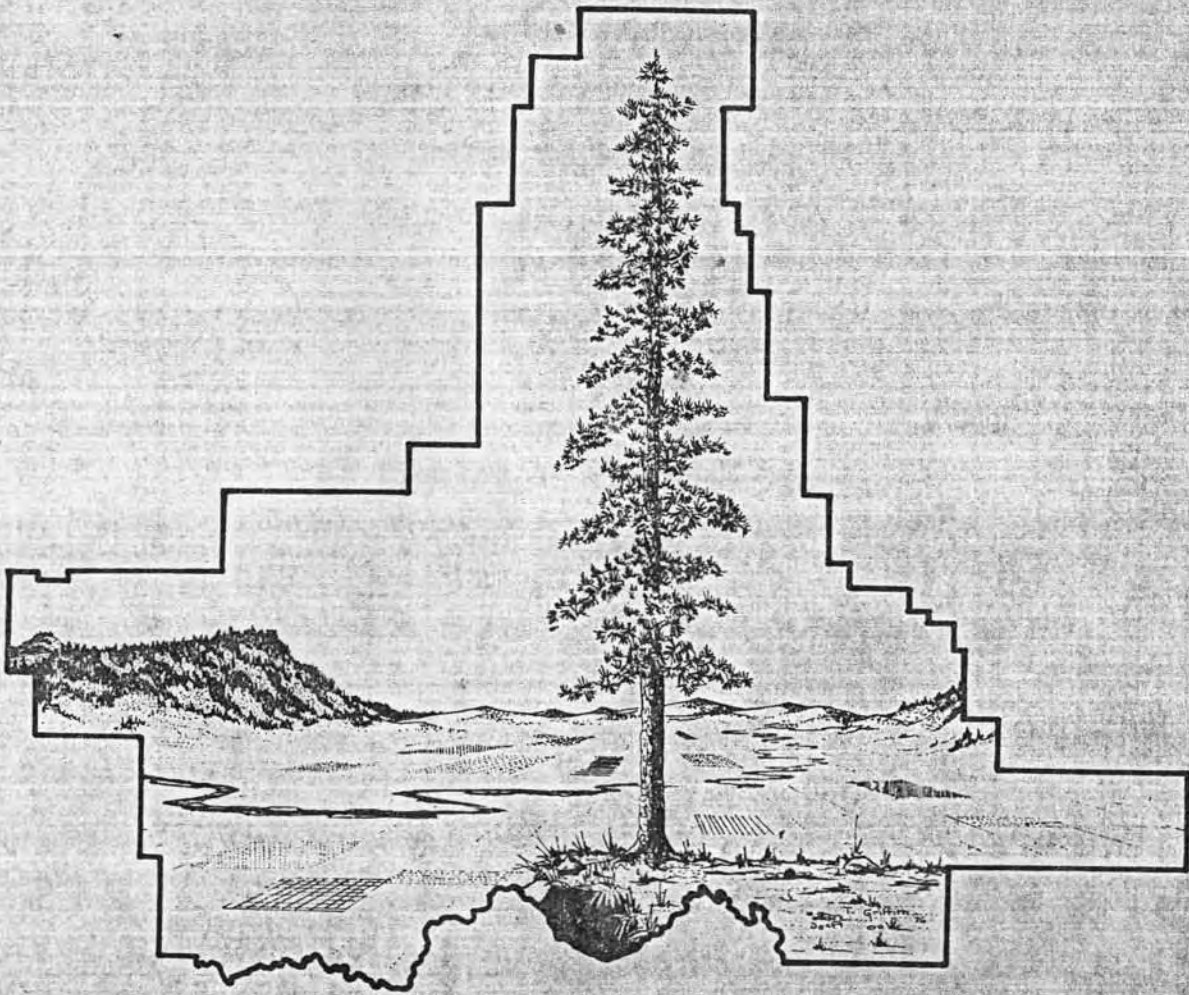


Union Co (1979)

Planning Department

TRANSPORTATION PLAN



UNION COUNTY

APRIL 1979

TRANSPORTATION PLAN
Part I: Background Material
UNION COUNTY, OREGON
April 1979

An Element of the Union County
Comprehensive Plan

Prepared by Lynn D. Steiger & Associates, Inc.

The preparation of this report was financed in part through an Oregon State Land Conservation and Development Commission Planning Assistance Grant.

County Court of Union County
La Grande, Oregon 97850

From the office of
EARLE C. MISENER, COUNTY JUDGE

HAROLD SCHWEBKE, COMMISSIONER
JOE GARLITZ, COMMISSIONER

January 1979

RE: Letter of Transmittal
Union County Transportation Plan
Part I: Background Material

Union County Residents
and Other Interested Readers:

The Union County Transportation Plan is a Comprehensive Plan Element prepared to be a guide in transportation planning and to improve the decision-making involving transportation. It is also hoped that this document will aid in economic and general planning for the County.

Part I: Background Material includes that policy and factual information utilized by the Transportation Committee in developing project priorities, etc.

Part II: Implementation Program Supplement lists projects and priorities. The latter document should be reviewed and revised annually.

The Plan establishes goals, policies, and recommendations to be followed in transportation planning. It brings together background information that should prove valuable to the decision-making process.

The primary purpose of this Plan is to provide and encourage a safe, convenient, and economic transportation system.

Respectfully,



Harold Schwebke, Chairman
Union County Transportation Committee
HS:jhe

AN ORDINANCE ADOPTING THE FOLLOWING COMPREHENSIVE PLAN DOCUMENTS:

1. UNION COUNTY LAND USE PLAN AND ATLAS SUPPLEMENT
2. UNION COUNTY OVERALL ECONOMIC DEVELOPMENT PROGRAM WITH 1979 UPDATE AND INDUSTRIAL SITE INVENTORY SUPPLEMENTS
3. UNION COUNTY TRANSPORTATION PLAN AND ISLAND CITY STREET PLAN SUPPLEMENT
4. URBAN GROWTH BOUNDARY/LAND USE PLAN MAPS FOR THE CITIES OF COVE, ELGIN, ISLAND CITY, LA GRANDE, NORTH POWDER, SUMMERVILLE AND UNION

WHEREAS, the County is required to coordinate all planning documents for cities and incorporated areas within the County; and

WHEREAS, all County planning documents are required to be adopted by Ordinance; and

WHEREAS, City and County hearings have been held, and Planning Commission recommendations have been submitted as required by law; and

WHEREAS, individual cities have approved those plan materials affecting their respective jurisdictions; and

WHEREAS, a resolution has previously been adopted by the Union County Court approving urban growth boundaries and provisions for joint City/County management of unincorporated areas within such boundaries;

NOW THEREFORE: UNION COUNTY ORDAINS AS FOLLOWS:

SECTION 1: LAND USE ELEMENT: That the Union County Land Use Plan is hereby approved and adopted and affixed hereto, becoming a part of this ordinance, along with the supplemental Union County Atlas.

SECTION 2: ECONOMIC ELEMENT: That the Overall Economic Development Program and Supplementary (June 1978) Update and Industrial Site Inventory are hereby approved and adopted as the Economic Element of the Comprehensive Plan; and are affixed hereto, becoming a part of this ordinance.

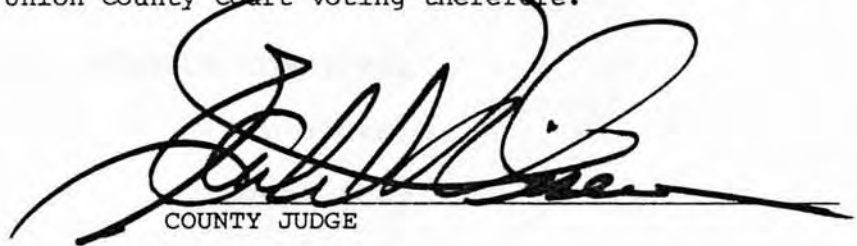
SECTION 3: TRANSPORTATION ELEMENT: That the Union County Transportation Plan and Island City Street Plan Supplement are hereby approved and adopted as initial segments of the Transportation Element of the County Comprehensive Plan; and are hereto affixed, becoming a part of this ordinance.

SECTION 4: URBAN GROWTH BOUNDARIES: That the Urban Growth Boundary map for each city in the County is affixed hereto along with the resolution adopting such boundaries; and the the land use plans within such boundaries are hereby adopted and affixed hereto, along with the management agreement provisions included in the resolution adopting such boundaries, and such plans and boundaries shall become a part of this ordinance.

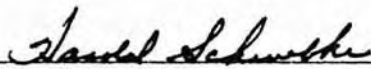
SECTION 5: URBAN GROWTH MANAGEMENT AGREEMENTS: That as additional urban growth boundary provisions are developed, which address the administration of planning, zoning, subdivision and other related activities for specific area of mutual concern between the County and individual cities, such provisions may be adopted by joint City/County resolution or agreement; and shall become affixed thereto and become a part of this ordinance.

SECTION 6: EFFECTUATION: This ordinance is hereby adopted, and in that an emergency does hereby exist for the need of immediate land use plan application, shall be in full force and effect upon adoption.

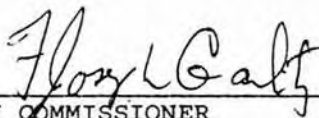
PASSED AND ADOPTED, this 11th day of April, 1979, by vote of the following members of the Union County Court voting therefore.



COUNTY JUDGE



COUNTY COMMISSIONER



COUNTY COMMISSIONER

ACKNOWLEDGEMENTS

The Union County Court appreciates the professional assistance provided by Lynn D. Steiger and Associates, Inc. and the Union County Transportation Committee, Harold Schwebke, Chairman. Staff direction was provided by Lynn D. Steiger with support from Steven B. Anderson (text preparation), Sylvia Clark (final text preparation and revisions), Terry Griffith (sketches and graphics), Deral Countryman (graphics), Leonard Press (Island City Transportation Plan Map), and Ruth Townsend, Doris Steiger, and Jean Evans (typing).

Substantial assistance was provided by various State and Federal agencies. Their help has been most important. Special thanks should go to the Union County Transportation Committee members who contributed many, many hours of time in preparing most of the material found herein. County residents owe the following committee members a sincere vote of appreciation.

UNION COUNTY TRANSPORTATION COMMITTEE

Tiny Bellamy	Roy Sines
Alvin Campbell	Donna Skovlin
Dick Fuller	Lynn Steiger
Bill Hamilton	George Strawn
Harold Schwebke	Jim Voelz

Lewis Work

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INTRODUCTION

The UNION COUNTY TRANSPORTATION PLAN is an overview of the present and future transportation needs of the County. Its primary purpose is to be a working document for developing a safe, convenient, and efficient system for movement of people and goods. The Plan also coordinates Federal, State, County, and city roads and streets. In addition, future road construction for the County is proposed. Part I of the Plan includes background material and Part II the implementation program.

The Plan should be a useful guideline for all levels of government to use in making decisions concerning transportation improvements. Citizens should also be able to determine maintenance and improvement schedules that can be expected for roads in the County.

The Transportation Plan is a supplement to the Land Use Plan and should be used in combination with it and other planning documents for the County. The UNION COUNTY ATLAS, a background document of the UNION COUNTY LAND USE PLAN, contains some of the background material and maps which the Transportation Committee used in the process of the Plan preparation. The UNION COUNTY OVERALL ECONOMIC DEVELOPMENT PROGRAM contains much information on air and rail facilities in the County, as well as information on County road networks and their significance to the economy of the area. All of this information was considered in formulating the goals which make up this plan.

- Goal I: That a safe, convenient, and economic County transportation system shall be provided and encouraged.
- Goal II: That needed County road improvement projects shall be identified and prioritized annually by the Transportation Committee based on a five-year projection of anticipated needs.
- Goal III: That specific policies for considering County road improvement projects shall be established and used by the County Court when reviewing such projects.
- Goal IV: That specific policies for accepting roads into and removing roads or segments thereof from the County Road System shall be established and used by the County Court as a





guideline for establishing, vacating, or redesignating County roads to public use status.

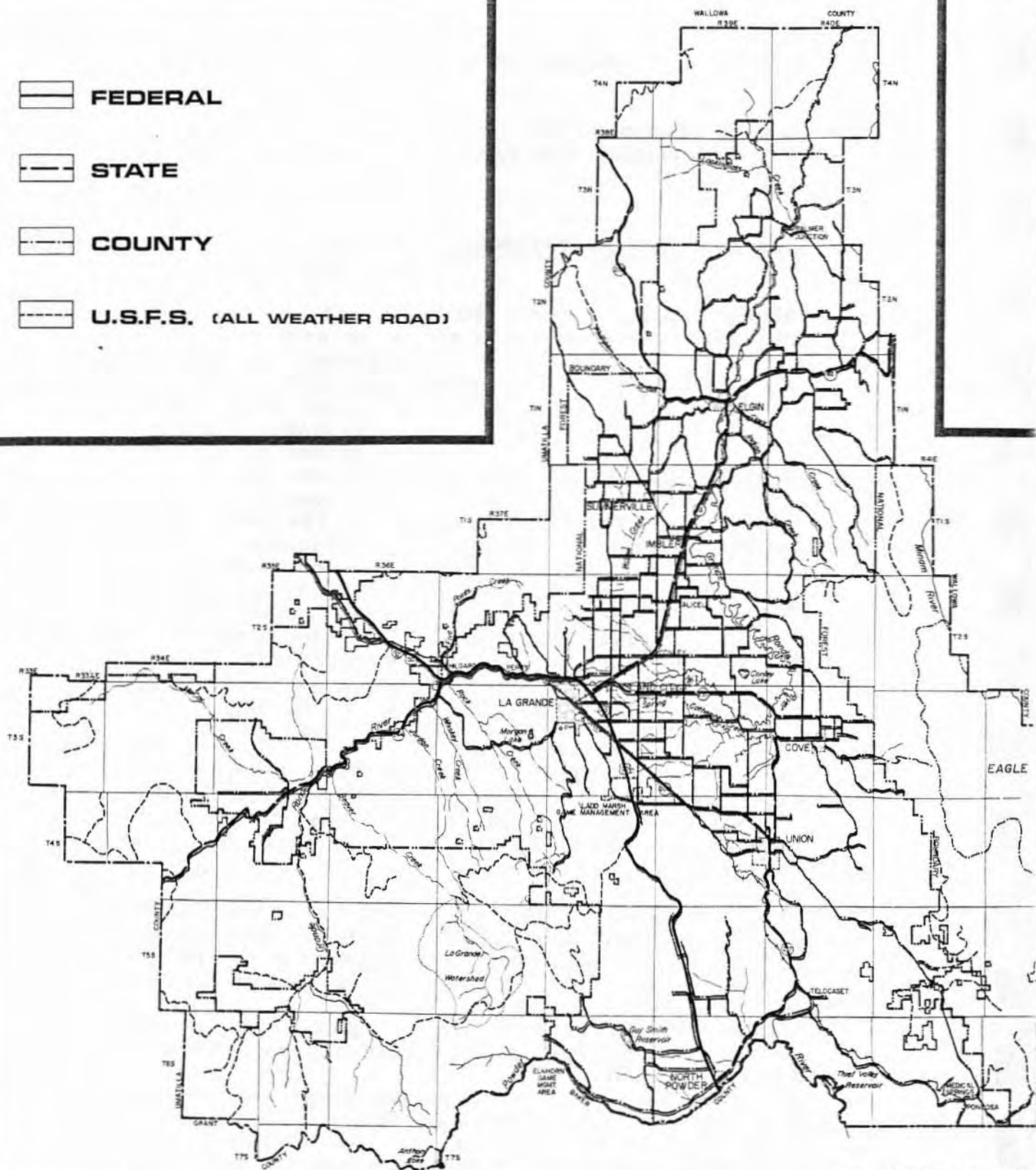
Goal V: That County roads or segments thereof, shall be classified according to their functional use, and that such classification shall be the basis for determining the allocation of County roads revenues for the purposes of undertaking improvements and performing maintenance on such roads or segments.

Policy statements are supplements to the goals and are intended to be used as guidelines in interpreting the Transportation Plan and for aiding in other land use planning decisions. The Policy Statements are legally binding and are statutory in nature. Any transportation planning decision knowingly made contrary to the policy should be supported with findings justifying such actions. Policies may also serve as the basis of appealing a transportation planning decision. Recommendations in the Transportation Plan are recommendatory rather than statutory, and are intended as suggested measures to assist in implementation of the Plan.

The background information and mapping contained herein represents the balance of the Transportation Plan Inventory. In addition, reference is hereby made to the following inventory maps which were compiled for committee use, presently on file with the Union County Roadmaster:

1. County road systems and conditions
2. County road systems, 1946 (farm to market designation)
3. County road rights-of-way
4. USFS and timber company roads
5. Federal aid system
6. Functional classifications
7. Fire protection jurisdictions
8. Hunting area vehicular closures
9. Timber sales, 1977/1981

-  **FEDERAL**
-  **STATE**
-  **COUNTY**
-  **U.S.F.S. (ALL WEATHER ROAD)**



Prepared by: LYNN D.

UNION COUNTY, OREGON ROAD NETWORK

UNION COUNTY TRANSPORTATION SYSTEM

GOAL I: That a safe, convenient and economic County Transportation System shall be provided and encouraged.

POLICIES

1. That the UNION COUNTY TRANSPORTATION PLAN and subsequent revisions will:
 - a. Facilitate the flow of raw materials, goods, and services so as to strengthen the local and regional economy;
 - b. Conform with the UNION COUNTY LAND USE PLAN;
 - c. Be based upon an inventory of the existing County transportation system needs;
 - d. Conserve energy;
 - e. Minimize adverse social, economic, and environmental impacts and costs;
 - f. Consider all modes of transportation including mass transit, air, pipeline, rail, highway, bicycle, and pedestrian;
 - g. Consider the differences in social consequences that would result from utilizing differing combinations of transportation modes;
 - h. Avoid principal reliance upon any one mode of transportation; and
 - i. Meet the needs of the transportation disadvantaged by improving transportation services.
2. That a public meeting will be held every year to consider whether Transportation Plan revisions are warranted. In addition the public may petition the County Court for review and revision at more frequent intervals.
3. That prior to, or during each such yearly meeting, the Transportation Committee will meet to review the Plan to determine needed changes and/or implementation measures.
4. That city, County, State, and Federal agency transportation planning will be coordinated.
5. That the locations of structures and storage for industrial uses in areas having rail service will be so situated as not to preclude future rail access and/or spur extensions to other industrial sites or areas in the vicinity.

6. That all uses proposed adjacent to rail access will be reviewed to determine if such access is essential to the use.
7. That transportation improvements will generally be planned to utilize existing rights-of-way within the County, consistent with policies in the UNION COUNTY LAND USE PLAN.
8. That the number and location of transportation facilities will conform to applicable County and community land use plans and policies designed to direct urban expansion to areas identified as suitable and desirable for such development.
9. That the transportation and land use elements of the Union County Comprehensive Plan will be coordinated to minimize negative social, economic, and environmental impacts of transportation facilities.
10. That transportation improvements and land use requests proposed within the County will be in accord with the UNION COUNTY TRANSPORTATION PLAN.
11. That any structural or other improvements that might likely prohibit future road construction within existing or potential rights-of-way will be prohibited.
12. That in any major partition or subdivision affecting a potential arterial or collector right-of-way or segment thereof, the developer will construct the road to the appropriate functional classification standards and in such locations as the governing body determines necessary.
13. That at the time a tentative plan for a major partition or subdivision is submitted, the functional classification of all roads shall be established by the Planning Commission.
14. That the County will work with communities in the County in establishing rights-of-way needed for new roads identified in respective land use plans (see Appendix A for city street plans in the County).
15. That an inventory of all County roads be developed, mapped, and updated as new roads are established and existing roads are vacated.
16. That conservation of energy will be a basic factor in the the design and construction of transportation improvements.

17. That plans for new transportation improvements will be required to identify the positive and negative impacts on (1) local land use patterns; (2) environmental quality; (3) energy use and resources; (4) existing transportation system; and (5) fiscal resources, in a manner sufficient to enable the County Court to rationally consider the issues posed by the construction and operation of such improvements.
18. That transportation improvements will be made in a manner so as to minimize destruction or damage to agriculture, timber, scenic, and other County resources.
19. That subdivision and major partitioning activity will be approved only in those areas where County or other access roads meet minimum County construction standards and right-of-way widths, and where winter road maintenance can be provided for all-weather vehicular access.
20. That transportation improvements and services consider and be consistent with economic goals and policies of the County.
21. That increased safety will be a basic factor in the design and construction of transportation improvements with particular care taken on access roads.
22. That major transportation facilities will avoid dividing existing economic farm units and urban social units unless no feasible alternative exists.
23. That access to identified aggregate resources in the UNION COUNTY LAND USE PLAN be protected.
24. That no new major transportation routes will be planned or developed outside urban growth boundaries on Class I or II agricultural land, as defined by the U. S. Soil Conservation Service, unless no reasonable alternative exists.
25. That pedestrian safety will be considered in the design, construction, and maintenance of transportation facilities.
26. That the use and development of existing and future bicycle paths will be encouraged in accordance with the County Park and Recreation Bikeway Plan.

27. That the County will encourage the development and improvement of all modes of transportation in order to minimize reliance on any one particular mode.
28. That rail freight and passenger services through the County will be encouraged.
29. That air transportation improvements and services will be encouraged and the AIRPORT MASTER PLAN for the La Grande Municipal Airport will be a supplement to the LA GRANDE CITY TRANSPORTATION PLAN as well as the UNION COUNTY TRANSPORTATION PLAN.
30. That development in the airport vicinity or in areas with existing or potential rail access will take into account the need to coordinate road, rail, and/or air transportation facilities to maximize the present and potential uses of the combined facilities and improvements (see Appendix A).
31. That improved interstate and intercity bus service and scheduling will be encouraged.
32. That alternative solutions to increased road construction, high fuel consumption, and the lack of transportation for the transportation disadvantaged will be encouraged.
33. That transportation improvements and services which meet the needs of the transportation disadvantaged will be encouraged.
34. That the UNION COUNTY TRANSPORTATION PLAN FOR THE TRANSPORTATION DISADVANTAGED and the TRANSPORTATION DISADVANTAGED IN OREGON will be used as guideline when considering transportation improvements.
35. That transportation routes be considered for use by pipelines, utilities, and other public services.
36. That all airstrips to be constructed in the County will be required to obtain a conditional use permit from the County Court.

RECOMMENDATIONS

1. That the County Road Department, County Sheriff, and Oregon State Police should establish a system of monitoring accidents in order that accident locations be identified in space and time.

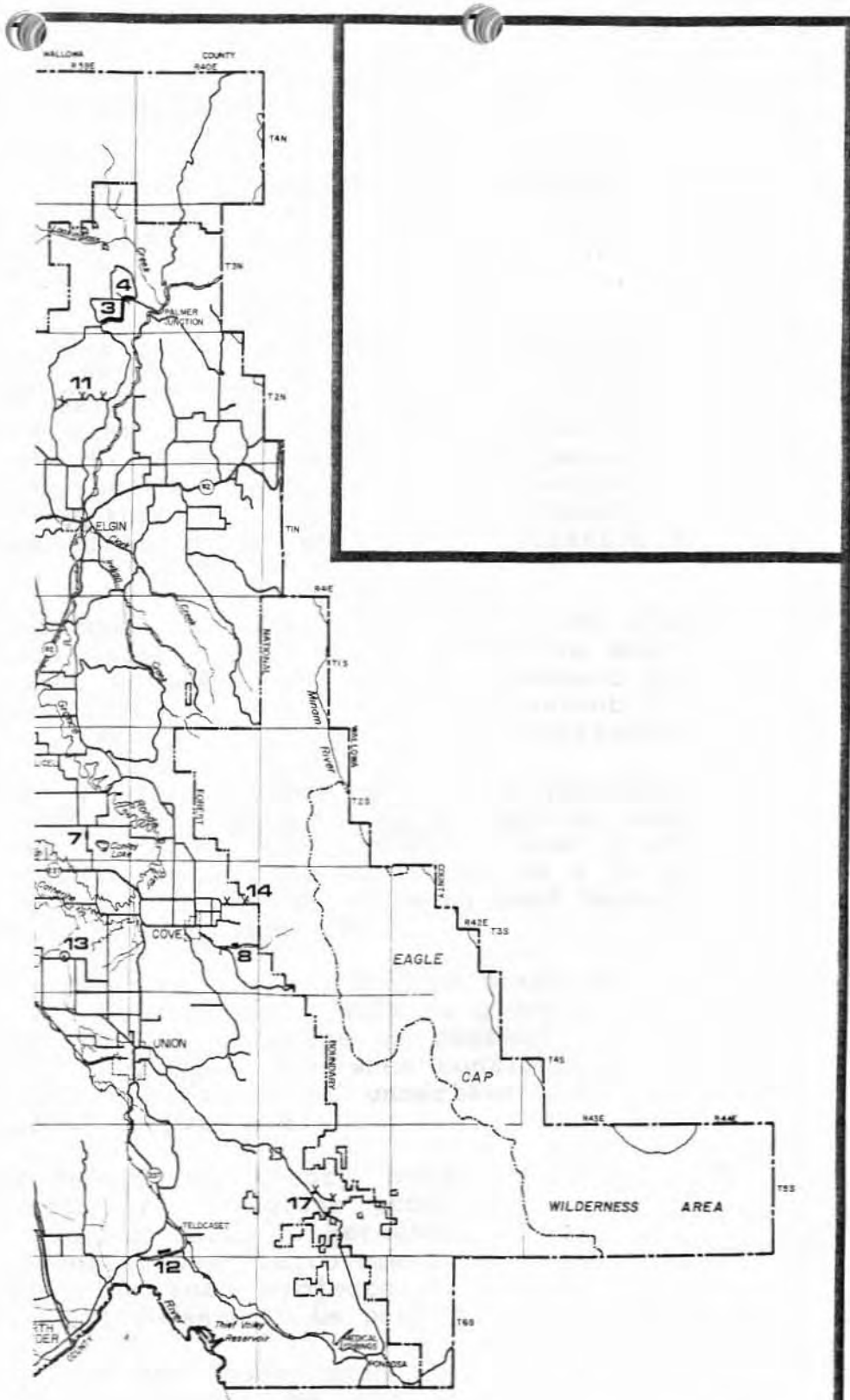
2. That development in the airport area should be regulated so as not to limit airport potential.
3. That the Approach and Clear Zone plan section of the AIRPORT MASTER PLAN should be a part of the County Zoning Ordinance.
4. That the County should encourage acquisition of specifically equipped vehicles for transportation of handicapped and elderly individuals.
5. That the purposes, responsibilities, and bylaws of the Union County Transportation Committee should be formally established.
6. That the UNION COUNTY TRANSPORTATION PLAN FOR THE TRANSPORTATION DISADVANTAGED and the TRANSPORTATION DISADVANTAGED IN OREGON be revised and updated on a periodic basis.
7. That a permanent transportation committee consisting of both agency and lay members appointed by the County Court should be maintained to coordinate and integrate all transportation planning activities which affect the County.

COUNTY ROAD IMPROVEMENT PROJECTS AND PRIORITIES

GOAL II: That needed County road improvement projects shall be identified and prioritized annually by the Transportation Committee based on a five-year projection of anticipated needs (see Part II of this Plan).

POLICIES

1. That County Road System improvement needs will be reviewed, revised, and prioritized yearly with priority designations defined as follows:
 - a. HIGH Priority projects will be those for which action or improvements are needed immediately.
 - b. MEDIUM Priority projects will be those for which a need can be identified, but for which immediate action does not appear warranted.
 - c. LOW Priority projects will be those projects for which recognition of a problem is made, but the relative need for the improvements does not warrant a higher priority designation.
2. That a five-year schedule be projected of expected improvement needs.
3. That projects in the low and medium priority categories can be moved to the high priority category to take advantage of unpredicted State and Federal funds that may become available when it is in the best interest of the public.
4. That improvement projects shall be defined as those projects which require a budget designation separate from the normal maintenance budget.



Prepared by: LYNN D. STEIGER & ASSOCIATES, INC.

OREGON PROJECTS



COUNTY ROAD MAINTENANCE AND IMPROVEMENT

GOAL III: That specific policies for considering County road improvement projects shall be established and used by the County Court when reviewing such projects.

POLICIES

1. That road improvements projects identified in the UNION COUNTY TRANSPORTATION PLAN (Part II) supplement, and designated "high priority" will be the only improvement projects eligible to be undertaken unless the County Court declares an emergency to exist whereby the health, safety, and welfare of the public is threatened by a dangerous road condition necessitating the immediate initiation of road work.
2. That County road improvement projects which alleviate unsafe traffic conditions or improve safety will be given priority over road improvement projects which alleviate such to a lesser extent when considering improvement projects to be undertaken.
3. That County roads or segments thereof identified in the UNION COUNTY TRANSPORTATION PLAN as being deteriorated, will be given priority over County roads or segments thereof, which are in a lesser state of deterioration when reviewing road improvement projects to be undertaken.
4. That County roads or segments thereof which serve as postal and/or school routes will be given priority over comparable County roads or segments thereof which do not serve as such when considering road improvement projects to be undertaken and road maintenance to be performed.
5. That improvement of County roads or segments thereof which are in close proximity to incorporated cities or rural or recreation centers will be given priority over improvements in other areas when considering road projects to be undertaken and/or road maintenance to be performed.
6. That priorities for County road improvement expenditures will generally be for arterials, major collectors, minor collectors, and local roads, in that order.

7. That persons responsible for land development or logging activities that create demands for improvement of unimproved or unmaintained public road rights-of-way will be responsible for improving such roads and may petition the County Court to accept such roads into the County road maintenance program if continued improvements and/or maintenance are desired.
8. That the County will not utilize road maintenance or improvement funds on public roads (those roads dedicated to the public, but not a part of the County Road System) unless it is shown that such maintenance or improvements are needed by the public.
9. That any landowner who has located improvements within a County road right-of-way, will be responsible for removing such improvements if and when road improvements are to be initiated.
10. That any County resident and or freeholder may petition the County Court to establish, improve, or perform maintenance on any public or County road within the County's jurisdiction.

RECOMMENDATION

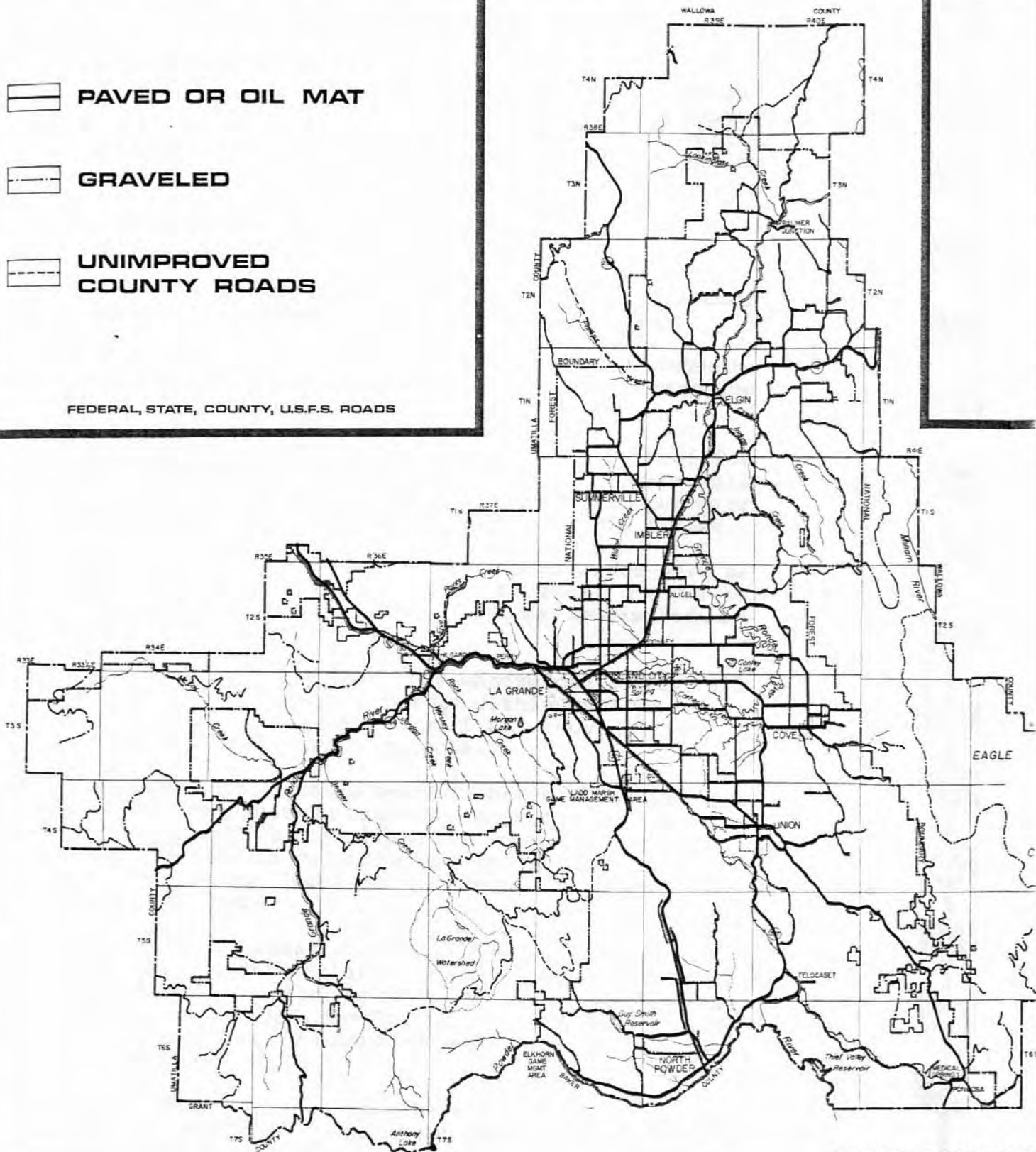
1. That traffic counts should be taken at least one year prior to project initiation on all County roads whereon improvement projects are identified in the UNION COUNTY TRANSPORTATION PLAN SUPPLEMENT: Part II.

PAVED OR OIL MAT

GRAVELED

UNIMPROVED
COUNTY ROADS

FEDERAL, STATE, COUNTY, U.S.F.S. ROADS



Prepared by: LYNN D. ST

UNION COUNTY, OREGON

ROAD NETWORK BY SURFACE TYPE

COUNTY ROAD ESTABLISHMENT AND VACATION

GOAL IV: That specific policies for accepting roads into and removing roads or segments thereof from the County Road System shall be established and used by the County Court as a guideline for establishing, vacating, or redesignating County roads to public use status.

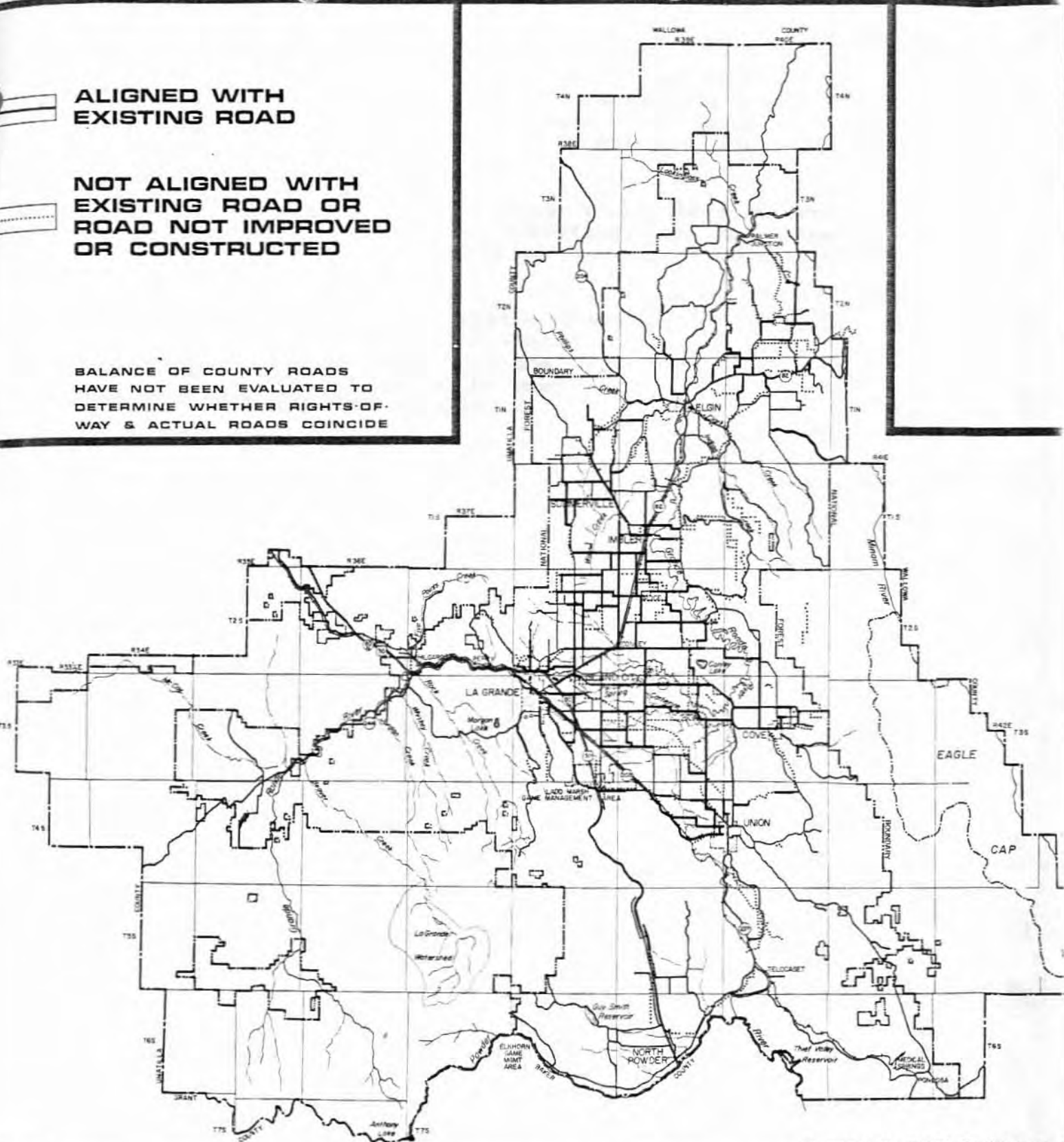
POLICIES

1. That only new roads classified as arterial or collector roads will be added to the County Road System.
2. That a road improvement district will be established to maintain local roads in a subdivision at the time the subdivision is approved.
3. That consideration of roads or segments thereof for acceptance into the County road maintenance program will take into account any adverse effects on improvements or maintenance levels of roads already in the system.
4. That any County road considered for vacation will be designated to public use road status if it can be clearly shown that such right-of-way may be desired as a future road access.
5. That at the time any lands are annexed to a city, all County roads or segments thereof within the boundaries of the proposed annexation will be removed from the County road maintenance program.
6. That when a County road or segment thereof is considered wider than necessary or useless, dangerous, and burdensome to maintain, a majority of the freeholders residing in the vicinity in which the road is located, may petition the County Court to decrease the width of or vacate the road.
7. That in lieu of a vacation petition, the County Court may adopt a resolution declaring the proceedings to reduce the width of or vacate the road. That as an alternative to vacating the road, the County Court may withdraw the road from the County Road System and declare it to be a public road.
8. That any road that has once been established and not opened or constructed within two years from the date of establishment, or has not been used by the public for a period of sixteen years, will be considered vacated.

 **ALIGNED WITH
EXISTING ROAD**

 **NOT ALIGNED WITH
EXISTING ROAD OR
ROAD NOT IMPROVED
OR CONSTRUCTED**

**BALANCE OF COUNTY ROADS
HAVE NOT BEEN EVALUATED TO
DETERMINE WHETHER RIGHTS-OF-
WAY & ACTUAL ROADS COINCIDE**



Prepared by: LYNN O. STEIGER 5

UNION COUNTY, OREGON

COUNTY ROAD RIGHTS-OF-WAY

RECOMMENDATIONS

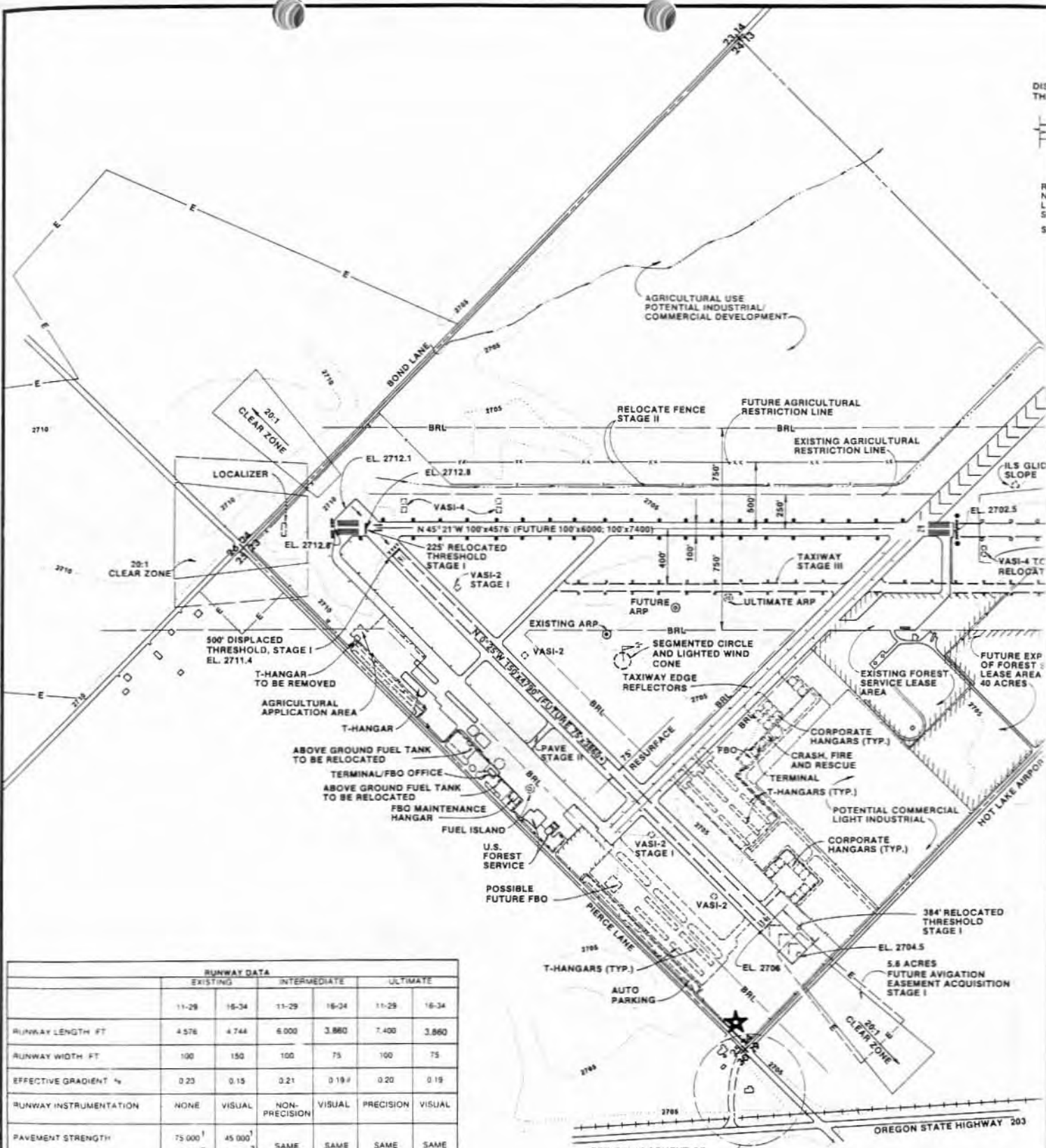
1. That existing County roads should be improved to meet minimum standards prior to accepting any additional substandard roads into the County Road System, and prior to improving existing rights-of-way that have been unused.
2. That County road rights-of-way should be considered for park, open space, utilities, and all other possible public uses prior to consideration of vacation.
3. That the County road rights-of-way study currently being undertaken by the County Surveyor's Office, should be completed and the recommendations contained therein should be used as a guideline when considering road vacation.

COUNTY ROAD INVENTORY AND FUNCTIONAL CLASSIFICATIONS

GOAL V: That County roads or segments thereof, shall be classified according to their functional use and that such classification shall be the basis for determining the allocation of County road revenues for the purposes of undertaking improvements and performing maintenance on such roads or segments.

POLICIES

1. That the County road functional classification designations will conform with those used by the Oregon Department of Transportation and will be defined, from highest to lowest order, as:
 - a. Principal Arterial--Roadways of interstate and state wide significance.
 - b. Minor Arterial--Roadways of statewide and interregional significance.
 - c. Major Collector--Roadways of intraregional and intracounty significance.
 - d. Minor Collector--Roadways of local, intracounty significance serving areas not already served by a higher order roadway.
 - e. Local Roads--Roadways of local significance that provide access to adjacent properties. (May be designated as local or secondary roads.)



	RUNWAY DATA					
	EXISTING		INTERMEDIATE		ULTIMATE	
	11-29	16-34	11-29	16-34	11-29	16-34
RUNWAY LENGTH FT	4 576	4 744	6 000	3 860	7 400	3 860
RUNWAY WIDTH FT	100	150	100	75	100	75
EFFECTIVE GRADIENT %	0.23	0.15	0.21	0.19	0.20	0.19
RUNWAY INSTRUMENTATION	NONE	VISUAL	NON-PRECISION	VISUAL	PRECISION	VISUAL
PAVEMENT STRENGTH	75 000 ¹ 90 000 ²	45 000 ¹ 45 000 ²	SAME	SAME	SAME	SAME
DESIGN ROLE	GT	GU	SAME	SAME	SAME	SAME
FAR PART 77 APPROACH SURFACE	20 1/20 1	20 1/20 1	20 1/20 1	20 1/20 1	20 1/50 1	20 1/20 1
LIGHTING	MIRL	NONE	SAME	SAME	SAME	SAME
MARKING	NON-PRECISION	BASIC	PRECISION	SAME	PRECISION	SAME
LANDING AIDS	REIL	NONE	VASI-LS-REIL	VASI	VASI-ILS-REIL	VASI

¹ SINGLE WHEEL LOADING
² DUAL WHEEL LOADING

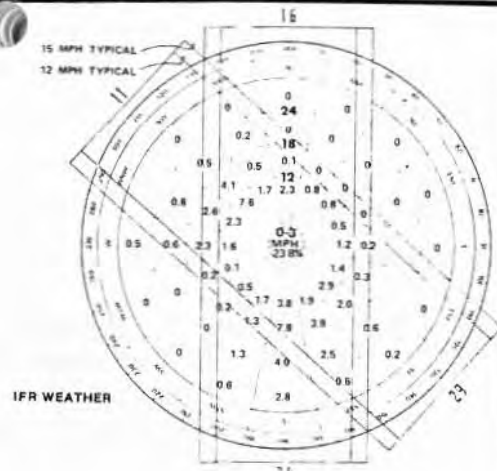
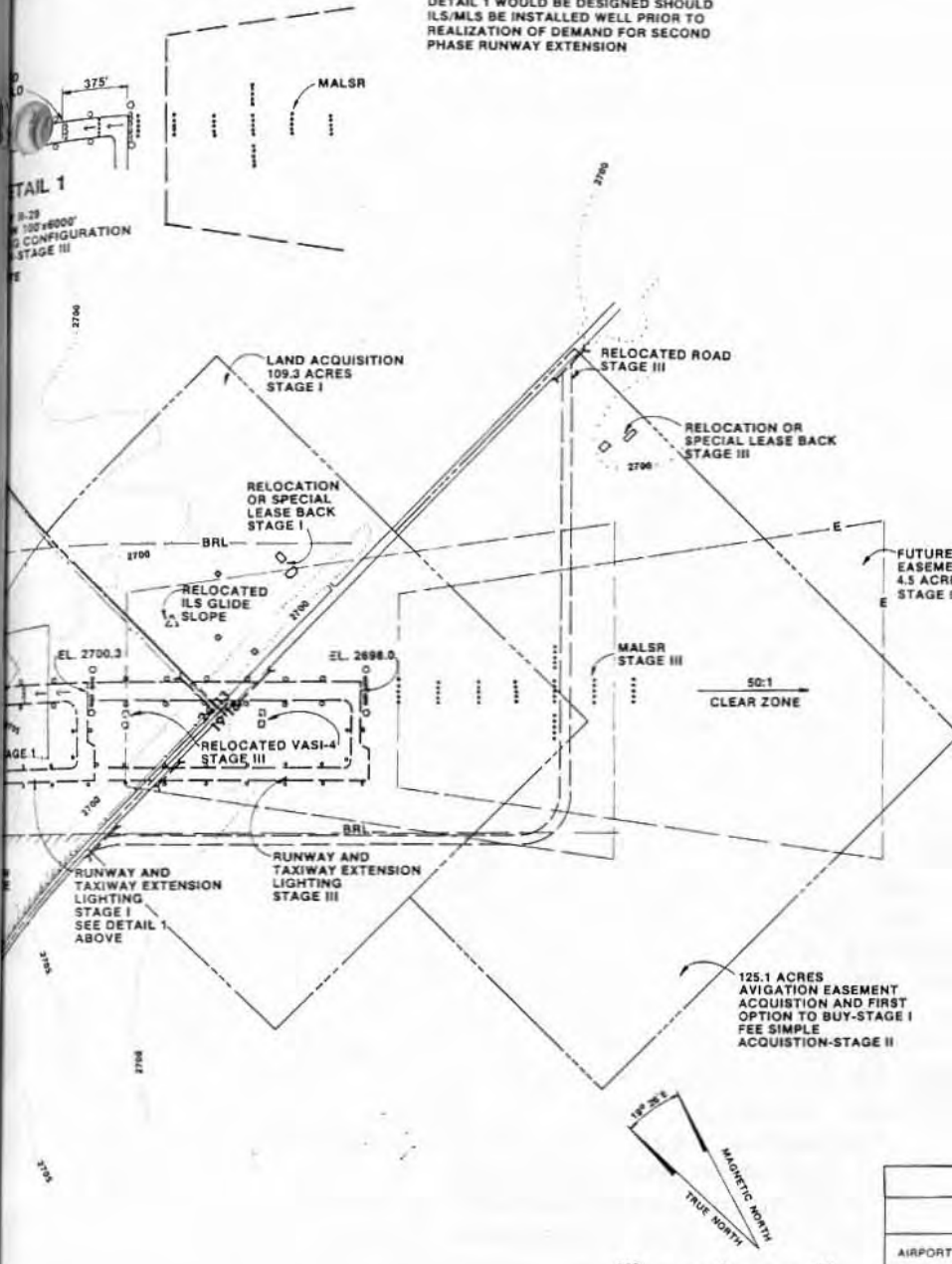
FOR ENLARGEMENT OF THIS AREA SEE ACCESS PLAN, DRAWING 2

OREGON STATE HIGHWAY 203

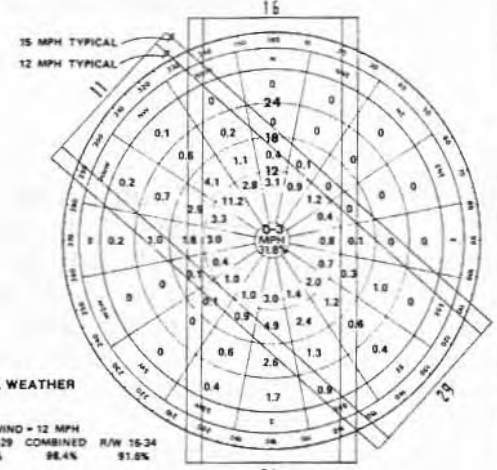
THE PREPARATION OF THIS DOCUMENT IS FINANCED IN PART THROUGH MASTER PLANNING GRANT FROM THE FEDERAL DEPARTMENT OF TRANSPORTATION AVIATION ADMINISTRATION, UNDER THE PROVISIONS OF THE AIRPORT DEVELOPMENT ACT OF 1970.

NOTE:
 DETAIL 1 WOULD BE DESIGNED SHOULD
 ILS/MLS BE INSTALLED WELL PRIOR TO
 REALIZATION OF DEMAND FOR SECOND
 PHASE RUNWAY EXTENSION

DETAIL 1
 R-29
 100'x600'
 CONFIGURATION
 STAGE III



CROSSWIND - 12 MPH
 R/W 11-29 COMBINED 88.6% R/W 16-34 91.4%
 CROSSWIND - 15 MPH
 R/W 11-29 COMBINED 94.0% R/W 16-34 96.5%



CROSSWIND - 12 MPH
 R/W 11-29 COMBINED 92.5% R/W 16-34 91.8%
 CROSSWIND - 15 MPH
 R/W 11-29 COMBINED 95.8% R/W 16-34 95.3%



LEGEND		
EXISTING	ULTIMATE	
--- 2710 ---	--- 2710 ---	GROUND CONTOUR LINES
---	---	PROPERTY LINE
--- BRL ---	--- BRL ---	BUILDING RESTRICTION LINE
---	---	DRAINAGE CULVERT
---	---	DRAINAGE COURSE
---	---	CHAIN LINK FENCE
---	---	FACILITIES
---	---	BUILDING
• • •	o o o	RUNWAY LIGHTS
•	o	RUNWAY END IDENTIFIER LIGHTS (REIL)
■	□	VISUAL APPROACH SLOPE INDICATOR (VASI)
⊙	⊙	OBSTRUCTION LIGHT
-E-	-E-	EASEMENT BOUNDARY LINE
⚡	⚡	LIGHTED WIND CONE
★	★	ROTATING AIRPORT BEACON
***	ooo	THRESHOLD LIGHTS
		ON-AIRPORT LEASES
▲	▲	ILS GLIDE SLOPE

AIRPORT DATA			
	EXISTING	INTERMEDIATE	ULTIMATE
AIRPORT ELEVATION FEET	2713	SAME	SAME
AIRPORT REFERENCE POINT - APR LATITUDE LONGITUDE	40°17'24" 118°00'27"	45°17'22" 118°00'24"	45°17'20" 118°00'15"
TERMINAL NAVIGATION AIDS	NDB	SAME	SAME
NORMAL MAXIMUM TEMPERATURE HOTTEST MONTH	87°F 30.6°C	SAME SAME	SAME SAME
OPERATIONAL ROLE	GENERAL AVIATION	COMMUTER AIR-CARRIER	COMMUTER AIR CARRIER
TAXIWAY LIGHTING	NONE	REFLECTORS MITL	REFLECTORS MITL

FEDERAL AVIATION ADMINISTRATION APPROVAL

APPROVAL DATE _____

SEE APPROVAL LETTER _____ DATE _____

CHIEF, AIRPORTS PLANNING BRANCH

CITY OF LA GRANDE APPROVAL

APPROVAL DATE _____

SEE APPROVAL LETTER _____ DATE _____

MAYOR _____

CH2M HILL

DRAWING 1

NO.	REVISION	BY	APP.	DATE
CITY OF LA GRANDE				
AIRPORT LAYOUT PLAN				
LA GRANDE MUNICIPAL AIRPORT LA GRANDE, OREGON				
TOWNSHIP: 38	RANGE: 38E	FEBRUARY 1979		DRAWING NO. 1
SECTION: 24	COUNTY: UNION			SHEET 1 OF 5

BACKGROUND

PUBLIC TRANSPORTATION

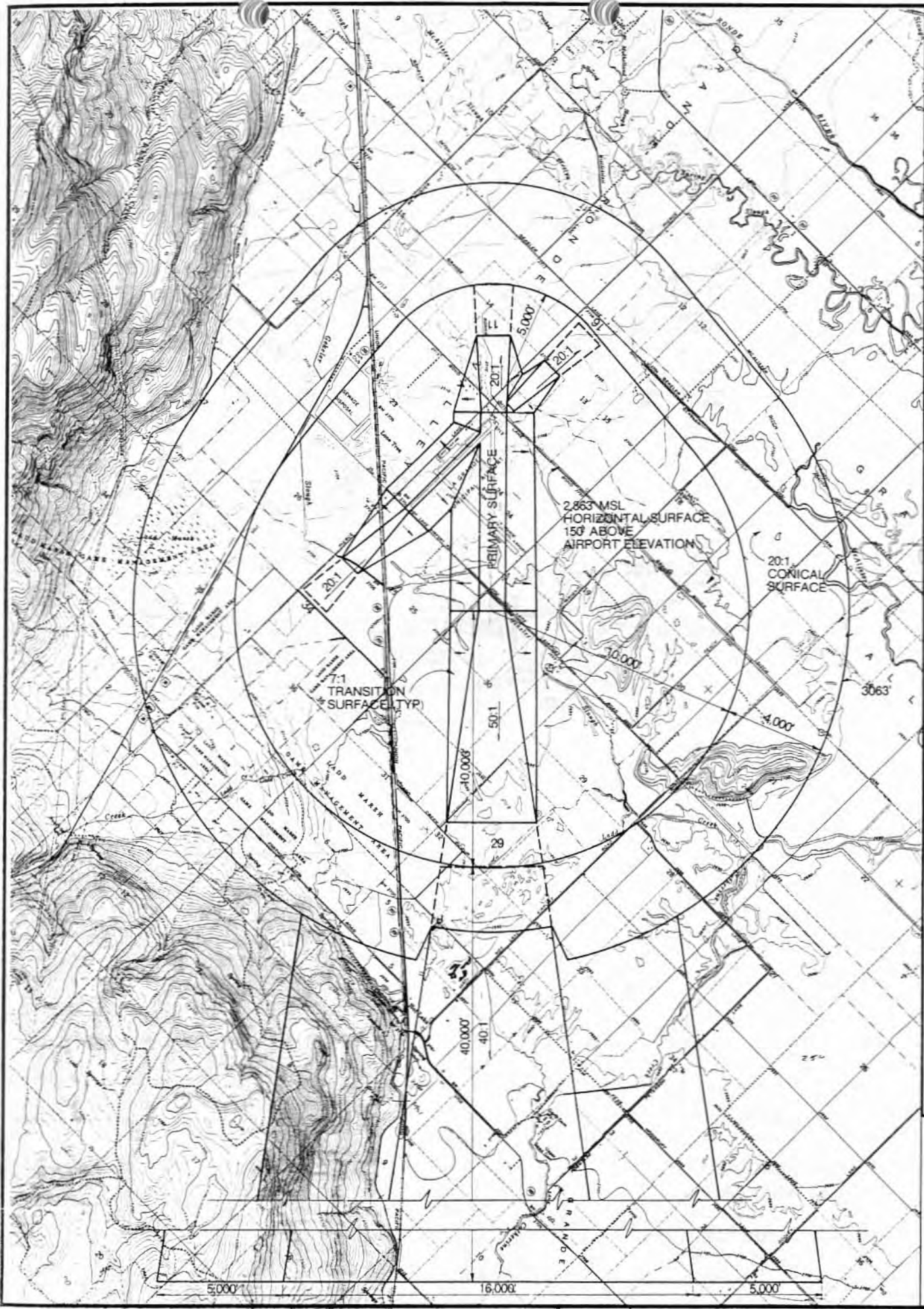
The county recognizes that a usable network of public transportation will alleviate problems of high energy consumption, urban congestion, air pollution, increased demand for highway expansion, and the lack of mobility for the transportation disadvantaged.

There are funds available from the State and Federal Governments which help bus transportation for senior citizens and the handicapped throughout the County. The Senior Citizens' Services presently has three buses used to transport the disadvantaged to scheduled events. In addition, they also have a Dial-a-Bus program in La Grande to transport persons to doctors' offices and make other necessary trips.

AIR TRANSPORTATION

The La Grande Municipal Airport is the only public airport in the County, and as such, attempts to meet all of the air traffic demands of County residents. The City of La Grande has completed a study to ascertain the future needs for aviation activity in the County, and to provide guidelines for development of the La Grande Municipal Airport which will satisfy this demand and be compatible with the environment, community development, and other modes of transportation, and other airports. The specific objectives of the study are: (1) to provide an effective graphic presentation of the ultimate development of the airport and of anticipated land uses adjacent to the airport (see Plates 5 and 6); (2) to establish a schedule of priorities and phasing for the various improvements proposed in the plan; (3) to describe the various concepts and alternatives which were considered in the establishment of the proposed plan; and (4) to provide a concise and descriptive report so that the impact and logic of these recommendations can be clearly understood by the community the airport serves and by those authorities and public agencies which are charged with the approval, promotion, and funding of the improvements proposed in the Airport Master Plan.

The Airport Master Plan for the La Grande Municipal Airport has been developed by CH2M Hill, Consultants, and will be a supplement to the La Grande City Transportation Plan as well as the Union County Transportation Plan.

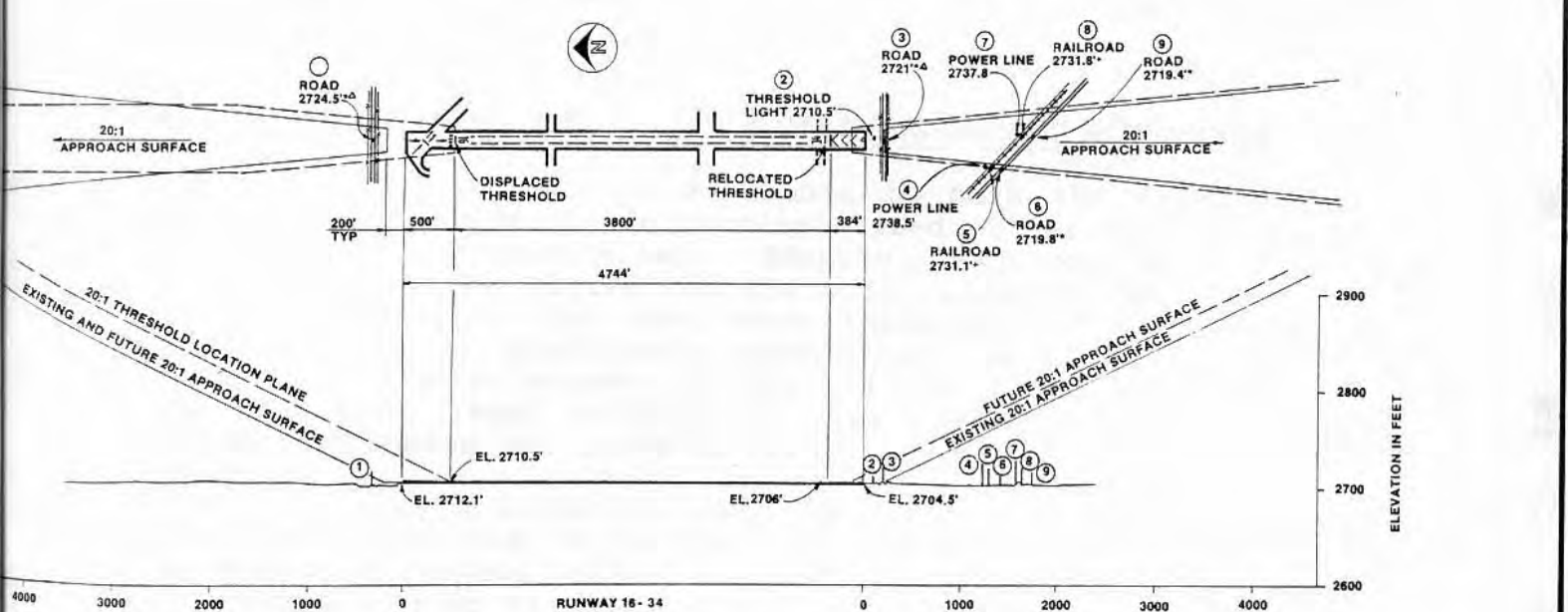
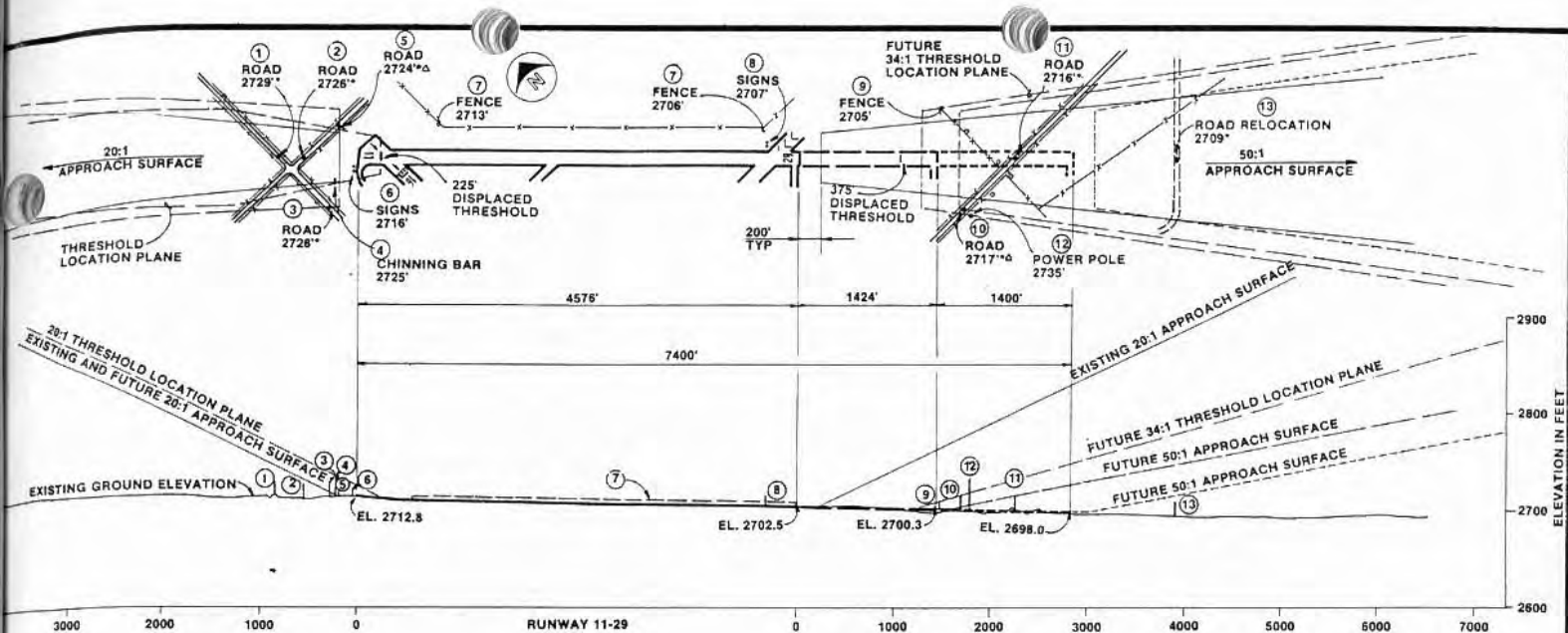


ELEVATION IN FEET

ELEVATION IN FEET

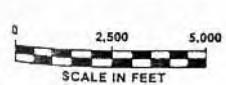
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ION INCLUDES 15' FOR MOVABLE OBJECTS
 ED TO TRACK ELEVATION
 COLLING OBSTRUCTION

THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN AIRPORT MASTER PLANNING GRANT FROM THE DEPARTMENT OF TRANSPORTATION, FEDERAL AVIATION ADMINISTRATION, UNDER PROVISIONS OF THE AIRPORT AND AIRWAY DEVELOPMENT ACT OF 1970, AS AMENDED.



ANCES FOR TRANSPORT
 PRECISION INSTRUMENT
 N.W. AND UTILITY RUNWAY
 APPROACHES AS PER FEDERAL
 REGULATIONS PART 77 "OBJECTS
 NAVIGABLE AIRSPACE."
 IN PENETRATIONS OF
 BINARY SURFACES

FOR APPROVAL SEE DRAWING 1

CH2M HILL

DWN	CKD	APP
GPC	RM8	TDS

DRAWING 3

NO.	REVISION	BY	APP.	DATE
CITY OF LA GRANDE				
APPROACH AND CLEAR ZONE PLAN				
LA GRANDE MUNICIPAL AIRPORT LA GRANDE, OREGON				
TOWNSHIP: 38	RANGE: 3RE	FEBRUARY 1979		DRAWING NO. 3
SECTION: 24	COUNTY: UNION			SHEET 3 OF 5

RAIL TRANSPORTATION

The economy of Union County is strongly tied to rail transport. It depends upon long distance rail transport for the marketing of very large number of its outputs, and a large portion of its citizens are employed by the railroad. Because of this dependence, the County has included data on railroads in its economic element of the Land Use Plan.






BIKE PATHS/FOOT TRAILS

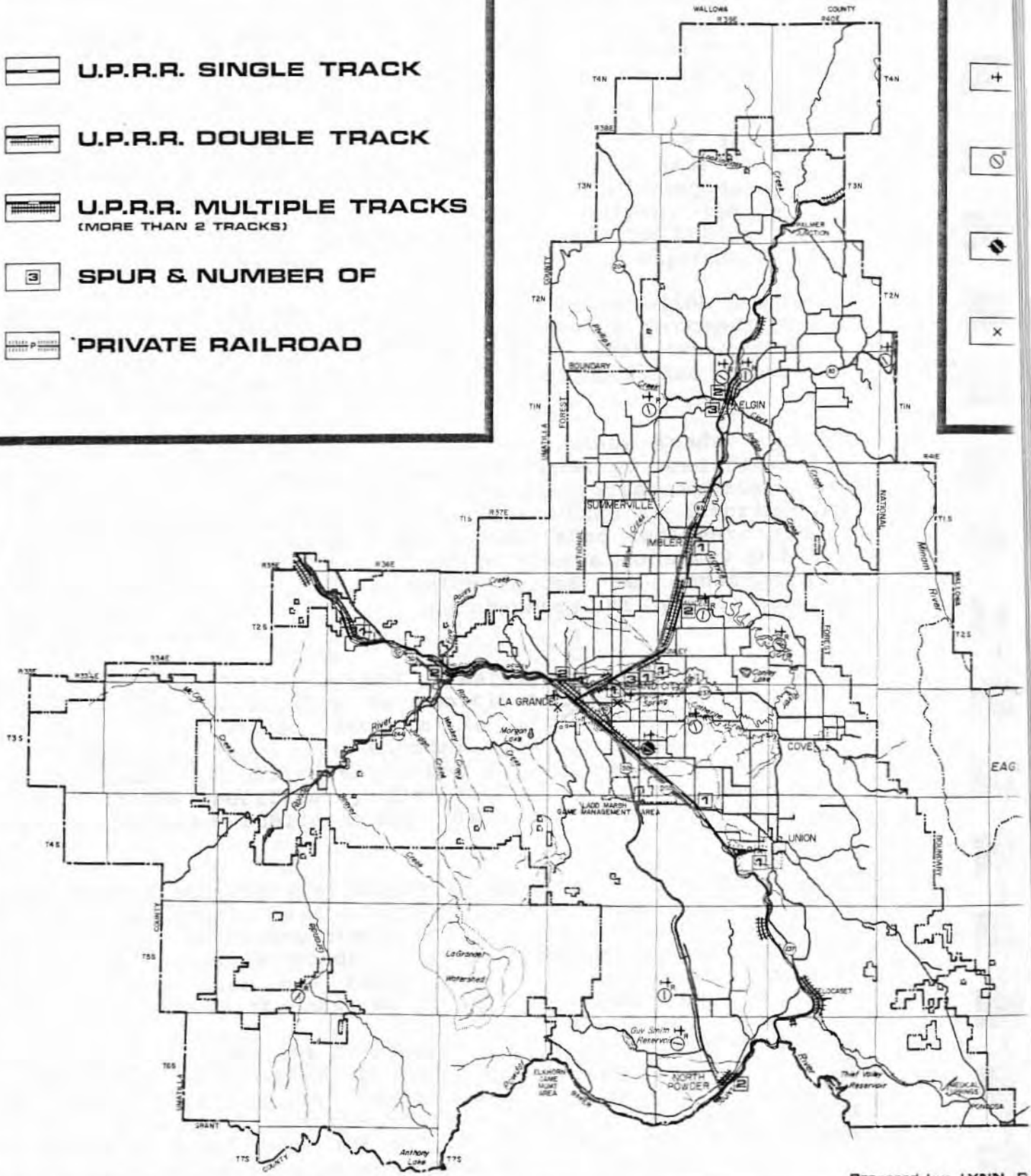
The bicycle as a mode of transportation has become increasingly important to residents of Union County. To accommodate this increase, the County Parks and Recreation Department is in the process of developing a Bikeway Plan. It is expected at this time that most of the bikeways to be developed in the County will be Class III, which are defined by the Oregon State Highway Division as bikeways that share the roadway with motor vehicles. Routes are designated by signing, striping, or other visual markings. These paths will also be used by pedestrian traffic to accommodate the increased walking and running activities by residents of the County.

ESTABLISHING, IMPROVING, AND MAINTAINING PUBLIC AND COUNTY ROADS

There are several avenues available to both the general public and private individuals in getting a road either initially built, improved, and/or maintained. Ideally, when road work is done, responsibility for paying for the work falls on those people who most benefit from the road work implemented, and rightly so. However, this is practically impossible, as not all people use roads in the same manner and for the same purposes. But there are different legal methods of implementing road work, which attempt to spread the costs as fairly as possible.

State and Federal highways, which make up the principal road network for inter-and intra-state transportation, are maintained largely by State and Federal tax dollars. The County Road System, which consists of the main and principal roads for intra-county transportation exclusive of State and Federal highways, are primarily funded from sources of revenue other than property taxes. County roads normally only connect the commercial and community centers of the County. However, many public roads exist within the County which connect outlying residences to the County or State Road Systems and are not considered of sufficient importance to be maintained at public expense. By the same token, such roads may be a heavy burden to maintain by those being provided access by the roads who, out of necessity, pay for the

-  U.P.R.R. SINGLE TRACK
-  U.P.R.R. DOUBLE TRACK
-  U.P.R.R. MULTIPLE TRACKS
(MORE THAN 2 TRACKS)
-  SPUR & NUMBER OF
-  PRIVATE RAILROAD



Prepared by: LYNN D

UNION COUNTY, OREGON RAIL & AIR FACILITIES

improvements and maintenance themselves. These residents have several alternatives in financing road work, depending to a large extent on the circumstances involved and the degree to which the road or roads are used.

If the road is used largely by non-residents of the area, the residents might petition to the County Court to have the road included in the County Road System, thereby relieving the residents of the entire maintenance burden. However, the County Court can only do so if it is satisfied that the public would benefit from having the road maintained at public expense.

The County Court also has the authority to establish roads by resolution and declaring that it is initiating proceedings to do so. The procedure involved is similar to that taken after a resident's petition is filed. Both procedures are described more fully in the appendix.

An alternative to establishing roads as County roads is formation of a road district. The various kinds of road districts that can be formed include County road districts, special road districts, and road assessment districts. Each is described in more detail in the appendix. Once established residents within the district can use various corporate powers to carry out the objectives of the district, which might be construction, reconstruction, improvement, or maintenance of public and/or County roads within the district.

County road districts are formed primarily to give the residents of an area the opportunity to contribute additional funds to County road maintenance program in upgrading or improving County roads in their area through special taxes assessed on property within the district. Other public roads may be worked on, but must be specifically designated, and funds to do work on such designated public roads must be generated within the district.

Special road districts are formed primarily for the purpose of equitably and fairly distributing the improvement costs for public, as well as County roads, among those persons residing in the vicinity of such roads. Such districts generally have greater control over how funds are to be allocated in road improvements than in the case of County road districts.

A road assessment district is similar to a special road district, but can only be located in counties having populations of 19,000 to 25,000 (Union County falls within this range). Further, the land within the district must be at least 20,000 acres in area or assessed for over \$1 million. These districts are formed primarily to give residents within the district

strict control (through a board of supervisors) over road work done on public and County roads within the district, exclusive of state highways. The district can even use the services of the County Road Department to do the work but must pay the County for all work that is done at the district's request.

The intent upon forming a road assessment district is that all taxable properties within the district will be assessed in proportion to the properties' valuations.

It may be that residents living along a public or County road desire to have the road or a stretch of the road improved, but may not qualify, or feel the need to form a road district as a means of implementing road work. If this is the case, residents can simply petition the County Court asking for improvements to be made. Petitioning procedures are described in the appendix. Such improvements can be paid either by the residents or the County if the County Court feels justification in doing so, or improvements can be jointly financed by both residents and the County. If residents pay for all or part of the improvements, special assessments may be used to finance the work. Provisions of the Bancroft Bonding Act (which provides low interest loans for up to 30 years) apply when special assessments are used.

Other methods of establishing public roads include statutory way of necessity, trails, contract forest roads, and forest product ways as listed below.

A statutory way of necessity may be established by the County Court when it is shown that a person's farm or residence cannot be reached by any public road provided by law and it is shown to be necessary that both the public as well as the owner have access to the farm or residence. However, the County is not responsible for the construction or maintenance of such ways.

Trails may be established within a road district upon the petitioning to, and approval by the County Court, by residents residing within the district asking for such to be established. If approved, such trails are considered public roads and are maintained in the same manner as public roads within the district.

Contract forest roads are either County or public roads in or leading to timbered areas that are maintained by logging operators using the roads for transportation of forest products. A contract is made between the County and the logging operator whereby the operator agrees to pay all or part of the cost in improving or maintaining public and/or County roads to the standards necessary to facilitate safe transportation of forest products (principally logs) from the forest to an adequate road network.

A forest product way can be established wherever it is necessary to transport raw forest products from a land-locked timbered property to an existing public road. If the timbered property is land-locked, i.e., no private or public road or right-of-way provides for the purpose of access to the timbered area, compensation must be paid to all owners of such appropriated lands before the logging road can be established. The land reverts back to the original owners once the road has not been in use for a period of two years. (The appendix discusses the above mentioned methods more fully.)

VACATION OF PUBLIC AND COUNTY ROADS

Right of County concerning adverse possession. The County's rights to public roads are not extinguished by adverse possession. No title to lands included in such public roads, when the roads are once established, shall be acquired against the County through operation of the statute of limitations. When a County road has been once established, and is not opened within two years from the date of the order establishing it, or has not been used for vehicular traffic by the public for a period of 16 years, then upon petition of six freeholders of the road district in which the road is located, praying for vacation of the road or unopened or unused portion thereof, the County Court shall conduct an investigation and either cause the road or unopened portion thereof to be opened within a reasonable time, or make an order declaring the road or unopened or unused portion thereof vacated under this section. If vacation would deprive the owner of any real property or access to such property by public road or other right-of-way, such road shall not be vacated.

Vacating public and County roads. Once a public or County road has been established by law, it is opened to public travel forever unless vacated. If a County road or right-of-way is considered useless, dangerous, and/or burdensome to maintain, landowners residing in the vicinity of the road or way may petition to the County Court asking for the County road to be vacated. Any person may initiate vacation of a public road that is not a County road or State highway by filing a petition with the County Court. The County Court then initiates proceedings to vacate either the public or County road. The County Court may also initiate vacation proceedings of County roads by making a resolution declaring that such will be undertaken. If it is found that the County road is useless or dangerous, etc., or it is shown that the County road was not opened within two years of the establishment order, or has not been used for sixteen years, or that vacation of the County road will not deny any landowner access to his property, the County road or a portion of same will be ordered vacated by the County Court. Both public and County road vacation procedures are described further in the appendix.

Removing a road from the county road system. Roads can be removed from the County Road System by following either of two procedures. The County road can be vacated, as described in the section above, in which case the road would no longer be open for public travel, or the road could be designated a public use road, in which case the road would still be open to the public's use, but not maintained with County road funds.

There are two methods available to the County Court in declaring a County road a public use road. Vacation proceedings can be used if the road being proposed for vacation would benefit the public if left open. In such cases, the road is declared a public use road rather than a vacation. Also, the County Court can initiate proceedings expressly designed to remove the road from the County Road System and declare it a public use road. Both proceedings are described further in the appendix.

COUNTY FUNCTIONAL CLASSIFICATION SYSTEM

1978 functional classification of County roads. The following maps and road descriptions classify Union County roads under three functional classification; major collectors, minor collectors, and local roads. At the present time, there are no principal or minor arterials in the County Road System, although some of the State and Federal highways located within the County are classified as such.

All County roads within each respective classifications are delineated and identified by road number on the functional classification map and preceding each listing. Roads are also described according to type and existing surface (oiled, gravel, or unimproved surface) and according to the present (1978) conditions of the existing surface (very good, good, slightly deteriorated, moderately deteriorated, extremely deteriorated).

A brief summary of traffic volumes, accident history, special uses, and distance from urban centers is also given for each roadway. Special uses identified include postal and/or school bus route, farm to market route, recreation/hunter route, and timber haul-out route. Roadways which serve primarily as residential access, with no other special uses are also noted. Distance from urban centers is given if the roadway is within fifteen miles of La Grande or seven miles of all other Union County towns, exclusive of Summerville.

Major Collector Roads

County Road #10 - Mt. Glen

2.00 miles of "oiled" surface in "good" condition
Average daily traffic: 1965 = 310; 1975 = 450
Accident count 1976/77: Injury = 3; non-injury = 2
Special uses: Postal and school; farm
Distance from La Grande = 1-2 miles

County Road #14 - Hunter Lane

12.89 miles of "oiled" surface in "good" condition
Average daily traffic: 1965 = 790; 1975 = 1850
Accident count 1976/77: Injury = 6; non-injury = 5
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Imbler = 5 miles; La Grande = 3-11 miles

County Road #18 - Pleasant Grove/Beherns Corner

2.00 miles of "oiled" surface in "slightly deteriorated"
condition
Average daily traffic: 1965 = 270; 1975 = 350
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Imbler = 6 miles; La Grande = 12 miles

County Road #20 - Woodell/Ruckman

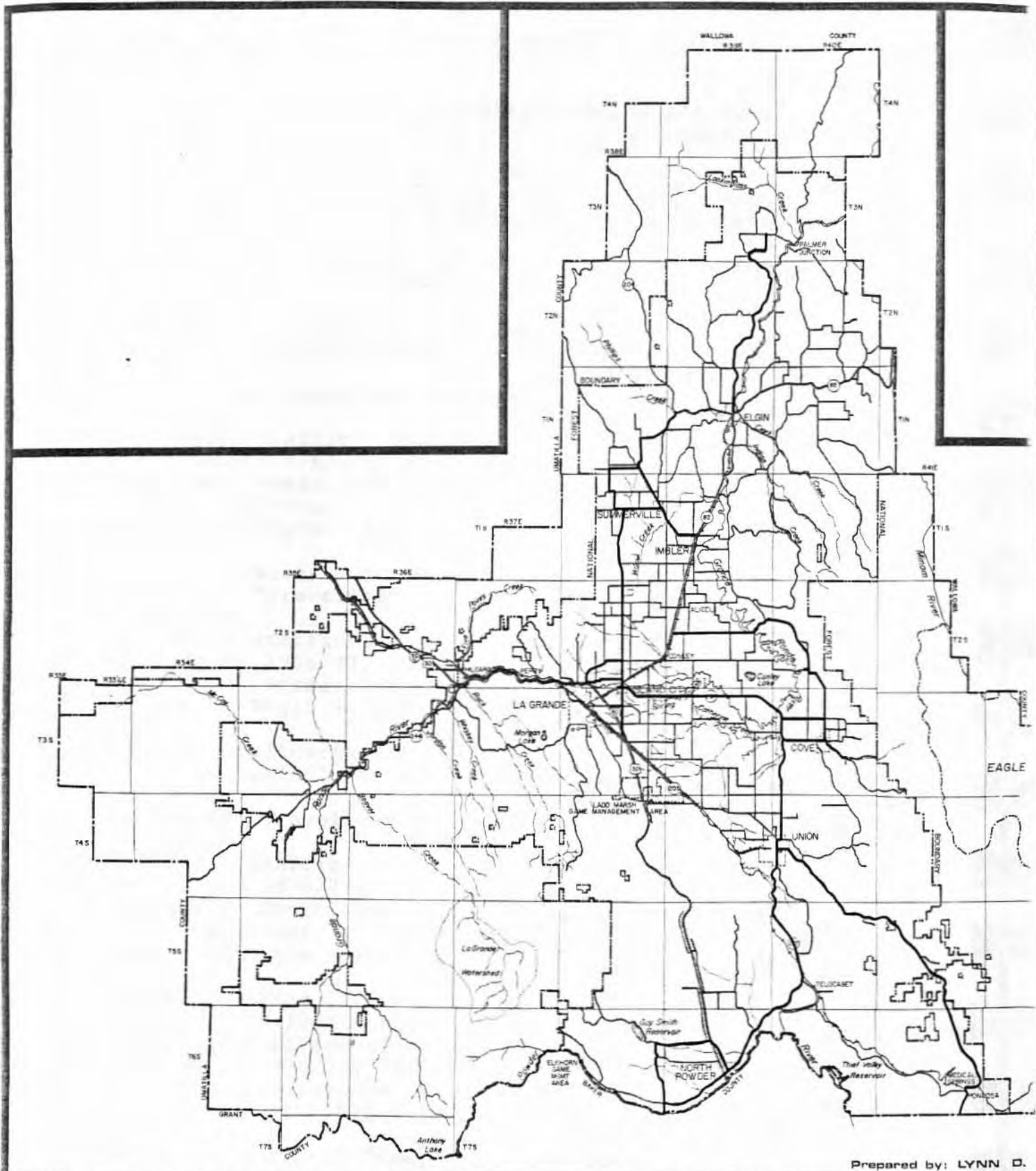
4.24 miles of "oiled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Imbler = 6-7 miles; La Grande = 13-14 miles

County Road #23 - North Powder/Ladd Canyon/Pierce Lane

6.50 miles of "oiled" surface in "slightly deteriorated"
condition
6.70 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 310
Accident count 1976/77: Injury = 1; non-injury = 0
Special uses: Postal and school; farm
Distance from Island City = 2-6+ miles; La Grande = 6-15+
miles; North Powder = 1-7 miles

County Road #32 - Phy's Point/Conley

1.16 miles of "oiled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 120
Accident count 1976/77: None reported
Special uses: Farm



Prepared by: LYNN O.

UNION COUNTY, OREGON COUNTY ROAD SYSTEM/ MAJOR COLLECTORS

Distance from Cove = 3 miles; La Grande = 12 miles;
Union = 7 miles

County Road #39 - Pratt/Imbler/Summerville/Phillip's Creek

9.99 miles of "oiled" surface in "slightly deteriorated" condition

Average daily traffic: 1965 = 180; 1975 = 350

Accident count 1976/77: Injury = 5; non-injury = 0

Special uses: Postal and school; farm; recreation/hunter; timber haul-out

Distance from Elgin = 4-7+ miles; Imbler = 2-7+ miles;
La Grande = 12-15+ miles

County Road #42 - Elgin/Palmer Junction

1.25 miles of "oiled" surface in "slightly deteriorated" condition

13.27 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: 1975 = 80

Accident count 1976/77: None reported

Special use: Postal and school; recreation/hunter; timber haul-out

Distance from Elgin = 1-7+ miles

County Road #43 - Palmer Junction/Forest Boundary

5.47 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Recreation/hunter; timber haul-out

Distance from Elgin = 7+ miles

County Road #44 - Hallgarth/Galloway

1.00 mile of "oiled" surface in "slightly deteriorated" condition

1.36 miles of "gravelled" surface in slightly deteriorated" condition

Average daily traffic: 1975 = 350; 1975 = 750

Accident count 1976/77: None reported

Special uses: Postal and school; farm; recreation/hunter; timber haul-out

Distance from Elgin = 1-3 miles

County Road #63 - Becker Corner/Warm Creek

3.32 miles of "oiled" surface in "good" condition

Average daily traffic: 1965 = 290; 1975 = 300

Accident count 1976/77: None reported

Special Uses: Postal and school; farm

Distance from Cove = 0-4 miles; La Grande = 14-15 miles

County Road #65 - Cove/Mill Creek/Forest Boundary

0.74 mile of "oiled" surface in "good" condition

Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Cove = 0-1 miles

County Road #75 - Gilkinson
0.90 mile of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 40
Accident count 1976/77: None reported
Special uses: Postal; farm
Distance from North Powder = 5 miles

County Road #101 - North Powder/River
4.90 miles of "oiled" surface in "moderately deteriorated"
condition
Average daily traffic: 1975 = 150
Accident count 1976/77: Injury = 0; non-injury = 1
Special uses: Postal and school; farm; recreation/hunter
timber haul-out
Distance from North Powder = 0-7+ miles

County Road #103 - Ellis Coughanour Lane
3.00 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1965 = 110; 1975 = 170
Accident count 1976/77: Injury = 1; non-injury = 0
Special uses: Postal and school; farm
Distance from North Powder = 4 miles

County Road #104 - Wolf Creek
4.00 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 130
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter
timber haul-out
Distance from North Powder = 3-7 miles

County Road #117 - Cove Avenue
1.12 miles of "oiled" surface in "slightly deteriorated"
condition
Average daily traffic: 1,300
Accident count 1976/77: None reported
Special uses: Postal; farm
Distance from Island City = 2 miles; La Grande = 4 miles

County Road #125 - Fruitdale
2.24 miles of "oiled" surface in good condition
Average daily traffic: N/A
Accident count 1976/77: None reported

Special uses: School; farm
Distance from Island City = 1-2 miles; La Grande = 2-3 miles

County Road #126 - Booth Lane
1.20 miles of "gravelled" surface in "good" condition
Average daily traffic: 1975 = 200
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from La Grande = 3-4 miles

County Road #128 - Alicel/Lower Cove
10.48 miles of "oiled" surface in "slightly deteriorated"
condition
Average daily traffic: 1965 = 220; 1975 = 275
Accident count 1976/77: Injury = 1; non-injury = 0
Special uses: Postal and school; farm
Distance from Cove = 7 miles; La Grande = 7-13 miles

County Road #140 - Cabin Creek
2.09 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Elgin = 7+ miles

Minor Collector Roads

County Road #9 - Owsley Canyon
1.50 miles of "oiled" surface in "slightly deteriorated"
condition
1.00 mile of "gravelled" surface in "slightly deteriorated"
condition
5.25 miles of unconstructed road
Average daily traffic: N/A
Accident count 1976/77: Injury = 3; non-injury = 1
Special uses: Postal; farm; recreation/hunter; timber haul-out
Distance from Island City = 3-5 miles; La Grande = 2-5 miles

County Road #21 - Starns/Craig
2.09 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; recreation/hunter;
timber haul-out
Distance from Imbler = 7+ miles; La Grande = 15 miles

County Road #22 - Finley
4.26 miles of "gravelled" surface in "moderately deteriorated"
condition

Average daily traffic: 1975 = 22
Accident count 1976/77: None reported
Special uses: Postal and school; recreation/hunter;
timber haul-out
Distance from Elgin = 7+ miles; Imbler = 7+ miles

County Road #28 - Peach/Chenault

3.54 miles of "oiled" surface in "slightly deteriorated"
condition
2.00 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 60
Accident count 1976/77: Injury = 1; non-injury = 0
Special uses: Postal and school; farm
Distance from Imbler = 7+ miles; Island City = 5-6 miles;
La Grande = 7 miles

County Road #29 - Hot Lake/North Airport

3.41 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 40
Accident count 1976/77: Injury = 0; non-injury = 1
Special uses: Postal and school; farm
Distance from Cove = 7+ miles; Island City = 5-7+ miles;
La Grande 6-9 miles; Union = 5-7+ miles

County Road #49 - Yarrington/Scott/Palmer Junction

5.06 miles of "gravelled" surface in "slightly deteriorated"
condition
2.00 miles of "gravelled" surface in "moderately deteriorated"
condition
Average daily traffic: 1975 = 290
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Elgin = 7+ miles

County Road #52 - Gray's Corner/Indian Creek

8.59 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 100
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Elgin = 4-7 miles; Imbler = 0-6 miles;
La Grande = 15+ miles

County Road #56 - Clark's Creek/Elgin

6.25 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 380

Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Elgin = 1-6 miles; Imbler = 7+ miles

County Road #60 - Crum/Hardy
2.00 miles of unimproved road
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Recreation/hunter; timber haul-out
Distance from Elgin = 6-7+ miles

County Road #65 - Cove/Mill Creek/Forest Boundary
1.50 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1965 = 240; 1975 = 360
Accident count 1976/77: None reported
Special uses: Postal and school; recreation/hunter
timber haul-out
Distance from Cove = 1-4 miles

County Road #66/66A - Union/High Valley/Cove
3.80 miles of "oiled" surface in "slightly deteriorated"
condition
7.22 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 70
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Cove = 0-7+ miles; La Grande = 14-15+ miles;
Union = 2-7 miles

County Road #70 - Telocaset/Medical Springs
14.01 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter
Distance from North Powder = 7+ miles

County Road #71 - Medical Springs/Big Creek/County Line
0.50 mile of "oiled" surface in "slightly deteriorated"
condition
1.00 mile of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1965 = 80; 1975 = 120
Accident count 1976/77: None reported
Special uses: Recreation/hunter; timber haul-out
Distance from North Powder = 7 miles

County Road #116 - Gekeler Lane
4.50 miles of "oiled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 160
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from Island City = 2-4 miles; La Grande = 1-6 miles

County Road #120 - Stackland/Lieurance
2.26 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal; farm
Distance from Cove = 2 miles; La Grande = 15 miles

County Road #121 - Miller/Haefer
1.50 miles of "oiled" surface in "good" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal; farm
Distance from Cove = 2 miles; La Grande = 15+ miles

County Road #126 - Booth Lane
2.00 miles of "oiled" surface in "good" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from La Grande = 5-7 miles

County Road #130 - Iowa School/Fay
3.55 miles of "oiled" surface in "slightly deteriorated"
condition
Average daily traffic: 1965 = 130; 1975 = 150
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from Imbler = 6 miles; Island City = 6 miles;
La Grande = 8 miles

County Road #134 - Woodell Lane
4.00 miles of "oiled" surface in "good" condition
Average daily traffic: 1965 = 80; 1975 = 120
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from Imbler = 2-5 miles; La Grande = 9-10 miles

County Road #135A - Parks/Rhinehart
0.25 mile of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 150
Accident count 1976/77: None reported

Special uses: Postal and school; farm
Distance from Elgin = 6-7 miles; Imbler = 3 miles;
La Grande = 13-14 miles
County Road #139 - Witty/Merritt
3.62 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from Elgin = 7+ miles

County Road #141 - Thompson
1.49 miles of "unimproved" road
Average daily traffic: N/A
Accident count 1976/1977: None reported
Special uses: Recreation/hunter; timber haul-out
Distance from Union = 7+ miles

Local Roads

County Road #1 - Starkey
8.51 miles of "gravelled" surface in "slightly deteriorated"
condition
3.35 miles of unimproved road
Average daily traffic: 1965 = 140; 1975 = 250
Accident count 1976/77: None reported
Special uses: School; timber haul-out
Distance from La Grande = 15+ miles

County Road #2 - Condit/Rankin
1.68 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1965 350; 1975 = 450
Accident count 1976/77: None reported
Special uses: Farm; recreation/hunter
Distance from La Grande = 9 miles

County Road #3 - Hilgard
2.64 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1965 = 390; 1975 = 500
Accident count 1976/77: Injury 2; non-injury = 3
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from La Grande = 7-9 miles

County Road #5 - Lower Perry
0.34 mile of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported

Special uses: Postal and school
Distance from La Grande = 6 miles

County Road #6 - Glass Hill

3.00 miles of "gravelled" surface in "moderately deteriorated" condition

8.00 miles of unimproved road

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Farm; recreation/hunter; timber haul-out

Distance from Island City = 5+ miles; La Grande = 3-10 miles

County Road #7 - Robb's Hill/Fox Hill

3.00 miles of "gravelled" surface in "slightly deteriorated" condition

6.75 miles of unimproved road

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal; farm; recreation/hunter; timber haul-out

Distance from Island City = 4-7 miles; La Grande = 2-6 miles

County Road #8 - Blackhawk

1.07 miles of "oiled" surface in "good" condition

Average daily traffic: N/A

Accident count 1976/77: Injury = 1; non-injury = 0

Special uses: Postal; farm; recreation/hunter; timber haul-out

Distance from Island City = 3 miles; La Grande = 2 miles

County Road #10 - Mt. Glen

4.00 miles of "oiled" surface in "good" condition

3.88 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: 1965 = 310; 1975 = 450

Accident count 1976/77: Injury = 3; non-injury = 2

Special uses: Postal and school; farm

Distance from Imbler = 4+ miles; Island City = 3-6 miles

La Grande = 1-7 miles

County Road #11 - Bushnell Lane

1.75 miles of "oiled" surface in "slightly deteriorated" condition

1.00 mile of "gravelled" surface in "slightly deteriorated" condition

3.00 miles of unimproved road

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal; farm; recreation/hunter; timber haul-out

Distance from Island City = 4 miles; La Grande = 3 miles

County Road #12 - Foothill/Hot Lake/Union

6.00 miles of "oiled" surface in "slightly deteriorated" condition

8.33 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: 1975 = 1150

Accident count 1976/77: Injury = 1; non-injury = 0

Special uses: Postal and school; farm; recreation/hunter

Distance from Island City = 3+ miles; La Grande = 2-9 miles

County Road #13 - Chandler/Leffel

1.00 mile of "oiled" surface in "good condition"

0.25 mile of "gravelled" surface in "slightly deteriorated" condition

1.5 miles of unimproved road

Average daily traffic: N/A

Accident count 1976/1977: None reported

Special uses: Postal and school; farm

Distance from Island City = 2 miles; La Grande = 2 miles

County Road #14 - Hunter Lane

3.75 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: 1965 = 280; 1975 = 610

Accident count 1976/1977: Injury = 1; non-injury = 0

Special uses: Postal and school; farm

Distance from Imbler = 4 miles; La Grande = 12 miles

County Road #15 - Halley

4.26 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; farm

Distance from Imbler 6-7 miles; Island City = 2-5 miles;
La Grande = 4-7 miles

County Road #16/16A - McDonald/West Creiner

5.05 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; farm

Distance from Imbler = 3-5 miles; Island City = 5-7 miles;
La Grande = 7-9 miles

County Road 17/17A - End Road

2.93 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; recreation/hunter; timber haul-out

Distance from Imbler = 5-6 miles; La Grande = 10-12 miles

County Road #18 - Pleasant Grove/Behern's Corner
1.93 miles of "gravelled" surface in "slightly deteriorated"
condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; farm

Distance from Elgin = 7+ miles; Imbler = 5 miles;

County Road #19 - Dial

1.03 miles of "gravelled" surface in "slightly deteriorated"
condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; recreation/hunter; timber
haul-out

Distance from Imbler = 6 miles; La Grande = 12-13 miles

County Road #21 - Starns/Craig

1.20 miles of "gravelled" surface in "slightly deteriorated"
condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; farm; recreation/hunter;
timber haul-out

Distance from Elgin = 7+ miles; Imbler = 6-7 miles;
La Grande = 15 miles

County Road #23A - North Powder/Ladd Canyon/Pierce Lane

1.20 miles of "gravelled" surface in "slightly deteriorated"
condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; farm

Distance from Island City = 2-6+ miles; La Grande = 6-15+
miles; North Powder = 1-7 miles

County Road #25 - Frazier/Willow Creek (Sandridge Road)

7.88 miles of "gravelled" surface in "slightly deteriorated"
condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; farm

Distance from Elgin = 7 miles; Imbler = 2-5 miles
La Grande = 6-12 miles

County Road #26 - Alicel/Hays

2.52 miles of "gravelled" surface in "slightly deteriorated"
condition

Average daily traffic: N/A

Accident count 1976/77: Injury = 0; non-injury = 1

Special uses: School; farm

Distance from Imbler = 3-4 miles; Island City = 7 miles;
La Grande = 9 miles

County Road #26A - Jansen

0.46 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Farm

Distance from Imbler = 3 miles; Island City = 7+ miles;
La Grande = 10 miles

County Road #27/27A - Wright/Anson/McAlister

2.00 miles of "gravelled" surface in "slightly deteriorated" condition

1.78 miles of unimproved road

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal; farm

Distance from Island City = 3-5 miles; La Grande = 5-7 miles

County Road #29 - Hot Lake/North Airport

2.50 miles of "oiled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; farm

Distance from Cove = 7+ miles; Island City = 7+ miles

La Grande = 9 miles; Union = 7+ miles

County Road #30 - Peterson Lane

2.60 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; farm

Distance from Cove = 7 miles; La Grande = 10 miles;

Union = 5 miles

County Road #31 - Godley Lane

1.62 miles of "oiled" surface in "slightly deteriorated" condition

5.00 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal; farm

Distance from Cove = 5-6 miles; La Grande = 10-12 miles;

Union = 2-7 miles

County Road #33/33A/33B - Carter/Redpepper School

3.79 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: 1975 = 70
Accident count 1976/77: None reported
Special uses: Postal; farm
Distance from Cove = 5-6 miles; Island City = 7+ miles;
La Grande = 10 miles; Union = 7+ miles

County Road #34 - Miller/Hamilton

2.09 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: School; farm
Distance from Cove = 7+ miles; Imbler = 7+ miles;
La Grande = 10-11 miles

County Road #35/35A - Ruckman/Imbler/Brook Lane

2.00 miles of "oiled" surface in "slightly deteriorated" condition
8.80 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: 1975 = 150
Accident count 1976/77: Injury = 1; non-injury = 0
Special uses: Postal and school; farm
Distance from Elgin = 5-6+ miles; Imbler = 0-4 miles;
Island City = 7+ miles; La Grande = 13 miles

County Road #36 - Hug/McDonald

3.29 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter
Distance from Elgin = 4-5 miles; Imbler = 3-5 miles;
La Grande = 15+ miles

County Road #37 - Pumpkin Ridge/Elgin

5.55 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter; timber haul-out
Distance from Elgin = 2-6 miles; Imbler = 4-7 miles;
La Grande = 14-15 miles

County Road #38 - Myers/Brunaugh

3.02 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from Elgin = 5-6 miles; Imbler = 5-7 miles;
La Grande = 15+ miles

County Road #39 - Pratt/Imbler/Summerville/Phillips Creek
2.15 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1965 = 160; 1975 = 280
Accident count 1976/77: None reported
Special uses: Farm
Distance from Elgin = 4-7 miles; Imbler = 2-7 miles;
La Grande = 12-15+ miles

County Road #40 - Elgin/Foothill
2.50 miles of "oiled" surface in "slightly deteriorated"
condition
1.50 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1965 = 140; 1975 = 280
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter
Distance from Elgin = 2-3 miles

County Road #41 - Gordon Creek
4.30 miles of "gravelled" surface in "slightly deteriorated"
condition
1.00 mile of unimproved road
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; recreation/hunter; timber
haul-out
Distance from Elgin = 3-7 miles

County Road #42 - Elgin/Palmer Junction
2.75 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 470
Accident count 1976/77: Injury = 1; non-injury = 0
Special uses: Postal and school; recreation/hunter; timber
haul-out
Distance from Elgin = 7+ miles

County Road #45 - Parson's/Hug
3.78 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from Elgin = 2-5 miles

County Road #46 - Roulet/Hardy
3.88 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: School; farm
Distance from Elgin = 4-7 miles

County Road #47 - Golding

1.25 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Farm
Distance from Elgin = 4 miles

County Road #48 - Cricket Flat/Good

3.00 miles of "oiled" surface in "slightly deteriorated" condition
3.89 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: 1975 = 80
Accident count 1976/77: None reported
Special uses: Postal and school; farm recreation/hunter; timber haul-out
Distance from Elgin = 5-7 miles

County Road #49 - Yarrington/Scott/Palmer Junction

3.00 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Farm; recreation/hunter; timber haul-out
Distance from Elgin = 7+ miles

County Road #50 - Thompson/Miller

3.26 miles of "gravelled" surface in "slightly deteriorated" condition
0.50 mile of unimproved road
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; recreation/hunter; timber haul-out
Distance from Elgin = 7+ miles

County Road #51 - Rusau/Gowith

1.00 mile of "gravelled" surface in "slightly deteriorated" condition
0.50 mile of unimproved road
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Farm; recreation/hunter
Distance from Elgin = 7+ miles

County Road #52 - Gray's Corner/Indian Creek

3.00 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: 1975 = 80
Accident count 1976/77: None reported
Special uses: School; farm; recreation/hunter
Distance from Imbler = 3-7 miles; La Grande = 12-15 miles

County Road #53 - Indian Creek/³Aeamer
8.00 miles of "gravelled" surface in "slightly deteriorated"
condition
4.50 miles of unimproved road
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Elgin = 3-7 miles; Imbler = 6-7 miles

County Road #54 - Klinghammer/McNab
0.05 mile of "gravelled" surface in "slightly deteriorated"
condition
7.75 miles of unimproved road
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Elgin = 6 miles; Imbler = 5 miles

County Road #55 - Dutton
1.50 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Elgin = 4 miles; Imbler = 7 miles

County Road #57 - Henderson/Brugger
0.79 mile of "gravelled" surface in "slightly deteriorated"
condition
1.00 mile of unimproved road
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Recreation/hunter
Distance from Elgin = 3 miles

County Road #58 - Highland School/Witherspoon
4.05 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Farm
Distance from Elgin = 4 miles

County Road #59 - Hindman/Waelty/Forest Boundary
10.75 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported

Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Elgin = 5-6 miles

County Road #60 - Crum/Hardy
2.75 miles of "gravelled" surface in "slightly deteriorated"
condition
2.07 miles of unimproved road

County Road #66 - Union/High Valley/Cove
1.10 miles of "oiled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 40
Accident count 1976/77: None reported
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from Union = 0-2 miles

County Road #67 Weaver/Union
1.19 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Farm
Distance from La Grande = 14 miles; Union = 1 mile

County Road #68 - Curtis/Benson/Draper
1.65 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: School; farm; recreation/hunter; timber
haul-out
Distance from Cove = 7 miles; Union = 5 miles

County Road #69 - Ramo Flat
8.50 miles of "gravelled" surface in "slightly deteriorated"
condition
2.00 miles of unimproved road
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Farm; recreation/hunter
Distance from Union = 3-5 miles

County Road #71 - Medical Springs/Big Creek/County Line
0.46 mile of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1965 = 80; 1975 = 120
Accident count 1976/77: None reported
Special uses: Recreation/hunter; timber haul-out
Distance from North Powder = 7+ miles

County Road #72 - Jimmy Creek/Olson

9.50 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Farm; recreation/hunter

County Road #73 - Lampkin/Bagwell

1.00 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Farm

Distance from North Powder = 5 miles

County Road #74 - Mann

0.80 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: Injury = 1; non-injury = 0

Special uses: School; farm

Distance from North Powder = 4 miles

County Road #76 - Slack Lane

1.02 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; farm

Distance from Elgin = 7+ miles; Imbler = 4 miles;

La Grande = 12 miles

County Road #77 - Elgin Cemetery/Galloway

1.25 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: 1975 = 380

Accident count 1976/77: None reported

Special uses: Farm; timber haul-out

Distance from Elgin = 2 miles; Imbler = 7 miles

County Road #78 - Dar/Kingsbury

2.75 miles of "gravelled" surface in "slightly deteriorated" condition

2.96 miles of unimproved road

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; timber haul-out

Distance from Elgin = 4-6 miles

County Road #79/79A - Case/Ingle

1.50 miles of "oiled" surface in "slightly deteriorated" condition

1.52 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: 1975 = 100
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from Imbler = 5 miles; Island City = 6 miles;
La Grande = 8 miles

County Road #80 - Sanderson

1.36 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; recreation/hunter; timber haul-out
Distance from Elgin = 7 miles; Imbler = 7+ miles

County Road #81 - Hallgarth

1.23 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Residential
Distance from Elgin = 3 miles

County Road #82 - Keen/Cabin Creek

5.47 miles of unimproved road
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Recreation/hunter; timber haul-out
Distance from Elgin = 7+ miles

County Road #83 - Steers/Bowman

3.65 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: School; recreation/hunter; timber haul-out
Distance from Elgin = 7+ miles

County Road #84 - Comstock

0.36 mile of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Farm; timber haul-out
Distance from Cove = 2 miles; Union = 7 miles

County Road #86 - Wheeler

1.38 miles of "gravelled" surface in "slightly deteriorated" condition
Average daily traffic: N/A

Accident count 1976/77: None reported
Special uses: School; farm; timber haul-out
Distance from Elgin = 7+ miles

County Road #87 - Five Point
5.50 miles of unimproved right-of-way
Distance from La Grande = 8 miles

County Road #88 - Whiting/Igo
1.00 mile of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Farm; recreation/hunter; timber haul-out
Distance from Imbler = 7+ miles; Island City = 4 miles;
La Grande = 5 miles

County Road #89 - Mountain View
0.57 mile of "oiled" surface in "good" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Residential
Distance from Island City = 1 mile; La Grande = 2 miles

County Road #90 - Starr
0.50 mile of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Residential
Distance from Imbler = 7 miles; Island City = 5 miles;
La Grande = 6 miles

County Road #101 - North Powder/River
3.60 miles of "oiled" surface in "moderately deteriorated"
condition
1.60 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 150
Accident count 1976/77: Injury = 0; non-injury = 1
Special uses: Postal and school; farm; recreation/hunter;
timber haul-out
Distance from North Powder = 0-7 miles

County Road #102 - Tucker Flat
4.40 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77 = None reported
Special uses: Recreation/hunter; timber haul-out
Distance from North Powder = 7+ miles

County Road #103 - Ellis/Coughanour Lane
3.74 miles of "gravelled" surface in "slightly deteriorated"
condition

Average daily traffic: 1975 = 70
Accident count 1976/77: None reported
Special uses: Postal and school
Distance from North Powder = 4 miles

County Road #104 - Wold Creek
1.53 miles of "gravelled" surface in "slightly deteriorated"
condition

3.50 miles of unimproved road
Average daily traffic: 1975 = 50
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from North Powder = 7+ miles

County Road #105/105A - McCanse/Olson
3.03 miles of "gravelled" surface in "slightly deteriorated"
condition

Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: School; farm; recreation/hunter
Distance from North Powder = 5 miles

County Road #106 - Government Gulch
2.47 miles of "gravelled" surface in "slightly deteriorated"
condition

Average daily traffic: N/A
Accident count 1976/77: None Reported
Special uses: School; farm
Distance from North Powder = 5-7 miles

County Road #107 - Hill/Lay
0.91 mile of "gravelled" surface in "slightly deteriorated"
condition

Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Farm
Distance from North Powder = 7+ miles

County Road #109 - Miller Lane
3.69 miles of "oiled" surface in "slightly deteriorated"
condition

Average daily traffic: 1975 = 160
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from Cove = 7+ miles; La Grande = 12-13 miles;
Union = 2-4 miles

County Road #110 - Bates
0.95 mile of "gravelled" surface in "slightly deteriorated"
condition

1.00 mile of unimproved road
Average daily traffic: N/A
Special uses: School; recreation/hunter; timber haul-out
Distance from Cove = 7 miles; Union = 5 miles

County Road #111 - Turnbull/Hagerty
2.35 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Farm
Distance from Cove = 5 miles; La Grande = 14 miles; Union = 2

County Road #112 - Hutchinson Lane
1.52 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 130
Accident count 1976/77: None reported
Special uses: Farm
Distance from Cove = 5-6 miles; La Grande = 12-13 miles;
Union = 2-3 miles

County Road #113 - Key/Woodruff
1.50 miles of "oiled" surface in slightly deteriorated"
condition
1.55 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from Cove = 5-7 miles; La Grande = 11-12 miles;
Union = 3-4 miles

County Road #114 - Kerns
1.17 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Farm
Distance from Cove = 6 miles; La Grande = 14 miles

County Road #115 - Wilkinson/Hutchinson
1.50 miles of "gravelled" surface in "slightly deteriorated"
condition
2.54 miles of unimproved road
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal; farm
Distance from Cove = 6 miles; La Grande = 11 miles;
Union = 4 miles

County Road #116A - Gekeler Lane

6.02 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: 1975 = 50

Accident count 1976/77: None reported

Special uses: School; farm

Distance from Cove = 3-11 miles; Island City = 5-7+ miles;
La Grande = 8-11 miles; Union = 7+ miles

County Road #117 - Cove Avenue

2.00 miles of "oiled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal; farm

Distance from Island City = 2 miles; La Grande = 4 miles

County Road #118 - Rock Creek/Morgan Lake

3.00 miles of "gravelled" surface in "slightly deteriorated" condition

5.00 miles of unimproved road

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Recreation/hunter; timber haul-out

Distance from La Grande = 3-6 miles

County Road #121 - Mills/Haefer

1.50 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal; farm

Distance from Cove = 2 miles; La Grande = 15+ miles

County Road #122 - Fletcher

0.50 miles of "gravelled" surface in "slightly deteriorated" condition

1.25 miles of unimproved road

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Residential

Distance from Cove = 2 miles; La Grande = 15+ miles

County Road #123 - Electric Avenue

0.75 mile of "oiled" surface in "good" condition

0.44 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Farm

Distance from Cove = 1 mile; La Grande = 15 miles

County Road #124/124A - Booth Lane
3.05 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from La Grande = 3-4 miles

County Road #126 - Booth Lane
7.00 miles of "oiled" surface in "good" condition
2.00 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 60
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from La Grande = 8-10 miles

County Road #127 - Baseline
1.00 mile of "gravelled" surface in "slightly deteriorated"
condition
3.24 miles of unimproved road
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: School; farm; timber haul-out
Distance from La Grande = 15+ miles

County Road #128 - Alicel/Lower Cove
3.75 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1965 = 120; 1975 = 130
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from Cove = 2-5 miles; La Grande = 13 miles

County Road #129/129A - Starr Lane
3.30 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm
Distance from Imbler = 6-7 miles; Island City = 5 miles;
La Grande = 6-7 miles

County Road #130 - Iowa School/Fay Lane
1.00 mile of "oiled" surface in "good" condition
4.25 miles of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: 1975 = 30
Accident count 1976/77: None reported
Special uses: Postal and school; farm; timber haul-out
Distance from Imbler = 6 miles; Island City = 5 miles;
La Grande = 6 miles

County Road #131 - Speckhart

0.75 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; farm

Distance from Imbler = 3 miles; Island City = 7+ miles;

La Grande = 10 miles

County Road #132 - McKennon

2.02 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: 1975 = 40

Accident count 1976/77: None reported

Special uses: Farm

Distance from Imbler = 2-3 miles; La Grande = 11 miles

County Road #133/133A - Hunt/McKenzie

3.69 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: School; farm

Distance from Imbler = 0-2 miles; La Grande = 11-12 miles

County Road #134 - Woodell Lane

0.03 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: 1965 = 100

Accident count 1976/77: None reported

Special uses: Postal and school; farm

Distance from Imbler = 2 miles; La Grande = 10 miles

County Road #135 - Parks/Rhinehart

4.21 miles of "oiled" surface in "good" condition

Average daily traffic: 1975 = 150

Accident count 1976/77: None reported

Special uses: Postal and school; farm

Distance from Elgin = 6.7 miles; Imbler = 3 miles;

La Grande = 13-14 miles

County Road #136 - Bean/Coffin

0.74 mile of "gravelled" surface in "slightly deteriorated" condition

0.75 mile of unimproved road

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Timber haul-out

Distance from Elgin = 4 miles; Imbler = 7 miles

County Road #137 - Parks/Roulette

4.50 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal; farm; recreation/hunter
Distance from Elgin = 6-7 miles

County Road #138 - Knight

0.25 mile of "gravelled" surface in "slightly deteriorated" condition

0.50 mile of unimproved road

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Farm; recreation/hunter

Distance from Elgin = 7 miles

County Road #139 - Witty/Merritt

2.10 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; farm

Distance from Elgin = 7+ miles

County Road #142 - McNeill/Forest Boundary

0.25 mile of "gravelled" surface in "slightly deteriorated" condition

3.66 miles of unimproved road

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Recreation/hunter; timber haul-out

Distance from Elgin = 7+ miles

County Road #143 - Wickens/Rysdam

1.88 miles of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Farm

Distance from Elgin = 5-7 miles

County Road #144 - Hacker

0.78 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Recreation/hunter; timber haul-out

Distance from Elgin = 2 miles; Imbler = 7 miles

County Road #145 - Standley (Badger Flat)

0.54 mile of unimproved road

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Recreation/hunter; timber haul-out

Distance from Union = 7 miles

County Road #146 - White Ice Plant
0.21 mile of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: City street
Distance from North Powder = 0-1 mile

County Road #202 - Lake
0.75 mile of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; city street
Distance from La Grande = 1 mile

County Road #203 - Russell
0.50 mile of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; city street
Distance from La Grande = 1 mile

County Road #204 - "Z" Avenue
1.00 mile of "oiled" surface in "good" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm; city street
Distance from La Grande = 1 mile

County Road #204A - Spruce Street, West
0.50 mile of "oiled" surface in "good" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; farm; city street
Distance from La Grande = 1 mile

County Road #205 - North Maple
0.21 mile of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; city street
Distance from La Grande = 0-1 mile

County Road #206 - North Pine
0.21 mile of "gravelled" surface in "slightly deteriorated"
condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Postal and school; city street
Distance from La Grande = 1 mile

County Road #206 - North Pine

0.21 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident Count 1976/77: None reported

Special uses: Postal and school; city street

Distance from La Grande = 1 mile

County Road #207 - North Cherry

0.21 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; city street

Distance from La Grande = 1 mile

County Road #208 - "X" Avenue

0.25 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; city street

Distance from La Grande = 1 mile

County Road #209 - Albany

0.90 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; city street

Distance from La Grande = 1 mile

County Road #210 - Riddle (River Street)

0.66 mile of "oiled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Farm; residential

Distance from La Grande = 1 mile

County Road #213 - North

0.38 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal; city street

Distance from La Grande = 1 mile

County Road #217 - Holmes

0.60 mile of "oiled" surface in "good" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; city street

Distance from La Grande = 1 mile

County Road #218 - North Willow

0.34 mile of "oiled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; city street

Distance from La Grande = 1 mile

County Road #219 - North Hall

0.27 mile of "oiled" surface in "good" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; residential

Distance from La Grande = 1 mile

County Road #220 - East "O"

0.20 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; residential

Distance from La Grande = 1 mile

County Road #221 - East "N"

0.20 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; residential

Distance from La Grande = 1 mile

County Road #222 - East "M"

0.79 mile of "oiled" surface in "good" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; residential

Distance from La Grande = 1 mile

County Road #224 - East "H"

0.50 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; city street

Distance from La Grande = 1 mile

County Road #225 - Sixteenth Street

0.25 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; city street

Distance from La Grande = 1 mile

County Road #226 - Highway Avenue

0.25 mile of "gravelled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; city street

Distance from La Grande = 1 mile

County Road #229 - Wall (East "N" to East "K")

0.21 mile of "oiled" surface in "good" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; residential

Distance from La Grande = 1 mile

County Road #230 - Progress Plaza

0.28 mile of "oiled" surface in "good" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; residential

Distance from La Grande = 1 mile

County Road #231 - Mountain View

0.30 mile of "oiled" surface in "good" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Postal and school; residential

Distance from La Grande = 1 mile

Old Highway 82

1.00 mile of "oiled" surface in "slightly deteriorated" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Residential

Distance from Elgin = 2-3 miles; Imbler = 5-6 miles

Clovercreek/Frontage Road

2.46 miles of "gravelled" surface in "good" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Farm

Distance from La Grande = 13-15 miles; North Powder = 7+ miles

Frontage Road/Olson/McCanse (to Wolf Creek)

5.35 miles of "oiled" surface in "good" condition

Average daily traffic: N/A

Accident count 1976/77: None reported

Special uses: Farm

Distance from North Powder = 2-5 miles

Ellis/Coughanour/Frontage Road
0.02 mile of "oiled" surface in "good" condition
Average daily traffic: N/A
Accident count 1976/77: None reported
Special uses: Farm

Total Miles of County Roads

Paved	149.40
Gravelled	394.48
Unimproved	<u>99.36</u>
Total	643.24

PLANNED IMPROVEMENTS FOR THE STATE HIGHWAY SYSTEMS

The Oregon Highway Division's recent six-year improvement program (1977-1982) represents two lists of construction projects. Those for fiscal years 1977 and 1978 are authorized contingent on the availability of State matching funds. Those beyond 1978 are not approved for construction. However, approval for engineering studies has been given with the expectation that sources of revenue for construction may be made available in the future. The table on the following page lists projects included in the six-year program which are applicable to those roadways within Union County.

Federal Participation. Those projects approved for construction will be completed only if and when sufficient State and/or local funds are available to match Federal funds, which in turn are dependent on the availability of state matching funds. The proportion of Federal participation varies according to the particular Federal Aid Program and is planned in the Six-Year Improvement Program (1977-1982). The table below lists the Federal Aid Programs and proportions of Federal participation for each.

REGULAR PROGRAMS:	
Interstate	92.28
Interstate System Resurfacing	92.28
Rural Primary	78.19*
Urban Extensions	78.19*
Priority Primary	78.19*
Rural Secondary	78.19*
Urban System	78.19*
SAFETY PROGRAMS:	
Roadside Obstacles	90.00
High Hazard	90.00
Safer Roads	90.00
Railroad Crossings (on System,)	90.00
Railroad Crossings (off System)	90.00
Pavement Marking	100.00
OTHER PROGRAMS:	
Forest Highways	100.00
Economic Growth Center Development	78.19*
Off-System Roads	78.19*
Metro Planning	80.00
Bridge Replacement	75.00*
Public Land Highways	100.00**
Beautification	75.00 or 100.00**

*For fiscal 1977, Oregon applied for and was granted, a lower match requirement of 14 percent, making Federal participation 86 percent in fiscal 1977. The normal figure, however, is 78.19.

**Funds available by application for specific projects.

FEDERAL AID PROJECTS FOR 1977 - 1982

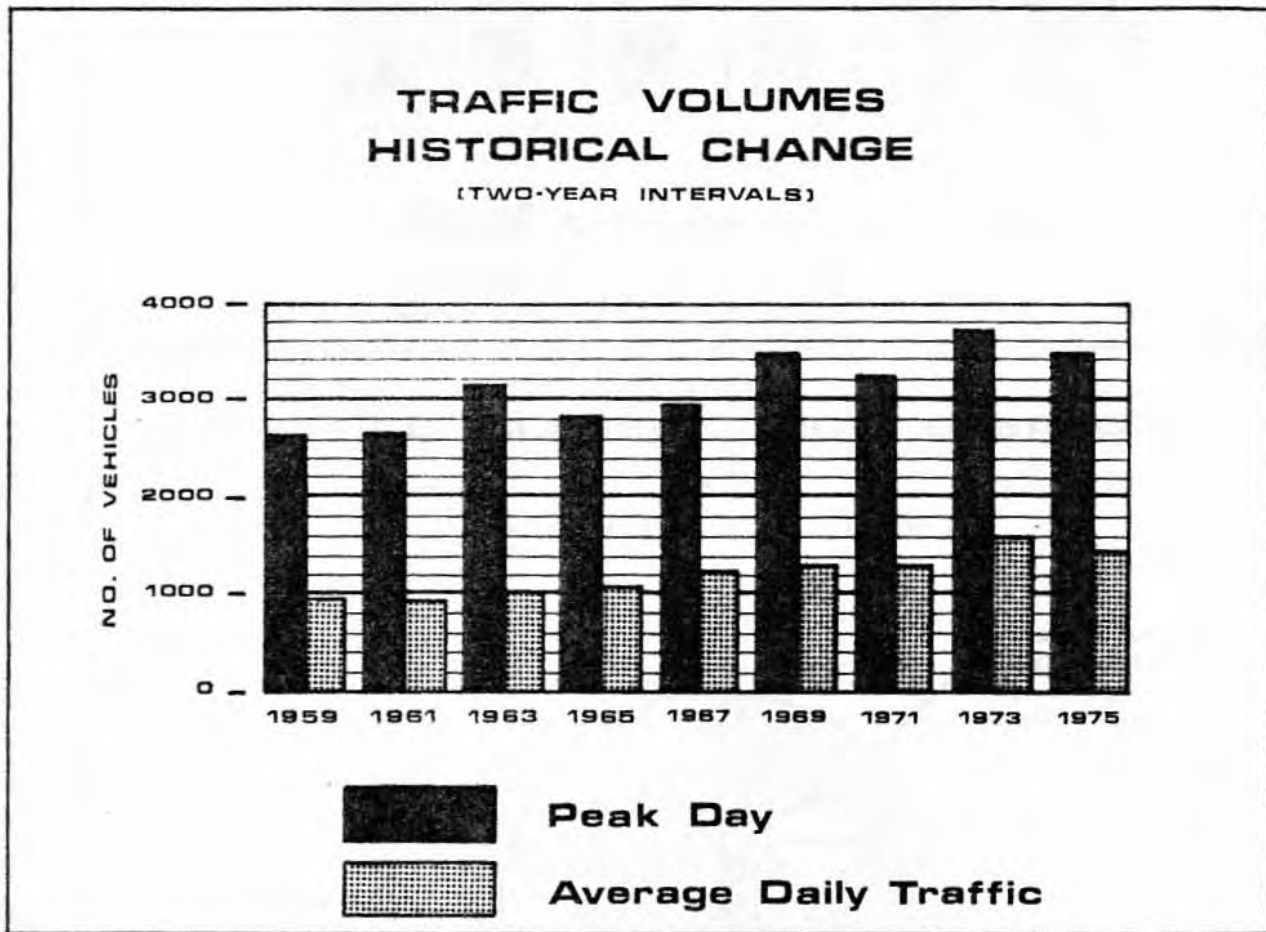
Federal Aid Program	Highway/Route Number	Highway Section	Work Planned	Estimated Cost/ \$1,000
Primary	66/OR 203	Hot Lake/Union	Overlay	388.00
Primary*	10/OR 82	Old Ore. Trail/ Island City	Grade/Pave/ Structure/Signal	4,770.00
Secondary	Co. Rd No. 31	Catherine Creek (Godley) Bridge	Structure	94.00
Pavement Marking	Various County Roads		Pavement Marking	20.10
Special Bridge Replacement	L.G. City St./ 2nd St.	Viaduct	Structure	1,290.00
Special Bridge Replacement	341/OR 244	Meadow Creek Bridge	Structure	150.00
Special Bridge Replacement	341/OR 244	Unknown Creek Bridge	Culvert	30.00

*Not approved for construction.

Source: Oregon State Highway Division, Six-Year Improvement Program,
July 1, 1976, to June 30, 1982, Oregon Department of Trans-
portation, July 8, 1976.

TRAFFIC VOLUMES

Traffic Volume Trends 1959-1975. The Oregon Highway Division installed a permanent traffic recorder station on the Wallowa Lake Highway (#10) at the east city limits of Elgin in April of 1957. The following graphs display data which have been compiled from this recording station. The first graph shows average daily traffic and peak day traffic for odd numbered years beginning in 1959. The second graph displays the seasonal variation in traffic for 1975. The third graph indicates the traffic classification breakdown, i.e., the proportion of cars, light trucks, and heavy vehicles that made up the average daily traffic in 1975.

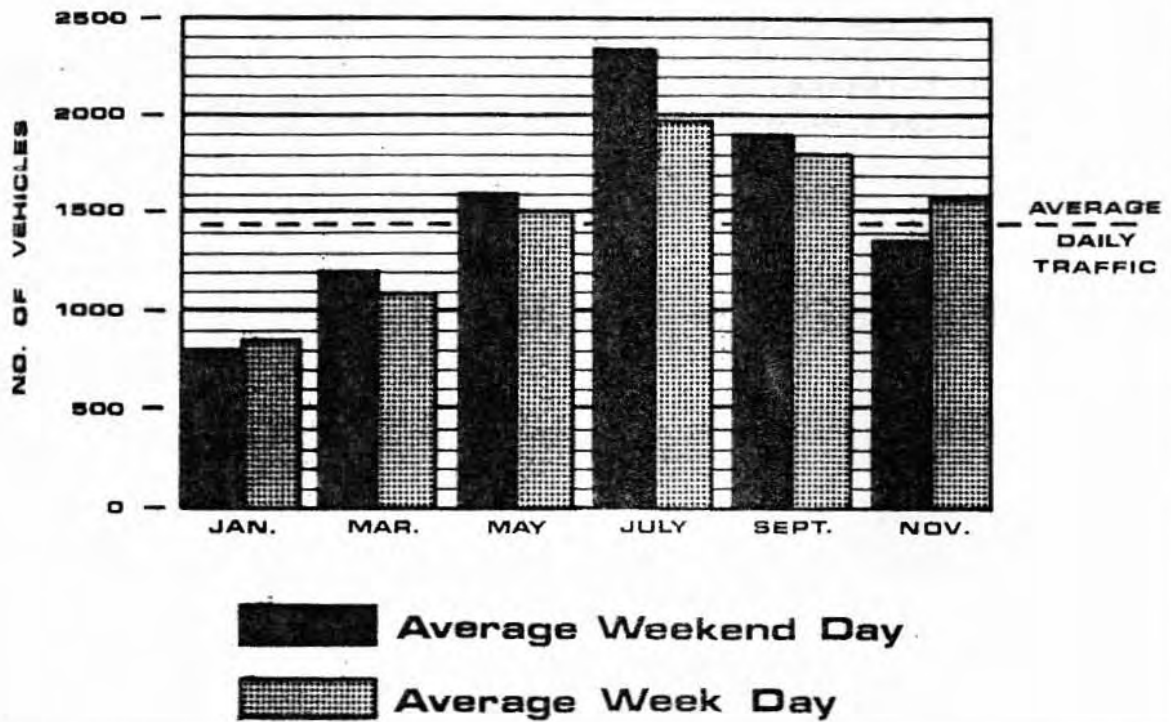


LOCATION: OR Hwy. 82, Wallowa Lake Highway, at east city limits, Elgin.

SOURCE: OR Hwy. Div., Traffic Volume Tables, 1965 and 1975 Volumes.

TRAFFIC VOLUMES SEASON CHANGE

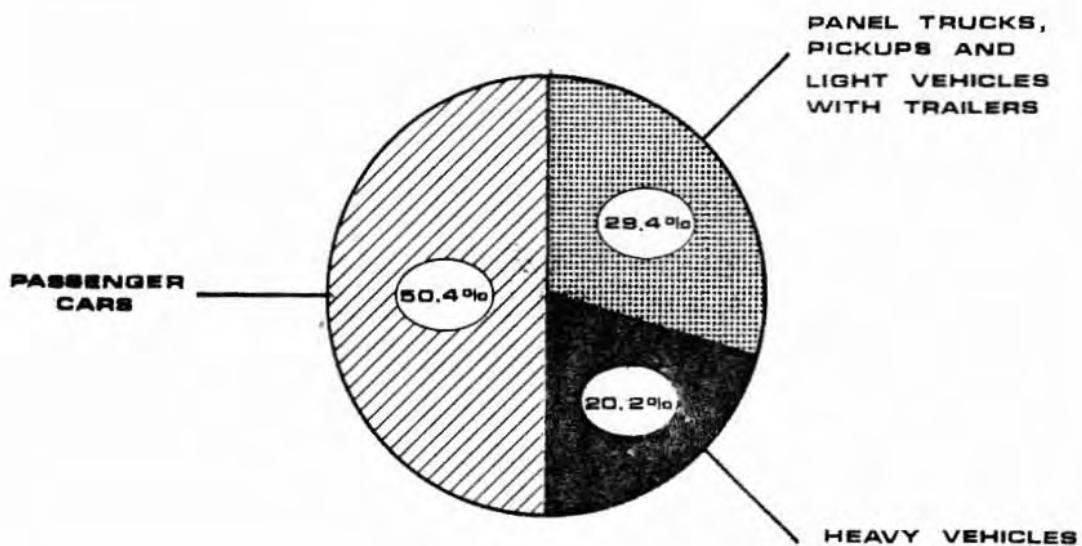
1975



TRAFFIC CLASSIFICATION BREAKDOWN

1975

(PERCENT OF DAILY TRAFFIC)



Traffic Volumes: County Roads. The Oregon Highway Division takes traffic counts on those County roads included in the Federal-Aid System. Periodically, the system is realigned, i.e., roads are added to or taken off the system. The latest realignment was made in 1976. The table on the following page displays traffic counts for those County roads that were in the Federal-Aid System in 1975 and compares them to roads in the system in 1965.

COUNTY ROAD TRAFFIC VOLUMES

Road No.	Location	Federal-Aid Designation	Traffic Volume		
			1965	1975	% Change
10	.10 mile north of Booth Lane	FAS-114	310	450	45.2
12	north city limits of La Grande	FAS-116	1450	1900	31.0
	.04 mile south of I-80N at La Grande	FAS-122	--	1150	--
	.08 mile west of OR 203	FAS-122	--	100	--
	east city limits of Union	FAS-129	--	160	--
	.06 mile southwest of OR 203	FAS-129	--	40	--
14	south city limits of Island City	FAS-119	790	1850	134.2
18	.02 mile south of Woodell Lane	FAS-110	280	610	117.9
22	.02 mile south of Beherns Corner	FAS-110	270	350	29.6
23	.02 mile north of Starns Road	FAS-104	--	40	--
	.02 mile north of OR 203	FAS-120	--	240	--
	.02 mile south of OR 82	FAS-120	--	310	--
28	.02 mile south of Booth Lane	FAS-123	--	60	--
31	.02 mile north of OR 203	FAS-124	--	130	--
32	.02 mile north of Cove Highway	FAS-125	--	120	--
33B	.02 mile south of Cove Highway	FAS-124	--	70	--
35	.02 mile south of Parks/Rhinehart Rd.	FAS-109	--	150	--
39	.02 mile west of OR 82	FAS-105	420	500	19.0
	north city limits of Summerville	FAS-105	290	320	10.3
	.02 mile north of Dry Creek Junction	FAS-105	180	350	94.4
	.02 mile south of OR 204	FAS-105	160	280	75.0
40	.02 mile north of OR 204	FAS-101	160	280	75.0
42	north city limits of Elgin	FAS-31-100	370	750	102.7
	.02 mile south of Cabin Creek Road	FAS-31-100	--	470	--
	.02 mile south of Palmer Junction	FAS-101	--	290	--
48	.02 mile north of OR 82	FAS-103	--	80	--
49	.02 mile north of OR 82	FAS-103	--	90	--
52	.02 mile west of Lower Cove Road	FAS-113	--	100	--

County Road No.	Location	Federal-Aid Designation	Traffic Volume & Change		
			1965	1975	
56	.02 mile east of OR 82	FAS-106	---	380	---
59	.02 mile south of OR 82	FAS-107	---	90	---
65	south city limits of Cove	FAS-127	240	360	---
66	.08 mile south of Cove Highway	FAS-128	---	70	---
75	.02 mile north of OR 203	FAS-128	---	120	---
101	.02 mile south of Wolf Creek Road	FAS-131	---	40	---
103	.05 mile west of I-80N	FAS-500	230	280	21.0
	.02 mile west of Ellis Lane	FAS-132	---	150	---
	Union/Baker County Line	FAS-500	110	170	54.5
	.02 mile north of N. Powder River Rd.	FAS-131	---	70	---
104	.10 mile west of I-80N	FAS-130	---	130	---
116	.02 mile east of McAlister	FAS-121	---	160	---
	.02 mile west of Peach	FAS-121	---	50	---
117	east city limits of La Grande	FAS-118	700	1150	64.3
125	.02 mile east of Mt. Glen Road	FAS-117	610	800	31.1
126	.02 mile east of OR 82	FAS-116	---	200	---
	.02 mile west of Lower Cove Road	FAS-116	---	60	---
128	.02 mile east of OR 82	FAS-115	220	240	9.1
	.02 mile north of Booth Lane	FAS-115	120	130	8.3
	.02 mile north of Cove Highway	FAS-115	290	300	3.4
130	.02 mile east of OR 82	FAS-114	---	120	---
132	.02 mile east of Imbler Road	FAS-112	---	100	---
134	.02 mile west of OR 82	FAS-111	80	120	50.0
135	.02 mile east of Dry Creek Road	FAS-108	---	150	---
135-A	.02 mile east of OR 82	FAS-113	---	80	---

SOURCE: Oregon Highway Division, Traffic Volume Tables, 1965 and 1975 volumes.

1965-1975



0 - 99

1965 Counts

1975 Counts



100 - 399



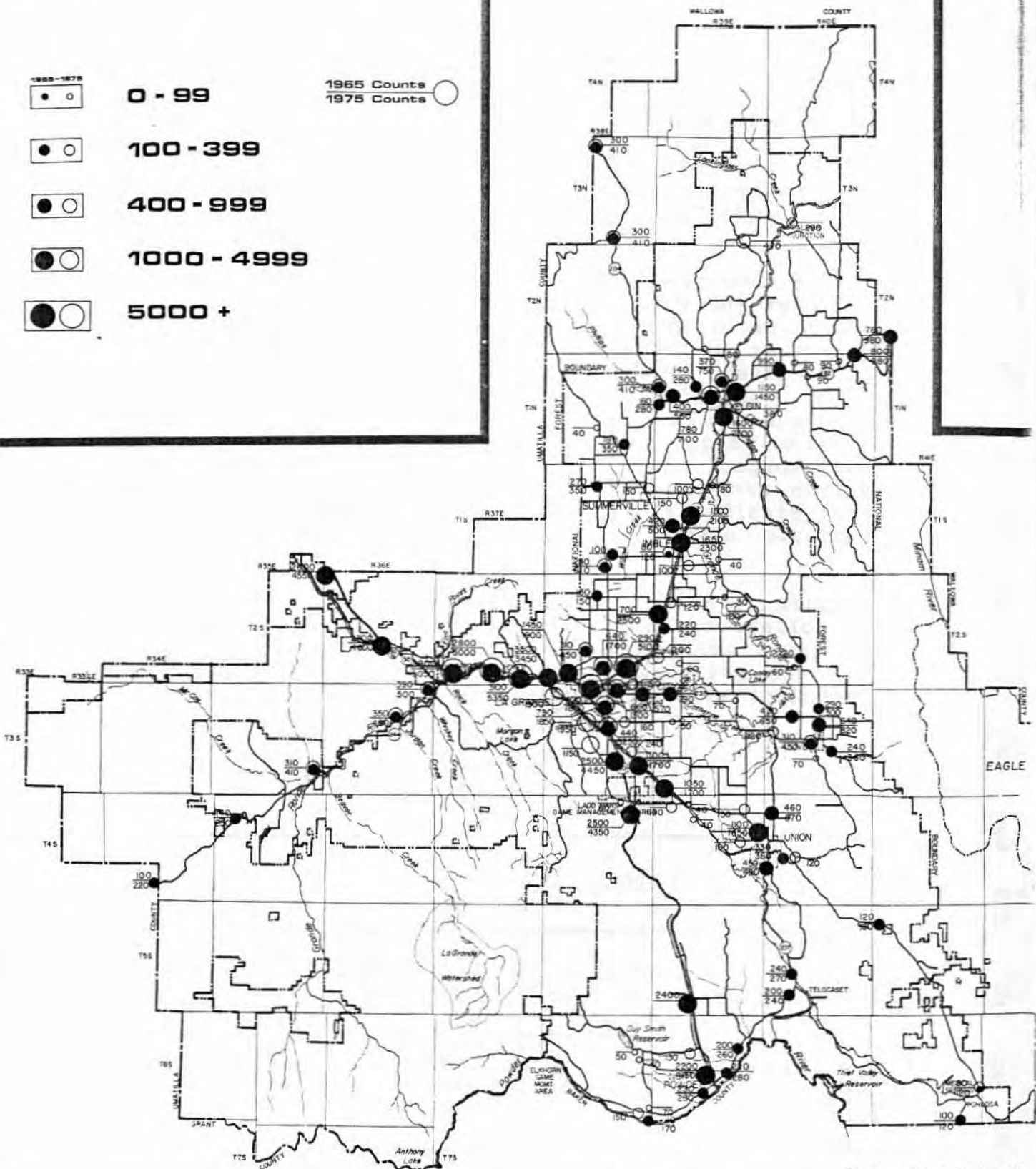
400 - 999



1000 - 4999



5000 +



Prepared by: LYNN D.

UNION COUNTY, OREGON

AVERAGE DAILY TRAFFIC VOLUME

ACCIDENT LOCATIONS

The following map displays the location as well as the nature of accidents which have occurred on public roads during the period July 1, 1976 to March 4, 1977 according to State Police records. The table below describes the number of accidents by type (non-injury, injury, or fatal) according to the road system on which they occurred (Interstate, State or Federal).

As indicated ninety accidents have occurred on public roadways in Union County during the ten-month period, of which 60% resulted in injury (57.8%) or death (2.2%). Approximately half (46.7%) of all accidents occurred on Interstate 80-N. Of the remaining accidents, two-thirds occurred on State highways and one-third on County roads. The proportions of "non-injury" vs "injury" accidents for interstate and State highways are similar; approximately 43%/57% for each. Accidents on County roads appear to be of a more severe nature (25%/75%). This latter ratio includes the only two fatalities which have occurred in Union County during the ten month period. Oregon State Police records indicate that approximately 55% of Union County's accidents have occurred during daylight hours.




Major concentrations of accidents are shown to occur at Hilgard Junction and Ladd Canyon on Interstate 80-N, and the section of ORE 82 from Island City to La Grande. Hunter Lane, south of Island City extending north to Woodell Lane Junction has the worst record of accidents on County roads, with five including one fatality.

ROAD SYSTEM




Nature of Accident	Interstate		State		County		Total	
	#	%	#	%	#	%	#	%
Non Injury	18	42.9	14	43.8	4	25.0	36	40.0
Injury	24	57.1	18	56.2	10	62.5	52	57.8
Fatal	0	0.0	0	0.0	2	12.5	2	2.2
Total	42	100.0	32	100.0	16	100.0	90	100.0
% of Total	46.7		35.5		17.8		100.0	

Source: Oregon State Police, Selective Enforcement Map, Union County, July 1, 1976 - March 4, 1977.

NON-INJURY

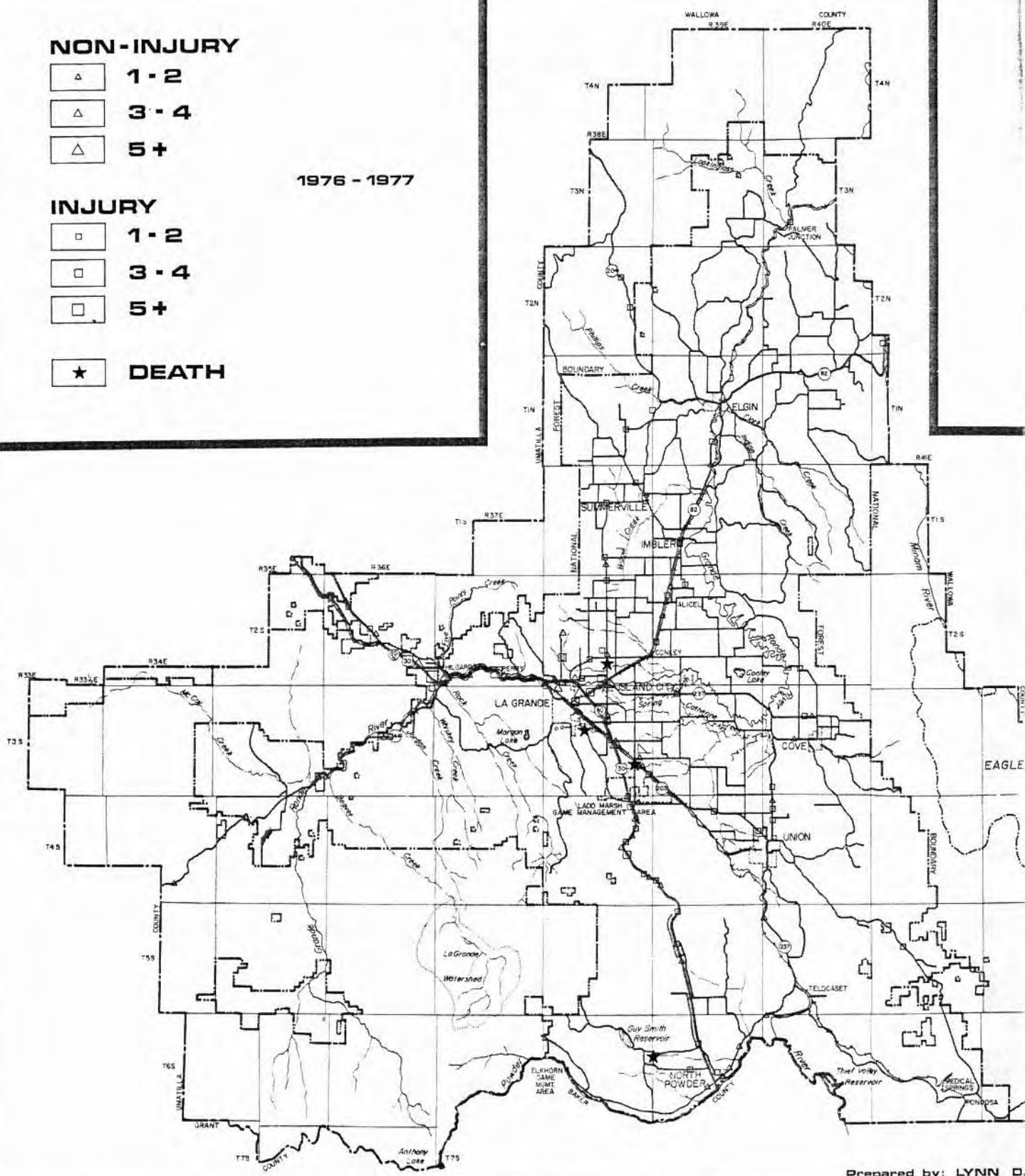
-  1-2
-  3-4
-  5+

INJURY

-  1-2
-  3-4
-  5+

-  **DEATH**

1976 - 1977



Prepared by: LYNN D.

UNION COUNTY, OREGON ACCIDENT LOCATIONS

HUNTING AREA VEHICULAR CLOSURES

The Oregon Department of Fish and Wildlife closes certain roads and areas to vehicular traffic each year for specified periods during hunting season. The principal reasons for such closures are to provide escape cover for elk, increase herd production, and prevent wildlife harassment. In addition, a non-motorized recreation experience is provided and hunter days of recreation are increased.

There are two types of closures, road closures and area closures. Road closures result in roads in an area being closed to vehicular traffic, but do not prevent off-road traffic. Area closures prohibit all vehicular traffic within a designated area except on certain approved roads open to travel. Vehicles are permitted within 300 feet of such roads for the purpose of camping.

Road closures have become less effective in recent years with the advent of snowmobiles and the use of 4-wheel drive vehicles. Such vehicles are capable of traveling off established roads and are not in violation of road closure when doing so. Only area closures were in effect in Union County in 1976; there were no road closures.

It is anticipated that the use of area closures will be stepped up as the land base for wildlife habitat decreases and the number of hunters and other recreators increases. The Fish and Wildlife Department is presently planning additional area closures in the Umatilla National Forest in the northern portion of the County. Only two area closures were used in 1976 in this part of the County.

The table on the following page displays area closures which were in effect during the 1976 hunting season, and are anticipated to be closed in the future. Clear Creek, Dry Beaver--Limber Jim, and Indian Creek were closed during both general elk season and antlerless season. Gordon and Middle Ridge were closed during general elk season only, but are planned to be extended to include antlerless elk season in coming years. Oregon Board of Higher Education and Shingle Gulch areas were closed for longer periods in order to protect wildlife and habitat from being extensively damaged by recreation vehicle harassment during the fall and winter months.

Hunting Area	Period(s) Closed
Clear Creek Dry Beaver - Limber Jim Indian Creek	October 27, 1976 - November 14, 1976 AND November 18, 1976 - November 28, 1976
Gordon* Middle Ridge*	Oct. 27, 1976 through Nov. 14, 1976
Oregon Board of Higher Education (O.B.H.E.)	October 27, 1975 - March 1, 1976
Shingle Gulch	October 27, 1975 - March 15, 1976
<p>*May be extended to include the antlerless elk season in forthcoming years.</p> <p>SOURCE: Oregon Department of Fish and Wildlife, La Grande office.</p>	

UNION COUNTY ROAD DEPARTMENT REVENUE AND EXPENDITURES

The following tables show revenues and expenditures of the County Road Department over the five-year period from fiscal 1970/71 through 1974/75. As shown, increasing road department costs have been met, primarily by the increased role the Federal Government has taken in the distribution of road revenues. Revenues from County sources show the smallest percentage increase at 19.0%, compared to State and Federal sources at 36.4% and 74.3% respectively over the five-year period. Expenditure increases have come principally from increasing costs of administration, equipment, and road maintenance. While such costs have increased substantially, the cost of new road construction has increased only slightly, primarily because new construction has been limited in order to meet the rise of the routine road department expenditures mentioned above.

ROAD DEPARTMENT REVENUE SOURCES 1970/71 - 1974/75

FUNDS (In \$1,000)	70/71	71/72	72/73	73/74	74/75	% Change
County Sources:						
Road & Bridge Taxes	194.8	136.9	173.0	138.9	127.0	-34.8%
Special Assessments	0.0	13.4	14.8	8.4	2.7	+
Transfers	0.0	0.0	0.0	36.9	41.3	+
Interest & Property Sales	0.0	0.1	0.0	23.9	33.1	+
Miscellaneous*	0.0	0.0	0.0	0.0	27.7	+
Subtotal	194.8	150.4	187.8	208.1	231.8	+19.0%
Percent of Total	27%	27%	28%	26%	22%	
State Sources:						
Highway Fund Apportionment	214.3	236.9	260.1	284.0	302.1	+41.0%
State Gas Tax Refund	5.6	4.7	4.9	3.1	3.1	-44.6%
Other State Revenue**	12.0	0.0	0.4	0.0	11.5	-4.2%
Subtotal	232.0	241.6	265.4	287.1	316.6	+36.4%
Percent of Total	32%	43%	39%	36%	30%	
Federal Sources:						
Forest Reserve Apportionment	296.5	164.4	218.2	307.4	323.3	+ 9.0%
5% Land Sales	1.6	2.2	3.2	4.0	6.1	+281.3%
Miscellaneous***	0.0	0.0	0.0	0.0	190.20	+
Subtotal	298.1	166.7	221.3	311.3	519.6	+74.3%
Percent of Total	41%	30%	33%	39%	49%	
TOTAL RECEIPTS	724.9	558.7	674.5	806.5	1068.0	

* Includes revenue from traffic fines, building permits, etc.

** Includes revenue from DEQ, ODOT, Liquor Tax, etc.

***Includes revenue from revenue sharing, emergency relief, CETA, traffic safety grants, etc.

ROAD DEPARTMENT EXPENDITURES

	70/71	71/72	72/73	73/74	74/75	% Change
EXPENDITURES (In \$1,000)						
Capital Outlay						
Right-of-way	1.0	0.0	0.0	0.0	0.0	-----
Const. Engineering	0.6	0.8	1.6	7.5	13.2	+2100. %
Const. Roads & Bridges	171.9	256.7	172.5	198.2	183.3	+ 6.6%
Contribution to State	14.0	20.4	20.5	46.4	5.5	-60
Subtotal	187.5	20.4	20.5	46.4	5.5	+ 7.7%
Percent of Total	25%	40%	29%	36%	20%	
Maintenance						
Road & Bridges	333.7	296.6	258.8	341.9	415.5	+ 24.5%
Traffic Ser. & Snow Removal	14.9	38.3	39.8	41.1	73.1	+ 390.6%
Subtotal	348.6	334.9	298.6	383.0	488.6	+ 40.2%
Percent of Total	48%	48%	45%	54%	49%	
Other Expenditures						
Admin. & Eng.	21.1	23.1	47.4	4.1	50.5	+139.3%
Equipment & Shop	116.0	26.4	82.5	3.3	213.1	+ 83.7%
Miscellaneous*	39.9	25.9	33.1	52.0	43.2	+ 8.3%
Subtotal	177.0	75.4	163.3	59.4	306.8	+ 73.3%
Percent of Total	25%	11%	25%	8%	31%	
Debt Service	9.0	9.0	9.0	9.0	2.3	-74.0%
TOTAL EXPENDITURES	722.4	697.2	665.1	703.5	999.6	+38.4%
Union County Population**	19,377	19,600	20,660	20,900	21,800	
Per Capita Expenditure	\$37.20	\$35.60	\$32.19	\$33.66	\$45.85	

* Includes expenditures for Sheriff's traffic police, apportionment to cities, parks maintenance and operation, truck scale operation, land purchase, etc.

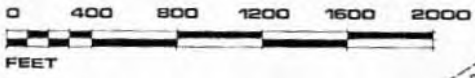
**Official estimates by the Oregon Center for Population Research and Census.
SOURCE: Oregon Department of Transportation, County Road Financial Reports.

APPENDIX A

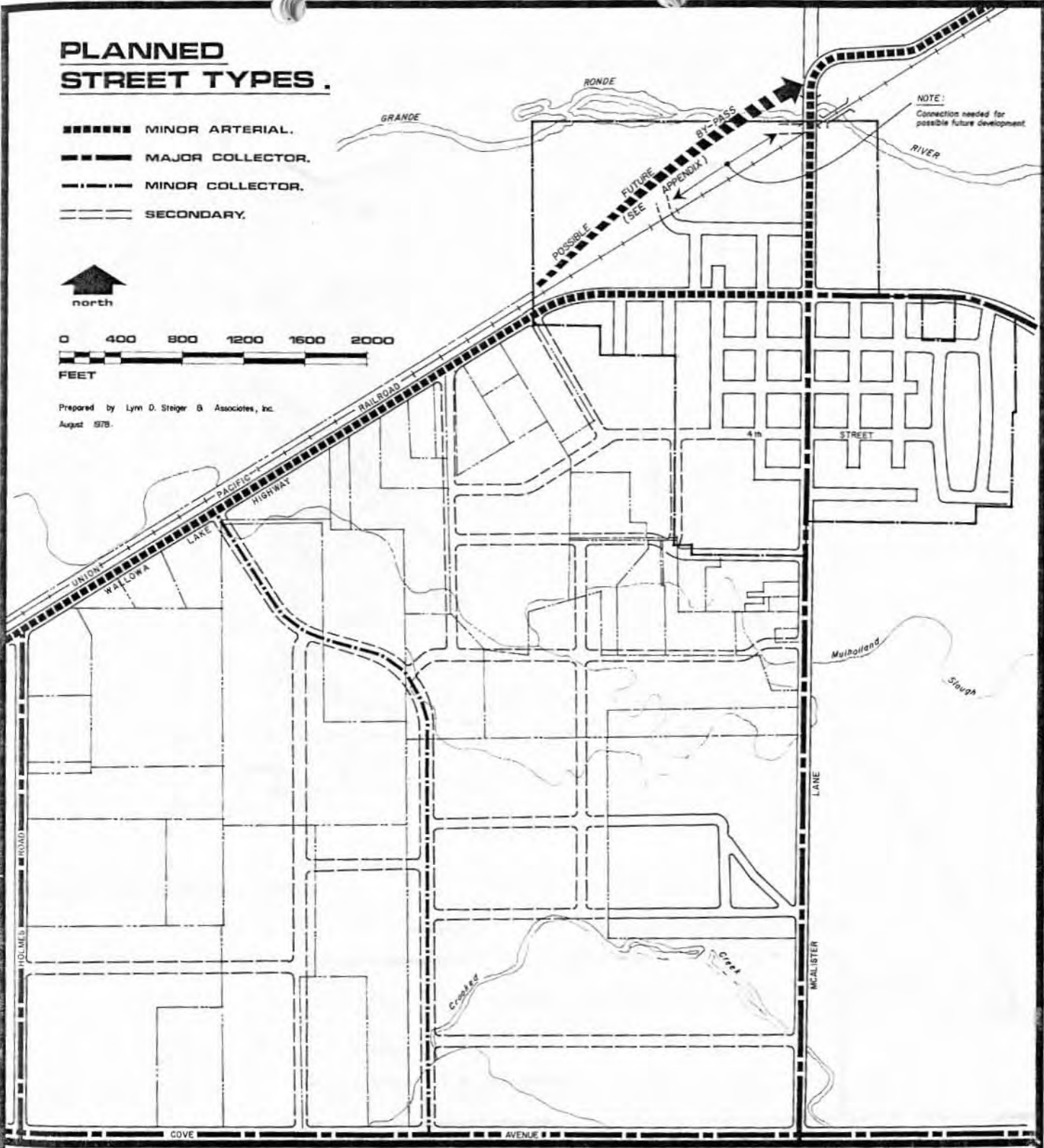
CITY STREET PLANS
(Island City and La Grande)

PLANNED STREET TYPES .

- MINOR ARTERIAL.
- MAJOR COLLECTOR.
- - - - MINOR COLLECTOR.
- SECONDARY.

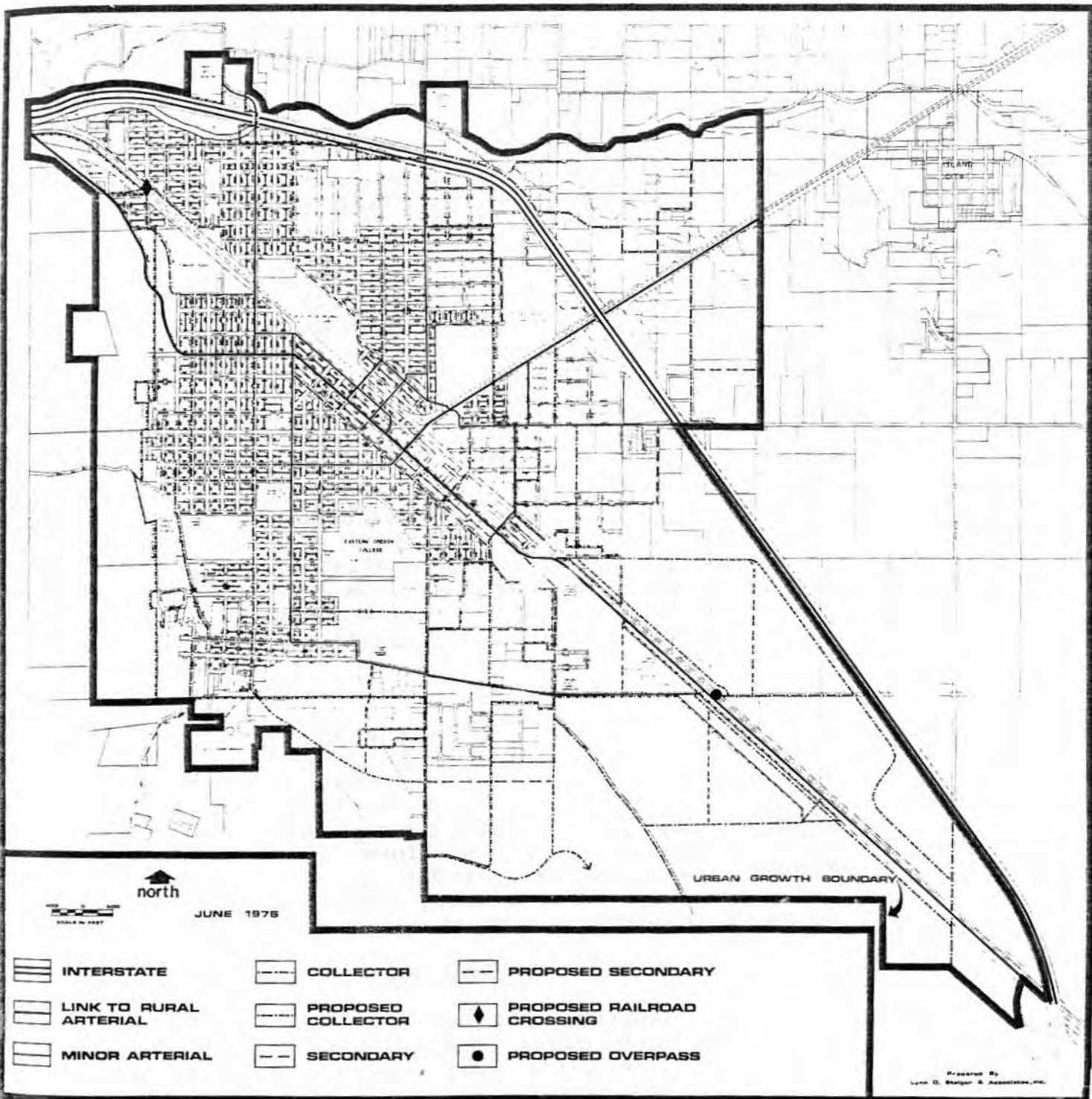


Prepared by Lynn D. Steiger & Associates, Inc.
August 1978.



NOTE:
Connection needed for possible future development.

ISLAND CITY STREETS: URBAN GROWTH AREA



Prepared By
Lynn D. Burger & Associates, Inc.

DRAFT STREET PLAN CITY OF LA GRANDE, OREGON

A P P E N D I X B

SPECIAL PROJECTS

MORGAN LAKE ROAD

An area just northeast of Morgan Lake has been designated on the Union County Land Use Plan as possible future Farm Residential, which is defined as being an area suitable and desirable for small agricultural uses and rural living opportunities, and has a minimum of 10-acre parcels. This area is presently being served by County Road #118 which is 3.0 miles of gravelled surface in "slightly deteriorated" condition, and 5.0 miles in "deteriorated" condition. One of the major problems of the existing road is that in places it is on a 33% slope which makes it a potentially dangerous road, particularly in the winter months. Due to the area's Farm Residential possibility, it is advised that a different road location may be necessary to serve this area.

A recent traffic count has shown that the existing road is used by over 200 automobiles per day (24 hours), and it is estimated that most of this traffic is recreation/hunter and timber haul-out. Because the recreation/hunter traffic is destined for Morgan Lake and the Lake is a La Grande City Park and Recreation Area, the City may accept a portion of the financial responsibility for creating a new right-of-way and improvements.

MT. EMILY ACRES

Mt. Emily Acres is a small area about 2.5 miles north of Black Hawk Road, extending off Owsley Canyon Road. The area has been partially subdivided and existing homeowners are served by a private road which extends beyond Owsley Canyon Road. The County is not at this time in a position to improve and maintain the existing road, but would most likely accept a dedication if the road were brought up to County standards by a private developer. The road establishment procedure is outlined in ORS 368.405 and 368.560 and is discussed in this document in Appendix D.

POSSIBLE INDUSTRIAL SITE DESIGNS

The Union County Land Use Plan suggests that some industrial sites be provided outside of urban areas and that a portion of these sites be located near rail, air, and freeway transportation. There are several sites near the City of La Grande which meet these transportation criteria and which are designated in the Land Use Plan as industrial or possible future industrial sites.

One such site is located just west of the La Grande Municipal Airport in the southeast portion of Section 23 of Township 3S, Range 38E. This area is bordered on the southwest by the Union

Pacific Railroad, also has freeway access within one mile from the southernmost portion of the site. Due to the close proximity to the airport, a portion of this site is within the 50-foot approach zone height limitation, wherein, that portion of the site that is aligned with the east/west runway approach surface must not have any object extending higher than 50 feet. (See Map of Approach Zone for La Grande Municipal Airport Master Plan.)

A second site which is near rail and freeway transportation lies between U.S. Highway 30 and Interstate 80N, west of McAlister Lane and south of Gekeler Lane in Section 15 and 16 of Township 3S, Range 38E.

A third site is also within reasonable distance of rail and freeway transportation. It is the southwest quarter of Section 15 of Township 3S, Range 38E. It is bordered on the northeast by U.S. Highway 30.

The soils in all three areas are classified by the Soil Conservation Service (SCS) as being in the Hoopal series and having a soil capability class of III. These soils are described by SCS as having water in or on the soil that interferes with plant growth or cultivation. This area also has considerable amounts of alkali in the soil which places major restrictions on plant growth and high value crop agriculture. Due to the poor capability for agricultural production and the relatively flat terrain these sites are particularly suitable to industrial development. The schematic drawings show possible industrial site street designs. The cost of building spur and lead tracks are generally the responsibility of the industry who will be using the track, and is estimated by Union Pacific Railroad engineers to be about \$10,000 to \$12,000 for a turnout plus \$30 per foot of track. Industries using such tracks are expected to bear the cost of construction unless they anticipate generating considerable traffic. In such cases, the railroad would be willing to negotiate concerning cost.

The County standards for road right-of-way were used in determining street size. Cost for construction of roads is generally also the responsibility of the developer. The cost to build a road varies according to the depth of road bed, the type of road, and the weight the road is expected to support. A recent estimate for cost of building up and resurfacing Palmer Junction Road was nearly \$70,000 per mile. All roads in the County must comply with Oregon State Specifications.

POTENTIAL INDUSTRIAL SITE LAYOUT.

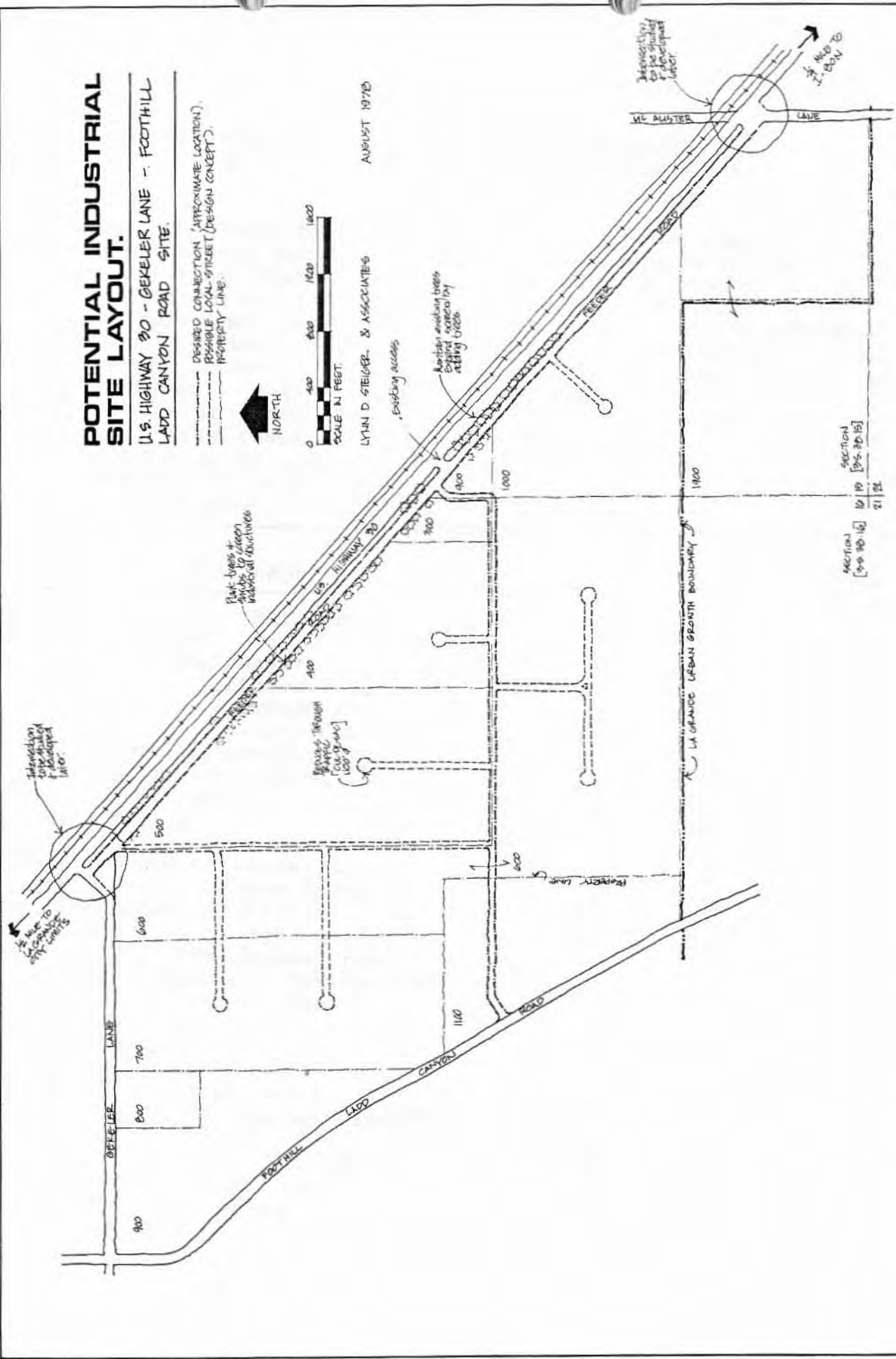
U.S. HIGHWAY 90 - BEKELER LANE - FOOTHILL LADD CANYON ROAD SITE.

--- DESIRED CONNECTION (APPROXIMATE LOCATION).
 - - - POSSIBLE LOCAL STREET (DESIGN CONCEPT).
 --- PROPERTY LINE.



LYNN D STEIGER, & ASSOCIATES

AUGUST 1970



SECTION [2-9-70-16] 10' 10' [2-9-70-15] 21' 2'

A P P E N D I X C

ALPHABETICAL LISTING OF COUNTY ROADS
WITH LOCATIONS BY TOWNSHIP AND RANGE

The original roads built in Union County were commonly named after the original petitioners of County road right-of-way. When the County Road System was first established, roads or routes were identified and labeled with a County road number. Many of the original names were combined in this process, but the original names were kept. County roads with a combination of names are quite common, e.g. "Alicel/Hays", "Carter/Red Pepper School/Ruckman", etc. The following alphabetical listing of County roads includes the names of all such combinations; consequently, many roads are listed more than once. Locations are given according to township and range for map referencing, with the exception of some roads serving communities, in which case, the community area is given for location.

NAME - (FULL NAME OF ROAD)	COUNTY ROAD #	LOCATION; TOWNSHIP, RANGE
Airport, North - (Hot Lake/N. Airport)	29	T3-4S, R38-39E
Albany - (Same)	209	La Grande Area
Alicel - (Alicel/Hays)	26	T1-2S, R39E
Alicel - (Alicel/Lower Cove)	128	T2-3S, R39-40E
Anson - (Wright/Anson/McAlister)	27	T3S, R39E
Badger Flat - (Standley/Badger Flat)	145	T5S, R40E
Bagwell - (Lampkin/Bagwell)	73	T5S, R39E
Base Line - (same)	127	T3-4S, R35E
Bates - (same)	110	T4S, R40-41E
Bean - (Bean/Coffin)	136	T1N, R39E
Becker Corner - (Becker Corner/ Warm Creek)	63	T2-3S, R40E
Beherns Corner - (Pleasant Grove/ Beherns Corner)	18	T1S, R38E
Benson - (Curtis/Benson/Draper)	68	T4S, R40E
Big Creek - (Medical Springs/Big Creek County Line)	71	T6S, R41-42E
Blackhawk - (same)	8	T2S, R38E
Bond - (Same)	124	T2S, R38-39E
Booth Lane - (Same)	126	T2S, R38-40E
Bowman - (Steers/Bowman)	83	T3N, R39E
Brooks Lane - (Ruckman/Imbler/Brooks Lane)	35	T1-2S, R39E
Brugger - (Henderson/Brugger)	57	R1N, R40E
Brunaugh - (Myers/Brunaugh)	38	T1N-1S, R38E
Bushnell Lane - (same)	11	T3S, R38E

Cabin Creek - (same)	140	T3N, R39-40E
Cabin Creek - (Keen/Cabin Creek)	82	T2-3N, R39E
Carter - (Carter/Red Pepper School/ Ruckman)	33	T2-3S, R39E
Case - (Ingle/Case)	79	T2S, R39E
Chandler - (Chandler/Leffel)	13	T2S, R38E
Chenault - (Peach/Chenault)	28	T2-3S, R39E
Cherry, North - (same)	207	La Grande Area
Clark's Creek - (Elgin/Clark's Creek)	56	T1N, R39-40E
Clover Creek Frontage Road - (Same)	None	T5S, R39E
Coffin - (Bean/Coffin)	136	T1N, R39E
Comstock - (Same)	84	T3S, R40E
Condit - (Condit/Rankin)	2	T3S, R36E
Conley - (Phy's Point/Conley)	32	T3S, R40E
Cove Avenue - (same)	117	T3S, R38E
Cove - (Cove/Mill Creek/Forest Boundary)	65	T3S, R40E
Cove - (Union/High Valley/Cove)	66/66A	T3-4S, R40E
Cove, Lower - (Alicel/Lower Cove)	128	T2-3S, R39-40E
County Line - (Medical Springs/Big Creek/County Line)	71	T6S, R41-42E
Curtis - (Curtis/Benson/Draper)	68	T4S, R40E
Coughanour Frontage Road - (Ellis/ Coughanour Frontage Road)	None	T6S, R39E
Coughanour - (Ellis/Coughanour Lane)	103	T6S, R38-39E
Craig - (Starns/Craig)	21	T1N, R38E
Creiner, West - (McDonald/West Creiner)	16/16A	T1-2S, R38E
Cricket Flat - (Cricket Flat/Good)	48	T1-2N, R40E
Crum - (Crum Hardy)	60	T1N-1S, R40E
Darr - (Darr/Kingbury)	78	T2N, R39E
Dial - (Same)	19	T1S, R38E
Draper - (Curtis/Benson/Draper)	68	T4S, R40E
Dutton - (Same)	55	T1N, R39-40E
Electric Avenue - (Same)	123	T3S, R40E
Elgin - (Same)	214	La Grande Area
Elgin - (Elgin/Foothill)	40	T1-2S, R39E
Elgin - (Elgin/Palmer Junction)	42	T1-3N, 39-40E
Elgin - (Elgin/Clark's Creek)	56	T1N, R39-40E
Elgin - (Elgin/Pumpkin Ridge)	37	T1N-1S, R39-39E
Elgin Cemetery - (Elgin Cemetery/ Galloway)	77	T1N, R39E
Ellis Frontage Road - (Ellis/Coughanour/ Frontage Road)	None	T6S, R39E
Ellis - (Ellis/Coughanour Lane)	103	T6S, R38-39E
End - (Same)	17	T1S, R38E
Fay Lane - (Iowa School/Fay Lane)	130	T2S, R38-39E
Finley - (Same)	22	T1N-2N, R38E
Five Point - (Same)	87	T2S, R37E
Fletcher - (Same)	122	T3S, R40E

Follett - (Pine/Grove/Follett)	61	T1N, R40E
Foothill - (Foothill/Hot Lake/Union)	12	T3-4S, R38-39E
Foothill - (Elgin/Foothill)	40	T1-2S, R39E
Forest Boundary - (Cove/Mill Creek/ Forest Boundary)	65	T3S, R40E
Forest Boundary - (Hindman/Waelty/Forest Boundary)	59	T1N, R40-41E
Forest Boundary - (McNeil/Forest Bound- ary)	142	T3S, R40E
Forest Boundary - (Palmer Junction/For- est Boundary)	43	T3N, R40E
Fox Hill - (Robbs Hill/Fox Hill)	7	T2S, R37-38E
Fraizer - (Fraizer/Willow Creek)	25	T1-2S, R38E
Fruitdale - (Same)	125	T2S, R38E
Galloway - (Elgin Cemetery/Galloway)	77	T1N, R39E
Galloway - (Hallgarth/Galloway)	44	T1N, R39E
Gekeler Lane - (same)	116	T3S, R38-40E
Gilkinson - (Same)	75	T6S, R39E
Glass Hill - (Same)	6	T3-4S, R38E
Godley Lane - (Same)	31	T3-4S, R39E
Golding - (Same)	47	T1N, R40E
Good - (Cricket Flat/Good)	48	T1-2N, R40E
Gordon Creek - (Same)	41	T2N, R39E
Government Gulch - (Same)	106	T5-6S, R40E
Gowith - (Rusau/Gowith)	51	T2N, R40E
Gray's Corner - (Gray's Corner/Indian Creek)	52	T1N-1-2S, R39E
Grove - (Pine/Grove/Follett)	61	T1N, R40E
"H" Avenue - (Same)	224	La Grande area
Hacker - (Same)	144	T1N, R38E
Haefer - (Mills/Haefer)	121	T3S, R40E
Haggerty - (Turnbull/Haggerty)	111	T4S, R40E
Hall, North - (Same)	219	La Grande area
Halley - (same)	15	T2SD, R38E
Hallgarth - (Same)	81	T1N, R38E
Hallgarth - (Hallgarth/Galloway)	44	T1N, R39E
Hamilton - (Miller/Hamilton)	34	T2S, R39E
Hardy - (Crum Hardy)	60	T1N-T1S, R40E
Hardy - (Roulet/Hardy)	46	T2N, R40E
Hay's - (Alicel/Hay's)	26	T1-2S, R39E
Henderson - (Henderson/Brugger)	57	T1N, R40E
High Valley - (Union/High Valley/Cove)	66/66A	T3-4S, R40E
Highland School - (Highland school/ Witherspoon)	58	T1N, R40E
Highway 82 Frontage Road - (Same)	None	T1N, R39E
Highway Avenue - (Same)	226	La Grande area
Hilgard - (Same)	3	T2S, R36-37E
Hill - (Hill/Lay)	107	T5S, R40E
Hindman - (Hindman/Waelty/Forest Boundary)	59	T1N, R40-41E

Holmes - (Same)	217	La Grande area
Hot Lake - (Hot Lake/North Airport)	29	T3-4S, R38-39E
Hot Lake - (Foothill/Hot Lake/Union)	12	T3-4S, R38-39E
Hug - (Hug/McDonald)	36	T1N-1S, R39E
Hug - (Parsons/Hug)	45	T1-2N, R39-40E
Hunt - (Hunt/McKenzie)	133	T1S, R38E
Hunter Lane - (Same)	14	T1-2-3S, R38E
Hutchinson - (Wilkinson/Hutchinson)	115	T3S, R39E
Hutchinson Lane - (Same)	112	T4S, R39-40E
Igo - (Whiting/Igo)	88	T2S, R38E
Imbler - (Pratt/Imbler/Summerville/ Phillips Creek)	39	T1N - 1S, R38-39E
Imbler - (Ruckman/Imbler/Brooks Lane)	35	T1-2S, R39E
Indian Creek - (Indian Creek/Zeamer)	53	T1N-1S, R39E
Indian Creek - (Gray's Corner/Indian Creek)	52	T1N-1-2S, R39E
Ingle - (Ingle/Case)	79	T2S, R39E
Iowa School - (Iowa School/Fay Lane)	130	T2S, R38-39E
Janson - (Same)	26A	T1-2S, R39E
Jimmy Creek - (Jimmy Creek/Olson)	72	T5-6S, R39E
Keen - (Keen/Cabin Creek)	82	T2-3N, R39E
Kerns - (Same)	114	T2S, R40E
Key - (Key/Woodruff)	113	T4S, R39-40E
Kingsbury - (Darr/Kingsbury)	78	T2S, R39E
Klinghammer - (Klinghammer/McNab)	54	T1S, R39-40E
Knight - (Same)	138	T1N, R40E
Ladd Canyon - (N. Powder/Ladd Canyon/ Pierce Lane)	23	T2-6S, R38-39E
Lake (Same)	202	La Grande Area
Lampkin - (Lampkin/Bagwell)	73	T5S, R39E
Lay - (Hill/Lay)	107	T5S, R40E
Leffel - (Chandler/Leffel)	13	T2S, R38E
Lieurance - (Stackland/Lieurance)	120	T3S, R40E
Love - (Same)	64	T3A, R40E
Lower Cove - (Alicel/Lower Cove)	128	T2-3S, R39-40E
Lower Perry - (Same)	5	T2S, R37E
"M", East - (Same)	222	La Grande Area
Mann (Same)	74	T6S, R39E
Maple, North - (Same)	205	La Grande Area
May - (May/Mt. Harris/Pratt)	62	T1S, R39-40E
McAlister - (Wright/Anson/McAlister)	27	T3S, R39E
McCanse - (McCanse/Olsen)	105	T5S, R39E
McDonald - (McDonald/West Creiner)	16/16A	T1-2S, R38E
McDonald - (Hug/McDonald)	36	T1N-1S, R39E
McKennon - (Same)	132	T1S, R39E
McKenzie - (Hunt/McKenzie)	133	T1S, R39E
McNab - (Klinghammer/McNab)	54	T1S, R39-40E

McNeil - (McNeil/Forest Boundary)	142	T3S, R40E
Medical Springs - (Medical Springs/Big Creek/County Line)	71	T6S, R41-42E
Medical Springs - (Telocaset/Medical Springs)	70	T5-6S, R40-41E
Merritt - (Witty/Merritt)	139	T1-2N, R40E
Mill Creek - (Cove/Mill Creek/Forest Boundary)	65	T3S, R40E
Miller - (Miller/Hamilton)	34	T2S, R39E
Miller - (Thompson/Miller)	50	T2-3N, R40E
Miller Lane - (same)	109	T4S, R39E
Mills - (Mills/Haefer)	121	T3S, R40E
Morgan Lake - (Rock Creek/Morgan Lake)	118	T3S, R37E
Mountain View - (same)	89	
Mountain View - (same)	231	Island City area
Mt. Glen - (same)	10	T2S, R38E
Mt. Harris - (May/Mt. Harris/Pratt)	62	T1S, R39-40E
Myers - (Myers/Brunaugh)	38	T1N-1S, R38E
"N", East - (same)	221	La Grande area
North - (same)	213	La Grande area
North Powder - (N. Powder/Ladd Canyon/Pierce Lane)	23	T2-6S, R38-39E
North Powder - (N. Powder/River Road)	101	T6S, R38-39E
"O", East - (same)	220	La Grande area
Olsen - (McCanse/Olsen)	105	T5S, R39E
Olson - (Jimmy Creek/Olson)	72	T5-6S, R39E
Olson Frontage Road - (same)	None	
Owsley Canyon - (same)	9	T2S, R38E
Palmer Junction - (Palmer Junction/Forest Boundary)	43	T3N, R40E
Palmer Junction - (Elgin/ Palmer Junction)	42	T1-3N, R39-40E
Palmer Junction - (Yarrington/Scott/ Palmer Junction)	49	T1-2N, R40E
Parks - (Parks/Rhinehart)	135	T1S, R38-39E
Parks - (Parks/Roulet)	137	T1N, R40E
Parsons - (Parsons/Hug)	45	T1-2N, R39-40E
Peach - (Peach/Chenault)	28	T2-3S, R39E
Perry, Lower - (same)	5	T2S, R37E
Peterson Lane - (same)	30	T3-4S, R39E
Phillips Creek - (Pratt/Imbler/Summer-ville/Phillips Creek)	39	T1N-1S, R38-39E
Phy's Point - (Phy's Point/Conley)	32	T3S, R40E
Pierce Lane - (N. Powder/Ladd Canyon/Pierce Lane)	23	T2-6S, R38-39E
Pine - (Pine/Grove/Follett)	61	T1N, R40E
Pine, North - (same)	206	La Grande area
Pleasant Grove - (Pleasant Grove/Beherns Corner)	18	T1S, R38E

Pratt - (Pratt/Imbler/Summerville/ Phillips Creek)	39	T1N-1S, R38-39E
Pratt - (May/Mt. Harris/Pratt)	62	T1S, R39-40E
Progress Plaza - (same)	230	La Grande Area
Pumpkin Ridge - (Pumpkin Ridge/Elgin)	37	T1N-1S, R38-39E
Ramo Flat - (same)	69	T4-5S, R40E
Rankin - (Condit/Rankin)	2	T3S, R36E
Red Pepper School - (Carter/Red Pepper School/Ruckman)	33	T2-3S, R39E
Rhinehart - (Parks/Rhinehart)	135	T1S, R38-39E
Riddle - (same)	210	La Grande area
River - (North Powder/River Road)	101	T6S, R38-39E
Robb's Hill - (Robb's Hill/Fox Hill)	7	T2S, R37-38E
Rock Creek - (Rock Creek/Morgan Lake)	118	T3S, R37E
Roulet - (Roulet/Hardy)	46	T2N, R40E
Roulet - (Parks/Roulet)	137	T1N, R40E
Ruckman - (Carter/Red Pepper School/ Ruckman)	33	T2-3S, R39E
Ruckman - (Ruckman/Imbler/Brooks Lane)	35	T1-2S, R39E
Ruckman - (Woodell/Ruckman)	20	T1N-1S, R38E
Rusau - (Rusau/Gowith)	51	T2N, R40E
Russell - (same)	203	La Grande area
Rysdam - (Wickens/Rysdam)	143	T2N, R40E
Sanderson - (same)	80	T1N, R38E
Scott - (Yarrington/Scott/Palmer Junction)	49	T1-2N, R40E
Sixteenth, "16th" Street - (same)	225	La Grande area
Slack Lane - (same)	76	T1S, R38E
Speckhart - (same)	131	T2S, R39E
Spruce, West - (same)	204A	La Grande area
Stackland - (Stackland/Lieurance)	120	T3S, R40E
Standley - (Standley/Badger Flat)	145	T5S, R40E
Starkey - (same)	1	T3-4S, R35E
Starns - (Starns/Craig)	21	T1N, R38E
Starr - (same)	90	T2S, R38E
Starr Lane - (same)	129	T2S, R38E
Steers - (Steers/Bowman)	83	T3N, R39E
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Tucker Flat - (same)	102	T6S, R38E
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Union - (Union/High Valley/Cove)	66-66A	T3-4S, R40E
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Union - (Weaver/Union)	67	T4S, R40E
Waelty - (Hindman/Waelty/Forest Boundary)	59	T1N, R40-41E
Wall - (same)	229	La Grande area

Warm Creek - (Becker Corner/Warm Creek)	63	T2-3S, R40E
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Wheeler - (Same)	86	T2N, R40E
White Ice Plant - (Same)	146	North Powder area
Whiting - (Whiting/Igo)	88	T2S, R38E
Wickens - (Wickens/Rysdam)	143	T2N, R40E
Wilkinson - (Wilkinson/Hutchinson)	115	T3S, R39E
Willow Creek - (Fraizer/Willow Creek)	25	T1-2S, R38E
Witherspoon - (Highland School/Wither- spoon)	58	T1N, R40E
Witty - (Witty/Merritt)	139	T1-2N, R40E
Wolf Creek - (Same)	104	T6S, R38-39E
Woodell Lane - (Same)	134	T1S, R38-39E
Woodell - (Woodell/Ruckman)	20	T1N-1S, R38E
Woodruff - (Key/Woodruff)	113	T4S, R39-40E
Wright - (Wright/Anson/McAlister)	27	R3S, R39E
"X" Avenue - (same)	208	La Grande area
Yarington - (Yarington/Scott/Palmer Junction)	49	T1-2N, R40E
"Z" Avenue - (same)	204	La Grande area
Zeamer - (Indian Creek/Zeamer)	53	T1N-1S, R39-40E

A P P E N D I X D

SUMMARIES OF SELECTED OREGON REVISED STATUTES
ADDRESSING PUBLIC AND COUNTY ROADS

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DEFINITIONS

"County Road" means any road in the County Road System.

"County Road System" means the network of roads in the County's road maintenance program specifically designated as County Roads by the County Court including all roads formerly in the County Market Road System which were not designated public use roads on or before January 1, 1974.

"County Market Road System" means the County road maintenance classification system used prior to 1974 which included all the main traveled roads of the County, exclusive of State highways, which connected with market places of commercial or community centers of the County and/or with County roads in adjoining counties.

"Major Partition" means a partition which includes the creation of a road or street.

"Minor Partition" means a partition that is subject to approval by a city or County under a regulation or ordinance adopted pursuant to ORS 92.046 and that does not include the creation of a road or street.

"Public Use Road" means any public road or highway not included in any designated State, County, or City road or street system.

"Road" or "street" means a public or private way that is created to provide ingress or egress for persons to one or more lots, parcels, areas, or tracts of land, excluding a private way that is created to provide ingress and egress to such land in conjunction with the use of such land for forestry, mining, or agricultural purposes.

PROCEDURE IN ESTABLISHING OR ALTERING PUBLIC AND COUNTY ROADS

Proceedings to establish or alter roads, i.e., lay out, open, straighten, locate, or relocate roads, can be initiated by either a petition of freeholders or a resolution of the County Court. Roads can also be established by grant of owners of necessary rights-of-way.

Petition of Freeholders

Applications to establish or alter roads must be by petition to the County Court signed by 12 or a majority of the freeholders residing within the vicinity where the road work is to be done. The petition must describe the terminal points of the proposed road, the width and general course, or the manner in which the road is to be altered, and the public necessity for the road establishment or alteration.

The petition must be accompanied by a bond approved by the County Court, conditioned that if the petition is not granted, the petitioners or persons executing the bond will pay costs and expenses incurred. The petition must also be accompanied by satisfactory proof that notice has been both posted and mailed notifying all property owners of land over which the proposed road is to be established or altered that the petition will be made to the County Court.

Upon presentation of the petition, the County Court will appoint and direct a board of County road viewers to view, survey if necessary, lay out, locate, relocate or change the road as set forth in the petition, assess the damages and file a report with the County Court. In the report, the board will make a recommendation in favor of or against the proposed work and set forth reasons for making the recommendation.

At the next regular meeting of the County Court after the filing of the road viewers' report, the County Court will have the report (or a summary of same), publicly read on two different meetings of the Court. At any time prior to the end of the day, when the report is to be read for the second time, any person whose lands are to be directly affected by the report may file a petition for damages. Also, any freeholder residing in the vicinity where the road is to be located who did not sign the petition, may file an objection with the County Court stating opposition to the proposed road establishment or alteration.

If the County Court is satisfied that the road will be of public utility, that the amount of the damages assessed is just and equitable, and the report of the road viewers is favorable, it will adopt the report and order the road opened. From the date of the order, the road will be a public highway. However, if a greater number of freeholders object than there is of petitioners, if the board of road viewers report is unfavorable, or the County Court does not consider the road of sufficient importance to the public, all proceedings will be terminated by an order of the Court denying the petition.

Resolution of County Court

The County Court at any regular meeting, may by resolution, declare its intentions to locate, establish, alter, widen,

straighten, or change the direction of any road. Notice will be given and provided for in the same manner as in filing of a petition, with a few exceptions. No bond is required and all damages are paid for out of the County Road Fund. Right-of-way may be procured either by acceptance of donations, purchase or agreement, or a board of road viewers may be appointed to determine and assess damages. The County Court will hear any objections filed, but may, for good and sufficient reasons overrule and deny such.

Grant of Owners

Any person owning lands in the county outside the incorporated cities can dedicate all or any portion of their lands by presenting to the County Court a deed forever dedicating the land and granting such public road easement, or any map or plat of any town addition or subdivision dedicating to the use of the public for road purposes the highways, roads, streets, alleys, or other public ways shown on the map or plat.

If the deed, map, or plat is approved and accepted by the County Court, each road easement so dedicated will be a public highway and road and open to public use and travel.

Jurisdiction Over and Maintenance of Public Roads

The County Court has the same jurisdiction, power, and authority over dedicated public ways as it has over County roads. However, unless the dedicated highway, road, street, alley, or other public way is expressly accepted as a County road, the County is not required to maintain or repair such unless the County Roadmaster or Engineer recommends such and the County Court finds that public use of the road justifies its improvement or maintenance at public expense. However, when the County Court does order work to be done on public use roads, it is not required to impose the same specifications and standards required of County roads.

Streets or Roads Created By Partitioning

No person shall create a street or road for the purpose of partitioning an area or tract of land without the approval of the city or county having jurisdiction over the area or tract of land to be partitioned.

Acceptance of Public Roads as County Roads

The County Court, by a majority vote, may accept any highway, road, or street dedicated to the public as a County road if it is found to comply with the standards established by the County Court for roads in the County Road System.

Standards for County roads outside urban growth boundaries* are given in the table on the following page according to functional classification of roads. Minimum requirements for public roads are also included. Public use roads must meet minimum standards before the County will order expenditures of any public funds for the maintenance or improvement of such roads.

*Inside urban growth boundaries standards shall be the same as required by the City within the urban growth boundary when such standards are more rigorous than those of the County.

UNION COUNTY SUBDIVISION ORDINANCE STANDARDS
FOR THE CREATION OF NEW STREETS OR ROADS

	Right-of-way width	Surface width	Base and material	Leveling course	Overlay material	Shoulder width	Shoulder material and depth
Arterial Major Collector Roads	60	32	9" deep 1.5/3 aggregate	4" deep 1.5-3/4 aggregate	2" oil	8'	same as base + leveling
Collector Streets Minor Collector Roads	60	24	8" deep 1.5/3" aggregate	4" deep 1.5-3/4 aggregate	2" crushed gravel	6'	same as base + leveling
Minor Streets Local Roads	50	24	8" deep 1.5/3" aggregate	4" deep 1.5-3/4 aggregate	2" crushed gravel	6'	same as base + leveling
Marginal Access Streets Public Use Roads	30	20	8" deep 1.5/3" aggregate	3" deep 1.5-3/4 aggregate	2" crushed gravel	4'	same as base + leveling

*Not less than 10 percent of length and provided with utility easements, one each side, to provide a 50" combined easement and right-of-way width.

Streets or roads with anticipated commercial or industrial traffic shall have a minimum base depth of 12".

All bridges shall have a 30-year minimum life expectancy and shall be constructed to load limit standards approved by the County Roadmaster.

The above standards may be increased or decreased if the County Court (Planning Commission in the case of streets created by partitioning or subdividing) determines that increases or decreases are warranted.

PROCEDURE IN VACATING COUNTY ROADS

Proceedings to vacate a County road or segment thereof or reduce the width of same can be initiated either by a petition of freeholders or by resolution of the County Court.

Petition of Freeholders

When a County road or segment thereof is considered wider than necessary or useless, dangerous, or burdensome to maintain; 12, or a majority of the freeholders residing in the vicinity where the road is located, may petition the County Court to decrease the width of, or vacate the County road.

The petition must show the land owned by each petitioner within the vicinity, the termini of the road, or segment proposed to be reduced in width or vacated, and the reasons or the necessity for the road to be reduced in width or vacated. The petition must be accompanied by a filing fee in an amount determined by the County Court adequate for covering the cost of investigating and acting on the petition.

Resolution of County Court

In lieu of a petition of freeholders, the County Court may adopt a resolution declaring that proceedings to reduce the width of, or vacate the road or segment thereof, will be undertaken. The resolution must show the legal description of the land adjacent to the road, the names of the owners of such land, and the termini of the road proposed to be reduced in width or vacated. The resolution must also set forth that the road is to be reduced in width or vacated and that the public will be benefitted by such reduction in width or, if vacated, that the road is useless as a part of the general road system, dangerous or burdensome to maintain, and that the public will benefit from its vacation.

Further Proceedings

If the proceedings have been initiated by the resolution of the County Court, or if the petition of freeholders is accepted, the Court will order the County Surveyor or Roadmaster to examine and make a written report on the road. The report must include an opinion as to whether the road should be reduced in width or vacated, whether the road is or has been in use, whether it will be advisable to preserve the road for future use reduced in width, or whether the public will be benefitted by the vacation and all other facts, matters, and things which may be important to the County.

The County Court, while in session, will set a date for hearing the report and post notice of such hearing. At the hearing the County Court will consider the report, together with the petition or resolution and any objections that might be made. The Court may then enter any one of the following orders: (1) That the road not be reduced in width or vacated; (2) that the road be reduced in width or vacated; or (3) that the road be a public use road and no longer a County road.

MISCELLANEOUS PROVISIONS ADDRESSING COUNTY ROADS

Procedure to Change County Road to Public Use Road

The County Court alone may initiate proceedings to withdraw a road from the County Road System and declare it to be a public use road. The same procedure outline for vacation of County roads applies. However, when the County Court proposes such a change, notice of the hearing must be sent by registered mail to all property owners who maintain a residence in the vicinity of the proposed change.

Resurvey or Legalization of County Roads

The County Court may, if it deems necessary, order a County road or any part thereof used by the public to be surveyed or resurveyed, platted, and recorded where: (1) The original location cannot be accurately defined by papers on file in the County Clerk's or Surveyor's offices; (2) doubt exists as to the legal establishment or evidence of establishment through some omission or defect; or (3) it appears that the County road is being and has been continuously traveled and used by the public for a period of ten years or more.

Vacation of Unopened or Unused County Roads

When a County road has been established in the past, but not opened within two years from the date of the order establishing it, or has not been used for vehicular traffic by the public for a period of 16 years, the County Court will conduct an investigation upon petition of 6 freeholders of the vicinity where the road is located, and either cause the road or unopened portion to be opened or vacated. However, no road or portion thereof can be vacated if vacation deprives a landowner access to his property.

PROCEDURE IN IMPROVEMENT* OF STREETS, PUBLIC USE ROADS
AND COUNTY ROADS IN UNINCORPORATED AREAS

Proceedings to improve a platted street, dedicated public road, or County road in an unincorporated area may be initiated from the County Court by resolution or petition signed by not less than 60 percent of the owners of land, representing not less than 60 percent of the land abutting on the proposed improvement. The resolution or petition must: (1) describe the road, street, curbs, or sidewalks to be improved or constructed; (2) designate where the improvement is to be made; and (3) define the nature of the improvement desired.

Investigation and Estimation of Costs

When the resolution is adopted, or the petition is filed with it, the County Court refers the resolution or petition to the engineer who investigates the proposed improvement. If the engineer judges the improvement feasible, he makes an estimate of the cost and reports the cost to the County Court.

Special Assessments

If the improvement is to be paid for in whole or in part by special assessment against property benefitted by the improvement, the engineer must include in his report: (1) a recommendation as to the method of assessment to be used to arrive at a fair apportionment of the costs; (2) the description and assessed value of each lot, parcel of land, or portion thereof to be specially benefitted by the improvement with the names of the record owners; and (3) a separate statement of the estimated costs of construction and installation of lateral sewers, street mains, or similar facilities where the improvement includes such.

Notice to Owners

If the engineer makes a favorable report on the proposed improvement, the County Court must mail a written notice of the favorable report to the owner of each parcel of land to be assessed. Objections to the proposed improvement must be filed with the County Court within 20 days after the mailing of the

*"Improvement" means and includes surveying, clearing, draining, grading, paving, surfacing, and constructing roads, streets, curbs, or sidewalks within the right-of-way of a County road, dedicated public road, or platted street; or installing, constructing, reconstructing, improving, extending, or repairing lateral sewers, street mains, sewage disposal systems, or similar facilities within the right-of-way of a County road, dedicated public road, platted street, or easement.

notice. If more than 50 percent of the owners of land, representing more than 50 percent of the total amount of the assessment file objections, the proposed improvement will be declared abandoned by order of the Court. No new petition or resolution may be adopted for improvement within a period of one year after the date of the order.

Court Order

If the number of objections is less than that mentioned above, the County Court may order the improvement to be made. After the improvement has been made, inspected by the engineer, and accepted by the County Court, the engineer compiles the total costs. Each landowner is then assessed a portion of the cost of the improvement corresponding to the relative benefit to his land from the improvement.

Payment of Assessments

Thirty days after the assessment is certified, the entire amount against each parcel of land is due and payable to the County, and if not paid, will be delinquent from that date and bear interest at a rate not to exceed 7% per annum.

Installment Payments

The owner of any property assessed at \$25 or more may file with the County Clerk within 10 days after the notice of such assessment is first published, a written application to pay: (1) the whole of the assessment in installments; or (2) if part of the assessment has been paid, the unpaid balance in installments. Written applications may be filed 10 days after notice of assessment is published at (the option of the County).

Bancroft Bonding

The provisions of the Bancroft Bonding Act and ORS 223.770 relating to the assessment of property benefitted by public improvements and to the issuance of bonds and other obligations for the cost of such improvements; and the provisions of ORS 287.502-287.510 relating to the issuance of improvement warrants by cities, also apply to the assessment by Counties of the cost or portion of the cost of improvements against the property benefitted as described above. However, a County may incur indebtedness to an amount not exceeding .0375 of the latest true cash valuation of the County.

ROAD DISTRICTS

County Road Districts

For the purpose of improving County roads, numbered road districts may be formed from contiguous territory within the

County. Contiguous territory can include every drainage district consisting of 5,000 acres or more, every incorporated city, and islands or any part of an island exceeding 12 square miles in area.

Any construction, maintenance, and repair on any public road within the boundaries of a drainage road district can only be on such public roads as are designated by the district board of supervisors. The board may cooperate with the County Court in the work on roads within the district, and for this purpose may levy a tax on every acre of land within the district in the proportion that the acre is benefitted by the proposed work. However, in no event can the tax exceed \$1 for any one acre. The tax is collected in the same manner as the annual installment of drainage tax certification and collection.

Petitioning for Road Improvement. Twelve, or a majority of the residents of any road district, approved by the road master may petition to the County Court to survey, construct, improve, reconstruct, repair, or change the grade of any designated road within the road district. If the County Court determines in favor of the petition, after being advised by the County Surveyor, Engineer, or Roadmaster it will grant the petition and proceed to initiate the work.

Special Taxes. The voters in any road district may vote on the possibility of levying an additional tax not to exceed .25% (.0025) of the true cash value of all taxable property within the road district, if the County Court first approves such. When such taxes are collected, they are credited and kept as a special fund by the County Treasurer. This fund can only be used under the supervision of the County Court upon roads within the district or under the supervision of the governing body if the district is an incorporated city.

Special Road Districts

Contiguous territory lying within the County and not incorporated within the limits of any incorporated city may be formed into or included in a special road district.

Purpose and Powers of the District. From the date of formation, the special road district is a municipal corporation for the purpose of improving roads within the district. A special road district has the power to: (1) make contracts; (2) acquire, hold, receive, and dispose of real and personal property; (3) sue and be sued; (4) exercise the power of eminent domain; (5) assess, levy, and collect taxes not to exceed in any one year .0025 of the true cash value of all taxable real property within the district; and (6) do any other act necessary to carry out the purposes of the special road districts. The powers of the district are vested in a district board of commissioners con-

sisting of three registered voters residing within the district appointed by the County Court.

Road Assessment Districts

A road assessment district may be located in any County having a population between 19,000 and 25,000 and must consist of an area of more than 20,000 acres or an assessed valuation of taxable property of not less than \$1 million.

Purpose and Powers of the District. A road assessment district may be formed to provide for the improvement, repair, or reconstruction of the public roads within the district. The powers of the district are vested in a board of three directors elected by the voters of the district. The board of directors have the power and authority to: (1) examine, supervise, order, construct, direct and control the repair, construction, maintenance, and reconstruction of all roads and highways within the district except those roads and highways under the jurisdiction of the Department of Transportation; (2) levy and collect assessments not to exceed .0025 of the true cash value of the property within the district; (3) have surveys, estimates, and plans made for improvement, maintenance, and reconstruction of the roads of the district; (4) request the County Court to provide the services of the County Engineer or a duly qualified engineer for the work of the district; (5) designate roads within the district for construction, improvement, or repair, to request the County Court to provide the right-of-way and construct, repair, and improve the roads in accordance with the plans formulated by the engineer employed by the district; (6) make contracts; (7) dispense funds of the district in payment of the expenses of the district or for the costs of road improvement maintenance or reconstruction (8) sue or be sued in the name of the district; and (9) do any other act necessary to carry out the particular powers and purposes of the district.

The district must pay the County for all the actual expenses and the salary of the County Engineer while engaged in work for the district, and for cost of all work done by the County at the request of the district.

Procedure in Formation of Road Districts. Proceedings to form a County road district, special road district, or road assessment district can be initiated either by a petition of registered voters or an order of the County Court.

Petition of Registered Voters. A petition for formation must be signed by: (1) not less than 15% of the registered voters residing within the proposed district or 100 registered voters

residing within the proposed district, whichever is greater; or (2) not less than 15 owners of land within the proposed district or owners of 10% of the acreage within the proposed district, whichever is greater.

The petition must be filed, accompanied by a bond, and approved by the County Court. If the petition satisfies all legal requirements, the County Court will set a date for a public hearing on the petition and post notice of the hearing.

Criteria in Reviewing Formation. At the public hearing, the County Court must decide if the area will be benefitted by the formation of the proposed district. The Court must consider economic, demographic, and sociological trends and prospective physical development of land that would directly or indirectly be affected by the formation of the district.

The County Court may alter the boundaries of the proposed district to either include or exclude areas if the Court concludes that such areas could or could not be benefitted. If the County Court approves the petition, it will do so by order. The order will set forth the name and the boundaries of the district and fix a place and time for a final hearing on the petition. At the final hearing, the court will either call for an election to be held, or enter an order creating the district.

Election. An election must be held if not less than 15% of 100 registered voters, whichever is the lesser number, residing within the proposed district file written requests for an election to be held on the question of forming the district. If the required number of written requests are filed on or before the final hearing, the County Court will order that an election be held. The order will also state that members of the district board will be voted for. If no election is held, the County Court will dismiss the requests and enter an order creating the district and also order an election be held for the purpose of electing the first members of the district board. However, in the case of special road districts, the Court may appoint the first members of the District board.*

If an election is held and a majority of the votes cast are in favor of forming the district, the Court will enter an order creating the district. The order creating the district, whether the district is formed with or without an election, must state the name and purpose of the district, describe its boundaries, and declare the district formed. The district will be considered established from the date of the formation order, and

*ORS 198.815 states that members of the district boards of special districts (including special road districts) be elected. However, ORS 371.330 states that members of the district boards of special road districts be appointed by the County Court.

The people living within the district will be a municipal corporation, and will exercise and carry out the corporate powers and objectives conferred by the principal act (statutes) of the district.

Formation by Order of County Court. The County Court may initiate the formation of road districts when the territory of the proposed district lies entirely within the County. The County Court enters an order setting forth: (1) the intention to initiate the formation of a district; (2) the name and boundaries of the proposed district; and (3) the date, time, and place of the public hearing on the proposal.

The hearing and election on the proposal and election of board members are conducted in the same manner as when formation is initiated by petition, as described above.

MISCELLANEOUS PUBLIC ROADS, AND WAYS

Statutory Ways of Necessity

Whenever it appears to the County Court by the sworn petition of any person that the person's farm or residence is not conveniently reached by any public road provided by law, and that it is necessary that both the public and such person have access to the farm or residence, the County Court will appoint a board of road viewers and direct the viewers to meet, study, and report on the matter.

Responsibilities of Viewers. The board of road viewers will view out, locate, and mark out either a suitable public road or gateway from the farm or residence to the nearest point practicable on another public road or gateway and assess the damages sustained. The board will then make a report to the County Court of the public road or gateway located, the amount of damages assessed, and the persons entitled to such damages.

Establishment of Way. Any person owning land across which a roadway or gateway is sought may file objections to the petition or report with the County Court. If the County Court is satisfied that the report is just, it will within 20 days after payment of the costs of the viewers and the damages assessed by the petitioner, order the report to be confirmed and declare the road or gateway a public road or perpetual right-of-way.

Trails

When a majority of the freeholders of a road district of the County determine to have a trail established, they may petition

to the County Court. Upon approval of the petition, the County Court will appoint three competent persons as viewers, who will view out and locate the most eligible and best route from point to point in the petition.

After the trail has been located as a public highway by the viewers, the viewers will report to the County Court giving a complete description of the route located.

Maintenance of Trails. Once established, the trails will be under the control of the County Court as public highways and will be worked from year to year as roads or highways are worked.

Contract Forest Roads

A contract forest road is any forest road (i.e., any County or public road which is under the control and supervision of the County and extends into or toward a mountainous or timbered area), improved or maintained by a logging operator who has entered into a contract with the County Court to improve and/or maintain such road. An operator who has entered into such a contract is known as a forest road contractor. The primary purpose of contracting with logging operators for the construction, improvement, and/or maintenance of forest roads is to enable the safe and economical transportation of forest products over certain County and public roads which the County is unable to either construct, improve, or maintain at the levels required for such use.

Application to Become a Forest Road Contractor. Any logging operator desiring to become a forest road contractor may make application to the County Court. The application must include description of the road and a general statement of the improvement and/or maintenance proposed to be made. The County Court then fixes a date for hearing the application and posts notices of the hearing. After the hearing, the County Court may approve or disapprove the application. If approved, a contract is made with the logging operator.

Contents of the Forest Road Contract. Every contract must: (1) describe the road and the termini of the road; (2) specify the improvement and/or maintenance work to be done and the width of the roadbed; (3) specify the time within which the work will be completed; (4) contain such provisions pertaining to maintenance as may be agreed upon; (5) obligate the forest road contractor to furnish all labor and materials required for the work to be done; and (6) provide that the same rights and privileges on the road that are available to the contractor are available to any other logging operator; i.e., (a) upon approval by the County Court; (b) upon his furnishing insurance; (c) upon

his reimbursing the forest road contractor for an equitable portion of the construction; and (d) upon his equitable sharing in the costs of maintaining the road.

Forest Product Ways

Any person, firm, or corporation who requires land for transportation of the raw product of the forest* may file with the County Clerk: (1) A statement showing the approximate route of the proposed road or railway and a general description of the tract which the road or railway may travel; and (2) at the time of filing the statement, a bond in such a sum fixed by the County Court conditioned upon the payment to the owners of the lands required for the road or railway for damages which the owners may sustain during the survey or location of the way.

When the bond has been filed, such person, firm, or corporation shall have the right to enter upon the tract for the purpose of examining, locating, or surveying the line of the road or logging railway.

Right to Acquire, Condemn, and Use Land for Logging Road. Any such person, firm, or corporation described above has the right to acquire and own all land reasonably necessary for the logging road or way to transport logs or other raw forest products. However, no land may be taken until compensation has been assessed and tendered. Procedure for condemnation must be as set forth by state law. Any property so acquired must be used exclusively for the purposes of the forest product way and must be fenced on both sides to protect adjacent unappropriated lands from damage or injury by reason of such use. Whenever the use of such property ceases for a period of two years, it reverts to the original owner.

PROCEDURE IN VACATING PUBLIC ROADS OTHER THAN COUNTY ROADS AND STATE HIGHWAYS

Anyone wishing to vacate a public road which is not a County road or under the jurisdiction of the Department of Transportation may petition the County Court asking that the road be vacated. The petition must describe the particular circumstances of the

*"Transportation of the raw products of the forest" can include ingress and egress of forest land solely for the purpose of management, protection, growth, and conservation of forest crops by thinning, reseeding, brush control, and other forest management operations.

case, give a description of the road to be vacated and the names of the persons that will be affected. The petition must be accompanied by a filing fee in an amount adequate to cover the costs of investigating the action on the petition. In addition, notice must be given containing a description of the road to be vacated.

The road cannot be vacated without the consent of the owners of the property immediately adjoining the road, unless the persons owning two-thirds or more of the adjoining property sign the petition and only when such road has not been used by the public for 20 years and the non-conforming owners have access to their property from some other public highway.

If no opposition is made to the petition, the County Court may grant the petition with such restrictions that may be reasonable for the public good. However, if opposition is made the petition must be continued until the next term of the County Court, at which time the opposition is heard and the final decision of the County Court is made.

Excerpts from: DETERMINING WIDTH OF EXISTING RIGHTS-OF-WAY
 FOR COUNTY ROADS, by William F. Frye

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"Where the right to a highway depends solely on user by the public, its width and the extent of the servitude imposed on the land are measured and determined by the character and the extent of the user, for the easement cannot on principle or authority be broader than the user. This does not mean, however, that the public will be confined to the precise portion of the soil on which the wheels of passing vehicles may run, commonly called the tract...While it is the general rule that the width of a highway established by user is limited to the ground actually used, the question is usually for the jury, giving proper consideration to the circumstances and conditions attending the use."

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c. Where the prescriptive use is within the boundaries of a road purportedly, but ineffectually, established by the county, the road arising from such prescriptive use will have the width prescribed in the void proceedings:

"Ordinarily, there must be an entry under, and a claim of right with reference to, the colorable title, in order to set the statute of limitations running. In such case, actual possession need not be of the whole, but may be of a part only, and it will be extended constructively to the whole, by reason of the definite description contained in the defective or ineffectual muniment. The rule must have like application to public highways, if it has any at all; that is to say, user by the public must have been begun and continued with reference to the supposedly valid proceedings. In such a case, if there was user of a part, within defined limits, as shown by the proceedings, it would amount constructively to an occupation of the whole, and the width of the road, when thus established, would correspond with that designated by the authorities or by the law." Bayard v. Standard Oil Co., 38 OR 438, 447 (1901). (The court held, however, that the field notes in the void proceeding were too vague to enable anyone to determine the purported boundaries of the road in the establishment proceedings.)

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1. Prior to May 25, 1895, County roads were subject to the ordinary law of adverse possession. The legal elements of adverse possession are stated in *Reeves v. Ports*, 173 Or. 147, 149 (1944).

"Ownership of land by adverse possession can be acquired only by actual, open, notorious, hostile, continuous, and exclusive possession under a claim of right or color of title...These elements must coincide, and the possession must be continuous for the statutory period, which, in this state, is ten years...Where adverse possession is in issue, it is held generally that all of the elements thereof must be alleged and must be established by clear and positive proof..."

A good reievew of several Oregon cases on this subject can be found in *Thomas v. Spencer*, 66 Or. 359 (1913).

2. Oregon laws 1895, p. 57, sec. 2, took effect on May 25, 1895, providing:

The right of Counties in this state to public roads, or to open public roads, shall not be extinguished by any adverse possession however long continued, and no title to lands included in such public roads, when such roads are once established, shall be acquired as against such County through the operation of the statute of limitations.

This law was repealed and re-enacted in the same form in Oregon Laws 1903, P. 262, sec. 55, and appears now as part of ORS 368.620.

All 10 years of the prescriptive period must have run prior to May 25, 1895. The court so stated in *Killam v. Multnomah County*, 137 Or. 562 (1931).

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"Whatever may be the authorities elsewhere, it is well established in this jurisdiction that while title to property held in trust for public use by a municipality cannot be acquired by adverse possession, special cases may arise where, in the interest of equity and justice, a city may be estopped from asserting that the property upon which the improvements were made is a street..."

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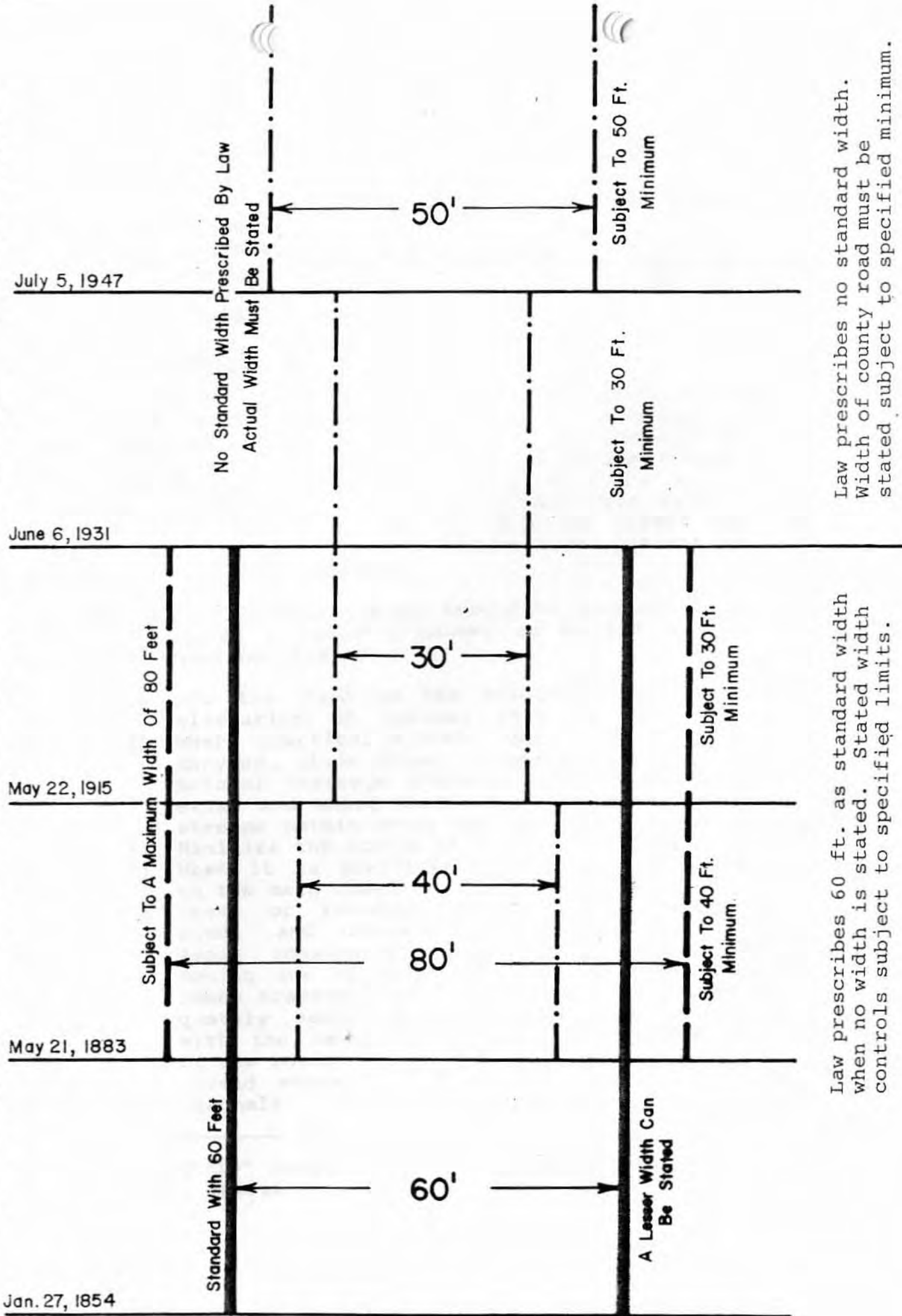
The Oregon court has recently retreated from this position - certainly to the point that a municipality will no longer be estopped by mere acquiescence in construction of improvements by the abutting owner, and probably further. In *City of Molalla v. Coover*, 192 OR. 233 (1951), the city had vacated only a part of a street and the defendant, believing that all had been vacated, built a fence across the unvacated part and constructed a barn on it. The city never warned the defendant that he was on the right-of-way, and 19 years later the city sought to open the street. The court, holding in favor of the city, said (p. 249):

"As against holdings that the city may be estopped by passive acquiescence, we find persuasive authority and sound reasons for the severe restriction of the doctrine." The opinion stated (page 252) that "the courts have frequently cautioned that the doctrine of equitable estoppel should be applied in street cases only in exceptional instances of extraordinary hardship." Continuing, the court said that the doctrine "is a product of the pioneer era. It is ill-adapted to the needs of progress and growing cities." The court overruled the doctrine insofar as it stood "for the proposition that a city will be estopped to open a street by reason of its tacit acquiescence in the construction therein of permanent and valuable improvements by persons who knew or should have known that the erections were within the line of dedicated though unopened streets..."

The court concluded (at page 253):

"While he may have been honest in his belief that Seventh Street had been vacated, he is in no position to claim an estoppel against the city. If the city had a duty to prevent and remove encroachments, the defendant also had a duty not to construct or maintain them. Here the equities are not equal. The public interest must prevail. Our decision is limited to the facts of the pending case. Whether estoppel may in exceptional cases be predicated upon affirmative action by a city or its officers need not be and is not here decided."

STATUTORY COUNTY ROAD WIDTHS



Law prescribes 60 ft. as standard width when no width is stated. Stated width controls subject to specified limits.

Law prescribes no standard width. Width of county road must be stated subject to specified minimum.

EXCERPTS FROM FOREST PRACTICES ACT

24-202 COMPLIANCE. Practices contained within a rule shall be complied with where applicable or necessary to accomplish the purpose to which the rule is related, unless the operator or land owner has secured written approval from the State Forester of a plan for an alternate practice or practices which provides for equivalent or better results.

Road Construction and Maintenance

24-420 · PURPOSE. A well-located, constructed, and maintained system of forest roads is essential if the forest is to reach its potential of supplying jobs, tax base, and wood products for our society and to provide a means of proper forest management and protection. The purpose of these rules is to establish minimum standards for forest practices that will provide the maximum practical protection to maintain forest productivity, water quality, and fish and wild life habitat during road construction and maintenance.

24-421 ROAD LOCATION. Roads should be located on stable areas and constructed in such a manner as to minimize the risk of material entering streams.

- (1) Fit the road to the topography so that a minimum alteration of natural features will be necessary.
- (2) Where practical alternatives exist avoid steep narrow canyons, slide areas, slumps, marshes, wet meadows, or natural drainage channels. Where alternatives do not exist and where there is a risk of material entering streams obtain prior approval from the State Forester.
- (3) Minimize the number of stream crossings.
- (4) When it is practical, cross streams at right angles to the main channel.
- (5) Leave or re-establish areas of vegetation between roads and streams to act as a buffer strip*
- (6) Avoid unnecessary duplication of road systems by making use of existing roads where practical. Where roads traverse land in another ownership but will adequately serve the operation, attempt to negotiate with the owner for use before resorting to location of new roads.
- (7) Avoid excessive sidehill cuts and fills near stream channels.

*"Buffer Strip" means a protective area adjacent to an area requiring special attention or protection.

24-422 ROAD SPECIFICATION. Establish specification criteria for each road so that it is best adapted to the terrain and soil properties providing for a drainage system which will control the dispersal of surface runoff water from roads and exposed soils in order to minimize turbid waters from draining into waters of the State.*

- (1) Use plans that balance cuts and fills or provide waste or borrow areas which minimize damage to soil and water.
- (2) In order to minimize erosion and keep forest land in production roads should be planned no wider than necessary to accommodate the immediate anticipated use.
- (3) Specify cut and fill slopes at the normal angle of repose or less.
- (4) Where culverts are installed in large fills, use some form of headwall (usually riprap) to prevent erosion of the fill.
- (5) Specifications for bridges, culverts, and other stream crossing devices shall take into account at least the 25-year frequency storm and upstream debris hazards.
- (6) Plan roads to drain naturally by outsloping and through grade changes wherever possible.
- (7) Where justified by the volume of traffic or the type of soil over which the road is built, use roadside ditches, and relief culverts.
- (8) Provide dips, waterbars, and cross drainage on all temporary roads.
- (9) Design stream crossing structures to provide for adequate fish passage and minimum impact on water quality.
- (10) Relief culverts should have a minimum slope of one percent and be provided with a sediment-catching basin at the entrance. Use downspouts and other slope protection measures to avoid erosion of fill areas.

24-423 ROAD CONSTRUCTION. Debris overburden and other waste material associated with road construction shall be placed in such a manner as to prevent entry into waters of the State.

*"Waters of the State" include lakes, bays, ponds, impounding reservoirs, springs, wells, rivers, streams, creeks, estuaries, marshes, inlets, canals, the Pacific Ocean within the territorial limits of the State of Oregon, and all other bodies of surface or underground waters, natural or artificial, inland or coastal, fresh or salt, public or private (except those private waters which do not combine or effect a junction with natural surface or underground waters) which are wholly or partially within or bordering the state or within its jurisdiction.

- (1) Deposit excess material in stable locations above the high water level.
- (2) Clear drainage ways of all woody debris generated during road construction or maintenance which potentially interferes with drainage.
- (3) Where sidecase material is potentially unstable or erodable, it shall be stabilized by use of seeding, compacting, rip-rapping, benching, or other suitable means.
- (4) In the construction of road fills, compact the material to reduce the entry of water and to minimize the settling of fill material.
- (5) Stream crossings either temporary or permanent shall be constructed to result in minimum disturbance to banks and existing channels. Remove temporary crossings promptly after use, and where applicable, water bar road ends.
- (6) Keep machine activity in beds of streams to an absolute minimum.
- (7) Install drainage structures as soon as feasible during the pioneering stage of road construction. Uncompleted road grades subject to washing before grading should be adequately cross-drained.
- (8) During and following operations, retain outslope drainage and remove all berms on the outside edge except those intentionally constructed for protection of road grade fills.
- (9) Road and bridge construction should be carried out during that time of year which will prevent serious soil erosion or when this is not practical, measures to prevent erosion shall be taken.

24.424 ROAD MAINTENANCE. Road maintenance shall be sufficient to maintain a stable running surface, keep the drainage system operating, and to protect the quality of waters of the State.

- (1) Clean culvert inlets and outlets and ditches before run-off periods to diminish danger of clogging and possibility of washouts.
- (2) When it is the intention of the landowner to discontinue active use of the road and/or to control unauthorized use for purposes of game management, fire prevention, or to prevent soil erosion the road shall be left in such a state as to provide for adequate drainage and soil stability without continuous active maintenance.
- (3) Plan applications and apply road oil or other surface stabilizing material in such manner to prevent their entry into waters of the State.