

**APPENDIX B**

**THE STATE HIGHWAY SYSTEM  
EXISTING INVENTORY AND CONDITIONS, IDENTIFIED NEEDS, AND ACCESS  
MANAGEMENT PLANS**

## DISCUSSION AND INVENTORY OF THE STATE HIGHWAY SYSTEM

### State Highways

State highways often function as major arterial streets, forming the primary roadway network within and through a region. They provide a continuous road system that distributes traffic between cities. Generally, major arterial streets are high capacity roadways that carry high traffic volumes with minimal localized activity. In Umatilla County, the state highways/major arterial streets often serve statewide, regional, and local traffic demands.

Discussion of the Umatilla County street system must include the state highways that traverse the planning area. Although Umatilla County has no direct control over the state highways, adjacent development as well as traffic patterns are heavily influenced by the highways. Umatilla County is served by two interstate highways and 16 state highways as listed below.

State Highway Number (Name)	ODOT Highway Number
I-84	6
I-82	70
US 30	67
US 395 (Pendleton-John Day Hwy)	28
US 395 (Umatilla-Stanfield Hwy)	54
US 730	2
Oregon Highway 11	8
Oregon Highway 37	36
Oregon Highway 74	52
Oregon Highway 204	330
Oregon Highway 207 (Hermiston Hwy)	333
Lexington-Echo Hwy	320
Oregon Highway 244	341
Umatilla-Mission Highway	331
Athena-Holdman Highway	334
Havana-Helix Highway	335
Freewater Highway	339
Sunnyside-Umapine Highway	332

These highways serve as the major routes through the county with commercial and industrial development focused along the corridors.

The 1999 Oregon Highway Plan (OHP) classifies the state highway system into five categories: Interstate, Statewide, Regional, District, and Local Interest Roads. ODOT has established primary and secondary functions for each type of highway and objectives for managing the operations for each one.

Umatilla County has two highways of Interstate importance: I-82 and I-84; two highways of Statewide importance: US 395 (Pendleton-John Day Highway and Umatilla-Stanfield Highway) and OR 11; five highways of Regional importance: US 730, OR 207 (north of Lexington-Echo Highway), OR 207 (south of Lexington-Echo Highway), and OR 204; and nine highways of District importance: OR 37, OR 74, OR 244,

Umatilla-Mission Highway, Athena-Holdman Highway, Havena-Helix Highway, Freewater Highway, and the Sunnyside-Umapine Highway.

According to the OHP, the primary function of an interstate highway is to "provide connections and links to major cities, regions of the state, and other states." The management objective for interstate highways is to "provide for safe and efficient high-speed, continuous-flow operation in urban and rural areas."

The primary function of a statewide highway is to "provide connections and links to larger urban areas, ports, and major recreation areas that are not directly served by interstate highways." The management objective for statewide highways is to provide for safe and efficient high-speed, continuous flow operation. In constrained and urban areas, interruptions to flow should be minimal. The primary function of a regional highway is to "provide connections and links to regional centers, Statewide or Interstate Highways, or economic or activity centers of regional significance." The management objective for regional highways is to provide for safe and efficient high-speed, continuous-flow operation in rural areas and moderate- to high-speed operation in urban and urbanizing areas.

District highways are facilities of county-wide significance and function largely as county or city arterials or collectors." The management objective for highways of district significance is to "provide for safe and efficient moderate- to high-speed, continuous-flow operation in rural areas reflecting the surrounding environment, and moderate- to low-speed operation in urban or urbanizing areas for traffic flow and for pedestrian and bicycle movements." *I-82*

*I-82* (McNary Highway) is a highway of Interstate importance. Beginning at the Washington State line, it extends south to the junction of I-84. I-82 is a four-lane divided highway with two lanes operating in each direction. The highway crosses the Columbia River from Washington State into Oregon on two bridges (each with two lanes heading in one direction). The speed limit is 65 mph for passenger vehicles and 55 mph for large trucks.

#### *I-84*

I-84 (Old Oregon Trail) is a highway of Interstate importance. Crossing the Morrow/Umatilla County line and extending southeast through the Umatilla National Forest, it continues beyond the eastern Umatilla County line into Union County. Throughout Umatilla County, I-84 is a four-lane divided highway with two lanes operating in each direction. The speed limit is 65 mph for passenger vehicles and 55 mph for large trucks.

#### *US 30*

Highway 30 (Pendleton Highway) is a District Highway and serves as one of the primary east-west arterials within the Pendleton urban area. Highway 30 is approximately six miles long and connects to I-84 with a full interchange at the west terminus and a partial interchange at the east terminus. Within the Pendleton urban area, US 30 (Eastgate and Westgate) is a two-lane road except in the downtown area where US 30 transitions into a one-way couplet (Court Avenue westbound and Dorion Avenue eastbound) with two to three travel lanes in each direction.

#### *US 395*

The stretch of US 395 known as the Pendleton-John Day Highway is a Statewide Highway. Beginning in Pendleton and extending through Pilot Rock, it continues beyond Umatilla County south to California. The highway is primarily a two-lane roadway throughout the rural sections, however there is one northbound (begin MP 39.58) and one southbound (begin MP 5.68) passing lane; each slightly over one mile long. Within the Pendleton urban section, a 1.5-mile segment of the highway operates as a couplet with two travel

lanes in each direction. The remainder of the highway is two-way and varies from three to five lanes. Within the Pilot Rock urban section, the highway varies from two to four lanes. A short segment of roadway (nearly three miles) is bordered by a striped bikeway within the Pendleton city limits. The highway speed limit is 55 mph, except within the Pendleton and Pilot Rock city limits where posted speed varies between 25 and 40 mph.

The stretch of US 395 known as the Umatilla-Stanfield Highway is categorized in the 1999 OHP as a Statewide Highway. Beginning in the city of Umatilla and extending through Hermiston and Stanfield, it ends at the Interstate-84 junction. This stretch of highway is primarily five lanes with a speed limit of 55 mph, except within the Hermiston and Stanfield city limits where traffic is subject to lower speeds varying between 25 and 40 mph. US 395 is designated as a safety corridor from its junction with US 730 to the Hermiston north city limits.

In June 1995, the *Hermiston-Umatilla Highway 395 Corridor Land Use/Transportation Plan* was developed. This plan includes an overall corridor strategy and objectives for managing, operating, and improving the transportation corridor between Umatilla and Stanfield over the next 20 years. The US 395 South (Pendleton-California) Corridor Strategy was prepared in 1996 and the US 395 North Draft Corridor Strategy was prepared in 1997. The Corridor Strategies were developed to identify projects for the Oregon State Transportation Improvement Program (STIP). Development of the US 395 Corridor Strategies is the first step in the corridor planning process. Corridor planning is intended to implement the goals and policies set for the by the 1992 Oregon Transportation Plan (OTP), the *Oregon Highway Plan*, and the recent modal plans for rail, freight, bike/pedestrian, aviation, and public transportation plus the safety action plan.

Generally, the corridor strategies translate the policies of the OTP into specific actions; describe the functions of each transportation mode, consider trade-offs, and show how they will be managed; identify and prioritize improvements for all modes of travel; indicate where improvements should be made; resolve any conflicts with local land use ordinances and plans; and establish guidelines for how transportation plans will be implemented.

The US 395 Corridor Strategies contain a corridor overview, which includes population and employment forecasts, highway data such as traffic volumes and pavement conditions and descriptions of other modes of travel (air, rail, bicycle, etc.). The overall corridor strategy is to accommodate efficient movement of through travel, while maintaining environmental integrity, enhancing travel safety and supporting economic development. The reports set forth objectives which are intended to embody this overall strategy for the corridor, and set direction and provide guidance for corridor-wide transportation plans and improvements.

The US 395 North Draft Corridor Strategy was followed up by the US 395 North Corridor Plan which builds upon objectives developed in the strategy to identify, refine, and facilitate the acceptance of specific decisions related to corridor transportation management, capital improvements and service improvements. The corridor plan identifies and discusses the decisions considered to meet each objective, technical analysis of alternatives, and recommendations for action. The US 395 North Corridor Plan was adopted by Oregon Transportation Commission in July, 2000. There are no funds available to complete the corridor planning process for US 395 South (Pendleton - California).

### *US 730*

Highway 730 (Columbia River Highway) is a highway of Regional importance. Crossing the Umatilla/Morrow County line and extending through the city of Umatilla, it continues northeast across the Oregon/Washington border. Primarily a two-lane road, the highway varies between two and five lanes within the Umatilla city limits. The speed limit is 55 mph, except within the Umatilla city limits where traffic is subject to lower speeds varying between 25 and 45 mph. This highway is designated as a safety corridor from the Junction with US 730 to the Hermiston northern city limits.

**OR 207**

The stretch of Highway 207 known as the Hermiston Highway is of Regional importance. Beginning at the US 730 junction and extending through Hermiston, it continues southwest to the Lexington-Echo Highway (also OR 207) junction. Primarily two-lanes, the roadway varies from two lanes along the rural sections to five lanes within the Hermiston city limits where Highway 207 and US 395 share common alignment (MP 7.24 to MP 7.30). The speed limit varies between 25 mph within the Hermiston city limits and 55 mph beyond the southern city limits.

The stretch of Highway 207 known as the Lexington-Echo Highway is of Regional importance. Crossing the Umatilla/Morrow County line and extending through the city of Echo, it continues northeast to the Interstate-84 junction. This stretch of highway is a two-lane roadway with a speed limit of 55 mph, except within the Echo city limits where traffic is subject to a lower speed limit of 25 mph.

**OR 37**

Highway 37 (Pendleton-Cold Springs Highway) is a highway of District importance. Beginning at US 730, the highway extends to the Pendleton highway junction within the Pendleton city limits. Approximately the first mile of highway extending from US 730 is a narrow unpaved gravel roadway. The remainder of the highway is a paved two-lane roadway with a speed limit of 55 mph, except within the Pendleton city limits where the speed limit is reduced to 45 mph. The final one-half mile of the highway in Pendleton has a painted bike lane on both sides of the roadway. The first 20 to 25 miles of highway is comprised of moderate to sharp curves, narrow road width, and moderate grade changes. The remainder of the highway is comprised of generally flat, straight, and open terrain.

**OR 74**

Highway 74 (Heppner Highway) is a highway of District importance. Crossing the Umatilla/Morrow County line and extending through the rural community of Vinson, it continues northeast to the US 395 junction. It is a two-lane roadway with a speed limit of 55 mph. The route is comprised of numerous curves and moderate grade changes resulting in localized speed reductions ranging from 35 to 45 mph.

**OR 244**

Highway 244 (Ukiah-Hilgard Highway) is a highway of District importance. Beginning at the US 395 junction, the highway extends through the city of Ukiah beyond the Union County line. It is a two-lane roadway with a speed limit of 55 mph. Within the Ukiah city limits, the speed limit is briefly reduced to 35 mph. The route is comprised of numerous curves and moderate grade changes resulting in localized speed reductions to 40 mph.

**OR 11**

Highway 11 (Oregon-Washington Highway) is a highway of Statewide importance. Beginning at the Interstate-84 junction, the highway extends through Pendleton and Milton-Freewater ending at the Oregon/Washington border. Primarily a two-lane road, the highway varies between two and five lanes within city limits. The highway has five northbound and five southbound passing lane segments. These passing lanes are generally offset in each direction except for a short segment around Athena (MP 19.07 to MP 20.57) where the passing lanes are adjacent resulting in a four-lane facility. The posted speed limit is 55 mph but varies between 25 and 50 mph within city limits. OR 11 is designated as a safety corridor between the Milton-Freewater city limits and the Oregon/Washington state line.

**OR 204**

Highway 204 (Weston-Elgin Highway) is a highway of Regional importance. Beginning at the OR 11 junction, Highway 204 extends through the Umatilla National Forest and crosses into Union County. It is primarily a two-lane roadway with a speed limit of 55 mph. The route through the Umatilla National Forest consists of numerous curves, moderate grade changes, and a nearly 5.5-mile southbound climbing lane that extends through the steeper part of the forest.

***Umatilla-Mission Highway***

The Umatilla-Mission Highway is of District importance. It begins at the OR 11 junction and extends for just under five miles to the Interstate-84 junction. It is a two-lane roadway with a speed limit of 55 mph. The highway undergoes moderate grade changes along its length.

***Athena-Holdman Highway***

The Athena-Holdman Highway is of District importance. It begins at the OR 37 junction and extends to the OR 11 junction. It is a two-lane roadway with a speed limit of 55 mph, except within the Athena city limits where traffic is subject to speeds ranging from 20 to 25 mph. The highway undergoes moderate grade changes along its length as it crosses generally rolling terrain.

***Havana-Helix Highway***

The Havana-Helix Highway is of District importance. It begins at the Helix city limits and extends to the OR 11 junction. It is a two-lane roadway with a speed limit of 55 mph.

***Freewater Highway***

The Freewater Highway is of District importance. Beginning at the Oregon/Washington border, it extends through the communities of Ferndale, Sunnyside, and Milton-Freewater and continues south to the OR 11 junction. Freewater Highway is primarily two lanes with some four lane segments within the Milton-Freewater city limits. The speed limit along the rural residential segment of the highway is 40 mph. Within the Milton-Freewater city limits, traffic is subject to lower speeds varying between 20 and 25 mph.

***Sunnyside-Umapine Highway***

The Sunnyside-Umapine Highway is of District importance. Beginning at the Oregon/Washington border, it extends through the rural communities of Umapine and Sunnyside, and continues to the OR 11 junction. It is a two-lane road with a speed limit of 55 mph, except within Umapine where the speed limit is briefly reduced to 25 mph.

**State Highway Pavement Conditions**

All Oregon state highways are surveyed and assessed annually to determine current pavement conditions. The five pavement condition categories used include: *Very Good*, *Good*, *Fair*, *Poor*, and *Very Poor*. A brief definition of the pavement condition categories used by ODOT for both asphalt and Portland cement concrete pavements is provided.

**Very Good**

Asphalt pavements in this category are stable, display no cracking, patching or deformation and provide excellent riding qualities. Nothing would improve the roadway at this time.

Concrete pavements in this category provide good ride quality, display original surface texture and show no signs of faulting (vertical displacement of one slab in relation to another). Jointed reinforced pavements display no mid-slab cracks and continuously reinforced pavements may have tight transverse cracks with no evidence of spalling (or chipping away).

#### Good

Asphalt pavements in this category are stable and may display minor cracking (generally hairline and hard to detect), minor patching and possibly some minor deformation. These pavements appear dry or light colored, provide good ride quality and display rutting less than 1/2 inch deep.

Concrete pavements in this category provide good ride quality. Original surface texture is worn in wheel tracks exposing coarse aggregate. Jointed reinforced pavements may display tight mid-slab transverse cracks and continuously reinforced pavements may show evidence of minor spalling. Pavements may have an occasional longitudinal crack but no faulting is evident.

#### Fair

Asphalt pavements in this category are generally stable displaying minor areas of structural weakness. Cracking is easier to detect, patching is more evident (although not excessive) and deformation is more pronounced and easily noticed. Ride quality is good to acceptable.

Concrete pavements in this category provide good ride quality. Jointed reinforced pavements may display some spalling at cracks and joint edges with longitudinal cracks appearing at less than 20 percent of the joints. A few areas may require a minor level of repair. Continuously reinforced pavements may show evidence of spalling with longitudinal cracks appearing in the wheel paths on less than 20 percent of the rated section. Shoulder joints may show evidence of deterioration and loss of slab support and faulting may be evident.

#### Poor

Asphalt pavements in this category are marked by areas of instability, structural deficiency, large crack patterns (alligating), heavy and numerous patches, and visible deformation. Ride quality ranges from acceptable to poor.

Concrete pavements in this category may continue to provide acceptable ride quality. Both jointed and continually reinforced pavements display cracking patterns with longitudinal cracks connecting joints and transverse cracks occurring more frequently. Occasional punchout (or pothole) repair is evident. Some joints and cracks show loss of base support.

#### Very Poor

Asphalt pavements in this category are in extremely deteriorated condition marked by numerous areas of instability and structural deficiency. Ride quality is unacceptable.

Concrete pavements in this category display a rate of deterioration that is rapidly accelerating.

Pavement conditions along the two interstate and 15 state highways within Umatilla County vary in both the rural and urban areas. Approximately 60 percent of the highways have pavement in *Good* or *Very Good* condition while 20 percent have pavement in *Fair* condition. Another 20 percent have pavement in *Poor* condition. Roughly, one-half of the *Poor* condition pavement lies along US 395 (Pendleton-John Day Highway) between the White Eagle Grange and Harney/Grant County line and along US 395 (Umatilla-Stanfield Highway) between Umatilla and East 4th Street in Hermiston. Another one-quarter lies along OR 37 between Cold Springs Creek and Miller Road. The final one-quarter of *Poor* condition pavement lies along OR 11 within the Pendleton and Milton-Freewater city limits and along OR 204 between Blue Mountain Summit and Basket Mountain Road. Table B-1 summarizes the state highway pavement conditions as of 1997.

**TABLE B-1  
STATE HIGHWAY PAVEMENT CONDITIONS**

Highway	Milepost	Section Description	Pavement Condition
I-82	0.40 – 11.21	Columbia River to I-84 (SB)	Good
	10.78 – 0.40	I-84 to Columbia River (NB)	Good
I-84 Eastbound	177.36 – 188.04	Umatilla/Morrow Co. line to Stanfield Interchange	Very Good
	188.04 – 218.00	Stanfield Interchange to E. Pendleton Int.	Good
	218.00 – 225.70	E. Pendleton Interchange to Poverty Flats (E)	Very Good <sup>(1)</sup>
	225.70 – 243.82	Poverty Flats to Umatilla/Union Co. line	Good
I-84 Westbound	243.82 – 237.79	Hilgard to Meacham	Good
	237.79 – 225.77	Meacham to Poverty Flats	Very Good
	225.77 – 218.00	Poverty flats to E. Pendleton Interchange	Very Good <sup>(1)</sup>
	218.00 – 188.04	E. Pendleton Interchange to Stanfield Interchange	Good
	188.04 – 177.36	Stanfield Interchange to Umatilla/Morrow Co. line	Good
US 30	-0.03 – 2.57	I-84 Jct. at Airport Rd. to Court Avenue	Poor
	2.57 – 3.80	Court Avenue to OR 11 junction	Good
	3.80 – 5.98	OR 11 junction to Theater Rd.	Poor
	5.98 – 6.49	Theater Rd. to I-84 junction	Very Good
US 730	178.70 – 182.56	Umatilla/Morrow Co. line to Umatilla Bridge	Fair
	182.60 – 186.00	Umatilla Bridge to McNary Dam	Good
	186.00 – 203.28	McNary Dam to WA State line	Fair
US 395 (Pendleton-John Day Hwy)	1.69 – 0.05	I-84 junction to Pendleton Highway junction (NB)	Good
	0.03 – 1.50	Pendleton Highway junction to MP 1.50 (SB)	Good
	1.50 – 2.75	MP 1.50 to Montee Drive	Poor
	2.75 – 11.17	Pendleton to White Eagle Grange	Good
	11.17 – 32.70	White Eagle Grange to Gurdune	Fair
	32.70 – 41.96	Gurdune to Albee Road junction	Poor
	41.96 – 56.21	Albee Road to Fivemile Creek	Very Good
56.21 – 63.96	Fivemile Creek to Umatilla/Grant Co. line	Poor	
US 395 (Umatilla-Stanfield Hwy)	0.04 – 6.03	US 730 junction (Umatilla) to E. 4th Street (Hermiston)	Poor <sup>(2)</sup>
	6.03 – 12.63	E. 4th Street (Hermiston) to I-84 junction	Good
OR 11	-1.77 – 0.00	S. Pendleton Interchange to Pendleton Highway	Poor
	0.00 – 0.77	Pendleton Highway to Pendleton East City Limits	Fair
	0.77 – 11.01	Pendleton East City Limits to Adams	Good
	11.01 – 16.34	Athena section	Poor <sup>(2)</sup>
	16.34 – 26.84	Athena to Milton-Freewater	Good
	26.84 – 35.32	Milton-Freewater to OR/WA State line	Very Good <sup>(1)</sup>
OR 37	0.88 – 1.19	US 730 undercrossing to Union Pacific RR overcrossing	Fair
	1.19 – 6.90	Union Pacific RR overcrossing to Cold Springs Creek	Good
	6.90 – 15.30	Cold Springs Creek to MP 15.30	Poor
	15.30 – 16.30	MP 15.30 to MP 16.30	Good
	16.30 – 27.87	MP 16.30 to Miller Road	Poor
	27.87 – 30.75	Miller Road to Pendleton Highway junction	Good
OR 74	72.70 – 83.15	Umatilla/Morrow Co. line to US 395 junction	Fair

**TABLE B-1**  
**STATE HIGHWAY PAVEMENT CONDITIONS**

Highway	Milepost	Section Description	Pavement Condition
OR 204	-1.36 - 6.00	OR 11 to end of climbing lane	Fair
	6.00 - 10.69	Weston Mountain to Blue Mountain Summit	Good
	10.69 - 20.90	Blue Mountain Summit to Basket Mountain Road	Poor
	20.90 - 21.15	Basket Mountain Road to Summit	Fair
OR 207 (Lex.-Echo Hwy)	19.88 - 27.20	Umatilla/Morrow Co. line to Madison Cor.	Very Good
	27.20 - 35.46	Madison Cor. to Echo	Good
	35.46 - 40.25	Echo City Limits to I-84 junction	Fair
OR 207 (Hermiston Hwy)	0.02 - 7.30	US 730 junction to US 395 junction	Good
	7.30 - 8.30	US 395 junction to Butter Creek Road	Poor
OR 244	8.30 - 10.84	Butter Creek Road to Feedville Road	Very Good
	10.84 - 12.88	Feedville Road to I-84	Fair
	12.88 - 17.81	I-84 to Madison Cor.	Very Good
	0.00 - 2.45	US 395 junction to Camas Creek Road	Good
	2.45 - 20.16	Camas Creek Road to Camas Creek	Fair
	20.16 - 23.54	Camas Creek to Umatilla/Union Co. line	Poor
Umatilla- Mission Hwy	0.00 - 4.18	OR 11 junction to Mission Street	Fair
	4.18 - 4.84	Mission Street to I-84 junction	Very Good
Athena- Holdman Hwy	0.00 - 8.44	OR 37 junction to Highway 335	Good
	8.44 - 17.14	Highway 335 to Waterman Gulch	Fair
	17.14 - 18.16	Waterman Gulch to OR 11 junction	Poor
Havana- Helix Hwy	0.00 - 9.79	Helix to OR 11 junction	Fair
Freewater Hwy	0.00 - 4.43	OR/WA State line to N. Main Street	Good
	4.43 - 5.25	N. Main Street to OR 11 junction	Poor
Sunnyside-Umapine Hwy	0.00 - 7.93	OR/WA State line to OR 11 junction	Good

## Notes:

(1) Currently under construction. Will be Very Good.

(2) Will be repaved by Summer 1998. Will be Very Good.

UC - Under Construction, NB - Northbound, SB - Southbound.

Source: Oregon Department of Transportation - 1997 Pavement Conditions Statewide.

**US State Highway Bridge Inventory**

The state has 244 bridges located on state highways in Umatilla County. Bridge inventory data as of August 1997 was obtained from ODOT and was reviewed. Three mutually exclusive elements are used to rate bridge conditions: structural deficiency, functional obsolescence and sufficiency rating. Structural deficiency is determined based on the condition rating for the deck, superstructure, substructure, or culvert and retaining walls. It may also be based on the appraisal rating of the structural condition or waterway adequacy. Functional obsolescence is determined based on the appraisal rating for the deck geometry, underclearances, approach roadway alignment, structural condition, or waterway adequacy. The sufficiency rating is a complex formula which takes into account four separate factors to obtain a numeric value rating the ability of a bridge to service demand. The scale ranges from 0 to 100 with higher ratings indicating optimal conditions and lower ratings indicating insufficiency. Sufficiency ratings of 55 or less indicate a

insufficiency. Bridges with ratings under 50 may be nearing a structurally deficient condition. A summary of the ODOT bridge inventory data is shown in Table B-2.

**TABLE B-2  
STATE HIGHWAY BRIDGE INVENTORY SUMMARY**

Highway	Number of Bridges			
	Total	Structurally Deficient	Functionally Obsolete	Sufficiency Rating < 55
I 82	17	0	0	0
I 84	75	0	8	0
US 30	6	0	2	0
US 730	8	0	1	1
US 395 (Umatilla-Stanfield Hwy)	10	0	0	0
US 395 (Pendleton-John Day Hwy)	29	0	0	3
OR 11	21	0	1	0
OR 37	18	0	0	0
OR 74	6	1	1	0
OR 204	4	0	0	0
OR 207 (Hermiston Hwy)	6	0	1	0
OR 207 (Lex.-Echo Hwy)	7	0	1	0
OR 244	10	0	0	0
Umatilla-Mission Hwy	3	0	0	0
Athena-Holdman Hwy	10	0	0	0
Havana-Helix Hwy	5	0	0	0
Freewater Hwy	5	0	0	0
Sunnyside-Umapine Hwy	4	0	0	0
<b>Total</b>	<b>244</b>	<b>1</b>	<b>15</b>	<b>59</b>

Source: Oregon Department of Transportation Bridge Inventory Database.

Currently, there is one bridge rated as structurally deficient on the state highways in Umatilla County:

- Bridge #005002 on OR 74 over Wildhorse Creek

There are 15 bridges rated as functionally obsolete:

- Bridge #00447 on IRR Emig. Frt. Road over Meacham
- Bridge #01165 on OR 320 over the Umatilla River
- Bridge #01637 on US 395/730 over Cold Spring
- Bridge #02117 on US 30 over the Umatilla River
- Bridge #02167 on US 30/OR 11 over Pendleton Eastgate
- Bridge #02318A on OR 207 over the Umatilla River
- Bridge #05203A on I-84/US 30 over Westland Irrigation
- Bridge #08498E on US 30 over Meacham
- Bridge #08498W on US 30 over Meacham
- Bridge #08595E on US 30 over Meacham
- Bridge #08595W on US 30 over Meacham
- Bridge #08612 on IRR Conn. Fr. Road over East Emigrant

- Bridge #08929 on OR 11 over Weston
- Bridge #09520 on I-84/US 395 over Highway and Union Pacific Railroad
- Bridge #09520A on I-84/US 395 over Highway and Union Pacific Railroad

There are four bridges which have sufficiency ratings less than 55 which were not identified as either being structurally deficient or functionally obsolete:

- Bridge #00624A on US 730 over the Umatilla River
- Bridge #04728 on US 395 (Umatilla-Stanfield Hwy) over Camas Creek
- Bridge #04729 on US 395 (Umatilla-Stanfield Hwy) over North Fork John Day River
- Bridge #04713 on US 395 (Umatilla-Stanfield Hwy) over the Webb Slough

Two of the bridges rated as functionally obsolete (#01165 and #01637A) have been identified for replacement under ODOT's final 1998-2001 Statewide Transportation Improvement Program (STIP). Bridge #01637A is scheduled as a federal fiscal year 2001 project, at a cost of \$130,000, and Bridge #01165 is listed as a federal fiscal year 1998 project. The individual project cost for this bridge is not listed within the STIP but is combined with another bridge replacement along the Lexington-Echo Highway (#4757). The combined cost for the two bridges is \$1,796,000.

One of the bridges with a sufficiency rating below 55 (#00624A) has been identified for bridge rail replacement in the final 1998-2001 STIP scheduled as a federal fiscal year 2000 project, at a cost of \$124,000.

### State Highways Traffic Volumes

The 1999 Average Daily Traffic (ADT) volumes on the state highways in Umatilla County are shown in Figure B-1. Traffic volumes are highest in the cities and drop off significantly in the rural sections.

Table B-3 lists the 1996 ADT volumes for various rural and urban sections and individual locations along the state highways within Umatilla County. The volumes listed in this table and shown in Figure B-1 are average volumes for the year. Summer is the season when volumes are highest. ODOT data on I-84 just west of Pendleton indicated that during the 1996 summer season, volumes were about 30 to 40 percent higher than average volumes. ODOT data from other permanent traffic volume recorder sites generally indicate that summer season ADT volumes are 10 to 30 percent higher than average volumes. Other rural highway sections in Umatilla County are assumed to follow the same pattern, with smaller increases in the urban areas.

**TABLE B-3**  
**1996 STATE HIGHWAY ADT VOLUMES IN UMATILLA COUNTY**

Location	1996 ADT Volume (vehicles/day)
I-82	
OR/WA border	12,700
0.30 miles south of US 730	6,300

**TABLE B-3**  
**1996 STATE HIGHWAY ADT VOLUMES IN UMATILLA COUNTY**

Location	1996 ADT Volume (vehicles/day)
0.30 miles north of I-84	7,400
<b>I-84</b>	
West of I-82	7,700
Stanfield to Pendleton	11,500
East of the Umatilla-Mission Hwy	7,300
<b>US 30</b>	
West I-84 terminus	4,100
Pendleton urban area	15,700
East I-84 terminus	1,600
<b>US 395 (Pendleton-John Day Hwy)</b>	
Pendleton – I-84 undercrossing	22,400
Pendleton – south city limits	6,700
between OR 74 and OR 244 junctions	800
<b>US 395 (Umatilla-Stanfield Hwy)</b>	
Hermiston – 0.01 miles south of Jennie Avenue	20,500
Stanfield – north city limits	8,540 <sup>(1)</sup>
Stanfield – north I-84	8,600 <sup>(1)</sup>
<b>US 730</b>	
Umatilla/Morrow Co. line	5,700
0.50 miles east of I-82 (Umatilla urban area)	9,700
Umatilla east city limits	3,900
OR/WA border	2,300
<b>OR 207 (Hermiston Highway)</b>	
0.06 miles south of US 730	3,300
Hermiston Avenue – 0.01 miles south of Orchard Avenue W.	9,800
Hermiston south city limits to I-84 junction	4,400
0.10 miles north of OR 207 (Lexington-Echo Hwy)	1,300
<b>OR 207 (Lexington-Echo Highway)</b>	
Umatilla/Morrow Co. line to Hermiston Hwy junction	1,250
Hermiston Hwy junction to Echo	550
Echo urban area	1,110
Echo east city limits	590
<b>OR 37</b>	
Pendleton north city limits	1,700
Pendleton – 0.01 miles north of US 30	3,500
0.01 miles west of Athena-Holdman Hwy	180
<b>OR 74</b>	
Umatilla/Morrow Co. line	100
0.10 miles west of US 395 (Pendleton-John Day Hwy)	200
<b>OR 11</b>	
Pendleton – 0.40 miles north of I-84	6,500
0.01 miles northeast of Havana-Helix Hwy	4,600
Adams – east city limits	4,000
Milton-Freewater – south city limits	6,300
Milton-Freewater – north city limits	13,500
Milton-Freewater – 0.01 miles north of Sunnyside-Umapine Hwy	14,700
OR/WA border	14,200

**TABLE B-3**  
**1996 STATE HIGHWAY ADT VOLUMES IN UMATILLA COUNTY**

Location	1996 ADT Volume (vehicles/day)
<b>OR 204</b>	
ODOT automatic recorder near Weston	1,200
Umatilla/Union Co. line	620
<b>OR 244</b>	
0.2 miles east of US 395 junction	650
0.01 miles east of Camas Street (Ukiah)	900
At Umatilla National Forest Boundary (MP 10.0)	320
<b>Umatilla-Mission Highway</b>	
OR 11 junction	1,300 <sup>(2)</sup>
I-84 junction	3,700 <sup>(2)</sup>
<b>Athena-Holdman Highway</b>	
OR 37 to Havana-Helix Hwy.	140
Athena - 0.01 miles east of 3rd Street	2,700
Athena - east city limits	2,000
<b>Havana-Helix Highway</b>	
Helix to OR 11 junction	430
<b>Freewater Highway</b>	
OR/WA border	1,400
Milton-Freewater - north city limits	2,500
Milton-Freewater - 0.01 miles E. of W. Main St. on Broadway St.	6,200
<b>Sunnyside-Umapine Highway</b>	
OR/WA border	440
0.01 miles west of OR 11 (Milton-Freewater urban area)	2,100

<sup>(1)</sup> ADT volumes shown are taken from June 1998 counts performed by ODOT.

<sup>(2)</sup> It is expected that volumes along the Umatilla-Mission Highway will increase substantially after the cultural center and related development is completed in spring 1998.

Source: ODOT 1996 Transportation Volume Tables

### State Highway Traffic Analyses

The Oregon Department of Transportation (ODOT) collects detailed accident information on an annual basis along the two Interstate and 16 State Highways in Umatilla County. The accident information data shows overall accident rates for the routes and accident locations. The accident rate for a stretch of roadway is typically calculated as the number of accidents per million vehicle miles (mvm) traveled along that segment of roadway.

#### Historic

Table B-4 shows the accident rates for the two Interstates and 16 State Highways in Umatilla County as well as the Oregon statewide average for rural and urban non-freeway segments of primary and secondary state highways from January 1, 1994 to December 31, 1996.

**TABLE B-4**  
**HISTORIC ACCIDENT RATES FOR STATE HIGHWAYS**  
**(ACCIDENTS PER MILLION VEHICLE MILES TRAVELED)**

PRIMARY HIGHWAYS	1996	1995	1994
<i>I-84 (Old Oregon Trail)</i>			

**TABLE B-4  
HISTORIC ACCIDENT RATES FOR STATE HIGHWAYS  
(ACCIDENTS PER MILLION VEHICLE MILES TRAVELED)**

PRIMARY HIGHWAYS	1996	1995	1994
Umatilla/Morrow Co. line to Pendleton urban area	0.28	0.22	0.29
Pendleton urban area	0.39	0.22	0.29
Pendleton east city limits to Umatilla/Union Co. line	0.52	0.46	0.52
<i>I-82 (McNary Hwy)</i>			
OR/WA border to Umatilla north city limits	0.89	NA	NA
Umatilla – urban area	0.61	NA	0.23
Umatilla south city limits to Westlund-Ordinance Rd. u-xing	0.11	0.23	0.07
Westlund-Ordinance Rd. u-xing to I-84 junction	0.51	0.34	0.68
<i>US 395 (Pendleton-John Day Hwy)</i>			
US 30 junction to Pendleton south city limits	4.23	3.95	3.78
Pendleton south city limits to Pilot Rock city limits	0.96	0.81	0.61
Pilot Rock – urban area	3.64	0.71	1.42
Pilot Rock end city limits to Umatilla/Grant Co. line	0.48	0.61	0.69
<i>US 395 (Umatilla-Stanfield Hwy)</i>			
US 730 junction to Hermiston city limits	1.32	0.98	0.79
Hermiston urban area	3.47	3.54	2.95
Hermiston south city limits to Stanfield city limits	0.31	0.33	1.01
Stanfield urban area	0.77	0.25	0.34
Stanfield end city limits to I-84 junction	3.00	NA	NA
<i>US 730 (Columbia River Hwy)</i>			
Umatilla/Morrow Co. line to Umatilla city limits	0.96	0.21	0.54
Umatilla urban area	1.97	0.49	1.47
Umatilla end city limits to OR/WA border	0.44	0.61	0.33
<i>US 30 (Pendleton Hwy)</i>			
I-84 west terminus to Pendleton west city limits	NA	NA	NA
Pendleton urban area	2.92	2.16	2.56
Pendleton end east city limits to I-84 east terminus	NA	NA	NA
<i>OR 11 (Oregon-Washington Hwy)</i>			
I-84 junction to Pendleton end city limits	0.34	1.35	0.67
Pendleton end city limits to Adams city limits	0.34	0.39	0.62
Adams urban area	NA	NA	NA
Adams end city limits to Milton-Freewater south city limits	.035	0.19	0.34
Milton-Freewater urban area	2.10	1.24	0.94
Milton-Freewater end city limits to OR/WA border	0.93	0.88	0.60
<i>OR 37 (Pendleton-Cold Springs Hwy)</i>			
Columbia River boat landing to US 30 junction	0.81	0.51	NA
<i>OR 74 (Heppner Hwy)</i>			
No accidents coded	NA	NA	NA
<b>Average for all Rural Non-freeway Primary State Highways</b>	<b>0.89</b>	<b>0.89</b>	<b>0.81</b>
<b>Average for all Urban Non-freeway Primary State Highways</b>	<b>3.63</b>	<b>3.98</b>	<b>3.45</b>

**TABLE B-4**  
**HISTORIC ACCIDENT RATES FOR STATE HIGHWAYS**  
**(ACCIDENTS PER MILLION VEHICLE MILES TRAVELED)**

SECONDARY HIGHWAYS	1996	1995	1994
<i>OR 207 (Lexington-Echo Hwy)</i>			
Umatilla/Morrow Co. line to Echo city limits	0.52	0.35	0.73
Echo urban area	3.96	NA	NA
Echo end city limits to I-84 junction	1.15	NA	1.13
<i>OR 207 (Hermiston Hwy)</i>			
US 730 junction to Hermiston city limits	1.28	1.31	0.98
Hermiston – urban area	2.58	4.04	4.17
Hermiston end urban area to Lexington-Echo Hwy junction	0.84	1.04	0.69
<i>OR 244 (Ukiah-Hilgard Hwy)</i>			
US 395 junction to Ukiah city limits	NA	NA	NA
Ukiah urban area	NA	NA	NA
Ukiah end urban area to Umatilla/Union Co. line	0.76	0.70	0.35
<i>OR 204 (Weston-Elgin Hwy)</i>			
OR 11 junction to Umatilla/Union Co. line	1.94	1.22	1.71
<i>Umatilla-Mission Hwy</i>			
OR 11 junction to I-84 junction	1.87	1.07	0.75
<i>Athena-Holman Hwy</i>			
OR 37 junction to Athena city limits	1.36	NA	1.36
Athena urban area	2.83	2.83	NA
Athena end city limits to OR 11 junction	NA	NA	NA
<i>Havana-Helix</i>			
OR/WA border to OR 11 junction	0.74	1.48	0.74
<i>Freewater Highway</i>			
OR/WA border to Milton-Freewater city limits	2.34	3.75	4.22
Milton-Freewater urban area	2.15	1.44	1.80
<i>Sunnyside-Umapine Highway</i>			
OR/WA border to OR 11 junction	0.86	2.36	1.47
<b>Average for all Rural Non-freeway Secondary State Highways</b>	<b>1.26</b>	<b>1.11</b>	<b>1.10</b>
<b>Average for all Urban Non-freeway Secondary State Highways</b>	<b>3.10</b>	<b>3.27</b>	<b>2.79</b>

Source: Oregon Department of Transportation Accident Rate Tables.

In a limited number of cases, the accident rates for select rural and urban segments of Highways 395, 730, 207, and 11 slightly exceed the statewide average for similar highways; however, for the most part, accident rates along rural and urban portions of all highways tend to be lower than the statewide average.

US 395 accident rates are significantly higher than the statewide average from the US 30 Junction to the South Pendleton city limits. This stretch of highway is entirely within Pendleton's city limits. Accident rates on this stretch of highway averaged 3.99 accidents per million vehicle miles traveled from 1994-1996. The statewide average for similar roadways was 3.05 accidents per million vehicle miles traveled from 1994-1996. The Lexington-Echo Highway also exceeded statewide averages for 1996 within the Echo urban area. It had an accident rate of 3.96 versus the statewide rate of 3.10 for that year. There was no available data for that stretch of highway for 1995 or 1994. OR 207 from the US 730 junction to the Hermiston city limits exceeded the statewide average significantly in 1995 and 1994, but was under the average in 1996. Finally, Freewater Highway from the Oregon-Washington border to the OR 11 junction exceeded the statewide average for the last three years. The rate has declined each year but is still much higher than the statewide average for similar highways. The rates were 2.34 in 1996, 3.75 in 1995, and 4.22 in 1994, versus statewide averages of 1.26 in 1996, 1.11 in 1995, and 1.10 in 1994.

Table B-5 contains detailed accident information on the two Interstates and 15 of the 16 State Highways in Umatilla County from January 1, 1994 to December 31, 1996. No accidents were coded for Highway 74 during this three-year period. The table shows the number of fatalities and injuries, property damage only

accidents, the total number of accidents, and the overall accident frequencies and rates for the segments of these roadways in Umatilla County.

**TABLE B-5  
ACCIDENT SUMMARIES FOR HIGHWAYS IN UMATILLA COUNTY  
(JANUARY 1, 1994 TO DECEMBER 31, 1996)**

Location	Fatalities	Injuries	Property Damage Only	Total Accidents	Accident Frequency (acc/mi/yr)	Accident Rate (acc/mvm)
<b>I-84 (Old Oregon Trail)</b>						
(MP 177.36 to MP 207.27)	4	72	46	89	0.99	0.26
(MP 207.27 to MP 211.10)	0	11	7	15	1.31	0.30
(MP 211.10 to MP 243.82)	3	60	92	135	1.38	0.50
<b>I-82 (McNary Hwy)</b>						
(MP 0.00 to MP 0.48)	0	0	2	2	1.39	0.89
(MP 0.48 to MP 2.07)	0	3	3	5	1.05	0.42
(MP 2.07 to MP 11.21)	1	12	8	15	0.55	0.21
<b>US 395</b>						
<b>(Pendleton-John Day Hwy)</b>						
(MP 0.00 to MP 2.74)	1	68	95	151	18.36	3.99
(MP 2.74 to MP 14.64)	0	13	26	37	1.04	0.79
(MP 14.64 to MP 16.19)	1	4	4	8	1.72	1.92
(MP 16.19 to MP 63.96)	5	9	14	25	0.17	0.59
<b>US 395 (Umatilla-Stanfield Hwy)</b>						
(MP 0.04 to MP 4.26)	5	60	34	65	5.13	1.03
(MP 4.26 to MP 8.45)	1	138	121	201	15.99	3.32
(MP 8.45 to MP 9.25)	0	4	4	6	2.50	0.58
(MP 9.25 to MP 12.44)	1	15	5	8	0.84	0.45
<b>US 730</b>						
(MP 178.70 to MP 182.60)	0	8	10	15	1.28	0.57
(MP 182.60 to MP 186.08)	2	36	22	45	4.31	1.31
(MP 186.08 to MP 203.24)	2	21	8	22	0.43	0.46
<b>US 30</b>						
(MP -0.03 to MP 6.60)	0	59	114	154	7.74	2.33
<b>OR 11</b>						
(MP -1.77 to MP 11.78)	1	23	18	31	0.76	0.45
(MP 11.78 to MP 26.59)	2	12	10	23	0.52	0.29
(MP 26.59 to MP 31.64)	0	20	20	35	2.31	0.54
(MP 31.64 to MP 35.32)	1	41	22	45	4.08	0.78
<b>OR 37</b>						
(MP 0.35 to MP 30.75)	0	6	1	5	0.05	0.66
<b>OR 74</b>						
No accidents coded						
<b>OR 204</b>						
(MP -1.34 to MP 21.15)	1	18	17	27	0.40	1.62
<b>OR 207 (Lexington-Echo Hwy)</b>						
(MP 19.88 to MP 35.38)	1	4	1	3	0.07	0.53
(MP 35.28 to MP 36.24)	1	4	1	3	0.07	3.96
(MP 36.24 to MP 40.25)	0	1	1	3	0.17	1.14
<b>OR 207 (Hermiston Hwy)</b>						
(MP 0.02 to MP 6.15)	0	34	15	33	1.79	1.19
(MP 6.15 to MP 9.04)	0	42	50	79	9.11	3.60
(MP 9.04 to MP 17.81)	2	14	13	22	0.84	0.86
<b>OR 244</b>						
(MP 0.00 to MP 23.54)	0	4	2	5	0.07	0.60

**TABLE B-5**  
**ACCIDENT SUMMARIES FOR HIGHWAYS IN UMATILLA COUNTY**  
**(JANUARY 1, 1994 TO DECEMBER 31, 1996)**

Location	Fatalities	Injuries	Property Damage Only	Total Accidents	Accident Frequency (acc/mi/yr)	Accident Rate (acc/mvm)
Umatilla-Mission Hwy (MP 0.00 to MP 4.84)	0	4	11	14	0.96	1.23
Athena-Holdman Hwy (MP 0.00 to MP 18.16)	0	4	2	6	0.11	2.52
Havana-Helix Hwy (MP 0.00 to MP 9.79)	0	1	3	4	0.14	0.99
Freewater Hwy (MP 0.00 to MP 3.43)	0	29	6	22	2.14	3.44
(MP 3.43 to MP 5.25)	0	7	9	15	2.75	1.80
Sunnyside-Umapine Hwy (MP 0.00 to MP 7.93)	1	29	5	16	0.67	1.56

Source: Oregon Department of Transportation Accident Summary Database Investigative Report.

#### *I-84*

On the one urban and two rural segments of I-84 within Umatilla County during the three-year period, there was a total of 239 accidents, 145 of which were reported as resulting in property damage only. There were seven fatalities and 143 injuries on these roadway segments during the period. Three of the accidents occurred at intersections and 124 occurred on icy pavement. The accidents were generally scattered along the roadway segments. There were five locations with six or more accidents during the three years at mileposts 204.00, 221.00, 222.00, 226.00, and 238.00. Of the 33 total accidents at these locations, nearly 75 percent occurred under icy roadway conditions. The most common driver error was "driving too fast for roadway conditions." This error does not necessarily imply speeding, but failure to adjust speed to prevailing roadway conditions. The accident rates on all three of the segments are well below the statewide average, indicating that these segments do not have any significant safety problems.

#### *I-82*

On the one urban and two rural segments of I-82 within Umatilla County during the three-year period, there was a total of 22 accidents, 13 of which were reported as resulting in property damage only. There was one fatality and 15 injuries on these roadway segments during the period. Four of the accidents occurred at intersections and 13 occurred under wet or icy pavement conditions. The accidents were generally scattered along the roadway segments and there were no particular locations which showed a consistent accident pattern. The accident rates on all three of the segments are at or below the statewide average, indicating that these segments do not have any significant safety problems.

#### *US 730*

A total of 82 accidents occurred along the one urban and two rural segments of US 730 within Umatilla County during the three-year period, 30 of which were reported as resulting in property damage only. There were four fatalities and 65 injuries on these roadway segments during the period. Thirty-five of the accidents occurred at intersections and 20 occurred under wet or icy pavement conditions. The accidents were generally scattered along the roadway segments and there were no particular locations which showed a consistent accident pattern. The accident rates on all three of the segments are below the statewide average for 1994 and 1995, indicating that these segments do not have any significant safety problems. During 1996, the accident rate for the rural segment between the Umatilla/Morrow county line and the Umatilla city limits was slightly higher than the statewide average but not enough to indicate that a safety concern exists.

### *US 395 (Pendleton-John Day Highway)*

A total of 221 accidents occurred along the two urban and two rural segments of US 395 within Umatilla County during the three-year period, 139 of which were reported as resulting in property damage only. There were seven fatalities and 94 injuries on these roadway segments during the period. Fifty-four of the accidents occurred under wet or icy pavement conditions and 124 occurred at intersections. The accidents were generally scattered along the roadway segments and there were no particular locations which showed a consistent accident pattern. The accident rates on all three of the segments are below the statewide average for 1994 and 1995, indicating that these segments do not have any significant safety problems. During 1996, the accident rate for the rural segment between the Umatilla/Morrow county line and the Umatilla city limits was slightly higher than the statewide average but not enough to indicate that a safety concern exists.

The intersection of US 395 with Tutuilla Creek Road (MP 1.77) had 15 accidents during the period. Nine of accidents involved vehicle turning maneuvers, but no definitive accident cause was found. Most accidents (10) occurred during daylight hours and approximately half occurred under wet or icy road conditions.

### *US 395 (Umatilla-Stanfield Highway)*

A total of 280 accidents occurred along the two urban and two rural segments of US 395 within Umatilla County during the three-year period, 164 of which were reported as resulting in property damage only. There were seven fatalities and 217 injuries on these roadway segments during the period. Sixty-three of the accidents occurred under wet or icy pavement conditions and 147 occurred at intersections. The accidents were generally scattered along the roadway segments and there were no particular locations which showed a consistent accident pattern. The 1996 accident rate for the rural segment from the US 730 junction to the Hermiston south city limits (MP 0.04 to MP 4.26) was 50 percent higher than the statewide average. The accident rates for the other three segments are below the statewide average, indicating that these segments do not have any significant safety problems. Four locations had 10 or more accidents during the period and are discussed in more detail next.

The intersection of US 395 with 4th Street (MP 6.03) in Hermiston had 11 accidents during the period. No single accident type comprised a majority of the accidents, and no definitive accident cause was found. Most accidents (eight) occurred during daylight hours and three occurred under wet or icy road conditions. Eight of the accidents involved drivers that failed to properly yield the right-of-way or disregarded the traffic signal. There is no evidence to suggest that intersection operations (signals, signing, striping, etc.) were a contributing factor in any of the accidents.

The intersection of US 395 with SE Highland Avenue (MP 5.87) in Hermiston had 15 accidents during the period. No single accident type comprised a majority of the accidents, and no definitive accident cause was found. Most accidents (10) occurred during daylight hours and four occurred under wet or icy road conditions. Nine of the accidents involved drivers that failed to properly yield the right-of-way or disregarded the traffic signal. There is no evidence to suggest that intersection operations (signals, signing, striping, etc.) were a contributing factor in any of the accidents.

The intersection of US 395 with OR 207 (Hermiston Highway) at milepost 5.40 in Hermiston had 17 accidents during the period. No single accident type comprised a majority of the accidents, and no definitive accident cause was found. Most accidents (13) occurred during daylight hours and all but one occurred under dry road conditions. Eight of the accidents involved drivers that failed to properly yield the right-of-way or disregarded the traffic signal and four involved improper turning maneuvers. There is no evidence to suggest that intersection operations (signals, signing, striping, etc.) were a contributing factor in any of the accidents.

The segment of US 395 (North 1st Street) approximately 50 feet south of the intersection of Elm Avenue (MP 4.84) in Hermiston had 23 accidents during the period. No single accident type comprised a majority of the accidents, and no definitive accident cause was found. Most accidents (20) occurred during daylight hours and seven occurred under wet or icy road conditions. Nine of the accidents involved drivers that failed to properly yield the right-of-way or disregarded the traffic signal and four involved improper turning maneuvers. There is no evidence to suggest that intersection operations (signals, signing, striping, etc.) were a contributing factor in any of the accidents.

### *US 30*

A total of 154 accidents occurred along the urban and rural segments of US 30 within Umatilla County during the three-year period, resulting in 59 injuries and no fatalities. Twenty-seven of the accidents occurred under wet or icy pavement conditions and 110 occurred at intersections within the Pendleton urban area. The accidents were scattered along the roadway segments and there were no particular locations which showed a consistent accident pattern. The accident rate for the rural highway segment was zero for the three-year period, indicating that no accidents were coded by ODOT during the period. The accident rate for the urban segment (3.24) was below the state-wide average for each of the three years investigated, indicating that these segments do not have any significant safety problems. One location, the intersection of US 30 and the I-84 connection, was identified as a high Safety Priority Index System (SPIS) location by ODOT. This location's SPIS score of 45.36 slightly exceeded the 1997 cutoff value of 42.67, indicating that this location may present a safety concern. A total of seven accidents occurred at this location during the three-year period involving four angle, two turning, and one rear-end maneuver. No consistent accident pattern was evident, nor was it evident that current intersection operations (signing, striping, etc.) contributed to any of the accidents.

### *OR 11*

A total of 134 accidents occurred along the three urban and three rural segments of OR 11 within Umatilla County during the three-year period, 70 of which were reported as resulting in property damage only. There were four fatalities and 96 injuries on these roadway segments during the period. Thirty-three of the accidents occurred under wet or icy pavement conditions and 51 occurred at intersections. The accidents were scattered along the roadway segments and there were no particular locations which showed a consistent accident pattern. The accident rates for the six highway segments were lower than the statewide averages indicating that these segments do not have any significant safety problems.

### *OR 37*

On the rural segment of OR 37 within Umatilla County during the three-year period, there was a total of five accidents, one of which was reported as resulting in property damage only. There were no fatalities and six injuries on these roadway segments during the period. Two of the accidents occurred under wet or icy pavement conditions. The accidents were generally scattered along the roadway segment and no particular location showed a consistent accident pattern. The driver error cited in each accident was "driving too fast for roadway conditions." This error does not necessarily imply speeding, but failure to adjust speed to prevailing roadway conditions. The three-year accident rates for this highway segment are below the statewide average, indicating no significant safety problems.

### *Lexington-Echo Highway*

On the one urban and two rural segments of OR 207 within Umatilla County during the three-year period, there was a total of nine accidents, three of which were reported as resulting in property damage only. There were two fatalities and nine injuries on these roadway segments during the period. One of the accidents occurred under wet or icy pavement conditions. Overall, there were no patterns to the accident

locations, types, or causes. The 1996 accident rate for the segment from the Umatilla County line to the Echo city limits was slightly above the statewide average.

#### **OR 207**

On the one urban and two rural segments of OR 207 within Umatilla County during the three-year period, there was a total of 134 accidents, 78 of which were reported as resulting in property damage only. There were two fatalities and 90 injuries on these roadway segments during the period. Twenty-nine of the accidents occurred under wet or icy pavement conditions. Overall, there were no definitive patterns in the accident locations, types or causes.

#### **OR 244 (Ukiah-Hilgard Highway)**

On the one urban and two rural segments of OR 244 within Umatilla County during the three-year period, there was a total of five accidents, two of which were reported as resulting in property damage only. There were no fatalities and four injuries on these roadway segments during the period. Three of the accidents occurred under wet or icy pavement conditions. Overall, there were no consistent patterns in the accident locations, types, or causes. The three-year accident rates for the segments were all below the statewide average, indicating no significant roadway safety problems.

#### **OR 204 (Weston-Elgin Highway)**

On the rural segment of OR 204 within Umatilla County during the three-year period, there was a total of 27 accidents, 17 of which were reported as resulting in property damage only. There was one fatality and 18 injuries on this roadway segment during the period. Over 70 percent of the accidents (19) occurred under icy pavement conditions. Overall, there were no definitive patterns in the accident locations or types, but road conditions appear to be a significant factor in roadway safety along this highway segment. Most accidents involved drivers hitting animals or fixed objects, and the cited driver error in 13 of the accidents was, "driving too fast for roadway conditions." This error does not necessarily imply speeding, but failure to adjust speed to prevailing roadway conditions. The accident rates for the highway segment have exceeded the statewide average since 1994, suggesting that safety concerns may need to be addressed.

#### **Umatilla-Mission Highway**

A total of 14 accidents occurred along the rural segment of the highway within Umatilla County during the three-year period, 11 of which were reported as resulting in property damage only. There were no fatalities and four injuries on the roadway segment during the period. Two of the accidents occurred under wet or icy pavement conditions and five occurred at intersections. The accidents were scattered along the roadway segments and overall, there were no consistent patterns in the accident locations, types or causes. The accident rate for the highway segment exceeded the statewide average in 1996.

#### **Athena-Holdman Highway**

A total of six accidents occurred along the rural and urban segments of the highway within Umatilla County during the three-year period, two of which were reported as resulting in property damage only. There were no fatalities and four injuries on the roadway segment during the period. All of the accidents occurred under dry pavement conditions and three occurred at intersections. The accidents were scattered along the roadway segments and overall, there were no definitive patterns in the accident locations, types or causes. The accident rate for the rural highway segment has slightly exceeded the statewide average since 1994, whereas the urban segment has remained below the statewide average since 1994.

### ***Havana-Helix Highway***

A total of four accidents occurred along the rural segment of the highway within Umatilla County during the three-year period, three of which were reported as resulting in property damage only. There were no fatalities and one injury on the roadway segment during the period. All of the accidents occurred under dry pavement conditions and two occurred at intersections. The accidents were scattered along the roadway segments and overall, there were no consistent patterns in the accident locations, types or causes. The accident rate for the highway exceeded the statewide average in 1995 but was below the statewide average in 1994 and 1996.

### ***Freewater Highway***

A total of 37 accidents occurred along the rural and urban segments of the highway within Umatilla County during the three-year period, 15 of which were reported as resulting in property damage only. There were no fatalities and 35 injuries on the roadway segment during the period. Two of the accidents occurred under wet or icy pavement conditions and 15 occurred at intersections. The accidents were scattered along the roadway segments and overall, there were no definitive patterns in the accident locations, types or causes. The accident rate for the rural highway segment from the Oregon/Washington border to the Milton-Freewater city limits has exceeded the statewide average since 1994 by nearly two to three times, whereas the urban segment has remained well below the statewide average since 1994.

### ***Sunnyside-Umapine Highway***

A total of 16 accidents occurred along the rural segment of the highway within Umatilla County during the three-year period, five of which were reported as resulting in property damage only. There was one fatality and 29 injuries on the roadway segment during the period. Three of the accidents occurred under wet or icy pavement conditions and 10 occurred at intersections. The accidents were scattered along the roadway segments and overall, there were no definitive patterns in the accident locations, types or causes. The accident rate for the rural highway segment exceeded the statewide average in 1994 and 1995 but was below the statewide average in 1996.

## **State Needs Assessment Program Projects**

This section summarizes the assessment of all modernization, preservation, safety, interstate maintenance, and bicycle/pedestrian needs along the state highway in Umatilla County. Details of each project need include the location, type of improvement(s) to be made, and a map identification number. The map identification number relates each project to the attached figure, which was supplied by ODOT Region 5.

It should be noted that all projects already identified on the 2000-2003 STIP Update have been excluded from the ODOT Region 5 needs assessment since these projects are planned or approved for construction.

### **Modernization Needs – Umatilla County**

#### **4<sup>th</sup> Street West – Power Line Road**

**Map I.D. No. 2**

This is a modernization need located on the Columbia River Highway (US-730) between milepoint 174.46 and 182.54. Improvements to this section would include reconstruction on substantially the same alignment with the addition of lanes to the existing section. Shoulder and drainage deficiencies should also be addressed. This section has been identified as a need by Region 5. The estimated project cost is \$2,425,000.(Umatilla and Marrow counties.)

#### **Umatilla – Diagonal Road**

**Map I.D. No. 3**

This is a modernization need located on the Columbia River Highway (US-730) between milepoint 185.71 and 191.50. Improvements to this section would include reconstruction on substantially the same alignment with the addition of lanes to the existing section. Shoulder and drainage deficiencies should also be addressed. This section has been identified as a need by Region 5. The estimated project cost is \$11,740,000. (Umatilla County)

**Diagonal Road – Washington State Line****Map I.D. No. 4**

This is a modernization need located on the Columbia River Highway (US-395/730) between milepoint 191.50 and 203.28. Improvements to this section would include resurfacing, shoulder widening/reconstruction, and realignment of substandard horizontal and vertical curvature. This section has been identified as a need by Region 5. The estimated project cost is \$17,700,000. (Umatilla County)

**MP 1.5 – Adams Section****Map I.D. No. 5**

This is a modernization need located on the Oregon-Washington Highway (OR-11) between milepoint 1.50 and 11.00. Improvements to this section would include resurfacing, widening/reconstruction of shoulders, realignment of substandard horizontal and vertical curvature, and construction of passing lanes. This section has been identified as a need by Region 5. The estimated project cost is \$5,000,000. (Umatilla County)

**Jct. Weston-Elgin Hwy – South Main Street (Milton-Freewater)****Map I.D. No. 6**

This is a modernization need located on the Oregon-Washington Highway (OR-11) between milepoint 20.40 and 26.90. Improvements to this section would include resurfacing, widening/reconstruction of shoulders, and realignment of substandard horizontal and vertical curvature. This section has been identified as a need by Region 5. The estimated project cost is \$3,300,000. (Umatilla County)

**12<sup>th</sup> Avenue (Milton-Freewater) – Washington State Line****Map I.D. No. 7**

This is a modernization need located on the Oregon-Washington Highway (OR-11) between milepoint 30.62 and 35.32. Improvements to this section would include complete reconstruction to freeway design standards on substantially existing alignment. This section has been identified as a need by Region 5. The estimated project cost is not yet available. (Umatilla County)

**Pendleton – Pilot Rock****Map I.D. No. 9**

This is a modernization need located on the Pendleton-John Day Highway (US-395) between milepoint 2.59 and 15.00. Improvements to this section would include construction of additional lanes to existing facility, resurfacing, shoulder work, guardrail, and drainage work. This section has been identified as a need by Region 5. The estimated project cost is \$6,500,000. (Umatilla County)

**Pilot Rock – Battle Mountain****Map I.D. No. 10**

This is a modernization need located on the Pendleton-John Day Highway (US-395) between milepoint 16.19 and 34.00. Improvements to this section would include resurfacing, shoulder widening/reconstruction, realignment of substandard horizontal and vertical curvature, and construction of passing lanes. This section has been identified as a need by Region 5. The estimated project cost is \$9,000,000. (Umatilla County)

**Webb Slough – Cooper Creek Section (Battle Mountain Section)****Map I.D. No. 11**



This is a modernization need located on the Pendleton-John Day Highway (US-395) between milepoint 34.00 and 42.50. Improvements to this section would include complete reconstruction, realignment, widening, and construction of climbing lanes. This section has been identified as a need by Region 5. The estimated project cost is \$15,400,000. (Umatilla County)

**Snipe Valley Road – Long Creek****Map I.D. No. 12**

This is a modernization need located on the Pendleton-John Day Highway (US-395) between milepoint 42.50 and 90.26. Improvements to this section would include resurfacing, widening/reconstruction of shoulders, realignment of substandard horizontal and vertical curvature, and construction of passing lanes. This section has been identified as a need by Region 5. The estimated project cost is \$45,500,000. (Umatilla County and Grant County)

**Cold Springs Canyon – Middle Fork Cold Springs Canyon****Map I.D. No. 13**

This is a modernization need located on the Pendleton-Cold Springs Highway (OR-37) between milepoint 6.70 and 17.50. Improvements to this section would include resurfacing, shoulder widening/reconstruction, and realignment of substandard horizontal and vertical curvature. This section has been identified as a need by Region 5. The estimated project cost is \$10,800,000. (Umatilla County)

**MP 19.5 – Pendleton****Map I.D. No. 14**

This is a modernization need located on the Pendleton-Cold Springs Highway (OR-37) between milepoint 19.50 and 29.00. Improvements to this section would include resurfacing, shoulder widening/reconstruction, and realignment of substandard horizontal and vertical curvature. This section has been identified as a need by Region 5. The estimated project cost is \$4,750,000. (Umatilla County)

**Hinton Creek – Nye****Map I.D. No. 15**

This is a modernization need located on the Heppner Highway (OR-74) between milepoint 47.35 and 83.15. Improvements to this section would include resurfacing, shoulder widening/reconstruction, and realignment of substandard horizontal and vertical curvature. This section has been identified as a need by Region 5. The estimated project cost is \$22,100,000. (Umatilla County)

**WCL Pendleton – SW Court Avenue****Map I.D. No. 16**

This is a modernization need located on the Pendleton Highway (US-30) between milepoint 0.00 and 2.57. Improvements to this section would include construction of additional lanes to existing facility, resurfacing, shoulder work, guardrail, and drainage work. This section has been identified as a need by Region 5. The estimated project cost is \$5,100,000. (Umatilla County)

**Pendleton Paving Project (Phase 3)****Map I.D. No. 17**

This is a modernization need located on the Pendleton Highway (US-30) between milepoint 2.10 and 2.57. Improvements to this section would include overlay, aggregate base, and widening to 4 lanes. This section has been identified as a need by Region 5. The estimated project cost is \$500,000. (Umatilla County)

**Jct. Pendleton-John Day Hwy – Jct. Oregon-Washington Hwy****Map I.D. No. 19**

This is a modernization need located on the Pendleton Highway (US-30) between milepoint 3.80 and 4.60. Improvements to this section would include reconstruction on substantially the same alignment with wider lanes than existing section, alignment corrections, shoulder work, guardrail, and drainage work. This section

has been identified as a need by Region 5. The estimated project cost is \$3,000,000. (Umatilla County)

**Madison/Saylor Road – I-84**

**Map I.D. No. 20**

This is a modernization need located on the Lexington-Echo Highway (State Hwy 320) between milepoint 27.24 and 40.25. Improvements to this section would include pavement reconstruction with alignment improvements. This section has been identified as a need by Region 5. The estimated project cost is \$9,700,000. (Umatilla County)

**Mission Highway (Umatilla Indian Reservation)**

**Map I.D. No. 21**

This is a modernization need located on the Umatilla-Mission Highway (State Hwy 331) between milepoint 0.00 and 4.84. Improvements to this section would include reconstruction on substantially the same alignment with wider lanes than existing section, alignment corrections, shoulder work, guardrail, and drainage work. This section has been identified as a need by Region 5. The estimated project cost is \$2,900,000. (Umatilla County)

**Washington State Line – NW 8<sup>th</sup> Avenue (Milton-Freewater)**

**Map I.D. No. 22**

This is a modernization need located on the Freewater Highway (State Hwy 339) between milepoint 0.00 and 5.25. Improvements to this section would include reconstruction on substantially the same alignment with wider lanes than existing section, alignment corrections, shoulder work, guardrail, and drainage work. This section has been identified as a need by Region 5. The estimated project cost is \$2,400,000. (Umatilla County)

**Barnhart Road Interchange (Pendleton)**

**Map I.D. No. 23**

This is a modernization need located in the city of Pendleton. Improvements to this section would include construction of interchange connection to the Eastern Oregon Region Airport in Pendleton. This section has been identified as a need by the city of Pendleton. The estimated project cost is \$3,200,000. (Umatilla County)

**Diagonal Road – Elm Avenue (Hermiston)**

**Not Shown on Map**

This is a modernization need located on the Hermiston Highway (OR 207) between milepoint 5.50 and 5.80. Improvements to this section would include realigning the six-way intersection at Diagonal Road, Elm Avenue, and Townshend Road. This section has been identified as a need by Region 5 and the city of Hermiston. The estimated cost for this project is \$3,500,000. (Umatilla County)

**Half Bridge – State Line (Rockfall)**

**Not Shown on Map**

This is a modernization need located on US 730 between milepoint 198.10 and 203.28. Improvements to this section would include the construction of a tunnel. This section has been identified as a need by Region 5. The estimated project cost is \$26,000,000. (Umatilla County)

**East 10<sup>th</sup> Street Upgrade (Elm Avenue – Punkin Center Road)**

**Not Shown on Map**

This is a modernization need located on East 10<sup>th</sup> Street in Hermiston. Improvements to this roadway would include an urban upgrade to city street standards. This sections has been identified as a need in the city of Hermiston TSP. The estimated project cost is \$2,654,000. (Umatilla County)

**East 10<sup>th</sup> Street Upgrade (Columbia Drive – Elm Avenue)****Not Shown on Map**

This is a modernization need located on East 10<sup>th</sup> Street in Hermiston. Improvements to this roadway would include an urban upgrade to city street standards. This sections has been identified as a need in the city of Hermiston TSP. The estimated project cost is \$2,542,000. (Umatilla County)

**Umatilla River Bridge****Not Shown on Map**

This is a modernization need located on a new roadway extension along either Elm Avenue or Punkin Center in Hermiston. Improvements would include a new roadway connecting this Hermiston area with Interstate 82 to the west, along with a bridge crossing over the Umatilla River. This project has been identified as a need in the city of Hermiton TSP. The estimated project cost is \$15,941,800. (Umatilla County)

**Preservation Needs – Umatilla County****Umatilla River Bridge – Diagonal Road Section****Map I.D. No. 34**

This is a preservation need located on the Columbia River Highway (US-730) between milepoint 182.60 and 191.34. Improvements to this section would include grind, inlay, overlay, guardrail, signs, and bridge rail. This section has been identified as a need by Region 5. (Umatilla County)

**Meacham Creek – Five Point Creek****Map I.D. No. 35**

This is a preservation need located on the Old Oregon Trail Highway (I-84) between milepoint 237.98 and 253.42. Improvements to this section would include chip seal, guardrail installation, signs, and bridge rail retrofit. This section has been identified as a need by Region 5. (Umatilla County)

**S. Pendleton Interchange – 14<sup>th</sup> Street****Map I.D. No. 36**

This is a preservation need located on the Oregon-Washington Highway (OR-11) between milepoint –1.77 and 0.00. Improvements to this section would include an overlay. This section has been identified as a need by Region 5. (Umatilla County)

**Jct. Pendleton Hwy – MP 1.5****Map I.D. No. 37**

This is a preservation need located on the Oregon-Washington Highway (OR-11) between milepoint 0.00 and 1.50. Improvements to this section would include resurfacing, shoulder work, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**Adams – Jct. Weston-Elgin Highway****Map I.D. No. 38**

This is a preservation need located on the Oregon-Washington Highway (OR-11) between milepoint 16.34 and 20.40. Improvements to this section would include resurfacing, shoulder work, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**S. Main Street (Milton-Freewater) – Walla Walla Valley Railroad****Map I.D. No. 39**

This is a preservation need located on the Oregon-Washington Highway (OR-11) between milepoint 26.90

and 30.62. Improvements to this section would include reconstruction on substantially the same alignment without widening the pavement structure. Drainage deficiencies should be addressed. This section has been identified as a need by Region 5. (Umatilla County)

**Jct. Pendleton Hwy – E. 4<sup>th</sup> Street (Pilot Rock) Section**

**Map I.D. No. 40**

This is a preservation need located on the Pendleton-John Day Highway (US-395) between milepoint 0.00 and 15.05. Improvements to this section would include grind, inlay/overlay, shoulder work, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**Snipe Valley Road – MP 55.60**

**Map I.D. No. 41**

This is a preservation need located on the Pendleton-John Day Highway (US-395) between milepoint 41.96 and 55.60. Improvements to this section would include a chip seal/fog seal. This section has been identified as a need by Region 5. (Umatilla County)

**Columbia River – MP 15.30**

**Map I.D. No. 42**

This is a preservation need located on the Pendleton-Cold Springs Highway (OR-37) between milepoint 0.08 and 15.30. Improvements to this section would include an overlay, placement of aggregate shoulder material, rock cut to improve sight distance, guardrail installation, signs, bridge rail retrofit, shoulder work, and bridge deck work. This section has been identified a need by Region 5. (Umatilla County)

**MP 16.30 – Miller Road Section**

**Map I.D. No. 43**

This is a preservation need located on the Pendleton-Cold Springs Highway (OR-37) between milepoint 16.30 and 27.87. Improvements to this section would include leveling, overlay, signs, guardrail installation, shoulder work, and bridge rail retrofit. This section has been identified as a need by Region 5. (Umatilla County)

**MP 29 – Pendleton Highway**

**Map I.D. No. 44**

This is a preservation need located on the Pendleton-Cold Springs Highway (OR-37) between milepoint 29.00 and 30.88. Improvements to this section would include resurfacing, shoulder work, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**Franklin Summit – Nye Junction**

**Map I.D. No. 45**

This is a preservation need located on the Heppner Highway (OR-74) between milepoint 66.50 and 83.12. Improvements to this section would include leveling, overlay, placement of aggregate shoulder material, and guardrail installation. This section has been identified as a need by Region 5. (Umatilla County)

**SE 4<sup>th</sup> Street (Hermiston) – I-84**

**Map I.D. No. 46**

This is a preservation need located on the Umatilla-Stanfield Highway (State Hwy 54) between milepoint 6.03 and 12.90. Improvements to this section would include reconstruction on substantially the same alignment without widening the pavement structure. Drainage deficiencies should be addressed. This section has been identified as a need by Region 5. (Umatilla County)

**Pendleton Paving Project (Phase 2)**

**Map I.D. No. 47**

This is a preservation need located on the Pendleton Highway (US-30) between milepoint-1.77 and 2.57.

Improvements to this section would include grind and inlay/overlay. This section has been identified as a need by Region 5. (Umatilla County)

**SW Court Avenue (Pendleton) – Jct. Pendleton Hwy Section**

**Map I.D. No. 48**

This is a preservation need located on the Pendleton Highway (US-30) between milepoint 2.57 and 3.80. Improvements to this section would include resurfacing, shoulder work, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**Jct. Oregon-Washington Highway – I-84**

**Map I.D. No. 49**

This is a preservation need located on the Pendleton Highway (US-30) between milepoint 4.60 and 6.60. Improvements to this section would include resurfacing, shoulder work, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**Jct. Heppner Hwy – Madison/Saylor Road**

**Map I.D. No. 50**

This is a preservation need located on the Lexington-Echo Highway (OR-207) between milepoint 0.00 and 27.24. Improvements to this section would include resurfacing, shoulder work, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**MP 6.0 – Basket Mountain Road**

**Map I.D. No. 51**

This is a preservation need located on the Weston-Elgin Highway (OR-204) between milepoint 6.00 and 10.69. Improvements to this section would include minor widening with no additional lanes. This section has been identified as a need by Region 5. (Umatilla County)

**Jct. Hwy No. 8 – Weston Mountain**

**Map I.D. No. 52**

This is a preservation need located on the Weston-Elgin Highway (OR-204) between milepoint 11.34 – 6.00. Improvements to this section would include resurfacing, shoulder widening, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**Duff Road – I-84 Section**

**Map I.D. No. 53**

This is a preservation need located on the Umatilla-Mission Highway (State Hwy 331) between milepoint 0.00 and 4.18. Improvements to this section would include grind, inlay, overlay, placement of aggregate shoulder material, guardrail, signs, and bridge rail. This section has been identified as a need by Region 5. (Umatilla County)

**Washington State Line – Jct. Oregon-Washington Highway Section**

**Map I.D. No. 54**

This is a preservation need located on the Sunnyside-Umapine Highway (State Hwy 332) between milepoint 0.00 and 7.93. Improvements to this section would include resurfacing, shoulder widening, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**Jct. Columbia River Highway – Madison Corner**

**Map I.D. No. 55**

This is a preservation need located on the Hermiston Highway (OR-207) between milepoint 0.00 and 17.98. Improvements to this section would include resurfacing, shoulder widening, guardrail, and drainage work.

This section has been identified as a need by Region 5. (Umatilla County)

**Jct. Pendleton-Cold Springs Hwy – Athena-Holdman Hwy**

**Map I.D. No. 56**

This is a preservation need located on the Athena-Holdman Highway (State Hwy 334) between milepoint 0.00 and 18.16. Improvements to this section would include resurfacing, shoulder widening, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**Havana-Helix Highway Section**

**Map I.D. No. 57**

This is a preservation need located on the Havana-Helix Highway (State Hwy 335) between milepoint 0.00 and 9.79. Improvements to this section would include resurfacing, shoulder widening, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**NW 8<sup>th</sup> Ave. (Milton-Freewater) – Jct. Oregon-Washington Hwy**

**Map I.D. No. 58**

This is a preservation need located on the Freewater Highway (State Hwy 339) between milepoint 3.93 and 5.25. Improvements to this section would include resurfacing, shoulder widening, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**Camas Creek – County Line**

**Map I.D. No. 59**

This is a preservation need located on the Ukiah-Hilgard Highway (OR-244) between milepoint 20.16 and 23.54. Improvements to this section would include an overlay. This section has been identified as a need by Region 5. (Umatilla County)

**Safety Needs – Umatilla County**

**Columbia River Rockfall (Phase 2)**

**Map I.D. No. 62**

This is a safety need located on the Columbia River Highway (US-730) between milepoint 198.15 and 200.30. Improvements to this section would include slope screening placement. This section has been identified as a need by Region 5. (Umatilla County)

**Columbia River Rockfall (Phase 3)**

**Map I.D. No. 63**

This is a safety need located on the Columbia River Highway (US-730) between milepoint 200.30 and 203.05. Improvements to this section would include slope screening placement. This section has been identified as a need by Region 5. (Umatilla County)

**Oregon Trail Highway Rockfall**

**Map I.D. No. 64**

This is a safety need located on the Old Oregon Trail Highway (I-84) between milepoint 227.00 and 229.00. Improvements to this section would include rockfall correction. This section has been identified as a need by Region 5. (Umatilla County)

**Jct. Athena-Holdman Highway Section**

**Map I.D. No. 65**

This is a safety need located on the Oregon-Washington (OR-11) between milepoint 17.36 and 17.48. Improvements to this section would include reconfiguration of the intersection. This section has been identified as a need by Region 5. (Umatilla County)

**Oregon-Washington Highway Rockfall****Map I.D. No. 66**

This is a safety need located on the Oregon-Washington Highway (OR-11) between milepoint 21.91 and 22.00. Improvements to this section would include rockfall correction. This section has been identified as a need by Region 5. (Umatilla County)

**Oregon-Washington Highway Rockfall****Map I.D. No. 67**

This is a safety need located on the Oregon-Washington Highway (OR-11) between milepoint 22.22 and 22.46. Improvements to this section would include rockfall correction. This section has been identified as a need by Region 5. (Umatilla County)

**12<sup>th</sup> Avenue – State Line Road (Milton-Freewater)****Map I.D. No. 68**

This is a safety need located on the Oregon-Washington Highway (OR-11) between milepoint 30.60 and 35.32. Improvements to this section would include sign upgrades. This section has been identified as a need by Region 5. (Umatilla County)

**Oregon-Washington Hwy / SE 10<sup>th</sup> Intersection Improvement****Map I.D. No. 69**

This is a safety need located on the Oregon-Washington Highway (OR-11). Improvements to this section would include intersection improvements. This section has been identified as a need by Region 5. (Umatilla County)

**Perkins Street/US-395 Traffic Signal****Map I.D. No. 70**

This is a safety need located on the Pendleton-John Day Highway (US-395) near milepoint 2.50. Improvements to this section would include traffic signal installation. This section has been identified as a need by Region 5. (Umatilla County)

**US-395/I-84 (Westbound) Traffic Signal****Map I.D. No. 71**

This is a safety need located on the Pendleton-John Day Highway (US-395). Improvements to this section would include traffic signal installation. This section has been identified as a need by Region 5. (Umatilla County)

**Jct. Oregon-Washington Highway (Pendleton)****Map I.D. No. 72**

This is a safety need located on the Pendleton Highway (US-30) between milepoint 4.50 and 4.70. Improvements to this section would include merge lane extension. This section has been identified as a need by Region 5. (Umatilla County)

**Diagonal Road – Elm Avenue****Map I.D. No. 73**

This is a safety need located on the Hermiston Highway (OR-207) between milepoint 5.50 and 5.80. Improvements to this section would include intersection reconstruction. This section has been identified as a need by Region 5. (Umatilla County)

**Interstate Maintenance Needs – Umatilla County****Jct. Columbia River Hwy – Wallowa-Whitman Forest Boundary****Map I.D. No. 89**

This is an interstate maintenance need located on the Old Oregon Trail Highway (I-84) between milepoint 167.58 and 253.03. Improvements to this section would include resurfacing, shoulder work, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**Pioneer Canal – Goad Road Using Section**

**Map I.D. No. 90**

This is an interstate maintenance need located on the Old Oregon Trail Highway (I-84) between milepoint 188.01 and 212.00. Improvements to this section include shoulder paving. This section has been identified as a need by Region 5. (Umatilla County)

**I-84 Climbing Lanes**

**Map I.D. No. 91**

This is an interstate maintenance need located on the Old Oregon Trail Highway (I-84) between milepoint 205.00 and 253.03. Improvements to this section would include construction of climbing lanes at the following locations: 205.00 (westbound) – 207.15 (westbound), 245.80 (westbound) – 248.50 (westbound), 250.40 (westbound) – 253.03 (westbound), and 209.81 (eastbound) – 210.75 (eastbound). This section has been identified as a need by Region 5. (Umatilla County and Union County)

**MP 226 – Meacham Creek**

**Map I.D. No. 92**

This is an interstate maintenance need located on the Old Oregon Trail Highway (I-84) between milepoint 226.00 and 238.00. Improvements to this section would include a crack seal between concrete lanes and paved shoulder. This section has been identified as a need by Region 5. (Umatilla County)

**MP 233 – Meacham Creek**

**Map I.D. No. 93**

This is an interstate maintenance need located on the Old Oregon Trail Highway (I-84) between milepoint 233.00 and 238.00. Improvements to this section would include a fog seal (westbound only). This section has been identified as a need by Region 5. (Umatilla County)

**Meacham Creek – Jct. Ukiah–Hilgard Highway Section**

**Map I.D. No. 94**

This is an interstate maintenance project located on the Old Oregon Trail Highway (I-84) between milepoint 238.00 and 253.00. Improvements to this section include fog seal with choke. This section has been identified as a need by Region 5. (Umatilla County and Union County)

**McNary Highway Section**

**Map I.D. No. 95**

This is an interstate maintenance need located on the McNary Highway (I-82) between milepoint 0.00 and 11.21. Improvements to this section include resurfacing, shoulder work, guardrail, and drainage work. This section has been identified as a need by Region 5. (Umatilla County)

**Bicycle/Pedestrian Needs – Umatilla County**

**Oregon-Washington Hwy/Intercourt (Pendleton)**

**Map I.D. No. 96**

This is a bicycle/pedestrian need located in the city of Pendleton on the Oregon-Washington Highway (OR-11). Improvements to this section would include bicycle/pedestrian improvements at the intersection of the Oregon-Washington Highway and Intercourt Avenue. This section has been identified as a need by the city of Pendleton. (Umatilla County)

**Oregon-Washington Highway (Pendleton)****Map I.D. No. 97**

This is a bicycle/pedestrian need located in the city of Pendleton on the Oregon-Washington Highway (OR-11). Improvements to this section would include bicycle/pedestrian improvements on the Oregon Washington Highway through Pendleton. This section has been identified as a need by the city of Pendleton. (Umatilla County)

**Pendleton Highway Pedestrian Improvements (Pendleton)****Map I.D. No. 98**

This is a bicycle/pedestrian need located in the city of Pendleton on the Pendleton Highway (US-30). Improvements to this section would include accommodation for pedestrians along the Pendleton Highway through Pendleton. This section has been identified as a need by the city of Pendleton. (Umatilla County)

**Pendleton-John Day Highway (Pendleton)****Map I.D. No. 99**

This is a bicycle/pedestrian need located in the city of Pendleton on the Pendleton-John Day Highway (US-395). Improvements to this section would include accommodation for pedestrians along the Pendleton-John Day Highway through Pendleton. This section has been identified as a need by the city of Pendleton. (Umatilla County)

**Stanfield-Hermiston Bicycle/Pedestrian Improvements****Map I.D. No. 100**

This is a bicycle/pedestrian need located in the city of Stanfield on the Pendleton-John Day Highway (US-395). Improvements to this section would include construction of a multi-use path between the existing pathway at Rosalynn Drive and Feedville Road. This section has been identified as a need by the city of Stanfield. (Umatilla County).

**ODOT Bridge Needs**

As part of the ODOT Region 5 needs assessment, bridge needs along state highways were also examined. Excluding all the bridges already identified on the 2000-2003 STIP Update, there is one bridge identified for needed improvements. This bridge is summarized below and can be found on the map supplied by ODOT.

**North Fork Butter Creek Bridge No. 1189****Map I.D. No. 85**

This is a state bridge need located on the Heppner Highway (OR-74) near milepoint 76.63. Improvements to this section would include bridge replacement. This section has been identified as a need by Region 5. (Umatilla County)

***Other Deficient Bridges/Potential Projects***

The ODOT needs assessment for bridge improvements does not include a number of state bridges identified as deficient in the state bridge inspection program. The ODOT needs assessment should include, at least, the remaining bridges identified as being structurally deficient and functionally obsolete. (Replacement of structurally deficient and functionally obsolete bridges should receive higher priority than replacement of bridges with low sufficiency ratings, less than 55.)

There are 11 bridges identified in the state bridge inspection inventory as being functionally obsolete and were not included in the ODOT 2000-2003 STIP Update or ODOT's bridge needs assessment. They are described as follows:

- Bridge #00447 on IRR Emigrant Fort Road over Meacham

- Bridge #02167 on US 30/OR 11 over Pendleton Eastgate
- Bridge #05203A on I-84/US 30 over Westland Irrigation
- Bridge #08498E on US 30 over Meacham
- Bridge #08498W on US 30 over Meacham
- Bridge #08595E on US 30 over Meacham
- Bridge #08595W on US 30 over Meacham
- Bridge #08612 on IRR Conn. Fr. Road over East Emigrant
- Bridge #08929 on OR 11 over Weston
- Bridge #09520 on I-84/US 395 over Highway and Union Pacific Railroad
- Bridge #09520A on I-84/US 395 over Highway and Union Pacific Railroad.

There are three bridges identified in the state bridge inspection inventory as having a sufficiency rating less than 55 and were not included in the ODOT 2000-2003 STIP Update or ODOT's bridge needs assessment. They are described as follows:

- Bridge #04728 on US 395 (Pendleton-John Day Hwy) over Camas Creek
- Bridge #04729 on US 395 (Pendleton-John Day Hwy) over North Fork John Day River
- Bridge #04713 on US 395 (Pendleton-John Day Hwy) over the Webb Slough.

#### ***Access Management Plan for State Highways***

Although state highways comprise some of the most important routes in the Umatilla County transportation system, these highways are under the state's (ODOT's) jurisdiction and are subject to access management categories determined by that agency. The general access management standards recommended in this plan correspond to the *1999 Oregon Highway Plan* (OHP). The 1999 OHP specifies access management spacing standards for state facilities. Although Umatilla County may designate state highways as arterial roadways within their transportation systems, access management for these facilities follow the Access Spacing Standards of the 1999 Oregon Highway Plan. The following tables shows the OHP access management spacing standards for highways of different classifications.

Insert Access Spacing Tables from the 1999 Oregon Highway Plan

**TABLE B-6**  
**OREGON HIGHWAY PLAN ACCESS MANAGEMENT CATEGORIES AND STANDARDS**

INTERSECTIONS									
Category	Access Treatment	LOI	Urban Rural	Public Road Type	Public Road pacing	Private Road Type	Private Road pacing	Signal Spacing	Median Control
1	Full Control (Freeway)	Interstate/ Statewide	U	Interchange	2-3 Mi.	None	NA	None	Full
			R	Interchange	3-8 Mi.	None	NA	None	Full
2	Full Control (Expressway)	Statewide	U	At grade/ Interchange	½-2 Mi.	None	NA	½-2 Mi.	Full
			R	At grade/ Interchange	1-5 Mi.	None	NA	None	Full
3	Limited Control (Expressway)	Statewide	U	At grade/ Interchange	½-1 Mi.	Rt. Turns	800 ft.	½-1 Mi.	Partial
			R	At grade/ Interchange	1-3 Mi.	Rt. Turns	1200 ft.	None	Partial
4	Limited Control	Statewide/ Regional	U	At grade/ Interchange	¼ Mi.	Lt./Rt. Turns	500 ft.	½ Mi.	Partial/None
			R	At grade/ Interchange	1 Mi.	Lt./Rt. Turns	1200 ft.	None	Partial/None
5	Partial Control	Regional/ District	U	At grade	¼ Mi.	Lt./Rt. Turns	300 ft.	¼ Mi.	None
			R	At grade	½ Mi.	Lt./Rt. Turns	500 ft.	½ Mi.	None
6	Partial Control	District	U	At grade	500'	Lt./Rt. Turns	150 ft.	¼ Mi.	None
			R	At grade	¼ Mi.	Lt./Rt. Turns	300 ft.	½ Mi.	None

Source: 1991 Oregon Highway Plan, ODOT

The OHP provides more than one appropriate access management classification for highways based upon their levels of importance. Therefore, the TSP recommends which access management categories are appropriate for the highways based on the OHP guidelines, development levels, and previously written transportation plans. Recommendations for level of importance and access management categories for the county's highways are listed in Table B-7. ODOT is ultimately responsible for determining the appropriate access management category for each highway.

**TABLE B-7  
HIGHWAY LEVELS OF IMPORTANCE AND RECOMMENDED ACCESS  
MANAGEMENT CATEGORIES**

State Highway Number (Name)	Level of Importance	Recommended OHP Access Management Categories (Urban and Rural Areas)
I-84 ( <i>Oregon Trail Hwy.</i> )	Interstate	Category 1
I-82 ( <i>McNary Hwy.</i> )	Interstate	Category 1
US 395 ( <i>Pendleton-John Day Hwy.</i> )	Statewide	Category 4
US 395 ( <i>Umatilla-Stanfield Hwy.</i> )	Regional	Categories 4 and 5 <sup>(1)</sup>
US 730 ( <i>Columbia River Hwy.</i> )	Regional	Categories 4 and 5
OR 11 ( <i>OR-WA Hwy.</i> )	Statewide	Category 4 <sup>(2)</sup>
OR 37 ( <i>Pendleton-Cold Springs Hwy.</i> )	District	Category 6
OR 74 ( <i>Heppner Hwy.</i> )	District	Category 6
OR 204 ( <i>Weston-Elgin Hwy.</i> )	Regional	Category 5
OR 207 ( <i>Hermiston Hwy.</i> )	Regional	Category 4
Lexington-Echo Hwy. - Madison Rd. to Echo to I-84	District	Category 6
OR 244 ( <i>Ukiah-Hilgard Hwy.</i> )	District	Category 6
Highway 331 ( <i>Umatilla-Mission Hwy.</i> )	District	Category 6
Highway 334 ( <i>Athena-Holdman Hwy.</i> )	District	Category 6
Highway 335 ( <i>Havana-Helix Hwy.</i> )	District	Category 6
Highway 339 ( <i>Freewater Hwy.</i> )	District	Category 6 <sup>(3)</sup>
Highway 332 ( <i>Sunnyside-Umapine Hwy.</i> )	District	Category 6 <sup>(3)</sup>

- (1) The Regional Level of Importance and associated categories were designated in the Hermiston-Umatilla Highway 395 Corridor Land Use/Transportation Plan.
- (2) Category 4 (Urban) was recommended for OR 11 north of Milton-Freewater in the Milton-Freewater/Stateline Highway 11 Corridor Land Use and Transportation Plan.
- (3) As recommended in the Milton-Freewater/Stateline Highway 11 Corridor Land Use and Transportation Plan