \$210,000	\$375,000
Big Butter Creek Road – 3.0 miles (Hwy 207 to Pine City)	Crack seal and chip seal. Oil cost = \$60,000	\$100,000
lone-Gooseberry Road – 8.3 miles (McElligott Road to Hwy 206)	Reconstruct roadway and pave. Oil cost \$1,000,000	\$3,500,000
ESTIMATED TOTAL COST		\$21,540,000

**APPENDIX B
RECOMMENDED ROADWAY SYSTEM PROJECTS**

**TABLE B-1
MORROW COUNTY
HIGH PRIORITY RECOMMENDED ROADWAY SYSTEM PROJECTS
2015/2016 - 2018/2019 ROADWAY SYSTEM PROJECTS**

Roadway	Project Description	Estimated Oil Cost	Estimated Project Cost
Tower Road - 4.5 miles (a portion)	Overlay with 2" of hot mix/7,040 tons @ \$61.50 per ton = \$432,960	\$432,960	
Wilson Lane/Laurel Road Intersection	Install left-turn lane on Wilson Lane plus associated improvements		\$400,000
Third Road in Irrigon (0.15 miles) Columbia to Washington	Add shoulder width and overlay with 2 inches of hot mix/235 tons @ \$61.50 per ton = \$14,452.50	\$14,452.50	
Eighth Road in Irrigon (1.2 miles) Highway 730 to Columbia	Work on shoulders and overlay with 2 inches of hot mix/1878 tons @\$61.50 per ton = \$115,497	\$115,497	
Columbia Lane (0.5 miles) west East of Rippee Road to RR overpass	Overlay with 3 inches of hot mix/1630 tons @\$61.50 per ton = \$100,245	\$100,245	
Balm Fork Road (6.35 miles) Willow Creek Road to end of pavement	Chip seal 187 tons @\$600.00 per ton = \$112,200	\$112,200	
Basey Canyon Road (2.9 miles) Highway 207 to Upper Rhea Creek Road	Chip seal 110 tons @\$625 per ton = \$68,750	\$68,750	
Upper Rhea Creek Road (4.1 miles)	Chip seal 145 tons @\$625 per ton = \$90,625	\$90,625	
Ione-Gooseberry Road – 6.5 miles (Dry Fork Road to Hwy 206)	Chip Seal 454 tons @625/ton = \$283,750 (option c)	\$283,750	
	Soil Stabilization \$71,600	\$71,600	
Ione-Boardman Road – 5.9 miles (Juniper Lane to Ella Road)	Shoulder work and overlay with 2" of hot mix 9250 tons @\$70.00/ton = \$646,100	\$646,100	
Ella Road – 2.5 miles (Hwy 74 to	Shoulder work and overlay with 2" of hot mix 3915 tons@ \$70.00 per ton = \$274,050	\$274,050	

**TABLE B-1
MORROW COUNTY
HIGH PRIORITY RECOMMENDED ROADWAY SYSTEM PROJECTS
2015/2016 - 2018/2019 ROADWAY SYSTEM PROJECTS**

Roadway	Project Description	Estimated Oil Cost	Estimated Project Cost
lone-Boardman Road junction)			
Big Butter Creek Road – 11.4 miles (Pine City to County line)	Chip Seal 367 tons @625/ton = \$229,375	\$229,375	
Big Butter Creek Road – 3.0 miles (Hwy 207 to Pine City)	Clean ditches, work on shoulders and add 2" overlay with hot mix 4700 tons @\$61.50/ton = 289,050. Joint effort with Umatilla County as we share portions of this road.	\$289,050	
ESTIMATED TOTAL COST		\$2,728,654.50	\$400,000

**TABLE B-2
MORROW COUNTY
MEDIUM PRIORITY RECOMMENDED ROADWAY SYSTEM PROJECTS**

Map Key / Roadway.	Project Description	Estimated Oil Cost	Estimated Project Cost
CR #670 (Sunflower Flat Road)	Pave over gravel road (9.0 miles, a Federal Forest Highway Project)		\$4,587,000
CR #689 (Olson Road)	Kunze Lane to I-84 – reconstruct and pave (2.0 miles total)		\$750,000
CR #733 (Sand Hollow Road)	Hwy 74 to new pavement (6.7 miles) – reconstruct and pave		\$2,215,000
CR #793 (Little Butter Creek Road)	Currin Ranch north (5.2 miles) – reconstruct and pave		\$1,820,000
CR #608 (Upper Rhea Creek Road)	Ruggs to Basey Canyon Road (4.5 miles) – improve drainage and pave (completed 2.9 miles in 2008-2009) ARRA stimulus project 1.6 miles remaining		\$500,000
CR #906 (3rd Street)	Nevada Avenue to Depot Lane (0.8 miles) – construct 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)	South Main to Miller Road (1.3 miles) – reconstruct and pave		\$450,000
Rippee Road – 0.5 miles (south of I-84 to Wilson Road)	Work on shoulders and pave with hot mix @ \$80.00 per ton = \$60,000	\$60,000	\$100,000
Root Lane – 1.1 miles (Wilson Road to Rippee Road)	Work on shoulders and pave with hot mix @ \$80.00 per ton = \$120,000	\$120,000	\$200,000
Dry Fork Road - (4.35 miles) lone-Gooseberry to end of pavement	Same project as lone-Gooseberry Road (2.8 miles is major collector)		
Frontage Lane / Poleline Road intersection	Redesign of intersection. Remove “Y” design and rebuild both roads at intersection.		\$2,456,300
Poleline / Homestead intersection	Reconstruct intersection to accommodate increased truck traffic		\$889,867
Ella Road - (4.7 miles) lone-Boardman to Baker Lane	Shoulder work, paver patch, crack seal and chip seal. Oil cost \$103,750	\$103,750	
Jordan Grade Road -	Add 2 inch overlay with hot mix. Oil cost	\$175,350	

**TABLE B-2
MORROW COUNTY
MEDIUM PRIORITY RECOMMENDED ROADWAY SYSTEM PROJECTS**

Map Key / Roadway.	Project Description	Estimated Oil Cost	Estimated Project Cost
(1.6 miles) Hwy 74 to Baseline Lane		\$175,350	
Tower Road - (4.5 miles) I-84 to end of county's portion	Evaluate road conditions as the heavy traffic continues on this road during the construction of the gas fired plant. It would take 7040 tons of hot mix at an estimated cost of \$480,000	\$480,000	
Liberty School Road - (2.9 miles) Hwy 206 to Bergstrom Lane	Reclaim back to gravel. Add soil stabilizer.		
McNab Lane - (1.1 miles) - Just past bridge near Hwy 74 to top of grade.	Slope banks, improve ditches and add shoulders. The land owner for most of the project is willing to donate land, move fences or whatever is needed.		
Rhea Creek Road - 5.5 miles) - Brenner Canyon to hwy 74.	Finish shoulder and ditch work. About 3.5 miles left to do.		
Frontage Road - 5.95 miles) - Patterson Ferry Road to the county line.	Add shoulder rock and improve ditches.		
Willow Creek Road - (3.45 miles) Black Mountain Lane to Cutsforth Park.	Crack seal large cracks.		
ESTIMATED TOTAL COST		\$939,100	\$14,568,167

**TABLE B-3
MORROW COUNTY
BRIDGE DEFICIENCIES**

Map Key / Roadway.	Project Description	Estimated Project Cost
#10995 Keene Bridge (Rhea Creek Road)	Replace wood decking with steel, install new guardrails, improve approaches and pave with hot mix	\$100,000
#10891 Snyder Bridge (Rhea Creek Road)	Replace wood decking with steel, install new guardrails, improve approaches and pave with hot mix	\$100,000
#49-C27 Vey Bridge (Big Butter Creek Road)	Remove deck, replace broken timber, replace decking, improve guardrails, improve approaches and pave with hot mix.	\$50,000
#10907 Willow Creek (Willow Creek Road)	Diagonal sheer cracks near supports of all girders.	\$ (Under Review)
#49C28A Anson Wright park (Rock Creek)	Minor negative camber in girders, Scour and erosion.	\$5,000
#49C09 Clarks Canyon (Willow Creek)	Upstream girder has slight bow along length. All girders are rusting. Wing walls have deteriorated concrete and exposed steel reinforcing with corrosion. Delaminating and spalling.	\$25,000
#10928 Little Butter Creek (Butter Creek)	Areas of decay on timber deck. Most girders are checked. Girder #2 in span 3 has failed. Spalling and some hairline cracks.	\$300,000
#49C02 Fuller Canyon (Fuller Canyon)	All girders are rusting. End posts not installed at guardrail ends. Railings are not to standard height. Large potholes on approaches.	\$ Possibly replace it
#10958A Willow Creek / Fuller Canyon (Fuller Canyon)	Posts with decay and splits.	\$400,000- \$500,000
#49C22 Morter Lane (Rhea Creek)	Active surface corrosion. All girders are rusty. Minor cracking. Minor scour. Shoulder erosion near downstream bent.	\$5,000
ESTIMATED TOTAL COST		\$985,000- \$1,085,000



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

May 22, 2015

ATSP-088-15
Morrow County Transportation System Plan
Appendix B

This notice is to inform you that on May 20, 2015, the Morrow County Court adopted Ordinance Number ORD-2015-2 amending the Morrow County Transportation System Plan. Specifically the amendment updates the short term and long term projects lists and adds a bridge deficiencies list as part of Appendix B. Enclosed is the adopted ordinance and Appendix B; other documents are available by request.

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 May 22, 2015. The deadline to appeal is June 12, 2015.

Cordially,

A handwritten signature in cursive script that reads "Carla McLane".

Carla McLane
Planning Director

I certify that on May 22, 2015, I emailed a copy of this Notice of Decision to all persons entitled to notice of this decision.

A handwritten signature in cursive script that reads "Stephanie Harris".
Signature _____ Date 5/22/15

**APPENDIX B
RECOMMENDED ROADWAY SYSTEM PROJECTS**

**TABLE B-1
MORROW COUNTY
HIGH PRIORITY RECOMMENDED ROADWAY SYSTEM PROJECTS
2015/2016 - 2018/2019 ROADWAY SYSTEM PROJECTS**

Roadway	Project Description	Estimated Oil Cost	Estimated Project Cost
Tower Road - 4.5 miles (a portion)	Overlay with 2" of hot mix/7,040 tons @ \$61.50 per ton = \$432,960	\$432,960	
Wilson Lane/Laurel Road Intersection	Install left-turn lane on Wilson Lane plus associated improvements		\$400,000
Third Road in Irrigon (0.15 miles) Columbia to Washington	Add shoulder width and overlay with 2 inches of hot mix/235 tons @ \$61.50 per ton = \$14,452.50	\$14,452.50	
Eighth Road in Irrigon (1.2 miles) Highway 730 to Columbia	Work on shoulders and overlay with 2 inches of hot mix/1878 tons @ \$61.50 per ton = \$115,497	\$115,497	
Columbia Lane (0.5 miles) East of Rippee Road to RR overpass	Overlay with 3 inches of hot mix/1630 tons @ \$61.50 per ton = \$100,245	\$100,245	
Balm Fork Road (6.35 miles) Willow Creek Road to end of pavement	Chip seal 187 tons @ \$600.00 per ton = \$112,200	\$112,200	
Basey Canyon Road (2.9 miles) Highway 207 to Upper Rhea Creek Road	Chip seal 110 tons @ \$625 per ton = \$68,750	\$68,750	
Upper Rhea Creek Road (4.1 miles)	Chip seal 145 tons @ \$625 per ton = \$90,625	\$90,625	
Ione-Gooseberry Road – 6.5 miles (Dry Fork Road to Hwy 206)	Chip Seal 454 tons @ \$625/ton = \$283,750 (option c)	\$283,750	
	Soil Stabilization \$71,600	\$71,600	
Ione-Boardman Road – 5.9 miles (Juniper Lane to Ella Road)	Shoulder work and overlay with 2" of hot mix 9250 tons @ \$70.00/ton = \$646,100	\$646,100	
Ella Road – 2.5 miles (Hwy 74 to Ione-Boardman Road junction)	Shoulder work and overlay with 2" of hot mix 3915 tons @ \$70.00 per ton = \$274,050	\$274,050	
Big Butter Creek Road – 11.4 miles (Pine City to County line)	Chip Seal 367 tons @ \$625/ton = \$229,375	\$229,375	

**TABLE B-1
MORROW COUNTY
HIGH PRIORITY RECOMMENDED ROADWAY SYSTEM PROJECTS
2015/2016 - 2018/2019 ROADWAY SYSTEM PROJECTS**

Roadway	Project Description	Estimated Oil Cost	Estimated Project Cost
Big Butter Creek Road – 3.0 miles (Hwy 207 to Pine City)	Clean ditches, work on shoulders and add 2" overlay with hot mix 4700 tons @ \$61.50/ton = 289,050. Joint effort with Umatilla County as we share portions of this road.	\$289,050	
ESTIMATED TOTAL COST		\$2,728,654.50	\$400,000

**TABLE B-2
MORROW COUNTY
MEDIUM PRIORITY RECOMMENDED ROADWAY SYSTEM PROJECTS**

Roadway	Project Description	Estimated Oil Cost	Estimated Project Cost
CR #670 (Sunflower Flat Road)	Pave over gravel road (9.0 miles, a Federal Forest Highway Project)		\$4,587,000
CR #689 (Olson Road)	Kunze Lane to I-84 – reconstruct and pave (2.0 miles total)		\$750,000
CR #733 (Sand Hollow Road)	Hwy 74 to new pavement (6.7 miles) – reconstruct and pave		\$2,215,000
CR #793 (Little Butter Creek Road)	Currin Ranch north (5.2 miles) – reconstruct and pave		\$1,820,000
CR #608 (Upper Rhea Creek Road)	Ruggs to Basey Canyon Road (4.5 miles) – improve drainage and pave (completed 2.9 miles in 2008-2009) ARRA stimulus project 1.6 miles remaining		\$500,000
CR #906 (3rd Street)	Nevada Avenue to Depot Lane (0.8 miles) – construct 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)	South Main to Miller Road (1.3 miles) – reconstruct and pave		\$450,000
Rippee Road – 0.5 miles (south of I-84 to Wilson Road)	Work on shoulders and pave with hot mix @ \$80.00 per ton = \$60,000	\$60,000	\$100,000
Root Lane – 1.1 miles (Wilson Road to Rippee Road)	Work on shoulders and pave with hot mix @ \$80.00 per ton = \$120,000	\$120,000	\$200,000

**TABLE B-2
MORROW COUNTY
MEDIUM PRIORITY RECOMMENDED ROADWAY SYSTEM PROJECTS**

Roadway	Project Description	Estimated Oil Cost	Estimated Project Cost
Dry Fork Road - (4.35 miles) lone-Gooseberry to end of pavement	Same project as lone-Gooseberry Road (2.8 miles is major collector)		
Frontage Lane / Poleline Road intersection	Redesign of intersection. Remove "Y" design and rebuild both roads at intersection.		\$2,456,300
Poleline / Homestead intersection	Reconstruct intersection to accommodate increased truck traffic		\$889,867
Ella Road - (4.7 miles) lone-Boardman to Baker Lane	Shoulder work, paver patch, crack seal and chip seal. Oil cost \$103,750	\$103,750	
Jordan Grade Road - (1.6 miles) Hwy 74 to Baseline Lane	Add 2 inch overlay with hot mix. Oil cost \$175,350	\$175,350	
Tower Road - (4.5 miles) I-84 to end of county's portion	Evaluate road conditions as the heavy traffic continues on this road during the construction of the gas fired plant. It would take 7040 tons of hot mix at an estimated cost of \$480,000	\$480,000	
Liberty School Road - (2.9 miles) Hwy 206 to Bergstrom Lane	Reclaim back to gravel. Add soil stabilizer.		
McNab Lane - (1.1 miles) - Just past bridge near Hwy 74 to top of grade.	Slope banks, improve ditches and add shoulders. The land owner for most of the project is willing to donate land, move fences or whatever is needed.		
Rhea Creek Road - 5.5 miles) - Brenner Canyon to hwy 74.	Finish shoulder and ditch work. About 3.5 miles left to do.		
Frontage Road - 5.95 miles) - Patterson Ferry Road to the county line.	Add shoulder rock and improve ditches.		
Willow Creek Road - (3.45 miles) Black Mountain Lane to Cutsforth Park.	Crack seal large cracks.		
ESTIMATED TOTAL COST		\$939,100	\$14,568,167

**TABLE B-3
MORROW COUNTY
BRIDGE DEFICIENCIES**

Bridge	Project Description	Estimated Project Cost
#10995 Keene Bridge (Rhea Creek Road)	Replace wood decking with steel, install new guardrails, improve approaches and pave with hot mix	\$100,000
#10891 Snyder Bridge (Rhea Creek Road)	Replace wood decking with steel, install new guardrails, improve approaches and pave with hot mix	\$100,000
#49-C27 Vey Bridge (Big Butter Creek Road)	Remove deck, replace broken timber, replace decking, improve guardrails, improve approaches and pave with hot mix.	\$50,000
#10907 Willow Creek (Willow Creek Road)	Diagonal sheer cracks near supports of all girders.	\$ (Under Review)
#49C28A Anson Wright park (Rock Creek)	Minor negative camber in girders, Scour and erosion.	\$5,000
#49C09 Clarks Canyon (Willow Creek)	Upstream girder has slight bow along length. All girders are rusting. Wing walls have deteriorated concrete and exposed steel reinforcing with corrosion. Delaminating and spalling.	\$25,000
#10928 Little Butter Creek (Butter Creek)	Areas of decay on timber deck. Most girders are checked. Girder #2 in span 3 has failed. Spalling and some hairline cracks.	\$300,000
#49C02 Fuller Canyon (Fuller Canyon)	All girders are rusting. End posts not installed at guardrail ends. Railings are not to standard height. Large potholes on approaches.	\$ Possibly replace it
#10958A Willow Creek / Fuller Canyon (Fuller Canyon)	Posts with decay and splits.	\$400,000- \$500,000
#49C22 Morter Lane (Rhea Creek)	Active surface corrosion. All girders are rusty. Minor cracking. Minor scour. Shoulder erosion near downstream bent.	\$5,000
ESTIMATED TOTAL COST		\$985,000- \$1,085,000