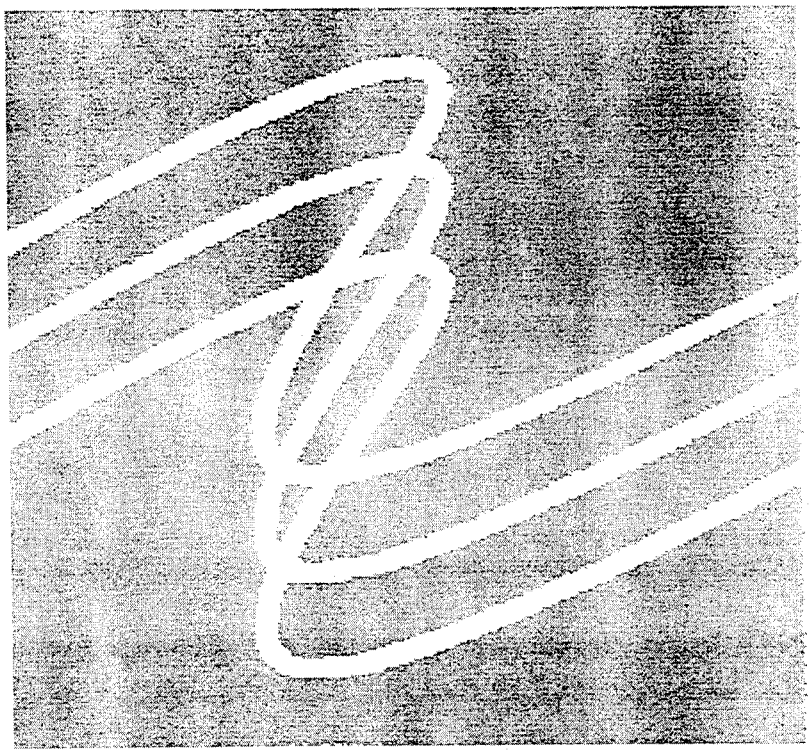
LA GRANDE – WALLOWA LAKE (OREGON HIGHWAY 82) CORRIDOR PLAN

VOLUME 1 CORRIDOR PLAN



An Element of the Oregon Transportation Plan

Oregon Department of Transportation
Region 5

October 1999

Copyright © 1999 by Oregon Department of Transportation. Permission is given to quote and reproduce parts of this document if credit is given to source.

This project was funded in part by the Federal Administration U.S.D.O.T.

To obtain additional copies of this plan, contact:

Oregon Department of Transportation
Region 5
3012 Island Avenue
La Grande, Oregon 97850

Phone: (541) 963-3177
Fax: (541) 963-9079

LA GRANDE-WALLOWA LAKE
(Oregon Highway 82)
CORRIDOR PLAN

VOLUME 1

CORRIDOR PLAN

An Element of the Oregon Transportation Plan

Adopted by the Oregon Transportation Commission

Implementation of the Corridor Plan is dependent upon the availability of funding. Adoption of the plan by the Oregon Transportation Commission does not guarantee adequate financial resources to carry out the projects nor can the Commission commit the financial resources of other agencies or public bodies.

Oregon Department of Transportation Commission
Region 5

ACKNOWLEDGEMENTS

Oregon Transportation Commission

Henry Hewitt, Chairman
Susan Brody, Vice-chairman
Steven Corey
Stuart Foster
John Russell

Corridor Management Team

Union County	Hanley Jenkins	Planning Director
Wallowa County	Diane Shelter	Former Planning Director
City of Elgin	Joe Garlitz	City Recorder/Administrator
City of Imbler	Ruth Zemke	City Recorder
	Darlene Morgan	Mayor
City of Island City	Dale Delong	Mayor
City of La Grande	Dan Moore	Former City Planner
City of Enterprise	Dawson Neil	Former Public Works Director
	Irving Nuss	City Councilor
City of Joseph	Shelly Curtis	Former Mayor
	Ken Roberts	Former Mayor
City of Lostine	Diana Barney	Mayor
City of Wallowa	Leon Fischer	Former Mayor

State/Federal Agencies

OSU Extension Service	Gordon Cook
Soil Conservation Service	Sarah Hendrickson
Oregon Department of Fish and Wildlife	Bill Knox
Wallowa Whitman National Forest	Donna Matlon
Bureau of Land Management	Mary Olman
Wallowa Lake State Park	Ken Phifer
Wallowa Whitman National Forest	Jimmy Roberts
Oregon Department of Parks and Recreation	Rick Taylor
Oregon Department of Fish and Wildlife	Jeff Zakel
Grande Ronde Model Watershed Program	Lew Wallenmeyer

Native American Tribes

CONFEDERATED TRIBES OF THE UMATILLA INDIAN RESERVATION (CTUIR)

Former Tribal Chairman	Donald Sampson
Department of Natural Resources, Director	Michael Farrow
Environmental Planning Program Manager	Rick George
Cultural Resources Program Manager	Jeff Van Pelt

NEZ PERCE TRIBE

Cultural Resources Program Manager	Chris Web

ACKNOWLEDGEMENTS
Continued

Consultants for the Technical Element

OTAK
Roger Millar, Jennifer Snyder, Jerry Offer,

KITTLESON & ASSOCIATES
Alan Danaher, Phil Worth

Consultant for Public and Agency Involvement

PACIFIC RIM RESOURCES
Sumner Sharpe, Margaret Strachan, Stephanie Lawson

Oregon Department of Transportation Staff

Region 5	Tom Schuft	Region Manager
Region 5	Bill Barnett	Planning/Program Manager
Region 5	John Preston	Former Region Planner
Region 5	Teresa Penninger	Region Planner
District 13	Mike Buchanan	District Manager

ACRONYMS/TERMINOLOGY

The following acronyms and terms are used throughout this document:

CIP	Capital Improvement Program
Corridor	La Grande-Wallowa Lake (OR 82) Corridor
CMT	Corridor Management Team
HPMS	Highway Performance Monitoring System
LOS	Level of Service
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
STIP	Statewide Transportation Improvement Program
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TPR	Transportation Planning Rule
TSM	Transportation System Management
TSP	Transportation System Plan

TABLE OF CONTENTS

EXECUTIVE SUMMARY E.S. 1

A. Corridor Plan Purpose and Scope E.S. 1
B. Corridor Planning Process E.S. 2
C. Corridor Overview E.S. 4
D. Assumptions E.S. 7
E. Key Management Themes E.S. 7
F. Project Priorities and Funding E.S. 8

INTRODUCTION

A. Purpose and Scope I.1
B. Corridor Planning Concept I.2
C. Overview of Corridor Planning Process I.3
D. Revision & Amendment Process I.4

CORRIDOR OVERVIEW

A. Corridor Description II.1
B. Corridor Role II.2
C. Existing Conditions II.2
D. Key Management Assumptions and Themes II.8
E. Financial Constraints II.9

CORRIDOR MANAGEMENT

A. Overall Management Direction III.1
B. Corridor Plan Objectives III.3

CORRIDOR MAPPING AND DECISION DETAILS

A. Description of Process IV.1
B. Matrix of Objectives and Solutions IV.2
C. Solution List by Funding Priority IV.5
D. Decision Mapping IV.8

TABLE OF CONTENTS Cont.

TABLES

1.	Corridor Segments	II.3
2.	Starewide Annual Funding Allocation	II.10
3.	Corridor Annual Funding Allocation	II.10
4.	Projected Modernization Funding Forecast	II.10
5.	Relationship of Funding Categories	II.11
6.	Corridor Decision Categories	IV.2
7.	Decision Identification Matrix	IV.4
8.	Solution List	IV.6

FIGURES

1.	Corridor Planning Process	I.3
3.	Corridor Segments	II.3
4.	Segment 1	II.12
5.	Segment 1 (cont.)/Segment 2/Segment 3	II.13
6.	Segment 3 (cont.)/Segment 4	II.14
7.	Segment 4 (cont.)	II.15
8.	Segment 4 (cont.)/Segment 5	II.16
9.	Segment 5 (cont.)	II.17
10.-15.	Location of Solutions Mapping	IV.9

Corridor Plan Organization

The La Grande-Wallowa Lake Corridor Plan is organized into three volumes. The first Volume is titled *Corridor Plan* and is the heart of the Plan. Volume 1 includes an introduction (Chapter I), an overview of the Corridor (Chapter II), direction for management of the Corridor (Chapter III), and Corridor Decisions (Chapter IV).

Chapter III presents the overall management direction for the corridor, along with specific management objectives for all the issues identified in the Plan. Chapter IV provides detail on implementing the objectives, including a matrix of solutions for each objective, a prioritized list of all the solutions, and maps showing the location of all the solutions in the Corridor. Volume 1 documents the decisions made in the Corridor Plan to be adopted by the Oregon Transportation Commission.

Volume 2 is titled *Supporting Documentation,* and provides additional details on the decisions in Volume 1. It also provides the adopted findings of consistency with other state and local plans and policies. Key chapters in Volume 2 include: Chapter I – Development of Corridor plan Objectives and Implementation Program, Chapter II – Decision Detail Sheets, and Chapter III – Consistency Analysis.

Chapter 1 presents details on existing policy direction, issues, opportunities, and constraints present in the Corridor that led to a recommendation to adopt a given objective and solution or project. Chapter II presents a single page summary of information on each individual solution or project in the Plan. Chapter III provides a review of consistency with all relevant federal, state, and local plans. Volume 2 will be particularly useful for local planners and project development staff (engineers, environmentalists, etc.) as the plan is implemented, as it includes details on the solutions as well as information on planning requirements needed to implement the projects. There is also information useful to ODOT Maintenance Districts for both day-to-day practices and for several minor projects that can be implemented by District staff.

Finally, Volume 3 is titled *Technical Appendices* and will include additional details, data and technical memoranda on a variety of topics, such as:

1. Glossary
2. Implementing Documentation
3. Transportation System Plans
4. Refinement Plans
5. Public Involvement Documentation / Committee Rosters
6. Economic Analysis
7. Potential Development Impact Analysis (PDIA)
8. Environmental Overview / Analysis
9. Established Plan Requirements
10. Highway Performance Monitoring System (OPMS) Data
11. Safety Data
12. Traffic Operations Data
13. Sources of Information
14. Issues, Opportunities, Constraints

LA GRANDE-WALLOWA LAKE
(Oregon Highway 82)
CORRIDOR PLAN

Executive Summary

An Element of the Oregon Transportation Plan

Oregon Department of Transportation
Region 5

October 1999

EXECUTIVE SUMMARY

		Page
A.	Corridor Plan Purpose and Scope	E.S. 1
B.	Corridor Planning Process	E.S. 2
C.	Corridor Overview	E.S. 4
D.	Assumptions	E.S. 7
E.	Key Management Themes	E.S. 7
F.	Project Priorities and Funding	E.S. 8

EXECUTIVE SUMMARY

A. INTRODUCTION

Corridor Plan Purpose and Scope

The La Grande-Wallowa Lake (OR 82) Corridor Plan is the product of a cooperative effort between the Oregon Department of Transportation (ODOT), ten local governments, two Native American tribes, interest groups, statewide agency and stakeholder committees, and the general public to develop a long-term program for management of and improvements to the La Grande-Wallowa Lake Corridor. This Corridor Plan is one of over 30 similar plans being prepared by ODOT statewide for key transportation corridors identified in the Oregon Transportation Plan (OTP) and for urban area arterials and interchange areas where development pressures have threatened operation. In ODOT Region 5, there are seven priority corridors, including the La Grande-Wallowa Lake (OR 82) Corridor. Corridor planning is a new approach to transportation planning in which ODOT and the communities bordering major transportation corridors work together to create plans for managing and improving transportation modes along the entire corridors.

The purpose of the Corridor Plan is to establish both short and long-term management direction for all modes of transportation in the corridor and to make major transportation tradeoff decisions. Management objectives address the corridor as a whole, as well as specific sites and transportation improvements. The Corridor Plan also identifies priorities and timing for the various actions and responsible public agencies and other service providers.

A primary goal of this multi-modal Corridor Plan is to manage growth in travel in the Corridor, while making wise use of scarce resources to fund needed improvements. The Plan emphasizes managing the highway facilities that currently exist without substantial increases in capacity or construction of new facilities. This is achieved by strengthening the role of alternative modes of transportation, improving facility operations, and managing demand through appropriate land use.

Prioritized improvements to corridor facilities, systems and management identified in the Corridor Plan provide the basis for updating the Statewide Transportation Improvement Program (STIP), which, in turn, is the basis for distributing the State's limited transportation resources. Corridor planning helps ODOT, with the cooperation of local governments and input from the citizens of Oregon, make difficult funding decisions necessary to build and maintain a statewide transportation system that meets the growing demand for transportation for the next 20 years. However, inclusion of any improvements in the corridor plan does not represent a funding commitment by ODOT or any local government until programmed in the (STIP), and/or a local capital improvement program (CIP).

Key elements of the Corridor Plan include:

- Description of existing and future conditions for all modes in the corridor;
- Forecasts of future available funding for transportation projects in the corridor;
- Summary of existing state, and local policy direction and analysis of its compliance or consistency with the Corridor Plan;
- Corridor Plan objectives that define the policy direction for all modes in the corridor, as well as for several functional issues such as connectivity, congestion and environmental and energy impacts;
- Solutions or implementation programs comprised of proposed projects, strategies and other actions to be taken to implement the Corridor Plan objectives;

- Prioritization of improvement projects based upon scenarios of anticipated available funding; and
- Detailed information and mapping for all projects

The La Grande-Wallowa Lake Corridor Plan builds on the strategies and policies found in the Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP) and other modal plans. It has also been closely coordinated with the development of local transportation system plans (TSPs). Through this local transportation system planning and refinement planning for the corridor plan, periodic review, and local plan amendments, ODOT and the local governments in the corridor are cooperatively working together to ensure that city and county comprehensive plans and zoning ordinances achieve Corridor Plan management objectives. The Oregon Transportation Commission (OTC) will adopt the final Corridor Plan as an element of the OTP.

B. CORRIDOR PLANNING PROCESS

Corridor Planning Concept

A corridor plan is a long-range (20-year) program for managing transportation systems that move people, goods and services within a specific transportation corridor. While many modes of transportation and transportation facilities are not owned or operated by the state (e.g., railroads, transit systems, port facilities), the state has a special interest in their performance given their interaction with ODOT facilities and collective significance to the statewide transportation system.

Benefits of long-term planning for the La Grande-Wallowa Lake Corridor include:

Resolution of Major Planning Issues Prior to the Initiation of Project Development. Consensus among local, regional and state governments regarding project purpose and needs is essential to successful project development. Corridor planning provides a framework within which individual projects located in corridor communities can be reviewed and prioritized.

Protection of Transportation Investments. To prevent premature obsolescence of highways and other facilities, corridor planning examines alternate means to accommodate transportation needs with and without capital-intensive improvements. Alternatives such as access management, utilization of parallel local streets, reconfigured land use patterns and demand management programs (i.e., rideshare, public transportation, flex-time, etc.) are considered in lieu of or in addition to major capital improvements.

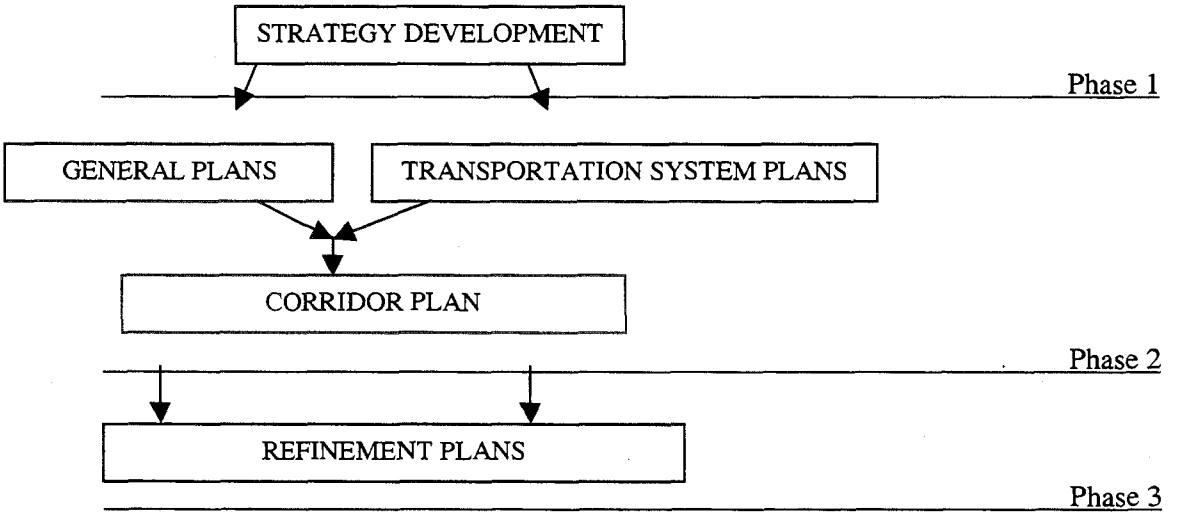
Partnerships with Diverse Public and Private Agencies and Organizations. Corridor planning provides a forum for resolution of policy issues and negotiation of strategic partnerships between organizations striving to fulfill complementary missions with limited resources. Examples include local, state and federal agencies, Native American tribes, and transportation associations.

There are several federal and state mandates impacting how corridor planning is to be undertaken. The three most important of these are: the 1998 Transportation Equity Act (TEA-21); the Oregon Transportation Plan (OTP); and the Oregon Transportation Planning Rule (TPR). While very different policy initiatives, all three share several common requirements: 1) transportation plans should provide a balanced transportation system providing transportation options; 2) transportation plans should reduce reliance upon the single-occupant vehicle and increase the opportunity for modal choice; and 3) transportation plans should be coordinated with land use plans and address the environmental, social, economic, and energy consequences of proposed actions.

Corridor Planning Process

The corridor planning process recognizes that different segments of the La Grande-Wallowa Lake Corridor require differing levels of study to develop a corridor-wide long-range plan. Thus, corridor planning moves from the general to the specific in a three-phased process (illustrated below). It is important to note that this planning may not occur in a linear fashion, i.e., that activities described in Phase 1 may occur after some Phase 2 or Phase 3 planning activities.

- Identification, in a Corridor Strategy, of significant corridor-wide issues and strategies to address those issues;
- Preparation of two types of Transportation System Plans—General Plans for counties and Systems Plans for cities; and
- Resolution of any outstanding environmental, land use or other issues through Refinement Plans.



This Corridor Plan has been developed with the active involvement of local and regional governments in the corridor, interest groups, statewide agency and stakeholder committees, and the general public. Public comment received throughout the planning process through newsletter survey responses, open houses, letters and phone calls has been incorporated into issues and objectives. A Corridor Management Team (CMT) is the primary author of the draft Corridor Plan. The CMT (see acknowledgements page for a listing of members) will remain active for future revisions to the Corridor Plan as necessary.

Key steps in development of the Corridor Plan included:

- Research and analysis of existing conditions and future opportunities and constraints.
- Endorsement of the Interim Corridor Strategy by local governments in the corridor and by the Oregon Transportation Commission.
- Analyses, or refinement studies, in a number of areas identified by the CMT as needing further study before implementation strategies could be identified and prioritized. As a result, ODOT undertook analysis of the potential passing lanes within the corridor.
- Development by local governments of Transportation System Plans (TSPs). Each city and county within the corridor has developed a plan for the transportation system within its boundaries.

- Identification of specific strategies and improvement projects to implement the Interim Corridor Strategy objectives and prioritization of improvement projects based upon scenarios of anticipated available funding.
- Incorporation of these elements into a draft Corridor Plan.
- Following public and agency review, endorsement of the Corridor Plan by local governments and adoption by the Oregon Transportation Committee (OTC).
- As needed, refinement planning to address special issues. These refinement plans will then be folded into the Corridor Plan. An example of a refinement plan would be development of an access management program for Island Avenue in La Grande.

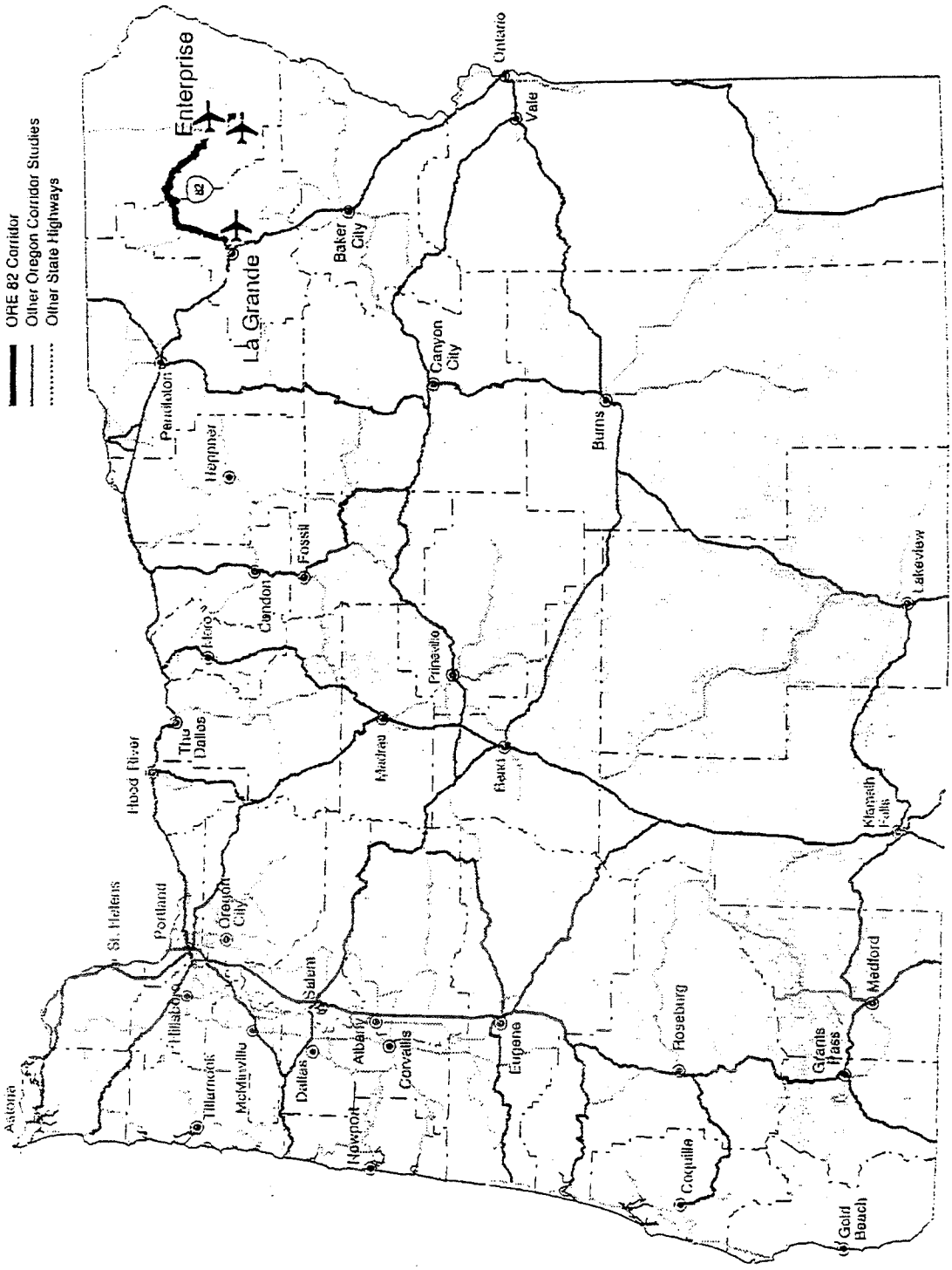
Implementation of the La Grande-Wallowa Lake (OR 82) Corridor Plan will occur over many years. During that time, it will be necessary to update and revise the Plan to reflect changing conditions and policy direction or to better achieve Plan objectives. Refinement planning will also occur to address outstanding environmental land use or other issues. Agency and public input will be solicited during refinement planning and Corridor Plan updates.

C. CORRIDOR OVERVIEW

Role/Functions

The La Grande to Wallowa Lake (OR 82) Corridor (Figure 1) serves both urban and rural transportation needs. Though multi-modal, the corridor is dominated by auto use on OR 82, which is part of the State Highway System. The corridor serves a variety of activities critical to the state. OR 82 provides the only direct connection between communities in Wallowa County and those in Union County, as well as the only direct connection between Wallowa County and I-84. OR 82 is also a major summer and winter recreation route for activities in the Wallowa –Whitman National Forest, the Eagle Cap Wilderness and at the Wallowa Lake State Park. The Corridor passes over difficult terrain and environmentally sensitive areas, the needs of which must be balanced with the need to maintain connectivity. As part of the Hells Canyon Scenic Byway, OR 82 also provides access to the Hells Canyon National Recreation Area via connection with OR 350. OR 82 further connects Wallow and Union Counties to Lewiston and southwest Idaho via connection with OR 3 and to southwest Washington via connections with OR 204.

- **Figure 1: Corridor Vicinity Map**



Among the La Grande to Wallowa Lake (OR 82) Corridor's functions are:

- Connection between major communities in Union and Wallowa Counties;
- Primary connection to I-84 from Wallowa County;
- Access to Wallowa-Whitman National Forest, Eagle Cap Wilderness and Wallowa Lake State Park;
- Scenic Byway and access to Hells Canyon National Recreation Area;
- Truck route, serving lumber mills, and farms and ranches in the Grande Ronde and Wallowa Valleys.

Transportation Facilities and Services

Highways

Highway 82, the Wallowa Lake Highway, is the primary transportation facility in the corridor, serving automobile, truck, public transportation, bicycle and pedestrian modes. Highway 82 originates at the US Highway 30 intersection in downtown La Grande and ends 71.42 miles east at the intersection of Highway 82 and the Little Sheep Creek Highway in Joseph. From Joseph to Wallowa Lake (6.94 miles), the primary transportation facility is Oregon Highway 351, the Joseph-Wallowa Lake Highway.

OR 82 is identified in the 1999 Oregon Highway Plan as a Highway of Statewide Importance, meaning that it provides connections to larger urban areas, ports and major recreation areas not served by interstate highways. OR 82 is principally a two-lane route with occasional passing lanes, except for the area between I-84 and Island City where it is five lanes.

Transit Services

Wallowa Valley Stage Lines operates one round trip bus daily (except Sundays and holidays) along Highway 82 between La Grande and Joseph with stops in Imbler, Elgin, Wallowa, Lostine and Enterprise. Greyhound Bus Lines provides east-west service along Interstate 84 several times daily to La Grande.

Rail Service

The Union Pacific Railroad east-west mainline provides freight rail service to La Grande. The Idaho Northern and Pacific Railroad (INP) is a short line railroad which roughly parallels Highway 82 between the INP interchange with the Union Pacific Railroad in La Grande and Joseph. Due to a reduction in use attributed to mill closures, the INP successfully petitioned for abandonment of the Elgin-to-Joseph branch line, granted in March, 1997.

Prior to cancellation in the spring of 1997, Amtrak provided east-west passenger rail service three times per week to La Grande from Portland and Boise.

Air Service

There is no commercial air passenger service in the corridor. General aviation service is provided at the La Grande/Union County Airport, the Enterprise Municipal Airport and the Joseph State Airport.

Bicycle System

Both commuting and recreational bicycle use occurs in the Corridor. Bicyclists commonly use local streets within the urban areas. Along OR 82, bicycling facilities consist of shared roadways and shoulders. OR 82 and OR 351 were shown to have deficient shoulders for bicycle use. Sixty-one (61) percent of the shoulder miles on OR 82 and 64 percent of the shoulder miles on OR 351 are four feet or less in width.

Pedestrian System

Outside of shoulders, pedestrian facilities are not provided along OR 82. Most of the local pedestrian activity in the Corridor occurs in cities where sidewalks, pedestrian crosswalks, and other facilities are present. Many of these facilities are not ADA compliant. Distances between rural destinations make pedestrian activity impractical in much of the corridor except along OR 351 around Wallowa Lake.

D. ASSUMPTIONS

This Corridor Plan makes a number of assumptions based upon findings and conclusions identified through the Corridor Plan process. These assumptions include:

- Projected population and traffic growth in the corridor will not result in unacceptable highway capacity or level of service on the existing Highway 82 over the next 20 years.
- Investment in geometric and capacity improvements and management techniques for Highway 82 have little impact on travel time, vehicle operating cost or highway congestion.
- Timber, agriculture and tourism generate a traffic mix that is often in conflict because of speed differentials, familiarity with the corridor, and the ability to climb steep grades.
- Traffic congestion in the Island City Strip area is unique in the corridor.
- Highway traffic, particularly truck traffic, through the communities along the corridor conflict with the pedestrian and local traffic.
- Bicycle facilities in the corridor are inadequate.
- Transportation disadvantaged populations rely on an informal network of service providers.
- Connections between modes of travel are minimal and could be improved. Travel by means other than the automobile takes an excessive amount of time.
- Highway 82 and the INP provide opportunities for public access to potential environmental and cultural interpretive sites in the corridor.

E. KEY MANAGEMENT THEMES

A wide variety of objectives have been developed to address the various elements of the Corridor's transportation system. A primary goal of this multi-modal Corridor Plan is to maintain the condition and increase the functionality of existing transportation facilities. The Plan emphasizes managing the highway facilities that currently exist without substantial increases in capacity or construction of new facilities. This is achieved by investing in highway safety, improving facility operations, preserving, and where practical, enhancing alternative modes of transportation.

- Investment should be made in highway safety, specifically the resolution of issues including inadequate roadway/shoulder widths, driving hazards (i.e., icing, falling rock, roadkill areas) and turning lanes/intersection design.
- Rail service in the corridor should be preserved and, where practical, enhanced.
- Air service in the corridor should be maintained and/or enhanced for general aviation, medical evacuation and forest fire suppression purposes.

- Transportation facility operation, preservation and improvement should be conducted with sensitivity to the corridor's significant environmental and cultural resources.

F. PROJECT PRIORITIES AND FUNDING

As noted earlier, limited revenues necessitate managing and improving the existing transportation services and facilities within the Corridor to accommodate the anticipated growth in travel. Accordingly, the Corridor Plan allocates state resources to highway projects according to the following priorities:

(1) Maintenance of the existing facility to ensure that it remains safe and functional, e.g. fixing potholes.
(2) Preservation of the roadway by investing in roadbed and pavement reconstruction as needed to minimize maintenance costs;
(3) Transportation system management to optimize existing highway capacity;
(4) Safety and capacity improvements; and
(5) Projects that support economic development, particularly recreation and tourism.

The projected total costs for the needs identified during the Corridor Plan process is over $48 million. Implementation projects have been prioritized in the Corridor Plan based upon projected available funding over the planning horizon. Funding forecasts are based upon traditional funding distributions among ODOT Regions, within each Region, between urban/rural and among rural counties, and finally to various facilities.

The highest priority projects are placed in the **Committed** and **Constrained** funding category, meaning they would all be expected to be implemented over the 20-year planning period. Committed projects are already funded in the current STIP. Constrained modernization projects, totaling $7.4 million, would be implemented in later years of the STIP and are still subject to funding authorization. Next in priority are **Strategic** funding projects that will require new sources of funding in order to be implemented in the intermediate-to-long-term. All remaining projects are considered **Unconstrained**. Based upon current revenue forecasts (including all reasonable additional sources of revenue), these projects are NOT likely to be funded within the 20-year planning horizon. The term "Unconstrained" means that if ODOT had all the funding to meet all Corridor needs, that all projects could be funded.

The highest priority projects are listed in the table below. Costs are preliminary estimates based upon information provided by local governments or developed by ODOT. Local contributions to project costs could result in adjustments to the prioritization of projects. That is, given ODOT's limited resources, the greater the "local match", the higher the likelihood of implementing the project.

PRIORITY PROJECTS BY FUNDING CATEGORY

Constrained (current planned revenue)							
Project No.	Location	Improvement	Cost ($000)	Project No.	Location	Improvement	Cost ($000)
Modernization				*Other*			
PG 5	*La Grande*	Implement improvements identified in the La Grande/Island City Detailed Access Management Circulation Plan including traffic signalization and improvements to local street system.	$5,000	PG3	*Elgin-Joseph*	Acquire INP Railroad right-of-way.	$2,500
PJ 9	*Minam-Wallowa*	Construct eastbound and westbound passing lanes.	$2,400				
		TOTAL	**$7,400**			TOTAL	**$2,500**

LA GRANDE-WALLOWA LAKE
(Oregon Highway 82)
CORRIDOR PLAN

Introduction

An Element of the Oregon Transportation Plan

Oregon Department of Transportation
Region 5

October 1999

INTRODUCTION

A.	Purpose and Scope	I.1
B.	Corridor Planning Concept	I.2
C.	Overview of Corridor Planning Process	I.3
D.	Revision & Amendment Process	I.4

List of Figures

Figure 1.	Corridor Planning Process	I.3

A. PURPOSE AND SCOPE

The La Grande-Wallowa Lake (OR 82) Corridor Plan is the product of a cooperative effort between the Oregon Department of Transportation (ODOT), ten local governments, two Native American tribes, interest groups, statewide agency and stakeholder committees, and the general public to develop a long-term program for management of and improvements to the La Grande-Wallowa Lake Corridor. This Corridor Plan is one of over 30 similar plans being prepared by ODOT statewide for key transportation corridors identified in the Oregon Transportation Plan (OTP) and for urban area arterials and interchange areas where development pressures have threatened operation. In ODOT Region 5, there are seven priority corridors, including the La Grande-Wallowa Lake (OR 82) Corridor. Corridor planning is a new approach to transportation planning in which ODOT and the communities bordering major transportation corridors work together to create plans for managing and improving transportation modes along the entire corridors.

The purpose of the Corridor Plan is to establish both short and long-term management direction for all modes of transportation in the corridor and to make major transportation tradeoff decisions. Management objectives address the corridor as a whole, as well as specific sites and transportation improvements. The Corridor Plan also identifies priorities and timing for the various actions and responsible public agencies and other service providers.

A primary goal of this multi-modal Corridor Plan is to manage growth in travel in the Corridor, while making wise use of scarce resources to fund needed improvements. The Plan emphasizes managing the highway facilities that currently exist without substantial increases in capacity or construction of new facilities. This is achieved by strengthening the role of alternative modes of transportation, improving facility operations, and managing demand through appropriate land use.

Prioritized improvements to corridor facilities, systems and management identified in the Corridor Plan provide the basis for updating the Statewide Transportation Improvement Program (STIP), which, in turn, is the basis for distributing the State's limited transportation resources. Corridor planning helps ODOT, with the cooperation of local governments and input from the citizens of Oregon, make difficult funding decisions necessary to build and maintain a statewide transportation system that meets the growing demand for transportation for the next 20 years. Inclusion of any improvements in the corridor plan does not represent a funding commitment by ODOT or any local government, however, until programmed in the (STIP), and/or a local capital improvement program (CIP).

Key elements of the Corridor Plan include:

- Description of existing and future conditions for all modes in the corridor;
- Forecasts of future available funding for transportation projects in the corridor;
- Summary of existing state, and local policy direction and analysis of its compliance or consistency with the Corridor Plan;
- Corridor Plan objectives that define the policy direction for all modes in the corridor, as well as for several functional issues such as connectivity, congestion and environmental and energy impacts;
- Solutions or implementation programs comprised of proposed projects, strategies and other actions to be taken to implement the Corridor Plan objectives;
- Prioritization of improvement projects based upon scenarios of anticipated available funding; and
- Detailed information and mapping for all projects.

The La Grande-Wallowa Lake Corridor Plan builds on the strategies and policies found in the Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP) and other modal plans. It has also been closely coordinated with the development of local transportation system plans (TSPs). Through this local transportation system planning and refinement planning for the corridor plan, periodic review, and local plan amendments, ODOT and the local governments in the corridor are cooperatively working together to ensure that city and county comprehensive plans and zoning ordinances achieve Corridor Plan management objectives. The Oregon Transportation Commission (OTC) will adopt the final Corridor Plan as an element of the OTP.

B. CORRIDOR PLANNING CONCEPT

A corridor plan is a long-range (20-year) program for managing transportation systems that move people, goods and services within a specific transportation corridor. Transportation *corridors* are defined as broad geographic areas served by various transportation systems that provide important connections between regions of the state for passengers, goods, and services. Transportation *facilities* are defined as individual modal or multi-modal conveyances and terminals; within a corridor, facilities may be of local, regional, or statewide importance. Examples of facilities are highways, rail transit lines, transit stations, and bicycle paths. Transportation *systems* are defined as networks of transportation links, services, and facilities that collectively are of statewide importance even though the individual components in the system may be of only local or regional significance. Examples include highway, rail, public transportation, and bicycle systems.

With the adoption of the 1992 Oregon Transportation Plan (OTP), the OTC defined policies and broad improvement strategies for the statewide transportation network. The OTP is not intended to identify specific actions that should be taken on any particular transportation corridor. Rather, implementation and refinement of the OTP are to occur through the development of Modal and Corridor Plans. Modal Plans such as the Oregon Highway Plan (OHP) and other plans relating to bicycles, pedestrians and rail look at statewide needs and policies for all of the different transportation modes. Corridor Plans provide a framework for long-term planning and development of all modes within specific transportation corridors.

The benefits of corridor planning for the La Grande-Wallowa Lake Corridor include:

- **Resolution of Major Planning Issues Prior to the Initiation of Project Development**

Consensus among local and state governments regarding project purpose and needs is essential to successful project development. Corridor planning provides a framework within which individual projects located in corridor communities can be reviewed and prioritized.

- **Protection of Transportation Investments**

To prevent premature obsolescence of highways and other facilities, corridor planning examines alternate means to accommodate transportation needs with and without capital-intensive improvements. Alternatives such as access management, utilization of parallel local streets, reconfigured land use patterns and demand management programs (i.e., rideshare, public transportation, flex-time, etc.) are considered in lieu of or in addition to major capital improvements.

- **Partnerships With Diverse Public and Private Agencies and Organizations**

Corridor planning provides a forum for resolution of policy issues and negotiation of strategic partnerships between organizations striving to fulfill complementary missions with limited resources. Examples include local, state and federal agencies, Native American tribes, and transportation associations.

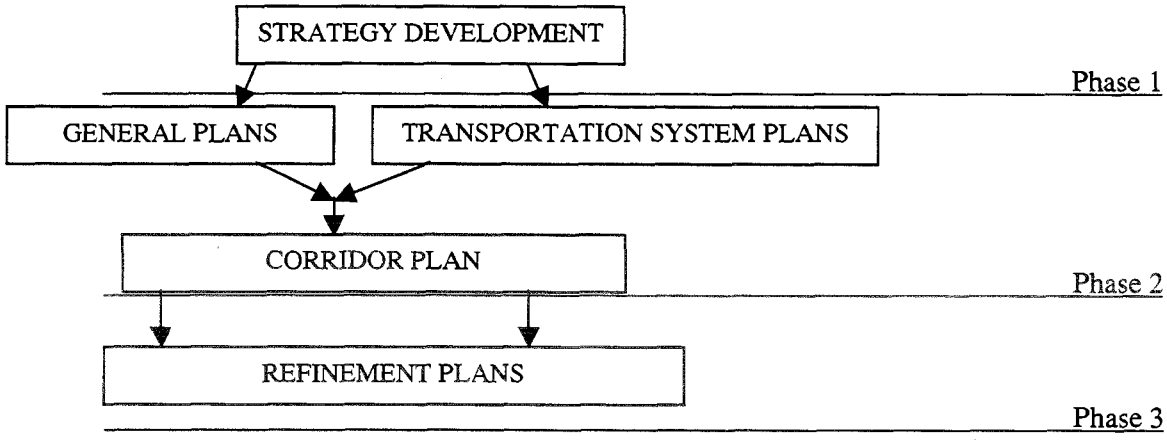
There are several federal and state mandates impacting how corridor planning is to be undertaken. The three most important of these are: the 1998 Transportation Efficiency Act (TEA-21); the Oregon Transportation Plan (OTP); and the Oregon Transportation Planning Rule (TPR). While very different policy initiatives, all three share several common requirements: 1) transportation plans should provide a balanced transportation system providing transportation options; 2) transportation plans should reduce reliance upon the single occupant vehicle and increase the opportunity for modal choice; and 3) transportation plans should be coordinated with land use plans and address the environmental, social, economic, and energy consequences of proposed actions.

C. OVERVIEW OF CORRIDOR PLANNING PROCESS

The corridor planning process recognizes that different segments of the La Grande-Wallowa Lake (OR 82) Corridor require differing levels of study to develop a corridor-wide long-range plan. Thus, corridor planning moves from the general to the specific in a three-phased process (illustrated below). It is important to note that this planning may not occur in a linear fashion, i.e., that activities described in Phase 1 may occur after some Phase 2 or Phase 3 planning activities.

- Identification, in a Corridor Strategy, of significant corridor-wide issues and strategies to address those issues;
- Preparation of two types of Transportation System Plans—General Plans for counties and Systems Plans for cities; and
- Resolution of any outstanding environmental, land use or other issues through Refinement Plans.

Figure 1. Corridor Planning Process



This Corridor Plan has been developed with the active involvement of local and regional governments in the corridor, interest groups, statewide agency and stakeholder committees, and the general public. Public comment received throughout the planning process through newsletter survey responses, open houses, letters and phone calls has been incorporated into issues and objectives. A Corridor Management Team (CMT) is the primary author of the draft Corridor Plan. The CMT (see acknowledgements page for a listing of members) will remain active for future revisions to the Corridor Plan as necessary.

Key steps in development of the Corridor Plan included:

- Research and analysis of existing conditions and future opportunities and constraints.
- Endorsement of the Interim Corridor Strategy by local governments in the corridor and by the Oregon Transportation Commission.
- Analyses, or refinement studies, in a number of areas identified by the CMT as needing further study before implementation strategies could be identified and prioritized. As a result, ODOT undertook analysis of the potential passing and climbing lanes within the corridor.
- Development by local governments of Transportation System Plans (TSPs). Each city and county within the corridor has developed a plan for the transportation system within its boundaries.
- Identification of specific strategies and improvement projects to implement the Interim Corridor Strategy objectives and prioritization of improvement projects based upon scenarios of anticipated available funding.
- Incorporation of these elements into a draft Corridor Plan.
- Following public and agency review, endorsement of the Corridor Plan by local governments and adoption by the Oregon Transportation Committee (OTC).
- As needed, refinement planning to address special issues. These refinement plans will then be folded into the Corridor Plan. An example of a refinement plan would be development of an access management program for Island Avenue in La Grande.

D. REVISION & AMENDMENT PROCESS

Implementation of the La Grande-Wallowa Lake (OR 82) Corridor Plan will occur over many years. During that time, it will be necessary to update and revise the Plan to reflect changing conditions and policy direction or to better achieve Plan objectives. Refinement planning will also occur to address outstanding environmental land use or other issues. Agency and public input will be solicited during refinement planning and Corridor Plan updates.

LA GRANDE-WALLOWA LAKE
(Oregon Highway 82)
CORRIDOR PLAN

Corridor Overview

An Element of the Oregon Transportation Plan

Oregon Department of Transportation
Region 5

October 1999

CORRIDOR OVERVIEW

A.	Corridor Description	II.1
B.	Corridor Role	II.2
C.	Existing Conditions	II.2
D.	Key Management Assumptions and Themes	II.8
E.	Financial Constraints	II.9

LIST OF TABLES

Table 1	Corridor Segments	II.3
Table 2	Statewide Annual Funding Allocation	II.10
Table 3	Corridor Annual Funding Allocation	II.10
Table 4	Projected Modernization Funding Forecast	II.10
Table 5	Relationship of Funding Categories	II.11

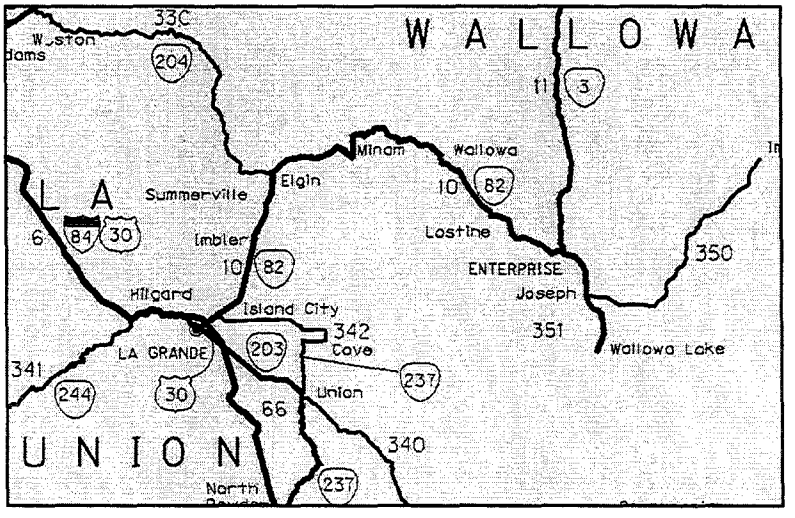
LIST OF FIGURES

Figure 3	Corridor Segments	II.3
Figure 4	Segment 1	II.12
Figure 5	Segment 1 (cont.)/Segment 2/Segment 3	II.13
Figure 6	Segment 3 (cont.)/Segment 4	II.14
Figure 7	Segment 4 (cont.)	II.15
Figure 8	Segment 4 (cont.)/Segment 5	II.16
Figure 9	Segment 5 (cont.)	II.17

A. CORRIDOR DESCRIPTION

The La Grande-Wallowa Lake Corridor is the primary provider of multimodal transportation services within the Grande Ronde and Wallowa valleys of northeastern Oregon (see Figure 2). The Corridor traverses Union and Wallowa counties, connecting the cities of La Grande, Island City, Imbler, Elgin, Wallowa, Lostine, Enterprise and Joseph.

Figure 2. Location of Corridor in Northeastern Oregon



Highway 82 is the primary transportation facility in the corridor, serving automobile, truck, transit, bicycle and pedestrian modes. The highway provides the only direct connection between the major communities in Wallowa County and those in Union County, as well as the only direct connection between Wallowa County and I-84. Highway 82 originates at the US Highway 30 intersection in downtown La Grande and ends 71.42 miles east at the Oregon Highway 350/351 (Little Sheep Creek Highway) intersection in Joseph. From Joseph to Wallowa Lake State Park (6.94 miles), the primary transportation facility is Oregon Highway 351, the Joseph-Wallowa Lake Highway. Highway 82 also provides access to Lewiston and southwest Idaho via connections with Oregon Highway 3 and to southeast Washington via connections with Oregon Highway 204.

The Union Pacific Railroad east-west mainline provides freight rail service to La Grande. The Idaho Northern and Pacific Railroad (INP) is a short line railroad which roughly parallels Highway 82 between the INP interchange with the Union Pacific Railroad in La Grande and the City of Joseph. Between Elgin and Minam the INP leaves Highway 82 and follows the Grande Ronde River downstream (north) to the Wallowa River and then follows the Wallowa River upstream (southeast) to Minam, where the INP rejoins the highway. The INP provides daily service to the Boise Cascade Mill in Elgin and to the Baum Industrial Park north of Island City.

Due primarily to mill closures, a petition for abandonment filed by the INP with the Surface Transportation Board for the rail line between Elgin and Joseph was approved by the Board in March 1997. Federal budget cuts have resulted in the cancellation in the spring of 1997 of east-west passenger train service via Amtrak on the Union Pacific main line.

There is no scheduled commercial passenger air service in the corridor. The La Grande/Union County Airport, Enterprise Municipal Airport, and the Joseph State Airport provide general aviation service to the area.

Wallowa Valley Stage Lines operates one round trip bus daily (week days and Saturdays) along Highway 82 between La Grande and Joseph with stops in Imbler, Elgin, Wallowa, Lostine and Enterprise. La Grande is a stop for Greyhound Bus Lines in the I-84 corridor with east-west service four times daily. Both bus lines provide passenger and small package delivery service to the corridor.

B. CORRIDOR ROLE

Highway 82 supports the region's economic base, which primarily consists of timber, tourism and agriculture. There are currently five lumber mills along the corridor in Joseph, Wallowa, Elgin, the Baum Industrial Park north of Island City, and La Grande. A new mill/reload facility is now open in Alicel, between Island City and Imbler. Both the Grande Ronde and Wallowa valleys are farming and ranching communities, with wheat and cattle as their primary products. Highway 82 is also a major commuting route between La Grande and outlying residential communities.

There are several recreational destinations within or adjacent to the corridor that draw large seasonal volumes of in-state and out-of-state visitors. The Hell's Canyon National Recreation Area, Eagle Cap Wilderness, Wallowa Lake State Park, Minam Canyon, Wallowa-Whitman National Forest and other amenities attract sightseers, campers, hikers, bicyclists, rafters, hunters and anglers from early spring until late fall. Chief Joseph Days in late July and other events also draw particularly large numbers of visitors to the area.

In recent years the Wallowa County arts community has flourished. Major fine arts foundries in Enterprise and Joseph and galleries throughout the corridor support what has become an emerging industry in northeastern Oregon.

C. EXISTING CONDITIONS

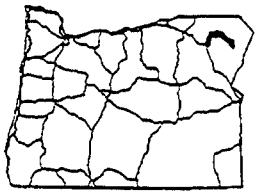
1.0 Introduction

For planning purposes, the Highway 82 Corridor has been divided into five segments (see Figure 3). A description of each segment follows. Additional information regarding the existing conditions is provided in Volume 2.

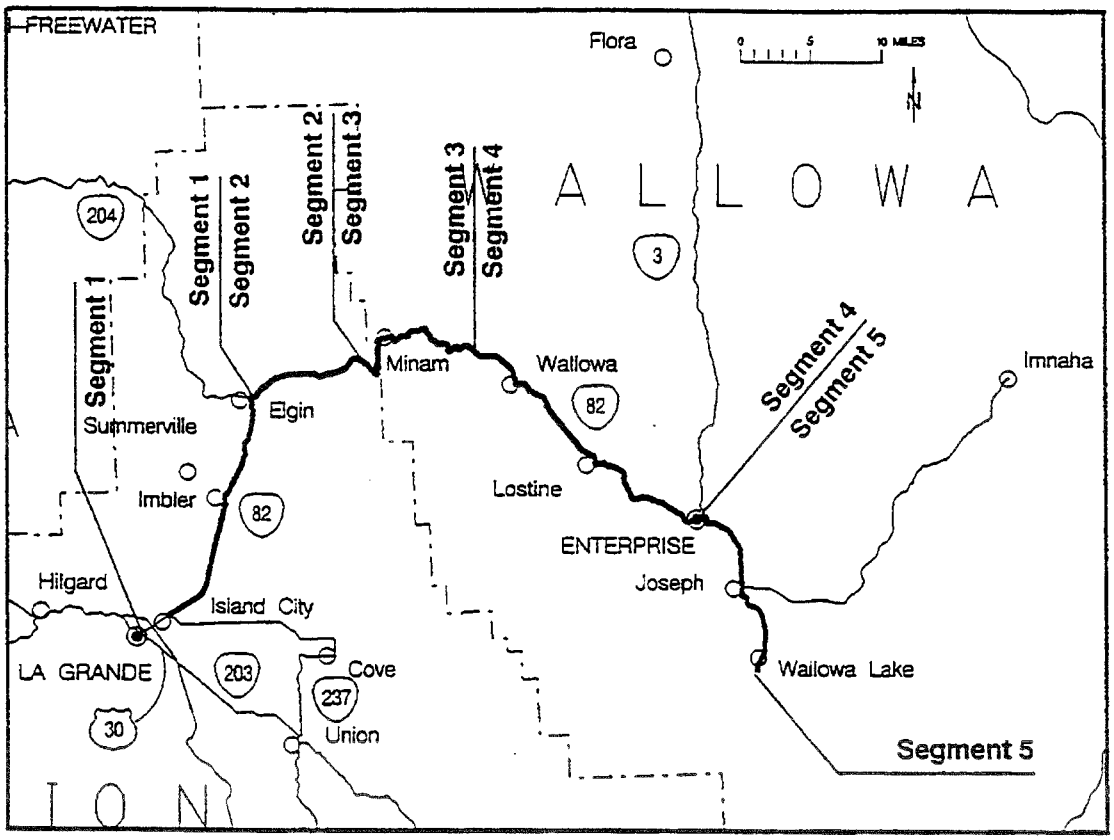
Figure 3: Corridor Segments
Table 1: Corridor Segments

OR 82 Corridor Plan

La Grande - Wallowa Lake



CORRIDOR LOCATION



Segment Number	Segment Milepoints	Segment Miles	Begin Segment	End Segment
1	0.00 - 20.7	20.7	La Grande	Elgin
2	20.7 - 29.2	8.5	Elgin	Minam Summit
3	29.2 - 42.2	13.0	Minam Summitt	Minam Canyon
4	42.2 - 64.3	22.1	Minam Canyon	Enterprise
5	64.3 - 78.8	14.5	Enterprise	Wallowa Lake

2.0 Segment 1 — Milepoint 0.00 to 20.7 (La Grande to Elgin)

From its beginning at US Highway 30 in downtown La Grande north/northeast to the Grande Ronde River east of downtown Elgin, Segment 1 is approximately 20.7 miles long (see Figures 4 and 5).

2.1 Physical and Environmental Features

Outside of urban areas, Segment 1 contains predominantly agricultural and grassland wildlife habitat types. Two plant communities considered to be endangered exist in the corridor — black hawthorn/willow/Wood's rose/tufted hairgrass and black hawthorn/wild rye wetland. Five wetland areas have been identified within this segment. The Grande Ronde River and its tributaries support bull trout, summer steelhead, and spring chinook. Other significant resources in the segment include a great blue heron colony, a bat colony, and probable nesting site for Swainson's hawks. A small wildlife management area along the Grande Ronde River lies along the highway north of Rhinehart. A deer roadkill area exists around Pumpkin Ridge in the vicinity of mileposts 15 through 18.5.

2.2 Land Use Patterns

Segment 1 is distinct because of the significant agricultural land uses along its path and the number of times the highway crosses the Grande Ronde River. Communities located along this segment include La Grande, Island City, Imbler, and Elgin. There are four Potential Development Impact Areas (PDIA) identified along this segment of the corridor as identified on Figure 4. A PDIA represents land outside of urban growth boundaries (UGB) zoned for residential, commercial, and industrial uses where significant vehicle trips would be produced if every vacant parcel is developed to maximum density. These include a rural residential area north of the corridor adjacent to the city of La Grande (UC-9), and industrial acreage at Baum Industrial Park (UC-19), Booth Lane (UC-18), and Alicel (UC-14).

2.3 Transportation Facilities and Services

The character of Highway 82 throughout this segment is principally that of a two-lane route with occasional passing lanes, except in the area between the I-84 intersection and Island City where it is five lanes. There are junctions with several other highways within this segment: US Highway 30 in downtown La Grande; I-84 on the north side of La Grande; Oregon Highway 237 in Island City; and Oregon Highway 204 at Elgin. Except for a three-mile section east of McAllister Road in Island City, the pavement is in fair or better condition through this segment of the corridor.

Average Daily Traffic ranges from 14,000 vehicles per day between La Grande and Island City to 2,800 vehicles per day at the east city limits of Elgin. Accidents in this segment of the corridor are primarily driveway access or intersection related. The INP rail line parallels the highway in this segment. The La Grande/Union County Airport, located east of Highway 82, is also located in this segment.

3.0 Segment 2 — Milepoint 20.7 to 29.2 (Elgin to Minam Summit)

Segment 2 is approximately 8.5 miles long and extends from the Grande Ronde River in Elgin to Merritt Lane near the crest of Minam Hill (see Figure 5).

3.1 Physical and Environmental Features

This segment lies predominantly within agricultural and grassland wildlife habitat. There is a history of significant deer, elk and cougar roadkill and thus concern for wildlife passage and vehicle safety in the vicinity of the Minam Hill Summit. There are ospreys present along the Grande Ronde in the vicinity of Elgin.

This segment is distinct because of the dominant wheat growing and grazing land uses and the climb to the summit of Minam Hill (elevation 3,638 feet). Some forest land exists near the eastern end of this segment. There are several homes and farm buildings located in close proximity to the highway.

3.2 Land Use Patterns

There are no potential development impact areas identified in this segment of the corridor.

3.3 Transportation Facilities and Services

There are no rail lines or airports in Segment 2; this segment is principally a two-lane road with two eastbound passing lanes. Pavement is in good to very good condition. Average Daily Traffic ranges from 2,000 vehicles per day at Elgin to 1,500 at the summit of Minam Hill. Accidents in this segment of the corridor are primarily related to nighttime and icy conditions.

4.0 Segment 3 — Milepoint 29.2 to 42.2 (Minam Summit to Minam Canyon)

This segment covers 13 miles and runs from the crest of Minam Hill to Bramlett Cemetery Road, east of the confluence of the Minam and Wallowa rivers (see Figures 5 and 6).

4.1 Physical and Environmental Features

The general wildlife habitat type in this segment is grassland grading to agricultural land. There are two wetland areas. Elk and deer are often found along the Minam River and roadkill is a concern. Both bald and golden eagles also winter along the river, thus there are concerns with the need to maintain roost trees. The Minam River has been identified as an "Outstanding Resource Water" by the DEQ. The Wallowa and Minam Rivers are also both federal Wild and Scenic Rivers, containing bull trout, summer steelhead, spring chinook and rainbow trout.

4.2 Land Use Patterns

Land within Segment 3 is either forested or used for farming. There are no incorporated communities within Segment 3, but there is one unincorporated community, Minam, at milepoint 33.8. This area is identified as a potential development impact area that is zoned as a rural service center. Minam State Recreation Area is located to the north of Highway 82 at this point.

4.3 Transportation Facilities and Services

The western portion of this segment includes the steep, four-mile-long Minam Grade on the east side of Minam Hill where the road is sandwiched between a steep drop to the east and a basalt cliff on the west. East of the Minam Grade, the highway parallels the Minam River to its confluence with the Wallowa River,

and then parallels the Wallowa River. There are rest areas at milepoints 36.6 and 39.8. Pavement condition is good throughout this segment of the corridor. Average Daily Traffic is between 1,500 and 1,700 vehicles per day. The INP rejoins the highway at Minam and roughly parallels the highway eastward from Minam.

5.0 Segment 4 — Milepoint 42.2 to 64.3 (Minam Canyon to Enterprise)

This segment covers 22.1 miles and runs from west of the city of Wallowa to the east city limits of Enterprise through mostly open agricultural lands (see Figures 6, 7, and 8).

5.1 Physical and Environmental Features

The general wildlife habitat type in this segment is agricultural fields of alfalfa, barley and wheat. Bald eagles winter in Segment 4, and a great blue heron colony is present along the Wallowa River. Osprey, Swainson's hawk and a variety of upland game birds are also present in this segment. Streams and rivers contain bull trout, summer steelhead, spring chinook, and rainbow trout. An ODFW hatchery is located along Spring Creek. There are concerns for water quality, quantity and the risk of accidental hazardous materials spills from the railroad or highway.

This segment provides access not only to the adjacent communities and agricultural areas, but also provides access to fishing opportunities along the Wallowa River and various recreational opportunities along the Lostine River and in the Eagle Cap Wilderness Area to the south.

5.2 Land Use Patterns

There are two potential development areas adjacent to and north of the city of Wallowa identified on Figure 6 as WC-7. These areas include 28.7 acres occupied by Wallowa Forest Products along the INP Railroad and 24.2 acres adjacent to the city of Wallowa that is zoned for residential and industrial use. Another potential development area is located north of Lostine along the INP Railroad (WC-10).

5.3 Transportation Facilities and Services

The road continues to roughly parallel the Wallowa River. Pavement in this segment of the corridor is in fair or better condition. Traffic averages between 1,500 and 3,700 vehicles per day through this segment of the corridor. Accidents are primarily related to driveway access and nighttime conditions in this segment of the corridor. The INP also parallels the river, except for a northern jog between Wallowa and Lostine.

6.0 Segment 5 — Milepoint 64.3 to 78.8 (Enterprise to Wallowa Lake)

This segment covers 14.5 miles (see Figures 8 and 9). Highway 82 extends from the east city limits of Enterprise to the junction of Highway 350/351 in Joseph, with Highway 351 extending south to Wallowa Lake State Park. Both highways are two-lane roads without passing lanes. Due largely to the presence of Wallowa Lake and the Eagle Cap Wilderness Area, there is a substantial amount of tourist traffic in this segment, especially in the summer.

6.1 Physical and Environmental Features

The general wildlife habitat type in this segment is agricultural fields, with bunchgrass hills on one side and Wallowa Lake on the other side in the area beyond Joseph. Significant wetlands exist between Enterprise and Joseph. The Lemmon's willow riparian community lies in this segment and is considered endangered and may be highly impacted by highway activity. Bald eagles, osprey, long-billed curlews and Swainson's

hawks are present, and likely nesting, in this area which is surrounded by a glacial moraine on its east and north side. Prairie Creek contains steelhead, chinook and trout. The Wallowa Lake State Park is at the south end of Wallowa Lake. A short section of river in the park is very important for kokanee and rainbow trout spawning. Besides kokanee and rainbow trout, planted lake trout are present in the lake.

6.2 Land Use Patterns

Land use in Segment 5 is primarily agricultural outside of Enterprise and Joseph, except for the final five miles of highway which runs along the east side of Wallowa Lake adjacent to the steep slope of a lateral glacial moraine. Several residences and resorts are located along the lakefront.

There are numerous small lots approximately five acres in size near the city of Enterprise that are identified on Figure 8 as a potential development area (WC-1). The majority of the lots are in residential and farm use. The area is also zoned for industrial development. Another potential development area (WC-3) is located southeast of Enterprise. Most of the area, however, is low-lying, poorly drained bottomland of Hurricane Creek, Little Hurricane Creek, the Wallowa River, Island Ditch, and numerous secondary streams.

There are two other potential development areas near the City of Joseph. These areas are located at the Joseph State Airport (WC-5) and north of the City of Joseph (WC-4). The area at the airport is zoned for residential and industrial use. Development, however, is limited since there is no city water or sewer service to the area. The area north of Joseph has developed as hobby farms, residential and commercial use.

Areas north, south and west of Wallowa Lake are potential development areas that are predominately devoted to residential use (WC-19, WC-17, WC-18) (Figures 8 and 9). Approximately one-half of the potential development area south of Wallowa Lake (WC-17) is commercial recreation that includes, outfitting stations, lodges, go-cart tracks, miniature golf, restaurants, public land and state park.

6.3 Transportation Facilities and Services

Highway 82 is principally a two-lane route in this segment. There are junctions with Highway 3 in downtown Enterprise and with the Little Sheep Creek Highway in Joseph that provide important connections to the north and east. In addition, the secondary roadway network between Joseph and Enterprise is well established providing alternatives to travel on Highway 82. Pavement in this segment of the corridor is in fair or better condition. Average daily traffic ranges from 7,500 vehicles per day in Enterprise to 4,200 vehicles per day at the intersection of Little Sheep Creek Highway (OR Highway 350) in Joseph. In the summer, recreational vehicle traffic and bicycle and pedestrian activity increases between Joseph and Wallowa Lake. Accidents in this segment of the corridor are primarily attributed to an intersection or driveway.

The INP rail line continues through this segment to its terminus in Joseph. The INP is not adjacent Highway 82 as in other segments. The Joseph State Airport is located in Segment 5, southwest of Joseph. The Enterprise Municipal Airport is located in the southeast quadrant of the city of Enterprise.

D. KEY MANAGEMENT ASSUMPTIONS AND THEMES

1.0 Introduction

This section summarizes the underlying assumptions used in developing the Corridor Plan and key themes for management of the corridor.

2.0 Assumptions

This Corridor Plan makes a number of assumptions based upon findings and conclusions identified through the Corridor Plan process. These assumptions include:

- Projected population and traffic growth in the corridor will not result in unacceptable highway capacity or level of service on the existing Highway 82 over the next 20 years.
- Investment in geometric and capacity improvements and management techniques for Highway 82 have little impact on travel time, vehicle operating cost or highway congestion.
- Timber, agriculture and tourism generate a traffic mix that is often in conflict because of speed differentials, familiarity with the corridor, and the ability to climb steep grades.
- Traffic congestion in the Island City Strip area is unique in the corridor.
- Highway traffic, particularly truck traffic, through the communities along the corridor conflict with the pedestrian and local traffic.
- Bicycle facilities in the corridor are inadequate.
- Transportation disadvantaged populations rely on an informal network of service providers.
- Connections between modes of travel are minimal and could be improved. Travel by means other than the automobile takes an excessive amount of time.
- Highway 82 and the INP provide opportunities for public access to potential environmental and cultural interpretive sites in the corridor.

3.0 Key Management Themes

A wide variety of objectives have been developed to address the various elements of the Corridor's transportation system. A primary goal of this multi-modal Corridor Plan is to maintain the condition and increase the functionality of existing transportation facilities. The Plan emphasizes managing the highway facilities that currently exist without substantial increases in capacity or construction of new facilities. This is achieved by investing in highway safety, improving facility operations, preserving, and where practical, enhancing alternative modes of transportation.

- Investment should be made in highway safety, specifically the resolution of issues including inadequate roadway/shoulder widths, driving hazards (i.e., icing, falling rock, roadkill areas) and turning lanes/intersection design.
- Rail service in the corridor should be preserved and, where practical, enhanced.
- Air service in the corridor should be maintained and/or enhanced for general aviation, medical evacuation and forest fire suppression purposes.
- Transportation facility operation, preservation and improvement should be conducted with sensitivity to the corridor's significant environmental and cultural resources.

E. FINANCIAL CONSTRAINTS

1.0 Introduction

A key step in developing the Corridor Plan was to prioritize improvement projects and to ensure that the highest priority projects fit within reasonable funding forecasts, so that key management solutions could be implemented. Corridor Plans do not need to pass the rigorous criteria required for the Metropolitan Planning Organizations (such as Metro). Rather, several ranges of funding forecasts, based on different assumptions, have been developed. These forecasts are to be used at this time; when better forecasts are developed, the Corridor Plan can be amended.

In developing funding forecasts, it was recognized that forecasted revenues would not likely fully reflect actual revenues realized over the next 20 years. Funding forecasts are currently uncertain statewide and the relative amounts to be allocated for different types of projects by corridor have not been decided. Some of these decisions will be made through the 1999 update of the OHP as the OTC responds to the Governor's suggestion that monies be concentrated on maintaining and managing the existing system. The funding forecasts focus primarily on modernization (new construction). Funding priorities for categories such as bridge projects, maintenance, pavement management, safety and operational and other improvement projects reflect input provided by ODOT staff.

2.0 Funding Forecasts

Funding forecasts are based upon traditional funding distributions among Regions, within each Region, between urban/rural areas, and among rural counties. A general methodology for determining the target funding levels for new construction was developed. A base year of 1997 was used and included state revenue and federal highway funds for new construction. A 'snap-shot picture' approach was used that assumed a 20-year projection of funding allocation for new construction projects, no changes in state or federal funding levels from the 1997 level, no inflation adjustment, and that present funding allocation levels would be reduced.

The 1997 construction funding allocation included $528 million from the state gas tax and $99 million from the federal highway fund for statewide construction. The state gas tax money for construction is divided 40% to cities and counties for maintenance and local street improvement and 60% for ODOT statewide. The ODOT percentage is divided into several general categories, road and bridge maintenance and repair (64%), debt service and administration (12%), and funding for expansion of facilities for growth and safety improvements (24%). ODOT's 24% share of the state gas tax would be $75.8 million for new statewide construction. About $19 million of this total is dedicated to fixed programs, leaving $56.8 million per year for new projects statewide. The 1997 state allocation for new construction was calculated as $56.8 million state funds, and $99 million federal funds, for a total of $155.8 million statewide.

Historically, Region 5 has received an average of about 7% of the statewide construction funds for new projects. The Region 5 allocation has historically been split among all the ODOT facilities within the region. Tables 2 and 3 summarize the annual allocation of modernization project funding statewide and for the Corridor.

Table 2: Statewide Annual Funding Allocation
(1997 base year)

New Construction	Region 5
State Gas Tax	7%
$56,800,000	$3,976,000
Federal Highway	
$99,000,000	$6,930,000
Total	$10,906,000

Table 3: Corridor Annual Funding Allocation

	Statewide Share
Region 5	$10,906,000
OR 82 (9.9% historic allocation)	$1,079,000
Total	$1,079,000

Two potential funding forecasts were developed. One forecast uses a historical split of money to the regions and a funding percentage for the corridor over the past 10 years, applying it to the forecast revenues over the next 20 years. This is the highest, most optimistic of the forecasts. It is not realistic to expect this much money to be available without increased revenues at the state or federal levels, or both. Inflation and deferred maintenance and preservation needs will consume an increasing proportion of available revenues.

The second forecast reflects current statutes requiring ODOT to spend about $54 million per year statewide on Modernization. This should represent the minimum amount available over the 20 year planning horizon. Table 4 summarizes the two forecasts.

Table 4: Projected Modernization Funding Forecast

	Historic Programming ($ million)	Modernization Statute ($ million)
OR 82	$21	$7.5

3.0 Project Funding Priorities

As noted earlier, limited revenues necessitate managing and improving the existing transportation services and facilities within the Corridor to accommodate the anticipated growth in travel. Accordingly, the Corridor Plan allocates state resources to highway projects according to the following priorities:

(1) Maintenance of the existing facility to ensure that it remains safe and functional, e.g. fixing potholes.

(2) Preservation of the roadway by investing in roadbed and pavement reconstruction as needed to minimize maintenance costs;

(3) Transportation system management to optimize existing highway capacity;

(4) Safety improvements; and
(5) Projects that support economic development, particularly recreation and tourism.

The projected total costs for the needs identified during the Corridor Plan process are over $48 million. The highest priority projects were placed in the *Committed* and *Constrained* funding category, meaning they would all be expected to be implemented over the 20-year planning period. Committed projects are already funded in the current STIP. Constrained modernization projects, totaling $7.4 million, would be implemented in later years of the STIP and are still subject to funding authorization.

The projects next in priority were listed in the *Strategic* funding category that would be expected to be funded if current funding levels are increased due to new sources of funding during the planning period. Strategic funding modernization projects total $13.7 million in costs. Since such increased funding options have yet to be identified, it is assumed that Strategic projects could only be implemented in the intermediate-to-long-term, i.e., it would take at least 5 years for funds to be identified and project development completed. Practically speaking, if additional funding is identified, projects identified from the Strategic funding list would move to the Constrained funding list and total funds available for Constrained projects would increase. Per current ODOT policy, project development activities are not undertaken for projects not on the Constrained Funding list (that is, project development is not undertaken for projects that are not funded for implementation).

All remaining projects were placed in the *Unconstrained* list. Based upon current revenue forecasts (including all reasonable additional sources of revenue), these projects are NOT likely to be funded within the 20-year planning horizon. However, Unconstrained projects could be funded by alternative funding sources, such as development exactions, local improvement districts, urban renewal districts, etc. Unconstrained projects total $19.7 million. The term "Unconstrained" means that if ODOT had all the funding to meet all Corridor needs, that all projects could be funded. Unconstrained projects that are summarized in the project matrices are those that originated through the CMT or local TSP and have a demonstrated need. The relationship of these funding categories is shown in Table 5 below.

Table 5: Relationship of Funding Categories

OR 82	Committed ($1000)	Constrained ($1000)	Strategic ($1000)	Unconstrained ($1000)
All Projects	$5250	$9,900	$14,475	$19,774
Modernization	$0	$7,400	$13,700	$6,500

Projects are listed by funding category in Section IV. C, Project List by Funding Priority. Costs are preliminary estimates based upon information provided by local governments or developed by ODOT. Local contributions to project costs could result in adjustments to the prioritization of projects. That is, given ODOT's limited resources, the greater the "local match", the higher the likelihood of implementing the project.

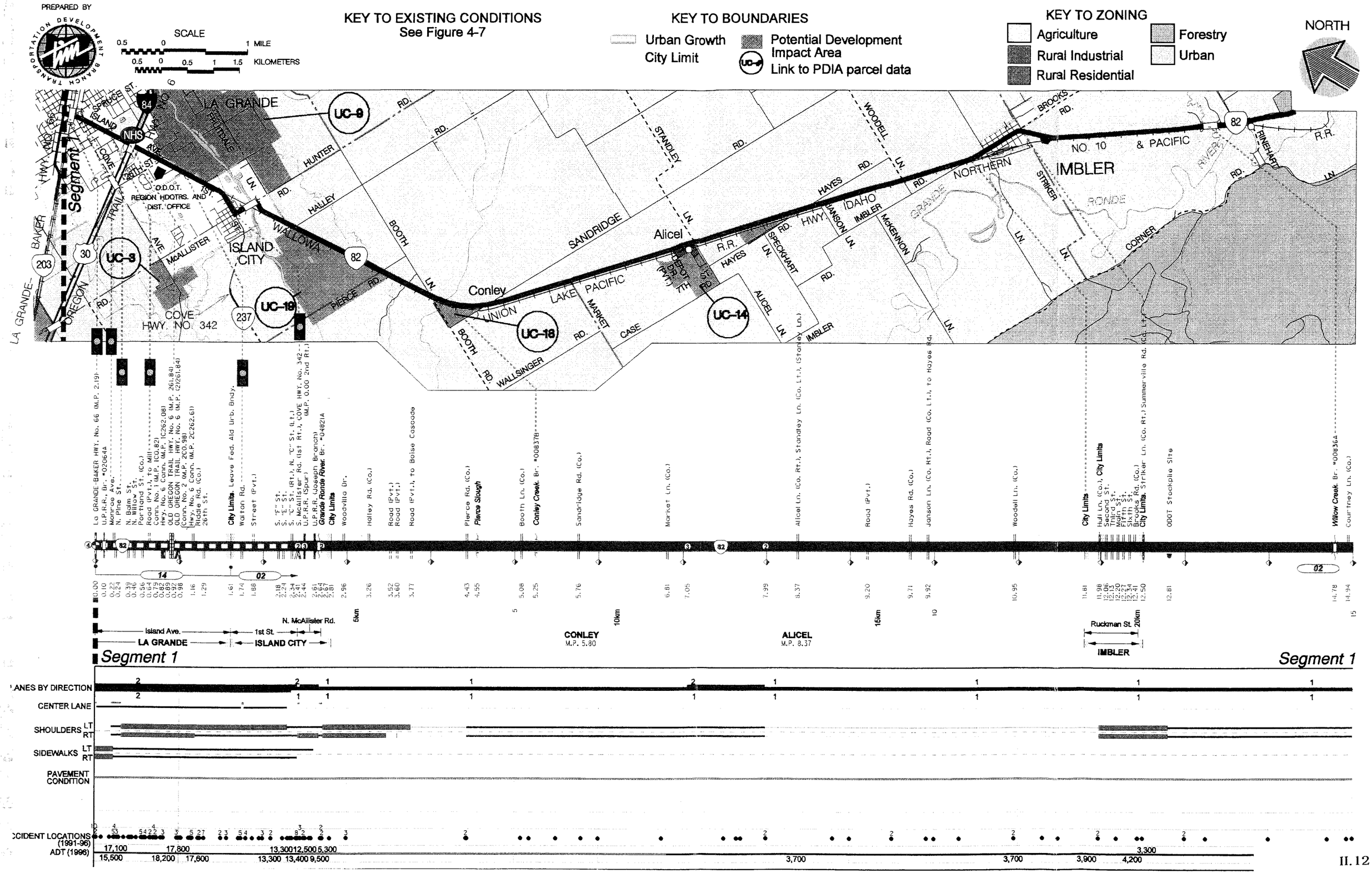
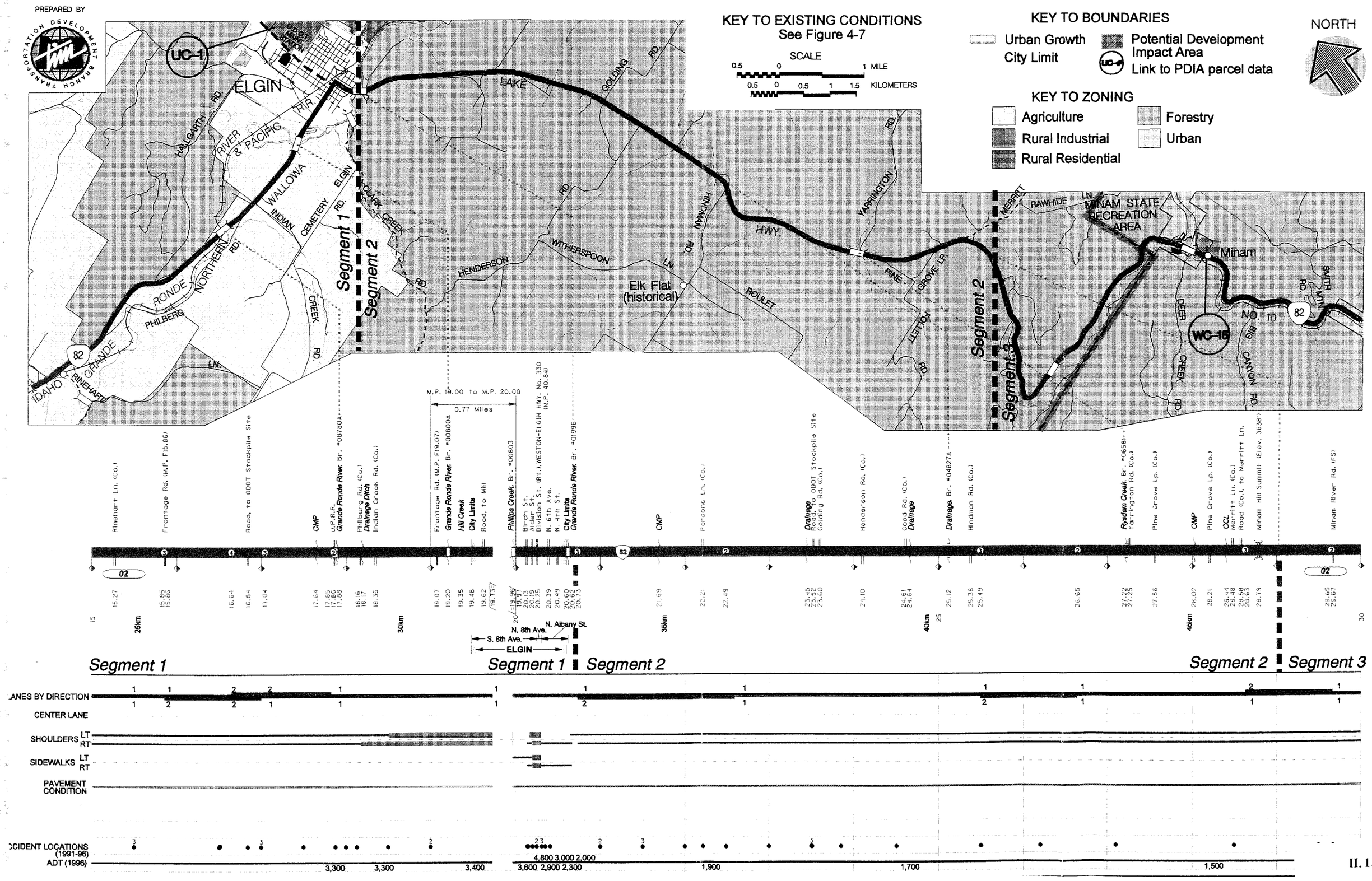

PREPARED BY
TRANSPORTATION DEVELOPMENT BRANCH
SCALE
0.5 0 1 MILE
0.5 0 0.5 1 1.5 KILOMETERS
KEY TO EXISTING CONDITIONS
See Figure 4-7
KEY TO BOUNDARIES
Urban Growth
City Limit
Potential Development Impact Area
Link to PDIA parcel data
KEY TO ZONING
Agriculture
Rural Industrial
Rural Residential
Forestry
Urban
NORTH
LA GRANDE
ISLAND CITY
COVE
Conley
Alicel
IMBLER
Segment 1
UC-9
UC-3
UC-19
UC-18
UC-14
O.D.O.T. REGION HDQTRS. AND DIST. OFFICE
LA GRANDE-BAKER HWY. No. 66 (M.P. 2.19)
U.P.R.R., Br. #020664A
Monroe Ave.
N. Pine St.
N. Balm St.
N. Willow St.
Portland St. (Co.)
Road (Pvt.), to Mill
Conn. No. 1 (M.P. (C0.82)
Hwy. No. 5 Conn. (M.P. 1C262.08)
OLD OREGON TRAIL HWY. No. 6 (M.P. 26.84)
Hwy. No. 6 Conn. (M.P. 2C262.61)
(Conn. No. 2 (M.P. 2C0.98)
Riddle Rd. (Co.)
26th St.
City Limits, Leave Fed. Aid Urb. Bndy.
Walton Rd.
Street (Pvt.)
S. "F" St.
S. "E" St.
S. "C" St. (Rt.), N. "C" St. (Lt.)
S. McAllister Rd. (1st Rt.), COVE HWY. No. 342 (M.P. 0.00 2nd Rt.)
U.P.R.R. (Spur)
U.P.R.R. (Joseph Branch)
Grande Ronde River, Br. #04821A
City Limits
Woodville Dr.
Halley Rd. (Co.)
Road (Pvt.)
Road (Pvt.)
Road (Pvt.), to Boise Cascade
Pierce Rd. (Co.)
Pierce Slough
Booth Ln. (Co.)
Conley Creek, Br. #00837B
Sandridge Rd. (Co.)
Market Ln. (Co.)
Alicel Ln. (Co. Rt.), Standley Ln. (Co. Lt.), Standley Ln.)
Road (Pvt.)
Hayes Rd. (Co.)
Janson Ln. (Co. Rt.), Road (Co. Lt.), to Hayes Rd.
Woodell Ln. (Co.)
City Limits
Hull Ln. (Co.), City Limits
Second St.
Third St.
Main St.
Fifth St.
Sixth St.
Brooks Rd. (Co.)
City Limits, Striker Ln. (Co. Rt.) Summerville Rd. (Co. Lt.)
ODOT Stockpile Site
Willow Creek, Br. #00836A
Courtney Ln. (Co.)
Island Ave.
1st St.
N. McAllister Rd.
LA GRANDE
ISLAND CITY
CONLEY
M.P. 5.80
ALICEL
M.P. 8.37
Ruckman St.
IMBLER
Segment 1
LANES BY DIRECTION
CENTER LANE
SHOULDERS LT RT
SIDEWALKS LT RT
PAVEMENT CONDITION
ACCIDENT LOCATIONS (1991-96)
ADT (1996)
17,100
17,800
13,300 12,500 5,300
3,300
15,500
18,200
17,600
13,300 13,400 9,500
3,700
3,700
3,900
4,200

Figure 5


PREPARED BY
TRANSPORTATION DEVELOPMENT BRANCH
KEY TO EXISTING CONDITIONS
See Figure 4-7
SCALE
0.5 0 1 MILE
0.5 0 0.5 1 1.5 KILOMETERS
KEY TO BOUNDARIES
Urban Growth
City Limit
Potential Development Impact Area
Link to PDIA parcel data
KEY TO ZONING
Agriculture
Rural Industrial
Rural Residential
Forestry
Urban
NORTH
UC-1
ELGIN
WC-16
Minam
Elk Flat (historical)
MINAM STATE RECREATION AREA
Segment 1
Segment 2
Segment 3
M.P. 19.00 to M.P. 20.00
0.77 Miles
Rinehart Ln. (Co.)
Frontage Rd. (M.P. F15.86)
Road, to ODOT Stockpile Site
CMP
U.P.R.R.
Grande Ronde River. Br. #08780A
Philburg Rd. (Co.)
Drainage Ditch
Indian Creek Rd. (Co.)
Frontage Rd. (M.P. F19.07)
Grande Ronde River. Br. #00800A
Hill Creek
City Limits
Road, to Mill
Phillips Creek. Br. #00803
Birch St.
Alder St.
Division St. (Rt.), WESTON-ELGIN HWY. No. 330 (M.P. 40.84)
N. 6th Ave.
N. 4th St.
Grande Ronde River. Br. #01996
Parsons Ln. (Co.)
Drainage
Road, to ODOT Stockpile Site
Golding Rd. (Co.)
Henderson Rd. (Co.)
Good Rd. (Co.)
Drainage Br. #04827A
Hindman Rd. (Co.)
Rysdam Creek. Br. #06581
Yarrington Rd. (Co.)
Pine Grove Ln. (Co.)
CCL
Merritt Ln. (Co.), Road (Co.), to Merritt Ln.
Minam Hill Summit (Elev. 3638')
Minam River Rd. (FS)
25km
30km
35km
40km
45km
N. Albany St.
N. 8th Ave.
S. 8th Ave.
ELGIN
Segment 1
Segment 1
Segment 2
Segment 2
Segment 3
LANES BY DIRECTION
CENTER LANE
SHOULDERS LT RT
SIDEWALKS LT RT
PAVEMENT CONDITION
ACCIDENT LOCATIONS (1991-96)
ADT (1996)
3,300
3,300
3,400
4,800 3,000 2,000
3,600 2,900 2,300
1,900
1,700
1,500

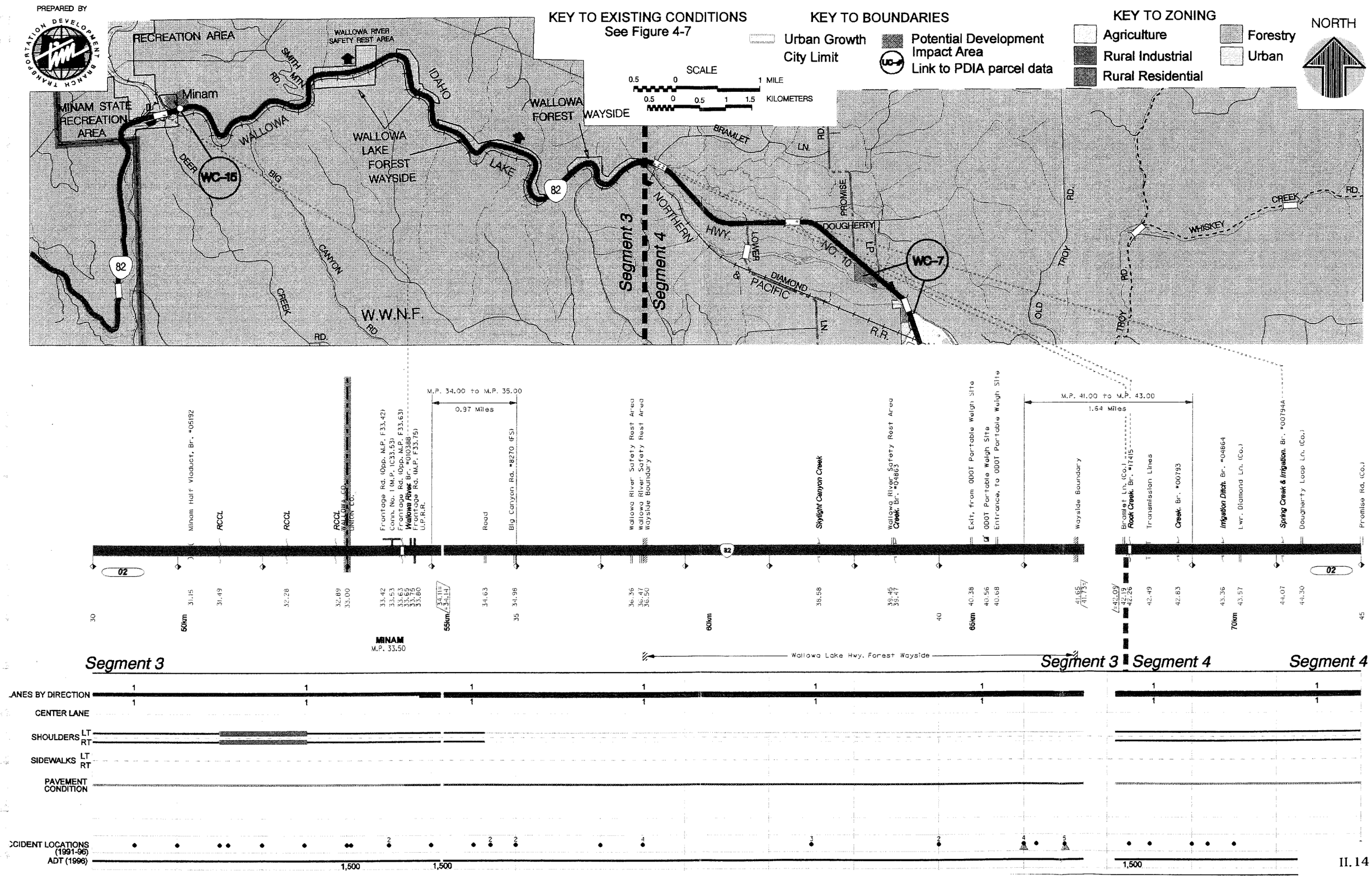

PREPARED BY
TRANSPORTATION DEVELOPMENT BRANCH
KEY TO EXISTING CONDITIONS
See Figure 4-7
KEY TO BOUNDARIES
Urban Growth
City Limit
Potential Development Impact Area
Link to PDIA parcel data
KEY TO ZONING
Agriculture
Rural Industrial
Rural Residential
Forestry
Urban
NORTH
SCALE
0.5 0 1 MILE
0.5 0 0.5 1 1.5 KILOMETERS
RECREATION AREA
WALLOWA RIVER SAFETY REST AREA
SMITH MTN. RD.
IDAHO
Minam
MINAM STATE RECREATION AREA
WALLOWA
DEER
WC-15
BIG
CANYON
CREEK
RD.
WALLOWA LAKE FOREST WAYSIDE
LAKE
82
WALLOWA FOREST WAYSIDE
W.W.N.F.
Segment 3
Segment 4
NORTHERN
HWY.
BRAMLET
LN.
RD.
PROMISE
DOUGHERTY
LOWER
NO. 10
LP.
DIAMOND
& PACIFIC
R.R.
LN.
WC-7
TROY
OLD
WHISKEY
CREEK
M.P. 34.00 to M.P. 35.00
0.97 Miles
M.P. 41.00 to M.P. 43.00
1.64 Miles
Minam Half Viaduct, Br. #05192
RCCL
Frontage Rd. (Opp. M.P. F33.42)
Conn. No. 1 (M.P. IC33.53)
Frontage Rd. (Opp. M.P. F33.63)
Wallowa River, Br. #01388
Frontage Rd. (M.P. F33.75)
U.P.R.R.
Road
Big Canyon Rd. #8270 (FS)
Wallowa River Safety Rest Area
Wallowa River Safety Rest Area
Wayside Boundary
Skylight Canyon Creek
Wallowa River Safety Rest Area
Creek, Br. #04863
Exit, from ODOT Portable Weigh Site
ODOT Portable Weigh Site
Entrance, to ODOT Portable Weigh Site
Wayside Boundary
Bramlet Ln. (Co.)
Rock Creek, Br. #1415
Transmission Lines
Creek, Br. #00793
Irrigation Ditch, Br. #04864
Lwr. Diamond Ln. (Co.)
Spring Creek & Irrigation, Br. #00794A
Dougherty Loop Ln. (Co.)
Promise Rd. (Co.)
02
30
31.15
31.49
32.28
32.89
33.00
33.42
33.53
33.63
33.69
33.75
33.80
34.14
34.63
34.98
35
36.36
36.47
36.50
38.58
39.45
39.47
40
40.38
40.56
40.68
41.65
41.73
42.09
42.19
42.26
42.49
42.83
43.36
43.57
44.07
44.30
45
50km
55km
60km
65km
70km
MINAM
M.P. 33.50
Wallowa Lake Hwy. Forest Wayside
Segment 3
Segment 3
Segment 4
Segment 4
LANES BY DIRECTION
CENTER LANE
SHOULDERS LT RT
SIDEWALKS LT RT
PAVEMENT CONDITION
ACCIDENT LOCATIONS (1991-96)
ADT (1996)
1,500
1,500
1,500

Figure 7

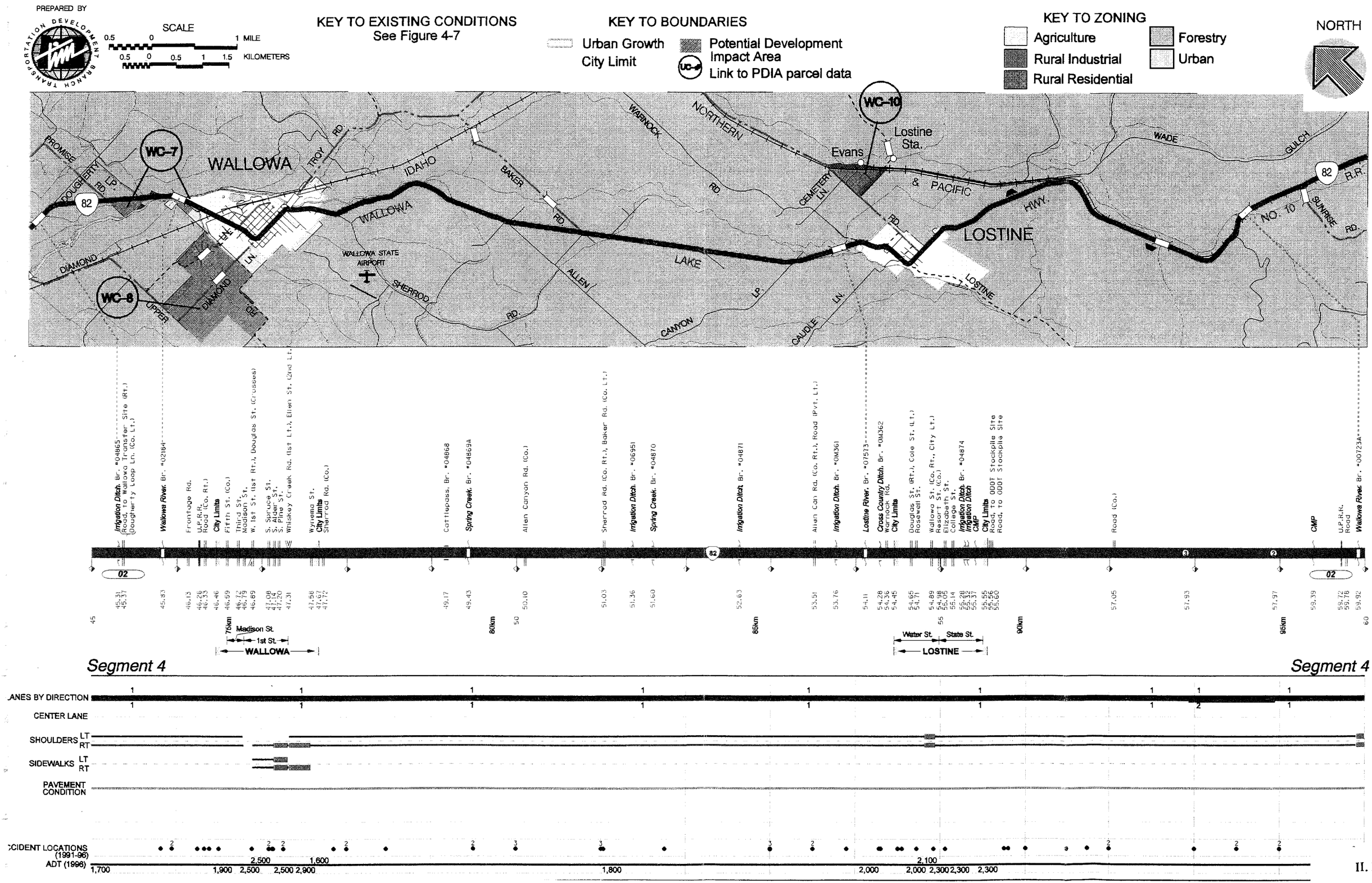
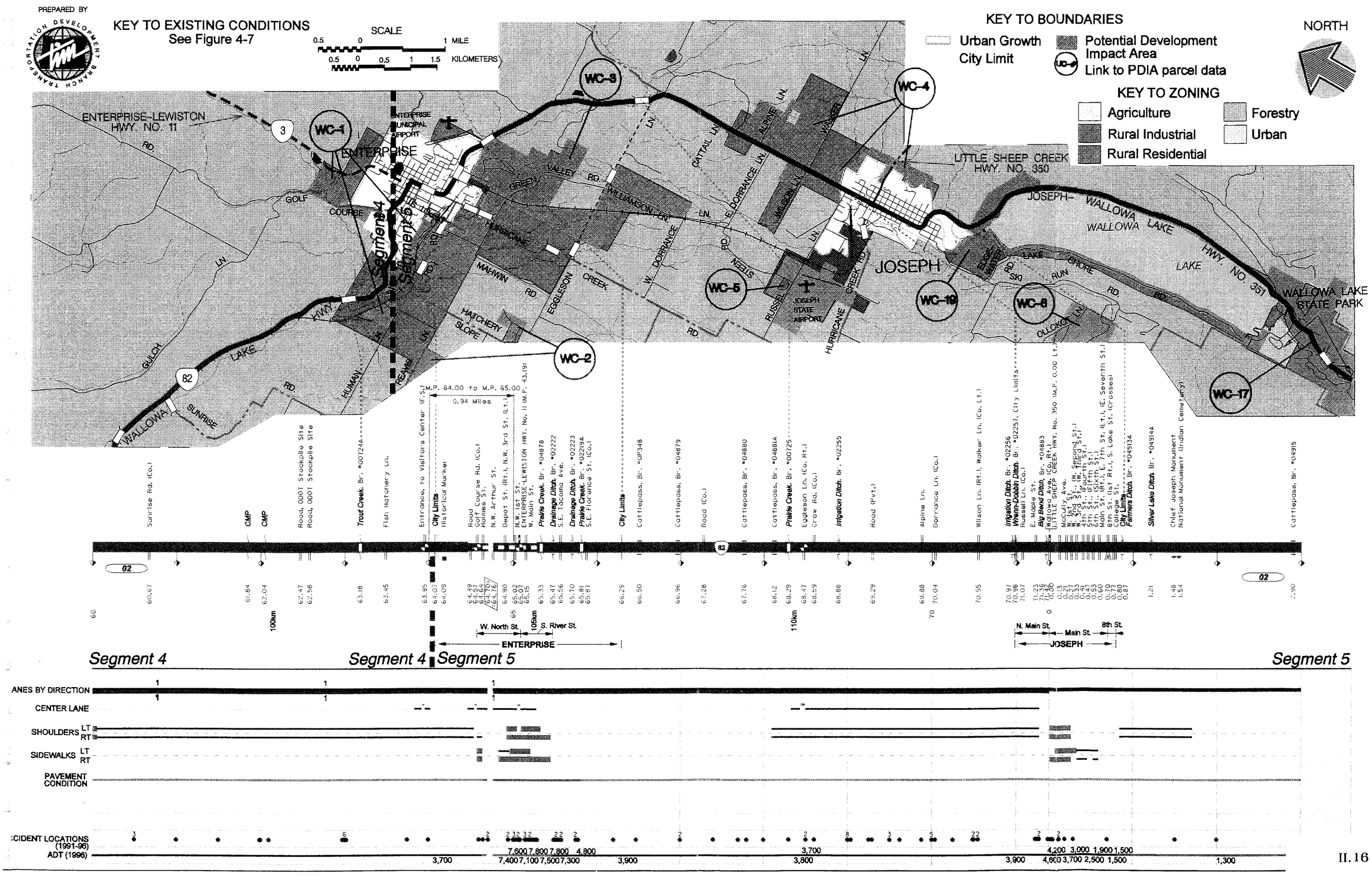
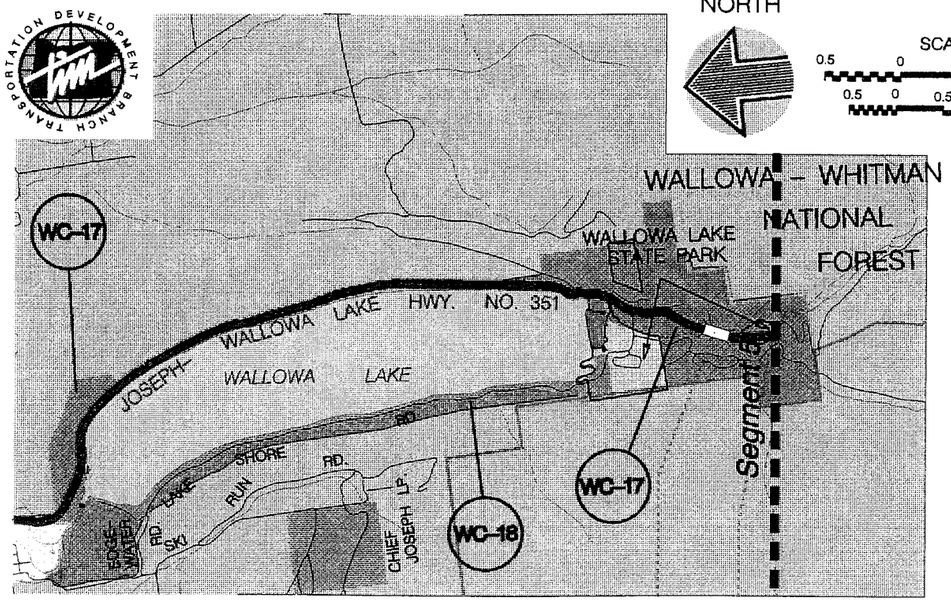
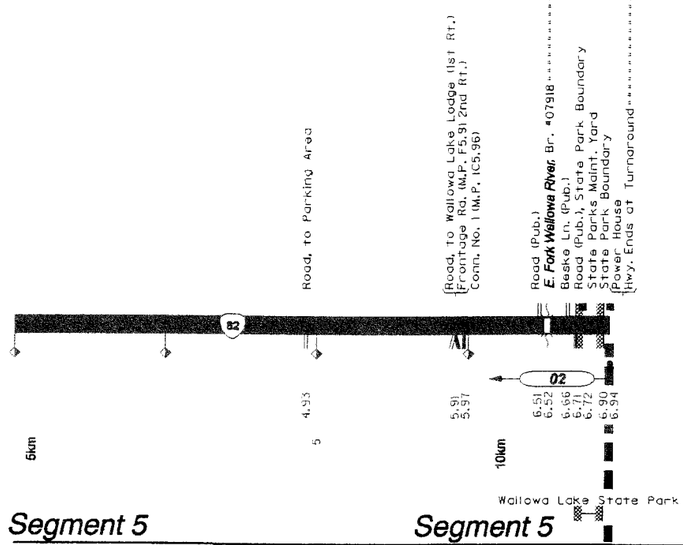

PREPARED BY
TRANSPORTATION DEVELOPMENT BRANCH
SCALE
0.5 0 1 MILE
0.5 0 0.5 1 1.5 KILOMETERS
KEY TO EXISTING CONDITIONS
See Figure 4-7
KEY TO BOUNDARIES
Urban Growth
City Limit
Potential Development Impact Area
Link to PDIA parcel data
KEY TO ZONING
Agriculture
Rural Industrial
Rural Residential
Forestry
Urban
NORTH
WC-7
WC-8
WC-10
WALLOWA
WALLOWA STATE AIRPORT
Evans
Lostine Sta.
LOSTINE
82
PROMISE
DOUGHERTY
DIAMOND
UPPER
TROY
IDAHO
BAKER
WARNOCK
NORTHERN
GEMETERY
& PACIFIC
HWY.
WADE
GULCH
NO. 10
SUNRISE
R.R.
SHERROD
ALLEN
LAKE
CANYON
GAUDLE
Irrigation Ditch, Br. #04965
Road to Wallowa Transfer Site (Rt.)
Doughterty Loop Ln. (Co. Lt.)
Wallowa River, Br. #02184
Frontage Rd.
U.P.R.R.
Road (Co. Rt.)
City Limits
Fifth St. (Co.)
Third St.
Madison St.
W. 1st St. (1st Rt.), Douglas St. (Crosses)
S. Spruce St.
S. Alder St.
S. Pine St.
Whiskey Creek Rd. (1st Lt.), Ellen St. (2nd Lt.)
Wyneha St.
City Limits
Sherrod Rd. (Co.)
Cattlepass, Br. #04868
Spring Creek, Br. #04869A
Allen Canyon Rd. (Co.)
Sherrod Rd. (Co. Rt.), Baker Rd. (Co. Lt.)
Irrigation Ditch, Br. #06951
Spring Creek, Br. #04870
Irrigation Ditch, Br. #04871
Allen Can Rd. (Co. Rt.), Road (Pvt. Lt.)
Irrigation Ditch, Br. #0M361
Lostine River, Br. #07573
Cross Country Ditch, Br. #0M362
Warnock Rd.
City Limits
Douglas St. (Rt.), Cole St. (Lt.)
Roosevelt St.
Wallowa St. (Co. Rt., City Lt.)
Resort St. (Co.)
Elizabeth St.
College St.
Irrigation Ditch, Br. #04874
Irrigation Ditch
CMP
City Limits
Road, to ODOT Stockpile Site
Road, to ODOT Stockpile Site
Road (Co.)
CMP
U.P.R.R.
Road
Wallowa River, Br. #00723A
02
45.31 45.37 45.83 46.13 46.26 46.33 46.46 46.59 46.72 46.79 46.89 47.08 47.14 47.20 47.31 47.58 47.67 47.72 49.17 49.43 50.10 51.03 51.36 51.60 52.63 53.51 53.76 54.11 54.28 54.36 54.45 54.65 54.71 54.89 54.98 55.05 55.14 55.28 55.32 55.37 55.55 55.56 55.60 57.05 57.93 57.97 59.39 59.72 59.78 59.92
45 50 55 60
75km 80km 85km 90km 95km
Madison St.
1st St.
WALLOWA
Water St.
State St.
LOSTINE
Segment 4
Segment 4
LANES BY DIRECTION
CENTER LANE
SHOULDERS LT RT
SIDEWALKS LT RT
PAVEMENT CONDITION
ACCIDENT LOCATIONS (1991-96)
ADT (1996)
1,700 1,900 2,500 2,500 2,900 2,500 1,600 1,800 2,000 2,000 2,300 2,300 2,300 2,100

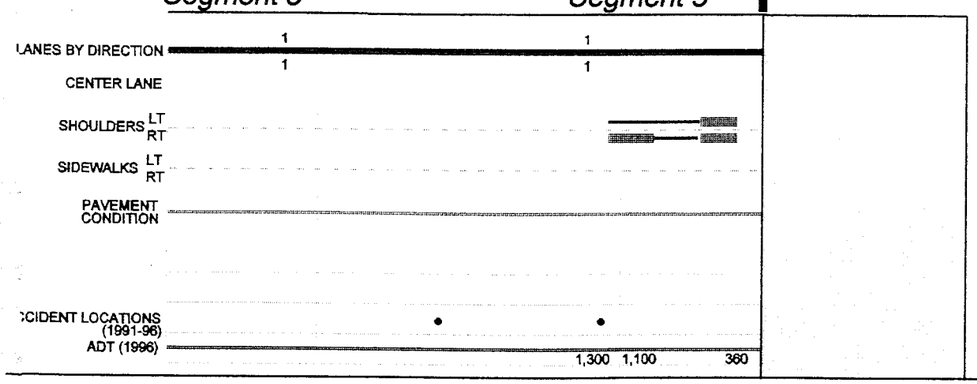
Figure 8


PREPARED BY
KEY TO EXISTING CONDITIONS
See Figure 4-7
SCALE
0.5 0 1 MILE
0.5 0 0.5 1 1.5 KILOMETERS
KEY TO BOUNDARIES
Urban Growth
City Limit
Potential Development Impact Area
Link to PDIA parcel data
NORTH
KEY TO ZONING
Agriculture
Rural Industrial
Rural Residential
Forestry
Urban
ENTERPRISE-LEWISTON HWY. NO. 11
ENTERPRISE
ENTERPRISE MUNICIPAL AIRPORT
LITTLE SHEEP CREEK HWY. NO. 350
JOSEPH
JOSEPH STATE AIRPORT
WALLOWA LAKE HWY. NO. 351
WALLOWA LAKE STATE PARK
WC-1
WC-2
WC-3
WC-4
WC-5
WC-6
WC-17
WC-19
Segment 4
Segment 5
M.P. 64.00 to M.P. 65.00
0.94 Miles
Sunrise Rd. (Co.)
Trout Creek. Br. #00724A
Fish Hatchery Ln.
Entrance to Visitors Center (F.S.)
City Limits
Historical Marker
Golf Course Rd. (Co.)
Holmes St.
N.W. Arthur St.
Depot St. (Rt.), N.W. 3rd St. (Lt.)
N.W. 1st St.
ENTERPRISE-LEWISTON HWY. No. 11 (M.P. 43.19)
W. Main St.
Prairie Creek. Br. #04878
Drainage Ditch. Br. #02222
S.E. Tacoma Ave.
Drainage Ditch. Br. #02223
Prairie Creek. Br. #02219A
S.E. Florence St. (Co.)
Cattlepass. Br. #OP348
Cattlepass. Br. #04879
Road (Co.)
Cattlepass. Br. #04880
Cattlepass. Br. #04881A
Prairie Creek. Br. #00725
Eggleson Ln. (Co. Rt.)
Crow Rd. (Co.)
Irrigation Ditch. Br. #02255
Road (Pvt.)
Alpine Ln.
Dorrance Ln. (Co.)
Wilson Ln. (Rt.), Walker Ln. (Co. Lt.)
Irrigation Ditch. Br. #02256
Wrenn-Dobbin Ditch. Br. #02257, City Limits
Russell Ln. (Co.)
E. Maple St.
Big Bend Ditch. Br. #04883
(Wallowa Ave. (Co. Rt.)
LITTLE SHEEP CREEK HWY. No. 350 (M.P. 0.00 Lt.)
McCully Ave.
W. 1st St. (W. Second St.)
W. 3rd St. (W. Third St.)
4th St. (Fourth St.)
5th St. (Fifth St.)
6th St. (Sixth St.)
Main St. (Rt.), E. 7th St. (Lt.), (E. Seventh St.)
8th St. (1st Rt.), S. Lake St. (Crosses)
College St.
City Limits
Palmers Ditch. Br. #049134
Silver Lake Ditch. Br. #04914A
Chief Joseph Monument
National Monument (Indian Cemetery)
Cattlepass. Br. #04915
100km
105km
110km
W. North St.
S. River St.
ENTERPRISE
N. Main St.
Main St.
8th St.
JOSEPH
Segment 4
Segment 4
Segment 5
Segment 5
LANES BY DIRECTION
CENTER LANE
SHOULDERS LT RT
SIDEWALKS LT RT
PAVEMENT CONDITION
ACCIDENT LOCATIONS (1991-96)
ADT (1996)
3,700
7,400 7,100 7,500 7,300
7,600 7,800 7,800 4,800
3,900
3,800
3,700
3,900
4,600 3,700 2,500 1,500
4,200 3,000 1,900 1,500
1,300

PREPARED BY







KEY TO BOUNDARIES

- Urban Growth City Limit
- Potential Development Impact Area
- UC-# Link to PDIA parcel data

KEY TO ZONING

- Agriculture
- Rural Industrial
- Rural Residential
- Forestry
- Urban

KEY TO EXISTING CONDITIONS

FEDERAL FUNCTIONAL CLASSIFICATION STATE OTHER

FOR FURTHER INFORMATION REGARDING FEDERAL FUNCTIONAL CLASSIFICATION, CONTACT THE O.D.O.T. REGION OFFICE.

- INTERSTATE
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- URBAN COLLECTOR / RURAL MAJOR COLLECTOR
- FUNCTIONALLY CLASSED ROAD WITHIN FEDERAL AID URBAN BOUNDARY
- MINOR COLLECTOR
- LOCAL

SIGNALIZED INTERSECTION

PAVEMENT CONDITIONS

- VERY GOOD
- GOOD
- FAIR
- POOR
- VERY POOR

OF LANES

1 2
1 2
3 4
3 4

CENTER LANE INFO.

- LEFT TURN LANE
- CONTINUOUS LEFT TURN LANE
- PAINTED MEDIAN
- NON-TRAVERSABLE MEDIAN
- ——DOES NOT APPLY——

ACCIDENT LOCATIONS BY MILEPOINT (1992-94)

- ACCIDENTS
- SPIS SITES TOP 10% 1992-94

	PAVED SHOULDER WIDTHS	SIDEWALKS
	OVER 6'	OVER 6'
	4' - 6'	4' - 6'
	UNDER 4'	UNDER 4'

ADT (1993)

- 0 - 1,499
- 1,500 - 2,999
- 3,000 - 4,999
- 5,000 - 9,999
- 10,000 - 19,999
- 20,000 - 45,000
- OVER 45,000

LA GRANDE-WALLOWA LAKE
(Oregon Highway 82)
CORRIDOR PLAN

Corridor Management

An Element of the Oregon Transportation Plan

Oregon Department of Transportation
Region 5

October 1999

CORRIDOR MANAGEMENT

A.	Overall Management Direction	III.1
B.	Corridor Plan Objectives	III.3

A. OVERALL MANAGEMENT DIRECTION

1.0 Introduction

This section on overall management direction summarizes the more detailed discussions of Corridor management that are included in Volume 2 of this Plan. In particular, common themes are identified that have been incorporated throughout the Plan and the planning process. The discussion of overall management direction is generally broken into two sections that define the character of the Corridor:

- Urban Areas
- Rural Areas

2.0 Overall Corridor Management Direction

The corridor serves a variety of activities critical to the state. It links the farm and forest activities of the Grande Ronde and Wallowa Valleys, and by connecting to I-84, links Union and Walowa Counties to other destinations throughout the country. It is a recreation route for activities in the Wallowa-Whitman National Forest, Eagle Cap Wilderness, Hells Canyon Recreation Area and at Wallowa Lake State Park. The Corridor passes through difficult terrain (Minam Summit) and environmentally sensitive areas (Wallowa Canyon), the needs of which must be balanced with the need to maintain access and connectivity.

The corridor includes the urban areas of La Grande, Island City, Imbler, Elgin, Wallowa, Lostine, Enterprise and Joseph. Each community brings a varying mix of transportation needs, community development patterns, and activity levels.

The overall management direction for the Corridor balances all of these competing needs. The sections that follow set the management direction for the Corridor.

Land Use Mangement.. In all areas of the corridor, the Plan supports and strengthens the connection between existing and planned land uses and transportation facilities and services through coordination with the development and implementation of city and county Transportation System (TSPs) along the OR 82 corridor.

In the urban areas, the higher densities of development are coupled with planned facilities and services to achieve efficient multi-modal transportation access and circulation. In general, the Transportation System Plans and the transportation elements of the cities Comprehensive Plans form the basis for Corridor management direction in the urban areas.

Rural land uses are supported through Plan policies that limit capacity expansion, promote access management, and that encourage minimization of impacts to natural and cultural resources.

In the rural areas of the corridor, where few passing lanes exist east of Minam, increased travel time delays occur particularly during the summer months because of the recreational opportunities and mix of traffic traveling the corridor. The Plan supports the development of passing lanes on the corridor to address seasonal congestion issues and improve the overall traffic operations and safety.

Throughout the Corridor, system management techniques such as encouraging the use of alternative transportation modes, and access management techniques, including consolidation of access points along OR 82, should be used to further minimize congestion and improve safety.

Facilities Management

A key mangement theme of the La Grande to Wallowa Lake (OR 82) Corridor is that transportation facility operation, preservation and improvement should be conducted with sensitivity to the corridor's significant environmental and cultural resources. A key component of this management direction is the identification of environmentally and culturally sensitive portions of the Corridor to help avoid, minimize, and mitigate maintenance and construction activities that may impact water quality, wildlife habitat and cultural sites. The Plan supports the implementation of the *OR 82 Corridor Environmental Compliance, Constraints and Coordination Handbook* that was developed as a part of the corridor planning process. The Corridor Plan also supports the coordination of agency response plans for hazardous material spills within the corridor.

As a multi-modal corridor plan, the La Grande to Wallowa Lake (OR 82) Corridor also promotes opportunities to use alternative modes of transportation through facilities management and service improvement decisions. This includes:

- promoting bicycle usage in the corridor through marketing strategies;
- enhancing commuter air freight/service to the La Grande/Union County Airport;
- facilitating the potential transfer of management/ownership of the Joseph State Airport to Wallowa County, and
- examining alternatives to preserve the Elgin-Joseph rail line for future transportation use.

Safety Management

A key mangement theme of the La Grande to Wallowa Lake (OR 82) Corridor is for investment to be made in highway safety, specifically the resolution of issues including inadequate roadway/shoulder widths, driving hazards and turning lanes/intersection designs. The program for implementing safety is responsive to addressing real and potential high accident locations in the corridor.

B. CORRIDOR PLAN OBJECTIVES

Corridor Plan objectives are intended to establish realistic performance objectives for transportation in the Corridor and to help ODOT make major transportation decisions. Objectives have been developed for all modes of transportation in the Corridor based upon

All of the communities along the corridor except the City of Imbler have pedestrian facilities (sidewalks). However, curb cuts for wheel chair access is generally lacking even where sidewalks exist. The percentage of commuters that either walk or bike to work in the two counties that the corridor traverses is nearly twice the statewide average. The corridor is also a destination for bicycle touring enthusiasts, as evidenced by recent Cycle Oregon tours along the corridor.

Transit services in the La Grande to Wallowa Lake (OR 82) Corridor is primarily demand-responsive with the majority of the ridership open only to senior and disabled citizens. An informal network of social service agencies and private non-profit organizations provide these services. La Grande and Island City are the only communities in the corridor with densities conducive for fixed-route or taxi service. Blue Mountain Cab Company currently offers service to La Grande, Island City and the outlying areas around these communities.

Wallowa Valley Stage Lines operates one round trip bus daily along OR 82 between La Grande and Joseph. La Grande is a bus stop for Greyhound Bus Lines along I-84 with east-west service provided four times daily.

Rail connections for freight exists in La Grande, Island City and Elgin. The Idaho Northern and Pacific Railroad successfully filed for abandonment of the right-of-way between Elgin and Joseph. No passenger rail exists in the corridor and air travel is fairly limited at this time.

There are several unique opportunities to develop a balance of modes in the Corridor that will be discussed in greater detail in the sections that follow. Overall, the Plan calls for preserving and enhancing existing facilities and services for alternative modes of travel.

2.1.1 Corridor Plan Objectives

The Corridor Plan Objectives that relate to transportation balance are contained in each modal section that follows.

Objective A1 — Rail Freight Service

Crossings between rail and highway are a possible point of conflict between modes and, as such, are safety issues that should be addressed regularly. In addition, the INP currently operates at five miles per hour between the UPRR interchange and Island City and 25 mph from there to Elgin. Branch rail lines within Oregon should be maintained to allow a minimum speed of operation of 25 mph whenever upgrading can be achieved with a favorable benefit-cost ratio. The INP has successfully filed for abandonment of the right-of-way between Elgin and Joseph.

- Work with the INP to upgrade track to improve safety and average minimum speed of operation between La Grande and Elgin to 25 mph if upgrading can be achieved in a way that addresses highway level of service, safety or other concerns.
- Work with the INP, the Oregon Public Utilities Commission, and others to preserve rail service in the Corridor between Elgin and Joseph.

Objective A2 — Rail Corridor Preservation

- Support the development of the Town Square Intermodal Facility in downtown La Grande to provide a central location for connections between intercity bus, local public transportation, special needs transit, taxi and other modes.

Objective A8 — Bicycle Facilities
The corridor is a destination for bicycle touring enthusiasts and for other visitors who could use bicycles for local trips. Bicycle use among the local population is also becoming more popular.

- Include bicycle lanes or adequate shoulder width, as appropriate, in all Highway 82 preservation and enhancement projects.
- In cooperation with local governments, explore enhancing the statewide bicycle route by utilizing city streets/county roads between La Grande and Elgin and city streets/county roads and/or the INP right-of-way between Wallowa and Joseph. This would include appropriate signing and, if required, pavement improvements to these facilities if the safety and/or utility of the route can be enhanced at lower cost on these facilities than on the Highway.
- In cooperation with Wallowa County, the city of Joseph, and Wallowa Lake State Park, develop a safe bicycle route between Joseph and the Park.

2.0 Regional Connectivity

2.1 Introduction

One of the primary goals of corridor planning is to ensure that connectivity within the corridor is maintained and enhanced. Regional connectivity refers to how well connected parts of the state are to one another as reflected by the transportation services. A corridor plan must balance the need for regional connectivity with local transportation system needs. Another aspect of connectivity is that of the cooperative approach to transportation system operations in the Corridor. This is best accomplished through the joint efforts of local and state governments and private transportation interests.

2.2 Overall Direction

The implementation program for connectivity in the La Grande to Wallowa Lake (OR 82) Corridor calls for, improvements in connectivity between places, and improved coordination between state transportation departments and local governments to address transportation needs. The general approaches to improve connectivity overlap with other areas of the Corridor Plan. For example, improving alternative modes for better connectivity also improves transportation balance. The nature of this objective is for management decisions and other implementation actions to preserve and enhance connections within the corridor, as well as, to other areas of Oregon and the Nation's northwest region

In the La Grande to Wallowa Lake (OR 82) Corridor, improved connectivity is addressed through preserving and enhancing connections within the corridor for the transportation disadvantaged. It is also addressed through preserving and enhancing connections to southeastern Washington and southwestern Idaho via OR 3 in Enterprise and OR 204 in

represents free flow traffic movements with no delays, while LOS F represents congested, stop-and-go conditions with significant delays.

Minimizing congestion often involves the promotion of alternative transportation modes and facility management. Facility management tries to avoid the premature obsolescence of highways by accommodating growth with and without capital-intensive improvements. One of the most important facility management techniques to preserve the function of the highway is access management, which includes regulating the number, spacing, type, and location of driveways, intersections and traffic signals.

3.2 Overall Direction

Congestion is not currently, nor is it anticipated to become a major problem in the next twenty years within the La Grande to Wallowa Lake (OR 82) Corridor. The unique area in the corridor (between La Grande and Island City) where congestion is an issue can be remedied through intersection improvements, improving parallel routes and employment of transportation system management measures that were identified in the *Island City Strip Detailed Corridor Plan* completed in 1993.

In the rural areas of the corridor, where few passing lanes exist east of Minam, increased travel time delays occur particularly during the summer months because of the recreational opportunities and mix of traffic traveling the corridor. The *Highway 82 Passing Lane Study,* completed in 1995, as part of the corridor planning process, identified five opportunities for passing lanes on the corridor to address seasonal congestion issues and improve the overall traffic operations and safety.

Throughout the Corridor, facilities management techniques such as: encouraging the use of alternative transportation modes, and access management techniques, including consolidation of access points along OR 82, should be used to minimize congestion and improve safety.

3.3 Corridor Plan Objectives

The Corridor Plan Objectives related to congestion are as follows:

Objective C1 — Island City Strip Improvements

While the Island City Strip Detailed Corridor Plan completed in 1993 predates the Corridor Planning effort, it serves the same purpose as a refinement plan for this potentially congested segment of the corridor.

- Work with local jurisdictions to implement improvements proposed in the Island City Strip Detailed Corridor Plan and later refined in the 1995 La Grande/Island City Access Management/Circulation Plan.

Objective C2 — City of Enterprise Street Improvements

4.0 Roadway Conditions and Safety

4.1 Introduction

Safety is a high priority in the OTP, and the improvement of safety is a constant goal of all agencies involved in the provision of transportation services, whether the mode is by automobile, rail, air, transit, pedestrian, or bicycle. This section addresses the conditions of the roadway and how it impacts safety. Identifying and correcting deficiencies in the roadway and other systems can help minimize congestion and improve safety.

4.2 Overall Direction

The implementation program is broken into three subsections: roadway geometry, roadway conditions and roadway safety. Roadway geometry addresses the physical configuration of the highway such as lane and shoulder widths, curvature, and alignment. Roadway conditions generally refer to the pavement conditions. Accident rates and the severity of accidents generally measure safety.

Corridor Plan objectives identify facility management techniques such as additional signing, and widening of sections with above average accident rates, which would also improve the corridor for bicycle travel.

The program for implementing safety is responsive to addressing real and potential high accident locations in the corridor. In regard to issues of substandard geometry in the corridor, no cost-effective solution, other than slow moving vehicle turn-outs, and improvements to intersections have been identified. However, recent accidents and fatalities, justify additional geometric improvements to the Minam Grade.

As far as general roadway conditions go, implementation focuses on maintenance of existing facilities. To other safety issues in the corridor, ODOT is implementing a combination of facility management and improvements at potentially unsafe locations. These areas include the section between La Grande and Island City where congestion issues are also being addressed and in the rural areas of the corridor, where passing lanes are proposed to address seasonal travel time delays due to recreational opportunities and the mix of traffic traveling the corridor.

4.3 Corridor Plan Objectives

The Corridor Plan management direction for Corridor Plan Objectives for road conditions and safety are as follows

Objective D1 — Slow-Moving Vehicles

Timber, agriculture and tourism generate a traffic mix that is often in conflict because of speed differentials, familiarity with the corridor, and the ability to climb steep grades. Significant environmental and cultural resources may preclude passing lanes in the Wallowa Canyon and other locations along the corridor.

- In cooperation with the Oregon State Police and Wallowa and Union County sheriffs, develop slow-moving vehicle turnouts in the Wallowa Canyon and other locations

Scenic resource protection applies primarily to the rural portion of the Corridor. Scenic vistas are to be protected and new scenic turnouts are proposed. Vegetation management techniques will be used to protect existing vistas and buffers, and in approved locations, to create new vistas. In the urban area, scenic resource issues are addressed more directly by local comprehensive plans.

In the rural part of the Corridor, natural and cultural resource protection and mitigation of impacts to natural and cultural resources is a requirement for all Corridor Plan projects and maintenance activities that affect the roadway.

Wildlife crossing issues are important, particularly in the rural portions of the Corridor where elk and deer regularly cross the highway. Improved signage to improve driver awareness in these areas, as well as managing crossing locations, will help minimize impacts to wildlife and improve vehicle safety.

To manage water quality impacts, ODOT will use construction and maintenance methods that minimizes impacts to water quality. In the rural areas, runoff from impermeable surfaces to streams is a primary concern that is addressed through proper project design and coordination of agency response to hazard material spills. Water quality is a key component of the plan to improve and restore salmon runs in the Corridor. Identification of environmentally and culturally sensitive portions of the Corridor to help avoid, minimize and mitigate maintenance and construction activities is a key component of implementation actions to preserve water quality and enhance salmon migration in the rural areas.

Energy efficiency is addressed in the urban area by reducing congestion. Reductions in congestion also make better use of fuel and reduce energy consumption. Encouragement of more fuel-efficient and alternative fuel modes of transportation also help improve efficiency in both the rural and urban parts of the Corridor. ODOT will also use energy efficient construction methods and materials for all construction projects in the Corridor.

5.3 Corridor Plan Objectives

The following Corridor Plan Objectives were developed for environmental impacts. Corridor Objectives listed under other categories are intended to implement energy efficiency measures.

Objective E1 — Hazardous Materials Accident and Spill Management

Concerns regarding accidents involving hazardous materials were raised during meetings with federal and state agency staff. A desire was expressed to develop new or enhance existing accident and spill management plans and improve agency coordination.

In cooperation with local governments and state, federal and tribal agencies, develop hazardous materials accident and spill management plans for the Corridor. Special provisions for environmentally sensitive portions of the Highway 82 and INP corridors will be coordinated with federal and state agencies.

impacts. Corridor Objectives pertaining to cultural resource protection are identified in the section on Environmental and Energy Impacts.

This Corridor Plan is carefully tied to land use in both the urban and rural portions of the Corridor. In the urban area, the Plan supports the local comprehensive plans and TSPs and their land use designation. Corridor objectives that acknowledge the relationship of the Corridor Plan to local TSPs is identified in the section on Congestion.

In the rural areas, the focus for land use is on minimizing the impacts of potential development impact areas on OR 82. Access management plans will help to reduce the total number of access points on the highway. Access management objectives are included in the section on congestion.

6.3 Corridor Plan Objectives

The Corridor Plan Objectives for social and land use impacts are included under other categories.

7.0 Economic Impacts

7.1 Introduction

Oregon law (ORS 184.681(4)) directs ODOT to "give economic development and the provision of industrial site services priority in fund allocation decisions." This direction led ODOT to assess the economic development potential in 25 highway corridors around the state. The *Economic Development Analysis of Highway Corridors* (1995) concluded that the La Grande to Wallowa Lake Corridor has a relatively low economic development potential and that the corridor's benefit-cost ratio for economic growth generated by highway investments is relatively low. This determination was primarily based on the facts that Hood River County has limited economic development resources to spur growth and a moderate projected level of economic growth. Despite the Corridor economy's high sensitivity to transportation and a high proportion of lodging employment (an indicator of the level of tourism), the lack of development resources reduces the potential for economic development resulting from improved transportation facilities.

The La Grande to Wallowa Lake (OR 82) principal industries are timber, agriculture and tourism. There are currently five lumber and wood products mills along the corridor in Joseph, Wallowa, Elgin, the Baum Industrial Park north of Island City and La Grande. Both the Grande Ronde and Wallowa Valleys are farming and ranching communities, with wheat and cattle as their primary products.

Recreation and tourism destinations are located within and adjacent to the corridor. These include the Hell's Canyon National Recreational Area, Eagle Cap Wilderness, Wallowa Lake State Park, Minam Canyon, and Wallowa-Whitman National. These and various other recreation sites and amenities provide opportunities for camping, hiking, and hunting. The Minam and Wallowa Wild and Scenic Rivers and numerous creeks and tributaries in the corridor provide opportunities for rafting and angling. In recent years Wallowa County's art

Large volumes of goods and services pass through La Grande at the west end of the Highway 82 Corridor. An intermodal facility would provide the opportunity for the local economy to tap this economic stream.

- Work with the Union Pacific Railroad, INP, Union County Economic Development Corporation, key businesses and other interested parties to explore the development of a rail/truck intermodal reload facility in the Corridor.

LA GRANDE-WALLOWA LAKE
(Oregon Highway 82)
CORRIDOR PLAN

Corridor Mapping and Decision Details

An Element of the Oregon Transportation Plan

Oregon Department of Transportation
Region 5

October 1999

CORRIDOR MAPPING
AND
DECISION DETAILS

A.	Description of Process	IV.1
B.	Matrix of Objectives and Solutions	IV.2
C.	Solution List by Funding Priority	IV.5
D.	Decision Mapping	IV.8

LIST OF TABLES

Table 6	Corridor Decision Categories	IV.2
Table 7	Decision Identification Matrix	IV.4
Table 8	Solution List	IV.6

LIST OF FIGURES

Figures 10-15	Location of Solutions Mapping	IV.9

A. DESCRIPTION OF PROCESS

Chapter III details the objectives and overall direction for management of transportation facilities and services within the La Grande-Wallowa Lake (OR 82) Corridor. This Chapter expands on that management direction by describing how specific solutions will be implemented, fitting those solutions into financial constraints, and mapping the projects throughout the corridor. The three sections of this chapter are described below.

A Matrix of Objectives and Solutions (Section B) summarizes the implementation actions proposed to fulfill Corridor Plan objectives. The implementing actions may take the form of service improvement by a transportation service provider; management, operational or maintenance practices further (refinement) planning that is needed at the appropriate time in the future to clearly identify the appropriate solution, or capital improvements.

A Project List by Funding Priority (Section C) summarizes those solutions that could be termed "projects" – there is something specific to build or repair, as opposed to management practices or procedures. This table lists all of the projects sorted first by funding priority and then by project number. The project numbers are those used in the Matrix of Objectives and Solutions in Section B. In addition, this table identifies the specific location of the solution (highway and milepoint), the ODOT Region responsible for the project, and the project type (modernization, safety, preservation, etc.). The table also lists the jurisdiction the project is within (county and city if applicable), estimated project cost, a brief project description and comments or justification for the project.

Decision Mapping (Section D) includes maps of the entire corridor illustrating the location of all the projects identified in Section C. The maps are at a scale of 1" = 1 mile for the corridor. These maps include data "ribbons" in the lower 1/3 of the page which display a line starting and stopping at the limits of each project, or a circle for projects at a point (e.g. intersections, bridges, etc.). Adjacent to each project symbol is the project number, again tied to the tables in Sections B and C. The symbols are color coded to reflect each project's funding priority. Finally, the data ribbons are categorized by the work type (modernization, bridge, safety, transit, etc.).

Additional details and specific location mapping for each project can be found in the Decision Detail section of Volume 2 of the Corridor Plan.

Transportation Demand Management (TDM) – Recommended measures to manage users of transportation systems; actions designed to change travel behavior to improve performance of transportation facilities and to reduce need for additional road capacity, i.e., ride-sharing and vanpool programs.

Transportation System Management (TSM) – Recommended measures to increase the efficiency, safety, capacity or level of service of a transportation system (networks of transportation links, services and facilities) without increasing its size, i.e., traffic signal improvements and traffic control devices.

Facilities Management, Operations and Maintenance (FM) – Recommended measure to preserve the condition and functionality of pavement, bridges, signs, guardrails and other physical elements of the highway system.

Safety Management (SM) – Recommended measures to improve the safety of all facets of the transportation system including operators, passengers, pedestrians, and recipients of goods and services and property owners.

Service Improvement Decisions
Service improvements include recommended measures to improve the efficiency and effectiveness of specific transportation modes in the corridor or the connectivity between modes, i.e., airport and bus connections. The products of these decisions identify refinement planning needs.

Air Service (AR) – Recommended measures s to improve air service in the corridor.

Rail Service (R) – Recommended measures to improve rail service to the corridor.

Table 7

Oregon Highway 82 Corridor Plan
(La Grande - Wallowa Lake)
Decision Identification Matrix (Draft 7.0)
January 23, 1998

OBJECTIVE CATEGORY	CORRIDOR OBJECTIVE	DESCRIPTION	Service Improvement Decisions						
			Land Use Management (LUM)	M	Air (AR)	Public Transportation (PT)	Rail (R)	Water	Pipeline
Trans. Balance/ Intermodal Connectivity	A1	Rail Freight Service	LU1- TSP Development and Implementation	AM Des			R1 - Elgin-Joseph Freight Rail Preservation Plan		
	A2	Rail Corridor Preservation					R1 - Elgin-Joseph Freight Rail Preservation Plan		
	A3	Intercity Rail Passenger to Public Trans. Connectivity							
	A4	Air Service			- Commuter Air/ Freight ncements to La de/Union Co. Airport - Joseph State Airport gement				
	A5	Air to Public Trans. Connectivity							
	A6	Urban Public Trans./ Intercity Public Trans Service							
	A7	La Grande Transit Center							
	A8	Bicycle Facilities							
Regional Connectivity	B1	Connections to Washington State		AM De ma Hw			R1 - Elgin-Joseph Freight Rail Preservation Plan		
	B2	Hwy. 82 Classification		AM De of acc					
	B3	Transportation Disadvantaged Services							
Congestion	C1	Island City Strip Improvements		AM De ligh ass					
	C2	City of Enterprise Street Improvements							
	C3	City and County Transportation Systems Plans	LU1- TSP Development and Implementation; review zoning of land adjacent to Island City Strip for possible impacts to Hwy. 82	AM De cat Str					
	C4	Passing Lanes		AM De hig tan					
	C5	Truck Routes	LU1- TSP Development and Implementation; determine feasibility of truck route modifications						
	C6	Access Management		AM De ent cat					
Safety	D1	Slow-moving Vehicles							
	D2	Signing/ Marking at High-accident Locations							
	D3	Roadway Geometry/ Condition							
Environmental	E1	Hazardous Materials Accident and Spill Management							
	E2	Maintenance Plans for Environmentally and Culturally Sensitive Areas							
	E3	Scenic Resources							
Social	•								
Energy	•								
Economic	H1	Interpretive Corridor		AM De to					
	H2	Intermodal Reload Facility							

☐ Not Applicable to this corridor.

• This is a general category of transportation impact. Corridor objectives li

otak

7757\mtx01_98.wk4

Oregon Highway 82 Corridor Plan
(La Grande - Wallowa Lake)
Decision Identification Matrix (Draft 7.0)
January 23, 1998

Table 7

OBJECTIVE CATEGORY	CORRIDOR OBJECTIVE	DESCRIPTION	DECISION CATEGORIES														
			Management Decisions							Capital Improvement Decisions			Service Improvement Decisions				
			Land Use Management (LUM)	Access Management (AM)	Visual Management (VM)	Trans. Demand Management (TDM)	Trans. Systems Management (TSM)	Facilities Management, O&M (FM)	Safety Management (SM)	Projects (PJ)	Programs (PG)	Design Exception Intent (DEI)	Air (AR)	Public Transportation (PT)	Rail (R)	Water	Pipeline
Trans. Balance/ Intermodal Connectivity	A1	Rail Freight Service	LU1- TSP Development and Implementation	AM1-Access Management Designation							PG1 - Grade Crossing Protection Program				R1 - Elgin-Joseph Freight Rail Preservation Plan		
											PG2 - Railroad Track Improvement Program - La Grande to Elgin						
	A2	Rail Corridor Preservation			VM1 - Scenic Resources Inventory; scenic resource inventory and preservation recommendations						PG3 - Right-of-Way Acquisition - Elgin-Joseph				R1 - Elgin-Joseph Freight Rail Preservation Plan		
	A3	Intercity Rail Passenger to Public Trans. Connectivity				TDM1 - Scope Public Transportation Plan											
	A4	Air Service						AR2 - Joseph State Airport Management		PJ1 - Joseph State Airport Improvements			AR1 - Commuter Air/ Freight Enhancements to La Grande/Union Co. Airport				
													AR2 - Joseph State Airport Management				
	A5	Air to Public Trans. Connectivity				TDM1 - Scope Public Transportation Plan											
	A6	Urban Public Trans./ Intercity Public Trans Service				TDM1 - Scope Public Transportation Plan				PJ2 - Town Square Intermodal Facility							
	A7	La Grande Transit Center				TDM1 - Scope Public Transportation Plan				PJ2 - Town Square Intermodal Facility							
	A8	Bicycle Facilities						FM1 - Bicycle Route Promotional Strategies		PJ3 - Wallowa Lake State Park Bicycle Facility	PG4 - Shoulder Widening Program	PJ4/DEI1 - Enterprise to Joseph Bicycle Facility					
										PJ4/DEI1 - Enterprise to Joseph Bicycle Facility							
Regional Connectivity	B1	Connections to Washington State		AM1 - Access Management Designation; assign access management categories to Hwys. 3 and 204		TDM1 - Scope Public Transportation Plan									R1 - Elgin-Joseph Freight Rail Preservation Plan		
	B2	Hwy. 82 Classification		AM1 - Access Management Designation; review impact of possible reclass. on access mgmt. categories													
	B3	Transportation Disadvantaged Services				TDM1 - Scope Public Transportation Plan											
Congestion	C1	Island City Strip Improvements		AM1 - Access Management Designation; review TSPs in light of access management assignments							PG5 - Implement Island City Strip Detailed Corridor Plan						
	C2	City of Enterprise Street Improvements								PJ5 - Enterprise Street Improvements							
	C3	City and County Transportation Systems Plans	LU1- TSP Development and Implementation; review zoning of land adjacent to Island City Strip for possible impacts to Hwy. 82	AM1 - Access Management Designation; assign mgmt. categories for Island City Strip						PJ6 - Joseph Pedestrian Improvements							
										PJ7 - Island City Extension							
	C4	Passing Lanes		AM1 - Access Management Designation; limit new highway access in passing lane segments						PJ8 - Island City/ Imbler Passing Lane							
										PJ9 - Minam/ Wallowa Passing Lane							
										PJ10 - Wallowa/ Lostine Passing Lane							
										PJ11 - Lostine/ Enterprise Passing Lane							
										PJ12 - Enterprise/ Joseph Passing Lanes							
	C5	Truck Routes	LU1- TSP Development and Implementation; determine feasibility of truck route modifications							PJ13 - Hwy. 204 Truck Connection - Elgin							
	C6	Access Management		AM1 - Access Management Designation; assign and enforce access mgmt. categories to Hwy. 82													
Safety	D1	Slow-moving Vehicles									PG6 - Slow-Moving Vehicle Turnout Program						
	D2	Signing/ Marking at High-accident Locations									PG7 - High Accident Location Signing/ Marking Program						
	D3	Roadway Geometry/ Condition								PJ7 - Island City Extension							
Environmental	E1	Hazardous Materials Accident and Spill Management						FM2 - Scope Hazardous Materials Spill Response Plan Integration									
	E2	Maintenance Plans for Environmentally and Culturally Sensitive Areas						FM3 - Environment Compliance, Constraints and Coordination Handbook									
	E3	Scenic Resources			VM1 - Scenic Resources Inventory; scenic resource inventory and preservation recommendations					PJ14 - Scenic Turnouts							
Social	●																
Energy	●																
Economic	H1	Interpretive Corridor		AM1 - Access Management Designation; review access to interpretive sites	VM2 - Interpretive Corridor					PJ6 - Joseph Pedestrian Improvements							
	H2	Intermodal Reload Facility								PJ15 - La Grande Intermodal Reload Facility Feasibility	PG8 - Truck Route and Rail Enhancements - I-84 to Baum Industrial Park						
										PJ7 - Island City Extension							

☐ Not Applicable to this corridor.

● This is a general category of transportation impact. Corridor objectives listed under other categories have been developed in accordance with this general category.

7757\mtxo1_98.wk4

otak

C. SOLUTION LIST BY FUNDING PRIORITY

The Solution List by Funding Priority summarizes those Capital Improvement decisions that could be termed "projects" – there is something specific to build or repair, as opposed to management practices or procedures. This table lists all of the projects sorted first by funding priority and then by project number. The project numbers are those used in the Matrix of Objectives and Solutions in Section B. In addition, this table identifies the specific location of the solution (highway and milepoint), the ODOT Region responsible for the project, and the project type (modernization, safety, preservation, etc.). The table also lists the jurisdiction the project is within (county and city if applicable), estimated project cost, a brief project description and comments or justification for the project.

Costs are preliminary estimates based upon information provided by local governments or developed by ODOT. Local contributions to project costs could result in adjustments to the prioritization of projects. That is, given ODOT's limited resources, the greater the "local match," the higher the likelihood of implementing the project.

FUNDING PRIORITY: Committed

Project No.	Beg. Milepoint	Ending Milepoint	Route No.	State Highway No.	Section	Worktype	City	County	Estimated Cost ($1000)	Description	Justification	Lead Agency	Program Year	Supporting Documentation
10517	30.7	38.4	OR 82	10	Wallowa Lake Highway Rockfall	Operations		Wallowa	$694	Rockfall correction.	Improve safety.	ODOT	2001	2000-2003 STIP
10496	16.19	16.41	OR 82	10	Imbler -Elgin	Operations		Union	$621	Slide correction	Improve safety.	ODOT	2002	2000-2003 STIP
10493	0.89	0.92	OR 82	10	Island Avenue	Operations	La Grande	Union	$592	Install traffic signals at I-84 interchange	Improve safety.	ODOT	2003	2000-2003 STIP
10482	45.83	45.83	OR 82	10	Wallowa River	State Bridge		Wallowa	$320	Rehabilitate bridge. (Bridge# 2184)	Preserve structure.	ODOT	2004	2000-2003 STIP
10515	0	0.21	OR 82	10	Island Avenue	Preservation	La Grande	Union	$695	Pavement reconstruction and signal loop replacement	Preserve pavement condition.	ODOT	2000	2000-2003 STIP
10512	2.64	12.8	OR 82	10	Island City - Imbler	Preservation		Union	$382	Chip seal.	Preserve pavement condition	ODOT	2002	2000-2003 STIP
10524	49.4	71.42	OR 82	10 (351)	Joseph-Wallowa Lake	Preservation		Wallowa	$747	Chip seal.	Preserve pavement condition	ODOT	2002	2000-2003 STIP
10518	42.26	49.43	OR 82	10	Rock Creek-Spring Creek	Preservation		Wallowa	$1,199	Pavement Reconstruction, Guardrail and Bridge Rail Work, and Bridge Rehabilitation (Bridge No. 2184).	Preserve pavement condition and structure.	ODOT	2003	2000-2003 STIP
TOTAL - Committed									**$5,250**					

FUNDING PRIORITY: Constrained

Project No.	Beg. Milepoint	Ending Milepoint	Route No.	State Highway No.	Section	Worktype	City	County	Estimated Cost ($1000)	Description	Justification	Lead Agency	Priority	Supporting Documentation
PG5	0.56	1.74	OR 82	10	La Grande	Modernization	La Grande	Union	$5,000	Implement improvements identified in the La Grande Island City Detailed Access Mangement Circulation Plan including traffic signalization and improvements to local street system.	Improve safety and preserve capacity of OR Highway 82 through urban section of La Grande/ Island City.	ODOT	High Priority	1993 Island City Strip Detailed Corridor Plan, 1995 La Grande/Island City Access Management/Circulation Plan, Draft Region 5 State Needs (SNASP) List.
PJ9	43.40	45.60	OR 82	10	Minam - Wallowa	Modernization		Wallowa	$2,400	Construct eastbound and westbound passing lanes - from a two-lane, 28-foot wide section, to alternating three lane, 48-foot wide section.	Geometric curvature provides limited sight distance and passing opportunities. Improve safety by reducing vehicle platoon size and peak summer travel time delay.	ODOT	Medium Priority	Highway 82 pasing Lane Study (April 1996)
PG3			Idaho Northern and Pacific Rail Road		Elgin - Joseph	Enhancement		Union, Wallowa	$2,500	Acquire the Idaho Northern Pacific (INP) rail road right-of-way	Preserve the INP rail road right-of-way for future rail or other transportation use.	Oregon Parks and Recreation Department	High Priority	1994 Oregon Rail Freight Plan
TOTAL: Constrained Modernization									**$7,400**					
TOTAL: Constrained									**$9,900**					

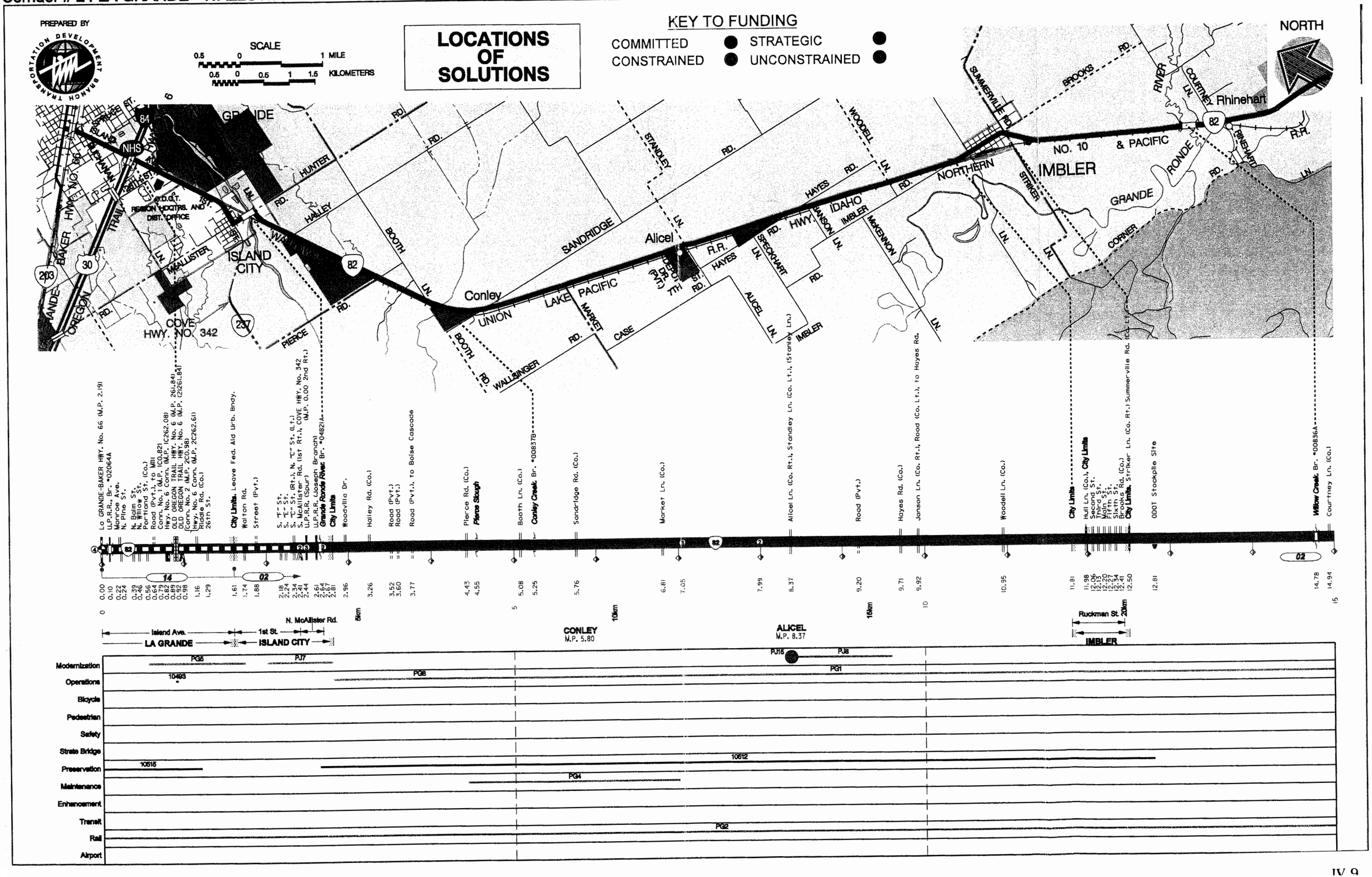
FUNDING PRIORITY: Strategic

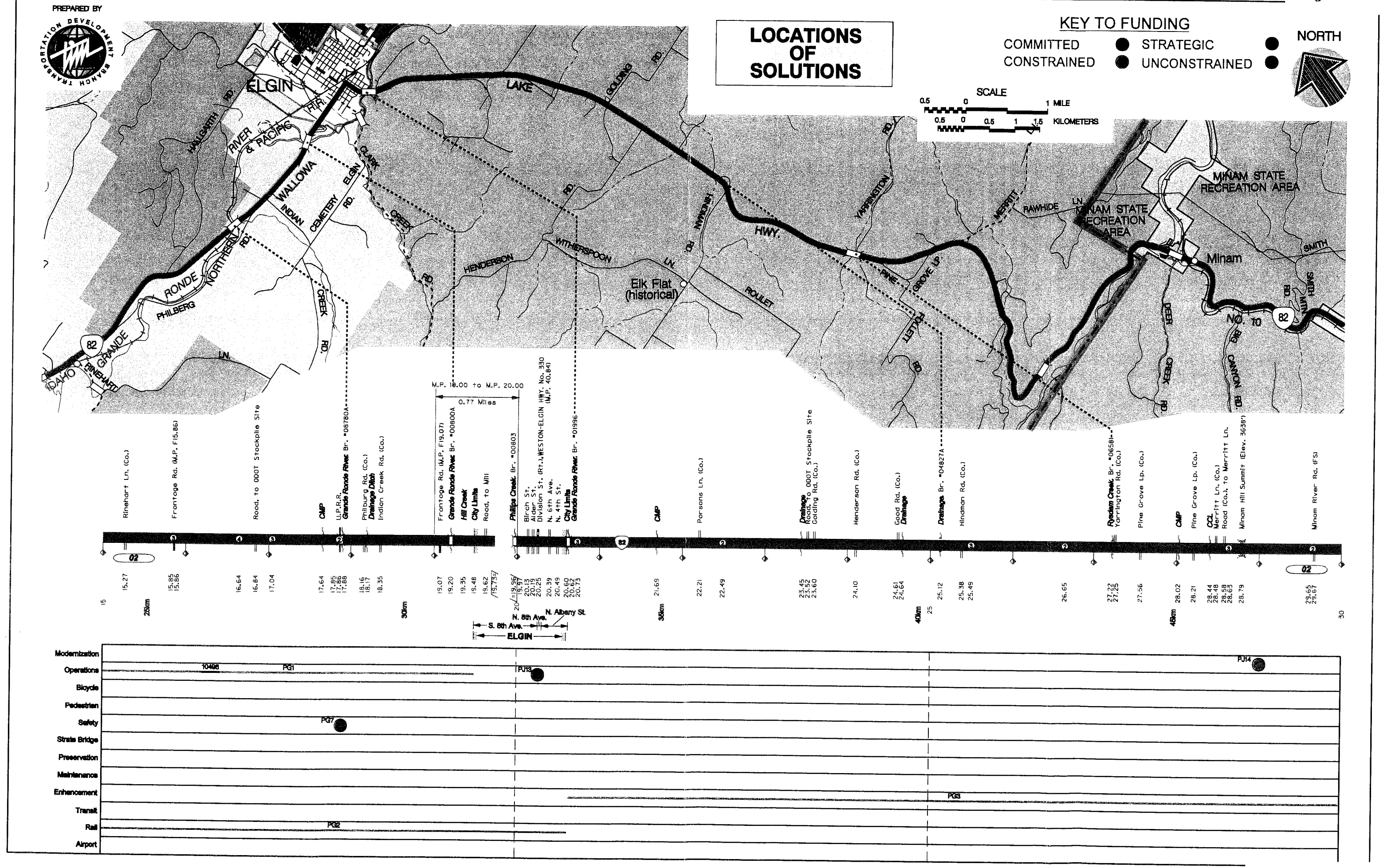
Project No.	Beg. Milepoint	Ending Milepoint	Route No.	State Highway No.	Section	Worktype	City	County	Estimated Cost ($1000)	Description	Justification	Lead Agency	Priority	
PJ8	8.40	9.60	OR 82	10	Island City - Imbler	Modernization		Union	1,400	Construct eastbound passing lane - from a two-lane, 28-foot wide section, to a three lane, 48-foot wide section.	Improve safety by reducing vehicle platoon size	ODOT	Medium Priority	Highway 82 pasing Lane Study (April 1996)
PJ11	60.00	61.40	OR 82	10	Lostine - Enterprise	Modernization		Wallowa	2,400	Construct westbound passing lane - from a two-lane, 28-foot wide section, to a three lane, 48-foot wide section.	Improve safety by reducing peak summer travel time delay	ODOT	Medium Priority	Highway 82 pasing Lane Study (April 1996)
PJ12	66.50	67.50	OR 82	10	Enterprise -Joseph	Modernization		Wallowa	2,400	Construct eastbound and westbound passing lanes - from a two-lane, 28-foot wide section, to four lane, 60-foot wide section	Improve safety by reducing peak summer vehicle travel time delay	ODOT	Low Priority	Highway 82 pasing Lane Study (April 1996)
PJ16	30.00	33.00	OR 82	10	Minam Grade Phase 2 (Union-Wallowa County)	Modernization		Union	7,000	Realign curves and widen roadway.	Improve safety.	ODOT		Union County TSP
PJ17	47.32	47.32	OR 82	10	Whiskey Creek Road Intersection	Modernization	Wallowa	Wallowa	500	Improve alignment of intersection of Whiskey Creek Road and OR 82. Includes addition of east bound left-turn refuge lane and realignment and reconstruction of approximately 600 feet of OR 82	Improve safety of five-legged intersection and provide access to Nez Perce Interpretive Center.	ODOT	High Priority	Wallowa TSP
PJ13	20.25	20.25	OR 82	10	Elgin	Operations	Elgin	Union	315	Sign truck route and signalize intersection of OR 82 and Hwy 204.	Improve truck turning movements at intersection of OR 82 and Hwy 204.	ODOT	Medium Priority	Union Co. TSP, Elgin TSP
VM2	32.89 33.53 1.48	32.89 33.53 1.48	OR 82 OR 82 Hwy 351	10	Minam - Joseph	Operations		Union, Wallowa	160	Provide access to interpretive sites along corridor including 1) Minam Overlook 2) Minam 3) Chief Joseph Monument	Enhance the Hell Canyon Scenic Byway along OR 82 as an interpretive corridor.	ODOT	Medium Priority	
PJ4			Local		Enterprise to Joseph Bicycle Facility	Bicycle	Enterprise, Joseph	Wallowa	200	Provide a bicycle facility between Enterprise and Joseph along Hurricane Creek Road.	Inadequate shoulder width along OR 82 between Enterprise and Joseph, to accommodate bicycles and provide vehicular safety	ODOT	High Priority	
PJ3	0.87	4.93	Local		Wallowa Lake State Park Bicycle Facility	Bicycle		Wallowa	80	Provide a bicycle route between Wallowa Lake State Park and the City of Joseph on the westside of the lake along an unpaved County Road.	Inadequate shoulder width along Hwy 351 between Joseph and Wallowa Lake State Park to accommodate bicycle and provide vehicular safety. Westside improvements also provide alternate connection for emergency vehicle response.	ODOT	Medium Priority	Wallowa Co. TSP
PG7	17.88 31.00 57.00	17.88 31.00 57.00	OR 82	10	Imbler-Elgin, Elgin - Minam, Lostine - Enterprise	Safety		Union, Wallowa	20	Enhance warning signs and striping at high accident locations including 1)Hamburger Hill at approximately m.p. 17.88, Cherry Tree Corner at approximately m.p. 31.00, and Wade's Corner at approximately m.p. 57.00.	Improve safety at areas prone to icing, and significant game crossing and sharp geometric curvature.	ODOT	Medium Priority	1996 SPIS Report
TOTAL: Strategic Modernization									**$13,700**					
TOTAL: Strategic									**$14,575**					

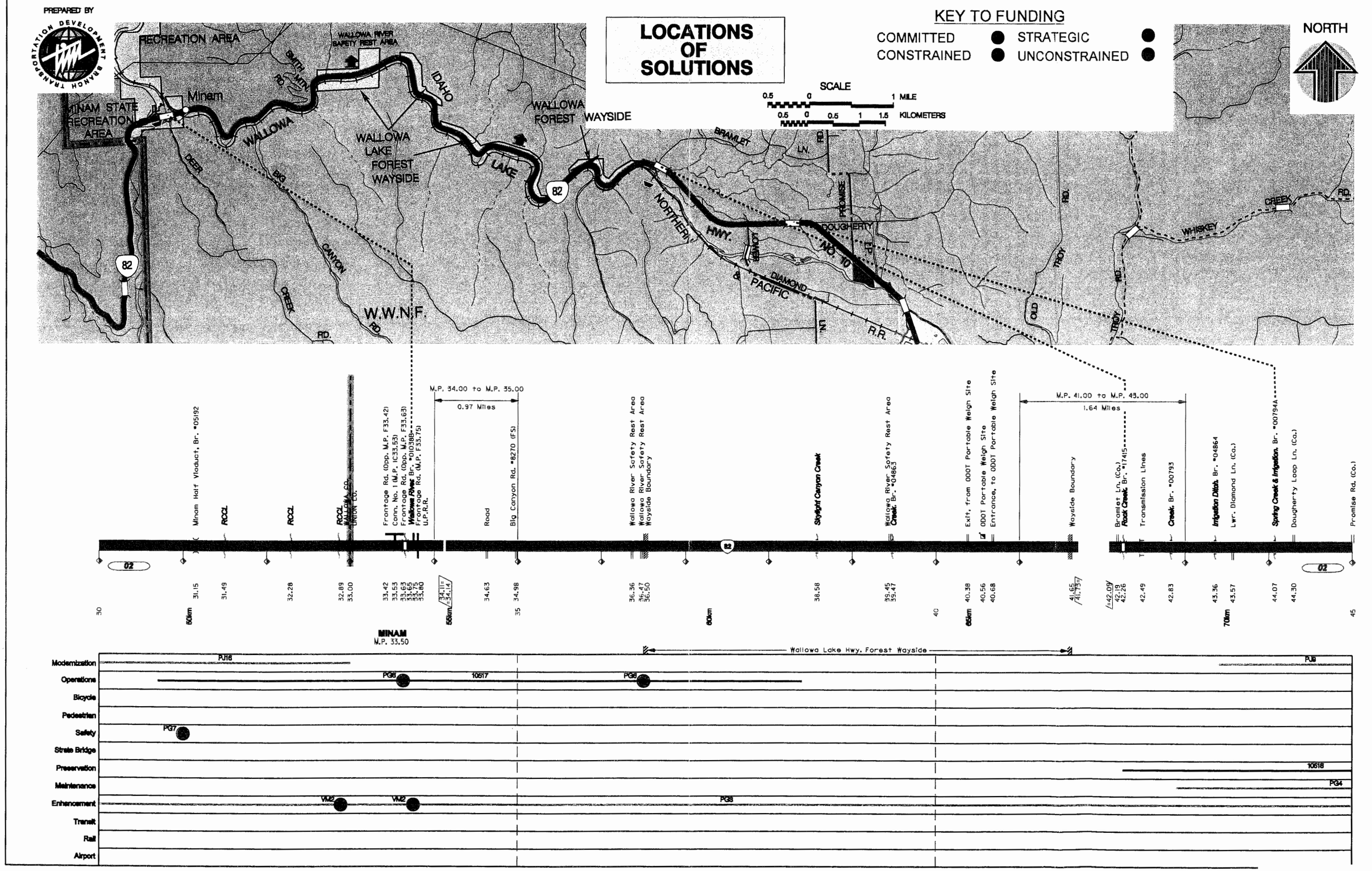
Project No.	Beg. Milepoint	Ending Milepoint	Route No.	State Highway No.	Section	Worktype	City	County	Estimated Cost ($1000)	Description	Justification	Lead Agency	Priority	Supporting Documentation
FUNDING PRIORITY: Unconstrained														
PJ 10	49.50	52.60	OR 82	10	Wallowa - Lostine	Modernization		Wallowa	2,500	Construct eastbound passing lane - from a two-lane, 28-foot wide section, to a three lane, 48-foot wide section.	Improve safety by reducing peak summer travel time delay	ODOT	Medium Priority	Highway 82 pasing Lane Study (April 1996)
PJ14	29.00 64.00 68.40	29.00 64.00 68.40	OR 82	10	Minam -Joseph	Modernization		Union, Wallowa	300	Construct three scenic turnouts along OR 82 Possible locations include the entrance to Wallowa Canyon near Minam, near the Wallow Mountains Visitor Center in Enterprise, and near Prairie Creek between Enterprise and Joseph.	Enhance the Hells Canyon Scenic Byway designated along OR 82	ODOT	Medium Priority	1992 Hells Canyon Scenic Byway proposal, 1993 Draft USFS Hells Canyon Scenic Byway Plan
PJ7	2.00	2.80	OR 82	10	Island City Section	Modernization	Island City	Union	1,300	Increase curve radius of OR 82 north of the Grande Ronde River	Improve safety at the intersection of Hunter Road and OR 82. Roadway geometry, two at-grade rail crossings, and Grande Ronde River Bridge create a bottleneck for traffic flow in this section.	ODOT	Low Priority	SNASP List.
PJ15	8.37	8.37	OR 82	10	Island City- Imbler	Modernization		Union	2,400	Develop Intermodal Reload Facility possibly north of Island City at Baum Industrial	Enhance economic development by creating an efficient central site designed to optimize the service and connections between truck and rail freight lines.	Union County Economic Development Corporation	Low Priority	1996 Union County Port Feasibility Study, 1992 Oregon Transportation Plan
PG6	33.63 36.50	33.63 36.50	OR 82	10	Minam -Wallowa Canyon	Operations		Wallowa	500	Provide slow-moving vehicle turnout in locations where passing lanes currently do not exist or cannot be developed due to environmental constraints. Possible locations include the bottom of Minam Grade and near the Old Way Station in Wallowa Canyon.	Improve safety and reduce peak summer travel time delay.	ODOT	Medium Priority	1996 Highway 82 Passing Lane Study
PG8	3.26	4.43	OR 82	10	Island City- Imbler	Operations		Union	2,400	Consolidate three railroad crossings at Baum Industrial Park into two and provide frontage road to serve the Industrial Park.	Improve rail crossing safety at Baum Industrial Park and support economic development.	Union County	Low Priority	1996 Union County Port Feasibility Study
PG1	2.81	19.48	OR 82	10	Island City -Elgin	Operations		Union	n/a	Consolidate private and public rail road crossings between Island City and Elgin	Improve safety of highway and rail crossings	ODOT	Low Priority	
PJ18	46.59	46.89	OR 82	10	Madison Street (City of Wallowa)	Pedestrian	Wallowa	Wallowa	140	Provide a sidewalk between 1st Street and 7th Street along OR 82.	Improve pedestrian safety.	ODOT		Wallowa TSP
PJ 19	54.45	54.71	OR 82	10	Water Street (City of Lostine)	Pedestrian	Lostine	Wallowa	28	Provide a sidewalk between Roswell Street and the north city limits along OR 82.	Improve pedestrian safety.	ODOT		Lostine TSP
PJ20	54.98	55.55	OR 82	10	State Street (City of Lostine)	Pedestrian	Lostine	Wallowa	70	Provide a sidewalk between Resort Street and the east city limits along OR 82.	Improve pedestrian safety.	ODOT		Lostine TSP
PJ21	64.07	64.49	OR 82	10	Enterprise	Pedestrian	Enterprise	Wallowa	91	Provide sidewalk between Walter Street and Highland Avenue on the north side of OR 82.	Improve pedestrian safety.	ODOT		Enterprise TSP
PJ22	65.75	65.87	OR 82	10	Enterprise	Pedestrian	Enterprise	Wallowa	45	Provide sidewalk between School Street and Florence Street on south side of OR 82.	Improve pedestrian safety.	ODOT		Enterprise TSP
PG4	4.43 42.90 60.06	7.00 46.72 63.77	OR 82	10	Island City - Imbler, Minam-Wallowa, Lostine-Enterprise	Maintenance		Union, Wallowa	8,800	Widen and restripe substandard (less than 4 foot) shoulders at high accident locations, a total of approximately 11 miles along OR 82.	Improve vehicular and bicycle safety	ODOT	Medium Priority	
PG2			Idaho Northern Pacific Rail Road		La Grande - Elgin	Rail		Union	1,200	Replace rail road ties, add ballast and align surface and track.	Improve the average speed of the INP to 25 mph between Island City and Elgin	INP Rail Road	Low Priority	1994 Oregon rail Freight Plan
TOTAL: Unconstained Modernization									$6,500					
TOTAL: Unconstained									$19,774					
GRAND TOTAL:									$49,399					

D. DECISION MAPPING

This section includes maps of the entire corridor illustrating the location of all the projects identified in Sections B and C. The maps are at a scale of 1" = 1 mile for the corridor. These maps include data "ribbons" in the lower 1/3 of the page which display a line starting and stopping at the limits of each project, or a circle for projects at a point (e.g. intersections, bridges, etc.). Adjacent to each project symbol is the project, again tied to the tables in Section C. The symbols are color coded to reflect each project's funding priority. Finally, the data ribbons are categorized by the work type (modernization, bridge, safety, transit, etc.)


PREPARED BY
TRANSPORTATION DEVELOPMENT BRANCH
SCALE
0.5 0 1 MILE
0.5 0 0.5 1 1.5 KILOMETERS
LOCATIONS OF SOLUTIONS
KEY TO FUNDING
COMMITTED
CONSTRAINED
STRATEGIC
UNCONSTRAINED
NORTH
LA GRANDE
ISLAND CITY
COVE
IMBLER
Alicel
Conley
Rhinehart
NO. 10 & PACIFIC NORTHERN
IDAHO
LAKE PACIFIC
UNION
GRANDE RONDE
CORNER
ISLAND Ave.
1st St.
N. McAllister Rd.
Ruckman St.
CONLEY M.P. 5.80
ALICEL M.P. 8.37
Modernization
Operations
Bicycle
Pedestrian
Safety
Strate Bridge
Preservation
Maintenance
Enhancement
Transit
Rail
Airport


PREPARED BY
TRANSPORTATION DEVELOPMENT BRANCH
LOCATIONS OF SOLUTIONS
KEY TO FUNDING
COMMITTED
CONSTRAINED
STRATEGIC
UNCONSTRAINED
NORTH
SCALE
1 MILE
1.5 KILOMETERS
ELGIN
WALLOWA LAKE HWY.
GOLDING RD.
HALLGARTH RD.
RIVER & PACIFIC
CLARK CREEK RD.
INDIAN CEMETERY RD.
ELGIN RD.
NORTHERN RD.
RONDE
PHILBERG
GRANDE
PINEHART LN.
IDAHO
82
HENDERSON RD.
WITHERSPOON LN.
Elk Flat (historical)
ROULLET RD.
YARRINGTON RD.
PINE GROVE LP.
FULLETT RD.
MERRITT RD.
RAWHIDE LN.
MINAM STATE RECREATION AREA
Minam
SMITH MILL RD.
DEER CREEK RD.
BIG CANYON RD.
NO. 10
M.P. 18.00 to M.P. 20.00
0.77 Miles
Rinehart Ln. (Co.)
Frontage Rd. (M.P. F15.86)
Road, to ODOT Stockpile Site
CMP
U.P.R.R.
Grande Ronde River Br. #08780A
Philburg Rd. (Co.)
Drainage Ditch
Indian Creek Rd. (Co.)
Frontage Rd. (M.P. F19.07)
Grande Ronde River Br. #00800A
Hill Creek
City Limits
Road, to Mill
Phillips Creek Br. #00803
Birch St.
Alder St.
Division St. (Rt.) WESTON-ELGIN HWY. No. 330 (M.P. 40.84)
N. 6th Ave.
N. 4th St.
City Limits
Grande Ronde River Br. #01996
Porsons Ln. (Co.)
Drainage
Road, to ODOT Stockpile Site
Golding Rd. (Co.)
Henderson Rd. (Co.)
Good Rd. (Co.)
Drainage
Drainage Br. #04827A
Hindman Rd. (Co.)
Ryedam Creek Br. #06581
Yarrington Rd. (Co.)
Pine Grove Lp. (Co.)
CMP
Pine Grove Lp. (Co.)
CCL
Merritt Ln. (Co.)
Road (Co.), to Merritt Ln.
Minam Hill Summit (Elev. 3638')
Minam River Rd. (FS)
N. Albany St.
N. 8th Ave.
S. 8th Ave.
ELGIN
Modernization
Operations
Bicycle
Pedestrian
Safety
State Bridge
Preservation
Maintenance
Enhancement
Transit
Rail
Airport
10496
PG1
PJ13
PJ14
PG7
PG3
PG2


PREPARED BY
TRANSPORTATION DEVELOPMENT BRANCH
LOCATIONS OF SOLUTIONS
KEY TO FUNDING
COMMITTED
CONSTRAINED
STRATEGIC
UNCONSTRAINED
NORTH
SCALE
0.5 0 1 MILE
0.5 0 0.5 1 1.5 KILOMETERS
RECREATION AREA
WALLOWA RIVER SAFETY REST AREA
SMITH MILL RD.
Minam
MINAM STATE RECREATION AREA
WALLOWA
DEER
BIG
CANYON
CREEK
RD.
WALLOWA LAKE FOREST WAYSIDE
IDAHO
LAKE
WALLOWA FOREST WAYSIDE
82
W.W.N.F.
BRAMLET
LN.
PROMISE
DOUGHERTY
NORTHERN
HWY.
NO. 10
DIAMOND
PACIFIC
R.R.
TROY
OLD
WHISKEY
CREEK
RD.
M.P. 34.00 to M.P. 35.00
0.97 Miles
M.P. 41.00 to M.P. 43.00
1.64 Miles
Minam Half Viaduct, Br. #05192
RCCL
RCCL
RCCL
WALLOWA CO.
UNION CO.
Frontage Rd. (Opp. M.P. F33.42)
Conn. No. 1 (M.P. IC33.53)
Frontage Rd. (Opp. M.P. F33.63)
Wallowa River Br. #01038B
Frontage Rd. (M.P. F33.75)
U.P.R.R.
Road
Big Canyon Rd. #8270 (FS)
Wallowa River Safety Rest Area
Wallowa River Safety Rest Area
Wayside Boundary
Skylight Canyon Creek
Wallowa River Safety Rest Area
Creek Br. #04863
Exit, from ODOT Portable Weigh Site
ODOT Portable Weigh Site
Entrance, to ODOT Portable Weigh Site
Wayside Boundary
Bramlet Ln. (Co.)
Rock Creek Br. #17415
Transmission Lines
Creek Br. #00793
Irrigation Ditch Br. #04864
Lwr. Diamond Ln. (Co.)
Spring Creek & Irrigation Br. #00794A
Dougherty Loop Ln. (Co.)
Promise Rd. (Co.)
02
30
31.15
31.49
32.28
32.89
33.00
33.42
33.53
33.63
33.65
33.75
33.80
34.11
34.14
34.63
34.98
35
36.36
36.47
36.50
38.58
39.45
39.47
40
40.38
40.56
40.68
41.65
41.757
42.09
42.19
42.26
42.49
42.83
43.36
43.57
44.07
44.30
45
50km
55km
60km
65km
70km
MINAM
M.P. 33.50
Wallowa Lake Hwy. Forest Wayside
Modernization
Operations
Bicycle
Pedestrian
Safety
State Bridge
Preservation
Maintenance
Enhancement
Transit
Rail
Airport
PJ16
PG6
10517
PG6
PG7
VM2
VM2
PG8
PJ8
10518
PG4

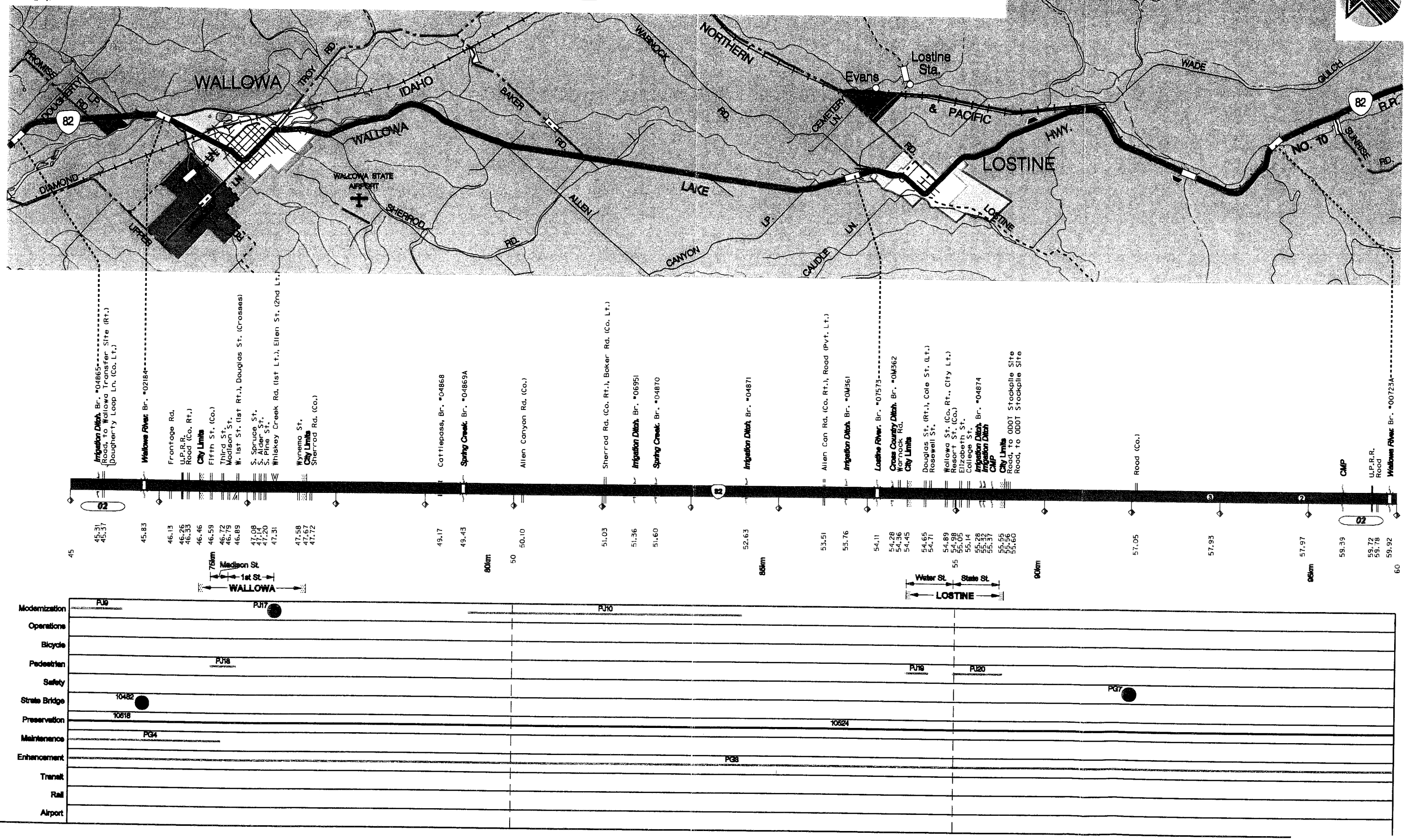
PREPARED BY TRANSPORTATION DEVELOPMENT BRANCH

SCALE
0.5 0 1 MILE
0.5 0 0.5 1 1.5 KILOMETERS

LOCATIONS OF SOLUTIONS

KEY TO FUNDING
COMMITTED ● STRATEGIC ●
CONSTRAINED ● UNCONSTRAINED ●

NORTH



PREPARED BY TRANSPORTATION DEVELOPMENT BRANCH

LOCATIONS OF SOLUTIONS

KEY TO FUNDING

COMMITTED ● STRATEGIC ●

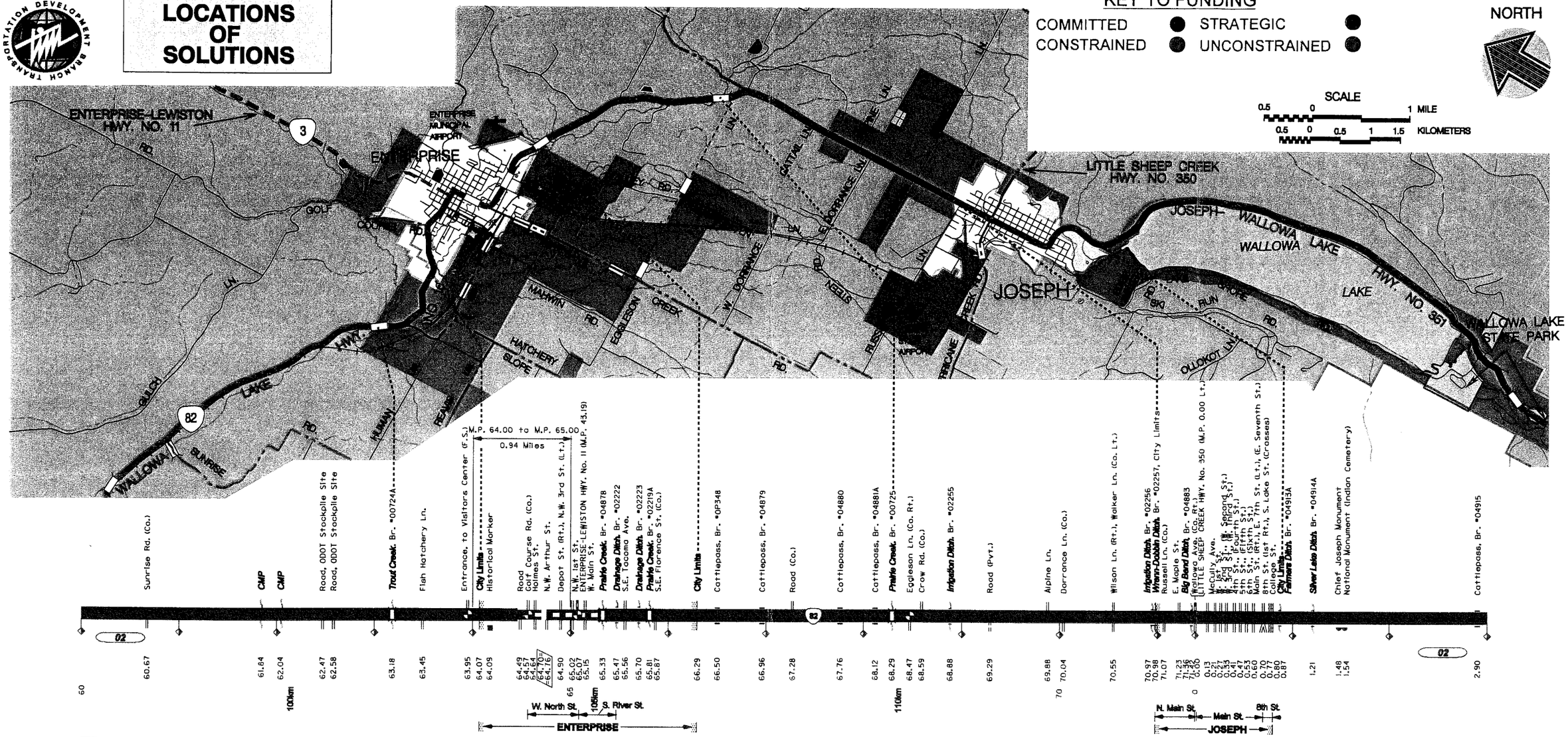
CONSTRAINED ● UNCONSTRAINED ●

NORTH

SCALE

0.5 0 1 MILE

0.5 0 0.5 1 1.5 KILOMETERS



Modernization	Operations	Bicycle	Pedestrian	Safety	Strategic Bridge	Preservation	Maintenance	Enhancement	Transit	Rail	Airport
PJ11, PJ14		PJ4	PJ21, PJ22			10524	PG4	PG3			
PJ12, PJ14											
		PJ3				10524		VM2			

PREPARED BY

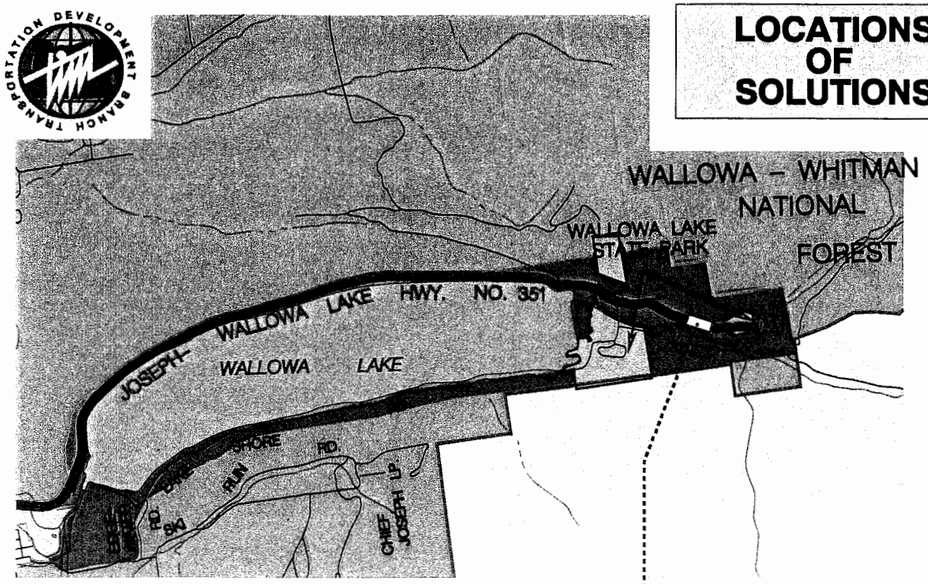
LOCATIONS OF SOLUTIONS

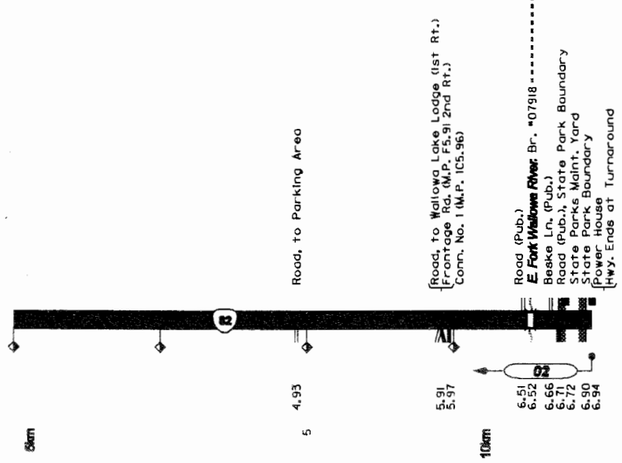
KEY TO FUNDING

COMMITTED ● STRATEGIC ●
CONSTRAINED ● UNCONSTRAINED ●

NORTH

SCALE
0.5 0 1 MILE
0.5 0 0.5 1 1.5 KILOMETERS





Modernization	
Operations	
Bicycle	P.18
Pedestrian	
Safety	
State Bridge	
Preservation	10524
Maintenance	
Enhancement	
Transit	
Rail	
Airport	