



EXHIBIT SCHEDULE

FILE NUMBER: Transportation System Plan 20-Year Update

APPLICANT: Tribal Planning Office

HEARING DATE: March 14, 2023

<u>EXHIBIT</u>	<u>NATURE OF EXHIBIT</u>
<u> 1 </u>	Seven (7) Page Staff Report
<u> 2 </u>	Ninety-four (94) Page Draft Transportation System Plan 20-Year Update
<u> 3 </u>	Five hundred and thirty-two (532) Page Draft Transportation System Plan Volume II : Technical Appendix
<u> 4 </u>	Eight (8) Page May Outreach Summary
<u> 5 </u>	Nine (9) Page Fall Outreach Summary
<u> 6 </u>	Two (2) Page Freight Survey Summary
<u> 3 </u>	Five (5) Page Dissemination Record

**STAFF REPORT
CONFEDERATED TRIBES OF THE UMATILLA INDIAN RESERVATION
TRIBAL PLANNING OFFICE**

Comprehensive Plan Amendment File No. TSP-23-001

Hearing Body: **Land Protection Planning Commission**

Public Hearing Date: March 14, 2023

SUBJECT:

Amendment to the CTUIR 2001 Transportation System Plan

APPLICANT:

CTUIR Planning Department, 46411 Timine Way, Pendleton, OR 97801

NATURE OF THE REQUEST:

The Tribal Planning Office seeks a recommendation from the Land Protection Planning Commission (LPPC) that the Board of Trustees adopt the updated Transportation System Plan (TSP) to replace the 2001 TSP. This plan updates the 2001 project list based on research of past plans; traffic analysis; and community input and feedback. It also develops criteria for evaluating future proposed projects based on seven (7) proposed goals: Safety; Environment and Cultural Heritage; Health; Equity and Accessibility; Connectivity; Coordination; and Financial Stability. More information about the plan can be found at: <https://ctuir.org/departments/tribal-planning-office/transportation-system-plan-update-2022/>

FACTS

1. CTUIR has compacted transportation services from the BIA under the terms of Public Law 93-638: The Indian Self-Determination Act. This Transportation System Plan serves as the Long Range Transportation Plan (LRTP), as defined by Code of Federal Regulations (CFR) 25 Part 170.409-411 which requires public notice, public involvement, and opportunity to comment. Under the relevant CFR regulations, and due to the relationship between the Transportation System Plan and other plans currently under the purview of the LPPC, such as the Land Development Code and the Statewide Transportation Improvement Plan, the LPPC seems the most relevant body to host this public hearing. The Tribal Planning Office proposes to codify this relationship in the amended Transportation System Plan for future plan amendments.
2. Tribal Planning Office staff have conducted the following public outreach throughout the development of this plan:

Phase 1	March –June 2022 Background data analysis; prior plan review; and traffic study. Draft plan components, including Introduction and Goals & Objectives chapters. Web engagement included providing information to the public and an interactive web map for the public to propose projects. Technical Advisory Committee Meeting #1 comprised of CTUIR staff from transportation-related departments and other adjacent and on-reservation road
---------	---

	<p>jurisdiction officials</p> <p>Public input solicitations at Senior Center Lunch, Mission Market, the NGC Rotunda during General Council, Yellowhawk Lobby, Tribal Youth Council, and Treaty Day Celebration.</p>
Phase 2	<p>September – December 2022</p> <p>Draft project list made available to the public.</p> <p>Technical Advisory Committee Meeting #2</p> <p>Public input solicitation at Mission Market, NGC Rotunda, Senior Center Lunch,</p> <p>Web engagement included providing information to the public and an interactive web map for the public to review and comment on proposed projects.</p> <p>Presentation and input solicitation at CTUIR Commissions/Committees, including Law & Order Commission; Fish & Wildlife Commission; Capital Improvements Committee; Health Commission; and Land Protection & Planning Commission.</p>
Phase 3	<p>January – March 2023</p> <p>Draft Plan made available to the public.</p> <p>Technical Advisory Committee Meeting #3</p> <p>General Council Presentation</p> <p>Presentations and input solicitation at CTUIR Commissions/Committees, including Capital Improvements Committee, Fish & Wildlife Commission, Health Commission, Elders Committee, and Tribal Youth Council</p>

2. *Summary of Proposed Amendments:*

<p style="text-align: center;">Plan Organization</p>	<p>Chapter 1: this chapter was changed to the Executive Summary from the former Introduction to provide a high-level easily referenced summary of the document’s contents.</p> <p>Chapter 2: this chapter was changed from “Goals and Objectives” to “Introduction”, which was formerly Chapter 1.</p> <p>Chapter 3: the former chapter “Existing Land Uses and the Transportation System” has been dissolved and incorporated into the Introduction chapter, as well as the appendix “Tech Memo 2: Context & Site Analysis”. Chapter 3 is amended to “Goals and Objectives”.</p> <p>Chapter 4: the former chapter “Existing Traffic Conditions” has been dissolved and incorporated into the appendix “Tech Memo 2: Context & Site Analysis”. New site analysis and traffic studies were completed and are located in the appendix. Chapter 4 is amended to “Roadway System” and chapters 4-8 comprise the project list organized by travel mode.</p> <p>Chapter 5: the former chapter “Traffic Forecast and Future Conditions” has been dissolved and incorporated into the appendix “Tech Memo 2: Context & Site Analysis”. Chapter 5 is amended to “Pedestrian System – Walking and Rolling”.</p> <p>Chapter 6: the former chapter “Potential Transportation Improvement Projects” has been replaced with chapters 4-8 in the amended plan, organized by travel mode.</p> <p>Chapter 7: the former chapter “Access Management Policies and Strategies” has been dissolved as many of the details reference out of date materials, and new access management strategies have been incorporated into Chapter 4: Roadway System. Chapter 7 is amended to “Transit System”.</p> <p>Chapter 8: the former chapter “Transportation System Plan” has been dissolved and incorporated into chapters 4-8 organized by travel mode. Chapter 8 is amended to “Rail and Pipeline Systems”.</p> <p>Chapter 9: this chapter was renamed from “Funding Sources” to “Funding and Implementation Plan”.</p>
<p style="text-align: center;">Chapter 1</p>	<p>Replaced “Introduction” and provides a high-level summary of the process of amending the plan, the resulting project list,</p>

Executive Summary	and programs and policies proposed to improve efficiency and quality of the Transportation System.
Chapter 2 Introduction	The text of the 2001 Introduction has been re-organized to provide a single paragraph introduction reflecting a change from a focus on the transportation infrastructure to a focus on the people using the transportation system. Regulatory language was moved to its own sub-section. The section “Relationship of Transportation System Plan to other Planning Documents” was removed, parts of it are noted elsewhere, where specific other plans are cross-referenced, and in the appendix “Tech Memo 2: Context & Site Analysis”. Sections were added to detail the public engagement activities completed to develop this plan. Implementation process was moved to Chapter 9.
Chapter 3 Goals and Objectives	The vision statement for this plan was amended to change the focus from the transportation infrastructure to the users of the transportation system. Goals were re-organized into a priority-ranked list, and objectives are subordinate to each goal in order to define what successful completion of that goal would entail. The new chapter specifies that these goals were used to rank and prioritize each of the proposed construction projects, and adds 2 new system-wide policies.
Chapter 4 Roadway System	Jurisdiction and functional classification was extensively descriptive in the 2001 plan, but has been condensed to a single descriptive paragraph and a map of functional classifications by all road jurisdictions operating on the reservation. 8 new Roadway System Policies have been added. The list of projects in the Roadway System has been amended and is included in this chapter.
Chapter 5 Pedestrian System	This chapter has been separated from the prior plan chapter that covered all modes. 4 new Pedestrian System policies have been added. The list of projects in the Pedestrian System has been amended and is included in this chapter.
Chapter 6 Bicycle System	This chapter has been separated from the prior plan chapter that covered all modes. 1 new Bicycle System policy has been added. The list of projects in the Bicycle System has been amended and is included in this chapter.
Chapter 7 Transit System	Kayak Public Transit did not exist at the time of publication of the 2001 Transportation System Plan. All components of this chapter are new.
Chapter 8	This chapter has been separated from the prior plan chapter

Rail and Pipeline Systems	that covered all modes. 2 new rail policies were added. No new pipeline system projects or policies were added.
Chapter 9 Funding and Implementation Plan	Funding sources were updated to include currently available funding streams which are categorized by whether they're currently in use by CTUIR; currently being pursued but not in use by CTUIR; or yet unexplored. Proposed implementation measures were moved to this chapter from the Introduction.
Appendix	Will include All Modes Project List; Tech Memo 1: Technical Standards for Data Analysis; Tech Memo 2: Context & Site Analysis; Spring Outreach Summary; and Winter Outreach Summary.

FINDINGS

1. ***2001 CTUIR Transportation System Plan amendment approval criteria:***

A. Is the proposal consistent with the overall goals and purpose of the Transportation Plan?

Yes. The 2001 Transportation System Plan provides background data to inform the development of proposed transportation improvements, as well as their cost estimation, on the Umatilla Indian Reservation. This plan performs the same data analysis using modern techniques and updated information, in order to project the next 20 years potential transportation needs.

The proposed amendments for the updated 2023 Transportation System Plan are attached as Exhibit 2, and will replace the 2001 Transportation System Plan if adopted by the Board of Trustees. This 2021 updated Plan will be printed, distributed and made available on the CTUIR web site. The proposed amendments, updates to the 2001 Plan, are consistent with the established goals and purpose- to achieve the established CTUIR transportation system goals, objectives, and vision.

B. Does the amendment benefit the social, cultural and economic interests and welfare of the Tribes as a whole?

Yes. The Transportation System Plan serves as a public document that can be shared with other jurisdictions to provide a picture of the Umatilla Indian Reservation transportation system. It provides the proposed project list from which the 3-5 year Tribal Transportation Improvement Plan is developed, and grant applications for other competitive funding sources can be derived.

The amendment places a stronger emphasis on meeting the needs of the community members using the Transportation System of the Umatilla Indian Reservation. This refocus includes updates to:

- Vision statement – from infrastructure efficiency focused to meeting community travel needs focused
- long term Goals and Objectives, from a rough system-wide wish-list to a priority ranked list: 1. Safety; 2. Environmental & Cultural Heritage; 3. Health; 4. Connectivity; 5. Coordination; 6. Financial Stability.
- Project list moved from mainly roadway system to mainly bicycle and pedestrian system (In terms of needed new projects. This plan does not cover maintenance)
- Systematic priority ranking of projects based on how well they accomplish the Goals and Objectives

The proposed amendments provide a new project list which will become the source list for new projects funded by the Tribal Transportation Improvement Plan,

C. Is there a change in circumstances since adoption of the Transportation System Plan that justifies the amendment?

Yes. Many of the 2001 projects have been completed; all of the population, traffic, and crash data has changed, necessitating a new analysis of the data in order to propose new improvement projects; and new funding streams and competitive grant programs have arisen leading to different considerations for what projects would be eligible for and competitive within those new programs.

D. Is there a clearly stated need or desire for the proposed amendment?

Yes. The Tribal Transportation Program, operated jointly by the BIA and FHWA, state in their operating documents that long range transportation plans must be reviewed every 5 years, and updated every 20 years. This plan has been reviewed once since its adoption in 2001, and as such is very far out of step with the current transportation needs of the community and planning industry best practices regarding community input solicitation. Those requirements did not exist at the time of the 2001 plan adoption, so they were not addressed in the 2001 Transportation System Plan, however they are outlined in 25 CFR Part 170 which governs the use of Tribal Transportation Program formula funding, which we receive from the BIA as compacted roads program.

E. Has the proposal been given adequate public exposure and review considering its significance to Tribal members?

The amendments to the 2001 Transportation System Plan for amendments were heavily informed by the public. Between May of 2022 and March of 2023, the project team attended or hosted 13 in-person outreach events; hosted 3 virtual open houses; received 15 online comments; conducted a freight survey resulting in 26 responses; and attended 14 stakeholder group meetings including Committees and Commissions, General Council, and a plan-specific Technical Advisory Committee. The results of those outreach events are summarized on the project webpage in the May Outreach Summary, the Fall Outreach Summary, and the Freight Survey Summary. All comments received were taken into consideration, and evaluated against the goals and objectives stated in the plan as well as our regulatory framework, in order to determine if they could be applied

in this plan update. Many public comments resulted in language changes to the plan and newly identified projects which we added to the proposed projects list.

CONCLUSION

The record and findings support the conclusion that the amendment criteria, identified in 25 CFR part 170.413 have been met.

DECISION OPTIONS:

In acting on this request, the Land Protection Planning Commission must choose one of the following decision options:

1. Recommend approval of the Amendment request without conditions, to the Board of Trustees;
2. Recommend approve of the Amendment request with conditions, to the Board of Trustees;
3. Recommend the Board of Trustees deny the Amendment request;
4. Recess the hearing until a specified time, date, and place; pending further testimony or Information.
5. Table the decision recommendation until a subsequent Land Protection Planning Commission meeting.

RECOMMENDATION

Based on the preceding facts, findings and conclusion, staff recommends the Land Protection Planning Commission APPROVAL of this request, to incorporate the proposed amendments into the CTUIR 2001 Transportation System Plan, renamed to "The CTUIR Transportation System Plan", to the CTUIR Board of Trustees without conditions.



The Confederated Tribes
of the Umatilla Indian Reservation

TRANSPORTATION SYSTEM PLAN

Volume I: Transportation System Plan



REVISED DRAFT
March 2023

The Confederated Tribes
of the Umatilla Indian Reservation

Transportation System Plan

Volume I: Transportation System Plan

REVISED DRAFT

March 2023

Cover Page Photo: CTUIR

ACKNOWLEDGEMENTS

The development of the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transportation System Plan Update (TSP) was guided by the Project Management Team (PMT), the Technical Advisory Committee (TAC), and public input. CTUIR and Oregon Department of Transportation (ODOT) would like to thank each of these individuals who devoted their time, expertise, and local insight into the development of the plan.

Project Management Team (PMT)

- Dani Schulte, *CTUIR*
- JD Tovey, *CTUIR*
- Sandra Alexander, *CTUIR*
- Patty Perry, *CTUIR*
- Alaina Mildenberger, *CTUIR*
- Cheryl Jarvis-Smith, *ODOT*

Technical Advisory Committee (TAC)

- All PMT members
- Justin Northern, *CTUIR*
- Rob Burnside, *CTUIR*
- Bill Tovey, *CTUIR*
- Roberta Carver-Carson, *Kayak*
- Cindy Freston, *Kayak Rider Representative*
- Megan Davchevski, *Umatilla County*
- James Hall, *Umatilla Tribal Fire Department*
- Shaun Oliver, *US Forest Service*
- Lynette Minthorn, *Yellowhawk Tribal Health Center*
- Dave Franklin, *Wildhorse Resort & Casino*

General Council Leadership

- Lindsey X. Watchman
- Michael R. Johnson
- Shawna Shillal-Gavin
- E. Thomas Morning Owl

Board of Trustees (BOT)

- Kat Brigham
- Aaron Ashley
- Sandra Sampson
- Sally Kosey
- Lindsey X. Watchman
- Corinne Sams
- Boots Pond
- Lisa Ganuelas
- Toby Patrick

Land Protection Planning Commission (LPPC)

- Raymond Huesties
- Travis Olsen
- Lindsey X. Watchman
- Sam Spino
- Kathleen Elliott

Consultant Team

- Nick Foster, AICP, RSP₁, *Kittelson & Associates, Inc.*
- Molly McCormick, *Kittelson & Associates, Inc.*
- Matt Hughart, AICP, *Kittelson & Associates, Inc.*
- Andrew Parish, AICP, *MIG | APG*
- Darci Rudzinski, *MIG | APG*
- Brandon Crawford, *MIG | APG*
- Colin Roberts, *SERA*
- Andy Lindsey, PE *Anderson-Perry & Associates, Inc.*

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD). This TGM grant is financed, in part, by federal Fixing America's Surface Transportation Act (FAST Act), local government, and State of Oregon funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

Inclusion of an improvement in the TSP does not represent a commitment by ODOT to fund, allow, or construct the Project. Projects on the State of Oregon Transportation System that are contained in the TSP are not considered "planned" projects until they are programmed into the Statewide Transportation Improvement Program (STIP). As such, Projects proposed in the plan that are located on a State system cannot be considered as mitigation for future development or land use actions until they are programmed into an adopted STIP or ODOT provides a letter indicating that the Project is "reasonably likely" to be funded in the STIP. State Highway Projects that are programmed to be constructed may have to be altered or canceled at a later time to meet changing budgets or unanticipated conditions such as environmental constraints.

CONTENTS

- Chapter 1 — Executive Summary 1
 - TSP Update Process 2
 - Public Involvement 3
 - Projects, Programs, and Plans 4
- Chapter 2 — Introduction 12
 - Study Area 12
 - TSP Adoption Framework 16
 - TSP Organization and Methodology 16
 - TSP Update Process 16
 - Committees 17
 - Public Involvement 17
- Chapter 3 — Goals and Objectives 19
 - Goals and Objectives 20
 - Project Selections and Prioritization 21
 - General Transportation Policies 21
- Chapter 4 — Roadway System 22
 - Jurisdiction and Functional Classification 22
 - Freight Routes 26
 - Bridges 27
 - Roadway Plan 30
- Chapter 5 — Pedestrian System – Walking and Rolling 55
 - Pedestrian Plan 55
- Chapter 6 — Bicycle System 65
 - Bicycle Plan 65
- Chapter 7 — Transit System 72
 - Transit Plan 73
 - Transit Programs and Plans 76
- Chapter 8 — Rail and Pipeline Systems 80
 - Rail System 80
 - Pipeline System 82
- Chapter 9 — Funding and Implementation Plan 83
 - Potential Transportation Funding Sources 83
 - Implementation Plan 87

LIST OF FIGURES

Figure 1: Umatilla Indian Reservation and CTUIR Off Reservation Trust and Fee Lands.....	14
Figure 2: Study Area and Community Hubs.....	15
Figure 3: Roadway Jurisdiction and Functional Classification.....	24
Figure 4: Freight Routes	28
Figure 5: Roadway System Projects.....	36
Figure 6: Street Grid Template.....	39
Figure 7: Cross-section for Arterial Roadway (i.e., OR 331 or Mission Road) – Multi-use Path Option	41
Figure 8: Cross-section for Arterial Roadway (i.e., OR 331 or Mission Road) – Curb and Gutter Option	41
Figure 9: Cross-section for Rural Collector – Shoulder Option	42
Figure 10: Cross-section for Rural Collector – Multi-use Path Option	42
Figure 11: Cross-section for Rural Collector – Gravel Option	43
Figure 12: Cross-section for Urban Collector	43
Figure 13: Cross-section for Rural Local Street	44
Figure 14: Cross-section for Rural Local Street – Gravel Option	44
Figure 15: Cross-section for Urban Local Street – Standard Residential Street	45
Figure 16: Cross-section for Urban Local Street – Minor Residential Street	46
Figure 17: Cross-section for Alley	47
Figure 18: Cross-section for Multi-use Path.....	48
Figure 19: Cross-section for Umatilla River Multi-use Path and Horse Trail	49
Figure 20: Roadway Design Standard for Rural Collector.....	50
Figure 21: Roadway Design Standard for Local Residential Street (Paved).....	51
Figure 22: Roadway Design Standard for Local Rural Street (Unpaved).....	52
Figure 23: Roadway Design Standard for Off-road Multi-use Path	53
Figure 24: Detailed Concept OR 331 from Wildhorse Boulevard to the I-84 Interchange	54
Figure 25: Pedestrian System Projects	62
Figure 26: Detailed Concept for July Grounds Enhanced Pedestrian Crossing	64
Figure 27: Bicycle System Projects.....	70
Figure 28: Transit System Projects	78
Figure 29: Pipeline System	82

LIST OF TABLES

Table 1: Bridges within the Umatilla Indian Reservation Boundary	27
Table 2: Roadway System Projects	31
Table 3: Pedestrian System Projects	56
Table 4: Bicycle System Projects	66
Table 5: Transit System Projects	74
Table 6: Rail Crossings within the Umatilla Indian Reservation Boundary	80
Table 7: Funding Opportunities Summary.....	84
Table 8: Planned Transportation System Cost Summary	87



Photo Kittelson & Associates

Chapter 1 — EXECUTIVE SUMMARY

The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transportation System Plan Update (TSP) identifies the projects, plans, policies, and programs needed to address gaps and deficiencies within the transportation system in the Umatilla Indian Reservation (UIR) over the next 20 years. By developing projects that promote connectivity, safety, and comfort for all people using the transportation system, CTUIR can realize its vision to support equitable access, active transportation, increased connectivity, and reduced environmental and climate impacts.

The full cost of the preferred plan is approximately \$108.7 million over the 20-year period, including \$25.3 million in high priority projects, \$58.3 million in medium priority projects, and \$25.1 million in low priority projects. If/when the identified service-based transit projects are established, the total annual operating costs of the projects would be approximately \$615,000, including \$195,000 for high priority projects, \$270,000 for medium priority projects, and \$150,000 for low priority projects. Chapter 9 contains more information on project costs and implementation. The project list by mode is provided in each modal chapter (Chapters 4-8) or as a whole in *Appendix A of Volume II*. The plan, including the high priority projects, is aspirational and will be funded through grants and additional funding sources as they become available and/or by private developers as part of future development. CTUIR plans to pursue additional funding to support the high priority plan projects over the next 20 years. *Appendix B of Volume II contains the summary sheets for each of the high priority projects*. Figures ES1 to ES4, included at the end of this chapter and in each modal chapter (Chapters 4-8), present the planned projects.

TSP Update Process

The TSP update was completed under the direction of CTUIR staff and informed by a Technical Advisory Committee (TAC) made up of regional agency representatives, as well as feedback from tribal members and other area residents and visitors. CTUIR staff and the TAC set the following vision to guide this plan.

Vision Statement

The transportation system on the Umatilla Indian Reservation provides safe, equitable, and sustainable travel choices that fulfill the needs of those living, working on, and visiting the reservation community, while also fostering cultural connections, protecting treaty rights, and preserving the rural character.

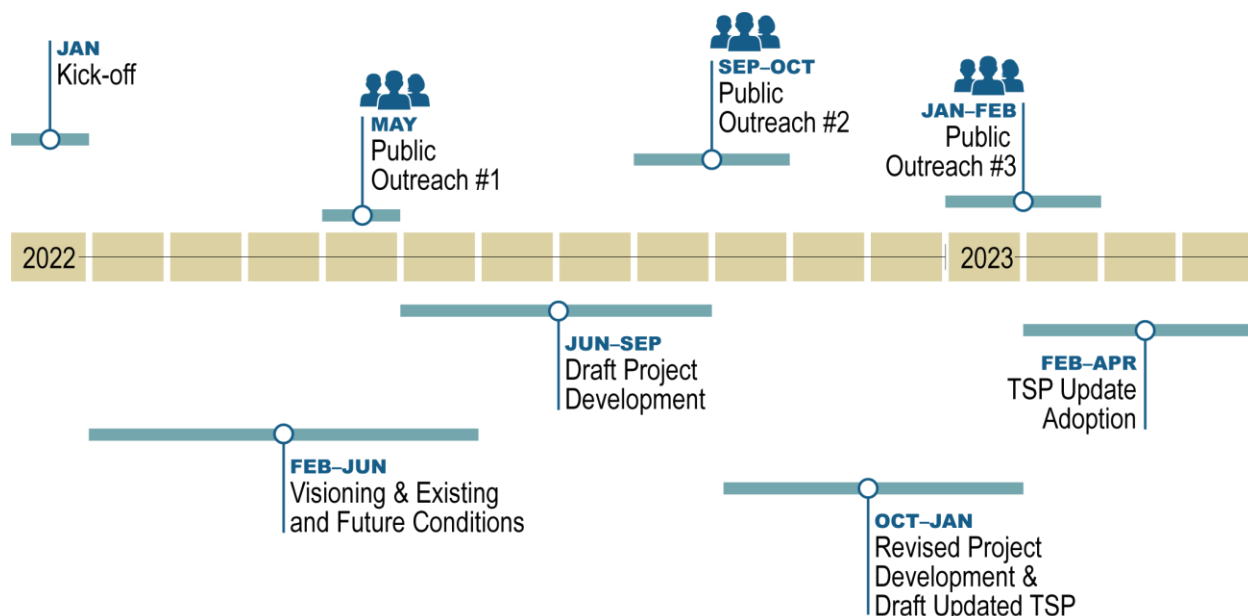
The specific project goals can be found in Chapter 3.

Figure ES1 highlights the process used to update the TSP. The TSP update process began with a review of local, regional, and statewide plans and policies that guide land use and transportation planning in the UIR. Goals and objectives and evaluation criteria were then developed in conjunction with the TAC to guide the development of planned improvements. An inventory of the multimodal transportation system was then conducted to serve as the basis for the existing and future conditions analyses.

The existing and future conditions analyses focused on identifying gaps and deficiencies in the multimodal transportation system based on current and forecasted travel demand. Feedback was gathered from the TAC and the general public to verify the existing gaps and deficiencies. For each gap and deficiency, alternatives were identified, if applicable, and evaluated to address the system needs. This process led to the development of potential projects that were then prioritized using the project evaluation criteria and organized into high, medium, and low priorities. The potential projects were brought back to the TAC and the general public for feedback before the project list was finalized.

The culmination of the TSP update process is this document, which presents the projects, plans, policies, and programs identified to address the existing gaps and deficiencies and future needs for the transportation system within in the UIR in alignment with the project vision.

Figure ES1: Transportation System Plan Update Process



Public Involvement

The project was informed by several public involvement activities that reached different groups and interests throughout the TSP update process. The opportunities were advertised via web-based communications and included upcoming meetings, online feedback opportunities, and documents for review via the project webpage on CTUIR's website.

The goal of the public involvement process was to develop a TSP that addresses the gaps and deficiencies in the transportation system while meeting the needs of the community. By providing several touchpoints throughout the project schedule, feedback could be incorporated and updated materials then brought back to verify with the members of the public.

The majority of the public involvement opportunities were pop-up outreach activities at locations and events of interest in the community. The project team and CTUIR staff provided handouts, set up posters, and/or asked members of the public to provide feedback at the following locations and events between May 2022 and January 2023:

- Mission Market
- General Council Meetings
- July Grounds Gym After School Program
- Yellowhawk Tribal Health Center
- Treaty Day
- Arrowhead Travel Plaza (focusing on freight community feedback)
- Door-to-door outreach with ODOT staff
- Senior Center luncheon

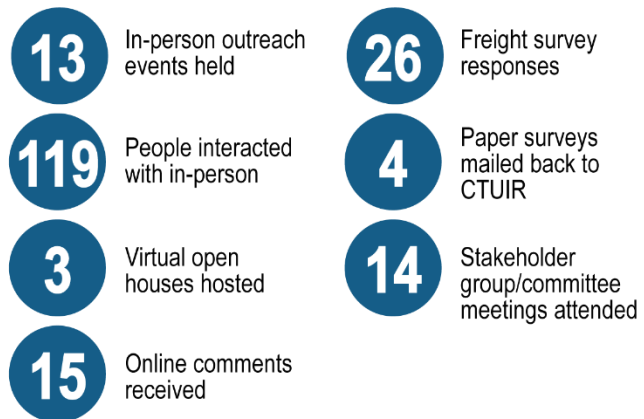
Additionally, the following specific stakeholder groups were asked to provide feedback:

- Tribal Youth Council
- Kayak drivers
- Umatilla County staff
- Land Protection & Planning Commission
- Law & Order Commission
- Fish & Wildlife Commission
- Capital Improvements Committee
- Health Commission

CTUIR also hosted three virtual open houses via the project webpage. *Appendices C and D of Volume II contain summaries of the Spring 2022 and Fall 2022 outreach efforts.*

Lastly, the project team met with the Land Protection Planning Commission and Board of Trustees (BOT) twice each throughout the planning process.

Public Involvement At a Glance





Projects, Programs, and Plans

In addition to identifying potential projects, the project team also identified potential policy and programmatic direction to support the transportation system based on input from CTUIR staff.

GENERAL TRANSPORTATION POLICIES

- Develop and institute policies that encourage right-sizing, and adopting appropriate technology for, fleet vehicles and equipment, and encourage the adoption of alternative fuel vehicles through policy, infrastructure, etc.
- This plan updates roadway cross-sectional standards.

ROADWAY PROGRAMS AND PLANS

The roadway system within the UIR boundary serves most trips across all travel modes. In addition to people driving, the roadway system is used by people walking, biking, riding the bus, and using other forms of transportation to travel to and from essential destinations and neighboring communities. This plan identifies 17 improvements to the roadway system, with an additional six development-driven projects which are only recommended after development occurs in the area around I-84 exit 216, plus the following programs and plans.

- Maintenance program for intersections in the northern UIR where crops limit sight distance during certain times of the year
 - Work with property owners adjacent to roads with limited sight distance to establish formal sight triangle boundaries. One example is Duff Road at Mann Road.
 - Where sight triangles cannot be established, add warning signage.
- Maintenance programs for striping
 - Complete annual striping projects to update worn striping and to add/restripe fog lines on collectors and arterials.
- Coordinate with the County and ODOT on how to address truck parking and routing when I-84 is closed.
- Coordinate with ODOT and Umatilla County on regional connecting roadways.
- Create walkable neighborhoods. Monitor the need for traffic calming measures in neighborhoods and near pedestrian and bicycle activity centers, such as the school, Mission Senior Center, July Grounds residential area, and Nixyáawii Governance Center. Potential mitigations include raised crosswalks, “Children at Play” signage, 20 MPH speed limits, and additional marked crossings.
- Update and maintain CTUIR’s parking regulations based on current national guidance and local trends.

- Maintain the Tribal Transportation Program (TTP) National Tribal Transportation Facility Inventory (NTTFI) and update with routes that CTUIR may wish to include as projects move forward. Coordinate with the Bureau of Indian Affairs (BIA) as needed. *Attachment D includes the existing NTTFI as of September 2022.*
- Coordinate with the Range, Agriculture & Forestry program and other stakeholders to prepare an Upland Access Management Plan to determine a management approach for seasonal road closures, temporary timber harvest roads, and other publicly-used informal trails.
- As new development occurs, create a local street network that provides a high level of connectivity, pedestrian and bicycle facilities, and multiple alternative routes. The local street network must tie into the existing network to support emergency access and circulation. New developments shall be planned with a maximum block length of 500 feet with a pedestrian access way provided every 250 feet along the block length. Pedestrian access shall be a dedicated pedestrian access way meeting the requirements of Section 17.015(2) of CTUIR's Land Development Code (LDC).

PEDESTRIAN PROGRAMS AND PLANS

The pedestrian system within the UIR consists of sidewalks and multi-use paths, as well as marked and/or signed pedestrian crossings. These facilities are primarily provided within the Mission, July Grounds, and Gateway hubs near OR 331 and Mission Road. This plan identifies 23 improvements to the pedestrian system, plus the following programs and plans.

- New development within the Mission Hub should be required to include off-street multi-use paths to create a connected pathway system within the area.
- Parks and Transportation Coordinator
 - Create a new CTUIR staff position to oversee and coordinate multi-use path maintenance and construction, park and river access, and park maintenance.
 - Develop an Invasive Plant Management Plan (including for puncture vine ["goatheads"]) for roads and multi-use paths in coordination with other CTUIR departments.
- Parks and River Access Plan
 - CTUIR is acquiring land impacted by the 2020 flooding, including areas near Cayuse River Road, Cayuse Road, and Sampson Lane. The plan will determine a vision for creating a park(s) with potential river access. Work with property owners adjacent to the river to gain access. Explore other river access locations including previous informal access points, such as Parr Lane and the swimming hole near the railroad bridge.

BICYCLE PROGRAMS AND PLANS

The bicycle system within the UIR boundary consists of on-street bike lanes, shoulder bikeways, and unmarked shared roadways, as well as off-street multi-use paths and bicycle parking. The only marked bike lanes are on Mission Road, connecting the Mission and July Grounds hubs with residential, school, and commercial uses. This plan identifies 11 improvements to the bicycle system, plus the following program.

- Coordinate installation of future bicycle fix-it stations as part of construction of projects that will attract bicycle activity, such as commercial development, parks, civic centers, transit hubs, multi-use paths, and bike lanes.

TRANSIT PROGRAMS AND PLANS

CTUIR operates Kayak Public Transit (Kayak) which serves northeastern Oregon via fixed route local and commuter service and paratransit. CTUIR began public transportation services after observing people walking the distance between Pendleton and Mission. Over time, service has grown from one van to a fleet of cutaway vehicles operating seven year-round fixed routes (as of January 2023). In 2014, CTUIR rebranded the service as Kayak Public Transit to help people understand that service is open to the public, not just tribal members.

Outside of the UIR boundary, Kayak also provides the Hermiston Area Regional Transit (HART) fixed route. In addition to Kayak, there are other agencies and operators that serve the UIR or adjacent areas. CTUIR maintains a list of these operators on their website at <https://ctuir.org/departments/tribal-planning-office/kayak-public-transit/other-transportation-agencies/>.

This plan identifies nine improvements to the transit system, plus the following programs.

- Work with businesses adjacent to existing or planned transit stops to sponsor transit shelters at bus stops. Coordinate with businesses and the proposed Parks and Transportation Coordinator position to determine responsibility for maintenance of transit shelters.
- Work with partner jurisdictions and agencies to ensure that Kayak is part of the development review process where there may be opportunities for new transit facilities or impacts to existing transit service.

RAIL SYSTEM

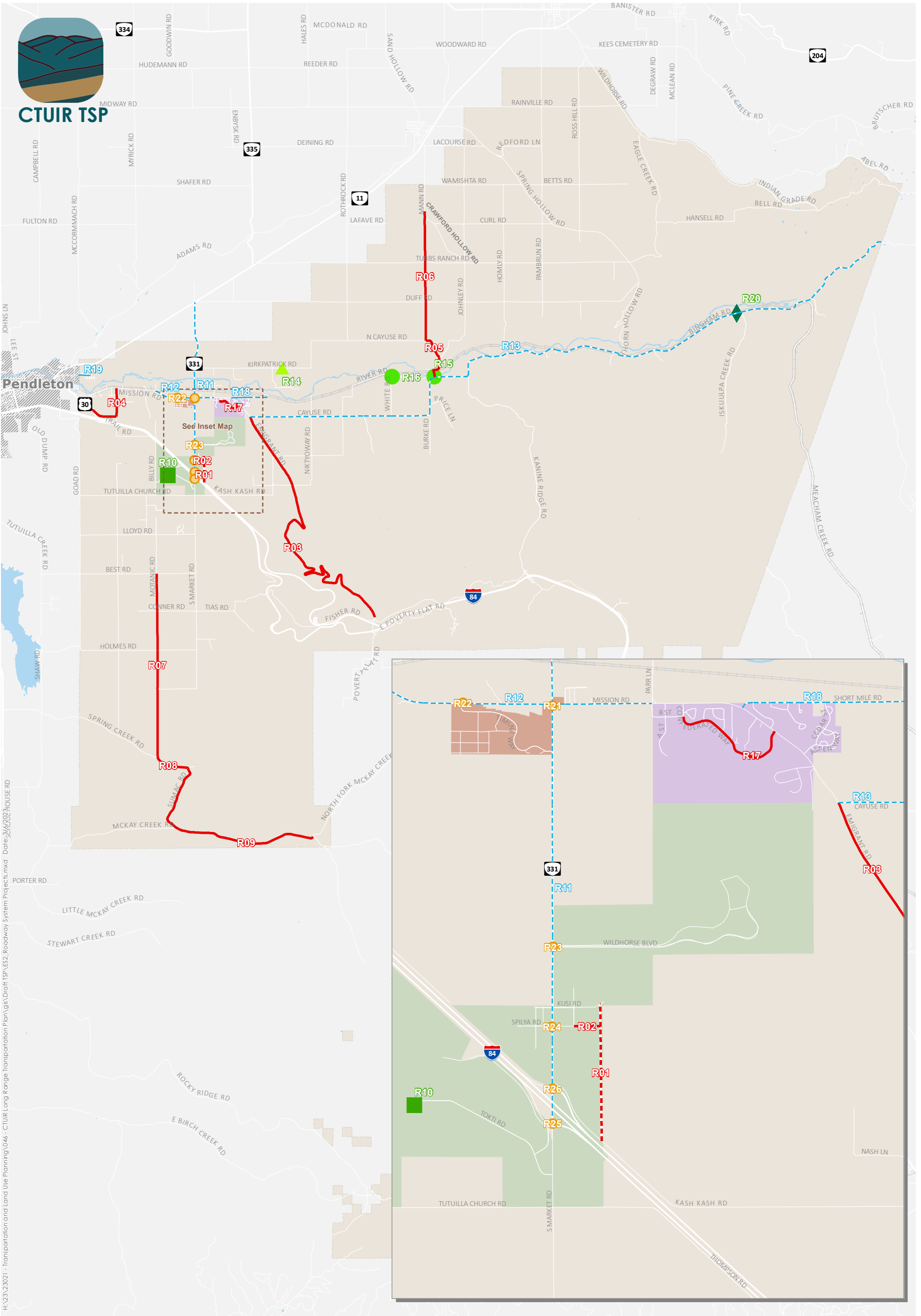
There is one Union Pacific rail line within the UIR boundary, connecting Pendleton and La Grande. The line runs east and west, parallel to Mission Road, Short Mile Road, Cayuse Road, and Bingham Roads before turning south along Meacham Creek Road and into the Blue Mountains. There are 29 rail crossings within the UIR. No projects were identified to support the rail system, but the following plan is included:

- Safe Rail Crossing Plan
 - Conduct a planning effort to establish a Quiet Zone Agreement for the Union Pacific railroad adjacent to the Mission area. The plan area would extend from the eastern boundary of the Community Water Sewer System service area to the UIR western boundary near Memory Lane.
 - The plan would include recommended safety upgrades for crossings in the plan area, including any recommended closures of specific crossings to enhance safety in the area.
- Coordinate with regional agencies on potential restoration of passenger rail service between Portland and Boise.



Photo: Kittelson & Associates, Inc.

This page intentionally left blank

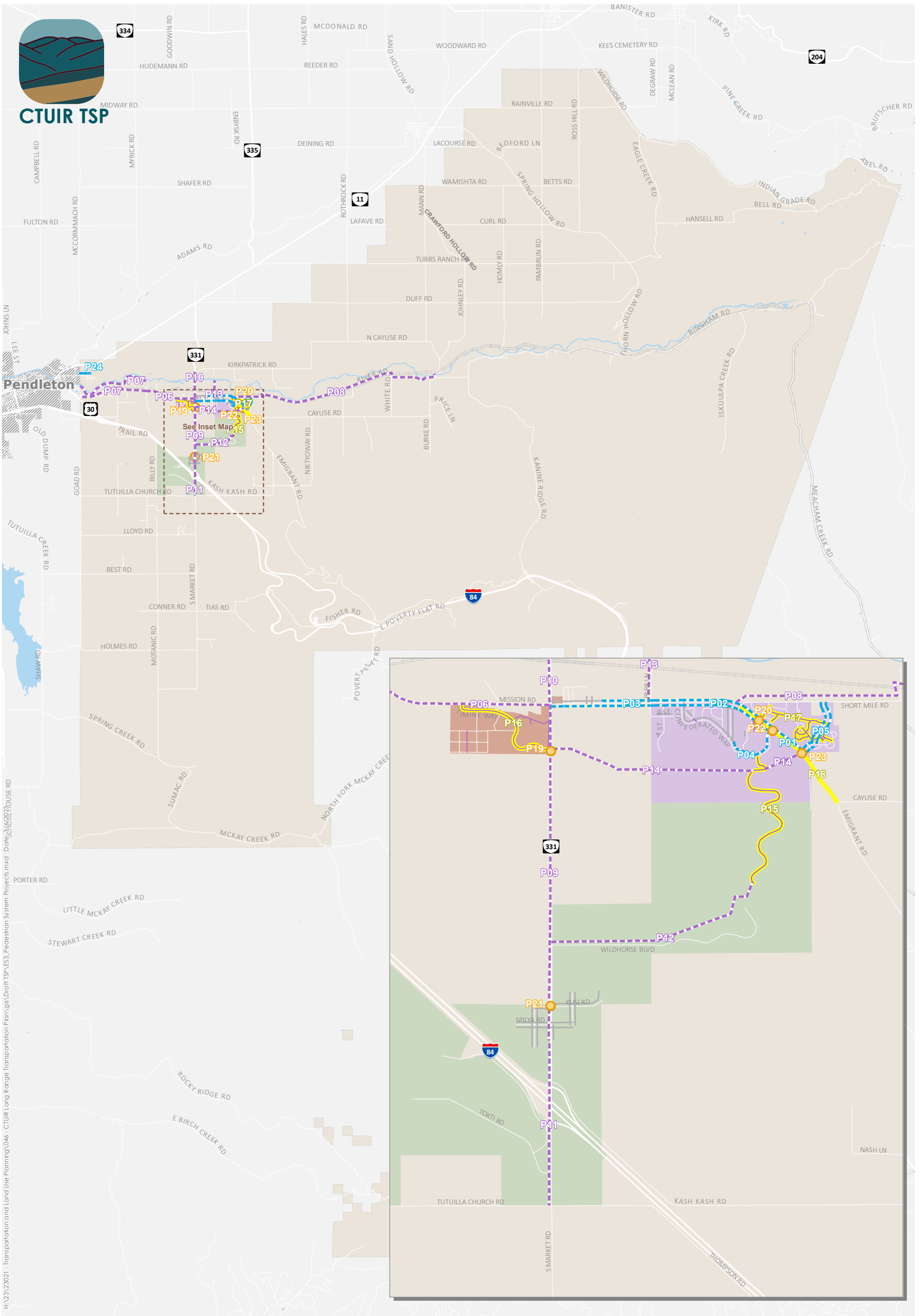


- Improvement to Existing Roadway
- - - New Roadway
- - - Traffic Calming or Speed Study
- ▲ Advisory Signage
- Intersection Reconfiguration
- Truck Overflow Parking
- ◆ Bridge Replacement
- Development-driven Intersection Project
- Development-driven Roadway Project
- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure ES2

**Roadway System Projects
Umatilla Indian Reservation**



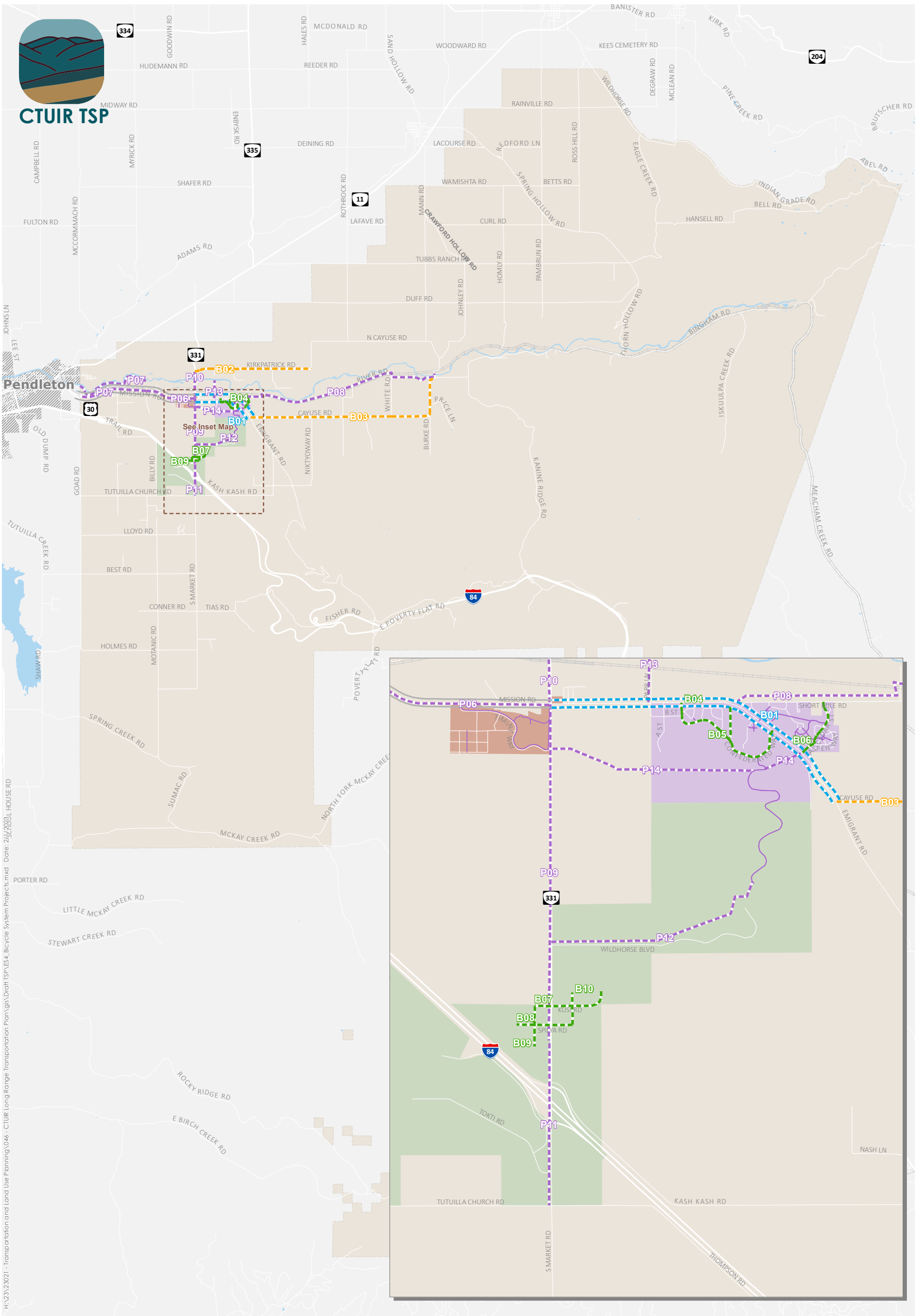
- Existing Sidewalk
- Existing Multi-use Path
- Sidewalk Project
- Multi-use Path Project
- Lighting Project
- Pedestrian Crossing Project

- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure ES3

**Pedestrian System Projects
Umatilla Indian Reservation**



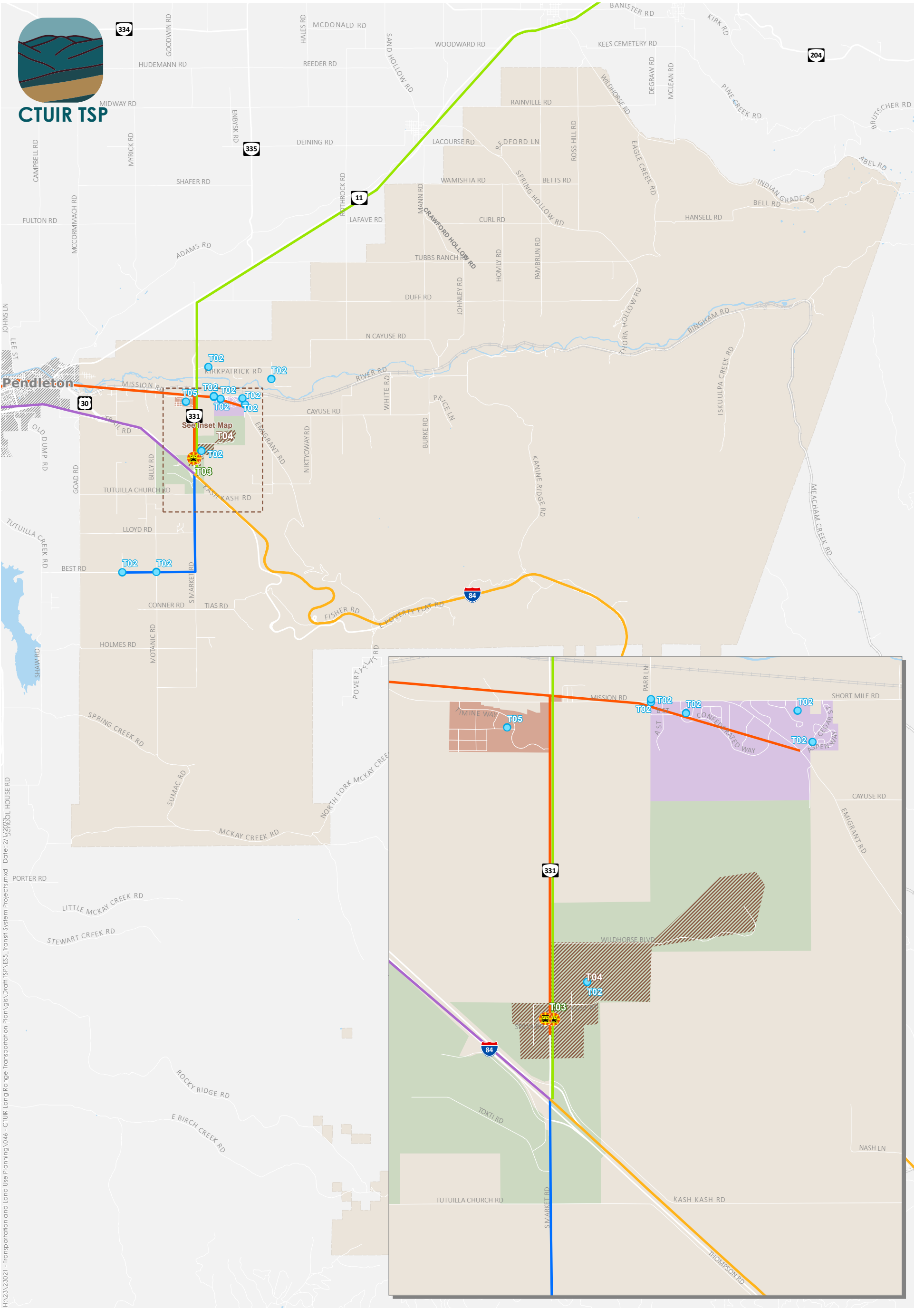
- Existing Bike Lane
- Existing Multi-use Path
- - - Shoulder Bikeway (both sides of the roadway)
- - - Shared Roadway
- - - Widen and add buffered bike lanes
- - - Multi-use Path Project

- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure ES4

**Bicycle System Projects
Umatilla Indian Reservation**



Existing Kayak Bus Routes

- Hopper
- Arrow
- Metro
- Rocket
- Tripper
- Whistler

- Bus Stop Enhancement
- Transit Hub
- Shuttle Service Area

- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure ES5

**Transit System Projects
Umatilla Indian Reservation**

H:\23\23021 - Transportation and Land Use Planning\046 - CTUIR Long Range Transportation Plan\GIS\Draft TSP\LES5_Transit System Projects.mxd Date: 2/1/2023 11:05:01 AM



Photo Kittelson & Associates

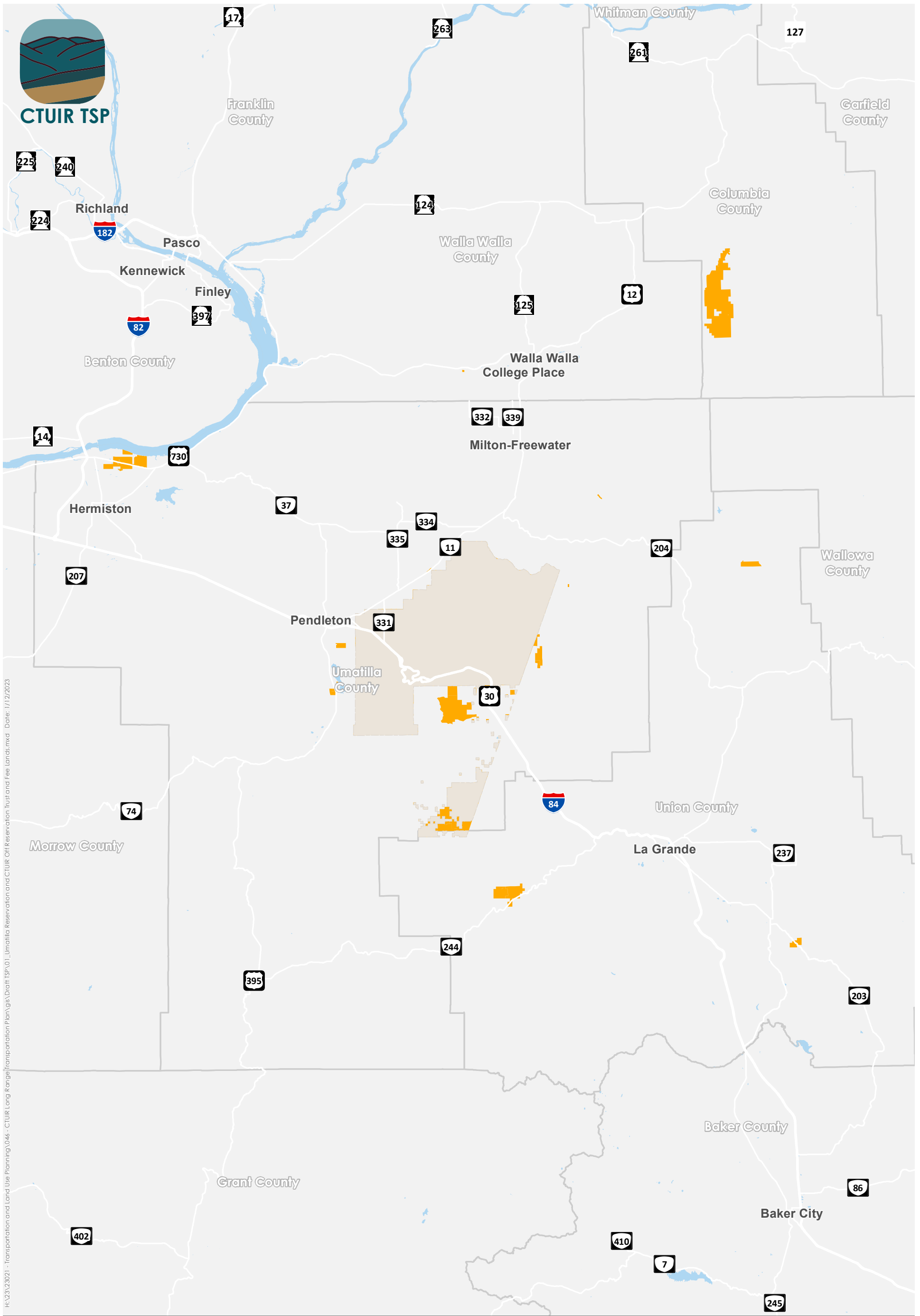
Chapter 2 — INTRODUCTION

The purpose of this document is to develop a long-range Transportation System Plan (TSP) for the Confederated Tribes of the Umatilla Indian Reservation (CTUIR). This document addresses the transportation needs of the Umatilla Indian Reservation (UIR) over the next 20 years and considers key modes of travel including roadway, pedestrian, bicycle, transit, rail, and pipeline. The TSP was developed with community and other stakeholder input and considers existing and projected future transportation system needs. By developing projects that promote connectivity, safety, and comfort for all people using the transportation system, CTUIR can support equitable access, active transportation, increased connectivity, and reduced environmental and climate impacts.

Study Area

The study area for the CTUIR TSP encompasses all lands within the boundaries of the Umatilla Indian Reservation (UIR), which consists of 172,000 acres of land located in northeastern Oregon, just east of Pendleton. This area also includes several roads on off-reservation Trust lands, although the primary focus of the planning effort is on areas within the UIR. Figure 1 shows the UIR and CTUIR off reservation trust and fee lands. Figure 2 illustrates the study area for the CTUIR TSP and highlights the three identified community hubs where multimodal transportation options are specifically desired. *Appendix F of Volume II contains the existing land use assessment as part of Technical Memorandum #2.*

This page intentionally left blank



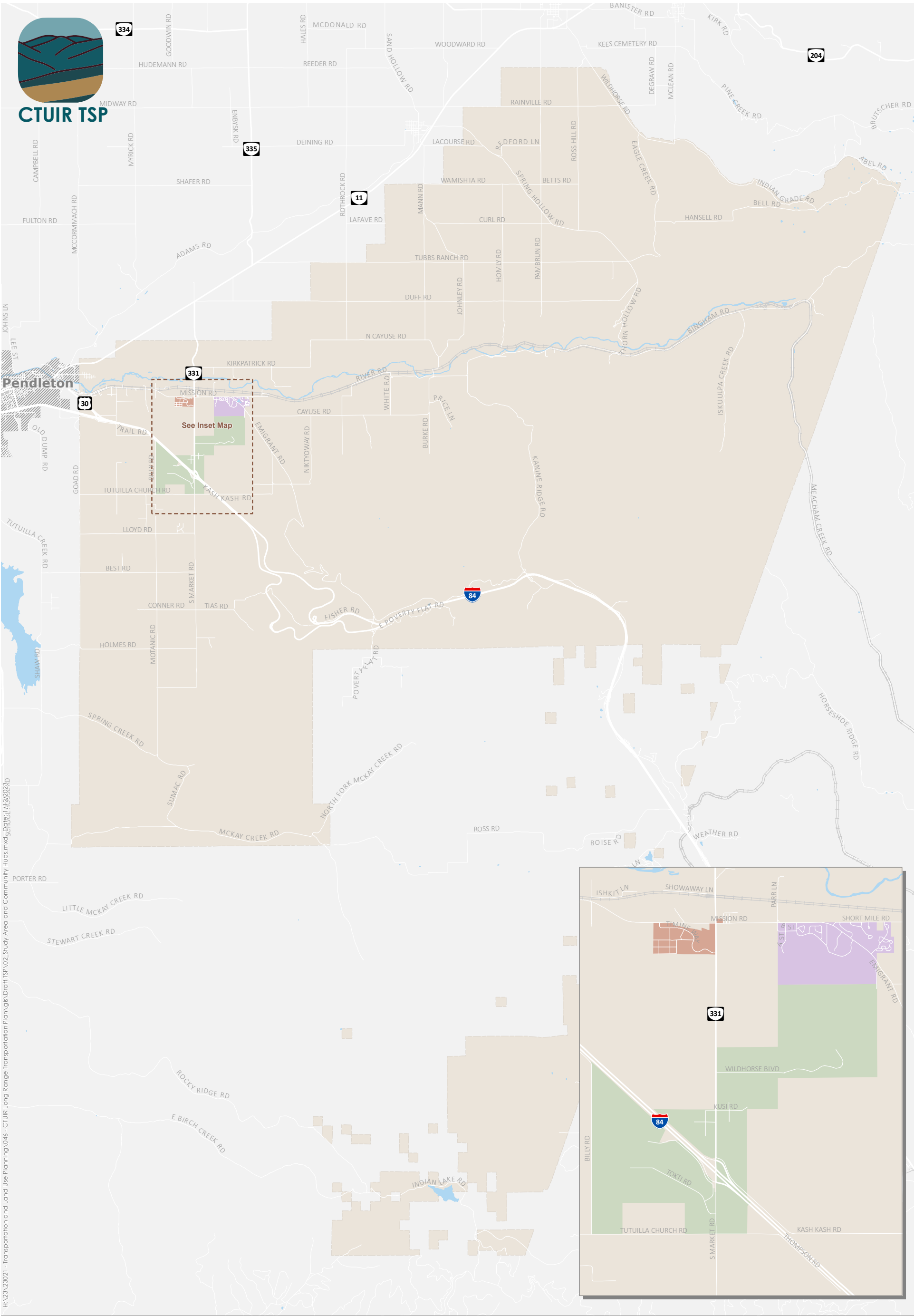
H:\23\23021 - Transportation and Land Use Planning\046 - CTUIR Long Range Transportation Plan\GIS\Draft\TSP\01_Umatilla Reservation and CTUIR Off Reservation Trust and Fee Lands.mxd Date: 1/12/2023

- Umatilla Indian Reservation Boundary
- CTUIR Off Reservation Trust and Fee Lands



Figure 1

**Umatilla Indian Reservation and CTUIR Off Reservation Trust and Fee Lands
Umatilla Indian Reservation**



H:\23\23021 - Transportation and Land Use Planning\046 - CTUIR Long Range Transportation Plan\GIS\Draft TSP\02_Study Area and Community Hubs.mxd_5/2/2023 11:42:29:30

- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 2

**Study Area and Community Hubs
Umatilla Indian Reservation**

TSP Adoption Framework

CTUIR is the sovereign tribal government and road authority on the Umatilla Indian Reservation. CTUIR has compacted transportation services from the BIA under the terms of Public Law 93-638: The Indian Self-Determination Act. This Transportation System Plan is the primary long range transportation planning document for CTUIR, and also serves as the Long Range Transportation Plan (LRTP), as defined by Code of Federal Regulations (CFR) 25 Part 170.409-411. As such, it is subject to the approval structure outlined in CFR 25 Part 170.412 requiring BIA consultation and public review; Part 170.413 requiring public notice, public involvement, and opportunity to comment; and Part 170.414 regarding project prioritization and regular review and update of the plan.

This plan must be reviewed at least annually and updated at least once every five years. This plan will also serve as the LRTP for the purposes of CFR 25 Part 170.421(a)(1), and the project list developed herein will serve as the source list for developing the cost-constrained, short-range Tribal Transportation Improvement Plan (TTIP).

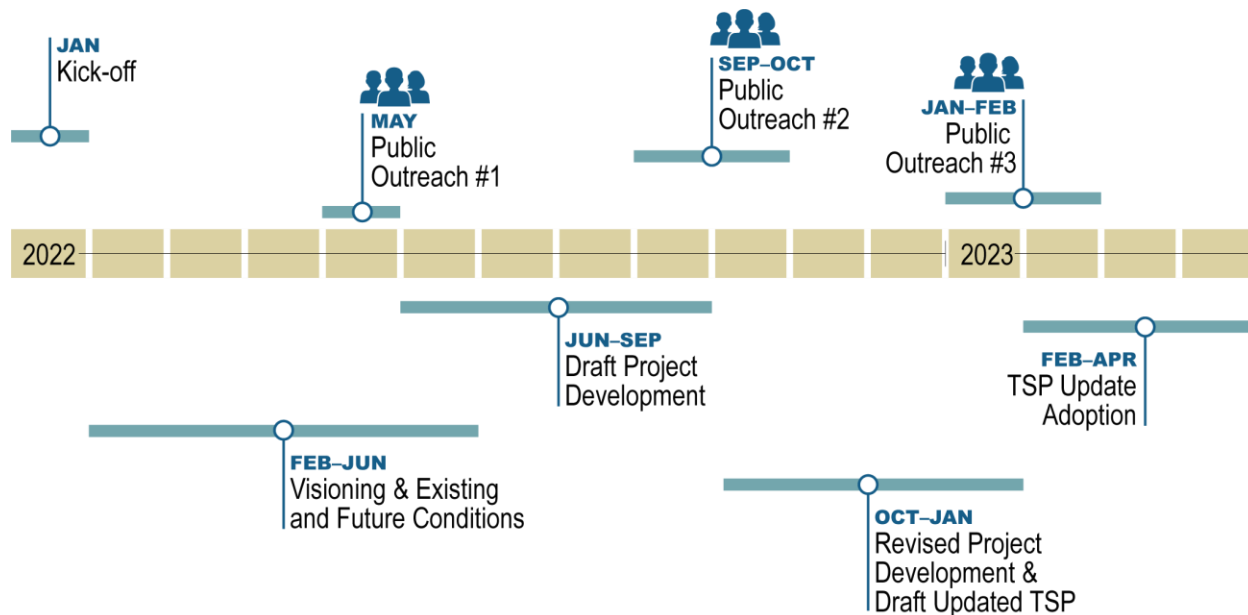
Public engagement for updates to both plans must consist of, at minimum, notice to the public of the intent to update the plan; access to the draft plan; opportunity for the public to comment orally or in writing; and a window of at least 30 days to submit comments. A public hearing before the Land Protection & Planning Commission meets the minimum requirements laid out by the relevant CFRs and is therefore recommended as part of the adoption process. Amendments to the plan must be adopted by the CTUIR Board of Trustees and be accepted by the BIA to receive funding from federal programs such as the Tribal Transportation Program formula funds and competitive grants.

TSP Organization and Methodology

The TSP is organized into chapters. **Chapter 3** presents the goals and objectives along with the criteria used to evaluate and prioritize projects in the TSP. **Chapters 4 through 8** present the projects (broken out by travel modes) developed to address gaps and deficiencies and future needs for the transportation system within the UIR. **Chapter 4** also includes roadway cross-sectional and design standards. **Chapter 9** presents the funding and implementation plan for the TSP, including existing and potential future funding sources to finance the identified projects. This project list is not financially constrained, which means that funding for individual projects has not been secured. **Volume II: Technical Appendix** contains the Technical Memorandums and supporting documents completed throughout the TSP update process, which document data collected, analyses completed, public engagement, and the project identification process.

TSP Update Process

The TSP update process began with a review of local, regional, and statewide plans and policies that guide land use and transportation planning in the UIR. Goals and objectives and evaluation criteria were then developed to guide the development of planned improvements. An inventory of the multimodal transportation system was then conducted to serve as the basis for the existing and future conditions analyses. The existing and future conditions analyses focused on identifying gaps and deficiencies in the multimodal transportation system based on current and forecasted travel demand. Feedback was gathered from the Technical Advisory Committee (TAC) and the general public to verify the existing gaps and deficiencies. For each gap and deficiency, alternatives were identified, if applicable, and evaluated to address the system needs. This process led to the development of potential projects that were then prioritized using the project evaluation criteria and organized into high, medium, and low priorities. The potential projects were brought back to the TAC and the general public for feedback before the project list was finalized. The culmination of the TSP update process is this document, which presents the projects, plans, policies, and programs identified to address the existing gaps and deficiencies and future needs for the transportation system within in the UIR in alignment with the project vision, described in Chapter 3.



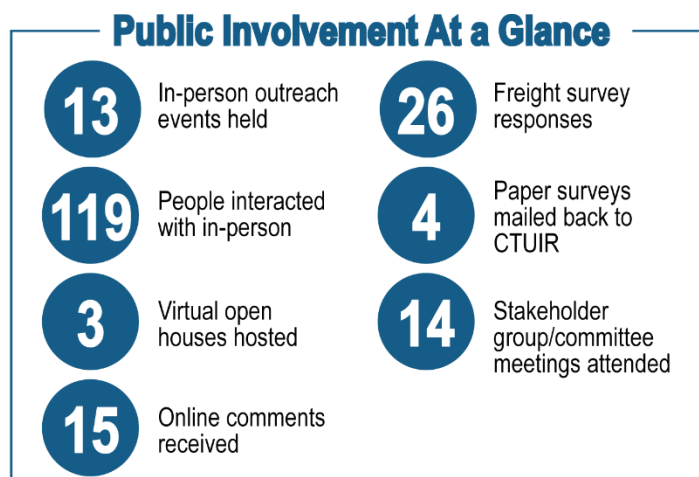
Committees

The TSP update was developed in coordination with CTUIR and ODOT staff, along with key stakeholders and representatives from the community. One formal committee participated in the TSP update: the Technical Advisory Committee (TAC). The TAC consisted of representatives from CTUIR, Kayak (including a Kayak rider representative), Umatilla County, Yellowhawk Tribal Health Center, Wildhorse Resort & Casino, and State and Federal agencies. The TAC provided technical guidance and coordination throughout the project. TAC members reviewed and commented on technical memorandums and participated in three committee meetings.

Public Involvement

The project was informed by several public involvement activities that reached different groups and interests throughout the TSP update process. The opportunities were advertised via web-based communications and included upcoming meetings, online feedback opportunities, and documents for review via the project webpage on CTUIR’s website.

The goal of the public involvement process was to develop a TSP that addresses the gaps and deficiencies in the transportation system while meeting the needs of the community. By providing several touchpoints throughout the project schedule, feedback could be incorporated and updated materials then brought back to verify with the members of the public.



The majority of the public involvement opportunities were pop-up outreach activities at locations and events of interest in the community. The project team and CTUIR staff provided handouts, set up posters, and/or asked members of the public to provide feedback at the following locations and events between May 2022 and January 2023:

- Mission Market
- General Council Meetings
- July Grounds Gym After School Program
- Yellowhawk Tribal Health Center
- Treaty Day
- Arrowhead Travel Plaza (focusing on freight community feedback)
- Door-to-door outreach with ODOT staff
- Senior Center luncheon

Additionally, the following specific stakeholder groups were asked to provide feedback:

- Tribal Youth Council
- Kayak drivers
- Umatilla County staff
- Land Protection & Planning Commission
- Law & Order Commission
- Fish & Wildlife Commission
- Capital Improvements Committee
- Health Commission

CTUIR also hosted three virtual open houses via the project webpage. *Appendices C and D of Volume II contain summaries of the Spring 2022 and Fall 2022 outreach efforts.*

Lastly, the project team met with the Land Protection Planning Commission and Board of Trustees (BOT) twice each throughout the planning process.



Photo: Kittelson & Associates, Inc.



Photo: Kittelson & Associates, Inc.



Photo: Kittelson & Associates, Inc.



Photo: CTUIR



Photo Kittelson & Associates

Chapter 3 — GOALS AND OBJECTIVES

The purpose of this TSP is to guide the CTUIR in fulfilling its transportation goals and objectives. The project team and TAC developed goals and objectives early in the TSP update process to guide the TSP's development. The goals and objectives enable CTUIR to plan for, and consistently work towards, achieving the community vision presented in the following vision statement:

Vision Statement

The transportation system on the Umatilla Indian Reservation provides safe, equitable, and sustainable travel choices that fulfill the needs of those living, working on, and visiting the reservation community, while also fostering cultural connections, protecting treaty rights, and preserving the rural character.

Goals and Objectives

The goals and objectives for the TSP are described below. The goals provide direction for where CTUIR would like to go, while the objectives provide a more detailed breakdown of the goals with specific outcomes CTUIR desires to achieve.

GOAL 1 – SAFETY

Provide a safe multimodal transportation system for all members of the Umatilla Indian Reservation community.

- Objective 1A:* Improve locations with a history of fatal and/or severe injury crashes
- Objective 1B:* Implement strategies that systemically reduce the potential for crashes

GOAL 2 – ENVIRONMENT AND CULTURAL HERITAGE

Preserve existing cultural connections and the rural landscape.

- Objective 2A:* Develop projects that respect the rural landscape and cultural context
- Objective 2B:* Develop projects that help the community achieve its economic potential
- Objective 2C:* Establish land-use strategies and policies that support desired development that is culturally sensitive and facilitates the exercise of tribal treaty rights

GOAL 3 – HEALTH

Develop a transportation system that supports active transportation and encourages healthy and active choices for the Umatilla Indian Reservation community.

- Objective 3A:* Increase the user-friendliness and comfort of active transportation options available to all members of the Umatilla Indian Reservation community
- Objective 3B:* Provide connections to community health centers, schools, and parks

GOAL 4 – EQUITY AND ACCESSIBILITY

Provide a multimodal transportation system that is accessible to all members of the Umatilla Indian Reservation community.

- Objective 4A:* Provide access to essential destinations for all members of the Umatilla Indian Reservation community
- Objective 4B:* Develop a plan that responds to the range of needs within the community

GOAL 5 – CONNECTIVITY

Provide a multimodal transportation system that increases connections to the key hubs within the reservation and works to overcome existing barriers to regional connectivity.

- Objective 5A:* Improve existing, and/or create new multimodal connections between the Mission, July Grounds, and Gateway hubs
- Objective 5B:* Improve existing, or create new, regional multimodal connections

GOAL 6 – COORDINATION

Develop a transportation system that works together with Federal, State, regional, and local partners.

- Objective 6A:* Ensure consistency with Federal, State, regional, and local planning rules and regulations
- Objective 6B:* Coordinate with partners to gain consensus on the planned system for the region

GOAL 7 – FINANCIAL STABILITY

Develop attainable funding solutions for transportation system improvements.

- Objective 7A:* Prioritize investments and maximize partnerships to provide maximum benefit and return on investment for the associated cost.
- Objective 7B:* Develop projects that can be realistically achieved given CTUIR's existing, and potential, funding sources, including developing projects that will be compatible with Bureau of Indian Affairs (BIA) requirements and position CTUIR for future grant sources.

Project Selections and Prioritization

The selection and prioritization of projects included in the TSP update was determined based on the goals and objectives described above, application of the project evaluation criteria, and TAC feedback. See *Technical Memoranda #3 and #5 in the Volume II Technical Appendix for additional information.*

General Transportation Policies

Mode-specific policies are provided in Chapters 4 through 8. The following policies are relevant for all modes and/or the overall transportation system within the UIR.

- Develop and institute policies that encourage right-sizing, and adopting appropriate technology for, fleet vehicles and equipment, and encourage the adoption of alternative fuel vehicles through policy, infrastructure, etc.
- This plan updates roadway cross-sectional standards.



Photos: Kittelson & Associates, Inc.



Photo Kittelson & Associates

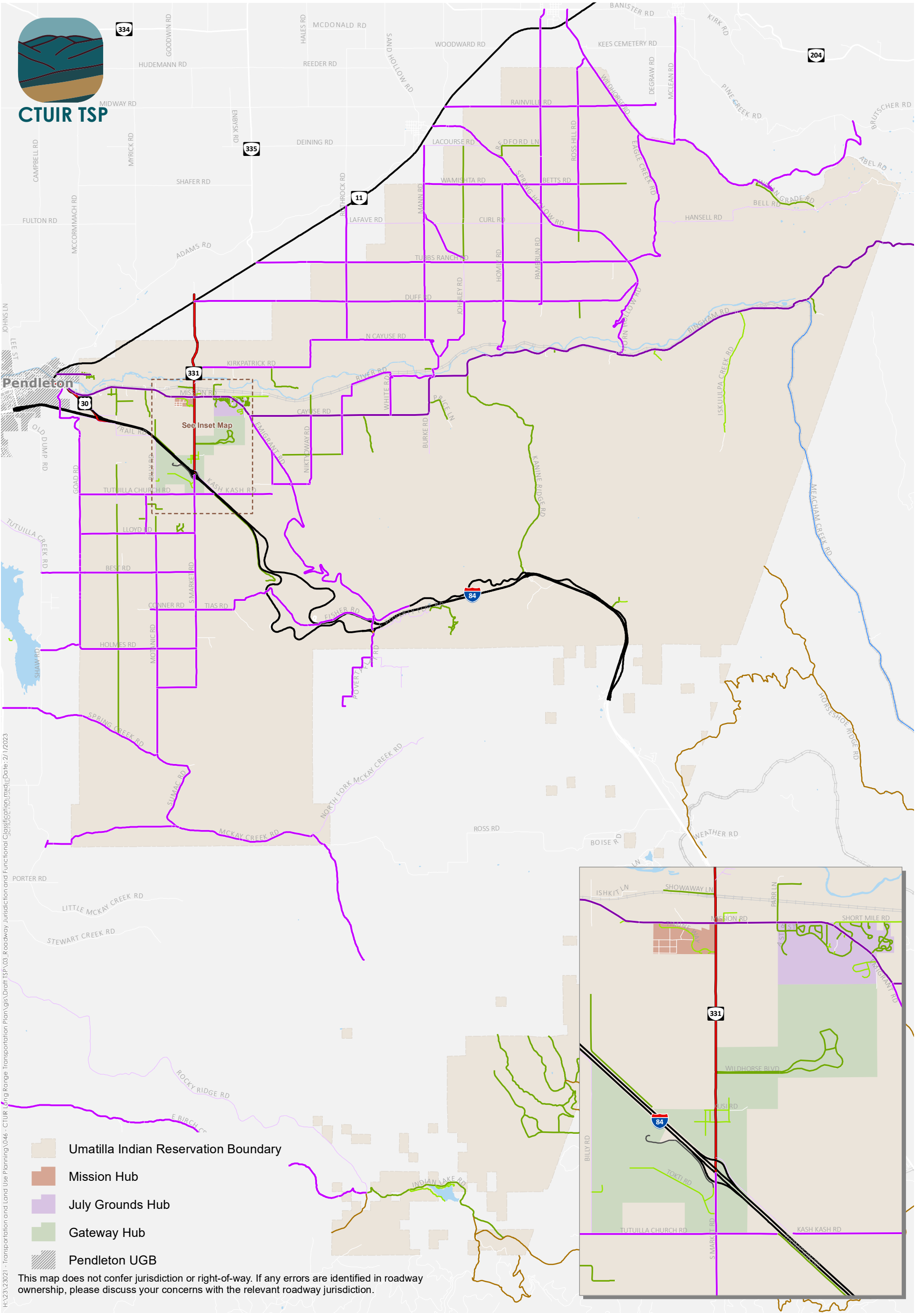
Chapter 4 — ROADWAY SYSTEM

The roadway system within the UIR boundary serves most trips across all travel modes. In addition to people driving, the roadway system is used by people walking, biking, riding the bus, and using other forms of transportation to travel to and from essential destinations and neighboring communities.

Jurisdiction and Functional Classification

The roadway network is owned and operated by multiple entities, consisting of CTUIR, ODOT, Umatilla County, and the Bureau of Indian Affairs (BIA). Each jurisdiction is responsible for determining the functional classification of the streets, defining major design and multimodal features, and approving construction and access permits. Coordination is required among the jurisdictions to ensure that the streets are planned, operated, maintained, and improved to safely meet public needs. Figure 3 illustrates the jurisdiction and functional classification of streets within the UIR boundary.

This page intentionally left blank



Roadway Jurisdiction and Functional Classification
Umatilla Indian Reservation

Ownership information was not available for roadways shown in white.

This page intentionally left blank

CTUIR ROADS

CTUIR owns and maintains most roads that serve CTUIR-affiliated facilities and housing. These roadways include Short Mile Road, Easy Street, Cedar Street, Aspen Way (and other local spur streets serving the adjacent residential area), Timine Way, Wildhorse Boulevard, Kusi Road, Coyote Road, Spilya Road, Tokti Road, and Arrowhead Road. CTUIR also owns and maintains Mission Road west of OR 331 to the western UIR border.

ODOT FACILITIES

Within the study area, ODOT owns and maintains Interstate 84 (I-84) and OR 331. I-84 is classified by the Oregon Highway Plan as an Interstate Highway, on the National Highway System and National Network, a Freight Route, and a Reduction Review Route. OR 331 (Umatilla Mission Highway) is classified by the Oregon Highway Plan as a District Highway, a Freight Route, and a Reduction Review Route.



Photo: Kittelson & Associates, Inc.

UMATILLA COUNTY FACILITIES

Umatilla County owns and maintains regionally significant roadways within the study area. Mission Road (County Road #900) is the primary east-west roadway, connecting the Mission area to the city of Pendleton to the west. Classified as a Major Collector, Mission Road consists of two travel lanes with a posted speed limit of 40 mph. Other County roads are classified as Minor Collectors, including Emigrant Road, Cayuse Road, and Kirkpatrick Road.

BIA ROADS

Within the study area, the BIA owns and maintains several local roadways that primarily serve BIA tribal agency offices and affiliated housing. These paved roads include "A" Street, "B" Street, Alder Drive, Cayuse Loop, Confederated Way, Cottonwood Lane, Umatilla Loop Road, Walla Walla Court, Whirlwind Drive, and Willow Drive. CTUIR operates and maintains BIA roads as part of the compacted roads program.



Photo: Kittelson & Associates, Inc.

PAVED AND UNPAVED PUBLIC USE ROADS

All remaining roadways within the study area are considered to be "Public Use" roads. These paved and unpaved roads may or may not have a dedicated right-of-way and are not owned or maintained by any government entity.

Freight Routes

Single-unit trucks and semi-truck and trailer combination vehicles deliver goods to and from various businesses within the UIR boundary.

FREIGHT ROUTES

The OHP identifies all Interstate Highways and certain Statewide, Regional, and District Highways as freight routes. These routes are intended to facilitate efficient and reliable interstate, intrastate, and regional truck movement through a designated freight route system. As shown in Figure 4, OR 331 is designated by ODOT as a Freight Route and primarily accommodates the movement of freight between I-84 to the south and OR 11, which provides access to Washington, to the north.

There are no CTUIR-designated freight routes in the UIR; however, Mission Road is also used for local freight-related movements. There are no known freight restrictions on any roadways within the UIR. However, the Mission Community Master Plan (MCMP) noted that trucks will attempt to utilize Mission Road's connection to Old Emigrant Hill Road during periods of inclement weather when I-84 is shut down. This road is narrow and steep and cannot accommodate all truck types, especially during times of inclement weather.

NATIONAL HIGHWAY SYSTEM

The National Highway System (NHS) is a network of highways, including Interstate Highways, that serve strategic economic, defense, and transportation facilities, such as airports, ports, rail or truck terminals, railway stations, and pipeline terminals. I-84 is designated as an NHS route within the UIR boundary.

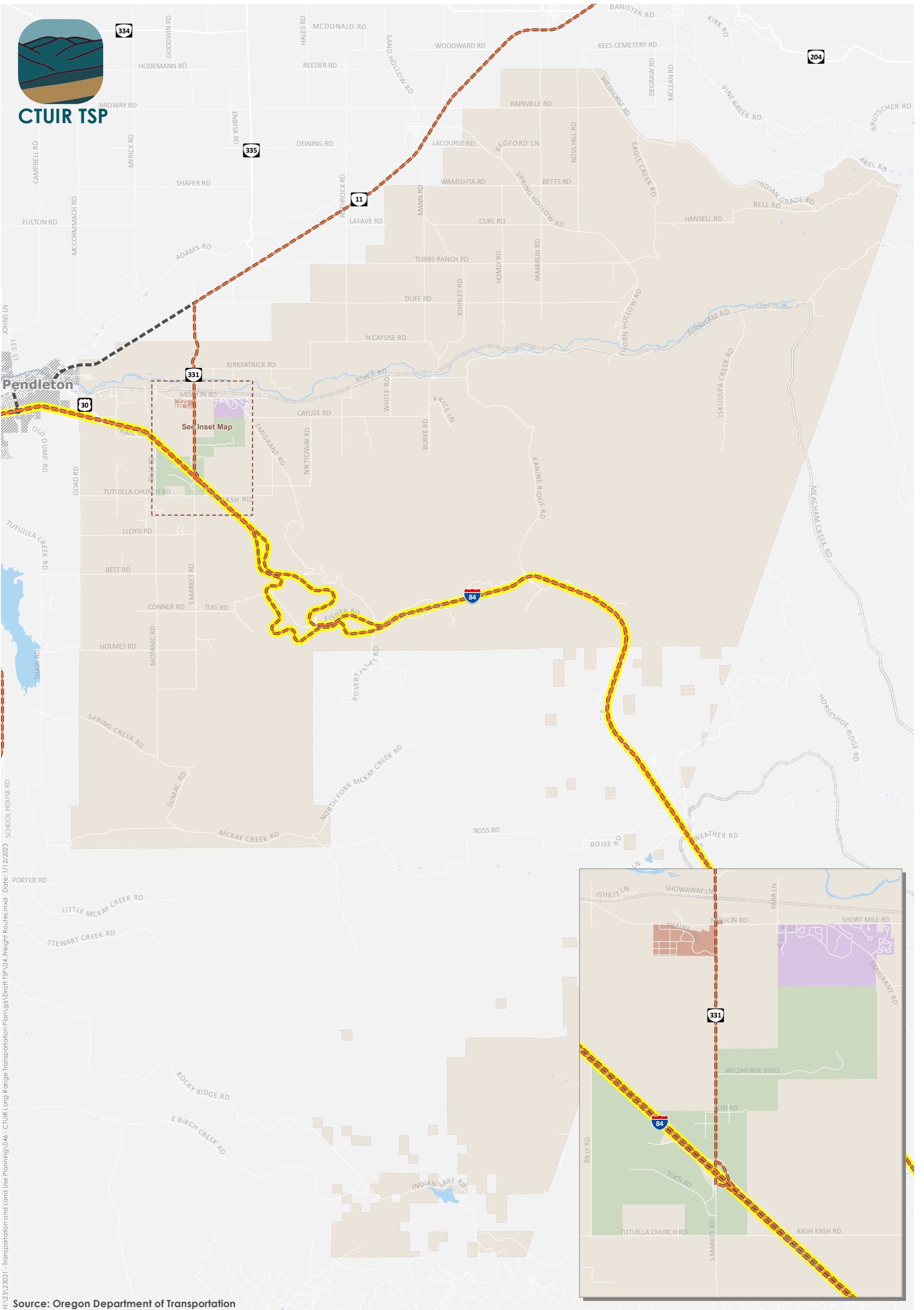
Bridges

There are nine documented bridges within the UIR boundary. Table 1 summarizes the bridge owner, repair status (if known), and relevant projects in this plan for each structure.

Table 1: Bridges within the Umatilla Indian Reservation Boundary

Bridge Title	Bridge Owner	Repair Status (Year)	Relevant TSP Projects
Highway 331/Umatilla River Bridge	ODOT	Fair (2018)	R11, P10
Cayuse River Bridge	Umatilla County	Unknown	R05, R15
Thornhollow Bridge	Umatilla County	Demolished, reconstruction estimated for 2025	None (work in progress, funding secured)
Iskuulpa Creek Bridge	Umatilla County	Unknown	R13, R20
Meacham Creek Bridge	CTUIR	Fair (2021)	R13
Umatilla River Bridge	CTUIR	Fair (2021)	R13
Sumac Road Bridge	Umatilla County	Unknown	R08
McKay Creek Bridge	Umatilla County	Unknown	R09
Mckay Creek Forks Bridge	Umatilla County	Unknown	R09

Table source: CTUIR staff correspondence



Source: Oregon Department of Transportation

- - - - - Oregon Highway Plan Freight Routes
- - - - - Reduction Review Routes
- - - - - National Highway Freight Routes
- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 4

**Freight Routes
Umatilla Indian Reservation**

This page intentionally left blank

Roadway Plan

Streets serve most trips within the UIR across all travel modes. This section identifies alternatives to address gaps and deficiencies in the street system as well as alternatives that will facilitate improvements to the pedestrian, bicycle, and public transit systems.

The projects developed for the roadway system include realignments, repaving, and updates to existing roadways, traffic calming, intersection reconfiguration, and more. Table 2 describes the projects for the roadway system. The priority levels shown in Table 2 are based on the project evaluation criteria as well as input from the TAC and community. Figure 5 illustrates the location of the projects. *Technical Memorandum #5 in Volume II includes assumptions used to develop the planning-level cost estimates shown in Table 2. Appendix B of Volume II contains the summary sheets for each of the high priority projects.*



Photo: Kittelson & Associates, Inc.

Table 2: Roadway System Projects

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Cost
R01	Kash Kash Road	Kusi Road to east of OR 331	Close existing access to OR 331 and reroute Kash Kash Road north to a new intersection with Kusi Road.	County	Medium	\$1,900,000
R02	Spilya Road	Eastern end of roadway to Kash Kash Road realignment	Extend Spilya Road east to Kash Kash Road realignment.	CTUIR	Low	\$385,000
R03	Emigrant Road	Cayuse Road to Poverty Flat Road	Widen, add shoulders, and repave Emigrant Road (County Road #937) from Cayuse Road to Poverty Flat Road.	County	Medium	\$21,800,000
R04	56th Street-Theater Road	Mission Road to US 30	Widen, add shoulders, and pave/repave 56th Street-Theater Road to help support rerouting of trucks and other regional/state traffic during I-84 closures.	County/BIA	Low	\$3,900,000
R05	North Cayuse Road	River Road to Mann Road	Widen, add shoulders, and pave North Cayuse Road (County Road #925) from River Road north to Mann Road.	County	Low	\$2,400,000
R06	Mann Road	Crawford Hollow Road to North Cayuse Road	Widen, add shoulders, and pave Mann Road (County Road #925) from Crawford Hollow Road south to North Cayuse Road.	County	Low	\$7,000,000
R07	Motanic Road	Best Road to Spring Creek Road	Widen, add shoulders, pave, and improve stormwater management on Motanic Road (County Road #1031) from Best Road south to Spring Creek Road.	County	Medium	\$10,000,000
R08	Sumac Road	Spring Creek Road to McKay Creek Road	Widen, add shoulders, pave, and improve stormwater management on Sumac Road (County Road #1050) from Spring Creek Road south to McKay Creek Road.	County	Low	\$6,000,000
R09	McKay Creek Road	Sumac Road to North Fork McKay Creek Road	Widen, add shoulders, add gravel, and improve stormwater management on McKay Creek Road (County Road #1050) from Sumac Road east to North Fork McKay Creek Road.	County	Medium	\$4,700,000
R10	Exit 2016 Truck Overflow Parking	South of I-84 Exit 216	Parking lot for overflow truck parking from I-84 winter closures. Could include a shuttle service from parking lot to Arrowhead during events. The location is still to be determined based on direction from ODOT – one option is shown in the figures. There should be consideration of electrification during design and	ODOT	High	\$3,200,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Cost
			construction in preparation for future needs. Install a road camera at the I-84/OR 331 interchange to better inform winter travel coordination and truck information.			
R11	OR 331 Speed Study	UIR northern boundary to I-84	Perform a speed study along the OR 331 corridor and determine whether to modify any speed zones. Coordinate with Umatilla County to extend study north to OR 11.	ODOT	High	\$20,000
R12	Mission Road Traffic Calming	From Mustang Lane to Parr Lane	Install speed feedback signage and other traffic calming measures.	CTUIR/ County	High	\$30,000
R13	County Road #900 (Cayuse Road and Bingham Road)	Emigrant Road to UIR eastern boundary	Perform a speed study at key intersections on the County Road #900 corridor to determine potential traffic calming or intersection safety treatments. Consider stormwater management improvements as part of any future projects.	County	Medium	\$20,000
R14	Kirkpatrick Road, vertical curve east of McKinley Lane	Intersection extents	Evaluate sight distance and install advisory signage if warranted.	County	Low	\$25,000
R15	Cayuse Road/ Cayuse River Road intersection	Intersection extents	Reconstruct northern leg to connect at a more perpendicular angle.	County	Low	\$1,200,000
R16	River Road/White Road intersection	Intersection extents	Reconstruct southern leg to connect at a more perpendicular angle.	County	Low	\$1,200,000
R17	Confederated Way	B Street to Mission Road (east intersection)	Construct flood remediation projects on Confederated Way from B Street to Mission Road (east intersection). Mitigations may include building a levy, raising the roadway, creating water retention areas, and rerouting the roadway.	BIA	High	To be determined by ongoing study
R18	Short Mile Road Traffic Calming	From Mission Road to roadway extents	Perform a speed study. Install speed feedback signage and other traffic calming measures.	CTUIR	Medium	\$30,000
R19	Riverside Avenue Traffic Calming	From UIR western boundary to roadway extents	Perform a speed study. Install speed feedback signage and other traffic calming measures.	CTUIR/ County/ Pendleton	Medium	\$30,000
R20	Iskuulpa Creek Bridge	Bridge extents	Replace the bridge, including a higher deck based on annual flooding.	CTUIR/ County	Low	\$2,100,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Cost
R21 ^{3,4}	OR 331/ Mission Road	Intersection extents	Install safety and traffic operations improvements. Future traffic control could include a single lane roundabout, traffic signal, or other alternative configuration. ¹	ODOT/ County/ CTUIR	Development-Driven	
R22 ³	Mission Road/Timíne Way	Intersection extents	Install an eastbound right-turn lane and/or a westbound left-turn lane when warranted. OR Construct a single lane roundabout. OR Install a traffic signal, with necessary turn lanes, when warranted.	ODOT/ CTUIR	Development-Driven	
R23 ^{3,4}	OR 331/ Wildhorse Boulevard	Intersection extents	Install safety and traffic operations improvements. Future traffic control could include a single lane roundabout, traffic signal, or other alternative configuration.	ODOT/ CTUIR	Development-Driven	
R24 ^{3,4}	OR 331/ Spilya Road	Intersection extents	Install safety and traffic operations improvements. Future traffic control could include a single lane roundabout, traffic signal, or other alternative configuration. ¹ Consider options to modify access at Kusi Road and/or Arrowhead Travel Plaza depending on the future traffic control selected.	ODOT/ CTUIR	Development-Driven	
R25 ^{3,4}	OR 331/I-84 Eastbound Ramps	Intersection extents	Install safety and traffic operations improvements. Future traffic control could include a single lane roundabout, traffic signal, or other alternative configuration. ¹ Consider whether to install exclusive left- and right-turn lanes on the off ramp approach depending on the future traffic control selected.	ODOT	Development-Driven	
R26 ³	OR 331/I-84 Westbound Ramps	Intersection extents	Install safety and traffic operations improvements. Future traffic control could include a traffic signal, single lane roundabout, or other alternative configuration. ¹ Consider whether to install exclusive left- and right-turn lanes on the off ramp approach and an exclusive right-turn lane on the north approach depending on the future traffic control selected.	ODOT	Development-Driven	

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Cost
Total High Priority Cost						\$3,250,000
Total Medium Priority Cost						\$38,480,000
Total Low Priority Cost						\$24,210,000
Total Cost						\$65,940,000

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

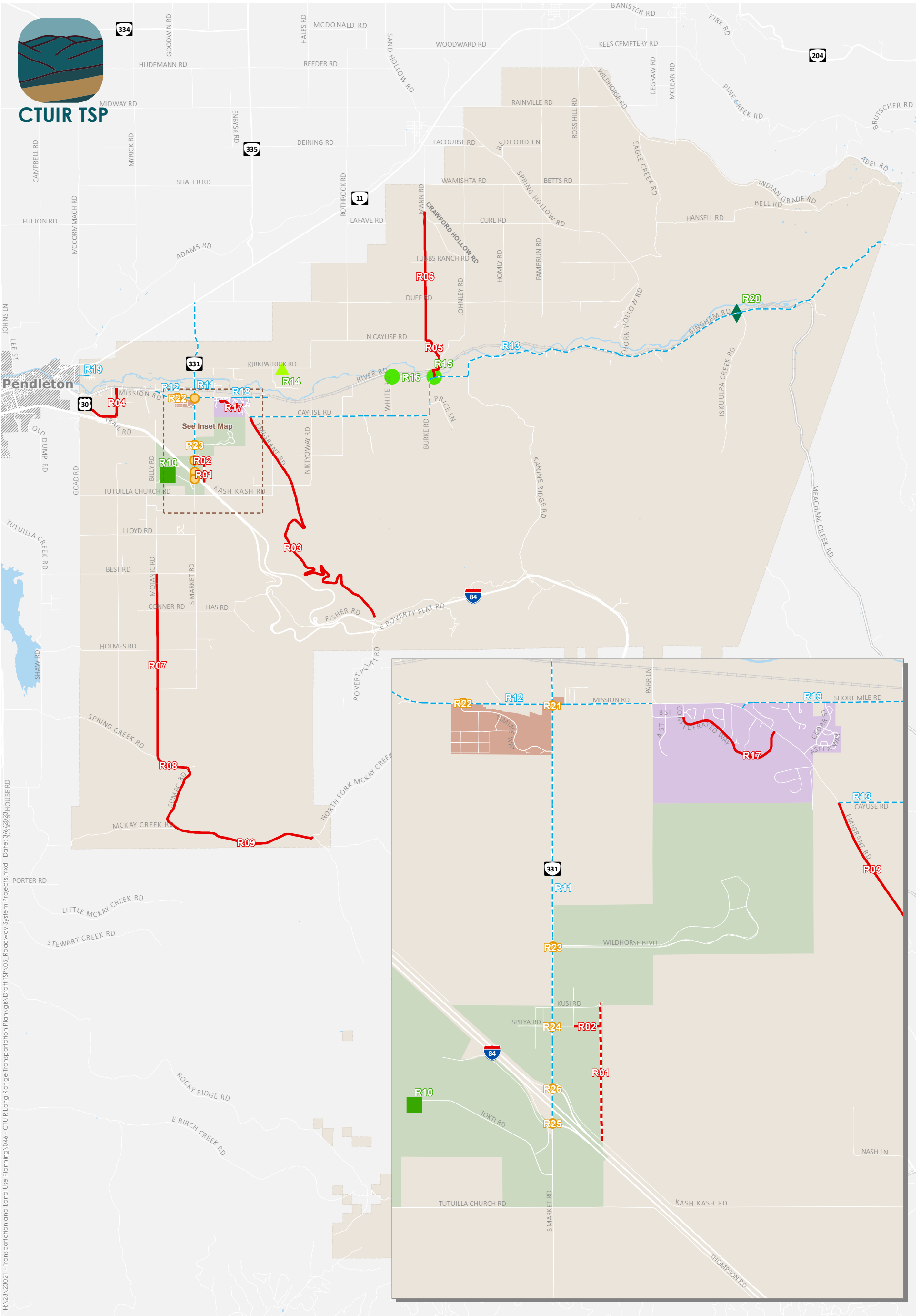
¹Depending on the reconfiguration of the intersection, consider incorporating bus pull-outs into the project design.

²This project may be completed in conjunction with future replacement of the Exit 216 I-84 overpass.

³Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer. Further evaluation may be required to determine the most appropriate form of traffic control.

⁴Planning concept potentially reduces vehicle-carrying capacity of the highway; further evaluation of the project design will be required at the time of implementation to ensure compliance with ORS 366.215.

This page intentionally left blank



- Improvement to Existing Roadway
- - - New Roadway
- - - Traffic Calming or Speed Study
- ▲ Advisory Signage
- Intersection Reconfiguration
- Truck Overflow Parking
- ◆ Bridge Replacement
- Development-driven Intersection Project
- Development-driven Roadway Project
- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 5

**Roadway System Projects
Umatilla Indian Reservation**

This page intentionally left blank

DEVELOPMENT DRIVEN CAPACITY AND INTERSECTION PROJECTS ON OR 331

Although the operations analysis presented in *Technical Memorandum #2: Context and Site Analysis*, provided in Volume II, did not highlight intersection capacity deficiencies based on generalized growth projections, previous planning efforts have identified potential intersection and roadway projects that may be needed to accommodate localized development or expansions of existing businesses and destinations.

These growth opportunities, such as expansion of the Coyote Business Park, further expansion of the Wildhorse Resort and Casino, and expansion of Arrowhead Travel Plaza, are not imminent, but could have local and regional impacts to the transportation system. If and when projects like this were to occur, the potential impacts and mitigation measures would have to be determined based on detailed traffic studies for the specific development scenario. Intersection solutions that have been identified through previous planning studies and preliminary traffic impact studies are included in Table 2. The identified solutions have historically included constructing roundabouts or installing traffic signals. Cost and benefit considerations for these two intersection control types are discussed below:

- **Construct a roundabout**
 - *Cost considerations:* Potentially higher construction cost and lower long-term maintenance cost.
 - *Benefit considerations:* Improved safety, including reducing the potential for fatal and serious injury crashes and lowering speeds near the intersection. Adds capacity and reduces delay.
- **Install a traffic signal**
 - *Cost considerations:* Potentially lower construction cost (depending on turn lane impacts) and higher long-term maintenance cost.
 - *Benefit considerations:* Adds capacity and reduces delay. May also reduce crash potential, but not to the same extent as a roundabout.

Due to the potential for development-related growth to influence traffic conditions along OR 331 from Mission Road to the I-84 interchange, CTUIR and ODOT will require traffic impact studies for all new development projects requiring access along the corridor and that are expected to generate more than 500 daily trips.

ROADWAY PROGRAMS AND PLANS

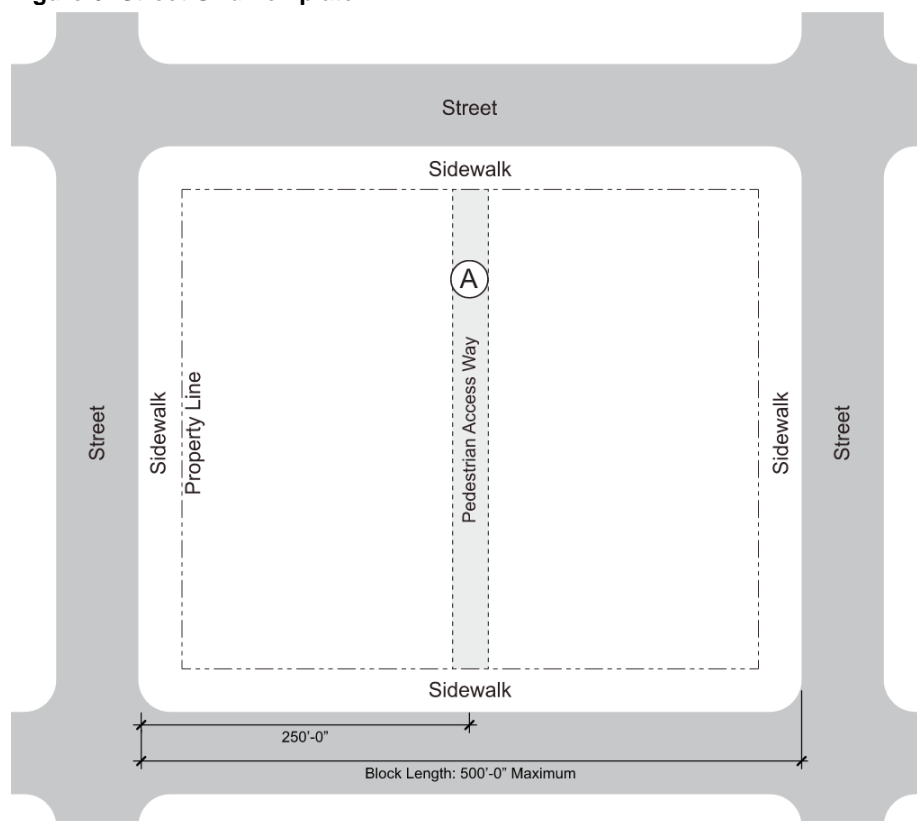
In addition to identifying potential projects, the project team also identified potential roadway-related policy and programmatic direction to support the transportation system based on input from CTUIR staff. The roadway system programs and plans are provided below:

- Maintenance program for intersections in the northern UIR where crops limit sight distance during certain times of the year
 - Work with property owners adjacent to roads with limited sight distance to establish formal sight triangle boundaries. One example is Duff Road at Mann Road.
 - Where sight triangles cannot be established, add warning signage.
- Maintenance programs for striping
 - Complete annual striping projects to update worn striping and to add/restripe fog lines on collectors and arterials.



- Coordinate with the County and ODOT on how to address truck parking and routing when I-84 is closed.
- Coordinate with ODOT and Umatilla County on regional connecting roadways.
- Create walkable neighborhoods. Monitor the need for traffic calming measures in neighborhoods and near pedestrian and bicycle activity centers, such as the school, Mission Senior Center, July Grounds residential area, and Nixyáawii Governance Center. Potential mitigations include raised crosswalks, “Children at Play” signage, 20 MPH speed limits, and additional marked crossings.
- Update and maintain CTUIR’s parking regulations based on current national guidance and local trends.
- Maintain the Tribal Transportation Program (TTP) National Tribal Transportation Facility Inventory (NTTFI) and update with routes that CTUIR may wish to include as projects move forward. Coordinate with the BIA as needed. *Attachment D includes the existing NTTFI as of September 2022.*
- Coordinate with the Range, Agriculture & Forestry program and other stakeholders to prepare an Upland Access Management Plan to determine a management approach for seasonal road closures, temporary timber harvest roads, and other publicly-used informal trails.
- As new development occurs, create a local street network that provides a high level of connectivity, pedestrian and bicycle facilities, and multiple alternative routes. The local street network must tie into the existing network to support emergency access and circulation. New developments shall be planned with a maximum block length of 500 feet with a pedestrian access way provided every 250 feet along the block length. Pedestrian access shall be a dedicated pedestrian access way meeting the requirements of Section 17.015(2) of CTUIR’s Land Development Code (LDC).

Figure 6: Street Grid Template



(A) Pedestrian access way shall meet the requirements of Section 17.015(2).

ACCESS MANAGEMENT

CTUIR supports the access spacing standards for County roads within the UIR. CTUIR also elects to apply these standards to the roads maintained and/or owned by CTUIR or BIA. To handle any discrepancies between functional classifications, the County standards for major and minor collectors should apply to all CTUIR rural and urban collectors. The County standards for local roads should apply to all CTUIR rural and urban local roads.

The OR 331 Access Management Plan was referenced in developing the roadway projects described in Table 2 and Figure 5. The standards in this updated CTUIR TSP will supersede the OR 331 Access Management Plan.

ROADWAY CROSS-SECTIONS AND DESIGN STANDARDS

Roadway cross sections were developed for the TSP update based on the characteristics of the existing roadways within the UIR. The design of a roadway can (and will) vary from street to street and segment to segment due to adjacent land uses and demand. The roadway cross sections are intended to define a system that allows standardization of key characteristics to provide consistency, but also to provide criteria for application that provides some flexibility while meeting the design standards. Figures 7 to 19 illustrate the cross-section standards for each functional classification. Unless prohibited by significant topographic or environmental constraint, newly constructed streets should meet the maximum standards indicated in the cross sections. When widening an existing street, CTUIR may use lesser standards than the maximum to accommodate physical and existing development constraints where determined to be appropriate by the CTUIR staff.

Road design standards ensure the design of a roadway supports its intended use. Road standards consist of design parameters necessary to provide a community with roadways or streets, which are relatively safe, aesthetically pleasing, and easy to administer when new facilities are planned or constructed or existing facilities are reconstructed. Figures 20 to 23 provide roadway design standards for select functional classifications.

OR 331 AREA PROJECTS

Figure 24 illustrates projects on, and around, OR 331 from Wildhorse Boulevard to the I-84 interchange. This figure incorporates the projects identified across all chapters of this TSP, including projects that were originally identified in the 2006 OR 331 Access Management Implementation Strategy and Circulation Plan.

Figure 7: Cross-section for Arterial Roadway (i.e., OR 331 or Mission Road) – Multi-use Path Option

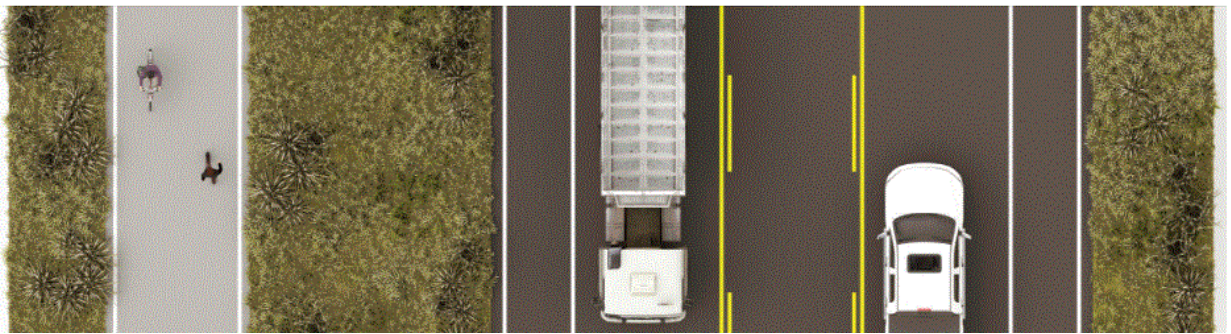
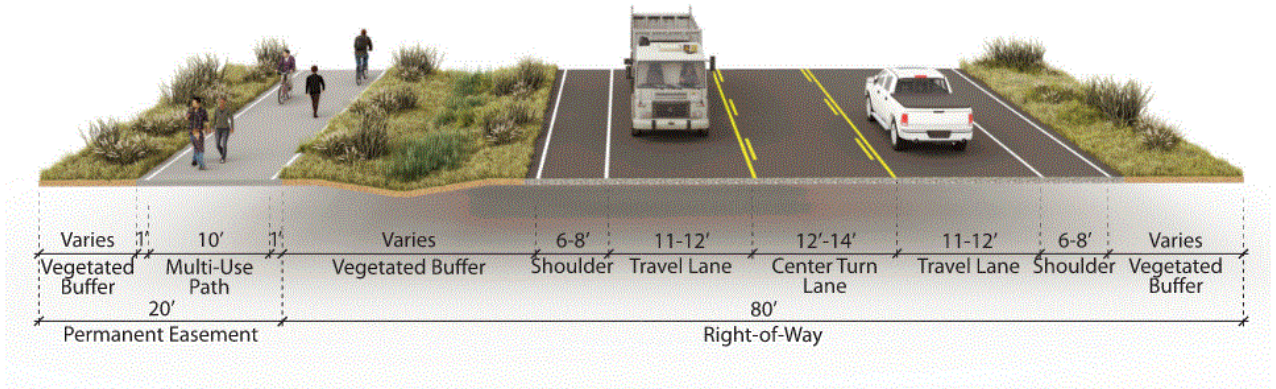


Figure 8: Cross-section for Arterial Roadway (i.e., OR 331 or Mission Road) – Curb and Gutter Option

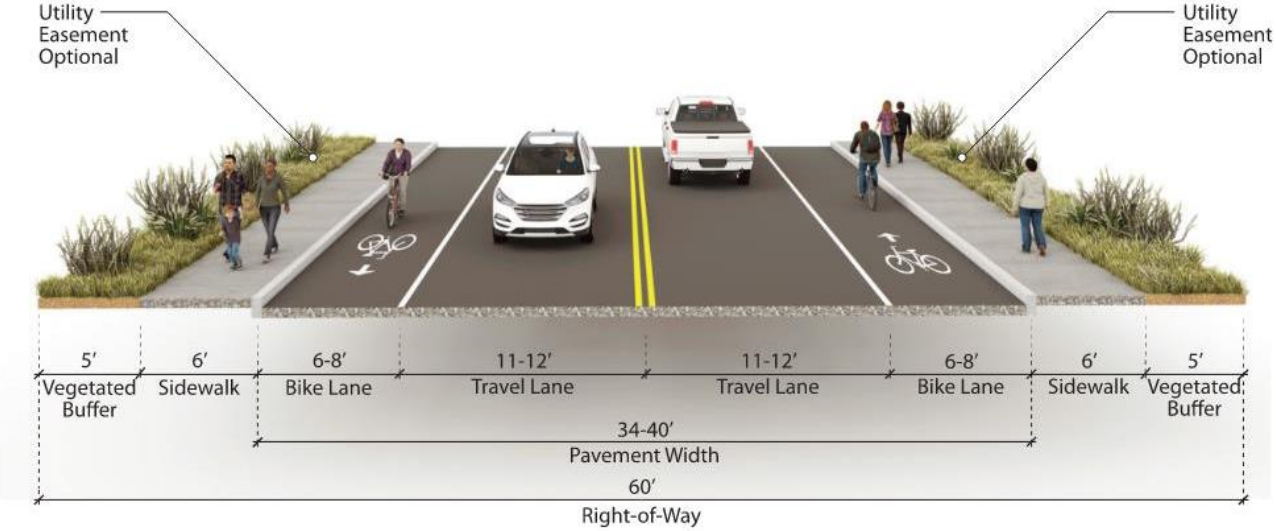


Figure 9: Cross-section for Rural Collector – Shoulder Option



Figure 10: Cross-section for Rural Collector – Multi-use Path Option

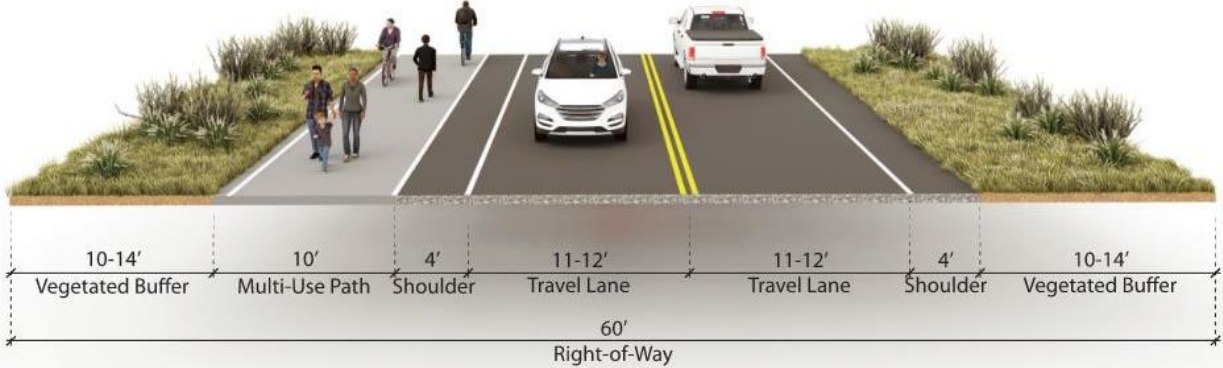


Figure 11: Cross-section for Rural Collector – Gravel Option

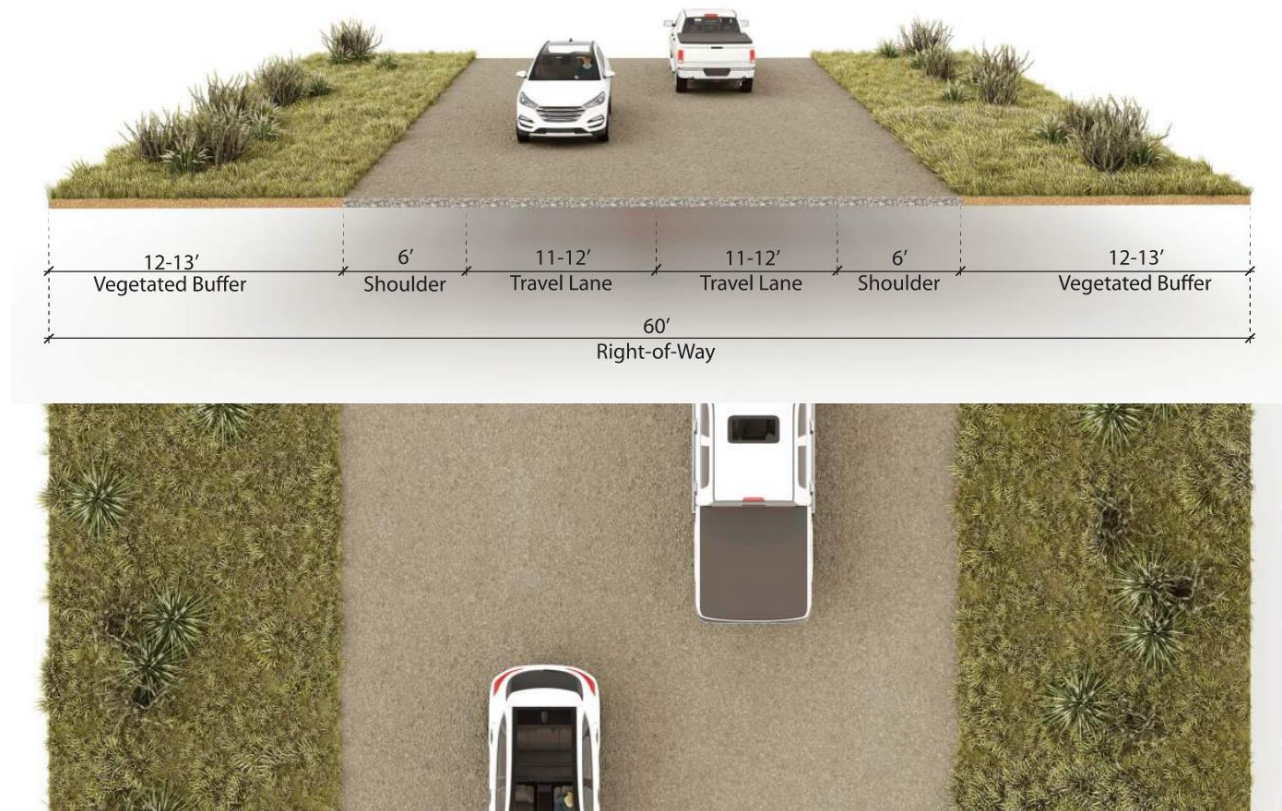


Figure 12: Cross-section for Urban Collector

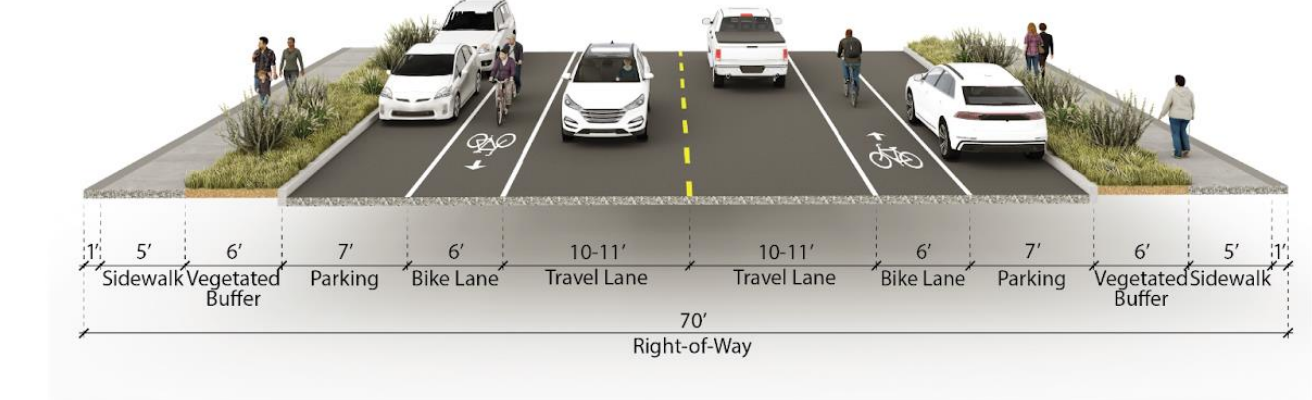


Figure 13: Cross-section for Rural Local Street

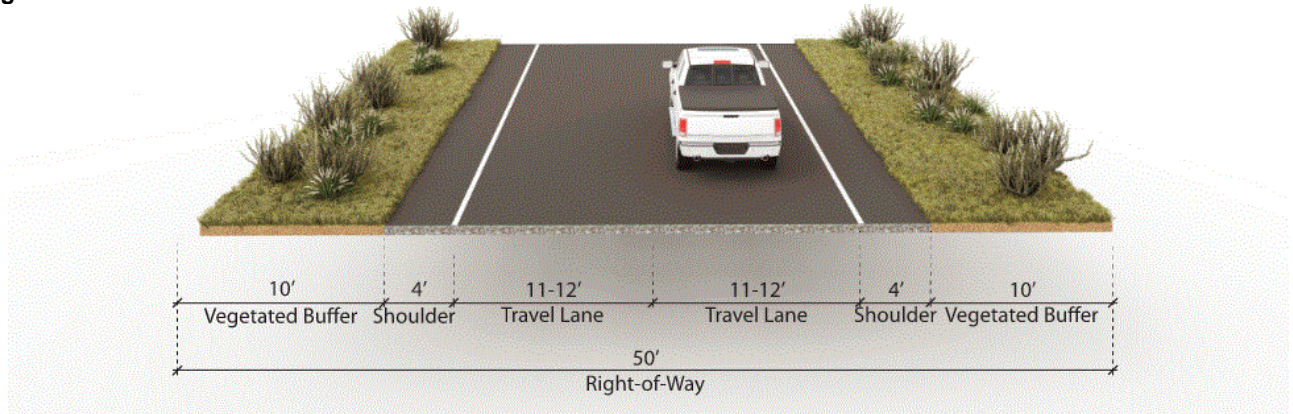


Figure 14: Cross-section for Rural Local Street – Gravel Option

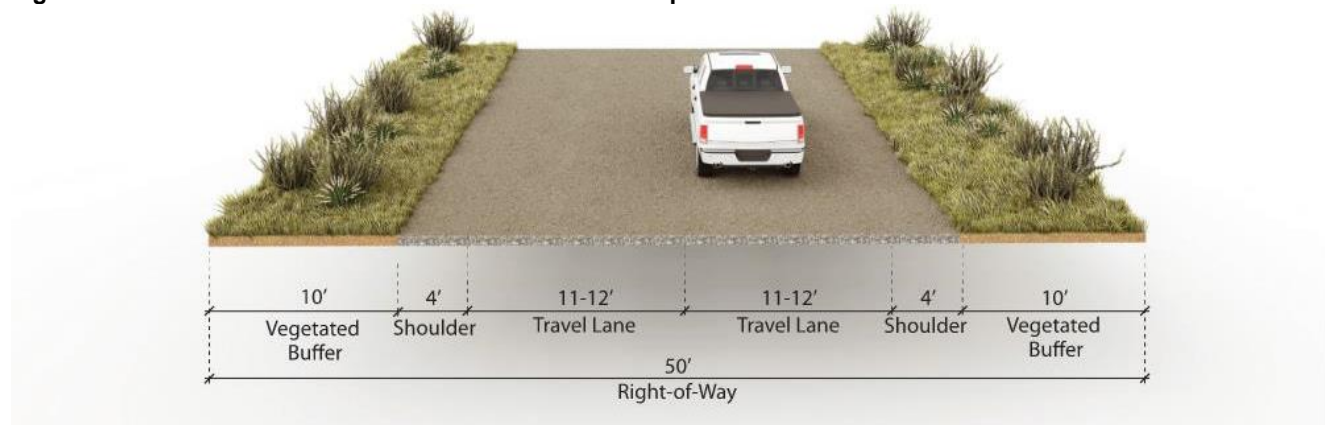


Figure 15: Cross-section for Urban Local Street – Standard Residential Street

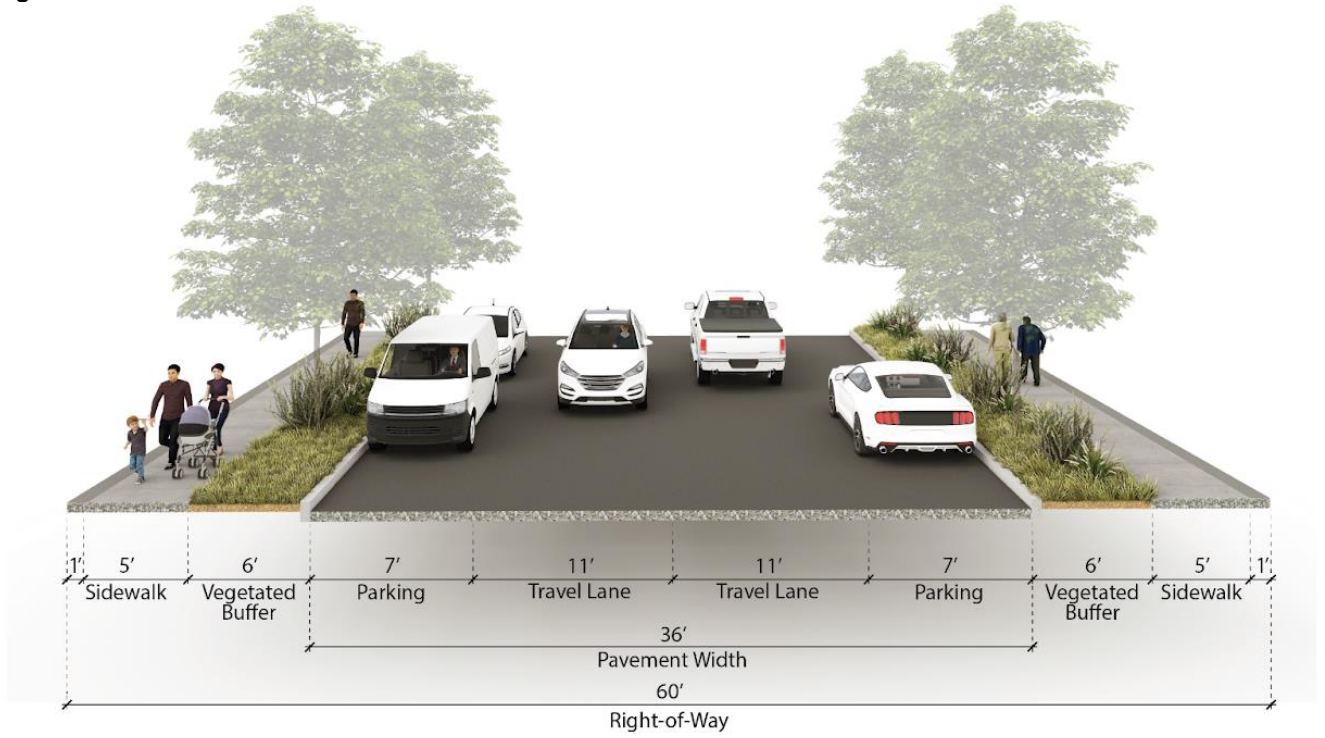


Figure 16: Cross-section for Urban Local Street – Minor Residential Street

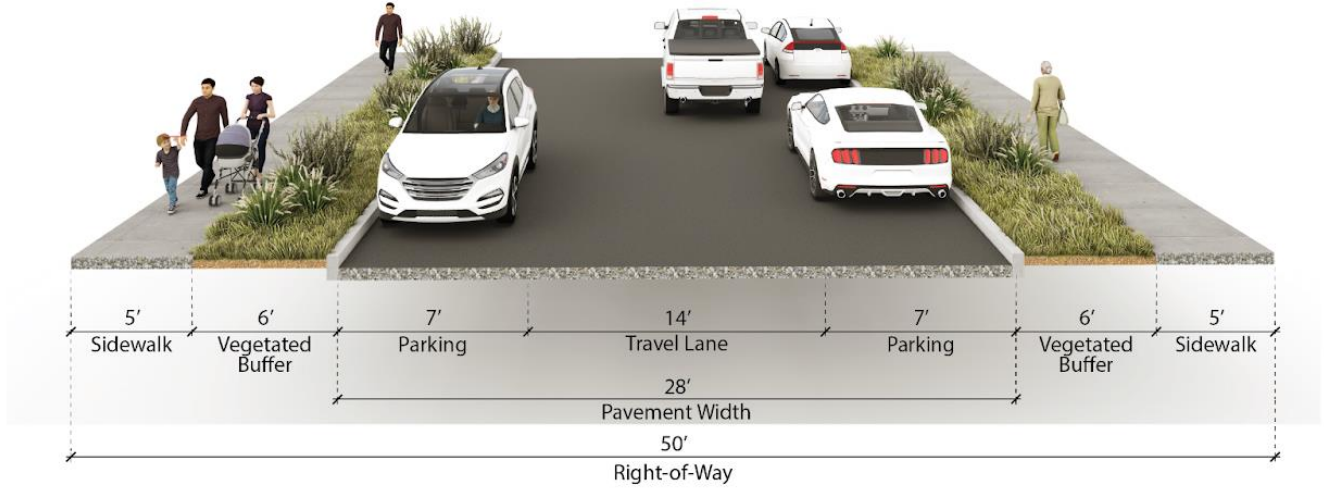


Figure 17: Cross-section for Alley



Figure 18: Cross-section for Multi-use Path

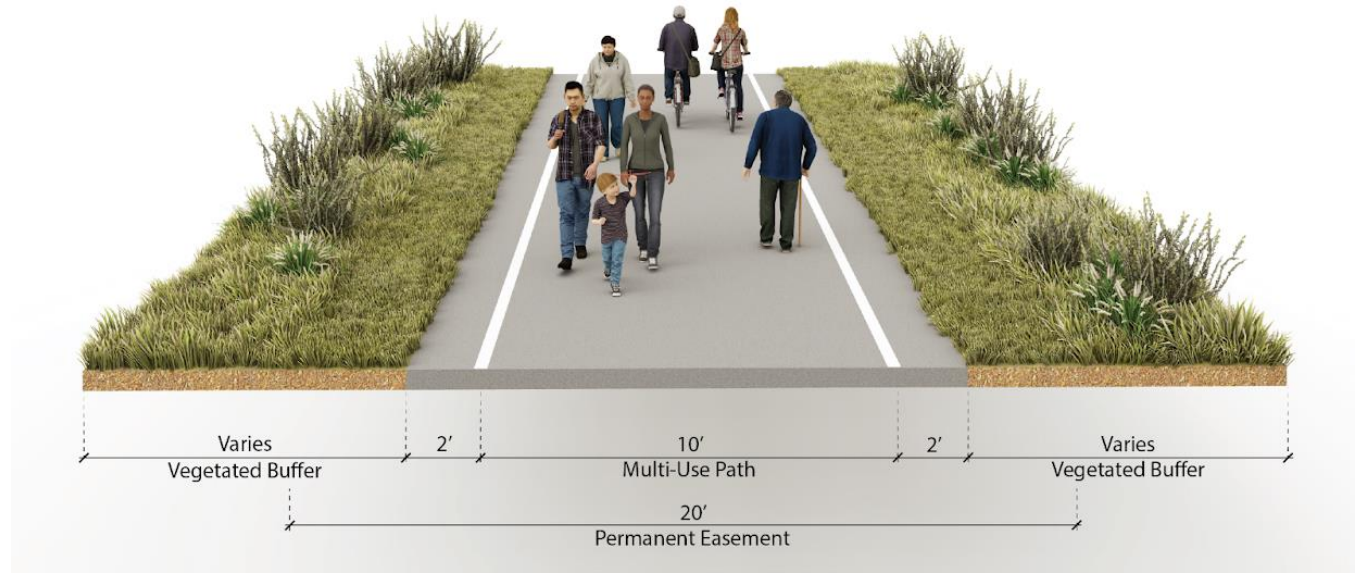
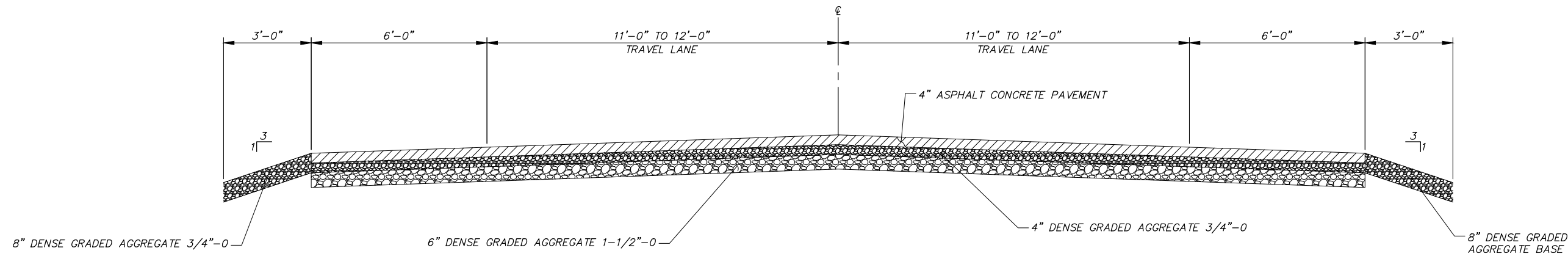
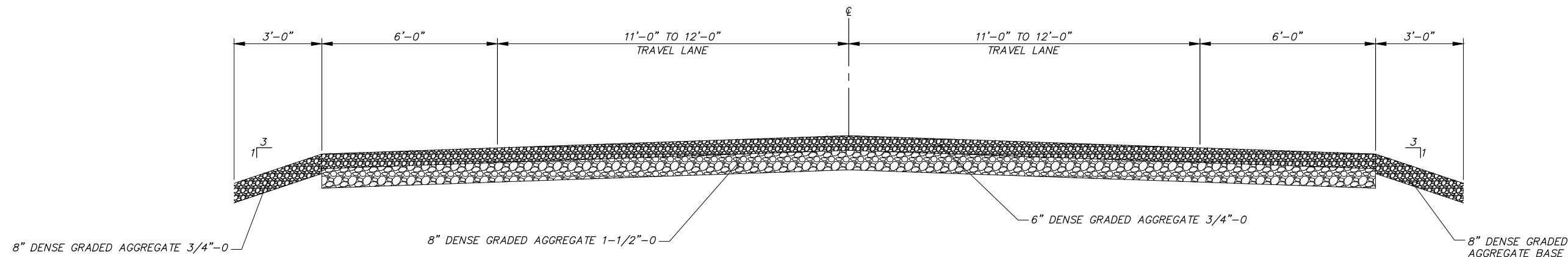


Figure 19: Cross-section for Umatilla River Multi-use Path and Horse Trail

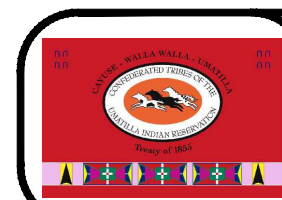




TYPICAL ROADWAY SECTION - ASPHALT
 RURAL COLLECTOR
 N.T.S.



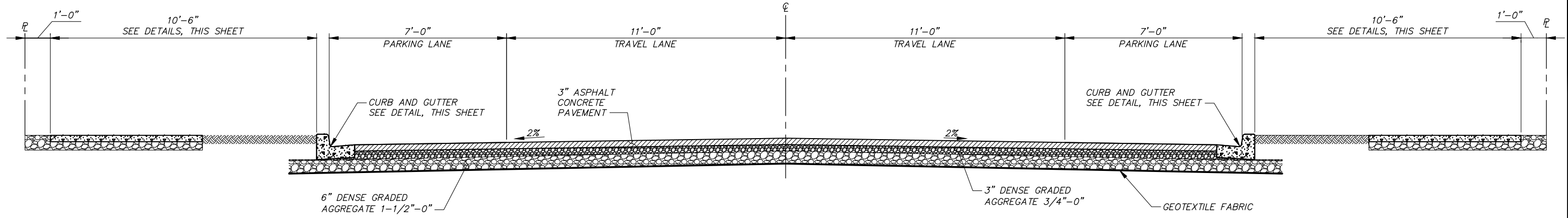
TYPICAL ROADWAY SECTION - GRAVEL
 RURAL COLLECTOR
 N.T.S.



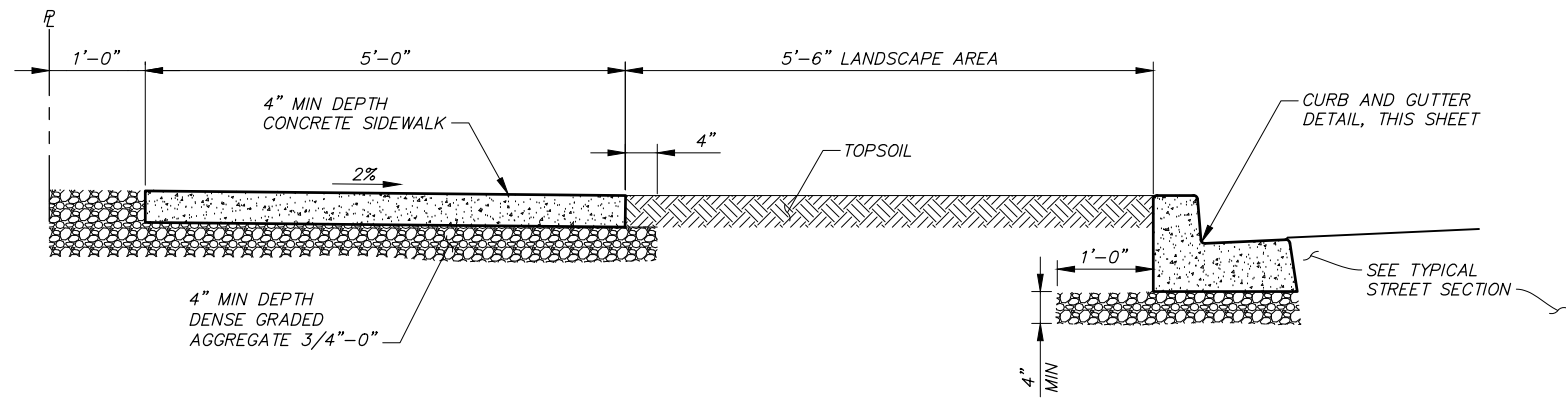
**CONFEDERATED TRIBES OF THE
 UMATILLA INDIAN RESERVATION
 STANDARD DETAILS**

**TYPICAL ROADWAY SECTION
 RURAL COLLECTOR**

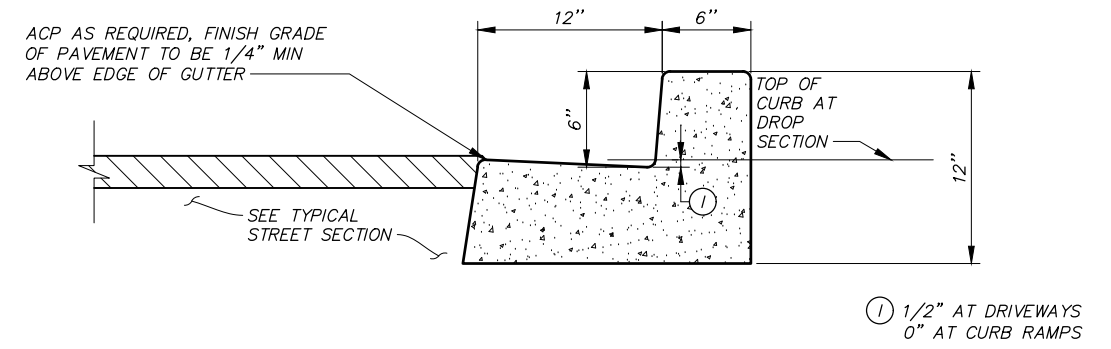
**FIGURE
 20**



TYPICAL ROADWAY SECTION
LOCAL RESIDENTIAL
 N.T.S.



SIDEWALK/CURB AND GUTTER DETAIL
(FOR SETBACK SIDEWALK)
 N.T.S.



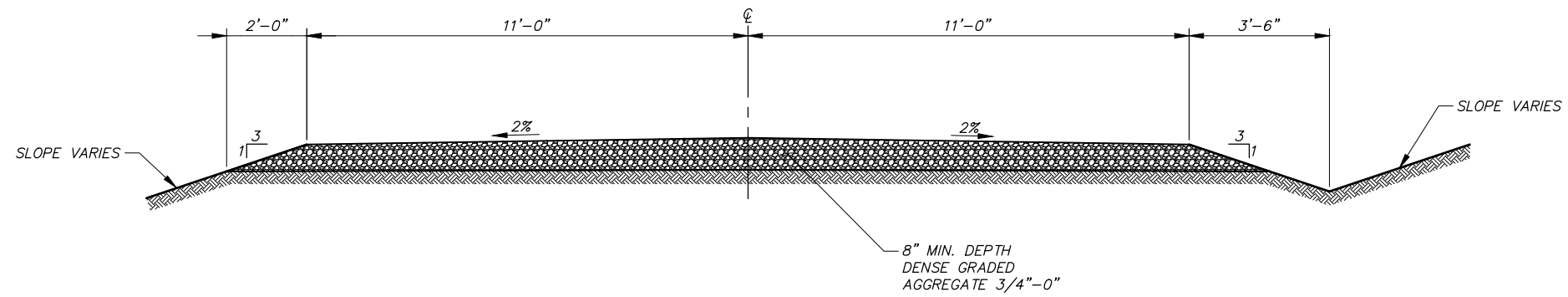
- NOTES**
1. ALL TOP EDGES HAVE 1/2" RADIUS, TYP.
 2. PROVIDE FULL SECTION EXPANSION JOINT AT 50' MIN SPACING FOR CONTINUOUS SECTIONS AND AT BEGINNING AND END OF CURVED SECTIONS.
 3. PROVIDE 1/2" DEPTH CONTRACTION JOINTS AT 10' SPACING.

CURB AND GUTTER DETAIL
 N.T.S.

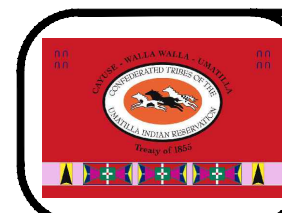
Q:\CTUIR\152-200 TransSysPlanUpdate\Drafting\TSPU-152-200-FIG16.dwg, Layout1, 9/13/2022 9:31 AM, smagner

	<p>CONFEDERATED TRIBES OF THE UMATILLA INDIAN RESERVATION STANDARD DETAILS</p> <p>TYPICAL ROADWAY SECTION LOCAL RESIDENTIAL</p>	<p>FIGURE 21</p>
--	---	-------------------------------------

Q:\CTUIR\152-200 TransSysPlanUpdate\Drafting\TSPU-152-200-FIG17.dwg, Layout1, 9/13/2022 9:31 AM, smagner



TYPICAL ROADWAY SECTION
LOCAL RURAL STREET
N.T.S.



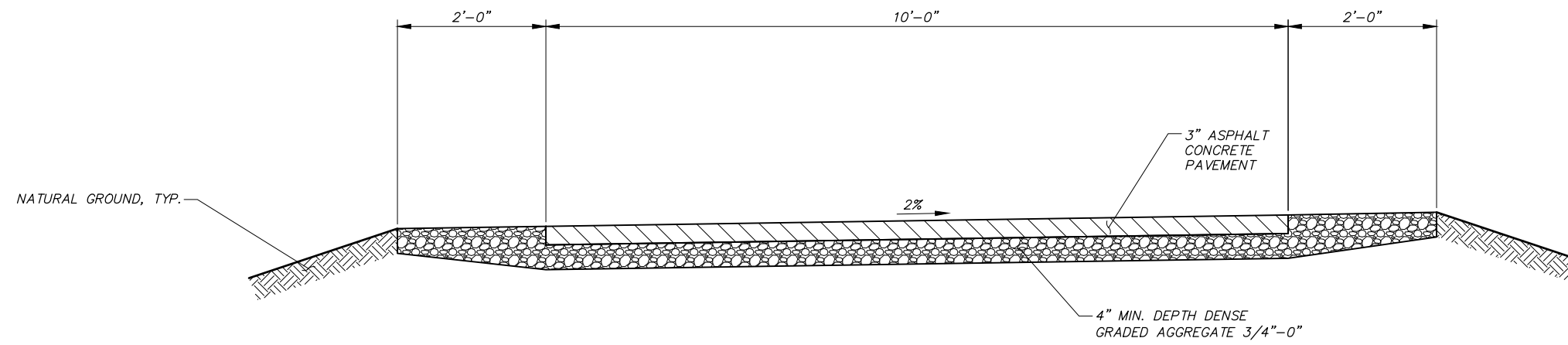
**CONFEDERATED TRIBES OF THE
UMATILLA INDIAN RESERVATION
STANDARD DETAILS**

**TYPICAL ROADWAY SECTION
LOCAL RURAL STREET**

FIGURE

22

Q:\CTUIR\152-200 TransSysPlanUpdate\Drafting\TSPU-152-200-FIG18.dwg, Layout1, 9/13/2022 9:31 AM, smagner



TYPICAL SECTION
MULTI-USE PATHWAY
N.T.S.



**CONFEDERATED TRIBES OF THE
UMATILLA INDIAN RESERVATION**
STANDARD DETAILS

**TYPICAL SECTION
MULTI-USE PATHWAY**

FIGURE

23

Figure 24: Detailed Concept OR 331 from Wildhorse Boulevard to the I-84 Interchange

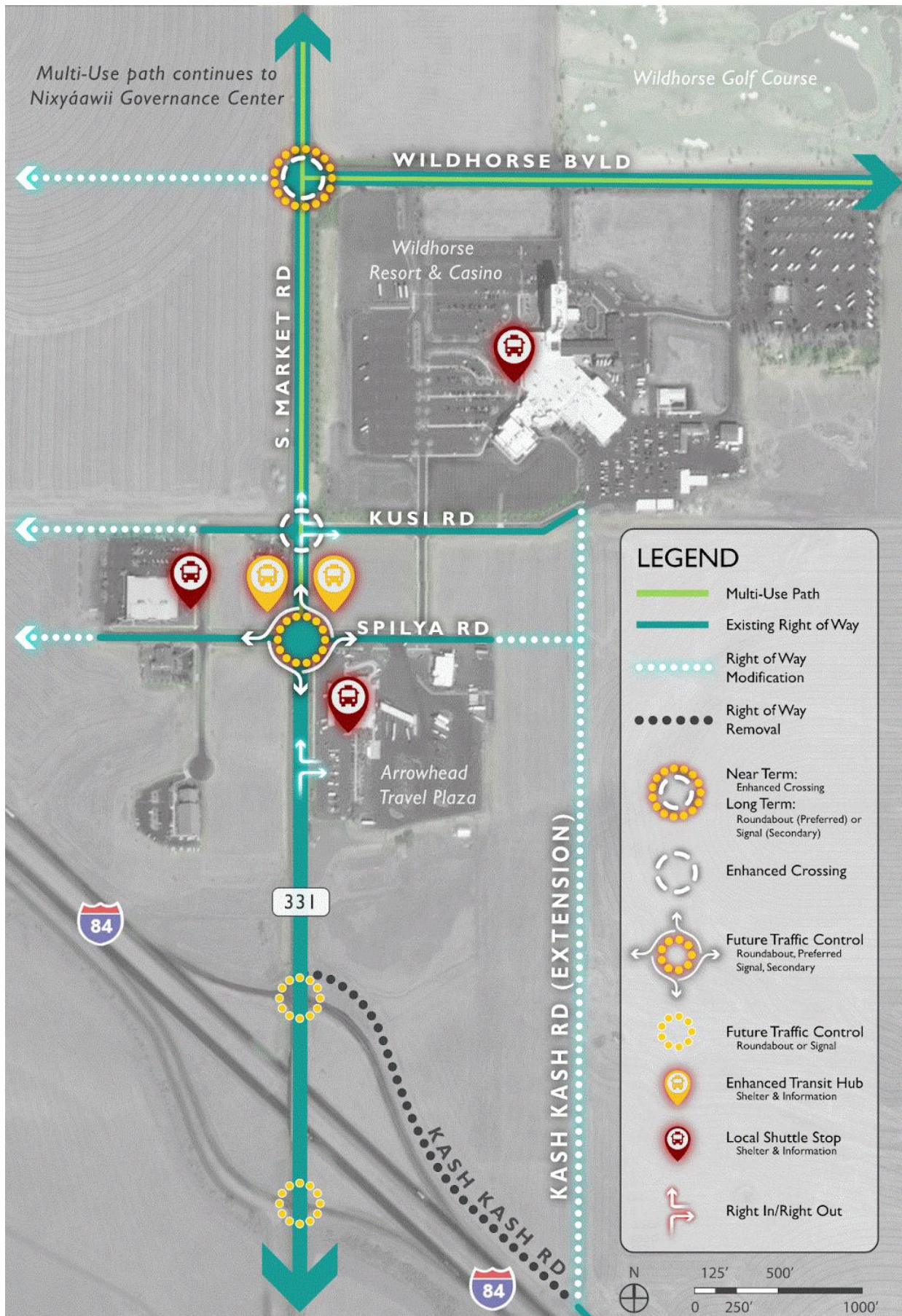




Photo Kittelson & Associates

Chapter 5 — PEDESTRIAN SYSTEM – WALKING AND ROLLING

The pedestrian system within the UIR consists of sidewalks and multi-use paths, as well as marked and/or signed pedestrian crossings. These facilities are primarily provided within the Mission, July Grounds, and Gateway hubs near OR 331 and Mission Road.

Pedestrian Plan

The projects developed for the pedestrian system include sidewalk infill and reconstruction, new multi-use path connections, pedestrian crossing treatments, and more. Table 3 describes the projects for the pedestrian system. The priority levels shown in Table 3 are based on the project evaluation criteria as well as input from the TAC and community. Table 3 also shows if a project is within a 2-mile radius of the Nixyáawii Community School. If it was, the priority was increased one level, if possible. *Technical Memorandum #5 in Volume II includes the CTUIR Safe Routes to School Plan as an attachment, which has been used to develop the projects shown in Table 3. Figure 25 illustrates the location of the projects. Technical Memorandum #5 in Volume II includes assumptions used to develop the planning-level cost estimates shown in Table 3. Appendix B of Volume II contains the summary sheets for each of the high priority projects.*

Table 3: Pedestrian System Projects

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
P01	Mission Road	East of Huckleberry Street to Cedar Street	Install six-foot sidewalks along the north side of Mission Road from east of Huckleberry Street to Cedar Street. Consider incorporating bus pull-outs into the project design.	County	High	X	\$1,500,000
P02	Mission Road	Confederated Way (western intersection) to Confederated Way (eastern intersection)	Complete the sidewalk network along the south side of Mission Road from Confederated Way (western intersection) to Confederated Way (eastern intersection). Consider incorporating bus pull-outs into the project design.	County	High	X	\$680,000
P03	Mission Road	OR 331 to Confederated Way (western intersection)	Widen sidewalks to six feet on the south side of Mission Road from OR 331 to Confederated Way (western intersection) and address the existing mailbox obstructions. Consider incorporating bus pull-outs into the project design.	County	High	X	\$490,000
P04	Confederated Way	East of Whirlwind Drive to Mission Road (east intersection)	Complete the sidewalk network along the north side of Confederated Way from east of Whirlwind Drive to Mission Road (east intersection).	BIA	High	X	\$435,000
P05	Cedar Street	Short Mile Road to Mission Road	Widen sidewalks to six feet wide on both sides of Cedar Street from Short Mile Road to Mission Road.	BIA	Medium	X	\$580,000
P06	Multi-use Path to Pendleton (Phase I)	Purchase Lane to OR 331	Construct a multi-use path on the south side of Mission Road from Purchase Lane to OR 331. This project is the first phase of a larger multi-use path connection to the City of Pendleton. Further study is needed to determine the ultimate alignment.	CTUIR	High	X	\$775,000
P07	Multi-use Path to Pendleton (Phase II)	UIR western boundary to Purchase Lane	Construct the second phase of the multi-use path to Pendleton, connecting at Purchase Lane. West of Purchase Lane, the alignment of the multi-use path connection may occur in the area between Mission Road and the south bank of the Umatilla River.	CTUIR/ County/ Pendleton	High	X	\$3,500,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
			Further study is needed to determine the ultimate alignment. If possible, connect to the Pendleton Riverwalk or the Riverside neighborhood. Include benches, lighting, and safety amenities (such as emergency call boxes and security cameras).				
P08	Short Mile Road Multi-use Path	Mission Road to Cayuse Bridge	Construct a multi-use path along Short Mile Road to Sampson Lane adjacent to the Union Pacific Railroad maintenance road to River Road to North Cayuse Road Bridge.	CTUIR	Medium		\$3,900,000
P09 ¹	OR 331 Multi-use Path (Phase I)	Mission Road to Arrowhead Travel Plaza driveway	Construct a multi-use path along one or both sides of OR 331 from Mission Road to Arrowhead Travel Plaza driveway.	CTUIR	High		\$1,900,000
P10 ¹	OR 331 Multi-use Path (Phase II)	Kirkpatrick Road to Mission Road	Construct a multi-use path along one or both sides of OR 331 from Kirkpatrick Road to Mission Road, depending on feasible options for crossing the Umatilla River Bridge. River access could potentially be included as part of this project.	CTUIR	High	X	\$2,900,000
P11	South Market Road Multi-use Path	Arrowhead Travel Plaza driveway to Tutuilla Church Road	Construct a multi-use path along one or both sides of OR 331-South Market Road from Arrowhead Travel Plaza driveway to Tutuilla Church Road. The Exit 216 overpass may need to be replaced to fit the desired facilities.	CTUIR	Medium		\$3,900,000
P12	Wildhorse Boulevard Multi-use Path	OR 331 to the Tamástslikt Trail	Construct a multi-use path along Wildhorse Boulevard, along the north side of the median or within the median.	CTUIR	Medium		\$675,000
P13	Parr Lane Multi-use Path	Umatilla River to Mission Road	Construct a multi-use path in the vicinity of Parr Lane and extending to the Umatilla River.	CTUIR	Low		\$305,000
P14	East-West Multi-use Path	OR 331 to Mission Road	Construct a multi-use path along the top of the bluff connecting OR 331 to Mission Road, intersecting the Tamástslikt Trail. Include lighting, benches, and security cameras or call boxes. Coordinate with Project P19 – OR 331/Timíne Way pedestrian crossing and Project P23 - Mission Road/Cedar Street pedestrian crossing.	CTUIR	High	X	\$1,600,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
P15	Tamástslikt Trail Lighting	Confederated Way to Tamástslikt Cultural Institute	Install lighting and security cameras to existing multi-use path system.	CTUIR	High		\$530,000
P16	Timíne Way Multi-use Path Lighting	Mission Road to OR 331	Install lighting and security cameras to existing multi-use path system.	CTUIR	Medium	X	\$320,000
P17	July Ground Multi-use Path System Lighting	n/a	Install lighting and security cameras to existing multi-use path system.	CTUIR	Medium	X	\$480,000
P18	Mission Road Lighting	Short Mile Road to Cedar Street	Install pedestrian-scale lighting.	County	High		\$195,000
P19 ¹	OR 331/ Timíne Way	n/a	Install an enhanced pedestrian crossing. Treatment may include signalization or a pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), or a grade separated undercrossing of OR 331. Coordinate with Project P14 – East-West Multi-use Path.	ODOT	High	X	\$2,000,000
P20	Mission Road Mid-block Crossing	n/a	Install enhanced pedestrian crossing treatments at the existing mid-block crossing on Mission Road east of Short Mile Road. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and/or curb extensions.	County	High	X	\$105,000
P21 ¹	OR 331/ Kusi Road	n/a	Install an enhanced pedestrian crossing. Treatment may include pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), raised median island, high visibility crosswalk markings, and curb extensions.	ODOT	High		\$105,000
P22	Mission Road/ Confederated Way (east intersection)	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and curb extensions.	County	High	X	\$105,000
P23	Mission Road/ Cedar Street	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high	County	High	X	\$105,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
			visibility crosswalk markings, and curb extensions. Coordinate with Project P14 - East-West Multi-use Path.				
P24	Riverside Avenue	From UIR western boundary to roadway extents	Install sidewalk and lighting along one side of Riverside Avenue. Cost shown is for the roadway segment within the UIR. Coordinate with planned project in City of Pendleton TSP, if possible.	CTUIR/ County/ Pendleton	Medium		\$540,000
Total High Priority Cost							\$16,925,000
Total Medium Priority Cost							\$10,395,000
Total Low Priority Cost							\$305,000
Total Cost							\$27,625,000

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.
 1Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.

This page intentionally left blank

PEDESTRIAN PROGRAMS AND PLANS

In addition to identifying potential projects, the project team also identified potential pedestrian-related policy and programmatic direction to support the transportation system based on input from CTUIR staff.

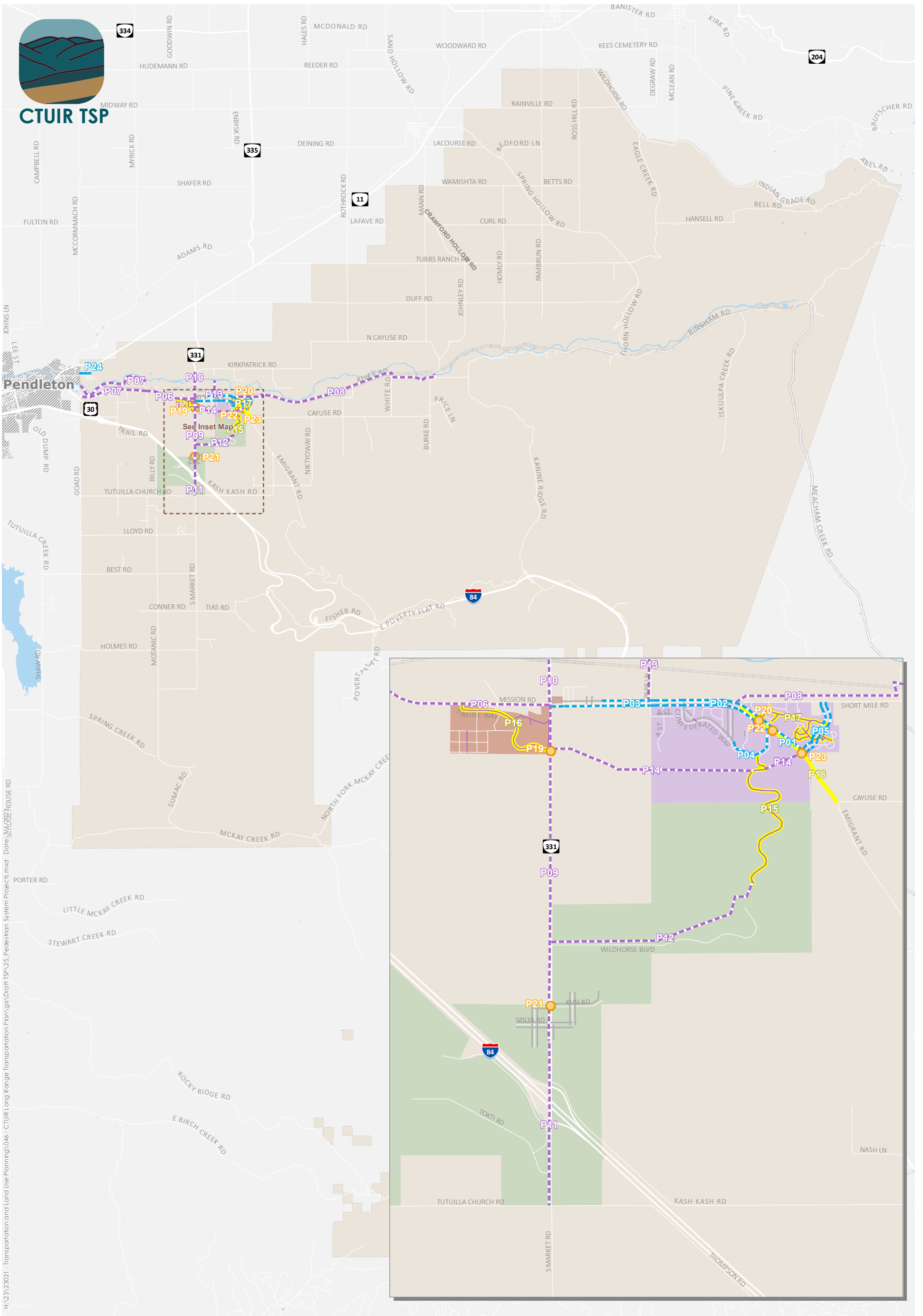
The pedestrian system programs and plans are provided below:

- New development within the Mission Hub should be required to include off-street multi-use paths to create a connected pathway system within the area.
- Parks and Transportation Coordinator
 - Create a new CTUIR staff position to oversee and coordinate multi-use path maintenance and construction, park and river access, and park maintenance.
 - Develop an Invasive Plant Management Plan (including for puncture vine [“goatheads”]) for roads and multi-use paths in coordination with other CTUIR departments.
- Parks and River Access Plan
 - CTUIR is acquiring land impacted by the 2020 flooding, including areas near Cayuse River Road, Cayuse Road, and Sampson Lane. The plan will determine a vision for creating a park(s) with potential river access. Work with property owners adjacent to the river to gain access. Explore other river access locations including previous informal access points, such as Parr Lane and the swimming hole near the railroad bridge.

JULY GROUNDS ENHANCED PEDESTRIAN CROSSING

The project team created a detailed concept design graphic for the July Grounds enhanced pedestrian crossing shown in Figure 26. This figure incorporates the projects identified throughout this memorandum, not just pedestrian-related projects. It also provides an example of what an enhanced crossing could look like within the UIR beyond just this location.





H:\23\23021 - Transportation and Land Use Planning\046 - CTUIR Long Range Transportation Plan\GIS\Draft\TSP_V25_Pedestrian System Projects.mxd Date: 3/16/2023 10:58:00 AM

- Existing Sidewalk
- Existing Multi-use Path
- Sidewalk Project
- Multi-use Path Project
- Lighting Project
- Pedestrian Crossing Project

- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 25

**Pedestrian System Projects
Umatilla Indian Reservation**

This page intentionally left blank

Figure 26: Detailed Concept for July Grounds Enhanced Pedestrian Crossing





Photo Kittelson & Associates

Chapter 6 — BICYCLE SYSTEM

The bicycle system within the UIR boundary consists of on-street bike lanes, shoulder bikeways, and unmarked shared roadways, as well as off-street multi-use paths and bicycle parking. The only marked bike lanes are on Mission Road, connecting the Mission and July Grounds hubs with residential, school, and commercial uses.

Bicycle Plan

The projects developed for the bicycle system include buffered bike lanes, shoulder bikeways, and shared roadways. Table 4 describes the projects for the bicycle system. The priority levels shown in Table 4 are based on the project evaluation criteria as well as input from the TAC and community. Table 4 also shows if a project is within a 2-mile radius of the Nixyáawii Community School. If it was, the priority was increased one level, if possible. *Technical Memorandum #5 in Volume II includes the CTUIR Safe Routes to School Plan as an attachment, which has been used to develop the projects shown in Table 4.* Figure 27 illustrates the location of the projects. The figure also includes the multi-use path projects previously shown in Chapter 5 – Pedestrian System. *Technical Memorandum #5 in Volume II includes assumptions used to develop the planning-level cost estimates shown in Table 4. Appendix B of Volume II contains the summary sheets for each of the high priority projects.*

Table 4: Bicycle System Projects

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
B01	Mission Road	OR 331 to Cayuse Road	Widen Mission Road and install buffered or separated/ raised bicycle lanes along both sides of the roadway from OR 331 to Cayuse Road. Consider incorporating bus pull-outs into the project design.	County	High	X	\$4,200,000
B02	Kirkpatrick Road	OR 331 to McKinley Lane	Widen Kirkpatrick Road and install shoulder bikeways on both sides of the roadway from OR 331 to McKinley Lane.	County	Medium	X	\$2,400,000
B03	Cayuse Road	Emigrant Road to River Road	Widen Cayuse Road and install shoulder bikeways on both sides of the roadway from Emigrant Road to River Road.	County	Medium		\$6,800,000
B04	Confederated Way	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	BIA	Medium	X	\$30,000
B05	Whirlwind Drive	Mission Road to Confederated Way	Install shared roadway signage and/or striping (sharrows).	BIA	Medium	X	\$5,000
B06	Cedar Street	Short Mile Road to Mission Road	Install shared roadway signage and/or striping (sharrows).	BIA	Medium	X	\$35,000
B07	Kusi Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low		\$25,000
B08	Spilya Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low		\$30,000
B09	Coyote Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low		\$20,000
B10	Arrowhead Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low		\$15,000
B11 ¹	Bicycle Fix-it Stations	Within UIR boundaries	Evaluate where bicycle fix-it stations would be beneficial to install within the UIR, such as trailheads, community hubs, or the school.	CTUIR	High		\$10,000 per station

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
						Total High Priority Cost	\$4,200,000
						Total Medium Priority Cost	\$9,270,000
						Total Low Priority Cost	\$90,000
						Total Cost	\$13,560,000

¹Project not shown on the project map.

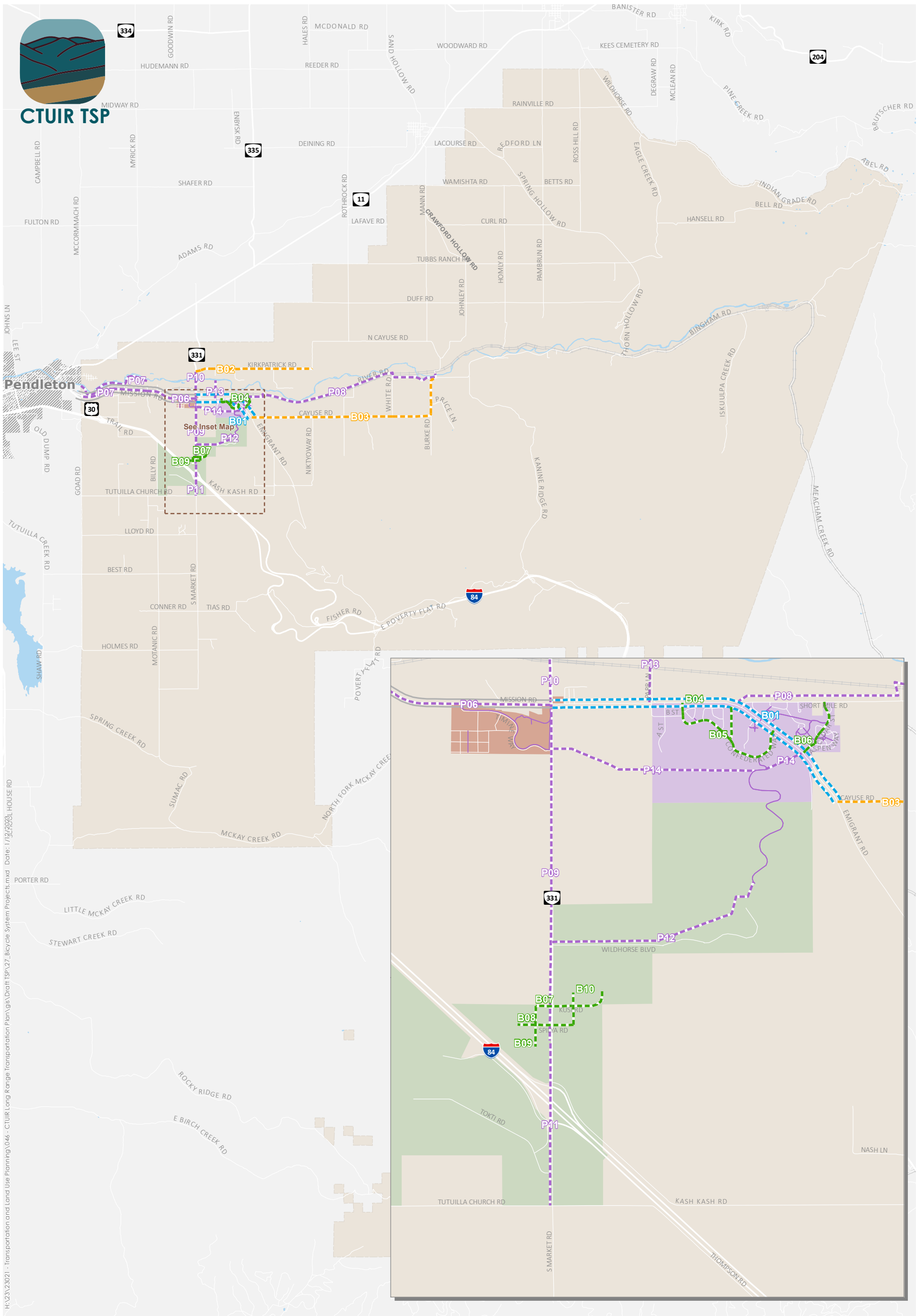
BICYCLE PROGRAMS AND PLANS

In addition to identifying potential projects, the project team also identified the following potential bicycle-related item for incorporation into CTUIR programs and plans:

- Coordinate installation of future bicycle fix-it stations as part of construction of projects that will attract bicycle activity, such as commercial development, parks, civic centers, transit hubs, multi-use paths, and bike lanes.



This page intentionally left blank



H:\23\23021 - Transportation and Land Use Planning\046 - CTUIR Long Range Transportation Plan\GIS\Draft\TSP\27_Bicycle System Projects.mxd Date: 11/27/2023 1:05:31 PM

Figure 27

**Bicycle System Projects
Umatilla Indian Reservation**

This page intentionally left blank



Photo Kittelson & Associates

Chapter 7 — TRANSIT SYSTEM

CTUIR operates Kayak Public Transit (Kayak) which serves northeastern Oregon via fixed route local and commuter service and paratransit. CTUIR began public transportation services after observing people walking the distance between Pendleton and Mission. Over time, service has grown from one van to a fleet of cutaway vehicles operating seven year-round fixed routes (as of January 2023). In 2014, CTUIR rebranded the service as Kayak Public Transit to help people understand that service is open to the public, not just tribal members.

Outside of the UIR boundary, Kayak also provides the Hermiston Area Regional Transit (HART) fixed route and more-recently began operating the City of Milton-Freewater's service. In addition to Kayak, there are other agencies and operators that serve the UIR or adjacent areas. CTUIR maintains a list of these operators on their website at <https://ctuir.org/departments/tribal-planning-office/kayak-public-transit/other-transportation-agencies/>.

CTUIR and Kayak staff noted the following transit-specific goals to consider in 2023 and beyond:

- Increase system capacity
- Ensure safety for all users
- Protect livability and ensure equity and access
- Begin environment-electric vehicle service for the Mission Metro and campus shuttle routes

- Establish a regional outlook and future focus regional transit authority (RTA)

Transit Plan

The projects developed for the transit system include bus stop enhancements, modified service, and new service. Table 5 describes the projects for the transit system. The priority levels shown in Table 5 are based on the project evaluation criteria as well as input from the TAC and community. Figure 28 illustrates the location of the projects. *Technical Memorandum #5 in Volume II includes assumptions used to develop the planning-level cost estimates shown in Table 5. Appendix B of Volume II contains the summary sheets for each of the high priority projects.*

As CTUIR explores the transit system projects, coordination with other transit providers that serve the reservation and nearby areas will be needed. These other providers include Kayak, SafeT Transportation, Elite Taxi, Wildhorse Resort & Casino Shuttle, Greyhound, and Yellowhawk Tribal Health Center transportation through the Allied Health Service Department.



Photo: CTUIR



Photo: Kittelson & Associates, Inc.

Table 5: Transit System Projects

Project ID	Location/Name	Description	Priority	Cost
T01 ¹	Park-and-ride Locations	Coordinate with regional transit providers for park-and-ride locations that help facilitate the use of transit by community members and maximize regional connectivity.	High	TBD, depends on partnerships available
T02	Bus Stop Enhancements	Evaluate transit stops for additional amenity needs, such as shelters, lighting, and signage.	High	One-time cost: \$324,000 (\$18,000/stop for 18 bus stops)
T03	OR 331 Transit Hub	Consolidate bus stops at Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus into one pair of transit hubs on OR 331 north of Spilya Road, reducing need for transit vehicles to turn to and from OR 331. Coordinate with Project T04 - Wildhorse Campus Shuttle. If a roundabout is constructed on OR 331 based on development-driven projects, a single transit hub on one side of OR 331 may be appropriate.	High	One-time cost: \$400,000
T04	Wildhorse Campus Shuttle	Partner with adjacent businesses to purchase one shuttle bus to transport people from Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus to the OR 331 Transit Hub. Coordinate with Project T03 - OR 331 Transit Hub.	High	One-time cost: \$175,000 Annual operating cost: \$195,000
T05	Kayak Transit Hub Expansion	Install public restrooms for passengers at the Kayak Transit Hub.	Low	One-time cost: \$500,000
T06 ¹	Electric Vehicle and Shuttle Pilot	Acquire two six-passenger electric vehicles, install charging facilities, and begin electric vehicle service for the Metro and campus shuttle routes.	Medium	One-time cost: \$130,000 Annual operating cost: \$195,000
T07 ¹	More frequent transit service	Explore adding more trips per day on the highest ridership routes including Hopper, Whistler, Metro, HART, Arrow, and Rocket.	Low	Annual operating cost: \$150,000
T08 ¹	Extended hours of service	Explore additional hours of service to serve the morning and evening shifts at Wildhorse Resort & Casino.	Medium	Annual operating cost: \$75,000
T09 ¹	Extended Coverage Study	Conduct a study to understand the need for extended coverage for transit services to reach residential area near Riverside Avenue, Pendleton Airport, and Walla Walla Airport. Coordinate with surrounding jurisdictions and transit agencies who already provide services to these areas, specifically the city of Pendleton. Coordinate with local health and fitness facilities when locating new bus stops.	Medium	One-time cost: \$50,000
Total High Priority Cost				One-time cost: \$899,000 Annual operating cost: \$195,000

Project ID	Location/Name	Description	Priority	Cost
			Total Medium Priority Cost	One-time cost: \$180,000 Annual operating cost: \$270,000
			Total Low Priority Cost	One-time cost: \$500,000 Annual operating cost: \$150,000
			Total Cost	One-time cost: \$1,579,000 Annual operating cost: \$615,000

1 Project not shown on the project map.

Transit Programs and Plans

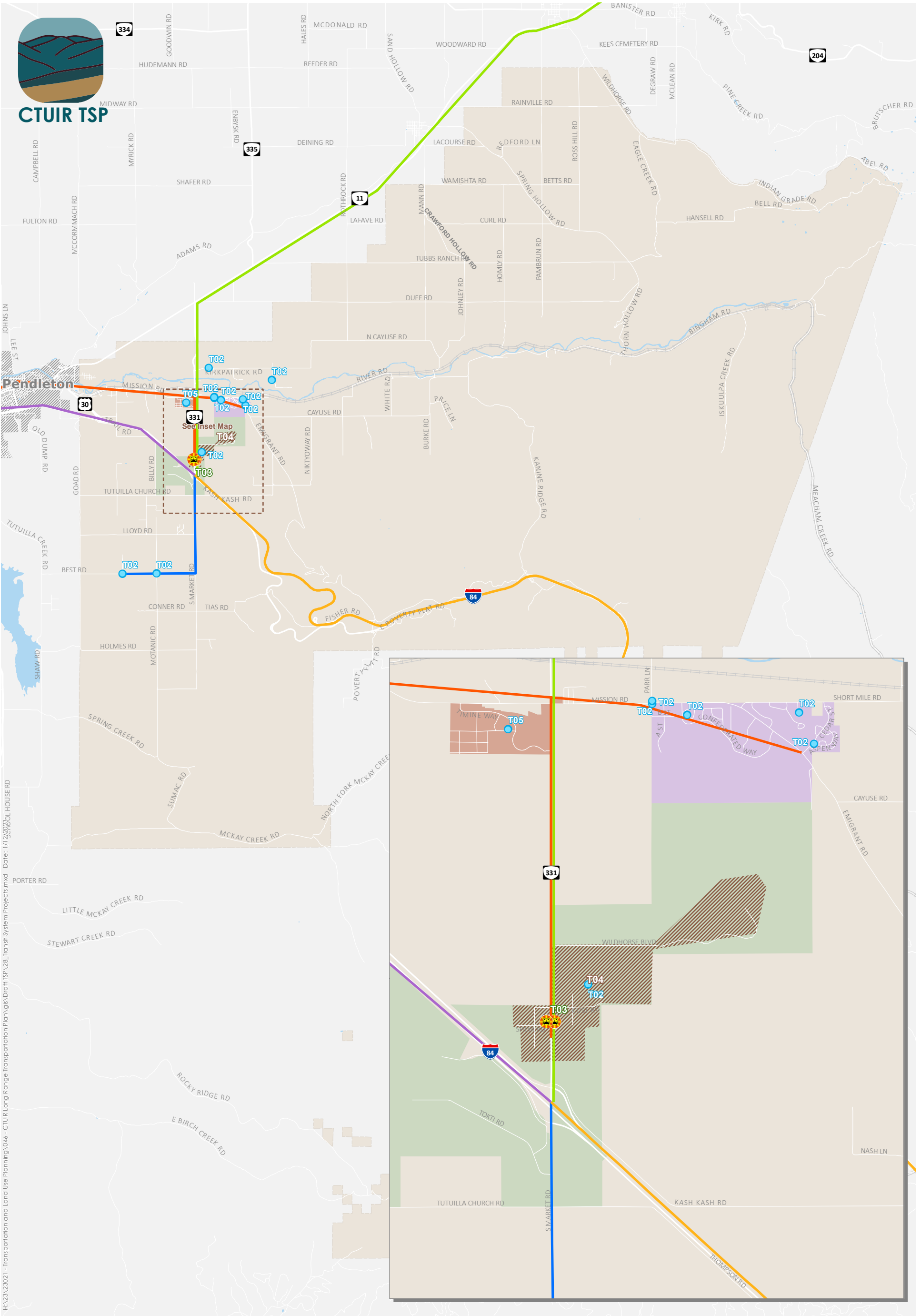
In addition to identifying potential projects, the project team also identified potential transit-related policy and programmatic direction to support the transportation system based on input from CTUIR staff. The transit system programs and plans are provided below:

- Work with businesses adjacent to existing or planned transit stops to sponsor transit shelters at bus stops. Coordinate with businesses and the proposed Parks and Transportation Coordinator position to determine responsibility for maintenance of transit shelters.
- Work with partner jurisdictions and agencies to ensure that Kayak is part of the development review process where there may be opportunities for new transit facilities or impacts to existing transit service.



Photo: CTUIR

This page intentionally left blank



Existing Kayak Bus Routes

- Hopper
- Arrow
- Metro
- Rocket
- Tripper
- Whistler

- Bus Stop Enhancement
- Transit Hub
- Shuttle Service Area

- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 28

**Transit System Projects
Umatilla Indian Reservation**

This page intentionally left blank



Photo: CTUIR

Chapter 8 — RAIL AND PIPELINE SYSTEMS

No specific projects are proposed for the air, rail, water or pipeline systems. However, one plan is proposed for the rail system.

Rail System

There is one Union Pacific rail line within the UIR boundary, connecting Pendleton and La Grande. The line runs east and west, parallel to Mission Road, Short Mile Road, Cayuse Road, and Bingham Roads before turning south along Meacham Creek Road and into the Blue Mountains. There are 31 rail crossings within the UIR, which are summarized in Table 6.

Table 6: Rail Crossings within the Umatilla Indian Reservation Boundary

Location Name	ODOT Crossing Number	Jurisdiction	Type	Device Type	Crossing Surface Material
Nr Pendleton – Mission Frontage Road	2A-217.90	Local Access	Mainline at Grade	Stop	Unknown
Nr Pendleton – Mission Frontage Road	2A-218.43	County ¹	Mainline at Grade	Stop	Concrete
Nr Pendleton – Private Road	2A-218.66-P	Private	Private	Unknown	Concrete

Location Name	ODOT Crossing Number	Jurisdiction	Type	Device Type	Crossing Surface Material
Nr Pendleton – Private Road	2A-219.12-P	Private	Private	Unknown	Concrete
Nr Pendleton – Private Road	2A-219.45-P	Private	Private	Unknown	Concrete
Munra – Mckay Lane	2A-218.70	Local Access	Private	Stop	Unknown
Mission – Private Road	2A-219.71-P	Private	Private	Unknown	Concrete
Mission – Davis Lane	2A-219.90	Federal	Mainline at Grade	Stop	Paved
Mission – Umatilla-Mission Hwy	2A-221.00	State	Mainline at Grade	Active	Paved
Mission – Parr Lane	2A-221.50	Local Access	Mainline at Grade	Stop	Gravel
Mission – Private Road	2A-222.25-P	Private	Private	Unknown	Concrete
Mission – Private Road	2A-222.75-P	Private	Private	Unknown	Concrete
Minthorn – Niktyoway Road	2A-224.10	Federal	Mainline at Grade	Stop	Gravel
Minthorn – Old River Road #918	2A-225.20	County ²	Mainline at Grade	Stop	Gravel
Minthorn – Private Road	2A-225.60-P	Private	Private	Unknown	Concrete
Minthorn – Private Road	2A-225.88-P	Private	Private	Unknown	Concrete
Minthorn – Old River Road #927	2A-226.20	County ²	Mainline at Grade	Stop	Gravel
Cayuse – Private Road	2A-226.68-P	Private	Private	Unknown	Concrete
Cayuse – Cayuse-Adams Road 925	2A-227.30	County	Mainline at Grade	Stop	Combination
Cayuse – Private Road	2A-229.34-P	Private	Private	Unknown	Concrete
Thorn Hollow – Thorn Hollow Road	2A-231.10	County	Mainline at Grade	Active	Paved
Thorn Hollow – Private Road	2A-232.04-P	Private	Private	Unknown	Concrete
Thorn Hollow – Bingham Road	2A-232.40	County	Mainline at Grade	Stop	Paved
Thorn Hollow – Private Road	2A-233.44-P	Private	Private	Unknown	Concrete
Thorn Hollow – Private Road	2A-233.85-P	Private	Private	Unknown	Concrete
Thorn Hollow – Private Road	2A-234.36-P	Private	Private	Unknown	Concrete
Gibbon – Private Road	2A-234.92-P	Private	Private	Unknown	Concrete
Gibbon – Private Road	2A-235.53-P	Private	Private	Unknown	Concrete
Gibbon – Private Road	2A-236.27-P	Private	Private	Unknown	Concrete
Gibbon – Bingham Road	2A-236.60-C	County	Spur	Stop	Paved
Gibbon – Bingham Road	2A-237.30	County	Mainline at Grade	Active	Paved

Table source: CTUIR 2001 TSP and ODOT TransGIS

¹ The Umatilla County Roadway Department does not have jurisdiction over this railroad crossing. Therefore, it is assumed that the crossing is local access controlled.

² The ODOT Rail Division Crossing Log does not account for the local access crossings at Hart Lane (MP 219.12) and Williams Lane (MP 219.65). These crossings are assumed local access controlled.

Although no projects were identified to support the rail system, the following plan and policy were identified:

- Safe Rail Crossing Plan
 - Conduct a planning effort to establish a Quiet Zone Agreement for the Union Pacific railroad adjacent to the Mission area. The plan area would extend from the eastern boundary of the Community Water Sewer System service area to the UIR western boundary near Memory Lane.
 - The plan would include recommended safety upgrades for crossings in the plan area, including any recommended closures of specific crossings to enhance safety in the area.
- Coordinate with regional agencies on potential restoration of passenger rail service between Portland and Boise.

Pipeline System

There are liquid and natural gas pipelines within the UIR boundary. Figure 29 shows the existing pipeline system, in addition to other utility lines within the UIR. No future projects, programs, or plans were identified to support the pipeline system.

Figure 29: Pipeline System

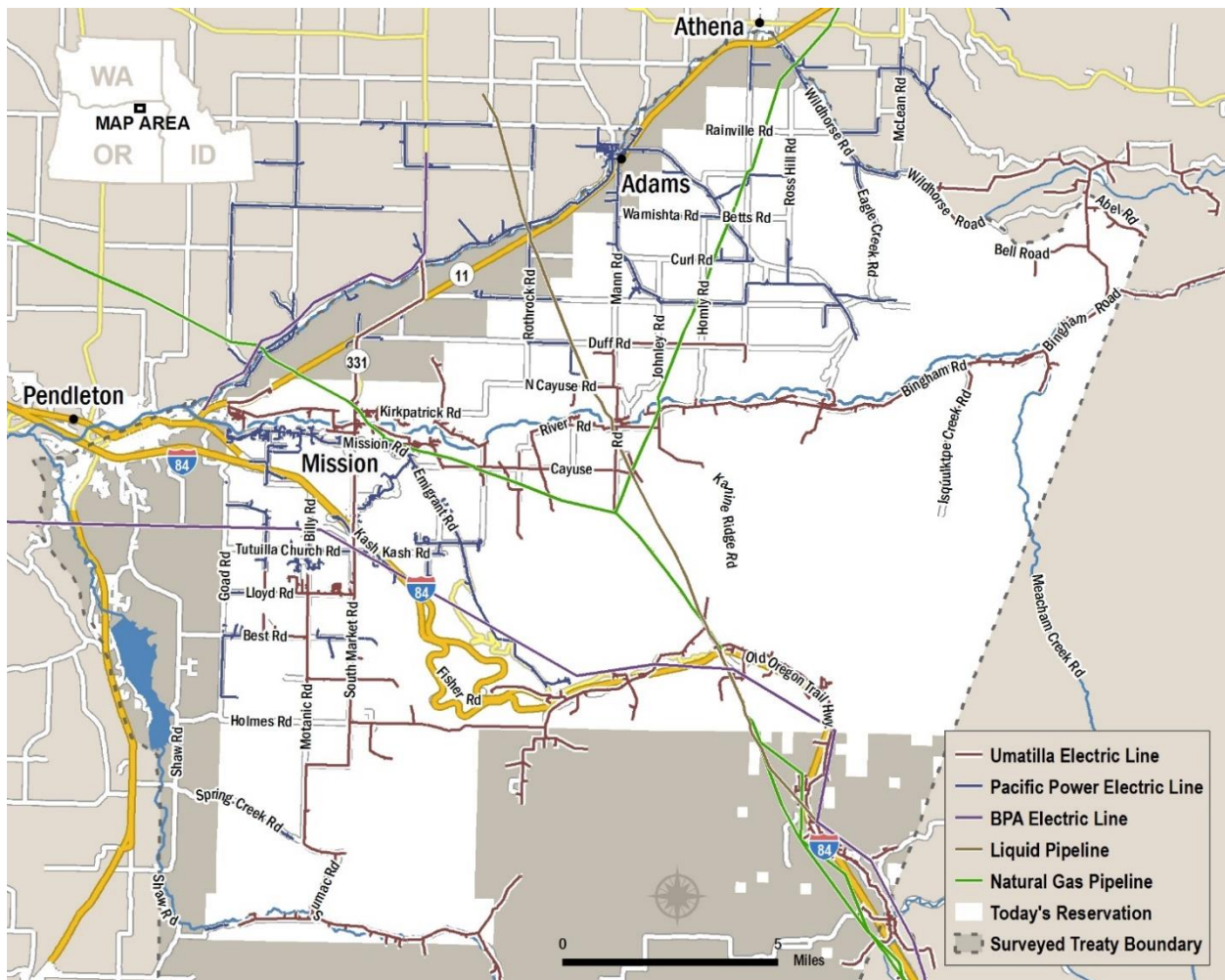


Image provided by CTUIR



Chapter 9 — FUNDING AND IMPLEMENTATION PLAN

To implement any of the projects identified in the previous sections, CTUIR will have to secure funding that covers the estimated planning-level costs as well as addresses the unknown factors and considerations that will become apparent through the design process.

Potential Transportation Funding Sources

Given limited funding, CTUIR will need to identify revenue sources to implement the capital projects identified in this plan over the next 20 years. CTUIR will likely rely upon grants, partnerships with regional and State agencies and private landowners, and other funding sources to help implement the projects. Table 7 summarizes current potential funding opportunities, including eligible project types.

Table 7: Funding Opportunities Summary

Funding Source	Intended Use	Part of CTUIR Funding Plan in 2021-2022
Federal Sources		
BIA Tribal Transportation Program	Supports transportation needs of tribes by funding planning, design, construction, and maintenance projects for public roads withing the National Tribal Transportation Facility Inventory (NTTFI)	Funding utilized
FTA Formula Grants for Rural Areas – Section 5311	Supports federally recognized Indian Tribes operating public transportation or intercity bus service. Specific relevant subsections include 5311(c) Tribal Transit Formula Grants and 5311(f) Rural Transit & Intercity Bus	Funding utilized
FTA Enhanced Mobility of Seniors & Individuals with Disabilities – Section 5310	Supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas	Funding utilized
FTA Grants for Buses and Bus Facilities Formula Program – Section 5339(a)	Supports capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities	Funding utilized
FHWA Tribal Technical Assistance Program (TTAP)	Build funding for Tribes to administer and manage their transportation programs and systems	Funding utilized
FHWA Tribal Transportation Program Safety Fund (TTPSF)	Address safety issues identified by federally recognized Indian tribes through plans, data assessment, implementation of systemic roadway departure countermeasures, and other safety-focused infrastructure improvements	Interested in pursuing
BIA/Tribal Bridge Inspection Program	Record conditions in the FHWA National Bridge Inventory (NBI) and meet the National Bridge Inspection standards	Interested in pursuing
FHWA Tribal High Priority Projects (THPP) Program	Projects that will decrease the need for private vehicles on the road and increase transit ridership, promote carpooling and ridesharing, and be in coordination with regional transit-oriented development planning	Interested in pursuing
USDOT Safe Streets and Roads for All (SS4A) Grant Program	Projects and strategies to reduce roadway deaths and serious injuries, including developing a safety action plan and carrying out projects and strategies from that plan	Interested in pursuing
FHWA Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	Focus on resilience planning, making resilience improvements to existing transportation assets and evacuation routes, and addressing at-risk highway infrastructure	Interested in pursuing

Funding Source	Intended Use	Part of CTUIR Funding Plan in 2021-2022
USDOT Rural Opportunities to Use Transportation for Economic Success (ROUTES)	Address disparities in rural transportation infrastructure by developing user-friendly tools and information, aggregating DOT resources, and providing technical assistance	Interested in pursuing
FHWA Surface Transportation Block Grant (STBG)	Preserve and improve surface transportation investments from a flexible funding source not limited by mode; 55% of the funding must support specific areas of the state based on population density	
FHWA Transportation Alternatives (TA) Set-Aside	Smaller-scale transportation projects ranging from pedestrian and bicycle facilities to construction of turnouts and overlooks to historic preservation and vegetation management	
FHWA Congestion Mitigation and Air Quality (CMAQ)	Support programs that reduce emissions from transportation-related activities	
FHWA Charging and Fueling Infrastructure Grants	Install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities	Interested in pursuing
USDOT Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	Projects focused on advanced smart community technologies and systems to improve transportation efficiency and safety	Interested in pursuing
USDOT Reconnecting Communities Pilot Program	Planning and capital construction projects to reconnect communities that were previously cut off from economic opportunities by transportation infrastructure	Interested in pursuing
FHWA Wildlife Crossings Pilot Program	Projects that reduce the number of wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species	Interested in pursuing
FHWA Highway Safety Improvement Program (HSIP)	Reduce traffic fatalities and serious injuries on all public roads	
USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Road, rail, transit, and port projects that achieve national objectives and have significant local and regional impact	Interested in pursuing
USDOT Nationally Significant Multimodal Freight & Highway Projects (INFRA) Grants Program	Multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight	Interested in pursuing
FHWA Recreational Trails	Develop and maintain recreational trails and trail-related facilities	
FHWA National Highway Performance Program (NHPP)	Projects that improve conditions along NHS Routes	
State Sources		
Statewide Transportation Improvement Program (STIP)	Multimodal projects on federal, state, and local facilities	Funding available
Statewide Transportation Improvement Funds (STIF)	Supports public transportation services, except light rail, and can be used for creating new	Funding utilized

Funding Source	Intended Use	Part of CTUIR Funding Plan in 2021-2022
	services, maintenance of services, planning, and pedestrian and bicycle improvements that provide connections to transit facilities	
State Highway Trust Fund	Bicycle and pedestrian infrastructure improvements	
Safe Routes to School (SRTS)	Projects that improve safety for children walking or biking to school	Interested in pursuing
All Roads Transportation Safety (ARTS)	Projects that address hotspot and systemic safety issues and concerns (roadway departure, intersection safety, and bicycle and pedestrian safety); part of STIP program and utilizes federal HSIP funds	
Innovative Mobility Program	Support transportation related activities the improve access to public transportation, reduce number of trips made by car, and reduce greenhouse gas emissions	Interested in pursuing
Oregon Community Paths (OCP)	Create and maintain connections through shared-use paths	Interested in pursuing
Local Sources		
CTUIR Capital Improvements Fund	Static source of funding for CTUIR capital improvement projects for all modes	Funding utilized
Transportation System Development Charge (SDC)	Increase capacity of transportation system to accommodate growth	
Transportation Utility Fee (TUF)	Provide additional funding for transportation infrastructure	
Local Fuel Tax	Adds a tax on top of gasoline costs that support street operation, maintenance, and preservation	
Local Improvement District (LID)	Pools funds from property owners to make local transportation improvements	
Economic Improvement District (EID)	Pools funds from area businesses to make improvements in the business district.	
Urban Renewal/Tax Increment Financing (TIF)	Raises revenue from increased property values in an area to fund localized improvements	
Local Bond Measures	Asks voters for bond funding to finance a set list of infrastructure investments	
Street Utility Fee/Road Maintenance Fee	Calculates trips generated for land uses and charges owners a fee relative to the number of trips	
Grant Match Funding from Project Partners (City of Hermiston, Marrow County, etc.)	Pools funds from project agency partners to reach a funding match required to submit a grant proposal	Funding utilized

USDOT – U.S. Department of Transportation

BIA - Bureau of Indian Affairs

FTA - Federal Transit Administration

FHWA – Federal Highway Administration

Implementation Plan

Table 8 summarizes the full cost of the projects for the TSP Update. As shown, the full cost of the preferred plan is approximately \$108.7 million over the 20-year period, including \$25.3 million in high priority projects, \$58.3 million in medium priority projects, and \$25.1 million in low priority projects. If/when the identified service-based transit projects are established, the total annual operating cost would be approximately \$540,000, including \$195,000 for high priority projects, \$270,000 for medium priority projects, and \$75,000 for low priority projects.

Table 8: Planned Transportation System Cost Summary

Project Type	High Priority	Medium Priority	Low Priority	Total
Roadway	\$3,250,000	\$38,480,000	\$24,210,000	\$65,940,000
Pedestrian	\$16,925,000	\$10,395,000	\$305,000	\$27,625,000
Bicycle	\$4,200,000	\$9,270,000	\$90,000	\$13,560,000
Transit	\$899,000	\$180,000	\$500,000	\$1,579,000
Rail/Pipeline	\$0	\$0	\$0	\$0
Total	\$25,274,000	\$58,325,000	\$25,105,000	\$108,704,000
Annual Operating Cost (Transit Services)	\$195,000	\$270,000	\$150,000	\$615,000

Appendix B of Volume II contains the summary sheets for each of the high priority projects. The summary sheets provide information helpful for moving the high priority projects forward, including estimated cost, potential funding sources, responsibility jurisdictions, potential project partners, and other constraints and considerations.



The Confederated Tribes
of the Umatilla Indian Reservation

TRANSPORTATION SYSTEM PLAN

Photo: Kittelson & Associates, Inc.

Volume II: Technical Appendix



REVISED DRAFT
February 2023

LIST OF APPENDICES

- A. Complete Project List
- B. High Priority Project Summary Sheets
- C. Comprehensive Plan Policy and Land Development Code Amendments
- D. Spring 2022 Outreach Summary
- E. Fall 2022 Outreach Summary
- F. Technical Memorandum #2: Context and Site Analysis
- G. Technical Memorandum #3: Vision Statement and Guiding Principles
- H. Technical Memorandum #4: Preliminary Concept Design and Transportation Solutions
- I. Technical Memorandum #5: Revised Concept Design and Transportation Solutions
- J. Transportation Technical Standards Coordination Memorandum

Appendix A. Complete Project List

Table A1: Roadway System Projects

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Cost
R01	Kash Kash Road	Kusi Road to east of OR 331	Close existing access to OR 331 and reroute Kash Kash Road north to a new intersection with Kusi Road.	County	Medium	\$1,900,000
R02	Spilya Road	Eastern end of roadway to Kash Kash Road realignment	Extend Spilya Road east to Kash Kash Road realignment.	CTUIR	Low	\$385,000
R03	Emigrant Road	Cayuse Road to Poverty Flat Road	Widen, add shoulders, and repave Emigrant Road (County Road #937) from Cayuse Road to Poverty Flat Road.	County	Medium	\$21,800,000
R04	56th Street-Theater Road	Mission Road to US 30	Widen, add shoulders, and pave/repave 56th Street-Theater Road to help support rerouting of trucks and other regional/state traffic during I-84 closures.	County/BIA	Low	\$3,900,000
R05	North Cayuse Road	River Road to Mann Road	Widen, add shoulders, and pave North Cayuse Road (County Road #925) from River Road north to Mann Road.	County	Low	\$2,400,000
R06	Mann Road	Crawford Hollow Road to North Cayuse Road	Widen, add shoulders, and pave Mann Road (County Road #925) from Crawford Hollow Road south to North Cayuse Road.	County	Medium	\$7,000,000
R07	Motanic Road	Best Road to Spring Creek Road	Widen, add shoulders, and pave Motanic Road (County Road #1031) from Best Road south to Spring Creek Road.	County	Medium	\$10,000,000
R08	Sumac Road	Spring Creek Road to McKay Creek Road	Widen, add shoulders, and pave Sumac Road (County Road #1050) from Spring Creek Road south to McKay Creek Road.	County	Low	\$6,000,000
R09	McKay Creek Road	Sumac Road to North Fork McKay Creek Road	Widen, add shoulders, and add gravel along McKay Creek Road (County Road #1050) from Sumac Road east to North Fork McKay Creek Road.	County	Medium	\$4,700,000
R10	Exit 2016 Truck Overflow Parking	South of I-84 Exit 216	Parking lot for overflow truck parking from I-84 winter closures. Could include a shuttle service from parking lot to Arrowhead during events. The location is still to be determined based on direction from ODOT - one option is shown in the figures. There should be consideration of electrification during design and construction in preparation for future needs.	ODOT	High	\$3,200,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Cost
R11	OR 331 Speed Study	UIR northern boundary to I-84	Perform a speed study along the OR 331 corridor and determine whether to modify any speed zones.	ODOT	High	\$20,000
R12	Mission Road Traffic Calming	From Mustanger Lane to Parr Lane	Install speed feedback signage and other traffic calming measures.	CTUIR/ County	High	\$30,000
R13	County Road #900 (Cayuse Road and Bingham Road)	Emigrant Road to UIR eastern boundary	Perform a speed study at key intersections on the County Road #900 corridor to determine potential traffic calming or intersection safety treatments.	County	Medium	\$20,000
R14	Kirkpatrick Road, vertical curve east of McKinley Lane	Intersection extents	Evaluate sight distance and install advisory signage if warranted.	County	Low	\$25,000
R15	Cayuse Road/ Cayuse River Road intersection	Intersection extents	Reconstruct northern leg to connect at a more perpendicular angle.	County	Low	\$1,200,000
R16	River Road/White Road intersection	Intersection extents	Reconstruct southern leg to connect at a more perpendicular angle.	County	Low	\$1,200,000
R17	Confederated Way	B Street to Mission Road (east intersection)	Construct flood remediation projects on Confederated Way from B Street to Mission Road (east intersection). Mitigations may include building a levy, raising the roadway, creating water retention areas, and rerouting the roadway.	BIA	High	To be determined by ongoing study
R18 ^{3, 4}	OR 331/ Mission Road	Intersection extents	Construct a single lane roundabout. Realign the northbound and southbound approaches to avoid impacts to the Mission Market. ¹ OR Install a traffic signal when warranted. Construct separate left-turn lanes on all four intersection approaches. Construct a separate right turn lane on the northbound approach. ¹	ODOT/ County/ CTUIR	Development-Driven	
R19 ³	Mission Road/Timine Way	Intersection extents	Construct a single lane roundabout. OR Install a traffic signal when warranted.	ODOT/ CTUIR	Development-Driven	
R20 ^{3, 4}	OR 331/ Wildhorse Boulevard	Intersection extents	Construct a single lane roundabout. OR	ODOT/ CTUIR	Development-Driven	

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Cost
			Install a traffic signal when warranted.			
R21 ^{3,4}	OR 331/ Spilya Road	Intersection extents	Construct a single lane roundabout. Modify access to right-in, right-out only at Kusi Road and Arrowhead Travel Plaza driveway. ¹ OR Install a traffic signal when warranted. Modify access to right-in, right-out only at Arrowhead Travel Plaza driveway. ¹	ODOT/ CTUIR	Development-Driven	
R22 ^{3,4}	OR 331/I-84 Eastbound Ramps	Intersection extents	Construct a single lane roundabout. ² OR Install a traffic signal when warranted. Construct exclusive left- and right-turn lanes on the off-ramp approach. ²	ODOT	Development-Driven	
R23 ³	OR 331/I-84 Westbound Ramps	Intersection extents	Install a traffic signal when warranted. Construct exclusive left- and right-turn lanes on the off-ramp approach and an exclusive right-turn lane on the north approach. ²	ODOT	Development-Driven	
Total High Priority Cost						\$3,250,000
Total Medium Priority Cost						\$45,420,000
Total Low Priority Cost						\$15,110,000
Total Cost						\$63,780,000

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

¹Depending on the reconfiguration of the intersection, consider incorporating bus pull-outs into the project design.

²This project may be completed in conjunction with future replacement of the Exit 216 I-84 overpass.

³Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer. Further evaluation may be required to determine the most appropriate form of traffic control.

⁴Planning concept potentially reduces vehicle-carrying capacity of the highway; further evaluation of the project design will be required at the time of implementation to ensure compliance with ORS 366.215.

Table A2: Pedestrian System Projects

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
P01	Mission Road	East of Huckleberry Street to Cedar Street	Install six-foot sidewalks along the north side of Mission Road from east of Huckleberry Street to Cedar Street. Consider incorporating bus pull-outs into the project design.	County	High	X	\$1,500,000
P02	Mission Road	Confederated Way (western intersection) to Confederated Way (eastern intersection)	Complete the sidewalk network along the south side of Mission Road from Confederated Way (western intersection) to Confederated Way (eastern intersection). Consider incorporating bus pull-outs into the project design.	County	High	X	\$680,000
P03	Mission Road	OR 331 to Confederated Way (western intersection)	Widen sidewalks to six feet on the south side of Mission Road from OR 331 to Confederated Way (western intersection) and address the existing mailbox obstructions. Consider incorporating bus pull-outs into the project design.	County	High	X	\$490,000
P04	Confederated Way	East of Whirlwind Drive to Mission Road (east intersection)	Complete the sidewalk network along the north side of Confederated Way from east of Whirlwind Drive to Mission Road (east intersection).	BIA	High	X	\$435,000
P05	Cedar Street	Short Mile Road to Mission Road	Widen sidewalks to six feet wide on both sides of Cedar Street from Short Mile Road to Mission Road.	BIA	Medium	X	\$580,000
P06	Multi-use Path to Pendleton (Phase I)	Purchase Lane to OR 331	Construct a multi-use path on the south side of Mission Road from Purchase Lane to OR 331. This project is the first phase of a larger multi-use path connection to the City of Pendleton. Further study is needed to determine the ultimate alignment.	CTUIR	High	X	\$775,000
P07	Multi-use Path to Pendleton (Phase II)	UIR western boundary to Purchase Lane	Construct the second phase of the multi-use path to Pendleton, connecting at Purchase Lane. West of Purchase Lane, the alignment of the multi-use path connection may occur in the area between Mission Road and the south bank of the Umatilla River.	CTUIR/ County/ Pendleton	High	X	\$3,500,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
			Further study is needed to determine the ultimate alignment. If possible, connect to the Pendleton Riverwalk. Include benches, lighting, and safety amenities (such as emergency call boxes and security cameras).				
P08	Short Mile Road Multi-use Path	Mission Road to Cayuse Bridge	Construct a multi-use path along Short Mile Road to Sampson Lane adjacent to the Union Pacific Railroad maintenance road to River Road to North Cayuse Road Bridge.	CTUIR	Medium		\$3,900,000
P09 ¹	OR 331 Multi-use Path (Phase I)	Mission Road to Arrowhead Travel Plaza driveway	Construct a multi-use path along one or both sides of OR 331 from Mission Road to Arrowhead Travel Plaza driveway.	CTUIR	High		\$1,900,000
P10 ¹	OR 331 Multi-use Path (Phase II)	Kirkpatrick Road to Mission Road	Construct a multi-use path along one or both sides of OR 331 from Kirkpatrick Road to Mission Road, depending on feasible options for crossing the Umatilla River Bridge. River access could potentially be included as part of this project.	CTUIR	High	X	\$2,900,000
P11	South Market Road Multi-use Path	Arrowhead Travel Plaza driveway to Tutuilla Church Road	Construct a multi-use path along one or both sides of OR 331-South Market Road from Arrowhead Travel Plaza driveway to Tutuilla Church Road. The Exit 216 overpass may need to be replaced to fit the desired facilities.	CTUIR	Medium		\$3,900,000
P12	Wildhorse Boulevard Multi-use Path	OR 331 to the Tamástslíkt Trail	Construct a multi-use path along Wildhorse Boulevard, along the north side of the median or within the median.	CTUIR	Medium		\$675,000
P13	Parr Lane Multi-use Path	Umatilla River to Mission Road	Construct a multi-use path in the vicinity of Parr Lane and extending to the Umatilla River.	CTUIR	Low		\$305,000
P14	East-West Multi-use Path	OR 331 to Mission Road	Construct a multi-use path along the top of the bluff connecting OR 331 to Mission Road, intersecting the Tamástslíkt Trail. Include lighting, benches, and security cameras or call boxes. Coordinate with Project P19 – OR 331/Timíne Way pedestrian crossing and Project P23 - Mission Road/Cedar Street pedestrian crossing.	CTUIR	High	X	\$1,600,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
P15	Tamástslikt Trail Lighting	Confederated Way to Tamástslikt Cultural Institute	Install lighting and security cameras to existing multi-use path system.	CTUIR	High		\$530,000
P16	Timíne Way Multi-use Path Lighting	Mission Road to OR 331	Install lighting and security cameras to existing multi-use path system.	CTUIR	Medium	X	\$320,000
P17	July Ground Multi-use Path System Lighting	n/a	Install lighting and security cameras to existing multi-use path system.	CTUIR	Medium	X	\$480,000
P18	Mission Road Lighting	Short Mile Road to Cedar Street	Install pedestrian-scale lighting.	County	High		\$195,000
P19 ¹	OR 331/ Timíne Way	n/a	Install an enhanced pedestrian crossing. Treatment may include signalization or a pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), or a grade separated undercrossing of OR 331. Coordinate with Project P14 – East-West Multi-use Path.	ODOT	High	X	\$2,000,000
P20	Mission Road Mid-block Crossing	n/a	Install enhanced pedestrian crossing treatments at the existing mid-block crossing on Mission Road east of Short Mile Road. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and/or curb extensions.	County	High	X	\$105,000
P21 ¹	OR 331/ Kusi Road	n/a	Install an enhanced pedestrian crossing. Treatment may include pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), raised median island, high visibility crosswalk markings, and curb extensions.	ODOT	High		\$105,000
P22	Mission Road/ Confederated Way (east intersection)	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and curb extensions.	County	High	X	\$105,000
P23	Mission Road/ Cedar Street	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high	County	High	X	\$105,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
			visibility crosswalk markings, and curb extensions. Coordinate with Project P14 - East-West Multi-use Path.				
Total High Priority Cost							\$16,925,000
Total Medium Priority Cost							\$9,855,000
Total Low Priority Cost							\$305,000
Total Cost							\$27,085,000

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

¹Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.

Table A3: Bicycle System Projects

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
B01	Mission Road	OR 331 to Cayuse Road	Widen Mission Road and install buffered or separated/ raised bicycle lanes along both sides of the roadway from OR 331 to Cayuse Road. Consider incorporating bus pull-outs into the project design.	County	High	X	\$4,200,000
B02	Kirkpatrick Road	OR 331 to McKinley Lane	Widen Kirkpatrick Road and install shoulder bikeways on both sides of the roadway from OR 331 to McKinley Lane.	County	Medium	X	\$2,400,000
B03	Cayuse Road	Emigrant Road to River Road	Widen Cayuse Road and install shoulder bikeways on both sides of the roadway from Emigrant Road to River Road.	County	Medium		\$6,800,000
B04	Confederated Way	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	BIA	Medium	X	\$30,000
B05	Whirlwind Drive	Mission Road to Confederated Way	Install shared roadway signage and/or striping (sharrows).	BIA	Medium	X	\$5,000
B06	Cedar Street	Short Mile Road to Mission Road	Install shared roadway signage and/or striping (sharrows).	BIA	Medium	X	\$35,000
B07	Kusi Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low		\$25,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
B08	Spilya Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low		\$30,000
B09	Coyote Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low		\$20,000
B10	Arrowhead Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low		\$15,000
B11 ¹	Bicycle Fix-it Stations	Within UIR boundaries	Evaluate where bicycle fix-it stations would be beneficial to install within the UIR, such as trailheads, community hubs, or the school.	CTUIR	High		\$10,000 per station
Total High Priority Cost							\$4,200,000
Total Medium Priority Cost							\$9,270,000
Total Low Priority Cost							\$90,000
Total Cost							\$13,560,000

¹Project not shown on the project map.

Table A4: Transit System Projects

Project ID	Location/Name	Description	Priority	Cost
T01 ¹	Park-and-ride Locations	Coordinate with regional transit providers for park-and-ride locations that help facilitate the use of transit by community members and maximize regional connectivity.	High	TBD, depends on partnerships available
T02	Bus Stop Enhancements	Evaluate transit stops for additional amenity needs, such as shelters, lighting, and signage.	High	One-time cost: \$324,000 (\$18,000/stop for 18 bus stops)
T03	OR 331 Transit Hub	Consolidate bus stops at Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus into one pair of transit hubs on OR 331 north of Spilya Road, reducing need for transit vehicles to turn to and from OR 331. Coordinate with Project T04 - Wildhorse Campus Shuttle. If a roundabout is constructed on OR 331 based on development-driven projects, a single transit hub on one side of OR 331 may be appropriate.	High	One-time cost: \$400,000
T04	Wildhorse Campus Shuttle	Partner with adjacent businesses to purchase one shuttle bus to transport people from Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse	High	One-time cost: \$175,000

Project ID	Location/Name	Description	Priority	Cost
		Resort & Casino campus to the OR 331 Transit Hub. Coordinate with Project T03 - OR 331 Transit Hub.		Annual operating cost: \$195,000
T05	Kayak Transit Hub Expansion	Install public restrooms for passengers at the Kayak Transit Hub.	Low	One-time cost: \$500,000
T06 ¹	Electric Vehicle and Shuttle Pilot	Acquire two six-passenger electric vehicles, install charging facilities, and begin electric vehicle service for the Metro and campus shuttle routes.	Medium	One-time cost: \$130,000 Annual operating cost: \$195,000
T07 ¹	More frequent transit service	Explore adding more trips per day on the highest ridership routes including Hopper, Whistler, Metro, HART, Arrow, and Rocket.	Low	Annual operating cost: \$150,000
T08 ¹	Extended hours of service	Explore additional hours of service to serve the morning and evening shifts at Wildhorse Resort & Casino.	Medium	Annual operating cost: \$75,000
T09 ¹	Extended Coverage Study	Conduct a study to understand the need for extended coverage for transit services to reach residential area near Riverside Avenue, Pendleton Airport, and Walla Walla Airport. Coordinate with surrounding jurisdictions and transit agencies who already provide services to these areas, specifically the City of Pendleton. Coordinate with local health and fitness facilities when locating new bus stops.	Medium	One-time cost: \$50,000
Total High Priority Cost				One-time cost: \$899,000 Annual operating cost: \$195,000
Total Medium Priority Cost				One-time cost: \$180,000 Annual operating cost: \$270,000
Total Low Priority Cost				One-time cost: \$500,000 Annual operating cost: \$150,000
Total Cost				One-time cost: \$1,579,000 Annual operating cost: \$615,000

¹ Project not shown on the project map.

Appendix B. High Priority Project Summary Sheets



Project ID
R10

Exit 216 Truck Overflow Parking

Description:

Parking lot for overflow truck parking from I-84 winter closures. Could include a shuttle service from parking lot to Arrowhead during events. The location is still to be determined based on direction from ODOT - one option is shown in the figures. There should be consideration of electrification during design and construction in preparation for future needs.

Responsible Jurisdiction: ODOT

Potential Project Partners: CTUIR, Kayak, Umatilla County, Trucking Companies, Arrowhead Travel Plaza

Project Type: Roadway

Project Priority: High

Cost: \$3,200,000

Potential Funding Sources: STIP

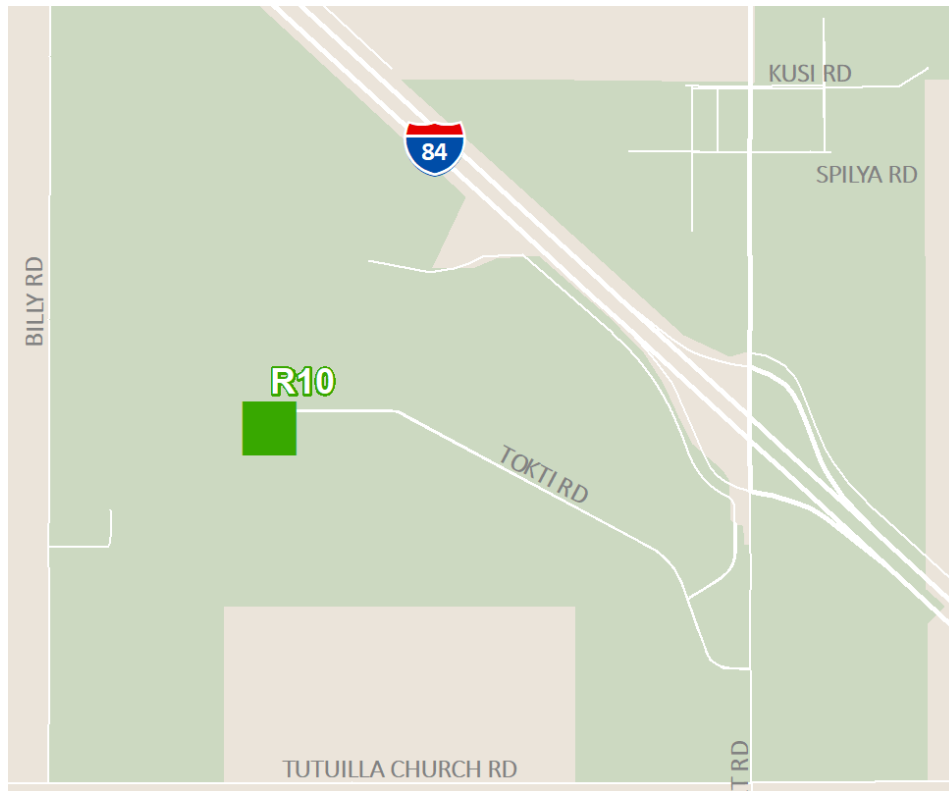
Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – ODOT is currently designing the parking lot.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
R11

OR 331 Speed Study

Description:

Perform a speed study along the OR 331 corridor and determine whether to modify any speed zones.

Responsible Jurisdiction: ODOT

Potential Project Partners: CTUIR, Umatilla County, Local Businesses/Property Owners along OR 331

Project Type: Roadway

Project Priority: High

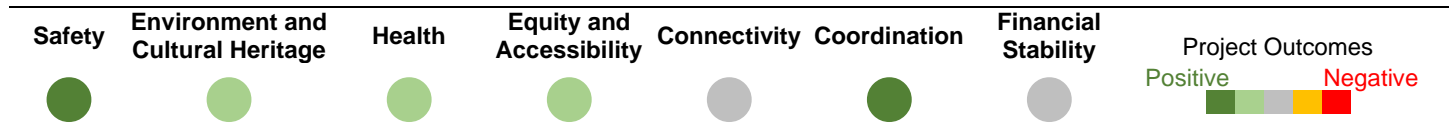
Cost: \$20,000

Potential Funding Sources: FHWA TTPSF, CTUIR/ODOT planning funds

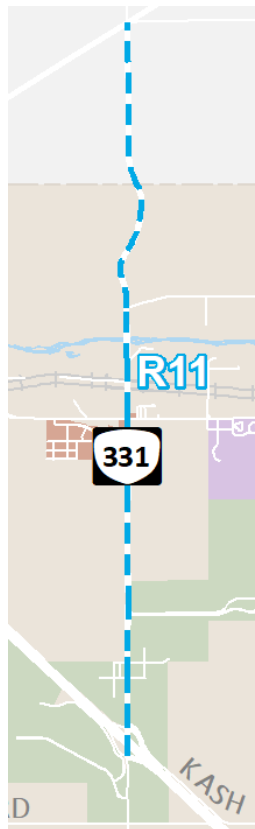
Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – OR 331 is the primary walking and biking route to the Wildhorse complex and other surrounding commercial development.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
R12

Mission Road Traffic Calming

Description:

Install speed feedback signage and other traffic calming measures.

Responsible Jurisdiction: CTUIR, Umatilla County

Potential Project Partners: Local Businesses/Property Owners along Mission Road

Project Type: Roadway

Project Priority: High

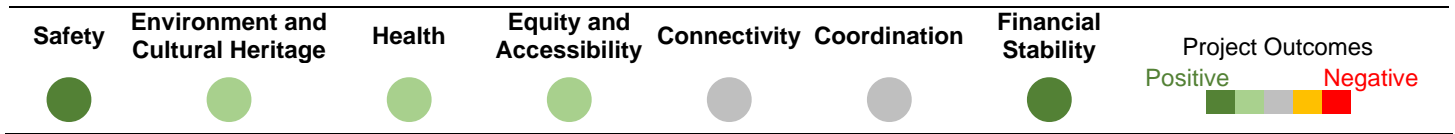
Cost: \$30,000

Potential Funding Sources: FHWA TTPSF, SRTS, ARTS and CTUIR Capital Improvements Fund

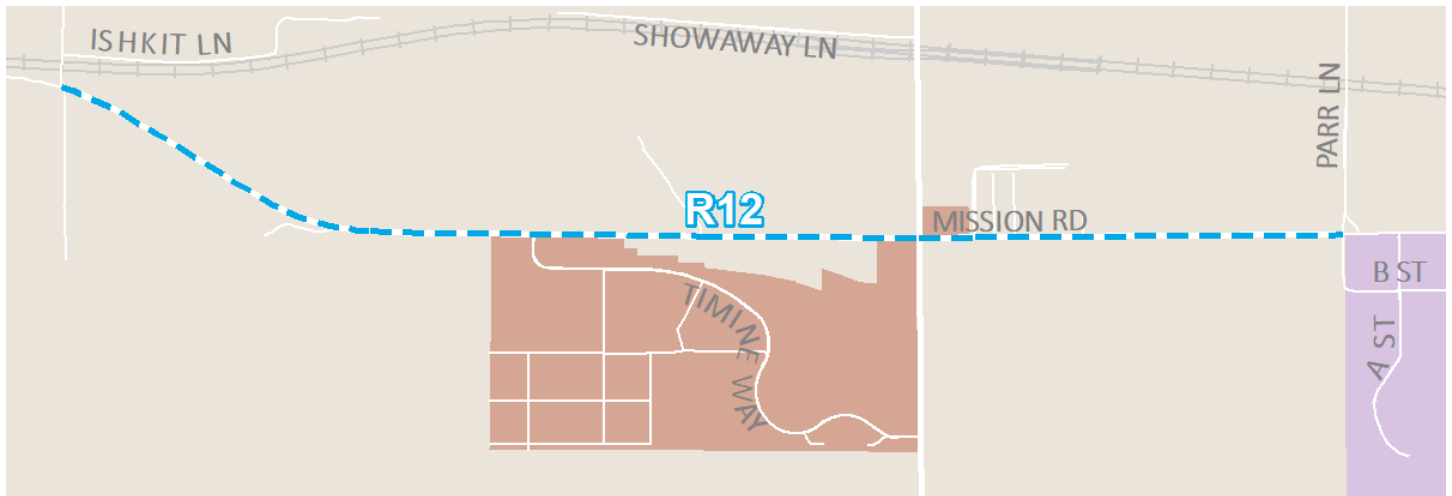
Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – Other planned improvements (P01, P03, and B01) along Mission Road may help with traffic calming.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
R17

Confederated Way Flood Remediation

Description:

Construct flood remediation projects on Confederated Way from B Street to Mission Road (east intersection). Mitigations may include building a levy, raising the roadway, creating water retention areas, and rerouting the roadway.

Responsible Jurisdiction: BIA

Potential Project Partners: CTUIR, Local Businesses/Property Owners along Confederated Way

Project Type: Roadway

Considerations:

Right-of-way constraints – Potential for significant impacts.
Physical barrier constraints – No known concerns.
Environmental impacts – Project is highly linked to environmental outcomes.
Other – The study to determine which projects would be needed is currently ongoing.

Project Priority: High

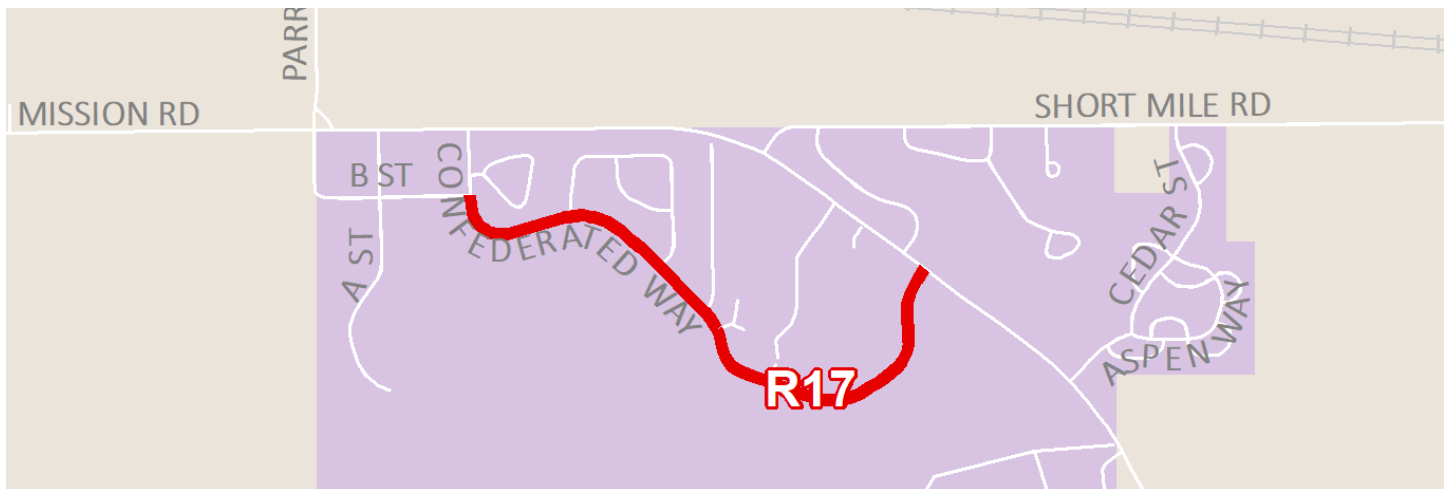
Cost: To be determined by ongoing study

Potential Funding Sources: To be determined by ongoing study

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P01

Mission Road Sidewalks – East of Huckleberry Street to Cedar Street

Description:

Install six-foot sidewalks along the north side of Mission Road from east of Huckleberry Street to Cedar Street. Consider incorporating bus pull-outs into the project design.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR, ODOT, Local Businesses/Property Owners along Mission Road

Project Type: Pedestrian

Project Priority: High

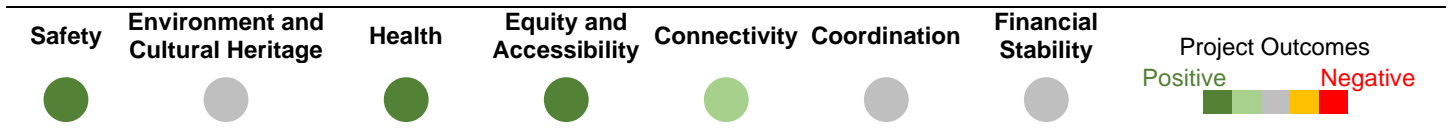
Cost: \$1,500,000

Potential Funding Sources: TA Set-Aside, STIF, SRTS, ARTS

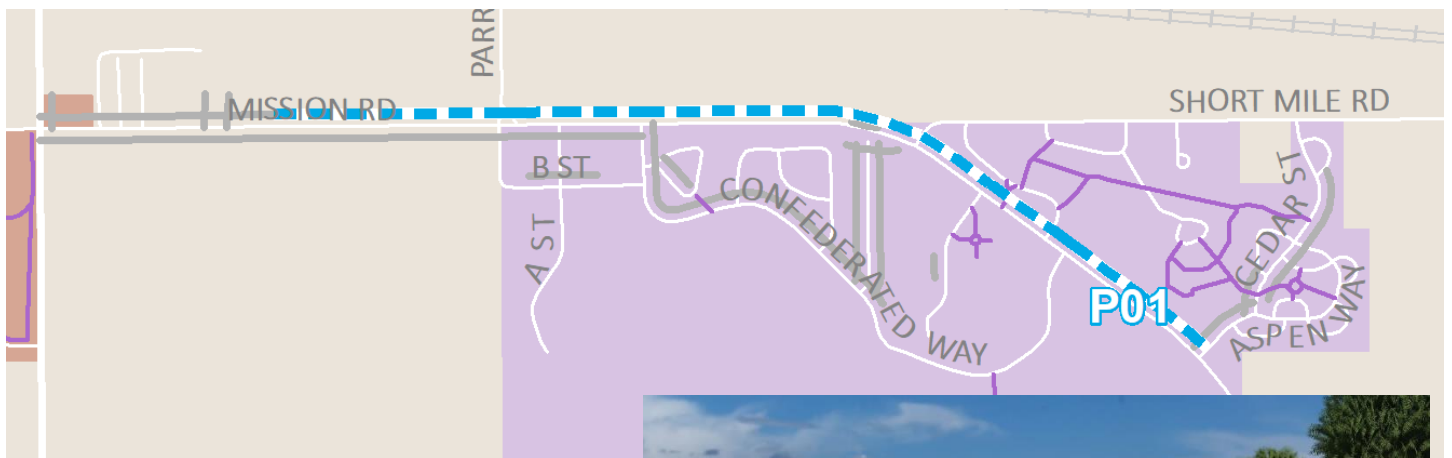
Considerations:

Right-of-way constraints – Potential impacts.
Physical barrier constraints – Potential impacts to culverts.
Environmental impacts – Potential impacts to wetlands.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P02

Mission Road Sidewalk Infill – Between Confederated Way Intersections

Description:

Complete the sidewalk network along the south side of Mission Road from Confederated Way (western intersection) to Confederated Way (eastern intersection). Consider incorporating bus pull-outs into the project design.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR, Property Owners along Mission Road

Project Type: Pedestrian

Project Priority: High

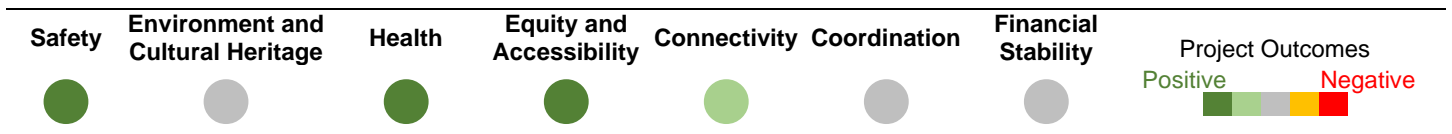
Cost: \$680,000

Considerations:

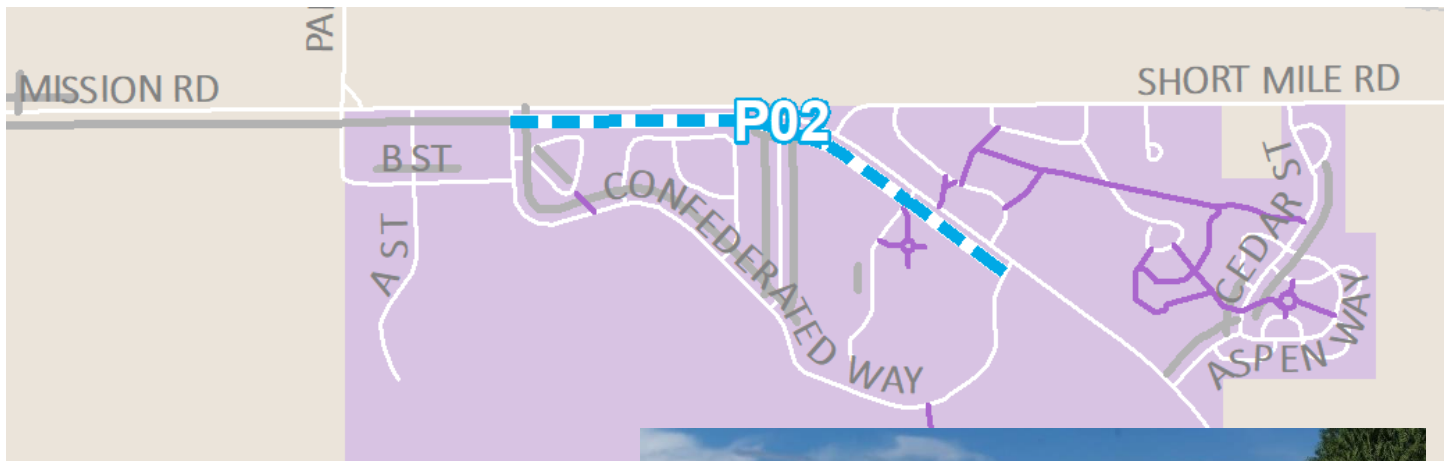
Right-of-way constraints – Potential impacts.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

Potential Funding Sources: TA Set-Aside, STIF, SRTS, ARTS, TTPSF

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P03

Mission Road Sidewalk Widening – OR 331 to Confederated Way (Western Intersection)

Description:

Widen sidewalks to six feet on the south side of Mission Road from OR 331 to Confederated Way (western intersection) and address the existing mailbox obstructions. Consider incorporating bus pull-outs into the project design.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR, Local Businesses/Property Owners along Mission Road

Project Type: Pedestrian

Project Priority: High

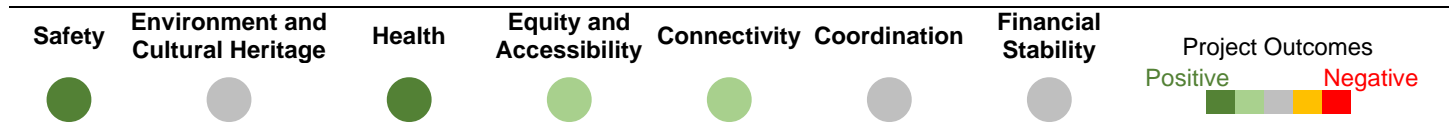
Cost: \$490,000

Potential Funding Sources: TA Set-Aside, SRTS

Considerations:

Right-of-way constraints – Likely impacts. Project may require purchasing R/W or coordination with adjacent property owners for easements or R/W dedication.
Physical barrier constraints – Potential utility impacts.
Environmental impacts – No known concerns.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P04

Confederated Way Sidewalk Infill – East of Whirlwind Drive to Mission Road (east intersection)

Description:

Complete the sidewalk network along the north side of Confederated Way from east of Whirlwind Drive to Mission Road (east intersection).

Responsible Jurisdiction: BIA

Potential Project Partners: CTUIR, Property Owners along Confederated Way

Project Type: Pedestrian

Project Priority: High

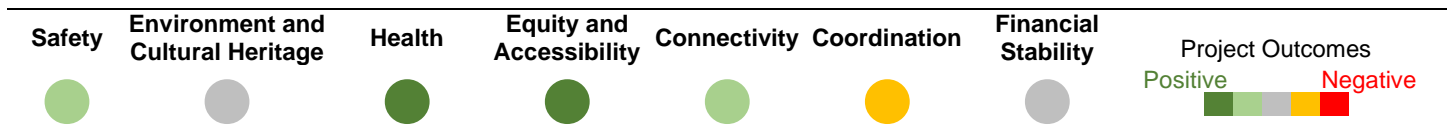
Cost: \$435,000

Potential Funding Sources: TA Set-Aside, SRTS, TTPSF

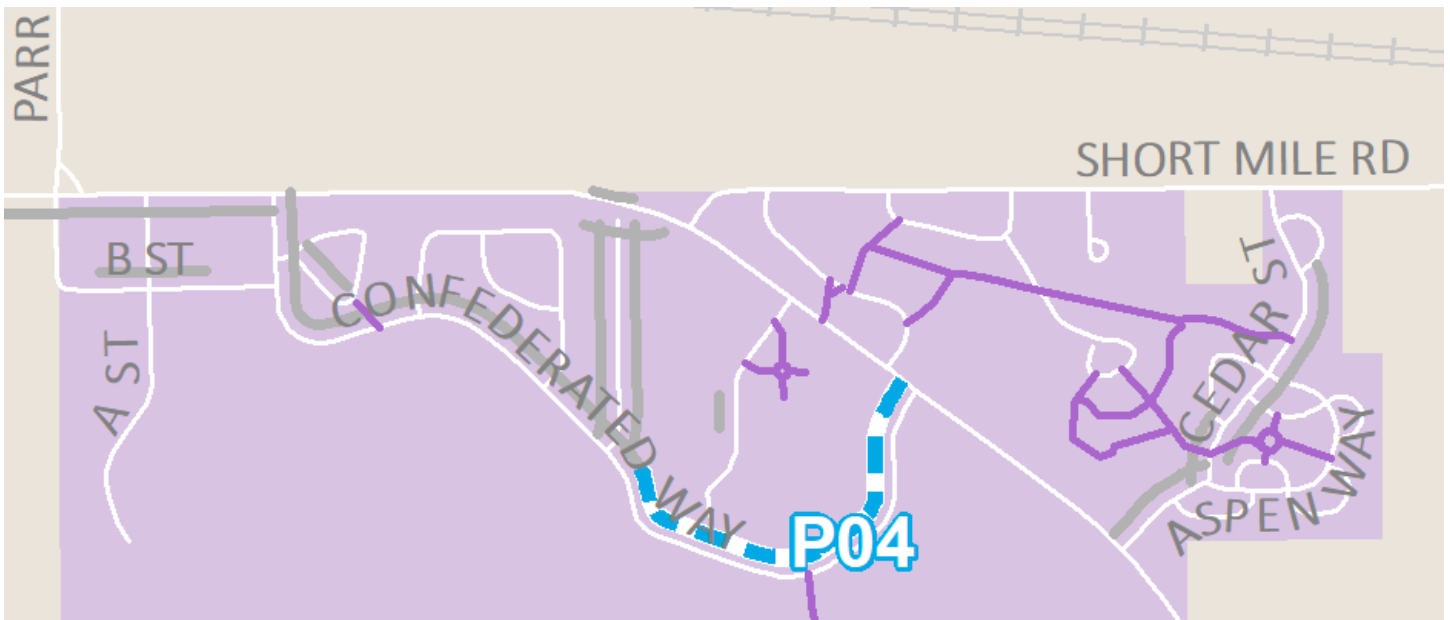
Considerations:

Right-of-way constraints – Potential impacts.
Physical barrier constraints – No known concerns.
Environmental impacts – Potential impacts.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P06

Multi-use Path to Pendleton (Phase I)

Description:

Construct a multi-use path on the south side of Mission Road from Purchase Lane to OR 331. This project is the first phase of a larger multi-use path connection to the City of Pendleton. Further study is needed to determine the ultimate alignment.

Responsible Jurisdiction: CTUIR

Potential Project Partners: Local Property Owners within Alignment

Project Type: Pedestrian

Considerations:

Right-of-way constraints – Likely impacts. Project may require purchasing R/W for the path or coordination with adjacent property owners for easements or R/W dedication.

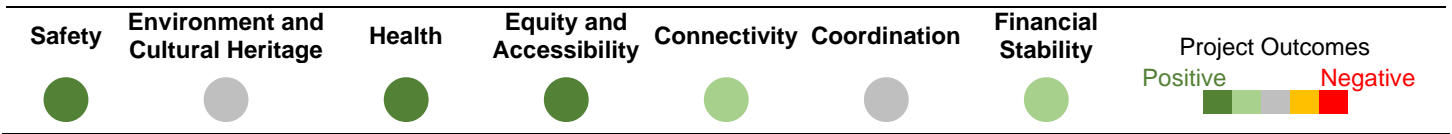
Project Priority: High

Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

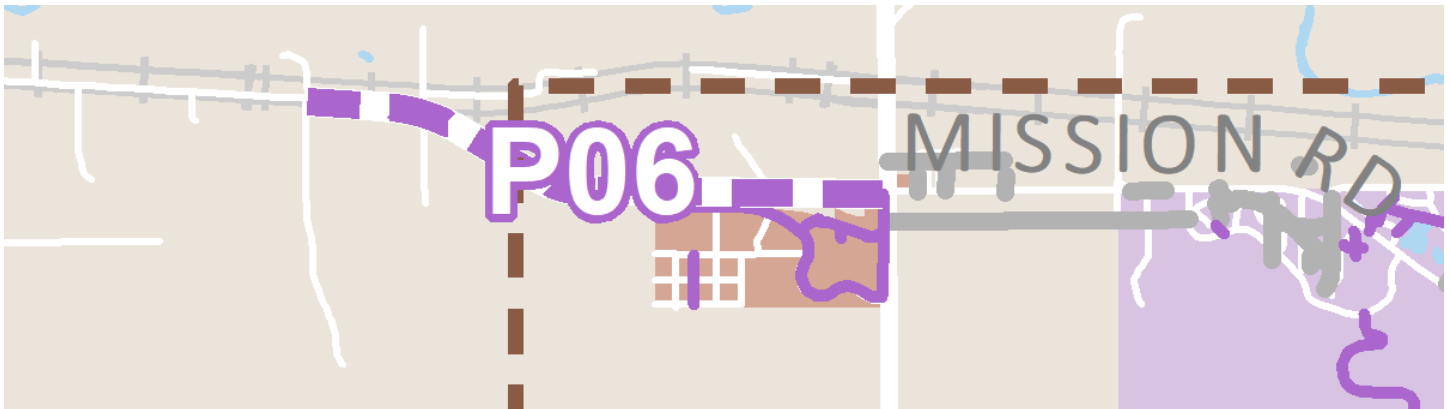
Cost: \$775,000

Potential Funding Sources: CMAQ, Recreational Trails, SRTS, OCP, TTPSF

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P07

Multi-use Path to Pendleton (Phase II)

Description:

Construct the second phase of the multi-use path to Pendleton, connecting at Purchase Lane. West of Purchase Lane, the alignment of the multi-use path connection may occur in the area between Mission Road and the south bank of the Umatilla River.

Further study is needed to determine the ultimate alignment. If possible, connect to the Pendleton Riverwalk. Include benches, lighting, and safety amenities (such as emergency call boxes and security cameras).

Responsible Jurisdiction: CTUIR, Umatilla County, City of Pendleton

Potential Project Partners: Local Property Owners within Alignment

Project Type: Pedestrian

Project Priority: High

Cost: If fully along Boundary 1: \$3,500,000
If fully along Boundary 2: \$3,000,000

Potential Funding Sources: CMAQ, Recreational Trails, SRTS, OCP, TTPSF

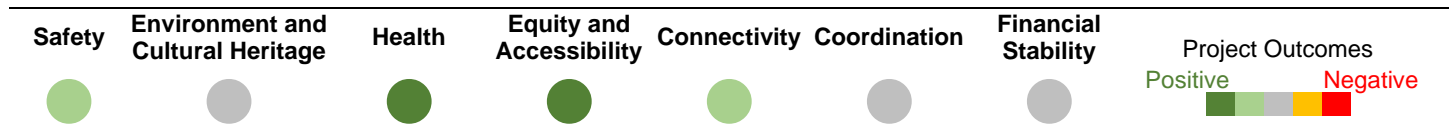
Considerations:

Right-of-way constraints – Likely impacts. Project may require purchasing R/W for the path or coordination with adjacent property owners for easements or R/W dedication.

Physical barrier constraints – Potential constraints like bridge structures or water management facilities depending on the alignment.

Environmental impacts – Likely impacts.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P09

OR 331 Multi-use Path (Phase I)

Description:

Construct a multi-use path along one or both sides of OR 331 from Mission Road to Arrowhead Travel Plaza driveway.

Responsible Jurisdiction: CTUIR

Potential Project Partners: Local Property Owners within Alignment

Project Type: Pedestrian

Project Priority: High

Cost: \$1,900,000

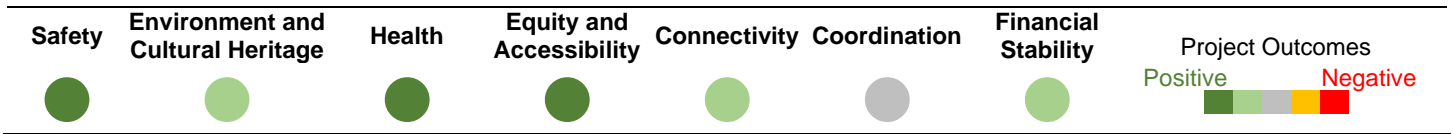
Potential Funding Sources: CMAQ, Recreational Trails, State Highway Trust Fund, OCP, TTPSF, ARTS

Considerations:

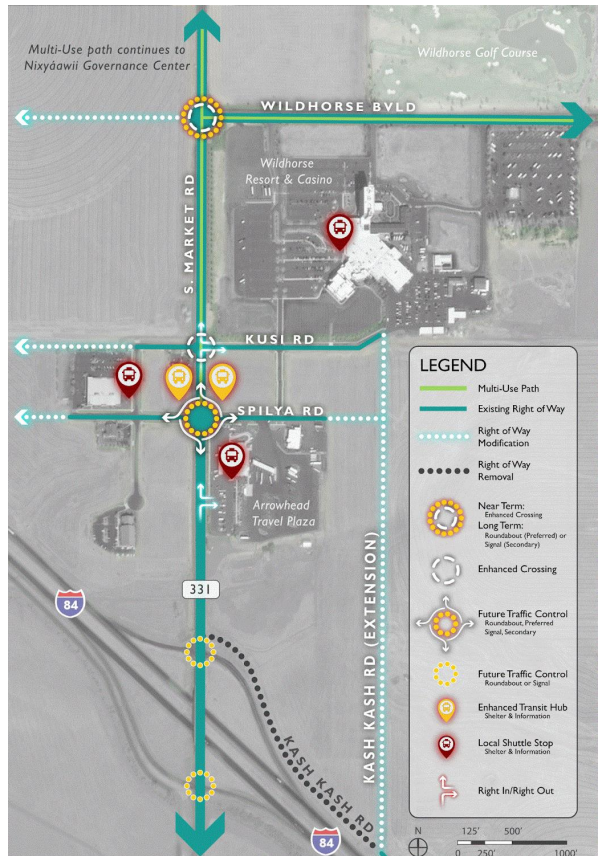
Right-of-way constraints – Likely impacts. Project may require purchasing R/W for the path or coordination with adjacent property owners for easements or R/W dedication.

Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P10

OR 331 Multi-use Path (Phase II)

Description:

Construct a multi-use path along one or both sides of OR 331 from Kirkpatrick Road to Mission Road, depending on feasible options for crossing the Umatilla River Bridge. River access could potentially be included as part of this project.

Responsible Jurisdiction: CTUIR

Potential Project Partners: Local Property Owners within Alignment

Project Type: Pedestrian

Considerations:

Right-of-way constraints – Likely impacts. Project may require purchasing R/W for the path or coordination with adjacent property owners for easements or R/W dedication.

Project Priority: High

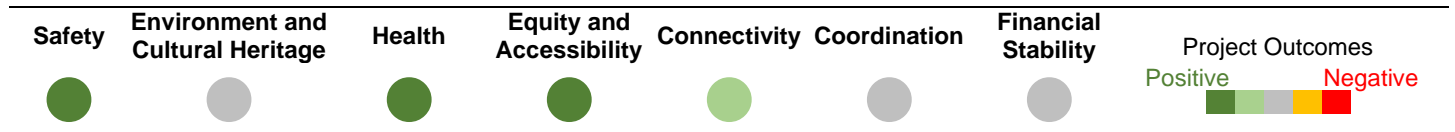
Physical barrier constraints – Likely impacts along Umatilla River Bridge.

Cost: \$2,900,000

Environmental impacts – Potential impacts.

Potential Funding Sources: Recreational Trails, State Highway Trust Fund, SRTS, OCP, TTPSF, ARTS

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P14

East-West Multi-use Path

Description:

Construct a multi-use path along the top of the bluff connecting OR 331 to Mission Road, intersecting the Tamástlikt Trail. Include lighting, benches, and security cameras or call boxes. Coordinate with Project P19 – OR 331/Timíne Way pedestrian crossing and Project P23 - Mission Road/Cedar Street pedestrian crossing.

Responsible Jurisdiction: CTUIR

Potential Project Partners: Local Property Owners within Alignment

Project Type: Pedestrian

Considerations:

Right-of-way constraints – Likely impacts. Project may require purchasing R/W for the path or coordination with adjacent property owners for easements or R/W dedication.

Project Priority: High

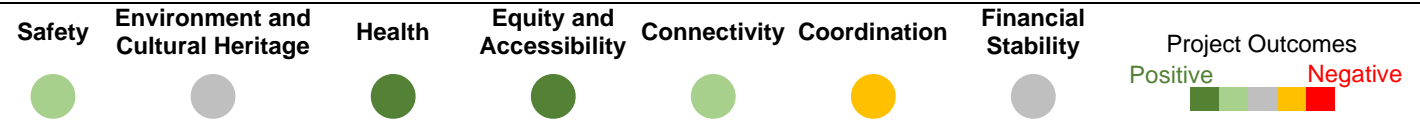
Physical barrier constraints – Likely impacts, depending on alignment. Barriers include significant topography changes and historical sites.

Cost: \$1,600,000

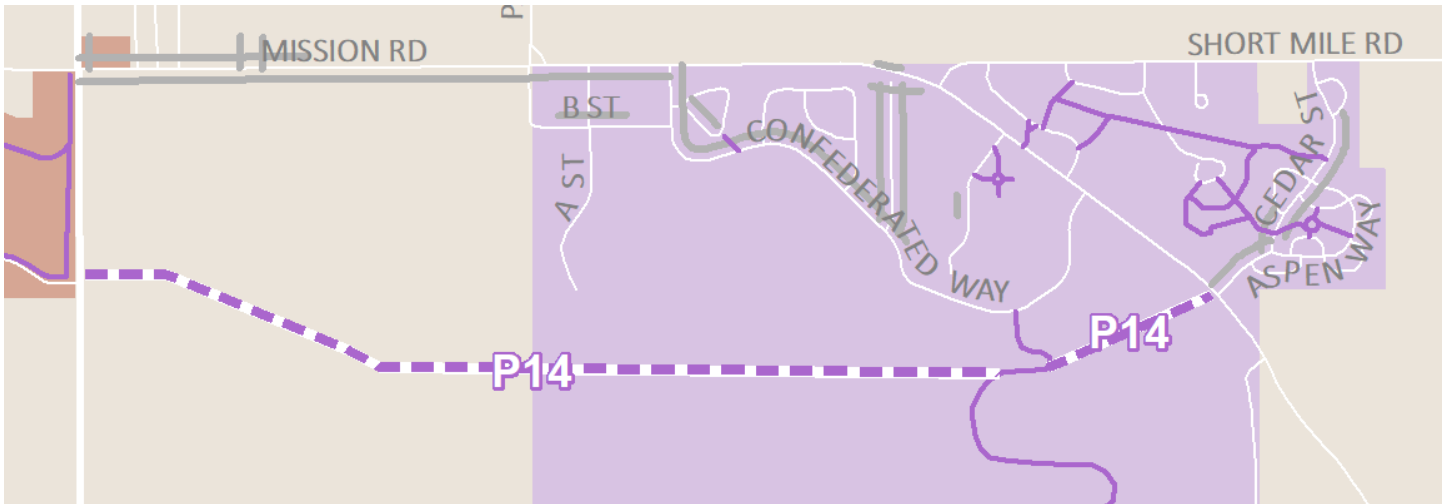
Environmental impacts – Potential impacts.

Potential Funding Sources: CMAQ, Recreational Trails, SRTS, OCP, TTPSF

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P15

Tamástslikt Trail Lighting

Description:

Install lighting and security cameras to existing multi-use path system.

Responsible Jurisdiction: CTUIR

Potential Project Partners: None

Project Type: Pedestrian

Project Priority: High

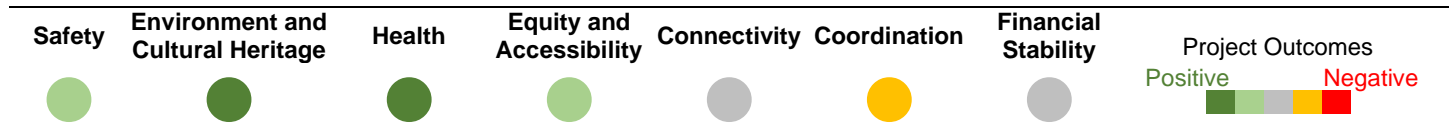
Cost: \$530,000

Potential Funding Sources: Recreational Trails

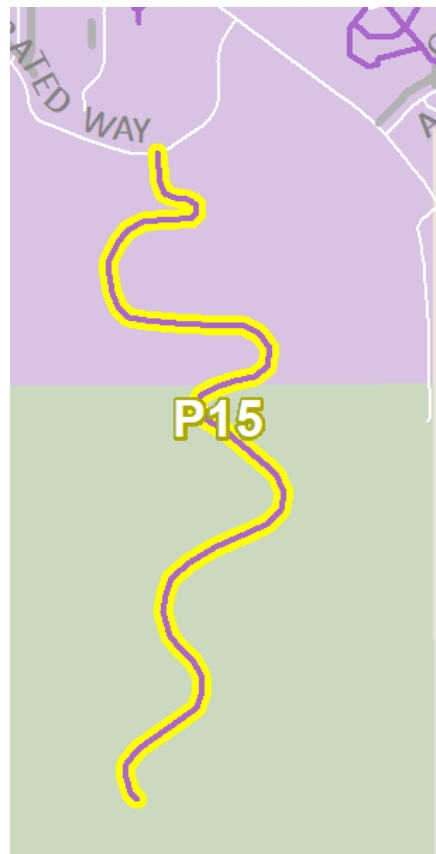
Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – A power source will be needed for this project. Solar may be an option in areas with adequate year-round sun exposure, but not in all areas.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P18

Mission Road Lighting

Description:
Install pedestrian-scale lighting.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR

Project Type: Pedestrian

Project Priority: High

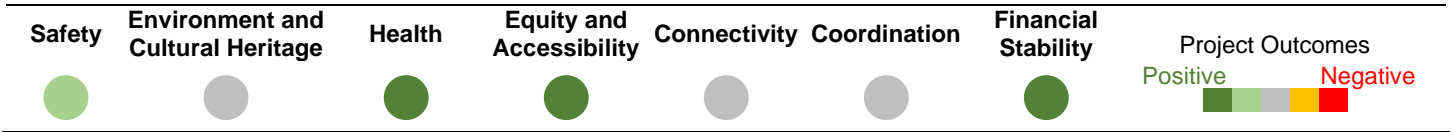
Cost: \$195,000

Considerations:

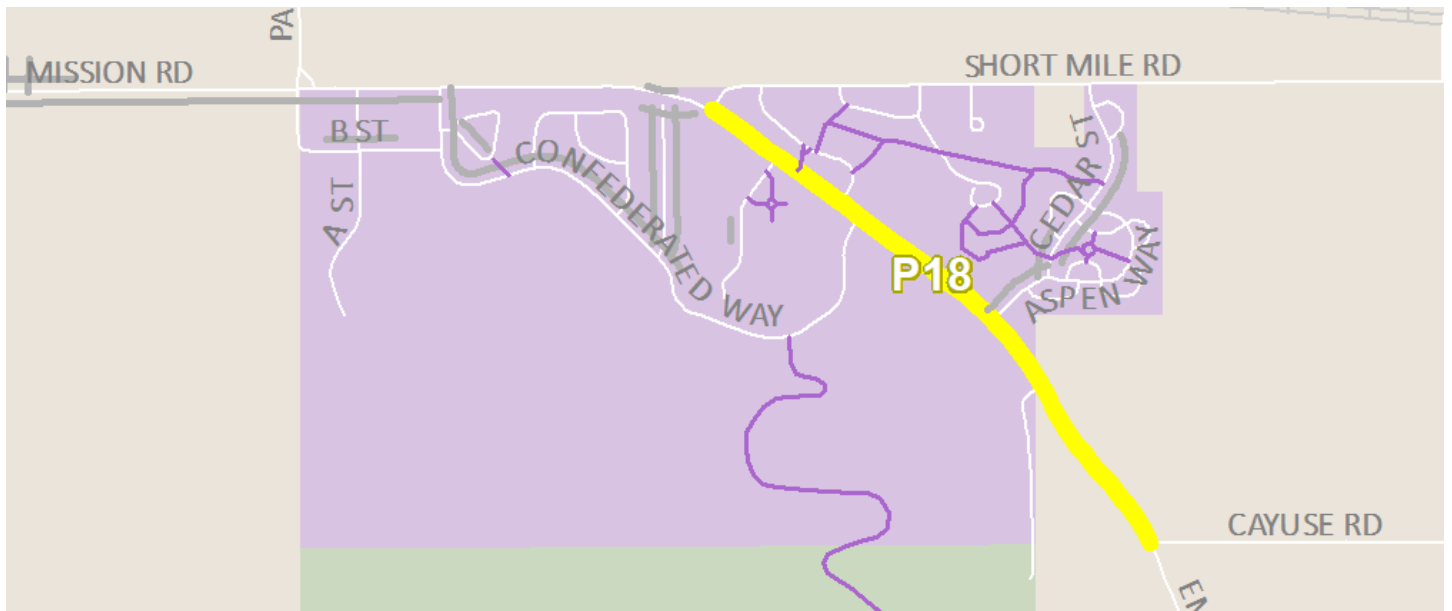
Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – Potential to coordinate this project with other projects in the area (P01, P02, P20, P22, P23, and B01).

Potential Funding Sources: BIA Tribal Transportation Program, TTPSF

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P19

OR 331/Timíne Way Enhanced Pedestrian Crossing

Description:

Install an enhanced pedestrian crossing. Treatment may include signalization or a pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), or a grade separated undercrossing of OR 331. Coordinate with Project P14 – East-West Multi-use Path.

Responsible Jurisdiction: ODOT

Potential Project Partners: CTUIR

Project Type: Pedestrian

Project Priority: High

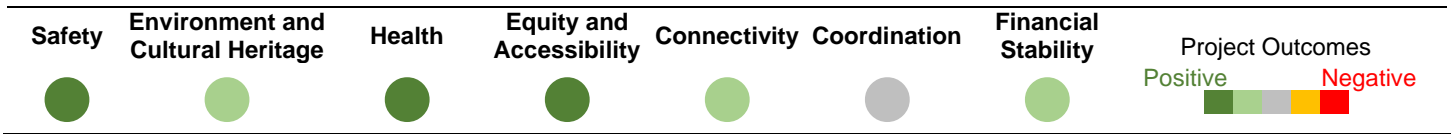
Cost: \$2,000,000

Potential Funding Sources: TA Set-Aside, SRTS, TTPSF, ARTS

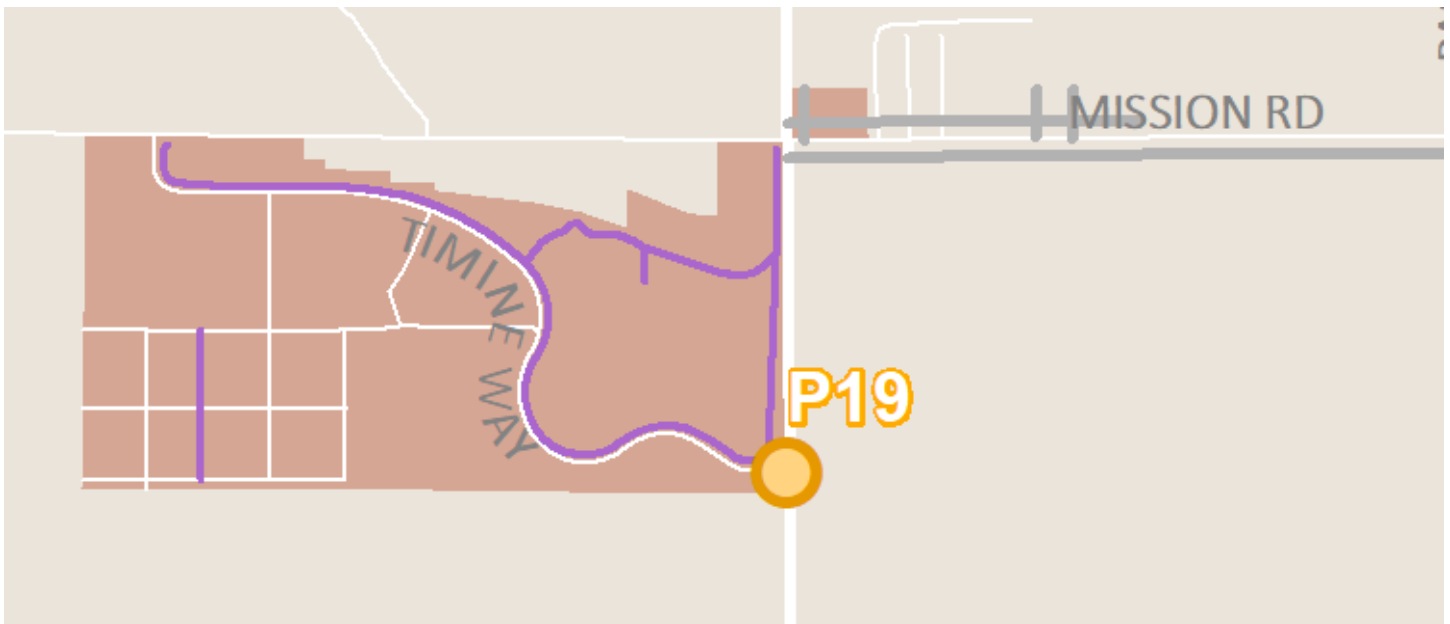
Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – Potential to coordinate this project with other projects in the area (P09).

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P20

Mission Road Mid-block Crossing

Description:

Install enhanced pedestrian crossing treatments at the existing mid-block crossing on Mission Road east of Short Mile Road. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and/or curb extensions.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR

Project Type: Pedestrian

Project Priority: High

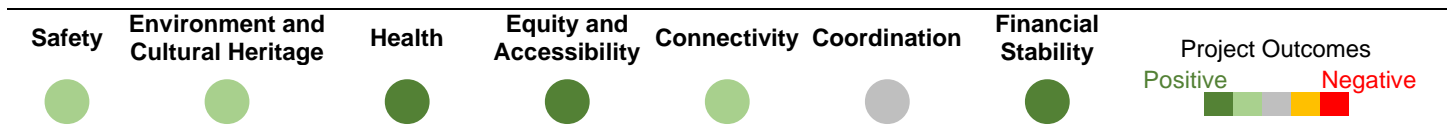
Cost: \$105,000

Potential Funding Sources: TA Set-Aside, SRTS, TTPSF, ARTS

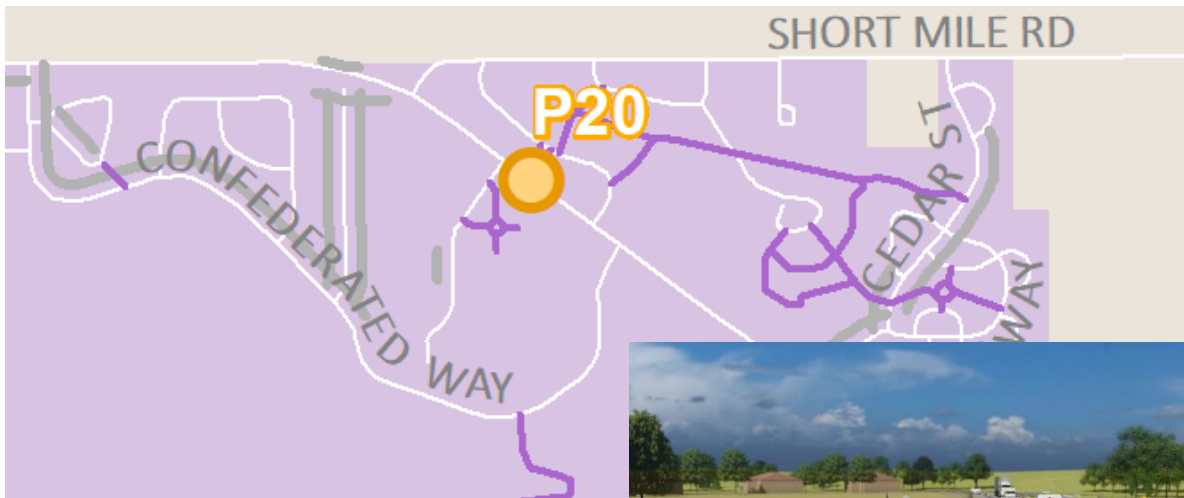
Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – Potential to coordinate this project with other projects in the area (P01, P02, P18, P22, P23, and B01).

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P21

OR 331/Kusi Road Enhanced Pedestrian Crossing

Description:

Install an enhanced pedestrian crossing. Treatment may include pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), raised median island, high visibility crosswalk markings, and curb extensions.

Responsible Jurisdiction: ODOT

Potential Project Partners: CTUIR

Project Type: Pedestrian

Project Priority: High

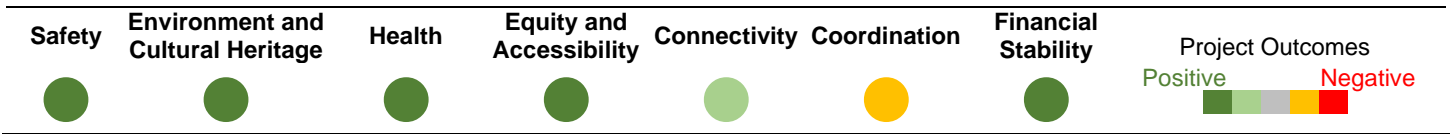
Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

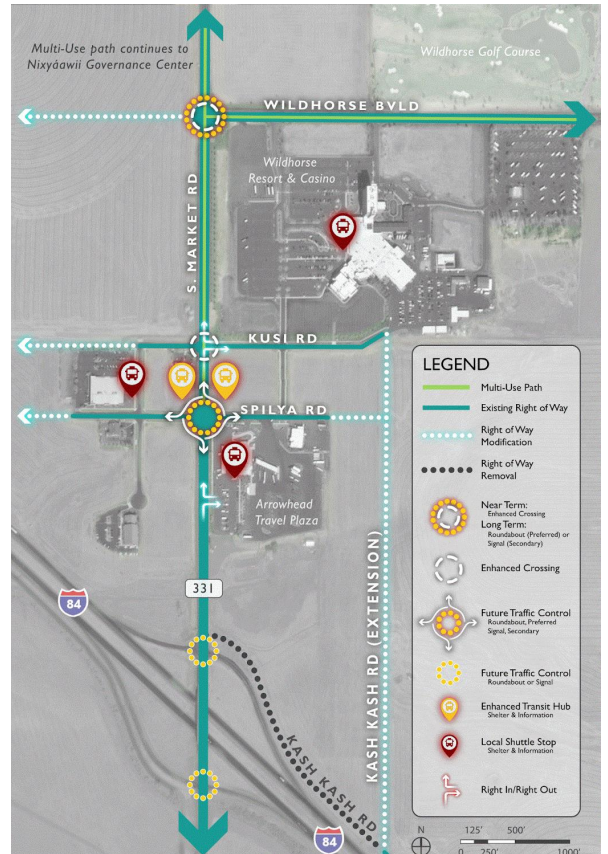
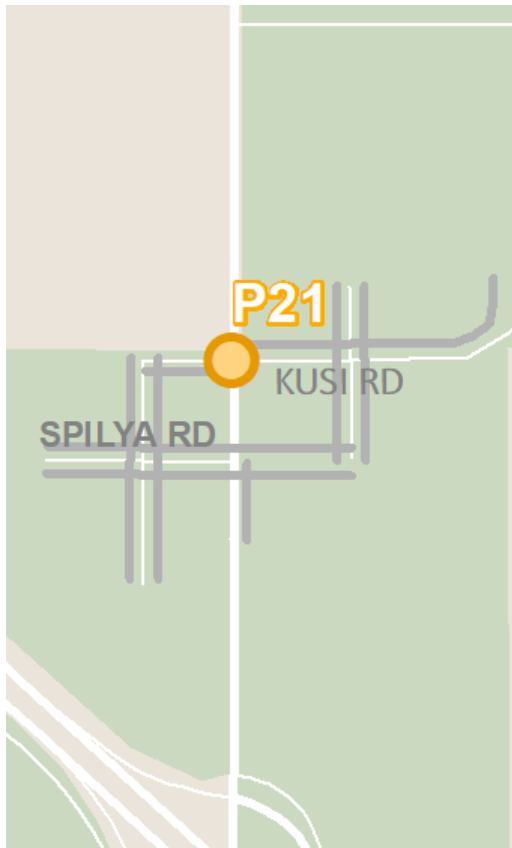
Cost: \$105,000

Potential Funding Sources: TA Set-Aside, TTPSF, ARTS

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P22

Mission Road/Confederated Way Enhanced Pedestrian Crossing

Description:

Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and curb extensions.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR

Project Type: Pedestrian

Project Priority: High

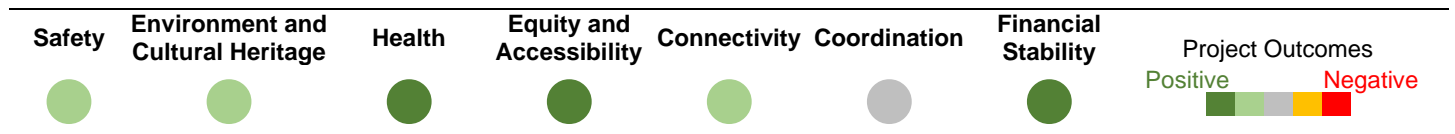
Cost: \$105,000

Potential Funding Sources: TA Set-Aside, SRTS, TTPSF, ARTS

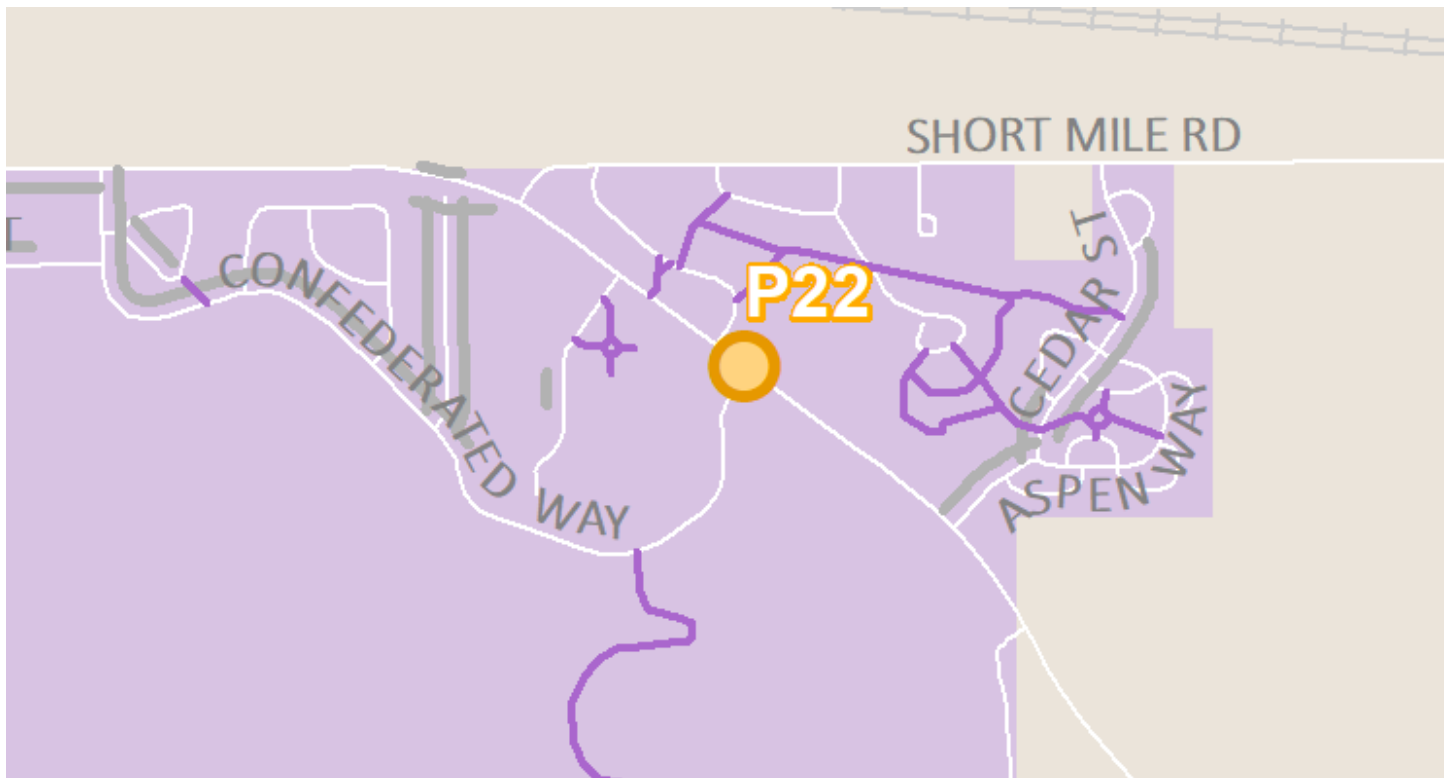
Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – Potential to coordinate this project with other projects in the area (P01, P02, P18, P20, P23, and B01).

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P23

Mission Road/Cedar Street Enhanced Pedestrian Crossing

Description:

Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and curb extensions. Coordinate with Project P14 - East-West Multi-use Path.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR

Project Type: Pedestrian

Project Priority: High

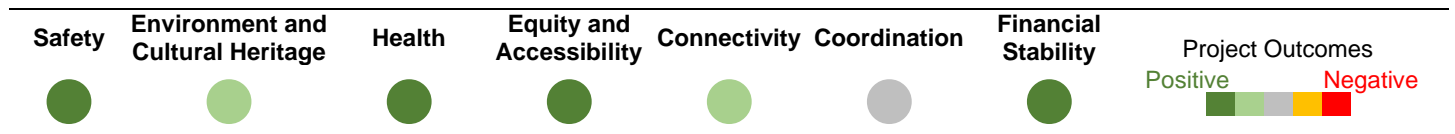
Cost: \$105,000

Potential Funding Sources: TA Set-Aside, SRTS, TTPSF, ARTS

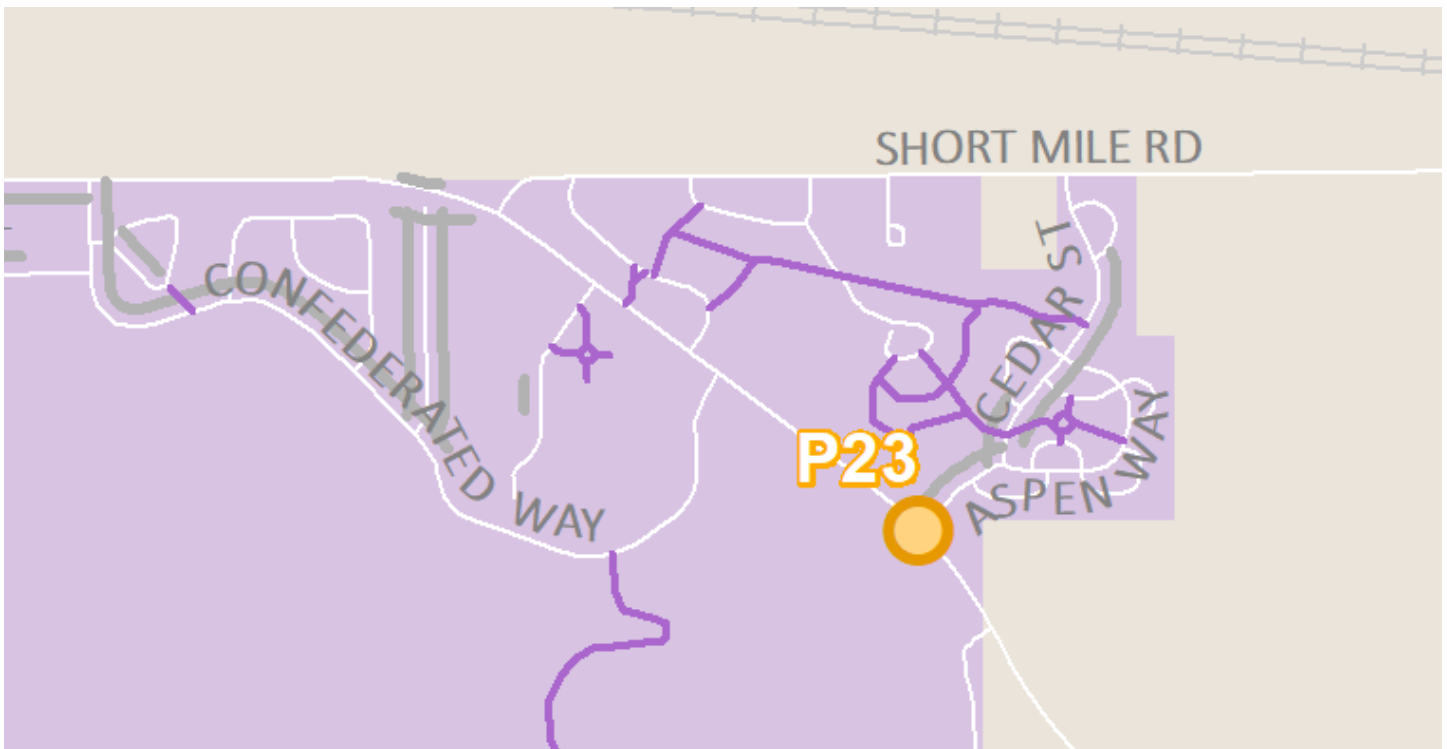
Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – Potential to coordinate this project with other projects in the area (P01, P02, P18, P20, P22, and B01).

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
B01

Mission Road Bicycle Lane Separation – OR 331 to Cayuse Road

Description:

Widen Mission Road and install buffered or separated/raised bicycle lanes along both sides of the roadway from OR 331 to Cayuse Road. Consider incorporating bus pull-outs into the project design.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR, Property Owners along Mission Road

Project Type: Bicycle

Project Priority: High

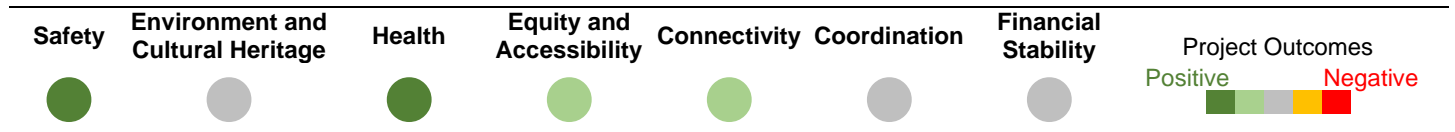
Cost: \$4,200,000

Potential Funding Sources: TA Set-Aside, TTPSF, ARTS

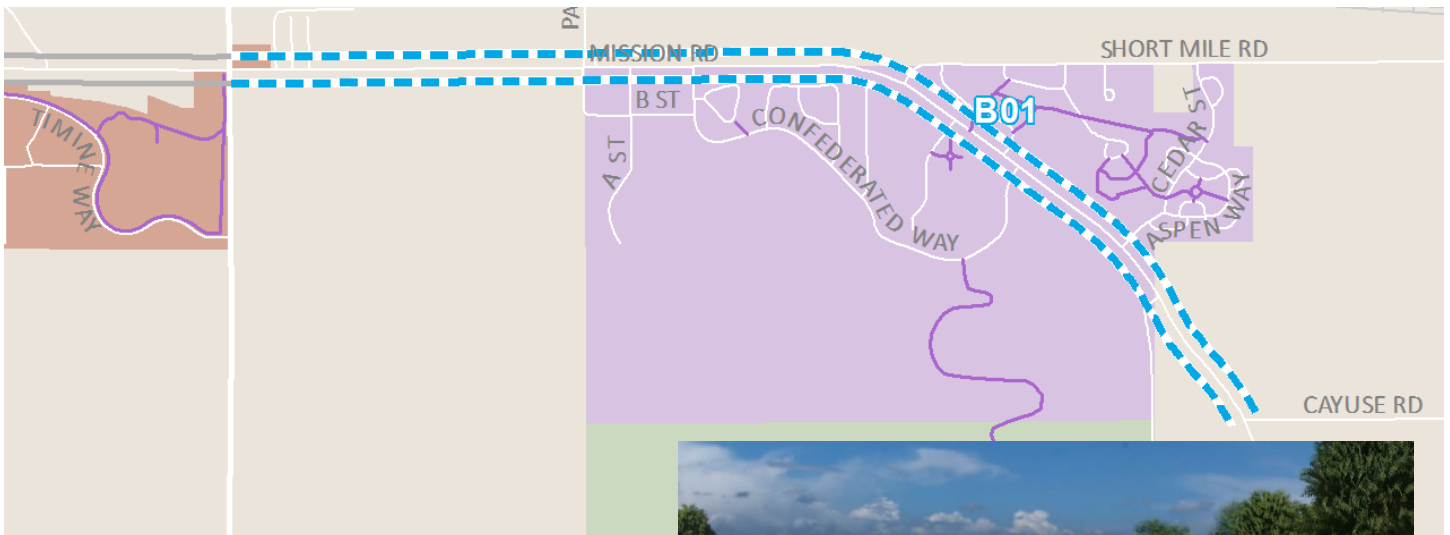
Considerations:

Right-of-way constraints – Potential impacts.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
B11

Bicycle Fix-it Stations

Description:

Evaluate where bicycle fix-it stations would be beneficial to install within the UIR, such as trailheads, community hubs, or the school.

Responsible Jurisdiction: CTUIR

Potential Project Partners: Adjacent Property Owners, Adjacent Transit Providers

Project Type: Bicycle

Project Priority: High

Cost: \$10,000 per station

Potential Funding Sources: CMAQ, SRTS (dependent on location)

Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?





Project ID
T01

Park-and-ride Locations

Description:

Coordinate with regional transit providers for park-and-ride locations that help facilitate the use of transit by community members and maximize regional connectivity.

Responsible Jurisdiction: CTUIR, Kayak

Potential Project Partners: Adjacent Property Owners, Adjacent Transit Providers

Project Type: Transit

Project Priority: High

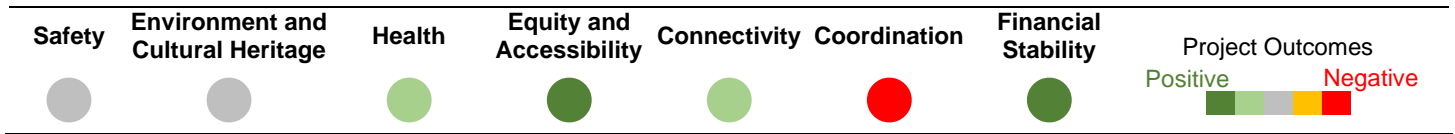
Cost: TBD, depends on partnerships available

Potential Funding Sources: FTA Section 5310, THPP, CMAQ, STIF, Innovative Mobility Program, public/private partnerships

Considerations:

Right-of-way constraints – Potential impacts. Implementation of specific locations may require partnering with private property owners or purchasing lots. Physical barrier constraints – No known concerns. Environmental impacts – No known concerns.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?





Project ID
T02

Bus Stop Enhancements

Description:

Evaluate transit stops for additional amenity needs, such as shelters, lighting, and signage.

Responsible Jurisdiction: CTUIR, Kayak

Potential Project Partners: Adjacent Property Owners, Adjacent Transit Providers

Project Type: Transit

Project Priority: High

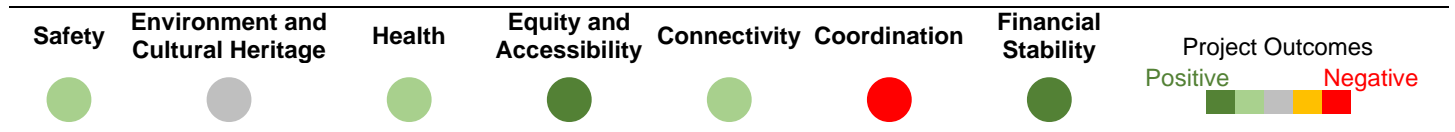
Cost: \$324,000 (\$18,000/stop for 18 bus stops)

Potential Funding Sources: FTA Section 5310, THPP, STIF, Innovative Mobility Program

Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – A power source will be needed for any enhancements requiring electricity. Solar may be an option if hardwiring is not, especially in areas with adequate year-round sun exposure.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?





Project ID
T03

OR 331 Transit Hub

Description:

Consolidate bus stops at Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus into one pair of transit hubs on OR 331 north of Spilya Road, reducing need for transit vehicles to turn to and from OR 331. Coordinate with Project T04 - Wildhorse Campus Shuttle. If a roundabout is constructed on OR 331 based on development-driven projects, a single transit hub on one side of OR 331 may be appropriate.

Responsible Jurisdiction: CTUIR, Kayak

Potential Project Partners: Adjacent Property Owners, Adjacent Transit Providers

Project Type: Transit

Project Priority: High

Considerations:

Right-of-way constraints – No known concerns. Assumes project is able to be constructed within CTUIR and/or ODOT right-of-way.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

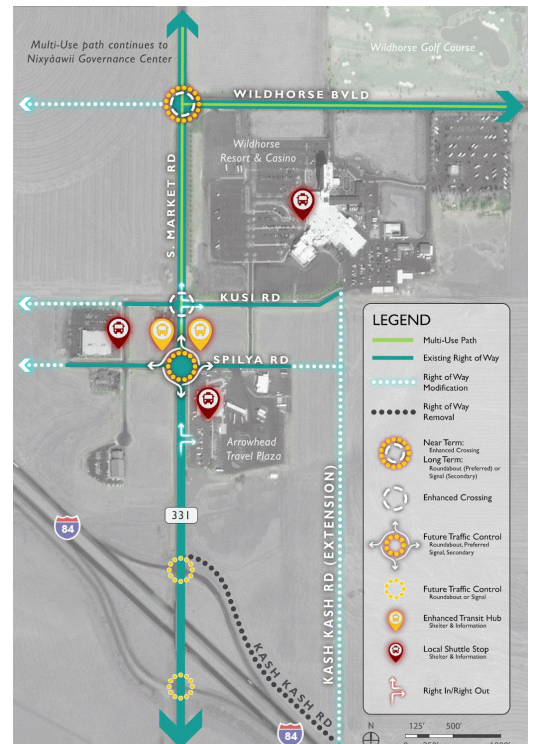
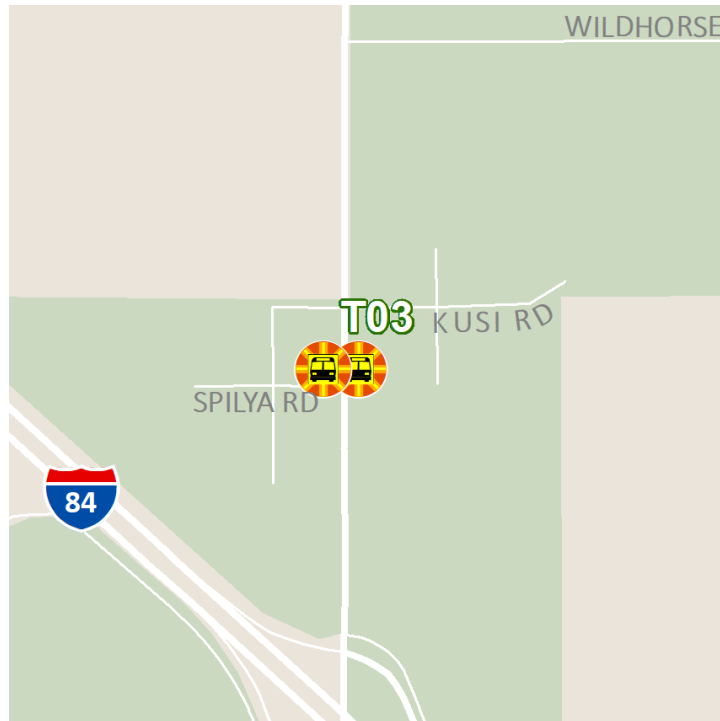
Cost: \$400,000

Potential Funding Sources: FTA Section 5310, THPP, CMAQ, STIF, Innovative Mobility Program

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
T04

Wildhorse Campus Shuttle

Description:

Partner with adjacent businesses to purchase one shuttle bus to transport people from Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus to the OR 331 Transit Hub. Coordinate with Project T03 - OR 331 Transit Hub.

Responsible Jurisdiction: CTUIR, Kayak

Potential Project Partners: Adjacent Property Owners, Adjacent Transit Providers

Project Type: Transit

Project Priority: High

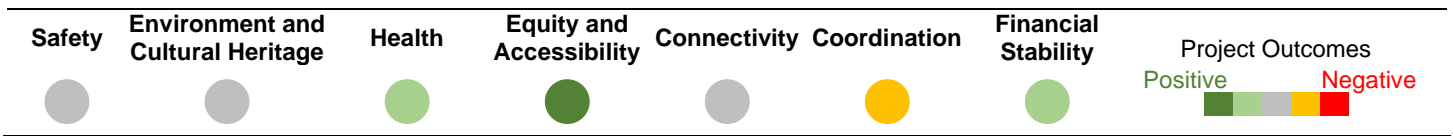
Cost: One-time cost: \$175,000 (for one shuttle bus)
Annual operating cost: \$195,000

Considerations:

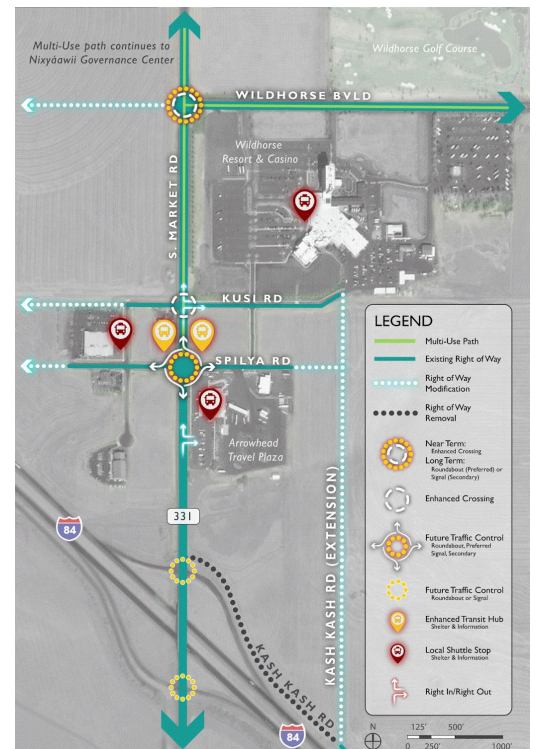
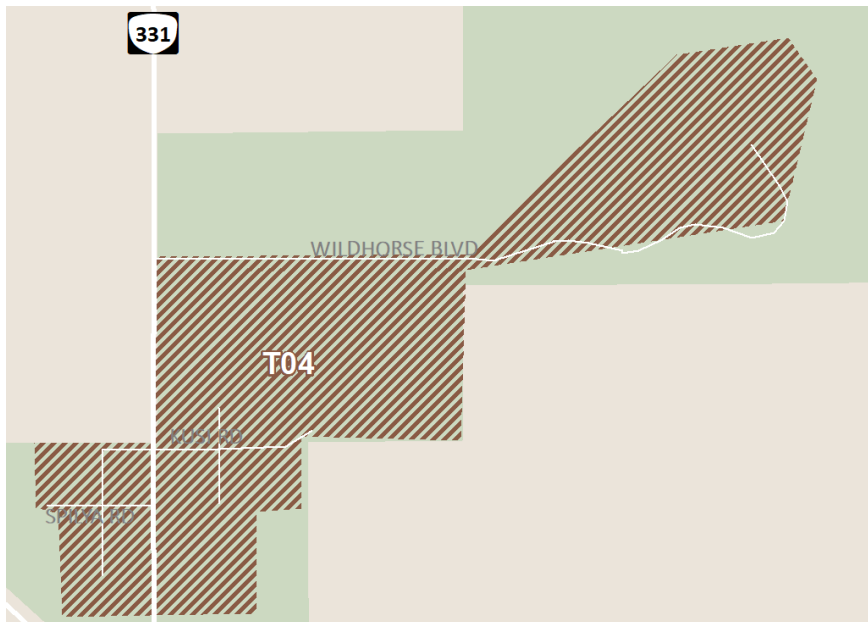
Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

Potential Funding Sources: STIF

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images



Appendix C. Comprehensive Plan Policy and Land Development Code Amendments



CTUIR TSP

DRAFT COMPREHENSIVE PLAN POLICY AND CODE AMENDMENTS

Date: January 12, 2023

Project #: 23021.005

To: Confederated Tribes of the Umatilla Indian Reservation (CTUIR)

From: MIG | APG

Project: CTUIR Transportation System Plan

Subject: Implementing Policy and Code Language

INTRODUCTION

The purpose of this memorandum is to recommend amendments to the CTUIR Comprehensive Plan and Land Development Code (LDC) that will implement the 2023 Transportation System Plan (TSP) Update. The TSP update aims to foster cultural connectedness, deliver community-focused healthy lifestyle solutions, and prioritize safety for all modes of travel on the Umatilla Indian Reservation (Reservation).

Information about the TSP update and needed changes to the Comprehensive Plan and LDC are drawn from the following sources:

- Technical Memorandum #2 – Context and Site Analysis
- Technical Memorandum #5 – Revised Concept Design
- Discussions with the Project Management Team and Technical Advisory Committee

CTUIR COMPREHENSIVE PLAN AMENDMENTS

The CTUIR Comprehensive Plan was adopted in 2010 and most recently updated in 2018.¹ Chapter 5 of the document is titled Plan Elements: Goals & Objectives and addresses issues including land use and transportation.

Relevant policies and recommended amendments are shown in Table 1. New language is shown in underline and struck language shown in ~~strikeout~~.

¹ https://ctuir.org/media/sychezsg/2018updated-2010_comprehensiveplan_webversion.pdf

Table 1. Recommended CTUIR Comprehensive Plan Amendments

<p>Comprehensive Plan Language with Recommended Amendments</p>	<p>Discussion</p>
<p>5.3 Land Base Restoration</p>	<p>This section describes CTUIR's land acquisition, management, and regulation, including the Comprehensive Plan Land Use Map. This section provides the basis for the Land Development Code. No changes recommended.</p>
<p>5.4 Work Force Development ... Objectives: .. <u>8. Utilize Land Use and Transportation Policies and Programs to Support Access to Employment Opportunities for Tribal Members</u></p>	<p>New suggested language to tie work force development/unemployment policies to transportation (public transit in particular)</p>
<p>5.5 Community Development</p>	<p>Addresses a wide range of community development issues. The TSP is listed as an implementing document though there are no transportation-focused policies currently.</p>
<p>5.6 Natural Resources ... Objectives ... <u>10. Coordinate with property owners to explore options for safe and environmentally friendly public river access locations.</u></p>	<p>Addresses natural resources on the reservation. Not currently linked to transportation issues (VMT, climate, runoff from impervious surfaces). Consider new language related to river access, here or elsewhere.</p>
<p>5.7 Cultural Heritage</p>	<p>To the extent that transportation routes (walking and horse trails) are part of cultural heritage, consider policy linkage here.</p>
<p>5.11 Health and Human Services ... Objectives ...</p>	<p>Suggested new policy to support healthy lifestyle through active transportation.</p>

<p><u>6. Support an active and healthy lifestyle through land use and transportation planning to create opportunities to access housing, recreation, and employment by walking and biking.</u></p>	
<p>5.12 Community Facilities</p> <p>...</p> <p>Objectives</p> <p>...</p> <p><u>4. Create and sustain a CTUIR staff position to oversee and coordinate multi-use path maintenance and construction, park and river access, and park maintenance.</u></p> <p><u>5. Coordinate with Tribal and County partners to manage and minimize invasive species along roads and multi-use paths.</u></p>	<p>Addresses long range transportation planning.</p> <p>Suggested new objective and policy language to ensure staff availability for new and continued access to multi-use paths, parks, and river access points.</p> <p>Alternatively, these items could be added to the “Performance Indicators and Benchmarks” section.</p>
<p>5.13 Transportation</p> <p>1. Develop and maintain a transportation asset system that is safe, environmentally sensitive and economically sound and promotes the public health with future transportation in mind.</p> <p>2. Ensure public or personal transportation to meet cultural, economic, personal employment, recreational, health and other needs for all residents, particularly at-risk populations.</p> <p>3. Ensure required road transportation and transit planning documents are completed accurately in a timely manner and implemented as appropriate.</p> <p>4. Work toward providing access throughout the ceded and traditional use areas through transportation infrastructure and transit options. As new development occurs, create a local street network that provides a high level of connectivity, pedestrian and bicycle facilities, and multiple alternative routes.</p> <p><u>5. Coordinate land use and transportation planning to create walkable neighborhoods that are safe for all road users and provides opportunities to access daily needs without relying on a private automobile.</u></p> <p><u>6. Coordinate with Umatilla County, ODOT, and the Oregon Office of Emergency Management (OEM) to manage freight and passenger vehicle traffic and</u></p>	<p>1. Minor rewording, “transportation system” is generally sufficient,</p> <p>2. Add recreation.</p> <p>3. Removing “road” broadens this to apply to trails, etc.</p> <p>4. Replace with language from TSP update.</p> <p>5. New policies/objectives to coordinate with partner agencies on the following:</p> <ul style="list-style-type: none"> ■ Coordinate with the County and ODOT on how to address truck parking and routing when I-84 is closed. ■ Coordinate with ODOT and Umatilla County on regional connecting roadways (such as OR 331).

<p><u>parking during Interstate 84 closures. Ensure traffic and parking management strategies are consistent with applicable strategies from the Umatilla County Emergency Operations Plan.</u></p> <p><u>7. Coordinate with Umatilla County and ODOT on maintenance, management, and operations of regional roadways.</u></p>	
--	--

LAND DEVELOPMENT CODE (LDC) AMENDMENTS

The LDC² regulates development of all land on the Umatilla Indian Reservation, and also applies to off-reservation Trust lands. It establishes zoning designations, their allowed uses, and specific development standards. Table 2 identifies sections where changes are needed to implement the TSP. In some cases, specific edits are shown in underline and ~~strikeout~~, while in other cases general concepts are noted for further discussion.

Table 2. Recommended CTUIR LDC Amendments

LDC Code Section	Discussion
Section 3.025 – Uses Permitted (AG-1)	<p>Recommend including standard language listing a transportation facility/improvement identified in the current TSP as a Permitted Use in all zones.</p>
Section 3.050 – Uses Permitted (AG-2)	
Section 3.075 – Uses Permitted (AG-3)	
Section 3.100 – Uses Permitted (AG-4)	
Section 3.130 – Uses Permitted (R-1)	
Section 3.155 – Uses Permitted (R-2)	
Section 3.185 – Uses Permitted (I-D)	
Section 3.210 – Uses Permitted (C-D)	
Section 3.235 – Uses Permitted (P-1)	
Section 3.2443 – Uses Permitted (P-1 Overlay)	
Section 3.260 – Uses Permitted (F-2)	
Section 3.285 – Uses Permitted (G-1)	
Section 3.415 – Permitted Uses (P-2)	
Section 3.445 – Uses Permitted (CR-1)	
Section 3.520 – Uses Permitted (NR)	
Section 3.560 – Uses Permitted (NS)	
...	
<p><u>xx. Transportation facilities, services, or improvements identified in the CTUIR Transportation System Plan.</u></p>	

² <https://ctuir.org/departments/office-of-legal-counsel/codes-statutes-laws/land-development-code/>

<p>Chapter 7 – Planned Unit Developments</p> <p>Section 7.350 – Approval Criteria</p> <p>...</p> <p><u>6. The PUD must include any applicable transportation improvements (including bicycle and pedestrian improvements) identified in the CTUIR Transportation System Plan (TSP) to support a complete and cohesive multimodal network.</u></p> <p><u>7. The PUD must implement the spacing and connectivity requirements identified in the TSP. Proposed street design and location must not preclude future multimodal connections to adjacent properties.</u></p>	<p>Recommend adding approval criteria that requires consistency with the adopted TSP, including connectivity requirements, to ensure the desired multi-modal transportation network is built out.</p>
<p>Chapter 12 – Administrative Provisions</p> <p>[...]</p> <p><u>Section 12.065 – Street and Sidewalk Modifications</u></p> <ol style="list-style-type: none"> 1. <u>When allowing for modifications to street and sidewalk standards, the Comprehensive Planning Manager shall consider modifications of location, width, and grade of streets in relation to the following:</u> <ol style="list-style-type: none"> a. <u>Existing and planned streets</u> b. <u>Topography or other geological/environmental conditions</u> c. <u>Cultural heritage sites</u> d. <u>Public convenience and safety</u> e. <u>The proposed use of land to be served by the streets.</u> 2. <u>Modifications must maintain adequate traffic circulation with regard to intersection angles, grades, tangents, and curves. Where location is not shown in the Transportation System Plan (TSP), the arrangement of streets shall provide for the continuation of existing streets in surrounding areas</u> 3. <u>Modifications to half-street improvements, street widths, or right-of-way widths are allowed where it is impractical to meet the width requirements due to topography, geology, environmental constraints, or existing development patterns.</u> 	<p>Consider adding language in Chapter 12 related to roadway design that differs from the adopted TSP. This provision is intended to allow flexibility for half street improvements (when a property develops on one side of a road but will not fund the full street improvement), and other situations</p>

<p>Chapter 17 – Provisions applying to special uses</p> <p>Section 17.015 Streets and Pedestrian Access Ways</p> <p>1. Street Profiles. Where required within a zone, new streets shall conform to one of the following street cross sections.</p> <p><u>[see cross section table below]</u></p> <p>A. <u>Urban Local</u> – Minor Residential Street Cross Section...</p> <p><u>*update graphic to Figure 12 from TM5*</u></p> <p>B. Urban Local – Standard Residential Street Cross Section...</p> <p><u>*update graphic Figure 11 from TM5*</u></p> <p>C. <u>Urban Collector Street Cross Section. This cross section shall generally be used to accommodate higher traffic volumes than the Urban Local Street classifications. Urban collectors are intended to serve land uses that generate higher traffic volumes than low-density residential development, including high-density/multi-family residential, commercial, and institutional land uses. Collectors are often used to connect local streets and arterial streets.</u></p> <p><u>*new graphic – Figure 8 from TM5*</u></p> <p>D. <u>Arterial Roadway Cross Section (OR 331 or Mission Road). These cross sections shall serve as the roadway profile standards for OR 331 or Mission Road. This cross section is intended to support the highest traffic volumes in the CTUIR Reservation and these roads are designed to accommodate vehicles traveling at higher speeds. Design standards on OR 331 must be coordinated with ODOT. The Arterial Roadway cross section also has a multi-use path option.</u></p> <p><u>*new graphics for multiuse path and curb and gutter options – Figures 3 and 4 from TM5*</u></p> <p>E. <u>Rural Local Street Cross Sections. These cross sections shall generally be used for rural roads with low traffic volumes. Rural local streets may have a paved surface or a gravel surface.</u></p>	<p>Add a new table that summarizes the profile widths of each cross section or functional classification. Add cross section standards and diagrams for Arterial Roadways, Rural Collectors, Rural Collectors with a multi-use path, Rural Collectors with gravel surface, Urban Collectors, Rural Local, and a Rural Local with gravel option. Update existing street and pedestrian cross section names and diagrams. Update references in 3.505, 3.545, and elsewhere as needed.</p>
---	--

<p><u>*new graphics for rural local and rural local gravel option – Figures 9 and 10 from TM5*</u></p> <p><u>F. Rural Collector Street Cross Sections. These cross sections shall generally be used to support higher traffic volumes than Rural Local streets. Collectors are often used to connect local streets and arterial streets. Rural Collectors include a shoulder option and a multi-use path option.</u></p> <p><u>*new graphic – Figures 5, 6, and 7 from TM5 *</u></p> <p><u>G. Multi-Use Path Cross Section. This cross section shall be used for multi-use paths. Multi-use paths are intended to provide bicycle, pedestrian, and other non-vehicular forms of transportation.</u></p> <p><u>*new graphic – Figure 14 from TM5*</u></p> <p><u>H. Alley Cross Section. This cross section shall be used for alleyway access that serves driveways located behind primary uses.</u></p> <p><u>*new graphic – Figure 13 from TM5*</u></p>	
<p>Chapter 3 – Use Zones</p> <p>Section 3.200 Acreage-Dimensional Standards (C-D)</p> <p>Section 3.225 Acreage-Dimensional Standards (P-1)</p> <p>Section 3.435 Acreage-Dimensional Standards (CR-1)</p> <p>Section 7.500 Development Standards (PUD)</p> <p>...</p> <p><u>xx. Blocks, Streets and Alleys. Subdivisions [and PUDs) shall be planned with a maximum block length of 500 feet with a pedestrian access way provided every 250 feet along the block length. Streets within subdivisions [and PUDs] shall conform to one of the profiles in Section 17.015 as appropriate based on the use of the street. Pedestrian access shall be a dedicated pedestrian access way meeting the requirements of Section 17.015(2).</u></p>	<p>To implement the street grid in urbanized areas, consider adding block length/dimension standards consistent with the NR and NS zones. Apply the grid/block dimensions standards to PUDs to support a cohesive and connected street and block pattern between PUDs and adjacent urban areas.</p>

Section 4.020 Subdivision Manual

2.15 Minimum Standards: No proposed subdivision shall be approved unless it complies with the Comprehensive Plan for the reservation and the Land Development Code.

[...]

2.25 Subdivision Committee Review Factors: (1) In review of proposed subdivisions, the committee shall consider the following factors:

...

(B) Conformance to zoning and Comprehensive Plan

...

(D) Adequacy of public services, existing or committed and funded, in the area of the proposed development, such as schools, police and fire protection, health facilities, highway and arterial road networks and other transportation facilities, parks and other recreational facilities, to serve the increase in population expected to be created by the development.

...

(Q) Possible adverse impacts or conflicts with planned transportation facilities identified in the TSP.

3.05 Additional Findings for Approval

1. Proposed transportation facilities or improvements are consistent with the adopted TSP ~~Streets, alleys, and adjacent areas.~~

...

4.30 Improvements Required:

...

(5) Streets and Roads

Easements serving subdivisions shall conform to the Street and Pedestrian Access Way standards in the Section 17.015 of the Land Development Code. In addition to the standards in Section 17.015, streets

The Subdivision Manual includes provisions to ensure proposed developments comply with the Comprehensive Plan and LDC. Recommended amendments included in this memo are intended to implement and ensure consistency with the TSP. These amendments to the subdivision manual will help clarify transportation improvement requirements and standards associated with subdivisions.

The street surface, right-of-way, and sidewalk dimensions (4.020.4.30(5)-(6)) are recommended for removal from this document but should be included in the CTUIR engineering standards or manual (if they are not already).

that serve subdivisions with lots less than one acre must ensure road surface materials use a Class C asphalt mix. Extruded curbs are an acceptable design alternative to the curb specifications in Section 17.015. with lots of one acre or more shall conform to the following minimum specifications:

~~a) Right of Way or easement width shall be 30 feet.~~

~~b) Road surface shall be 20 feet.~~

~~c) Material s base 4" minus sub-base, 4 inch consisting of 1 1/2 " or 3/4 "minus.~~

~~6) Streets serving subdivisions with lots of less than an acre shall conform to the following minimum specifications for all weather roads:~~

~~a) Right of ways or streets shall be 40 feet.~~

~~b) Road surface shall be 24 feet.~~

~~c) Materials~~

~~(1) Base 4" minus.~~

~~(2) Sub-base 4 11 consisting of 1 1/2 " or 3/4 " minus.~~

~~(3) Asphalt 2 inches.~~

~~(4) Asphalt mix s hall be Class C.~~

~~(5) Extruded curbs are considered acceptable.~~

~~7) Sidewalks: Pedestrian traffic shall be accommodated by sidewalks of lot less than 5 feet in width.~~

...

5.20 Improvement Requirements (partitions):

...

(2) Existing Streets. The dedication of additional right-of-way and widening of the existing roadway shall be required whenever existing streets adjacent to or within a tract area are inadequate to safely accommodate traffic anticipated by the Natural Resource Commission and the County Road Department. Right-of-way improvements shall conform to the Street and Pedestrian Access Way standards in Section 17.015 of the Land Development Code.

(3) Dedication of additional right-of-way widening shall be required where topography requires cut or fill slopes for roads under the criteria above, where state

Language regarding asphalt mix and extended curbs added to this paragraph so it is not lost with the removal of subsequent text.

<p>law requires rights-of-way for utilities to be dedicated or where a rationally supported traffic engineering study states that additional through lanes, lanes for turning, exits, bike paths, or walkways are needed for public safety or efficient traffic flow.</p>	
<p><u>Section 12.070 Right of Way Review</u></p> <ol style="list-style-type: none"> 1. <u>The right-of-way review evaluates conformance of an existing or proposed right-of-way cross section with the required right-of-way widths in LDC Section 17.015. A right-of-way review is triggered through the following:</u> <ol style="list-style-type: none"> a. <u>Any proposed development action that is anticipated to exceed 250 Average Daily Trips (ADT).</u> b. <u>A proposed development action that is anticipated to increase use by vehicles exceeding 20,000 pound gross vehicle weights by 10 or more vehicles a day.</u> 2. <u>Applicable land use proposals/actions (12.070.1) must provide improvements to the adjacent right-of-way to conform to right-of-way standards in LDC 17.015, which may include but is not limited to:</u> <ol style="list-style-type: none"> a. <u>Planned ROW improvements identified in the TSP</u> b. <u>Increased right-of-way width (dedication)</u> c. <u>Half-street improvements</u> d. <u>Construction of bike lanes, sidewalks, shoulders, vegetative buffers, and/or multi-use paths</u> 3. <u>Right-of-way review is exempt under the following circumstances:</u> <ol style="list-style-type: none"> a. <u>The adjacent right-of-way conforms with the cross section requirements in LDC 17.015.</u> b. <u>It is impractical to meet the width requirements due to topography, geology, environmental constraints, or existing development patterns, as determined by the Comprehensive Planning Manager.</u> 	<p>Recommend describing the “Right of Way Review Process” in code as referenced in this Section 17.015. “CTUIR Right of Way Policy” is mentioned in the comprehensive plan.</p>

Table 3. Functional Classification and Cross Sections Table

This new table provides dimensional standards for the cross sections within the TSP. The table is recommended for inclusion in Section 17.015 – STREETS AND PEDESTRIAN ACCESSWAYS along with new cross-section graphics.

Cross Section	Right-of-Way Width	Pavement or Gravel Width	# of Travel Lanes	Travel Lane	Shoulder	Bike Lane	Sidewalk (SW) or Multi-Use Path (MP)	Parking	Vegetated Buffer
Urban Local – Minor Residential	50'	28'	1	14'	N/A	N/A	SW: 5'	7'	6'
Urban Local – Standard Residential	60'	36'	2	11'	N/A	N/A	SW: 5'	7'	6'
Urban Collector	70'	46'-48'	2	10-11'	N/A	6'	SW: 5'	7'	6'
Arterial (multi-use path option)	80'	46'-54'	2 (plus center turn lane)	11'-12'; turn lane: 12-14'	6'-8'	N/A	MP: 10'	N/A	Remaining ROW - varies
Arterial (curb/gutter option)	60'	34-40'	2	11-12'	N/A	6-8'	SW: 6'	N/A	5'
Rural Local	50'	30'-32'	2	11'-12'	4'	N/A	N/A	N/A	10'
Rural Local (gravel)	50'	30'-32'	2	11-12'	4'	N/A	N/A	N/A	10'
Rural Collector (Shoulder)	60'	32'-40'	2	11-12'	5-8'	N/A	N/A	N/A	10'-13'
Rural Collector (Multi-Use Path)	60'	30'-32'	2	11'-12'	4'	N/A	MP: 10'	N/A	10'-14'
Rural Collector (Gravel)	60'	34'-36'	2	11-12'	6'	N/A	N/A	N/A	12-13'
Alleyway	16'	12'-16'	1	12'-16'	N/A	N/A	N/A	N/A	N/A

Appendix D. Spring 2022 Outreach Summary



CTUIR TSP

SPRING 2022 OUTREACH SUMMARY

Date: September 30, 2022

Project #: 23021.046

To: Dani Schulte, CTUIR
Cheryl-Jarvis Smith, ODOT Region 5

From: Molly McCormick and Nick Foster AICP, RSP₁

Project: Confederated Tribes of Umatilla Indian Reservation Transportation System Plan Update

Subject: Spring 2022 Outreach Summary

TABLE OF CONTENTS

Table of Contents	1
Introduction	1
Senior Center Outreach.....	2
Mission Market Outreach.....	3
July Grounds Gym Outreach	4
General Council Meeting Tabling	4
Yellowhawk Tribal Health Center Tabling.....	5
Tribal Youth Council Meeting	6
Treaty Day Outreach	7
Online Input	7
Survey Responses.....	8

INTRODUCTION

The project team recently completed outreach efforts to guide the development of the Confederated Tribes of Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) Update, with the support of CTUIR and ODOT staff. These efforts included:

- Senior Center Outreach
- Mission Market Outreach
- Yellowhawk Tribal Health Center Tabling
- General Council Meeting Tabling
- Nixyaawii Gym Outreach
- Tribal Youth Council Meeting
- Treaty Day Outreach
- Online Input

Spring 2022 Outreach

Overall, a total of approximately 75 people were reached in person during the Spring 2022 outreach events, with 54 providing comments.

This memorandum summarizes the feedback received from these events as of June 14, 2022. Key and recurring themes from the feedback included:

- Road maintenance and condition are a concern, especially when I-84 is closed and trucks and other traffic try to reroute onto local roads.
- Additional lighting is desired on Mission Road, in the July Grounds Hub, and on multi-use paths.
 - There was concern about cougars along the TCI trail.
- People would like dedicated space for walking and biking along OR 331 and on Mission Road.
- Focus on safety improvements and connections near schools and other essential destinations (e.g., Nixyaawii Government Center, Wildhorse Resort & Casino).
- Desire for additional river access.
- People would like more frequent transit service and extended coverage.
 - Many people get rides from relatives when transit service is not an option.
- There is interest in a walking and biking connection to Pendleton.

SENIOR CENTER OUTREACH

Members of the project team and CTUIR staff visited the Senior Center during lunch on May 18, 2022 from 11:30 AM to 12:30 PM. This provided the opportunity to introduce the project to attendees, answer questions related to the vision and goals, and solicit input via a handout. There were approximately 20 people present, with about 4 people providing comments.

Comments included:

- Bus system is not close enough to housing and only comes twice a day.
- Roads in Tutuilla need to be paved or maintained more efficiently. Very hard on vehicles and floods often. It is a County road but a lot of tribal members use it.
- Need safe places for kids to go to school.
- Thorn Hollow Road bridge washed away, still being replaced.
- Kanine Ridge Road not actually open to public travel.
- N Cayuse Road – shoulders need to be wider, and road is eroding.
- Bike trails from housing areas to Nixyaawii Governance Center, school, and clinic that are not along the main road.
- Transit needs – more frequent routes, express lines so you can go to Safeway/Walmart directly, dial-a-ride, and student routes.
- Top destinations include TCI, Yellowhawk, Wildhorse Casino, Pendleton, housing, clinic, Walmart, Safeway, Walla Walla.
- County roads need more attention.
- People still ride horses sometimes. Mostly through fields and sometimes you'll see them near Nixyaawii Governance Center. One thing that prevents people from riding more is the lack of places to hitch their horses at their destinations.
- Like the greenery in the area and the care CTUIR puts into things.
- Kids need more things to do. Traditions are fading.
- Services for homeless kids would be good. They often walk places.
- Transportation is generally good. Roads need to be repaired upriver.
- They no longer give out tokens for the bus. Miss this. Taxi rides are expensive and so is gas.

- There was interest in a new road connecting Burke Road to Kanine Ridge Road near I-84. There is less snow there than on I-84.

MISSION MARKET OUTREACH

The project team and CTUIR staff solicited public input at Mission Market during two time periods: 3:00 to 5:00 PM on May 18, 2022 and 11:30 AM to 1:30 PM on May 19, 2022. Community members were able to provide verbal comments or mark comments on a poster board of the study area. Six people provided input to the project team on May 18th and nine provided input on May 19th.

Comments included:

- Food pantry on Tokti Road. Public transport to here or delivery services.
- Parked cars occur on Kash Kash Road.
- Need transit to airport/hotels from Wildhorse.
- Tourists ride e-bikes around Wildhorse.
- Need lighting in July Grounds.
- Bears and cougars are present in July Grounds.
- Need walking/biking access along OR 331.
- Mission Road/OR 331 intersection can get busy.
- E-scooters on Rothrock Road.
- Near Kusi Road and Spilya Road east of OR 331, expanded parking would be safer than on street with casino shuttle.
- Trail in July Ground needs maintenance (cracks).
- Used to have access to river from Parr Lane. Would be good to have a park on river.
- East-west off-road path connecting Mission and July Grounds.
- Wildlife was a common theme for July Grounds.
- Fill sidewalk gaps in July Grounds.
- Biking on Mission is tough, especially on way to Pendleton and by Cayuse.
- On Mission Road, stopping downhill is a challenge in the winter (approaching OR 331).
- Trail to Pendleton along Mission Road. Trails to walk in Riverside.
- Mountain bike trails on undeveloped CTUIR land.
- Public transportation to Wildhorse on holidays.
- Kayak – more frequent trips; stops throughout UIR (especially for Mission service and new transitional housing by BIA building on B street)); service to Riverside area.
- Kayak coverage is generally excellent.
- Lots of people get rides from relatives when other options aren't available.



JULY GROUNDS GYM OUTREACH

Member of the project team and CTUIR staff were available at the July Grounds Gym during afterschool programs on May 18, 2022 from 3:00 to 5:00 PM, soliciting feedback via a handout. Six people provided input to the project team.

Comments included:

- Johnson Creek area.
- Horse trailers hard on roundabouts.
- How to deal with truck traffic and parking during snow events? Unsafe driving/walking conditions during snow events currently.
- Need to run buses more often for those that can't drive.
- Stop sign at Mission/Short Miles bus stop would be nice.
- Mission Road sidewalks from July Grounds to Yellowhawk are heavily used.
- Trails in July Ground are not safe at night.
- GIS plant trail connection to community garden in July Grounds.
- Sidewalks on Mission Road/Emigrant Road.
- Sidewalk needed along OR 331.
- Better bike/pedestrian connection to casino from Mission area.
- Horses need to cross I-84 just east of OR 331.

GENERAL COUNCIL MEETING TABLING

CTUIR staff manned a table in the rotunda outside the General Council meeting at the Nixyaawii Governance Center on May 19, 2022 from 1:00 to 3:00 PM. This provided the opportunity to introduce the project to attendees, answer questions related to the vision and goals, discuss the transportation system history in the area, and solicit input via a handout and larger maps. Approximately 18 people provided input.

Comments included:

- Connect to Levy Trail to the west.
- Steep on Mytinger Lane. Need help at assisted living.
- Need better bike lane eastbound on Mission Road at west CTUIR boundary.
- Bike lane on Mission Road east of 56th Street is dirty and feels unsafe.
- River near OR 331 – pull out for river, ADA platform for fishing.
- Distance markers on walking path in Mission.
- Walk path and bike lanes along OR 331 – very scary with pedestrians, especially just south of Timine Way where there is a narrow shoulder.
- Nixyaawii Governance Center labeled incorrectly on map.
- Trails feel unsafe. Too dark at night and need lighting.
- Trail access on river.
- Transportation needs for young people near Short Mile Road and railroad area.
- Walkability over I-84.
- Truck left turns from Kusi Road.
- Truck parking north of Kash Kash Road.

- Kayak has improved.
- Expand transit routes and service hours for WRC staff. Coordinate service with WRC.
- Need notifications for cancelled transit pickups.
- UPRR drivers can cause issues and drive dangerously.
- Lack of school bus signs and follow-up with Umatilla County Roads staff.
- Fix roads in the southern area of the reservation boundary (south of E Birch Creek Road).
- Guard rails on Sumac Road.
- Frequently washed out on Spring Creek Road.
- Emigrant Road – signage to turn around sooner, sinking of road surface and bad road conditions.
- Maintenance issues on Kash Kash Road.
- Thornhollow Road Bridge.
- Snow and ice south of railroad near Butcher Creek Road and Weather Road.
- Need Kayak routes to St. Anthony and Les Schwab.
- Info hub for regional transit, other agencies, transfers (Arrowhead, senior center).
- Links at bottom of page.
- Mile point 12.2 – raise road grade.
- Mile point 16 – add guard rail.
- Paint fog stripe on all paved roads.
- Do D.E.M. analysis and add guard rails wherever needed.
- People walking along OR 331.
- Transit for outlying residences.
- Google maps aren't accurate.
- School trail near Mission.
- Add bus stop signs on Mission Road and Short Mile Road.
- Truck traffic on Mission Road/Emigrant Road when I-84 closes is dangerous, and noise is irritating to residents.
- Kanine Ridge Road is gated and not open to the public.
- Like walking paths in housing projects.
- Security cameras on trails with lighting.
- More signs where kids may be near roads (slow, kids at play, etc.). Traffic calming too.
- Improvements nears schools/places kids go, especially 4 Corners.
- Vision and Goals
 - Coordinate with other transit agencies in the region.
 - 70% of CTUIR energy costs are transport fuel.
 - Awareness of drivers/other roadway users.
 - Awareness of cyclist rights and needs.

YELLOWHAWK TRIBAL HEALTH CENTER TABLING

During May 19, 2022 from 2:00 to 4:00 PM, members of the project team and CTUIR staff manned a table with handouts and larger maps in the lobby of the Yellowhawk Tribal Health Center to solicit public comment on the existing transportation system and future needs. Seven members of the public provided input.

Comments included:

- Improvements to roads and sidewalks for biking in July Grounds.
- Need sidewalks where you turn into housing/Whirlwind.
- Sidewalks on Short Mile.
- Need more parking near Arrowhead for when I-84 closes. Could provide shuttle to enjoy amenities while waiting for road.

TRIBAL YOUTH COUNCIL MEETING

CTUIR staff attended an engagement session with the Tribal Youth Council on May 22, 2022 from 1:15 to 2:00 PM. Staff led a conversation with the seven youth council members in attendance and solicited additional feedback via a handout.

Discussion around what projects the students think of when envision meeting each of the Technical Memo #3 goals:

- Safety
 - More lighting.
 - New crosswalks and sidewalks.
 - More space to ride bikes and keep away from vehicular traffic.
 - Repaint speed bumps or have “speed bumps ahead” signs for Whirlwind Drive and Confederated Way.
 - Safety of railroad crossings has improved greatly. Need more pedestrian access, and all of the crossings should have traffic-blocking arms.
 - CTUIR prompted discussion of new funding for reduction of at-grade rail crossings. Potential useful for the heavier traffic roads, such as OR 331 and Memory Lane.
- Environment and Cultural Heritage
 - There used to be a path down to the river by Parr Lane. It might have been shut down prior to the 2020 flood by the property owner, but the flood washed it out. It would be nice to have trails that are official and maintained to access the river for fishing and swimming. Interested in public access and potentially some locations with gravel parking areas.
 - Extension of the levy trail.
 - Can there be walkways along the river? Potential negative impact on environmental protection; might be better to have access points and with a multi-use trail along the Mission Road.
 - River access off of Parr Lane and Short Mile Road (near housing).
- Health
 - Cross country team runs near Nixyaawii Governance Center and July Grounds; safer trails needed.
 - Official and maintained scenic trails.
 - Add trail features, like benches, for elders/disabled people who exercise.
- Equity & Accessibility
 - More benches and shade along existing walkways.
 - Golf cart or other electric device check-out system (i.e. e-bikes and e-scooters) to get around the Mission-to-Wildhorse area. Could include a couple designated pick-up/drop-off locations.
- Connectivity

- Connect with the levy trail.
- Extended taxi or dial-a-ride service to help seniors to do time-sensitive errands with limited mobility (e.g. can't get to a Kayak stop).
- CTUIR plane out of Pendleton's airport. Add another destination like Spokane, Las Vegas, or other place CTUIR community has connections with.
- No comments on goals around Coordination and Financial Stability.

Handout comments included:

- Safety concerns with traffic around Arrowhead gas station.
- Add crosswalks on all legs at Mission Market intersection.
- Provide better pathway to Nixyaawii Governance Center.
- Sidewalks up the hill to Wildhorse.
- Repaint speed bumps.
- New paths to river.
- New walking path along the river.
- On the TCI trail, need light to allow youth and elders to walk at night and improve safety.
- Provide path between school and Mission Market.
- Top destinations include school, grocery store, neighborhoods, and Mission Market.

TREATY DAY OUTREACH

CTUIR staff set up a table at the annual Treaty Day celebration on June 9, 2022.

Comments received include:

- Goathead seeds (spiked vine) on the shoulder of roads in the July Grounds area, it causes pedestrians to walk in the middle of the road.
- There are no sidewalks in the neighborhoods northeast of Mission Road, south of Short Mile (including both of those roads).
- Would like to see the sidewalk continued on Confederated Way all the way to the east end.
- Would like to see a pedestrian crossing on the Umatilla River bridge (Highway 331) and an ADA accessible fishing platform there.
- Lots of pedestrians on the shoulder near Wildhorse on Highway 331.
- Connect to Pendleton Riverwalk
- Two people thought the youth council comment regarding a sidewalk or trail on Mission Road to Pendleton was a good idea

ONLINE INPUT

Members of the public were encouraged to provide input via an interactive map on the project website (<https://www.ctuir.org/departments/tribal-planning-office/transportation-system-plan-update-2022/>) from May 5 to June 14, 2022.

Comments received include:

- Short Mile Road – River access.
- Parr Lane – River access.
- Mission Road near A Street – More crosswalks and signs for pedestrian on Mission, traffic is fast.
- Mission Road & OR 331 – Lighting at intersection. It's dark at night!
- Mission Road & OR 331 – Crosswalks across Mission and Highway 331.
- Mission Road – Sidewalk or trail to Pendleton.
- OR 331 – Sidewalk or trail along Highway 331.
- Theater Road, 56th Street – Heavy trucks cut through here when there's bad weather and the freeway is closed. Is there any way to get Google to stop directing traffic that way? It destroys the dirt and gravel road.

SURVEY RESPONSES

At the in-person meetings described above, surveys were distributed to members of the public who did not have time to participate. Three surveys were returned to CTUIR between June and September 2022.

Comments received include:

- Construct a bicycle/pedestrian facility on River Road and along railroad maintenance route.
- Maintain bicycle routes to be free of goatheads.
- Cayuse Road is not safe for bicyclists or drivers who enter opposite lane to provide safe distance.
- Path from Nixyaawii Governance Center to Mission Market needed.
- Does CTUIR need to have warning signs about wildlife attack risks placed on walking and biking paths?
- Provide rides from residences to Yellowhawk for those with accessibility needs.
- Add a westbound bus stop at Mission Road/Short Mile Road intersection.

Appendix E. Fall 2022 Outreach Summary



CTUIR TSP

FALL 2022 OUTREACH SUMMARY

Date: February 1, 2023

Project #: 23021.046

To: Dani Schulte, CTUIR
Cheryl-Jarvis Smith, ODOT Region 5

From: Molly McCormick and Nick Foster AICP, RSP₁

Project: Confederated Tribes of Umatilla Indian Reservation Transportation System Plan Update

Subject: Fall 2022 Outreach Summary

TABLE OF CONTENTS

Table of Contents	1
Introduction	1
Mission Market Outreach.....	2
After School Program Outreach	3
Kayak Driver Outreach	4
Senior Center Lunch.....	4
General Council Meeting Tabling	5
Arrowhead Travel Plaza Freight Outreach	5
Umatilla County Staff Meeting	7
Commission and Committee Meetings.....	8
Online Input	11
Other Input.....	11

INTRODUCTION

The project team recently completed a second round of outreach efforts to guide the development of the Confederated Tribes of Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) Update, with the support of CTUIR and ODOT staff. These efforts included:

- Mission Market Outreach
- After School Program Outreach
- Kayak Driver Outreach
- Senior Center Outreach
- General Council Meeting
- Arrowhead Travel Plaza Freight Outreach
- Umatilla County Staff Meeting
- Land Protection & Planning Commission
- Law & Order Commission
- Fish & Wildlife Commission
- Capital Improvements Committee
- Health Commission
- Online Input

Fall 2022 Outreach

Overall, a total of approximately 109 people were reached in person during the Fall 2022 outreach events, between project-specific outreach events and attendance at council, commission, and committee meetings.

This memorandum summarizes the feedback received from these events as of February 1, 2023. Key and recurring themes from the feedback included:

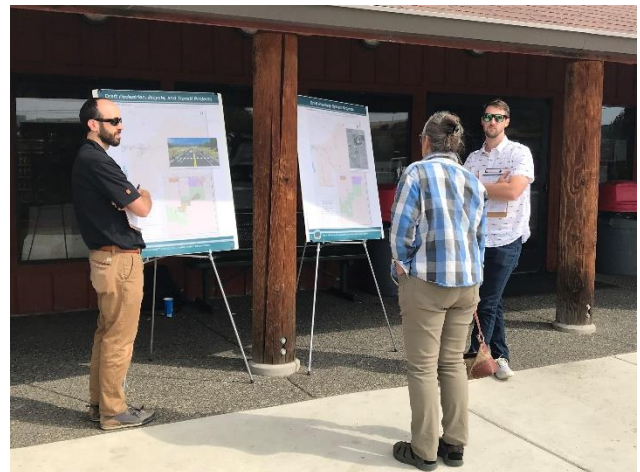
- CTUIR and the project team received a lot of general support for the project list as a whole.
- Adding more walking and biking options was well received, especially along Mission Road and OR 331 and in support of student trips.
- People are supportive of adding lighting to multi-use paths and Mission Road.
- Projects R07, R08, and R09 had mixed reviews. Some members of the public were worried about attracting more traffic on these roadways, while more comments supported updates to the roadways to help during rainy conditions.
- People support the OR 331 transit hub project.
- Bus stop enhancements were well received, especially providing shelters and lighting.
- Roundabouts were discussed by different groups, both in support and in concern.
- There were conflicting opinions about the idea to construct a multi-use path along the river. Many people want access to the river and a route further west, while others are concerned about litter and vandalism if access is publicly provided. Umatilla County may have applicable experience to share with the community to further consider when P06 and P07 move forward.

MISSION MARKET OUTREACH

The project team and CTUIR staff solicited public input at Mission Market during two time periods: 12:00 to 3:00 PM on September 21, 2022 and 12:00 to 1:00 PM on September 22, 2022. Community members were able to provide verbal comments or mark comments on two poster boards showing proposed projects for the study area. 21 people provided input to the project team on September 21st and six provided input on September 22nd.

Comments included:

- Symbol for intersection reconfiguration is confusing.
- Will R03 include adding drainage?
- Four people liked projects R07, R08, and R09. Those roads get washed out during rainy conditions.
- Two people are worried about projects R07, R08, and R09 bringing additional traffic to those roadways.
- Is project R10 necessary?
- Straighten the River Road/White Road intersection.
- One person liked project R06.
- Kanine Ridge Road is not a good detour route when there are events on I-84.
- Two people liked project R01.
- Whirlwind Drive and Willow Lane need maintenance for potholes.
- Add a southbound truck lane on OR 331 from Mission Road to I-84.
- One person liked the transit hub concept.
- One person liked the traffic control concept at the OR 331/Spilya Road intersection.
- Within Arrowhead area, can trucks and passenger vehicles be separated?
- If roundabouts move forward, the community will need education.



- One person liked project P07.
- Four people noted that more biking and walking options are good, especially trails.
- One person liked the walking options connecting the school to Mission Market. Students walk between these locations frequently.
- Four people liked project P09 and three noted how dark that corridor currently is for walking at night.
 - Can a rest area be included with project P09?
- Three people liked project P14 and creating a walking/biking loop.
- One person liked projects filling sidewalk and bicycle facility gaps on Mission Road in the July Grounds area, noting the facilities are currently narrow or non-existent.
- Two people liked project P12.
- One person liked project P22.
- Two people liked project P18.
- Can there be a road connection from Wildhorse Boulevard to Cayuse Road?
- The current Arrowhead bus stop is dangerous with drivers speeding through the parking lot.
- The Wildhorse shuttle serves Mission area at the top of the hour and can be in the way of Kayak vehicles.
- Bring back 4 PM Walla Walla bus service.

AFTER SCHOOL PROGRAM OUTREACH

Members of the project team and CTUIR staff were available at the July Grounds Gym during afterschool program pickup on September 21, 2022 from 3:00 to 4:30 PM, soliciting feedback via two poster boards showing proposed projects. A traffic safety maze was set up for kids to explore when the adults were providing feedback. Nine people provided input to the project team.

Comments included:

- One person liked project R03.
- One person liked projects R07, R08, and R09. These roads are bumpy and difficult for emergency response access.
- One person liked roundabouts as the long-term traffic control at the OR 331 intersections with Wildhorse Boulevard and Spilya Road.
- One person liked the concept of reducing access at Kusi Road to right-in, right-out only.
- There are near-misses often at the Kusi Road/Arrowhead Road intersection.
- With development up the hill, like the idea of more sidewalks and walkability.
- Two people noted that Riverside Avenue needs sidewalks.
- One person liked project P07 and noted how it can connect to the levy.
- One person liked project P10 and noted that it will support the high school running team.
- Two people liked projects filling sidewalk and bicycle facility gaps on Mission Road in the July Grounds area.
- Mission Road is too dark to walk at night and during the winter season.
- Trains that go through the community are supposed to go 40 MPH but most travel faster.



KAYAK DRIVER OUTREACH

The project team and CTUIR staff solicited input from Kayak drivers on September 22, 2022. Eight people provided input to the project team.

Comments received include:

- Need more signs/shelters so passengers know where the stops are located. Signs get vandalized.
- Like the Arrowhead area transit shelter. Going into the Arrowhead area is tough, especially during summertime.
 - Put one shelter on either side of OR 331, instead of only on east side.
- Safe crossings of OR 331 are needed. Please improve any existing crossings of OR 331.
- Could there be a truck right-in into Arrowhead?
- Interested in pullouts for stops.
- Ridership in Tutuilla, McKinley, and other rural areas is close to zero.
- Turning onto OR 331 from Timine Way is challenging. Will go to Mission instead.
- Turning onto Timine Way from the bus barn is challenging. People drive fast on Timine Way and people walking don't use crosswalks.
- July Grounds is dark at night. Can the shelter be moved to other entrance? Lots of elders ask to be dropped off at other entrance.

SENIOR CENTER LUNCH

CTUIR staff visited the Senior Center during lunch in November 2022. There were approximately 25 people attendees.

Comments included:

- Are you going to bring back taxi tickets?
- Are you going to get any new trails? Like up to the casino?
- When is the Thornhollow Bridge going to be finished?
- Concerns about lights, safety on TCI trail, and young cottonwood trees falling over in the Wetlands Park area, causing trail maintenance issues.

- Kayak used to go to Thornhollow, it would be nice if they did again. Maybe the flood buyouts mean there's not enough houses there anymore.
- Sheltered bus stops are a good idea, especially this time of year.
- Umatilla County is difficult, they don't care when we ask for road maintenance on their roads. They don't plow Thornhollow grade.
- Mission – better lighting on mission between 4-corners and Wetlands Park. "I'm an elder, it's scary driving there at night."

GENERAL COUNCIL MEETING TABLING

CTUIR staff manned a table in the rotunda outside the General Council meeting at the Nixyaawii Governance Center on October 20, 2022. This provided the opportunity to provide project updates to attendees and solicit input via larger maps. Due to community circumstances, the meeting was covering three months' worth of agendas, and many attendees did not take time to stop to discuss the TSP. No comments were received.

ARROWHEAD TRAVEL PLAZA FREIGHT OUTREACH

A Freight Survey was conducted from 1:00 to 4:00 PM on Tuesday, January 10th at the Arrowhead Travel Plaza. CTUIR staff received 26 responses. A few Arrowhead Travel Plaza staff members took the survey or asked questions about the project in addition to the target population of truck drivers. The survey had four questions:

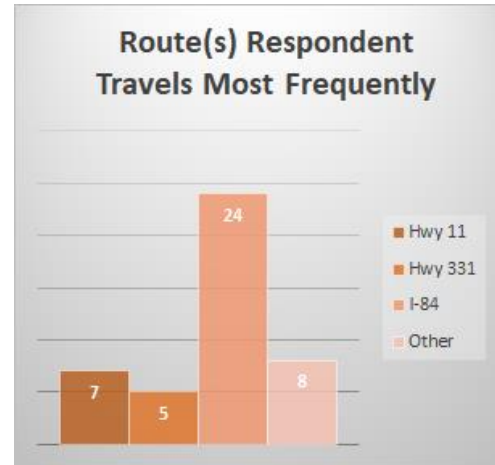
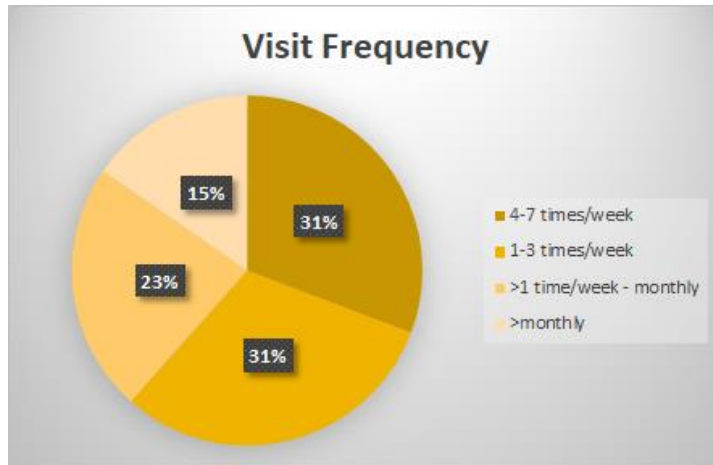
1. How often do you travel through the Umatilla Indian Reservation?
2. What routes do you travel most frequently on the Umatilla Indian Reservation?
3. What feedback would you like to share about your general experience driving in the area?
4. What feedback would you like to share about the proposed improvements in this area of Highway 331?

Most respondents did not look at the map in detail and were provided by the surveyors with a summary of the suggested Highway 331 improvements. Improvements highlighted included pedestrian amenities like trails, sidewalks, and crosswalks, and intersection improvements like traffic signals or roundabouts.

Frequency of UIR Travel

62% of respondents travel through the UIR at least once a week. The route most frequently used by all but two respondents (who did not respond to this question) was I-84. This question allowed respondents to "select all that apply" so additional routes identified included Highway 331 and Highway 11. One respondent specified "Other: Mission Road", however all other "other" routes identified were not located on the Umatilla Indian Reservation.

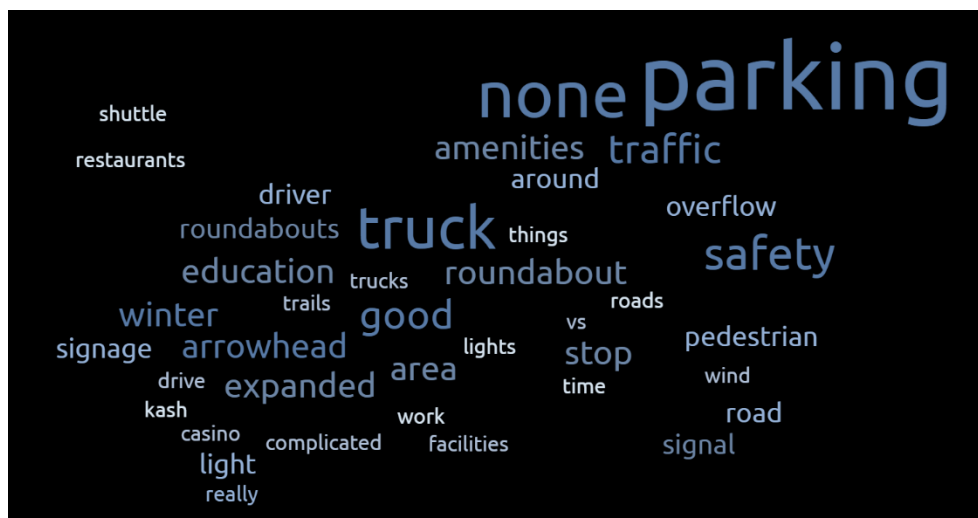
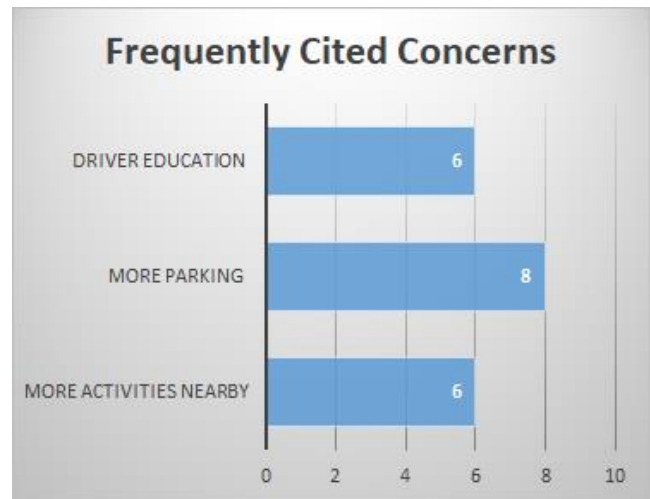




General Feedback

The word cloud below shows the top 50 topic-relevant words (i.e. excluding “and” and “the” type connector words) recorded in the surveys. The most frequently cited concern was parking. Five respondents replied “none” to the question about general feedback, which we interpret to mean they’re generally satisfied with the facilities available. The most frequently repeated topics were: 1. More parking (8); 2. Driver education (6); and; 3. More activities nearby (6).

Of the desired activities nearby, some cited the proposed Highway 331 trail as a possible recreation facility, as they would like to be able to exercise during their breaks at Arrowhead. Many wished for a greater variety of dining opportunities near Arrowhead, and one respondent would like to see children’s activities, as they drive with their children during the summer.



Some of the unique suggestions included:

1. Add a wind speed meter/sign
2. Heated roads for winter ice
3. In addition to RRFBs for pedestrians, higher visibility tools like lights embedded in the crosswalk paint on the ground (driver suggested an example from California).
4. [Freight] truck ride-alongs for road designers, to see what the limitations are in-person.

Highway 331 Improvements

Two respondents were pleased to see the overflow parking project, identified as R10 on the map. However, a third respondent suggested it would be better if it were on the north side of the freeway, closer to Arrowhead and other amenities in case drivers would prefer not to wait for a shuttle or are willing to walk but would rather not walk over the overpass.

Of the three new project types highlighted in the project map, feedback was distributed into one of three feedback groups where the respondent gave input about a specific feature – positive, neutral, or negative. Constructive feedback which did not explicitly support or dislike a project was categorized as neutral, as was feedback where the respondent indicated they could go either way. Such constructive feedback includes responses such as “put crosswalks north [of Spilya] to avoid pedestrians making it harder to get in and out [of Arrowhead].”

<i>Project</i>	<i>Positive</i>	<i>Neutral</i>	<i>Negative</i>
<i>Roundabouts</i>	2	2	4
<i>Trails</i>	5	0	1
<i>Crosswalks</i>	3	1	1

Arrowhead-specific Feedback

Arrowhead Travel Plaza-specific feedback has fairly little bearing on the Transportation System Plan as a whole but may inform local business development by Arrowhead or the Department of Land Conservation and Development (DLCD). As such, I’ll include some of the comments we received specific to Arrowhead:

1. Would like to see overflow truck parking area with basic amenities – restrooms, showers, vending machines.
2. More dining options
3. More parking for smaller commercial rigs
4. Truck wash
5. Pet area would be nice/larger pet area.

UMATILLA COUNTY STAFF MEETING

CTUIR staff met with Umatilla County staff in September 2022 to gather feedback on the proposed projects from Technical Memo #4. Four County staff were present.

Comments received include:

- Generally thought it is a good list. Suggested that they should incorporate this project list into their County TSP update. The County recently won a TGM award for, so might get rolling in a year or so.
- Called out R04 and R12 as not being on County roads, and CTUIR staff noted that they were partially on county roads but not completely. Is there enough room in the column to list both owners in the project table? R04 is County/BIA, R12 is County/CTUIR.
- The County didn’t think that R13 was necessary because there’s a stop sign just north of the river at the railroad crossing. Thought it was unlikely people could travel too fast between the sharp curve coming down off Cayuse and the railroad stop sign.
- The group was able to answer the question of whether the Wildhorse Creek bridge is on or off the reservation. Technically Wildhorse Creek is the reservation boundary, so it’s both. However, the bridge is

really just someone's driveway bridge, it only serves one house, and our GIS system doesn't even identify the road it's on as a road, tribal county or otherwise. So R16 can be removed from the project list.

- CTUIR noted that had previously listed the Highway 11/331 intersection and removed it since it's off-reservation but nearby and is important to the community. The County didn't have a preference either way, so keep out of the project list for now.
- The County had questions about the alignment of P07. CTUIR discussed prioritizing the path of least resistance during the project design process, and that some of the floated ideas are the road, the river, and the sewer main easement. This was a good conversation to establish some coordination with their part of the trail, since it will have to cross county land before it reaches Pendleton.
- County staff asked about cross sections for bus pull outs. CTUIR noted that there aren't that many bus stops and it might be a bit much, but it could be worth including in the next proposal for the road standards - what width of pavement should be provided to accommodate bus pull-outs. Currently, mostly stop in-lane unless that's prohibited or not safe, which is pretty much just on Mission Road and Highway 331.
 - It could also be included in the text of the Mission Road pedestrian improvements, to incorporate bus pull-outs into the improvement designs for cost efficiency.

COMMISSION AND COMMITTEE MEETINGS

Land Protection & Planning Commission

Four CTUIR planning staff attended the September 2022 commission meeting to gather feedback on community needs and the proposed projects from Technical Memo #4. Four commission members were present.

Comments received include:

- One commissioner took issue with the exclusion of transit that's outside the reservation boundary since it's outside our jurisdiction. Concerned about the removal of the bus stop on the east end of Pendleton which was removed without our knowledge when construction began for a new gas station, next door to Tum-a-Lum Lumber. Kayak is currently working with ODOT and the City of Pendleton to re-establish the bus stop.
- Pleased with the improvement to bus stops and shelters. Suggested that we add lighting.
- The commission was generally favorable to roundabouts. They initiated a conversation about how much safer they are, and how they just take some getting used to. CTUIR staff noted that have received some negative opinion through public comment, and a few of members had heard about their proposal from disapproving friends and family members.

Law & Order Commission

CTUIR staff attended the October 4, 2022 commission meeting to gather feedback on community needs and the proposed projects from Technical Memo #4. Four commission members were present.

Comments received include:

- One member expressed concern about horses on Mission, safety, spooking & proximity to cars.
- People speed on Mission, concerned about pedestrian safety.
- In response to possible speed reductions on Mission/331: "my brothers are gonna hate that."
- Suggest a signal at Timine Way and Mission intersection

Fish & Wildlife Commission

CTUIR staff attended the October 11, 2022 commission meeting to gather feedback on community needs and the proposed projects from Technical Memo #4. Five commission members were present.

Comments received include:

- Public river access – one member expressed staunch opposition to that. Concern about protecting treaty rights, fishing poachers, protecting fisheries and water quality, and restricted access as a means to manage fish resources.
- When CTUIR raised the topic of official facilities to make fishing accessible to community members with disabilities, they seemed more amenable, but wanted to make sure any program like that would consider policing and prevention of poaching.
- One member stated that they were anti-lighting because of protecting lamprey and fisheries in general.
- Concerns about who is responsible for policing any new trail alignments – TPD is already spread thin.
- Suggest emergency phones on trails as a safety feature.

Capital Improvements Committee

CTUIR staff attended the October 11, 2022 commission meeting to gather feedback on community needs and the proposed projects from Technical Memo #4. Ten commission members were present.

Comments received include:

- One member noted concern about mapping affecting negotiations with property owners. not liking roundabouts, and that ODOT should pay for the Kash Kash road fix.
 - One proposal for a fix for the land negotiation impact – incorporate the “grid” mandate component into the site plan process that’s required for subdivisions, PUD, and large commercial development. This would make sure that any major new use of land would be required to grid out as part of the zoning permitting process, rather than requiring an extra reviewer (which is anticipated for things like the cross sections adherence).
- There was a lot of discussion about roundabouts.

Health Commission

CTUIR staff was scheduled to present the 20-Year Transportation Plan at the October 11, 2022 regular commission meeting. Due to unforeseen circumstances, the commission had to cancel that meeting, and chose to email a comment document instead. Commissioners were provided a Planning PowerPoint Presentation and the website link to develop comments. The commission voted to provide the following comments to CTUIR staff at their November 2, 2022 meeting.

- We would like to preface that a walk or bicycle ride is a great, simple and free preventative action patients can do on their own. There are multiple deterrents that make a simple walk or bike ride difficult in our community, and we are focusing on those in our preliminary comments.
- Responding to the PowerPoint “TSP Update Presentation” is a little confusing without staff dialogue. Commissioners attempted to reflect on whether changes were made and reactions to environmental and social events that may have impacted the 2001 plan.
- Projects from 2001 TSP: Road to access Agency Cemetery would improve access for community.
 - Suggestion: add parking lot (gravel or paved) to Agency cemetery, and make remainder of path beyond cemetery going west (28) a bike path only
 - Concern: if used in 2022 update, road would reopen concern about “East Bench” development, building a road could unearth more human remains, and if area west of cemetery were a bike path you would not have to dig into potential garbage from the old dump site.
 - All areas of additional develop should include proper lighting and more lighting is needed for existing neighborhoods and walking paths for safety reasons and to encourage healthy choices
 - Warning signs about wildlife should be added to current and future walking paths; bears, cougars, coyotes and even raccoons.

- Identify transportation changes and improvements over time that were completed and have to be redone now. The projects that were in this plan, were they funded, since this was passed by previous committees and commissions and BOTs –are there resolutions to accompany previous decisions?
- Greater UIR area projects from 2001 TSP
 - Were the “reservation wide” transportation projects a reaction to flooding incidents or were these infrastructure updates? Where did the funds come from? What does this map look like now since at least one of the bridges is out right now due to flooding?
 - Safety for drivers should be a priority in plan development of prioritizing: sections on North Cayuse Road continue to have limited visibility and road must be widened or adjusted to protect families who use this road
 - Bike Path options for reservation-wide map. Existing partnership with UPRR could make it so a “bike route” exists along River Road, to Sampson Lane and Short Mile Road to reach Mission and Wildhorse areas. Goatheads must be exterminated. The 2001 transportation plan excluded community members who want to have a “green” or healthy transportation option to ride their bicycles to work or appointments. If managing goatheads is a part of the URPP Agreement, this would suffice for local non-Mission area residents, so bicycles are a transportation option.
 - Identify transportation changes over time to show community how much change has occurred for RESERVATION-WIDE map. How much work has been “reactionary” to environmental changes and how much has been done due to partnerships (landowners, UPRR, federal and state)?
- Commissioner comments regarding an updated Transportation Plan
 - More community engagement to ensure decisions being made are for the good of people who actually live in and use this area
 - What looks good on paper or sounds good to reduce a carbon footprint may not always work for the ones who live here now
 - Understand the need to build more so more tribal members can move home, please don't forget about those who have lived here
 - Streetlights need improvement and there needs to be more
 - Consider the safety needs at bus stops; lights and signage
 - Contact Pendleton, Athena and Pilot Rock school districts to coordinate with their transportation managers to ensure bus routes are safe for students reservation-wide
 - Lots of pedestrians right now, lights will improve safety
 - More bike paths and walkways
 - Work with departments to prioritize extinguishing goat heads from roads and pathways (Housing, Public Works, DNR, DECD [TERF and Coyote Biz Park])
 - Create A Weed/Invasive Plant Management Plan specifically for roads and pathways
 - Having A Plan available for community members, departments or partners to reference could enable community-sponsored activities. Example: sports teams could address invasive plants per A Plan in return for a donation from a private tribal member or department. Also having A Plan could be a tool for tribal court to reference for restorative justices sentencing options
 - If we are separating transportation options into “Mission Area” and “Reservation Wide” suggest expanding Reservation Wide into subsections. Get those residents' comments, dedicate meetings and comments for those areas, and identify per subsection any partnerships (state, federal, private, NGOs) the tribe has regarding transportation options and hurdles
 - Riverside-Pendleton

- North Reservation (Johnley Rd to Adams-Weston areas)
- Cayuse-N. Cayuse Road Route
- Up-River-Bingham
- The Flats (Tutuilla-Holmes-Reservoir)
- South Reservation (Upper Spring Creek Road-McKay Creek-Pilot Rock)
- Foothills-Meacham (Emigrant Hwy past Cayuse Rd to Meacham)
- Although Tribes are exempt from ADA, we should follow it in good faith to provide adequate access to our ever increasing disabled or handicap population. Easy access to sidewalks, properly designated handicap parking and signage to inform the public of accessibility are vital. We have a large population of Baby Boomers who are aging, and easy access will be important in the near future.
- Partner with CTUIR departments to add permanent restrooms on or near TCI path.
 - Add safety features like fencing around playgrounds or recreation buildings, so children and families can play outside day or night to address fear of strangers entering play zones without parental knowledge.

ONLINE INPUT

Members of the public were encouraged to provide input via an interactive map on the project website (<https://www.ctuir.org/departments/tribal-planning-office/transportation-system-plan-update-2022/>) from September 19 to October 19, 2022. There were over 300 item views.

The one comment received was:

- T02 – Bus Stop Enhancements: It would seem to be a priority to ensure that each bus stop is well lit (not the case in several); safe and kept clean. Some of the stops do not even have shelter for people waiting in the rain or other weather.

OTHER INPUT

CTUIR staff conducted door-to-door outreach with ODOT during November 2022 to discuss the Exit 216 project.

One comment was received that was related more to the CTUIR TSP than to the Exit 216 project:

- Thompson Road gets flooded by Patawa Creek; it's getting worse each year. This issue may be exacerbated by the new truck traffic on Thompson Road during winter weather events on Cabbage Hill, as it's already creating unsafe conditions with the trucks that travel from the gravel mine at the end of Thompson Road.

Appendix F. Technical Memorandum #2: Context and Site Analysis



CTUIR TSP

TECHNICAL MEMORANDUM #2: CONTEXT AND SITE ANALYSIS

Date: June 30, 2022

Project #: 23021.046

To: Dani Schulte, CTUIR
Cheryl-Jarvis Smith, ODOT Region 5

From: Molly McCormick, Nick Foster AICP, RSP₁, and Matt Hughart, AICP

Project: Confederated Tribes of Umatilla Indian Reservation Transportation System Plan Update

Subject: Tech Memo #2: Context and Site Analysis

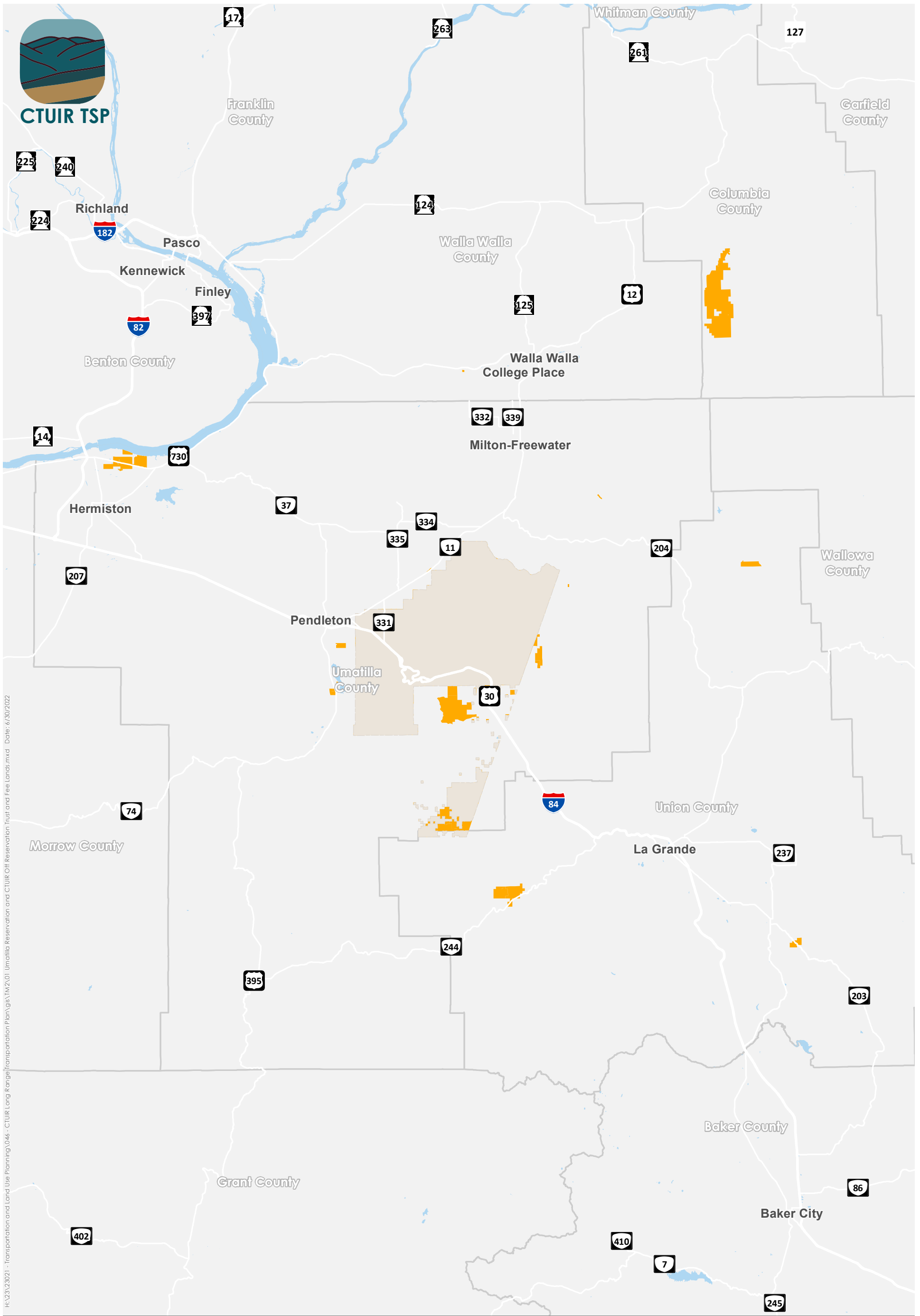
TABLE OF CONTENTS

Table of Contents	1
Introduction	1
Roadway System.....	4
Transit System.....	20
Pedestrian System.....	24
Bicycle System	29
Rail System.....	34
Attachments.....	37

INTRODUCTION

This memorandum summarizes information related to existing and future (no-build) transportation system conditions within the Umatilla Indian Reservation (UIR). The information provided in this memorandum will serve as the foundation for identifying existing and projected future gaps and deficiencies in the transportation system, which will then serve as the basis for developing and evaluating transportation system alternatives and identifying improvement projects for the Confederated Tribes of Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) update.

The study area for the CTUIR TSP update encompasses all lands within the boundaries of the UIR, including several roads on off-reservation Trust lands. The primary focus of the planning effort will be on areas within the UIR. Figure 1 shows the Umatilla Reservation and CTUIR off reservation trust and fee lands. Figure 2 illustrates the study area for the CTUIR TSP update. *Attachment A* contains the existing land use assessment.



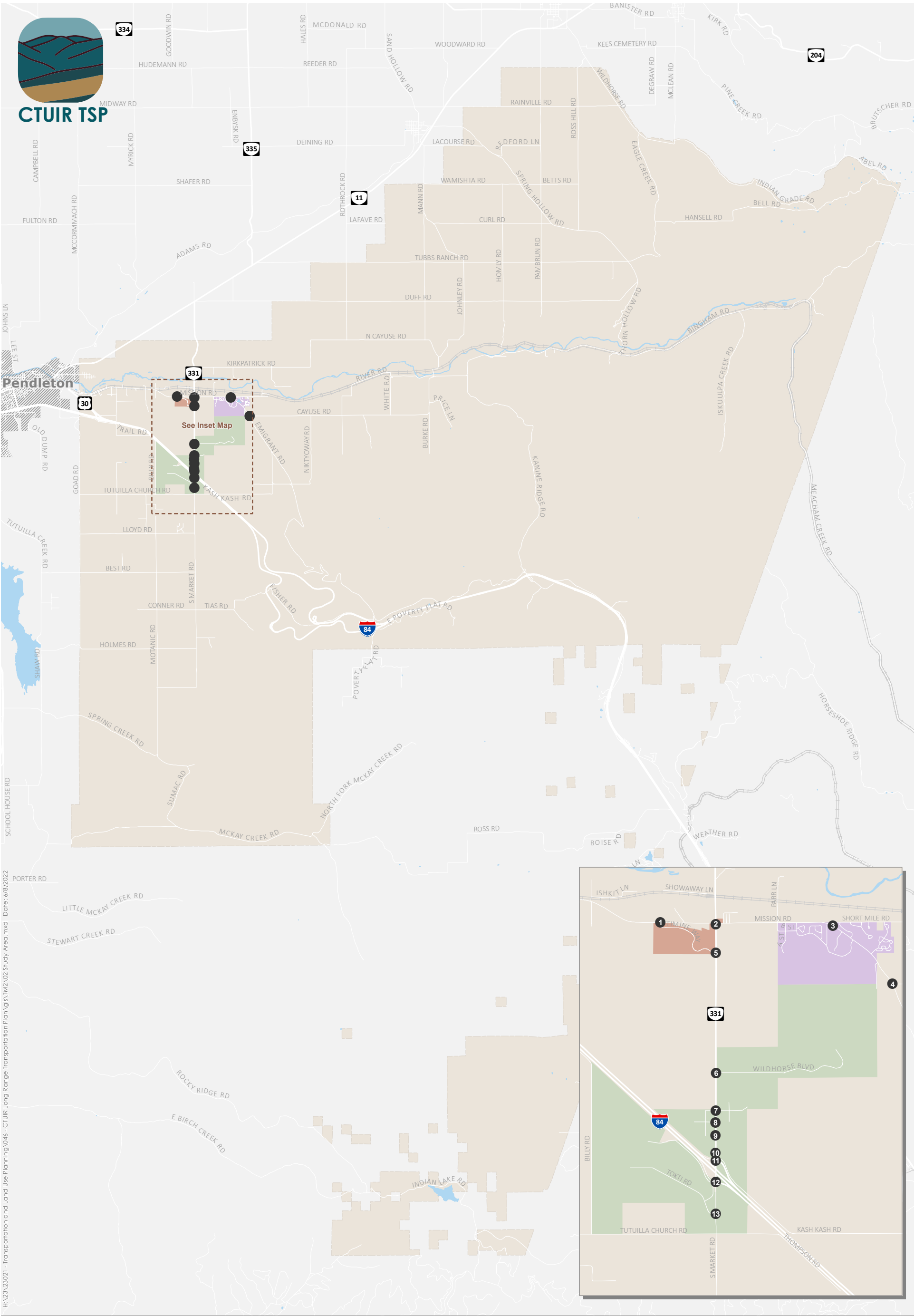
H:\23\23021 - Transportation and Land Use Planning\046 - CTUIR Long Range Transportation Plan\GIS\TM2\01 Umatilla Reservation and CTUIR Off Reservation Trust and Fee Lands.mxd Date: 6/30/2022

- Umatilla Indian Reservation Boundary
- CTUIR Off Reservation Trust and Fee Lands



Figure 1

**Umatilla Indian Reservation and CTUIR Off Reservation Trust and Fee Lands
Umatilla Indian Reservation**



H:\23\23021 - Transportation and Land Use Planning\046 - CTUIR Long Range Transportation Plan\GIS\TM2\02 Study Area.mxd Date: 6/8/2022

- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 2

Study Area
Umatilla Indian Reservation

ROADWAY SYSTEM

Roadway System Inventory

The roadway system within the UIR boundary serves most trips across all travel modes. In addition to people driving, people walking, biking, riding the bus, and using other forms of transportation use the roadway system to travel to and from essential destinations and neighboring communities. This section describes the existing roadway system.

The roadway system within the UIR boundary was inventoried based on Geographic Information System (GIS) data obtained from CTUIR and the Oregon Department of Transportation (ODOT), as well as a review of recent aerial imagery. The inventory was supplemented by information provided in the 2001 CTUIR TSP and by information provided by CTUIR and ODOT.

JURISDICTION AND FUNCTIONAL CLASSIFICATION

The roadway network is owned and operated by multiple entities, consisting of CTUIR, ODOT, Umatilla County, and the Bureau of Indian Affairs (BIA). Each jurisdiction is responsible for determining the functional classification of the streets, defining major design and multimodal features, and approving construction and access permits. Coordination is required among the jurisdictions to ensure that the streets are planned, operated, maintained, and improved to safely meet public needs. Figure 3 illustrates the jurisdiction and functional classification of streets within the UIR boundary.

CTUIR Roads

CTUIR owns and maintains most roads that serve tribal affiliated facilities and housing. These roadways include Short Mile Road, Easy Street, Cedar Street, Aspen Way (and other local spur streets serving the adjacent residential area), Timine Way, Wildhorse Boulevard, Kusi Road, Coyote Road, Spilya Road, Tokti Road, and Arrowhead Road. CTUIR also owns and maintains Mission Road west of OR 331 to the western UIR border.

ODOT Facilities

Within the study area, ODOT owns and maintains Interstate 84 (I-84) and OR 331. I-84 is classified by the Oregon Highway Plan as an Interstate Highway, on the National Highway System and National Network, a Freight Route, and a Reduction Review Route. OR 331 (Umatilla Mission Highway) is classified by the Oregon Highway Plan as a District Highway, a Freight Route, and a Reduction Review Route.

Umatilla County Facilities

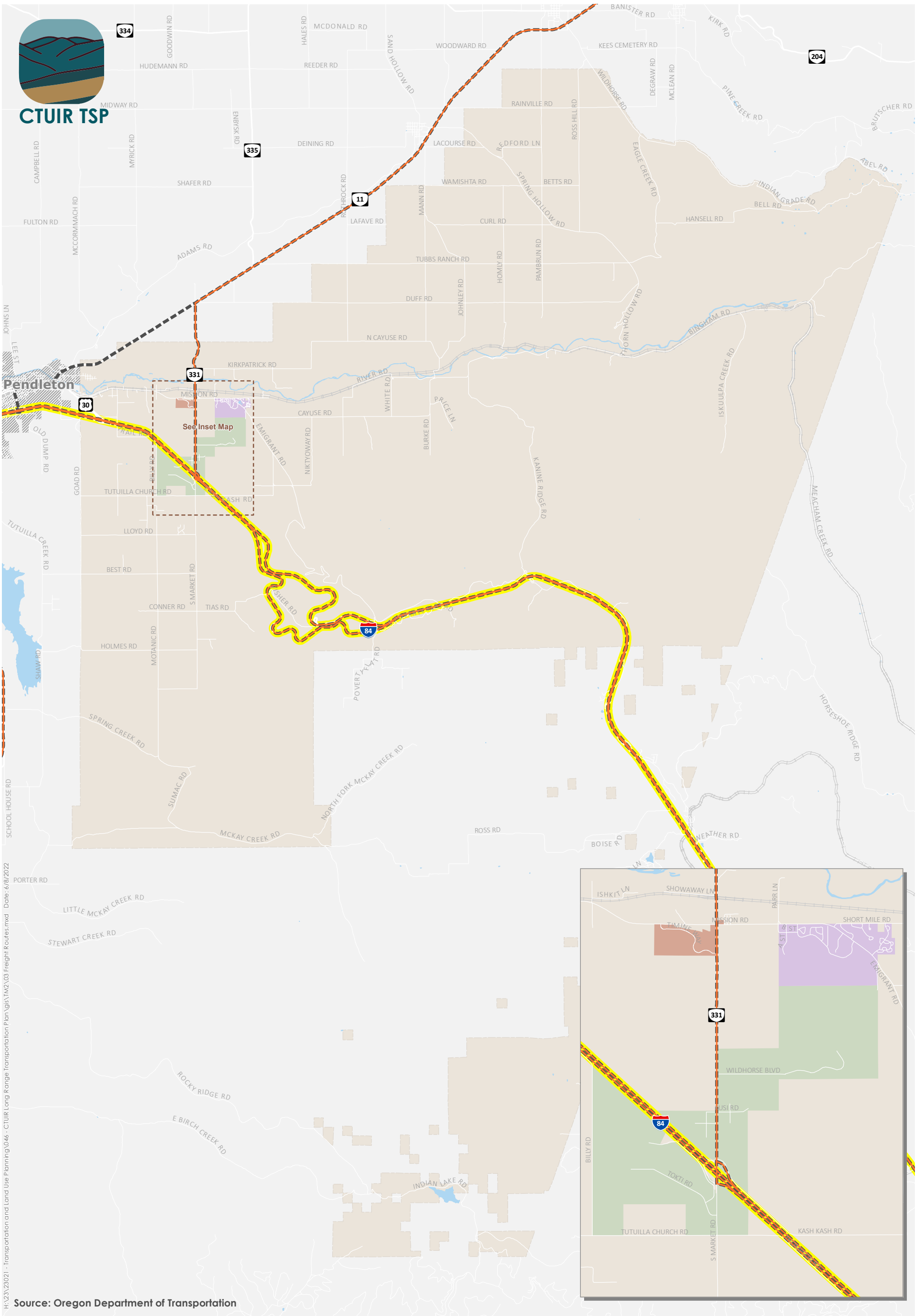
Umatilla County owns and maintains regionally significant roadways within the study area. Mission Road (County Road #900) is the primary east-west roadway, connecting the Mission area to the city of Pendleton to the west. Classified as a Major Collector, Mission Road consists of two travel lanes with a posted speed limit of 40 mph. Other County roads are classified as Minor Collectors, including Emigrant Road, Cayuse Road, and Kirkpatrick Road.

BIA Roads

Within the study area, the BIA owns and maintains several local roadways that primarily serve BIA tribal agency offices and affiliated housing. These paved roads include "A" Street, "B" Street, Alder Drive, Cayuse Loop, Confederated Way, Cottonwood Lane, Umatilla Loop Road, Walla Walla Court, Whirlwind Drive, and Willow Drive.

Paved and Unpaved Public Use Roads

Based on the 2001 TSP, all remaining roadways within the study area are considered to be "Public Use" roads. According to the TSP, these paved and unpaved roads may or may not have a dedicated right-of-way and are not claimed or maintained by any government entity.



H:\23\23021 - Transportation and Land Use Planning\046 - CTUIR Long Range Transportation Plan\GIS\TM2\03 Freight Routes.mxd Date: 6/8/2022

Source: Oregon Department of Transportation

- - - - Oregon Highway Plan Freight Routes
- - - - Reduction Review Routes
- = = = = National Highway Freight Routes
- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB

0 3 Miles

Figure 3

**Freight Routes
Umatilla Indian Reservation**

FREIGHT ROUTES

Single-unit trucks and semi-truck and trailer combination vehicles deliver goods to and from various businesses within the UIR boundary.

Freight Routes

The OHP identifies all Interstate Highways and certain Statewide, Regional, and District Highways as freight routes. These routes are intended to facilitate efficient and reliable interstate, intrastate, and regional truck movement through a designated freight route system. As shown in Figure 4, OR 331 is designated by ODOT as a Freight Route and primarily accommodates the movement of freight between I-84 to the south and OR 11, which provides access to Washington, to the north.

There are no Tribal designated freight routes in the UIR; however, Mission Road is also used for local freight-related movements. There are no known freight restrictions on any roadways within the UIR. However, the Mission Community Master Plan (MCMP) noted that trucks will attempt to utilize Mission Road's connection to Old Emigrant Hill Road during periods of inclement weather when I-84 is shut down. This road is narrow and steep and cannot accommodate all truck types, especially during times of inclement weather.

National Highway System

The National Highway System (NHS) is a network of highways, including Interstate Highways, that serve strategic economic, defense, and transportation facilities, such as airports, ports, rail or truck terminals, railway stations, and pipeline terminals. I-84 is designated as an NHS route within the UIR boundary.

Intersection Operations Analysis

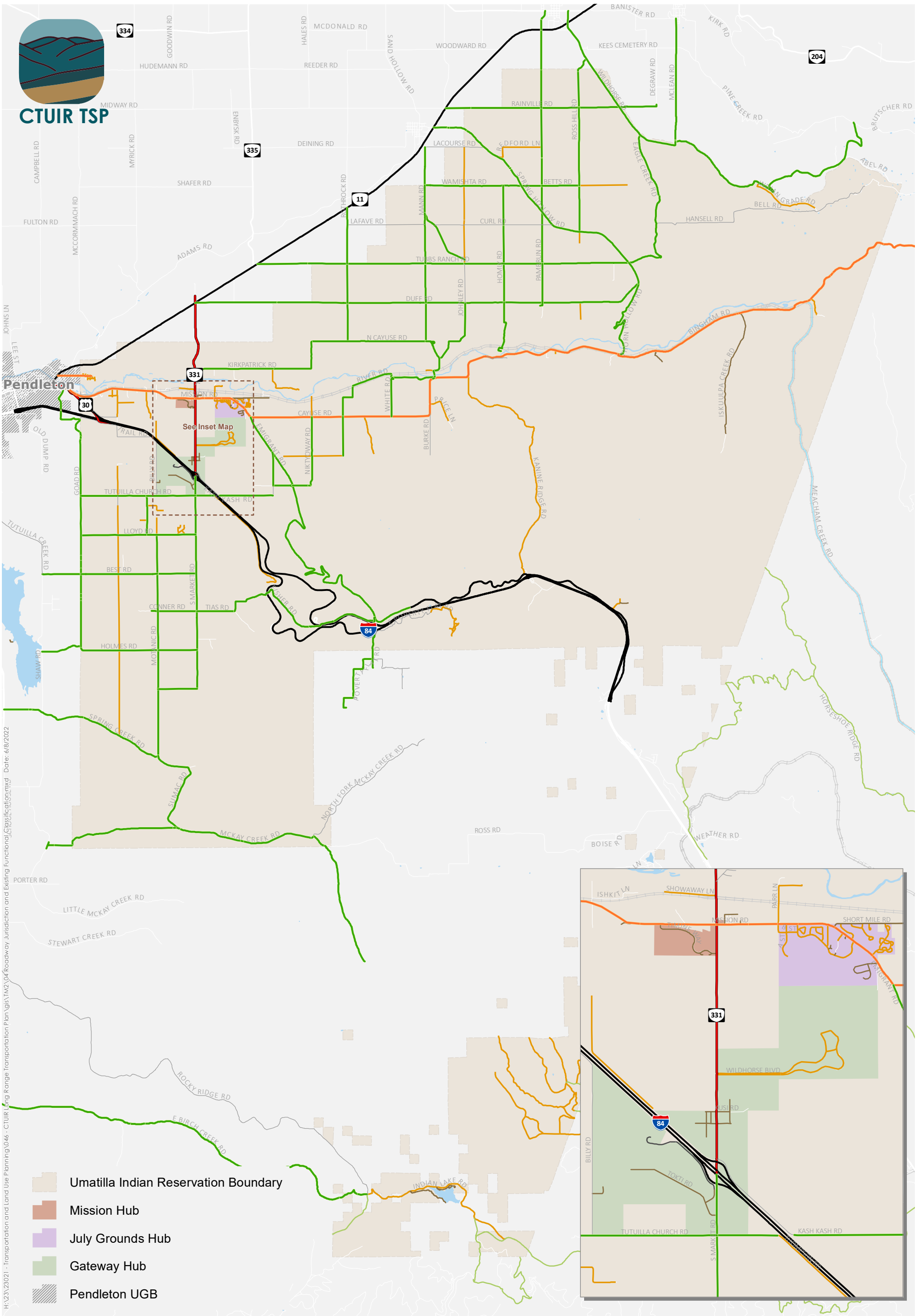
The study intersections for the CTUIR TSP update were determined based on direction provided by ODOT and CTUIR staff. There are 13 study intersections located along tribal, County, and ODOT facilities, all of which are unsignalized. Figure 2 illustrates the location of the study intersections. Figure 5 illustrates the current lane configurations and traffic control devices at the study intersections. The *Analysis Methodology and Assumptions Memorandum* outlines the procedures used to conduct the intersection operations analysis. The analysis results include level-of-service (LOS), delay (del), and volume-to-capacity (v/c) ratios at all intersections, regardless of jurisdiction. The LOS, del, and v/c ratios are reported for the critical movement (CM) at unsignalized intersections in accordance with the methodologies outlined in ODOT's Analysis Procedures Manual (APM).

EXISTING OPERATIONS

The *Analysis Methodology and Assumptions Memorandum* includes information related to the turning movement counts, peak hour development, and seasonal adjustment factors used to develop traffic volumes for the traffic operations analysis. Per the memorandum, a system-wide peak hour of 3:30 to 4:30 PM was selected as a basis for the analysis. The traffic volumes were also balanced as appropriate. Figure 6 summarizes the traffic volumes developed at the study intersections for the traffic operations analysis.

The traffic operations analysis identifies how the study intersections operate under existing traffic conditions during the weekday PM peak hour. The weekday PM peak hour was selected as a basis for the analysis given that it generally represents the most critical time period throughout the day.

Table 1 summarizes the results of the intersection operations analysis and compares the results to the applicable mobility standards and targets which were presented in the *Analysis Methodology and Assumptions Memorandum*.



State Functional Class

- Highway
- Major Arterials
- Major Collectors
- Minor Collectors
- Local Roads

County Functional Class

- Minor Arterials
- Major Collectors
- Local Roads

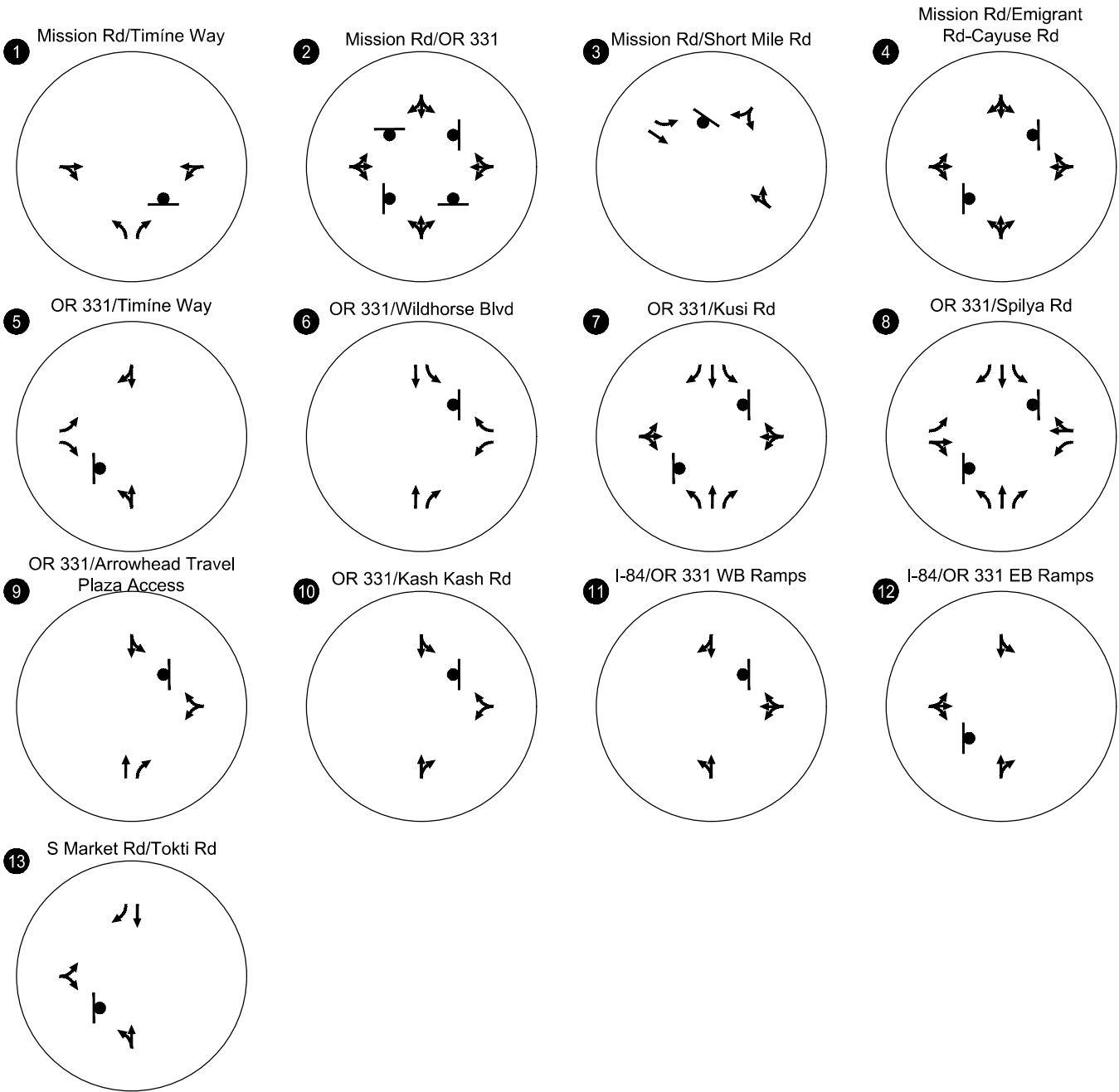
- Bureau of Indian Affairs Roads
- Tribal Roads
- US Forest Service Roads
- Private Roads



Figure 4

**Roadway Jurisdiction and Existing Functional Classification
Umatilla Indian Reservation**

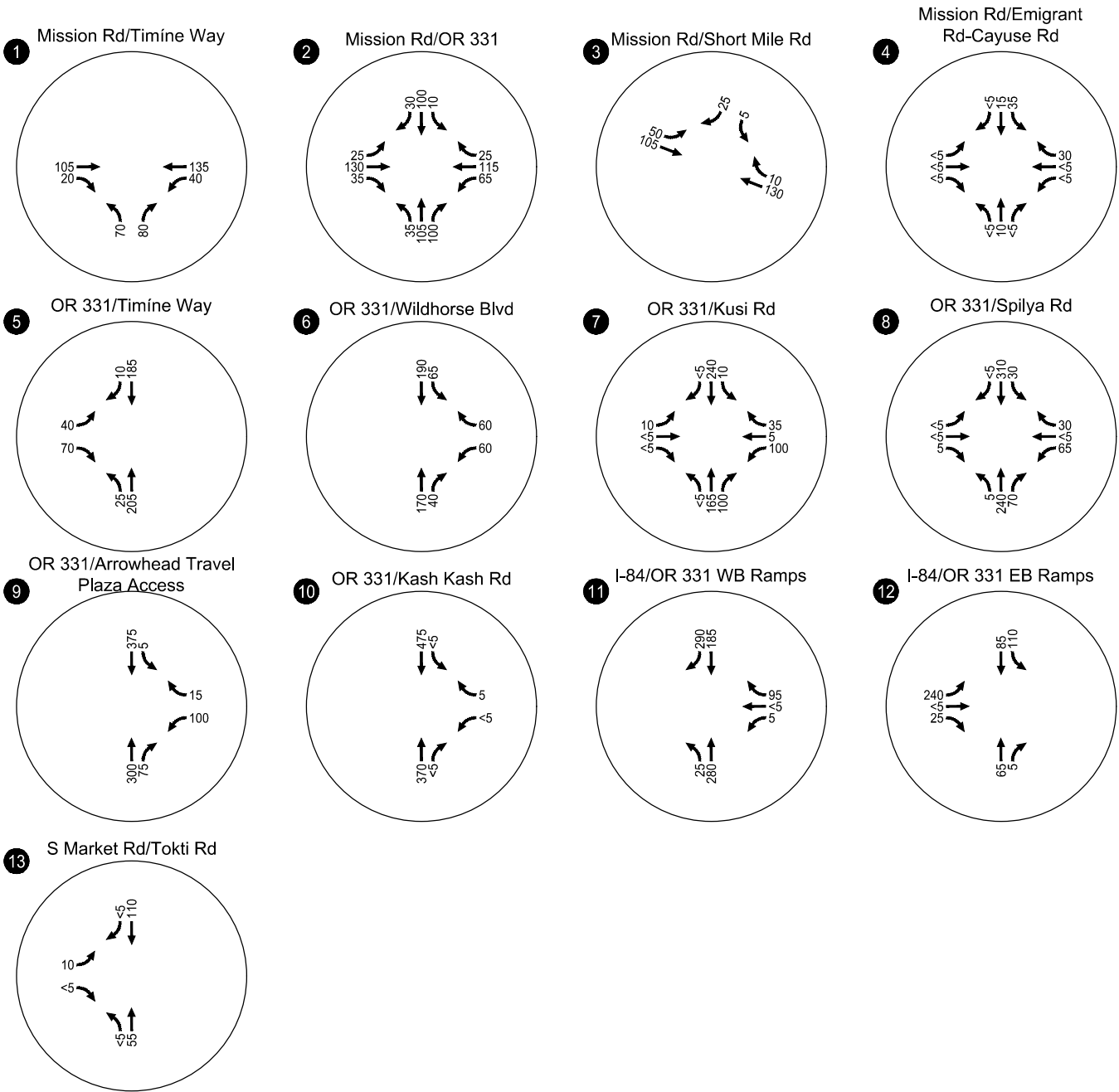
H:\23\23021 - Transportation and Land Use Planning\046 - CTUIR Long Range Transportation Plan\analysis\CAD figures\23021-046 Ops Figures.dwg Jun 16, 2022 - 8:27am - mmtccormick Layout Tab:05_Lane Configuration



● - STOP SIGN

Existing Lane Configurations & Traffic Control Devices
Umatilla Indian Reservation

Figure 5



2021 Existing Traffic Volumes
Weekday PM Peak Hour
Umatilla Indian Reservation

Figure
6

H:\23\23021 - Transportation and Land Use Planning\046 - CTUIR Long Range Transportation Plan\analysis\CAD figures\23021-046 Ops Figures.dwg Jun 16, 2022 - 8:27am - mmccormick Layout Tab: 06_Existing Volumes

Table 1: Existing Intersection Operations, Weekday PM Peak Hour

Map ID	Intersection	Control Type ¹	Mobility Standard/Target	Intersection Operations			
				CM ³	LOS	Del	v/c
1	Mission Road/Timíne Way	TWSC	LOS E ²	NBL	B	12.6	0.16
2	Mission Road/OR 331	AWSC	0.75	NB	B	12.9	0.45
3	Mission Road/Short Mile Road	TWSC	LOS E ²	SB	A	9.5	0.04
4	Mission Road/Emigrant Road-Cayuse Road	TWSC	LOS E ²	EB	A	9.6	0.00
5	OR 331/Timíne Way	TWSC	0.75	EBL	B	14.9	0.13
6	OR 331/Wildhorse Boulevard	TWSC	0.75	WBL	B	12.6	0.12
7	OR 331/Kusi Road	TWSC	0.75	WB	B	14.4	0.30
8	OR 331/Spilya Road	TWSC	0.75	WBL	D	28.8	0.36
9	OR 331/Arrowhead Travel Plaza Access	TWSC	0.75	WB	C	18.3	0.32
10	OR 331/Kash Kash Road	TWSC	0.75	WB	B	12.4	0.01
11	I-84/OR 331 Interchange WB Ramps	TWSC	0.70	WB	B	11.7	0.16
12	I-84/OR 331 Interchange EB Ramps	TWSC	0.70	EB	C	19.6	0.55
13	S Market Road/Tokti Road	TWSC	LOS E ²	EB	B	10.1	0.03

- 1) AWSC = All-way stop control; TWSC = Two-way stop control
- 2) If v/c is less than or equal to 1.0, LOS is based on the average control delay for the critical movement. An LOS E target for TWSC intersections is associated with a maximum control delay of 50 seconds per vehicle.
- 3) EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left-turn

As shown in Table 1, all study intersections currently operate acceptably during the weekday PM peak hour. *Attachment B* includes the intersection operations analysis worksheets.

Seasonal Challenges

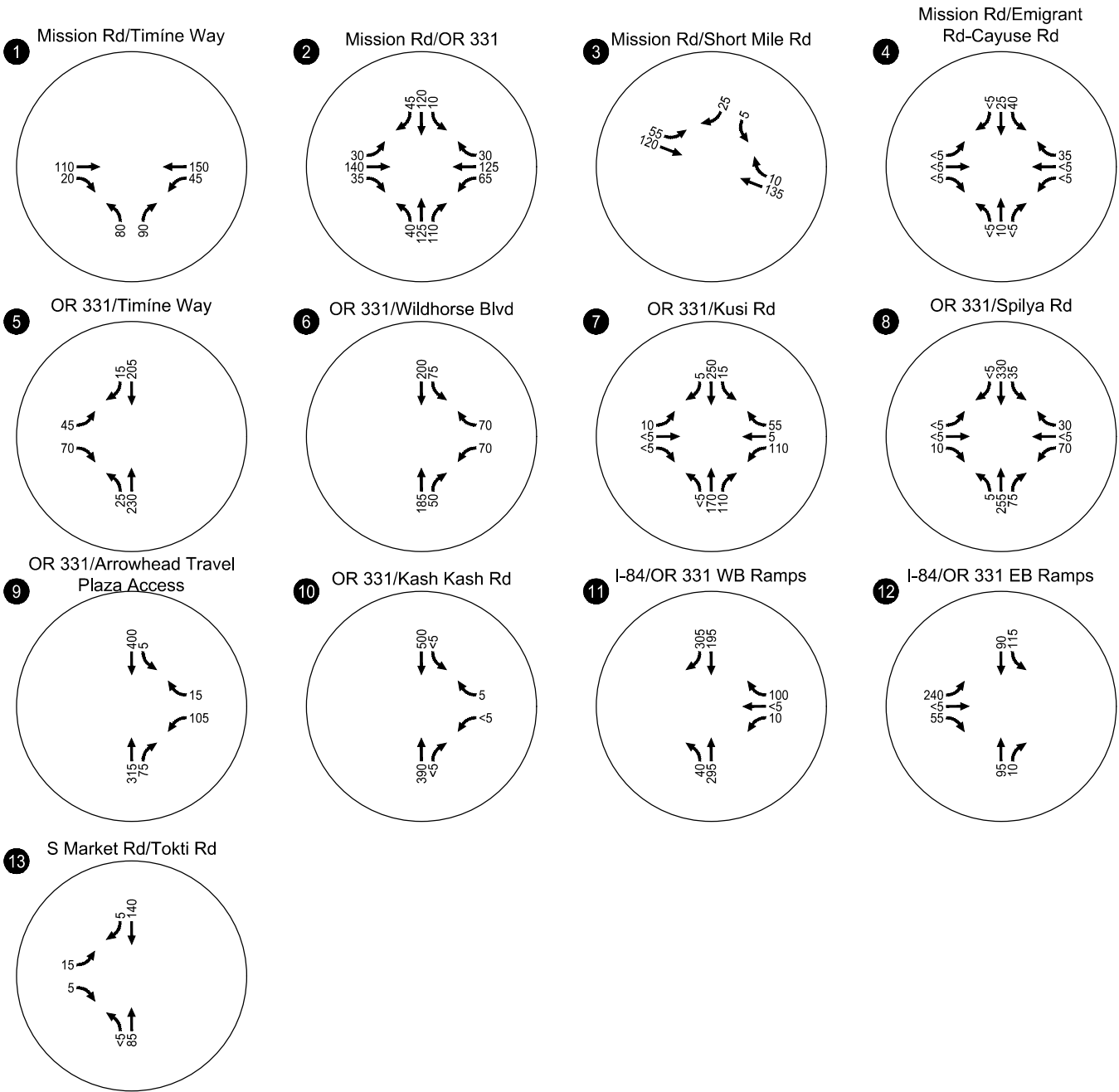
According to CTUIR staff and public feedback, the local roadway system on the UIR experiences challenges when I-84 is closed. These include vehicles parking on freeway ramp shoulders and people trying to use local roads to go around closures and getting stuck in the snow or damaging muddy roads. Cayuse Road, Old Emigrant Road, and 56th Street have been identified as the most attempted alternate routes. ODOT’s 2024-2027 Statewide Transportation Improvement Program includes the I-84 Exit 216 Snow Zone/Truck Parking project, which is intended to help address some of these closure-related concerns.

FUTURE NO-BUILD OPERATIONS

The project team used ODOT’s Pendleton travel demand model and existing counts to develop future year 2040 traffic volume forecasts. The travel demand model provides base year 2015 and forecast year 2040 traffic volume projections that reflect anticipated land use changes and planned transportation improvements within the study area. The forecast traffic volumes were developed by applying the post-processing methodology presented in the National Cooperative Highway Research Program (NCHRP) Report 765 Highway Traffic Data for Urbanized Area Project Planning and Design, in conjunction with engineering judgment and knowledge of the study area. *Attachment C* contains the travel demand model data provided by ODOT.

Figure 7 illustrates the year 2040 forecast traffic volumes at the study intersections during the weekday PM peak hour. Table 2 summarizes the results of the future traffic operations analysis at the study intersections under year 2040 traffic conditions.

As shown in Table 2, all study intersections are forecast to operate within their applicable mobility standards and targets during the weekday PM peak hour. *Attachment B* includes the intersection operations analysis worksheets.



2040 No Build Traffic Volumes
Weekday PM Peak Hour
Umatilla Indian Reservation

Figure
7

H:\23\23021 - Transportation and Land Use Planning\046 - CTUIR Long Range Transportation Plan\analysis\CAD figures\23021-046 Ops Figures.dwg Jun 16, 2022 - 8:28am - mmtccormick Layout Tab: 07_Future Volumes

Although the operations analysis presented here did not highlight intersection capacity deficiencies based on the volumes provided, previous projects have established needs at several of the study intersections. The MCMP identified the long-term need to construct a single-lane roundabout or signal at the Mission Road/OR 331 intersection once volumes grow to meet warrants. Similarly, the Wildhorse Resort & Casino Expansion Traffic Impact Study identified the long-term need to either construct a single-lane roundabout or construct separate turn lanes for the OR 331/I-84 eastbound ramp terminal to mitigate queuing on the I-84 eastbound ramp. The OR 331 Access Management Implementation Strategy and Circulation Plan discusses the need for consolidating and/or closing accesses on OR 331 between Wildhorse Boulevard and I-84 with queuing and safety in mind, particularly due to the highway-oriented uses in that section of OR 331. These alternatives will be moved forward through the TSP update process.

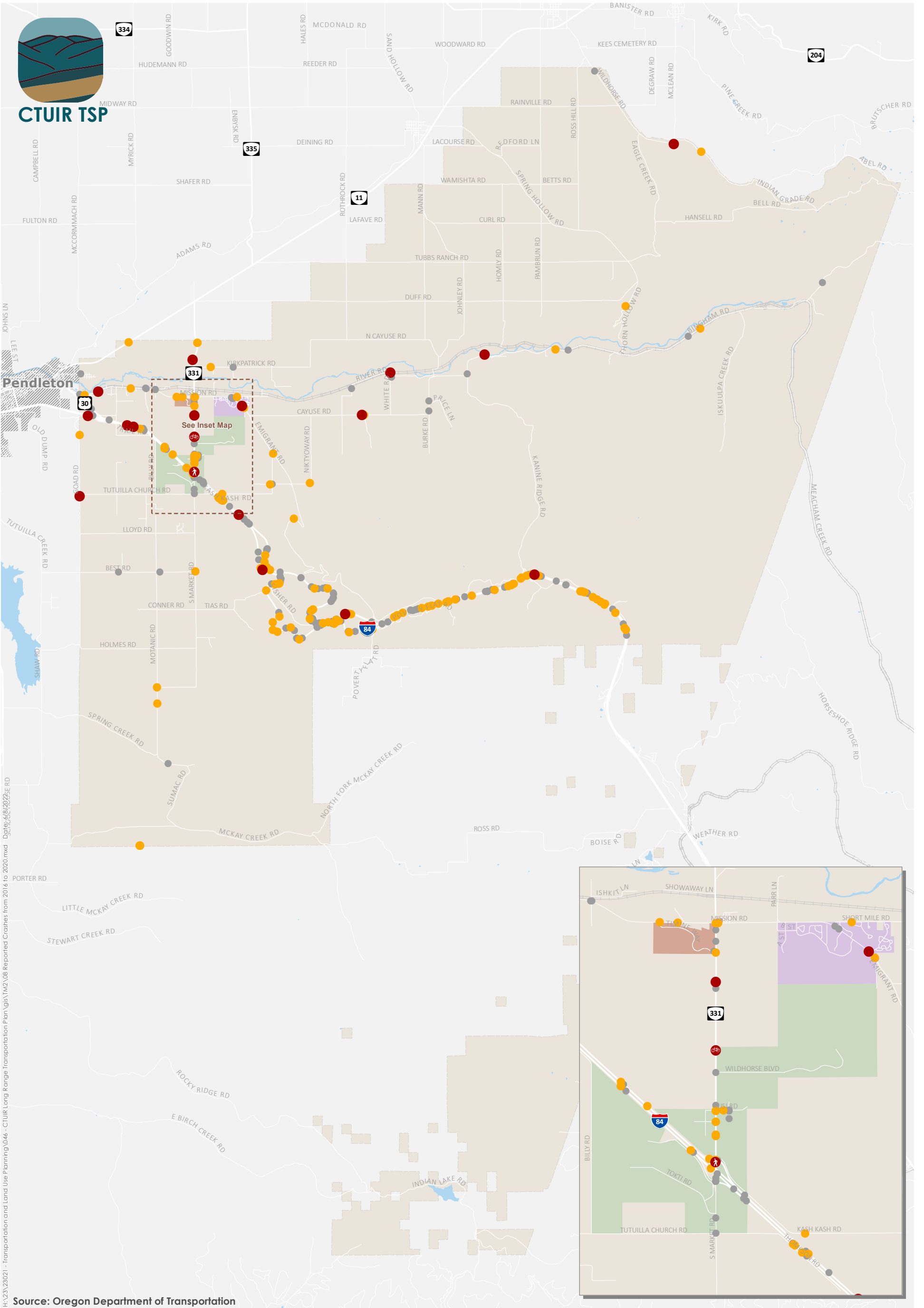
Table 2: Future No-Build Intersection Operations, Weekday PM Peak Hour

Map ID	Intersection	Control Type ¹	Mobility Standard/Target	Intersection Operations			
				CM ³	LOS	Del	v/c
1	Mission Road/Timíne Way	TWSC	LOS E ²	NBL	B	13.6	0.20
2	Mission Road/OR 331	AWSC	0.75	NB	C	16.0	0.56
3	Mission Road/Short Mile Road	TWSC	LOS E ²	SB	A	9.6	0.04
4	Mission Road/Emigrant Road-Cayuse Road	TWSC	LOS E ²	EB	A	9.8	0.00
5	OR 331/Timíne Way	TWSC	0.75	EBL	C	16.6	0.18
6	OR 331/Wildhorse Boulevard	TWSC	0.75	WBL	B	13.3	0.15
7	OR 331/Kusi Road	TWSC	0.75	WB	B	15.4	0.36
8	OR 331/Spilya Road	TWSC	0.75	WBL	D	33.0	0.41
9	OR 331/Arrowhead Travel Plaza Access	TWSC	0.75	WB	C	19.9	0.35
10	OR 331/Kash Kash Road	TWSC	0.75	WB	B	12.7	0.01
11	I-84/OR 331 Interchange WB Ramps	TWSC	0.70	WB	B	12.2	0.19
12	I-84/OR 331 Interchange EB Ramps	TWSC	0.70	EB	C	23.2	0.64
13	S Market Road/Tokti Road	TWSC	LOS E ²	EB	B	10.9	0.05

- 1) AWSC = All-way stop control; TWSC = Two-way stop control
- 2) If v/c is less than or equal to 1.0, LOS is based on the average control delay for the critical movement. An LOS E for TWSC intersections is associated with a maximum control delay less than or equal to 50 seconds per vehicle.
- 3) EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left-turn

Motor Vehicle Safety Analysis

Crash records were obtained from ODOT for the five-year period from January 1, 2016 through December 31, 2020 for the overall study area. Figure 8 illustrates the location, severity, and type of crashes that occurred within the study area over the five-year period. Based on the data, a total of 392 crashes occurred within the UIR, of which six resulted in a fatality, 12 resulted in suspected serious injuries, 135 resulted in suspected moderate or minor injuries, and 239 resulted in property-damage-only. Most (256) of the crashes within the UIR occurred on I-84, including three of the crashes resulting in fatalities and four of the crashes resulting in suspected serious injuries. There were 136 crashes reported within the UIR boundary outside I-84, including three fatal crashes and eight suspected serious injury crashes. The following summarizes the results of the intersection and segment crash analysis based on the five years of crash data.



- Fatal or Serious Injury
- Fatal or Serious Injury (Bike Related)
- Fatal or Serious Injury (Ped Related)
- Moderate and Minor Injury
- PDO
- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 8

**Reported Crashes 2016 - 2020
Umatilla Indian Reservation**

INTERSECTION CRASH ANALYSIS

The intersection crash analysis evaluates intersection crash rates, including critical crash rates. According to the data, 24 of the 136 non-I-84 reported crashes occurred at the study intersections. Table 3 summarizes the collision type and crash severity for all reported crashes at the study intersections.

Table 3: Intersection Crash History (January 1, 2016 through December 31, 2020)

Map ID	Intersection	Collision Type					Crash Severity			Total
		Angle	Turn	Rear-end	Ped/Bike	Other	Fatal and Serious Injury	Non-Serious Injury	PDO	
1	Mission Road/Timíne Way	0	0	1	0	0	0	1	0	1
2	Mission Road/OR 331	1	3	0	0	0	0	1	3	4
3	Mission Road/Short Mile Road	0	0	0	0	0	0	0	0	0
4	Mission Road/Emigrant Road-Cayuse Road	0	0	0	0	0	0	0	0	0
5	OR 331/Timíne Way	0	0	1	0	0	0	1	0	1
6	OR 331/Wildhorse Boulevard	0	0	0	0	1	0	0	1	1
7	OR 331/Kusi Road	0	2	0	0	1	0	3	0	3
8	OR 331/Spilya Road	0	3	1	0	0	0	2	2	4
9	OR 331/Arrowhead Travel Plaza Access	0	3	0	0	0	0	2	1	3
10	OR 331/Kash Kash Road	0	0	0	0	0	0	0	0	0
11	I-84/OR 331 Interchange WB Ramps	1	0	1	0	1	0	1	2	3
12	I-84/OR 331 Interchange EB Ramps	0	1	3	0	0	0	0	4	4
13	S Market Road/Tokti Road	0	0	0	0	0	0	0	0	0

Other: All other collision types, such as fixed-object, head-on, and parking maneuver

PDO: Property Damage Only

Intersection crash rates were developed for the study intersections based on the total number of crashes reported at the intersections over the five-year period and the total entering volume, or million entering vehicles (MEV). Intersection crash rates were compared to 90th percentile crash rates developed by ODOT and documented in Table 4-1 of the ODOT APM. Table 4 summarizes the total number of crashes reported at the study intersections over the five-year period, the intersection crash rates, and the corresponding 90th percentile crash rates as identified in the APM.

Table 4: Intersection Crash Rates versus ODOT 90th Percentile Rates versus Critical Crash Rates

Map ID	Intersection	Total Crashes	Intersection Crash Rate	90 th Percentile Rate	Exceed 90 th Percentile Rate?	Critical Crash Rate	Exceed Critical Crash Rate?
1	Mission Road/Timíne Way	1	0.12	0.48	No	0.41	No
2	Mission Road/OR 331	4	0.29	1.08	No	N/A	N/A
3	Mission Road/Short Mile Road	0	0.00	0.48	No	0.47	No
4	Mission Road/Emigrant Road-Cayuse Road	0	0.00	0.48	No	0.88	No
5	OR 331/Timíne Way	1	0.10	0.48	No	0.38	No
6	OR 331/Wildhorse Boulevard	1	0.09	0.48	No	0.37	No
7	OR 331/Kusi Road	3	0.25	1.08	No	N/A	N/A
8	OR 331/Spilya Road	4	0.29	1.08	No	N/A	N/A
9	OR 331/Arrowhead Travel Plaza Access	3	0.19	0.48	No	0.32	No
10	OR 331/Kash Kash Road	0	0.00	0.48	No	0.32	No
11	I-84/OR 331 Interchange WB Ramps	3	0.19	0.48	No	0.32	No
12	I-84/OR 331 Interchange EB Ramps	4	0.42	0.48	No	0.38	Yes
13	S Market Road/Tokti Road	0	0.00	0.48	No	0.62	No

None of the study intersections exceeds the corresponding 90th percentile crash rate. *Attachment D* contains the intersection crash rate analysis worksheet.

For the study intersections with sufficient reference populations, critical crash rates were developed based on the total number of crashes reported at the intersections over the five-year period, intersection type, and the total entering volume or average annual daily traffic (AADT). This method is only applicable where at least 5-10 intersections are available with similar characteristics (i.e. traffic control and legs/approaches). Otherwise, the critical crash rate defaults to the 90th percentile crash rates outlined above. Critical crash rates were calculated for the study intersections using ODOT’s Critical Crash Rate Calculator tool and are summarized in Table 4. As shown, the I-84/OR 331 Interchange Eastbound Ramps intersection currently exceeds the corresponding critical crash rate. At this location, there were four crashes, which is less than one crash per year. Three of the four crashes were rear-end and occurred on the ramp. Based on the Wildhorse Resort & Casino Expansion Traffic Impact Study, this interchange experiences queuing that may create conditions that increase the risk for rear-end crashes. The fourth crash involved one vehicle turning left from the ramp and one vehicle traveling southbound. All four crashes resulted in PDO *Attachment D* contains the critical crash rate analysis worksheet.

SEGMENT CRASH ANALYSIS

This section evaluates crashes along study area roadways, excluding crashes at study intersections, by comparing their overall crash rates in Table II of the 2019 statewide Crash Rate Book. Table II lists crash rates for mainline State highways for the past five years, by federally defined urban and rural areas and functional classification.

Segment crash rates were developed for study area roadways and roadway segments based on the total number of crashes reported along the segments over the five-year period, along with the segments lengths and traffic volumes. The total number of crashes along the segments and the segment lengths were obtained from GIS data. Traffic volume data was estimated for the segments based on the traffic counts collected at the study

intersections. Per ODOT’s direction, several local road segments with similar characteristics were combined (Kusi Road, Spilya Road, and Kash Kash Road) to minimize exaggerated crash rates due to short roadway lengths. Table 5 summarizes the segment crash rates for each study segment and compares them to ODOT’s state highway system crash rates.

Table 5: Segment Crash Rates versus ODOT State Highway System Crash Rates

Roadway	To	From	Number of Crashes	Segment Length (mile)	Segment Crash Rate	State Highway Crash Rate	Exceed State Highway Rate?
OR 331	Northern UIR boundary	Mission Road	5	1.48	0.64	1.22	No
OR 331	Mission Road	Timíne Way	2	0.24	1.05	1.22	No
OR 331	Timíne Way	Wildhorse Boulevard	4	0.97	0.47	1.22	No
OR 331	Wildhorse Boulevard	Kusi Road	1	0.31	0.39	1.22	No
OR 331	Kusi Road	Spilya Road	0	0.10	0.00	1.22	No
OR 331	Spilya Road	Arrowhead Travel Plaza Access	0	0.11	0.00	1.22	No
OR 331	Arrowhead Travel Plaza Access	I-84 WB Ramps	0	0.20	0.00	1.22	No
OR 331	I-84 WB Ramps	I-84 EB Ramps	2	0.17	1.27	1.22	Yes
Market Road	I-84 EB Ramps	Best Road	2	0.42	N/A	N/A	N/A
Mission Road	western UIR boundary	Mustanger Lane	10	2.11	0.79	1.45	No
Mission Road	Mustanger Lane	Timíne Way	0	0.59	0.00	1.45	No
Mission Road	Timíne Way	OR 331	1	0.46	0.32	1.45	No
Mission Road	OR 331	Cayuse Road	7	1.64	0.53	1.45	No
Emmigrant Road	Cayuse Road	St. Andrews Road	1	2.08	0.88	2.81	No
Timíne Way	Mission Road	OR 331	1	0.64	0.41	2.81	No
Short Mile Road	Mission Road	roadway eastern end	1	0.97	N/A	N/A	N/A
Cayuse Road	Mission Road	Burke Road	2	4.68	0.33	1.45	No
Wildhorse Boulevard	OR 331	roadway eastern end	0	1.38	0.00	2.81	No
Combined Kusi Road, Spilya Road, and Kash Kash Road	roadway western end	roadway eastern end	4	0.87	0.55	2.81	No
Tokti Road	roadway western end	OR 331	0	0.85	0.00	2.81	No

Locations with N/A results did not have enough reference population sites to conduct the analysis per ODOT’s APM.

As shown in Table 5, the segment of OR 331 between the two I-84 ramp terminals currently exceeds the crash rates for similar facilities throughout the state. The segment is assigned only two crashes, but the low average daily traffic volume and short length results in a crash rate higher than the critical crash rate for similar facilities.

Two crashes occurred on this OR 331 segment in the last five years. One crash was located south of the I-84 westbound ramp terminal and included a pedestrian, resulting in a severe injury. The second crash was located

north of the I-84 eastbound ramp terminal and was a head-on crash that resulted in PDO. *Attachment D* contains the segment crash analysis worksheet.

FATAL CRASH REVIEW

Six fatal crashes were reported between 2016 and 2020 within the UIR boundary. The crashes occurred along roadway segments ranging from I-84 to local roads. A high-level summary of each crash is provided below.

- Sunday April 3, 2016 at 1AM on I-84 east of the merge with Highway 30
 - Head-on collision
 - Clear and dry in darkness with no streetlights
 - Wrong way driving on one-way roadway
 - Alcohol involved
- Tuesday April 19, 2016 at 3PM eastbound on I-84 east of OR 331 interchange
 - Fixed-object collision with guardrail, traveling eastbound
 - Clear and dry day during daylight
 - Improper driving
- September 24, 2016 at 8PM on Mission Road west of Cedar Street
 - Fixed-object collision into cut slope or ditch embankment, traveling westbound
 - Clear and dry in darkness with no streetlights
 - Improper driving
 - Alcohol involved
- Wednesday 12, 2016 at 5PM on River Road west of White Road
 - Angle collision with railway train flagged (description notes train hit vehicle), vehicle traveling southbound
 - Clear and dry during daylight
 - Disregarded other traffic control device and failed to yield right-of-way
- Saturday March 3, 2018 at 6PM westbound on I-84 west of Emigrant Road interchange
 - Rear-end collision, traveling westbound
 - Clear but icy in darkness with no streetlights
 - Speed was too fast for conditions (but not exceeding speed limit) and following too closely
- Friday June 8, 2018 at 7AM on OR 331 north of Wildhorse Boulevard
 - Bicycle-involved collision, marked as a rear-end type crash traveling southbound
 - Clear and dry during daylight
 - Driving left of center on two-way road
 - Drugs involved

Three of the fatal crashes occurred on I-84. Alcohol and drugs were also involved in three of the crashes. Three crashes occurred at night and only one involved icy road surface conditions. Two crashes involved a single vehicle, one involved a bicyclist, and one involved a train.

SAFETY PRIORITY INDEX SYSTEM

The Safety Priority Index System (SPIS) was developed by ODOT to identify sites along state and local roads that may warrant further investigation. The SPIS compares the total number of crashes reported on roadway facilities and generates a list of sites (intersections and roadway segments) with calculated SPIS scores. The scores are based on crash frequency, crash rate, and crash severity. SPIS sites with scores in the top five percent are investigated by ODOT staff and reported to the Federal Highway Administration (FHWA). Per the most recent

SPIS list (2019), there are two groups of sites within the UIR boundary in the top 15 percent. These sites are located along Goad Road near the intersection with Tutuilla Church Road, where one fixed-object suspected serious injury crash occurred, and on I-84 at approximately milepoint 223.7, where two fixed-object PDO crashes occurred.

Blueprint for Urban Design Review

The project team reviewed ODOT's Blueprint for Urban Design (BUD) to determine the contexts for OR 331 within the UIR boundary. Due to varying characteristics, OR 331 was broken into two segments. The defining attributes and context selected are described below.

OR 331 FROM NORTHERN UIR BOUNDARY TO WILDHORSE BOULEVARD

OR 331 north of Wildhorse Boulevard is sparsely developed. Land uses that are present are mixed, included residential, commercial, and institutional. Off-street parking is provided, mostly in front of the buildings it serves. Block sizes range greatly.

Recommended BUD Land Use Context: Rural Community

OR 331 FROM WILDHORSE BOULEVARD TO I-84 EASTBOUND RAMPS

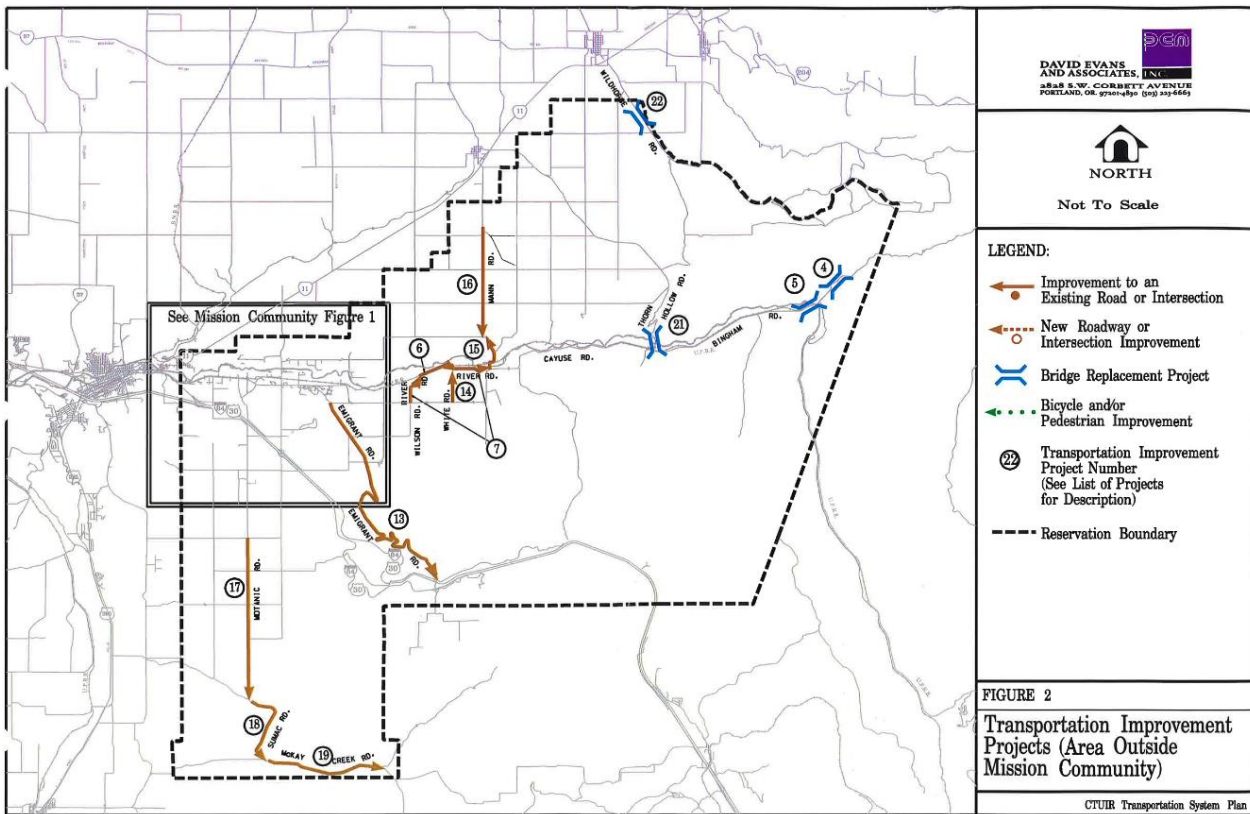
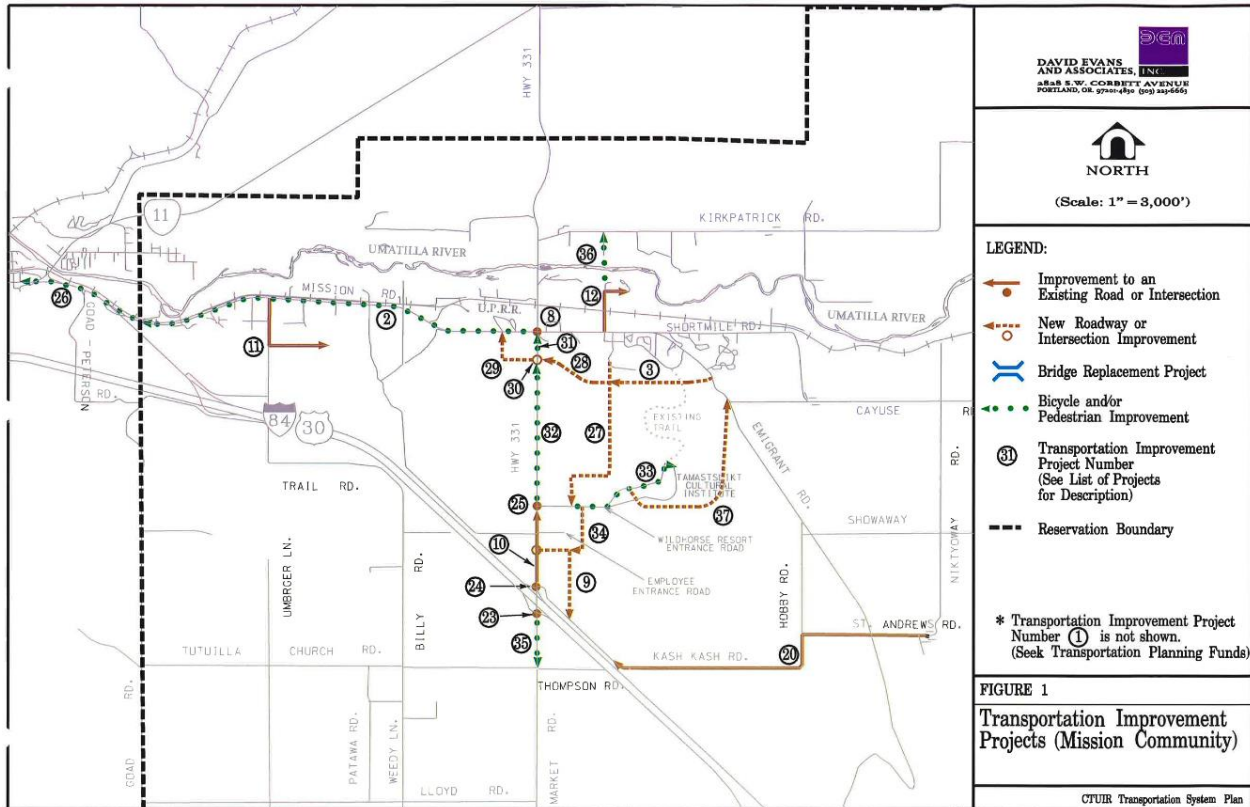
OR 331 south of Wildhorse Boulevard has a mix of commercial and auto-oriented development. Large off-street parking lots are provided, mostly in front of the buildings they serve. Block sizes are generally large, although there are some smaller block sizes where there is greater roadway connectivity. It is a relatively small concentration of development surrounded by lesser developed area.

Recommended BUD Land Use Context: Rural Community

Roadway System Planned Projects and Previous Feedback

Attachment E contains a list of planned projects and previous feedback provided via the 2001 CTUIR TSP, MCMP, OR 331 Access Management Implementation Strategy and Circulation Plan, and Umatilla County TSP. Most of the previously planned roadway system projects were provided in the 2001 CTUIR TSP. Figure 9 shows the project map from the 2001 CTUIR TSP.

Figure 9: 2001 CTUIR TSP Project Map



TRANSIT SYSTEM

The transit system within the UIR was inventoried based on information from CTUIR staff and their website, as well as a review of recent aerial imagery.

Transit Service and Facilities

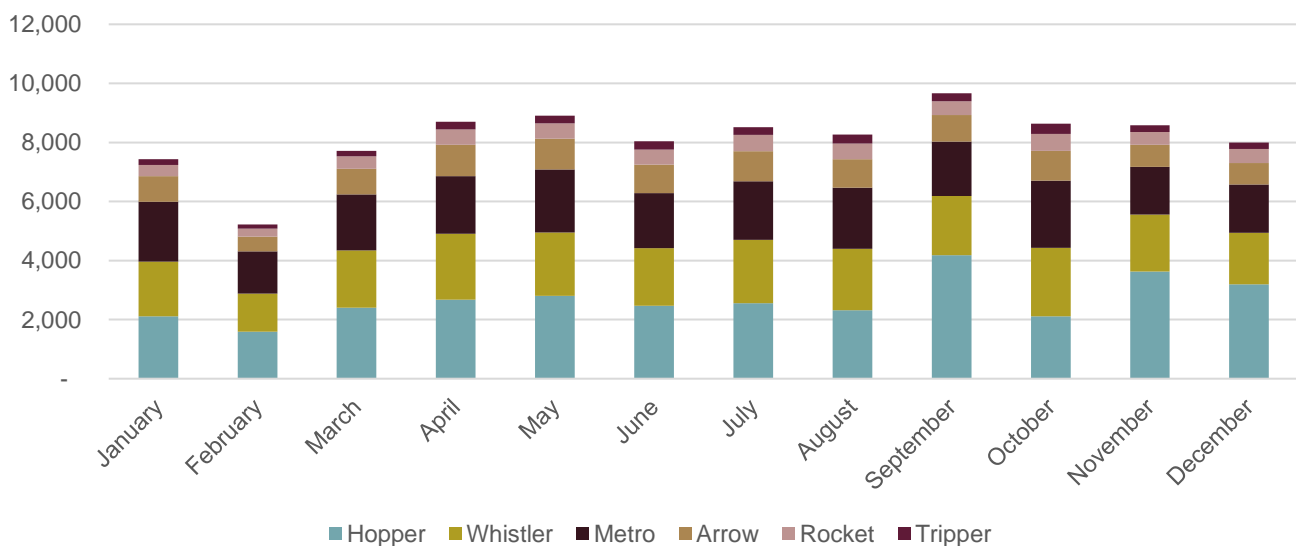
CTUIR operates Kayak Public Transit (Kayak) which serves northeastern Oregon via fixed route local and commuter service and paratransit¹. CTUIR began public transportation services after observing people walking the distance between Pendleton and Mission. Over time, service has grown from one van to a fleet of cutaway vehicles operating seven year-round fixed routes. In 2014, CTUIR rebranded service as Kayak Public Transit to help people understand that service is open to the public, not just tribal members.

Table 6 and Figure 11 summarize the Kayak routes serving the UIR as of January 2022. CTUIR provides updated Kayak service information and schedules at the beginning of each calendar year. Because of service changes and traveler pattern changes due to COVID-19 during 2020 and 2021, the ridership for 2019 is shown for each route. In addition, Figure 10 provides a monthly overview of ridership during 2019 for the routes serving the UIR area. As shown, the highest monthly ridership during 2019 was approximately 9,670 rides in September. The lowest monthly ridership was approximately 5,225 rides in February.

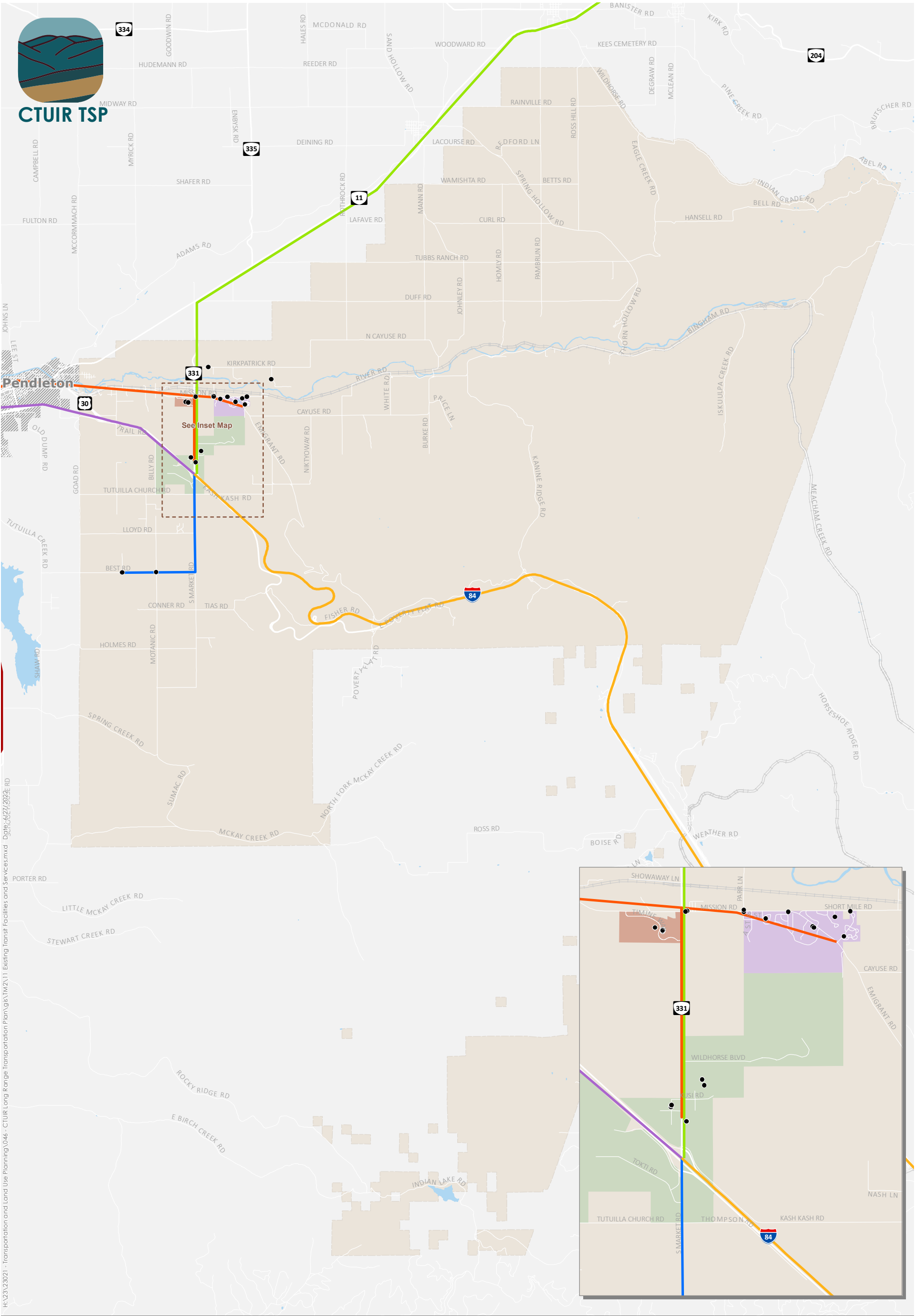
Table 6: Kayak Services with Stops within the Umatilla Indian Reservation

Route Name	Type of Service	Days of Operation	Span of Service	2019 Annual Ridership
Hopper	Commuter	Monday - Saturday	4:55 a.m. – 7:02 p.m.	32,035
Whistler	Commuter	Monday - Saturday	4:39 a.m. – 7:12 p.m.	23,652
Metro	Local	Monday - Friday	5:00 a.m. – 8:43 p.m.	22,719
Arrow	Commuter	Monday - Friday	5:05 a.m. – 7:10 p.m.	10,668
Rocket	Commuter	Monday - Friday	6:07 a.m. – 6:30 p.m.	5,642
Tripper	Local	Monday-Friday	7:20 a.m. – 4:20 p.m.	2,950

Figure 10: 2019 Ridership for Kayak Routes Serving the Umatilla Indian Reservation



¹ Local fixed-route transit service is required by Federal Law to have complementary origin-to-destination service along a ¼ mile buffer of the fixed-route to serve those with certified temporary or permanent disabilities.



- Hopper
- Arrow
- Metro
- Rocket
- Tripper
- Whistler
- Kayak Bus Stops
- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 11

Existing Transit Routes and Stops
Umatilla Indian Reservation

BUS STOPS SERVING UMATILLA INDIAN RESERVATION

As of January 2022, there are 18 Kayak bus stops located within the UIR boundary and shown in Figure 11. Eight of the stops have shelters available for waiting riders and seven have sidewalks immediately adjacent to the stop. No bus stops within the UIR boundary have designated bicycle facilities (e.g., bike lanes or multi-use paths) immediately adjacent.

OTHER SERVICES

Outside of the UIR boundary, Kayak also provides the Hermiston Area Regional Transit (HART) fixed route. This service operates within Hermiston on weekdays from approximately 7 a.m. to 7 p.m. with five daily trips. In addition to Kayak, there are other agencies and operators that serve the UIR or adjacent areas. CTUIR maintains a list of these operators on their website at <https://ctuir.org/departments/tribal-planning-office/kayak-public-transit/other-transportation-agencies/>.

Transit Qualitative Multimodal Assessment

A transit qualitative multimodal assessment was conducted in accordance with the methodology described in ODOT’s APM. Transit factors that are considered are frequency and on-time reliability, schedule speed/travel times, transit stop amenities, and connecting pedestrian/bicycle network. This methodology applies a rating system of: excellent, good, fair, and poor. Table 7 outlines the methodology used for conducting a transit qualitative multimodal assessment within the UIR. Due to the rural nature of the service in the study area, the frequency and on-time reliability methodology was adjusted to review number of daily round trips. This methodology has been used in other Oregon TSPs, such as the Independence TSP.

Table 7: Transit Qualitative Multimodal Assessment Methodology – For Rural Service

Category	Excellent	Good	Fair	Poor
Frequency and on-time reliability	12 daily round trips	8-10 daily round trips	5-7 daily round trips	4 or fewer daily round trips
Schedule speed/ travel times	<20% slower than driving	20% to 40% slower than driving	40% to 60% slower than driving	>60% slower than driving
Transit stop amenities	Shelter	Bench	Sign with waiting area	No waiting area and/or no sign
Connecting pedestrian/ bike network	BLTS and PLTS 2 or better and crossing	BLTS and PLTS 2 or better with no crossing	BLTS or PLTS >2 and no crossing	BLTS and PLTS >2 and no crossing

FREQUENCY

Frequency is how many times an hour a user has access to transit service, assuming that service is provided within acceptable walking distance and at the times the user wishes to travel. Frequency helps determine the convenience of transit service to riders and is one component of overall transit trip time (helping to determine the wait time at a stop). Table 8 provides the assessment for Kayak services within the UIR boundary.

Table 8: Transit Qualitative Multimodal Assessment - Frequency

Route Name	Daily Trips	Assessment
Hopper	4 weekday trips, 2 Saturday trips	Poor
Whistler	4 weekday trips, 2 Saturday trips	Poor
Metro	6 weekday trips	Fair
Arrow	3 weekday trips	Poor
Rocket	3 weekday trips	Poor
Tripper	3 weekday trips	Poor

Due to the rural nature of the area and long service routes supporting the region, Kayak’s routes operate just a few trips day. The commuter service routes only operate at peak commute times and are not intended to provide convenient service throughout the day.

SCHEDULE SPEED/TRAVEL TIMES

Schedule speed and travel time refer to the time it takes to complete a transit route in full. The bus travel time includes wait time between an outbound trip and inbound trip, as well as diversions off the most direct motor vehicle routes to reach all bus stops. Table 9 provides the assessment for Kayak services within the UIR boundary.

Table 9: Transit Qualitative Multimodal Assessment – Schedule Speed/Travel Times

Route Name	Maximum Number of Roundtrip Stops	Bus Scheduled Roundtrip Travel Time (Hours:Minutes)	Vehicle Travel Time (Hours:Minutes)*	Assessment
Hopper	37	3:40	2:15	Poor
Whistler	33	3:00	2:10	Good
Metro	47	2:10	1:10	Poor
Arrow	22	2:40	2:10	Good
Rocket	16	1:35	1:30	Excellent
Tripper	22	1:20	1:10	Excellent

* Google Maps was used to estimate the vehicle travel time to reach major stops along the routes.

TRANSIT STOP AMENITIES

Amenities at transit stops, such as bus benches and bus shelters, enhance a transit route and make it more user-friendly. Steps that can make taking the bus as comfortable and accommodating as possible may help encourage ridership. Table 10 provides the assessment for Kayak services within the UIR boundary. Bus stop amenities in the area include shelters and signage.

Table 10: Transit Qualitative Multimodal Assessment – Transit Stop Amenities

Route Name	Condition	Assessment
Hopper	5 of 7 stops have shelters; 2 have signage	Good
Whistler	4 of 5 stops have shelters; 1 has signage	Good
Metro	7 of 13 stops have shelters; 1 has signage; 4 stops have no amenities	Fair
Arrow	4 of 5 stops have shelters; 1 has signage	Good
Rocket	5 of 8 stops have shelters, 2 have signage; 1 stop has no amenities	Good
Tripper	5 of 10 stops have shelters; 1 has signage; 4 stops have no amenities	Fair

CONNECTING PEDESTRIAN/BICYCLE NETWORK

Table 11 provides the assessment for Kayak services within the UIR boundary. There are no designated bicycle facilities adjacent to the bus stops within the UIR boundary, therefore the assessment focused on whether sidewalk was present immediately adjacent to the route bus stops within the UIR.

Table 11: Transit Qualitative Multimodal Assessment – Connecting Pedestrian/Bicycle Network

Route Name	Condition	Assessment
Hopper	Sidewalk adjacent to 5 of 7 stops; no adjacent dedicated bicycle facility	Fair
Whistler	Sidewalk adjacent to 4 of 5 stops; no adjacent dedicated bicycle facility	Fair
Metro	Sidewalk adjacent to 6 of 13 stops; no adjacent dedicated bicycle facility	Poor
Arrow	Sidewalk adjacent to 4 of 5 stops; no adjacent dedicated bicycle facility	Fair
Rocket	Sidewalk adjacent to 5 of 8 stops; no adjacent dedicated bicycle facility	Poor
Tripper	Sidewalk adjacent to 5 of 10 stops; no adjacent dedicated bicycle facility	Poor

Transit System Planned Projects and Previous Feedback

Attachment E contains a list of planned projects and previous feedback provided via the 2001 CTUIR TSP, MCMP, OR 331 Access Management Implementation Strategy and Circulation Plan, and Umatilla County TSP. CTUIR staff also noted the following transit system goals and potential project types to consider moving forward:

- Transit system goals:
 - Increase system capacity
 - Ensure safety for all users
 - Protect livability and ensure equity and access
 - Begin environment-electric vehicle service for the Mission Metro and campus shuttle routes
 - Establish a regional outlook and future focus Regional Transit Authority (RTA)
- Potential project types:
 - Traffic signals on OR 331 to provide safe crossing opportunities for transit riders and to better enable transit vehicles to turn onto OR 331
 - Crosswalks and mid-block crossings near stops for connectivity to pedestrian and bicycle facilities or key destinations
 - Capital improvements including Kayak Transit Center expansion to include public restrooms for passengers at the Kayak Hub
 - Increase number of bus shelters and bus stop signs

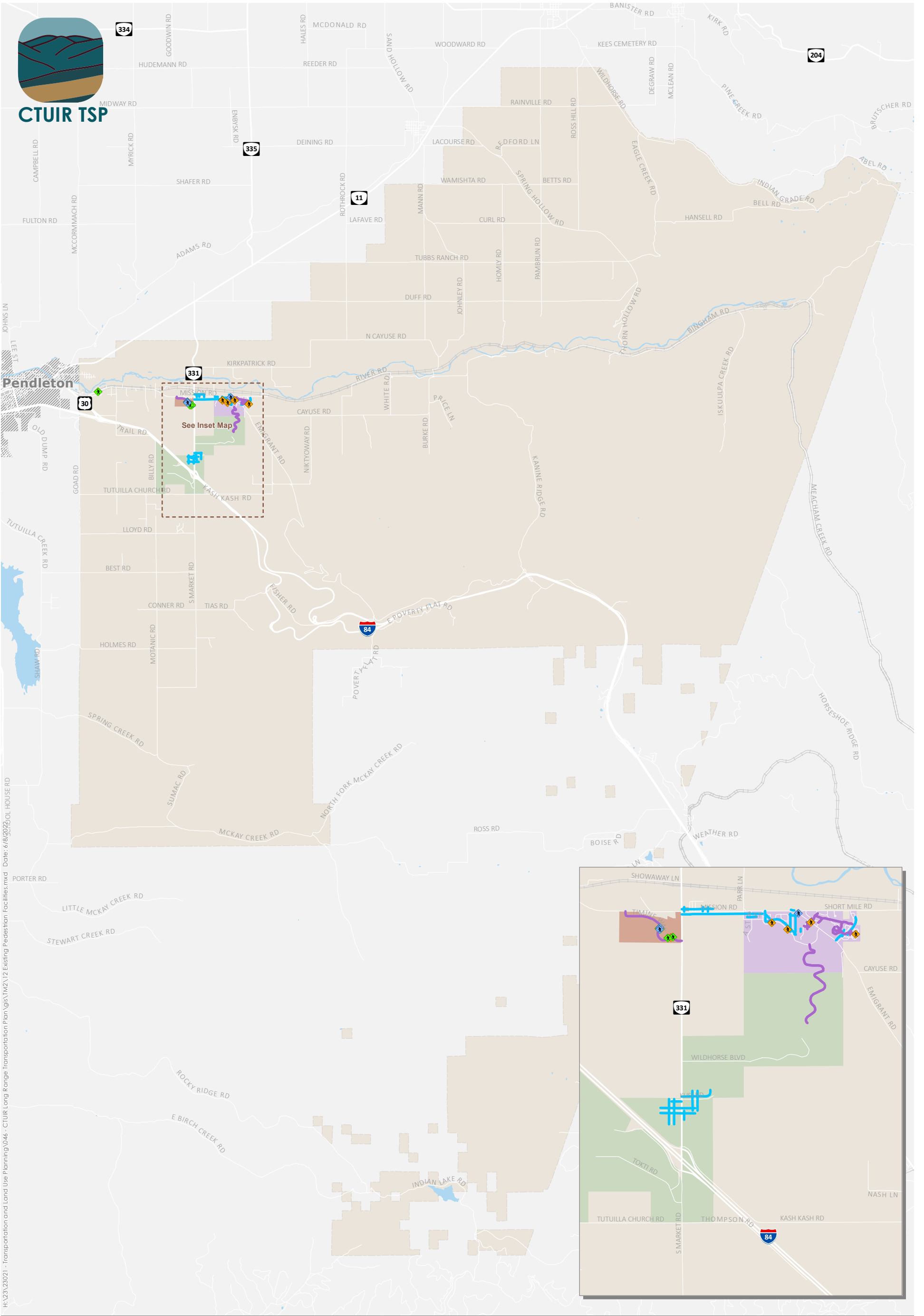
PEDESTRIAN SYSTEM

The following section describes the pedestrian system in the UIR boundary. It includes a system inventory, pedestrian level of traffic stress analysis, and a systemic safety risk analysis. It also summarizes previously planned projects.

Inventory

The pedestrian system within the UIR was inventoried based on GIS data from the MCMP, as well as a review of recent aerial imagery. The inventory was supplemented by information provided in the 2001 CTUIR TSP and by information provided by the CTUIR.

The pedestrian system consists of sidewalks and multi-use paths, as well as marked and/or signed pedestrian crossings. These facilities are primarily provided within the Mission, July Grounds, and Gateway hubs near OR 331 and Mission Road. Figure 12 illustrates the pedestrian network within the UIR.






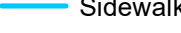
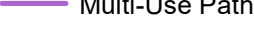





-  Mid-block crossing
-  Crosses uncontrolled intersection leg
-  Crosses controlled intersection leg
-  Sidewalk
-  Multi-Use Path
-  Umatilla Indian Reservation Boundary
-  Mission Hub
-  July Grounds Hub
-  Gateway Hub
-  Pendleton UGB



Figure 12

**Existing Pedestrian Network
Umatilla Indian Reservation**

SIDEWALKS

Sidewalks are primarily provided within the July Grounds hub, on side streets off OR 331 south of the Wildhorse Resort & Casino, and along portions of Mission Road. Sidewalks within the UIR boundary are approximately 4-6 feet wide, although obstructions may be located within the sidewalk width. One example from a MCMP field review includes a series of mailbox obstructions. These obstructions occur periodically along the south side of Mission Road, reducing the effective width of the sidewalk and presenting barriers for the passage of wheelchairs.



Mission Road Sidewalk Obstructions
Source: Mission Community Master Plan

MULTI-USE PATHS

Multi-use paths are used by people walking, biking, and rolling. They can create connections within, or between, communities, as well as provide recreational opportunities for residents and visitors. The following multi-use paths are located within the UIR boundary:

- A paved five-foot wide multi-use path network linking the residential areas between Cayuse Road and Short Mile Road.
- The paved nine-foot wide Tamastslit Trail linking the Tamastslit Cultural Institute to the July Grounds.
- The paved eight-foot wide Timíne Way multi-use path on the north side of the roadway.

PEDESTRIAN CROSSINGS

Based on a review of aerial imagery, there are approximately 13 marked crossings within the UIR boundary. Figure 12 shows the locations of these crossings, including five marked mid-block crossings. A field review will be conducted at these locations in May 2022.



Marked Crossings on Timíne Way
Source: Google Earth



Marked Mid-block Crossing on Cayuse Road
Source: Google Earth

Pedestrian Level of Traffic Stress

Pedestrian level of traffic stress (PLTS) is a perception-based analysis methodology that is used to evaluate the adequacy of streets to accommodate pedestrians in urban and rural environments. As applied by ODOT, this methodology classifies four levels of traffic stress that a pedestrian can experience on the street, ranging from PLTS 1 (little traffic stress) to PLTS 4 (high traffic stress). A street or street segment that is rated PLTS 1 generally has low traffic volumes and travel speeds and has a sidewalk that is separated from vehicle traffic. These segments are generally suitable for all pedestrians, including children. A street or street segment that is rated PLTS 4 generally has high traffic volumes and travel speeds and is perceived as unsafe by most adults. Segments rated PLTS 4 also include those with no sidewalks or other pedestrian facilities. Per the APM, PLTS 2 is considered a reasonable target for streets due to its acceptability with most pedestrians.

The PLTS score is determined based on four criteria, including sidewalk condition, physical buffer type, total buffering width, and general land use. All four criteria are scored from 1 to 4 and the highest score determines the overall score for the road segment.

Figure 13 illustrates the results of the PLTS analysis for the roadways scoped for this analysis by CTUIR and ODOT. Some segments shown as PLTS 3 or 4 may have shorter segments with lower PLTS scores.

Several of the analyzed streets have segments that are rated PLTS 3 and PLTS 4. Most segments rated PLTS 4 have no sidewalks or other pedestrian facilities, such as along OR 331 and Short Mile Road. For these segments to be rated PLTS 2, sidewalks with appropriate sidewalk and buffer widths would need to be installed along the full length of the gap. Other common characteristics related to the PLTS 3 and PLTS 4 ratings are described below:

- A few segments rated PLTS 3 or 4 have curb-tight sidewalks on roadways with speeds of 30 mph or higher, such as the sidewalks on Mission Road just east of OR 331. For these segments to be rated PLTS 2, the speeds would need to be reduced to 25 mph or a buffer would need to be installed between the sidewalk and vehicle travel lane.
- Other segments rated PLTS 3 have narrow sidewalks of 4 feet, including the sidewalks on Cedar Street. For these segments to be rated PLTS 2, the sidewalks would need to be widened to at least five feet wide.
- Other segments are located adjacent to auto-oriented land uses, such as those near Arrowhead Travel Plaza. Per the APM, these segments are automatically rated PLTS 3 or 4 given the auto-oriented nature of these land uses. For these segments, the priority is filling gaps. Alternatives for these segments will be analyzed without respect to the land-use criteria to understand the effects of the proposed solutions.

Pedestrian Systemic Safety Risk Analysis

As part of the Oregon Pedestrian and Bicycle Safety Implementation Plan, ODOT implemented the NCHRP Research Report 893 methodology in 2020. This methodology uses risk factors to complete a systemic safety analysis aimed at identifying high risk locations for pedestrian and bicycle crashes along the state highway system. Systemic safety, opposed to the traditional review of crash history, allows practitioners to proactively identify high risk sites for potential safety improvements based on risk factors that often correlate to locations with low frequency but high injury crashes. For ODOT's statewide systemic safety analysis completed in 2020, the pedestrian risk factors used within rural areas included:

- Principal Arterial²
- Number of Lanes (\geq Four Lanes)³
- Posted Speed (\geq 35mph)⁴
- Other Zoning⁵
- Proximity to Schools (one mile)
- Proximity to Transit Stops (1/4 mile)

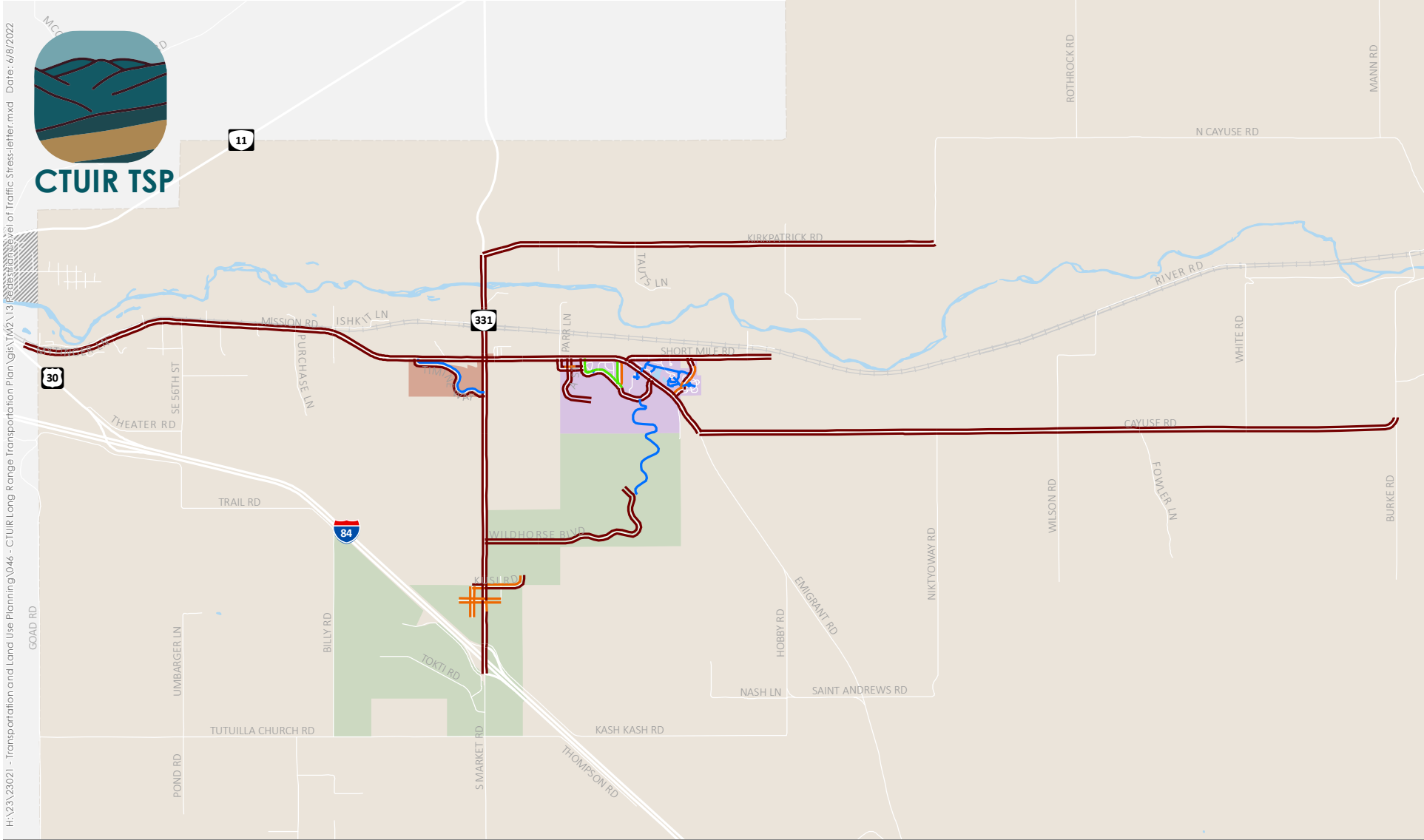
Within the UIR boundary, only one ODOT roadway segment was identified as in the highest-risk 20% of all State Highways: OR 331 north of Mission Road.

² The only roadway segment within the UIR boundary that is classified as a principal arterial is the portion of OR 11 approaching Pendleton in the northeast corner of the study area.

³ The only roadway segment within the UIR boundary that has four or more lanes is OR 331 from north of Kusi Road to South of Spilya Road.

⁴ Posted speed values were used for study segments where posted speed was already collected for LTS analysis or where the posted speed GIS data was available. For segments where speed data was unavailable, CTUIR's GIS data for "road type" was used as a proxy for speed. Segments listed as a federal/state route or as a public paved/hard-surface road were assumed to have a posted speed of 35 MPH or greater.

⁵ "Other" zoning includes all zoning classifications within the Oregon Spatial Data Library (OSDL) with the exception of residential, commercial, industrial, mixed-use, and farm-use zoning. Examples of "Other" zoning including forest/federal lands, coastline, parks, range, and public health. Based on OSDL 2017 zoning data, most of the study area is categorized as "other" zoning, except the areas to the south that are not connected to the primary boundary.



- PLTS 1
- PLTS 2
- PLTS 3
- PLTS 4
- Pendleton UGB
- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub



Figure 13

**Pedestrian Level of Traffic Stress
Umatilla Indian Reservation**

In addition to reviewing ODOT’s 2020 analysis, the project team completed the same analysis on all roadways within the UIR boundary. Figure 14 illustrates the results of the pedestrian risk analysis. The top 20% of analyzed locations for the TSP study area shown in red.

One of the high-risk segments includes OR 331 near the I-84 interchange. The one reported crash involving a pedestrian within the UIR boundary from 2016 to 2020 was located on this segment, and it resulted in a serious injury.

Because most of the roadways in the UIR are non-principal arterials with less than four lanes in “other” zoning, the main risk differentiators for this assessment are if the roadway segment has a **posted speed equal to or over 35 MPH, is within one mile from the Nixyaawii Community School, and/or is within ¼ mile to a transit stop**. This results in streets within the more urban portions of the Mission area showing up as higher risk due to their proximity to pedestrian activity generators (e.g., the school, transit stops).

Outside of the short segment of OR 331 with four/five lanes, the highest scoring segments within the UIR boundary include OR 331, Mission Road, and Kirkpatrick Road within 1-mile of the Nixyaawii Community School, where all three of these factors are present. Other high-risk segments are primarily located on OR 331 or within the Mission and July Grounds Hub areas, where two of three of these factors are present in varying combinations. For example, A Street is located within one mile from the Nixyaawii Community School and is within ¼ mile to a transit stop, yielding a higher risk value even through the posted speed is less than 35 MPH.

Pedestrian System Planned Projects and Previous Feedback

Attachment E contains a list of planned projects and previous feedback provided via the 2001 CTUIR TSP, MCMP, Safe Routes to School Plan, and CTUIR Capital Improvement Plan. Most of the previously planned pedestrian system projects were provided in the MCMP.

As alternatives and projects are reviewed from these documents and/or developed to address the pedestrian system gaps and deficiencies, Attachment F: Active Transportation and Transit Toolbox will be used as a resource.

BICYCLE SYSTEM

The following section describes the bicycle system in the UIR boundary. It includes a system inventory, bicycle level of traffic stress analysis, and a systemic safety risk analysis. It also summarizes previously planned projects.

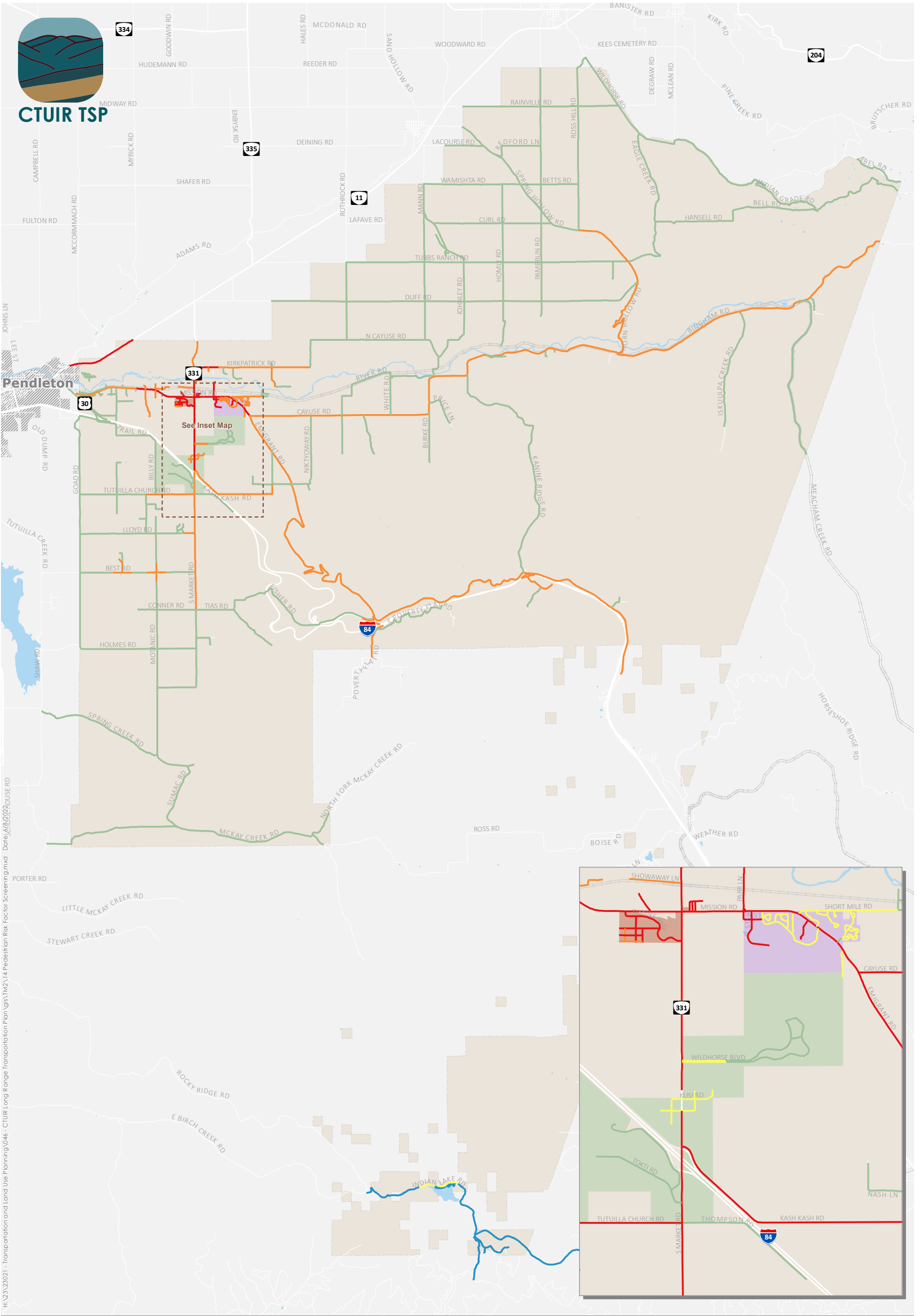
Inventory

The bicycle system within the UIR was inventoried based on GIS data from the MCMP, as well as a review of recent aerial imagery. The inventory was supplemented by information provided in the 2001 CTUIR TSP and by information provided by the CTUIR.

The bicycle system within the UIR boundary consists of on-street bike lanes, shoulder bikeways, and unmarked shared roadways, as well as off-street multi-use paths and bicycle parking. The only marked bike lanes are on Mission Road, connecting the Mission and July Grounds hubs with residential, school, and commercial uses. Figure 15 illustrates the bicycle system within the UIR.



Bicyclist on Mission Road Using the Wide Shoulder Lane
Source: Mission Community Master Plan

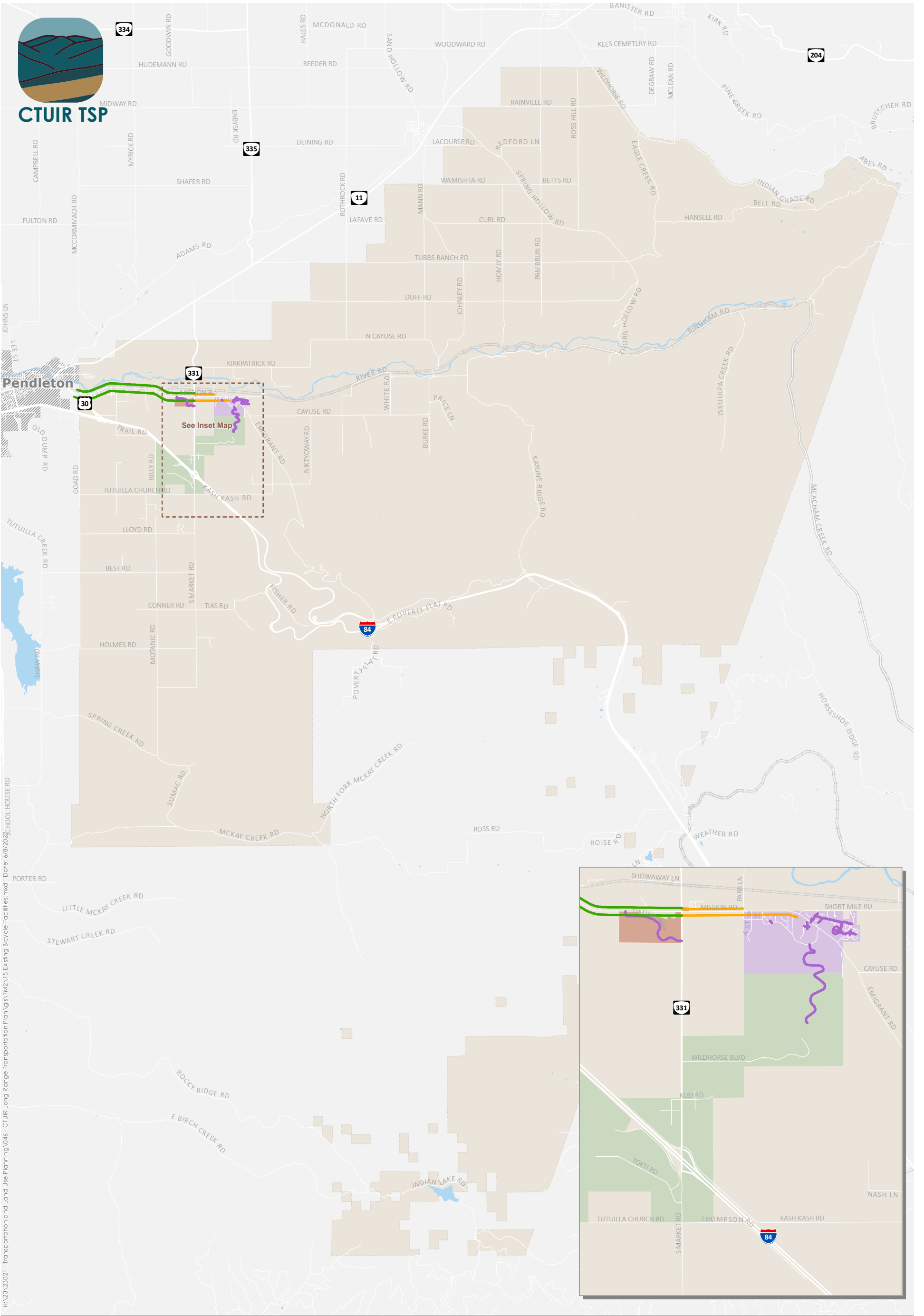


- Risk Factor Score**
- 0.00 (bottom 20%)
 - 0.01 - 1.45
 - 1.46 - 1.63
 - 1.64 - 3.08
 - 3.09 - 5.81 (top 20%)
- Umatilla Indian Reservation Boundary
 - Mission Hub
 - July Grounds Hub
 - Gateway Hub
 - Pendleton UGB



Figure 14

**Pedestrian Risk Factor Screening
Umatilla Indian Reservation**



- Bike Lane
- Multi-Use Path
- Wide Shoulder
- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 15

**Existing Bicycle Network
Umatilla Indian Reservation**

BIKE LANES

Mission Road between SE 56th Street and OR 331 has a striped bicycle lane on both sides of the roadway representing the only formal bicycle-only facility within the UIR boundary.

SHOULDER BIKEWAYS

On Mission Road between OR 331 and Parr Lane, bicyclists may utilize an unmarked wide shoulder on both sides of the street, with a width varying between 7.5 to 10 feet.

SHARED ROADWAYS

Aside from multi-use paths and facilities described above, bicycle riders must either ride in the street with motor vehicle traffic or on the sidewalk, if present, with pedestrians.

MULTI-USE PATHS

As further described in the Pedestrian System section, there are three multi-use paths within the UIR boundary, including links between residential area between Cayuse Road and Short Mile Road, the Tamastlikt Trail, and the Timine Way multi-use path on the north side of the roadway.

BICYCLE PARKING

Bicycle parking is limited and generally concentrated to local businesses and the school.

Bicycle Level of Traffic Stress

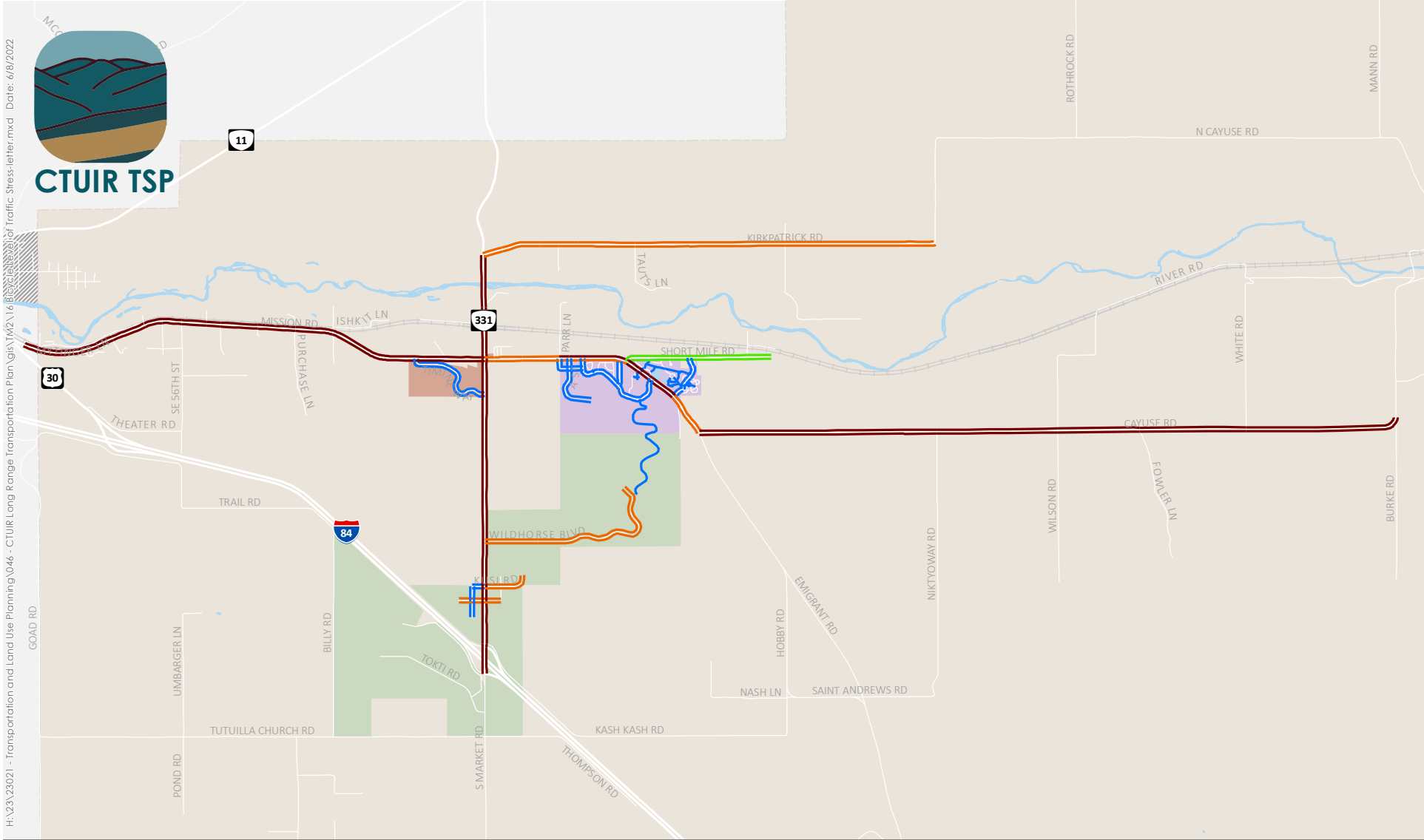
Similar to PLTS, Bicycle level of traffic stress (BLTS) is a perception-based analysis methodology that is used to evaluate the adequacy of streets to accommodate bicyclists in urban and rural environments. As applied by ODOT, this methodology classifies four levels of traffic stress that a cyclist can experience on the street, ranging from BLTS 1 (little traffic stress) to BLTS 4 (high traffic stress). A street or street segment that is rated BLTS 1 generally has low traffic volumes and travel speeds and is suitable for all cyclists, including children. A street or street segment that is rated BLTS 4 generally has high traffic volumes and travel speeds and is perceived as unsafe by most adults. Per the APM, BLTS 2 is considered a reasonable target for streets due to its acceptability with most cyclists.

The BLTS score is determined based on the speed of the street, the number of travel lanes per direction, the presence and width of an on-street bike lane and/or adjacent parking lane, and several other factors.

Figure 16 illustrates the results of the BLTS analysis for the roadways scoped for this analysis by CTUIR and ODOT. Some segments shown as BLTS 3 or 4 may have shorter segments with lower BLTS scores.

Several of the analyzed streets have segments that are rated BLTS 3 and BLTS 4. Most segments rated BLTS 3 or 4 do not have bike lanes or wide shoulders. For these segments to be rated BLTS 2, bike lanes with appropriate width and/or buffers would need to be installed. Mission Road has striped bike lanes, but is still rated as BLTS 3 or 4, depending on the location. This is because the bike lanes/shoulders west of OR 331 are not sufficient to provide a comfortable riding experience for most people given the posted speed of 40 mph. For these segments to be rated BLTS 2, the posted speed would need to be reduced and/or the bike lane/shoulders would need to be widened, potentially with a physical buffer installed.

Most segments evaluated as shared roadways that were rated BLTS 2 could still benefit from signage and/or striping to remind motorists to share the road. The signing and striping can also provide important wayfinding for cyclists to inform them of the preferred bicycle routes.



- BLTS 1
- BLTS 2
- BLTS 3
- BLTS 4
- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 16

Bicycle Level of Traffic Stress Umatilla Indian Reservation

Bicycle Systemic Safety Risk Analysis

Similar to the pedestrian risk factor screening, ODOT completed a statewide systemic safety analysis for bicycle risk factors in 2020. The risk factors used as part of the bicycle analysis for rural areas included:

- Principal Arterial
- Posted Speed (≥ 35 mph)
- Proximity to Schools (one mile)
- Proximity to Transit Stops (1/4 mile)
- High Population over the Age of 64⁶

Within the UIR boundary, no ODOT roadway segments were identified as in the top 20% statewide.

The project team completed a bicycle risk factor screening analysis on all roadways within the UIR boundary using the same methodology as the ODOT screening. Figure 17 illustrates the results of the bicycle risk analysis conducted, including the top 20% locations for the TSP study area shown in red.

One of the high-risk segments includes OR 331 north of Wildhorse Boulevard. The one reported crash involving a bicyclist within the UIR boundary from 2016 to 2020 was located on this segment. It resulted in a fatality.

Because the entire study area meets the high population over the age of 64 risk factor and most roadways within the UIR boundary are not classified as principal arterials, the main differentiators risk for this assessment are if the roadway segment has a **posted speed equal to or over 35 MPH, is within one mile from the Nixyaawii Community School, and/or is within ¼ mile to a transit stop**. Similar to the pedestrian risk factor screening, this results in roads located near activity generators in the Mission area scoring in the higher tiers. The highest scoring segments within the UIR boundary include OR 331, Mission Road, and Kirkpatrick Road within one-mile of the Nixyaawii Community School, where all three of these factors are present. Other high-risk segments are primarily located within the Mission Hub and July Grounds Hub areas, where two of three of these factors are present in varying combinations. For example, Timíne Way is located within one mile from the Nixyaawii Community School and is within ¼ mile to a transit stop, yielding a higher risk value even through the posted speed is less than 35 MPH.

Bicycle System Planned Projects and Previous Feedback

Attachment E contains a list of planned projects and previous feedback provided via the 2001 CTUIR TSP, MCMP, Safe Routes to School Plan, and CTUIR Capital Improvement Plan.

As alternatives and projects are reviewed from these documents and/or developed to address the bicycle system gaps and deficiencies, *Attachment F: Active Transportation and Transit Toolbox* will be used as a resource.

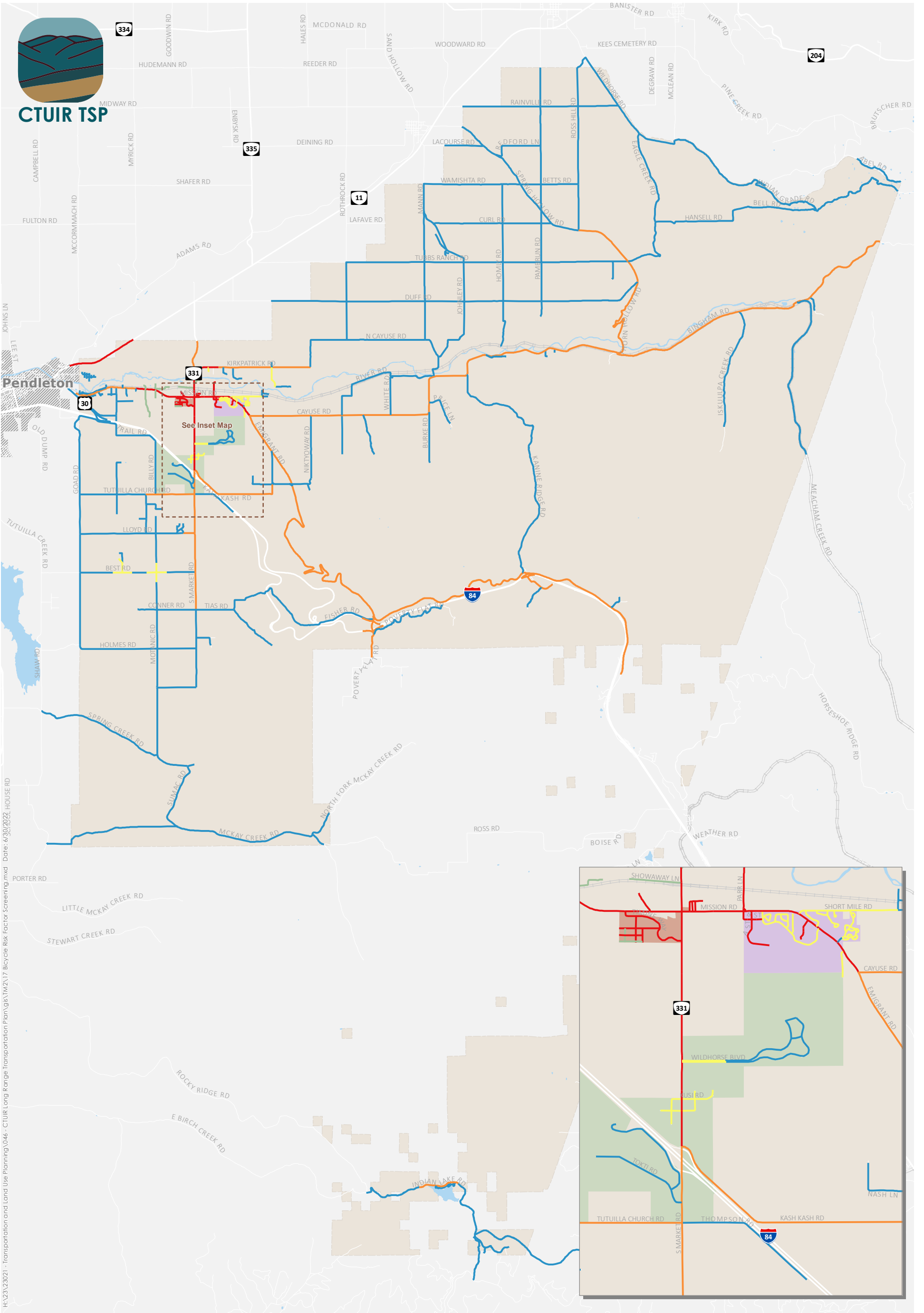
RAIL SYSTEM

The rail system within the UIR boundary was inventoried based on GIS data obtained from ODOT, as well as a review of recent aerial imagery. The inventory was supplemented by information provided in the 2001 CTUIR TSP.

Rail Facilities

There is one rail line within the UIR boundary, connecting Pendleton and La Grande. The line runs east and west, parallel to Mission Road, Short Mile Road, Cayuse Road, and Bingham Roads before turning south along Meacham Creek Road and into the Blue Mountains. Union Pacific is the owner of the rail line, which has an ODOT rail line designation of 2A. The line's primary purpose is for freight movement.

⁶ The entire UIR boundary meets the high population over 64 threshold of 16.8%, with only three census blocks covering the study area.



- Risk Factor Score**
- 1.00 (bottom 20%)
 - 1.01 - 2.00
 - 2.01 - 2.03
 - 2.04 - 2.09
 - 2.10 - 4.12 (top 20%)

- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 17

**Bicycle Risk Factor Screening
Umatilla Indian Reservation**

Rail Crossings

Based on GIS data from ODOT, there are 29 rail crossings within the UIR, which are summarized in Table 12.

Table 12: Rail Crossings with the Umatilla Indian Reservation Boundary

Location Name	ODOT Crossing Number	Type	Crossing Surface Material
Nr Pendleton – Mission Frontage Road	2A-218.43	Mainline at Grade	Concrete
Nr Pendleton – Private Road	2A-218.66-P	Private	Concrete
Nr Pendleton – Private Road	2A-219.12-P	Private	Concrete
Nr Pendleton – Private Road	2A-219.45-P	Private	Concrete
Mission – Private Road	2A-219.71-P	Private	Concrete
Mission – Davis Lane	2A-219.90	Mainline at Grade	Paved
Mission – Umatilla-Mission Hwy	2A-221.00	Mainline at Grade	Paved
Mission – Parr Lane	2A-221.50	Mainline at Grade	Gravel
Mission – Private Road	2A-222.25-P	Private	Concrete
Mission – Private Road	2A-222.75-P	Private	Concrete
Minthorn – Niktyoway Road	2A-224.10	Mainline at Grade	Gravel
Minthorn – Old River Road #918	2A-225.20	Mainline at Grade	Gravel
Minthorn – Private Road	2A-225.60-P	Private	Concrete
Minthorn – Private Road	2A-225.88-P	Private	Concrete
Minthorn – Old River Road #927	2A-226.20	Mainline at Grade	Gravel
Cayuse – Private Road	2A-226.68-P	Private	Concrete
Cayuse – Cayuse-Adams Road 925	2A-227.30	Mainline at Grade	Combination
Cayuse – Private Road	2A-229.34-P	Private	Concrete
Thorn Hollow – Thorn Hollow Road	2A-231.10	Mainline at Grade	Paved
Thorn Hollow – Private Road	2A-232.04-P	Private	Concrete
Thorn Hollow – Bingham Road	2A-232.40	Mainline at Grade	Paved
Thorn Hollow – Private Road	2A-233.44-P	Private	Concrete
Thorn Hollow – Private Road	2A-233.85-P	Private	Concrete
Thorn Hollow – Private Road	2A-234.36-P	Private	Concrete
Gibbon – Private Road	2A-234.92-P	Private	Concrete
Gibbon – Private Road	2A-235.53-P	Private	Concrete
Gibbon – Private Road	2A-236.27-P	Private	Concrete
Gibbon – Bingham Road	2A-236.60-C	Spur	Paved
Gibbon – Bingham Road	2A-237.30	Mainline at Grade	Paved

ATTACHMENTS

- A. Land Use Assessment Memo (APG)
- B. Traffic Operations Worksheets
- C. Travel Demand Model Data
- D. Crash Analysis Worksheets
- E. Planned Projects and Previous Feedback
- F. Active Transportation and Transit Toolbox

A. LAND USE ASSESSMENT MEMO (APG)



CTUIR TSP

TECHNICAL MEMORANDUM #2: DRAFT CONTEXT AND SITE ANALYSIS

Date: April 20, 2022

Project #: 23021.005

To: Confederated Tribes of the Umatilla Indian Reservation (CTUIR)

From: MIG | APG

Project: CTUIR Transportation System Plan

Subject: Land Use Context and Site Analyses

TABLE OF CONTENTS

Introduction	1
Study Area Overview	1
Policy Context.....	3
Recent Planning Efforts.....	10
Development Issues and Opportunities.....	16
Land Use Utilization Map.....	23
Opportunities for the CTUIR TSP	26

INTRODUCTION

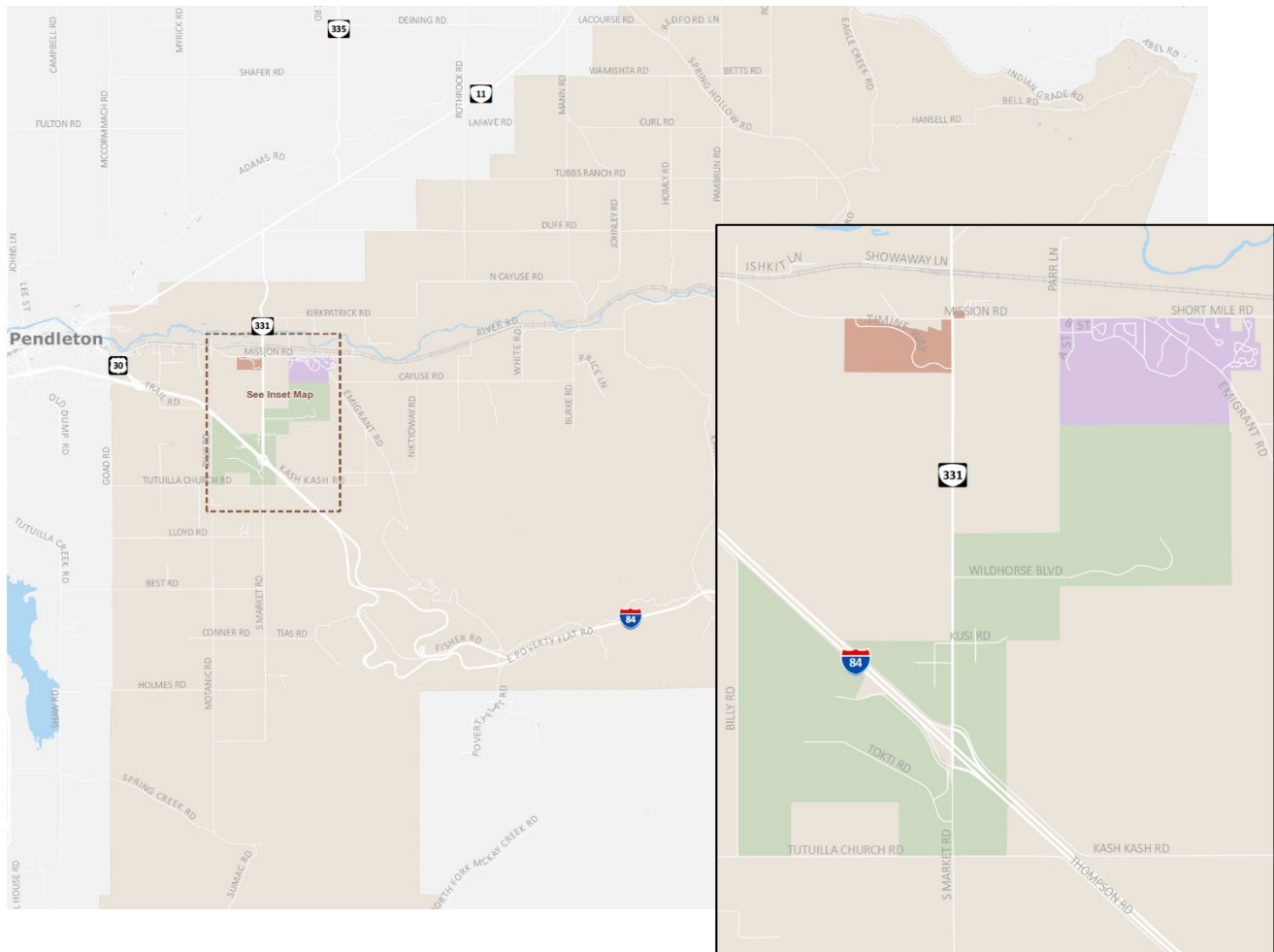
The purpose of this memorandum is to document existing conditions, opportunities, and constraints to planning for quality development and active transportation within the study area. This memorandum is part of the 2022 CTUIR TSP update, which aims to foster cultural connectedness, deliver community-focused healthy lifestyle solutions, and prioritize safety for all modes of travel on the Umatilla Indian Reservation (Reservation).

This memorandum focuses on issues of land use, development, and property ownership in order to inform the update of transportation projects and policies. The memorandum also reviews and recommends regulatory best practices to implement the TSP update project objectives.

STUDY AREA OVERVIEW

The study area for this analysis is the Umatilla Indian Reservation Boundary, shown on Figure 1. The Reservation is located along the Umatilla River east of the City of Pendleton in Umatilla County and encompasses about 172,000 acres (about 273 square miles). The Reservation lies east of Pendleton and is primarily north of Interstate 84 (I-84) and south of OR Highway 11. A map of the study area is shown in Figure 1.

Figure 1. Study Area Map



- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub

CTUIR has over 3,100 tribal members; nearly half live on or near the Reservation. The Reservation is also home to another 300 American Indians who are members of other tribes, and approximately 1,500 non-Indians also live on the Reservation.

The majority of government activity, commerce, and residential developments on the Reservation are located in the vicinity of South Market Road (OR 331) and Mission Road. This area is organized into several “Community Hubs,” as shown on the inset map above and described below.

- **Gateway.** This area includes the Wildhorse Resort and Casino, Tamastslikt Cultural Institute, and Coyote Business Park. It is the primary entrance onto the Reservation from I-84.
- **Mission.** The Mission area is the center for tribal governance and includes Nixyáawii Governance Center, Community School, the Yellowhawk Tribal Health Center, and transit hub for Kayak Public Transit. The Mission Area includes some residences, including a small apartment complex and platted subdivision for single family homes.

- July Grounds.** This area located north of the Gateway Area, includes the site of the former Nixyáawii Community School, Bureau of Indian Affairs office, Wetland Community Park, the Mission Longhouse, Mission Assembly of God Church and many of CTUIR’s residences.

POLICY CONTEXT

Governance and Land Ownership

CTUIR is governed by a Constitution and Bylaws adopted in 1949. The Constitution and Bylaws establishes membership criteria and operating procedures for the General Council, Board of Trustees, and Tribal Court meetings, and positions. The Governing body is the nine-member Board of Trustees, elected every two years by the General Council (tribal members ages 18 and older).

Land ownership on the Reservation complicates the development process and may have implications for how TSP projects are implemented. Table 1 describes the types of ownership and Figure 3 and Figure 4 show land ownership for the reservation as a whole and the Community Hubs located in the vicinity of I-84. As shown on these figures, the Community Hubs consist entirely of Tribal Trust and Tribal Fee lands.

Table 1. Land Ownership/Status Types

Type	Description
Fee Lands	Lands on which taxes are paid and in the County/State’s jurisdiction. CTUIR and Umatilla County have an MOU that allows for the CTUIR to administer zoning on fee lands within the Reservation boundaries.
Allotment	Trust lands are held by the US government for the perpetual use of an individual (Allottee) or tribal government (CTUIR); so while the Federal Government owns it, CTUIR owns the rights to it.
Tribal Trust	Tribal Trust Lands are the trust lands that are owned by the CTUIR. This can be either in whole or in part. Those that are listed as Tribal Trust on the maps are those that are owned in whole by the CTUIR, but in reality many of the allotment lands also have at least a portion of the properties owned by the Tribes because of right-of-first-refusal on portions where there is not a qualified descendant through probate; through individuals selling portions to the Tribe of their own volition; or through the Cobell Land Buy Back Program.
Tribal Fee Lands	These are fee lands that are owned by the Tribe. Generally they are lands that have not yet been transferred into Trust. The Fee-to-Trust transfer is a long process that requires that the property not have any outstanding debts or liens; all rights-of-way, easements, and access agreements need to be finalized and cleaned up, and all must be resurveyed at a level of accuracy that exceeds most general surveys. Also, local jurisdictions are notified and have a response time to contest or negotiate the Fee-to-Trust transfers because it impacts their tax base. For lands of considerable value and lands that receive municipal or emergency services paid by tax dollars, an annual payment in lieu of taxes is often made.

Figure 2. Land Ownership – CTUIR (Portion)

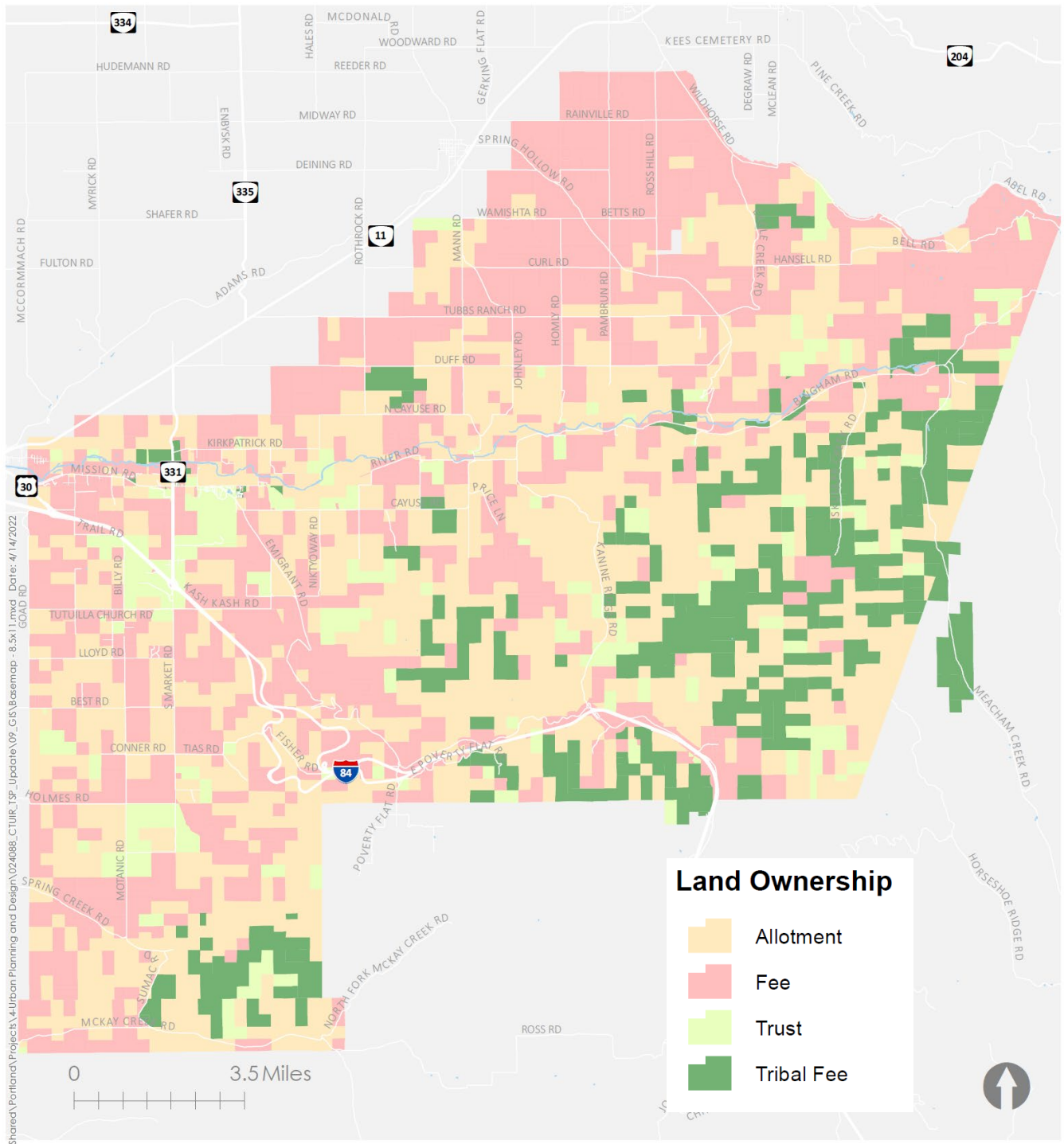
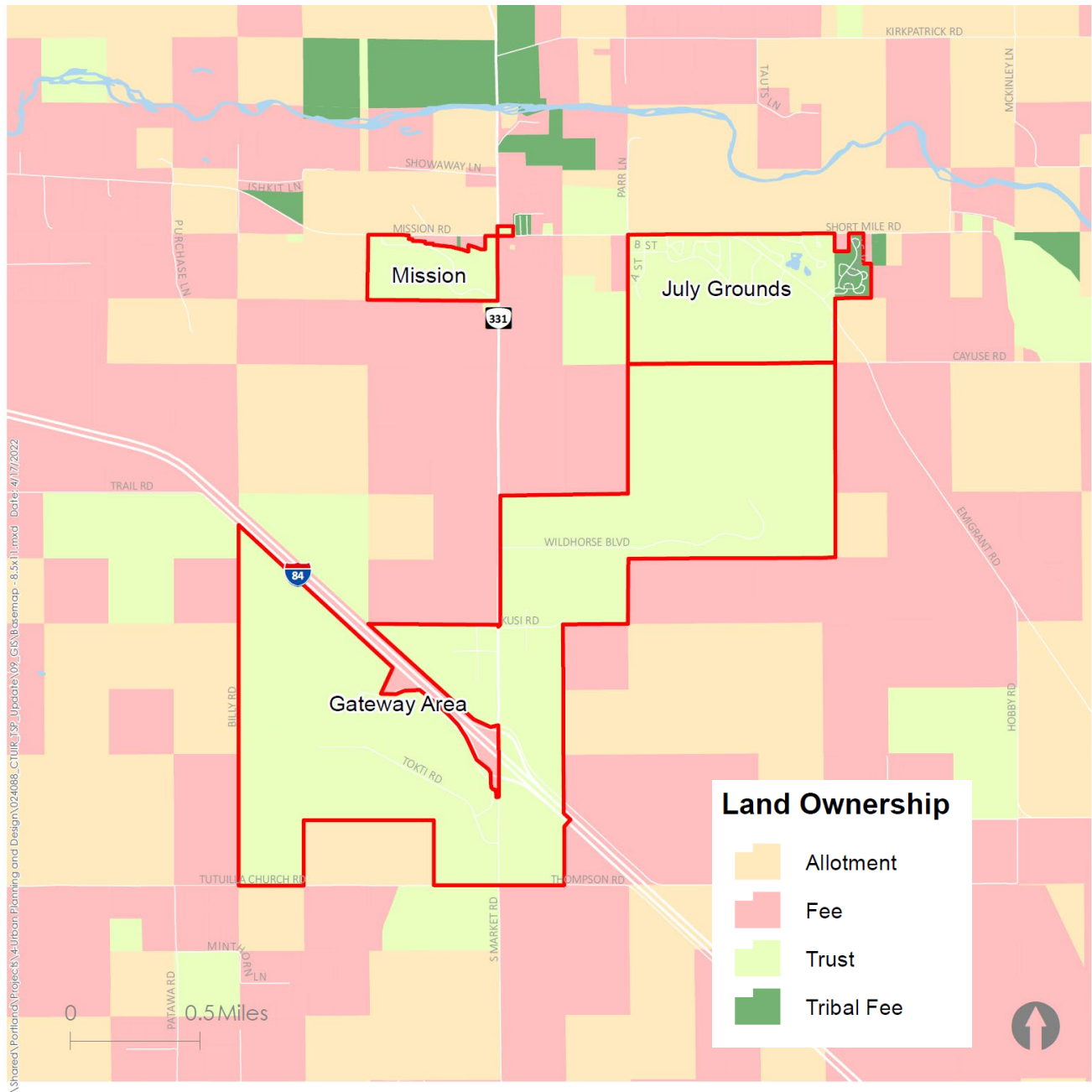


Figure 3. Land Ownership – Community Hubs



Zoning Designations

Land within CTUIR has one of several base zoning designations. Overlay zones include a floodplain zone and public use overlay that apply in specific areas. Zones are described briefly in this section and shown in Figure 5.

RESIDENTIAL ZONES

- Community Residential (CR-1)** – *The CR-1 zone is intended to promote areas for community suburban residential development that connect to community water and sewer services where those services are available consistent with the policies of the Mission Community Plan. This zone is intended to create residential neighborhoods for public and private housing.*

- **Rural Residential (R-1)** – *The R-1 zone is intended to promote areas for medium density suburban residential development in close proximity to necessary public utilities (water, sewer, electricity, natural gas, telephone, etc.).*
- **General Rural (R-2)** – *The R-2 zone is intended as a transition zone from agricultural uses to rural residential uses or small farms. These lands contain many developed and undeveloped lots of record of varying acreages and uses with inadequate flood plain management and lack of planned efficient utility systems.*

EMPLOYMENT ZONES

- **Commercial Development (C-D)** – *The C-D zone is designed to promote individual and Tribal Enterprise Development to diversify and improve the Reservation economy. This zone is established to promote efficient and appropriate locations for commercial and related service activities.*
- **Industrial Development (I-D)** - *The I-D zone is intended to provide areas for industrial development compatible with the economic resource base of the Umatilla Indian Reservation and the economic needs and wants of the people of the reservation. This zone designation is appropriate for areas in close proximity to major transportation facilities and necessary utilities, while preserving or enhancing the air, water and land resources of the area.*

AGRICULTURAL ZONES

- **Exclusive Farm Use (AG-1)** - *The AG-1 zone is designed to maintain the agricultural economy of the Umatilla Indian Reservation. The purpose of this zone is to preserve and maintain agricultural lands for farm use. These lands are viewed as largely undeveloped, limited and irreplaceable, agricultural soils.*
- **Farm Pasture (AG-2)** - *The AG-2 zone is designed to maintain the agricultural land base taking into consideration special management practices due to steeper sloped, shallower soils and special wildlife and fish habitats. Foods, herbs and medicines traditional to the Confederated Tribes are also found in this region making it necessary for the Land Protection Planning Commission or the Board of Trustees to place further restrictions from time to time.*
- **Small Farm (AG-3)** - *The AG-3 zone is designed to maintain the agricultural lands and open space of the Reservation and yet accommodate high intensity agriculture of such as the product of fruit crops, vegetable crops, greenhouses, hay crops and certain types of animal husbandry excluding feed lots and hog farms, in areas with adequate soils and efficient irrigation systems. This zone is also designed to allow tribal members and other persons to more economically become involved in agriculture on a small scale to reduce the cost of living and/or provide additional income.*
- **Agri-Business (AG-4)** - *The AG-4 zone is designed to provide areas for certain types of agriculturally oriented businesses and services which may not otherwise need to locate in more intensive commercial or industrial areas. It may be appropriate for storage, handling or processing of agricultural products, or provide area for agriculturally oriented businesses which require larger areas.*

FOREST ZONES

- **Restricted Indian Forest (F-2)** - *The F-2 zone is designated to the Tribal trust lands of the Johnson Creek Restoration Area which were added to the Umatilla Indian Reservation by the Johnson Creek Restoration Act of 1939. Lands within this zone are undeveloped and culturally significant. Generally, these lands are utilized and managed for range, timber and other tribal interests.*
- **Big Game Grazing Forest (G-1)** - *The G-1 zone is designated to provide critical range for big game populations. The purpose of this zone is to preserve and maintain habitat for big game and other wildlife. Lands within this zone are largely undeveloped and located at the higher elevations of the Reservation. Generally, these lands are utilized and managed for outdoor recreation, range and timber with very limited development.*

RESOURCE ZONES

- **Surface Mine (SM)** - *The SM zone is designated for surface mining sites, an area that includes all or any part of the process of mining minerals by the removal of overburden and extraction of natural mineral deposits thereby exposed by any method by which more than 50 cubic yards of minerals are extracted.*

PUBLIC USE ZONES

- **Public Use Zone (P-1)** - *The purpose of the P-1 zone is to set aside land for educational, recreational, homesites, subsidization for the benefit of the Tribe, or tribal religious organizations or an agency of Federal, State or local governments.*
- **Public Facilities Zone (P-2)** - *The P-2 zone provides lands for use by governmental and other non-profit organizations that provide services which are inherently intensive or unusual uses not normally associated with other zones.*

OVERLAY ZONES

- **Public Use (P-1-O) Overlay** - *The purpose of the P-1 Overlay Zone is to support and protect the integrity of the Tamastlikt Cultural Institute of the Umatilla Indian Reservation, and within the context of supporting the Institute, to set aside land for education, recreation, subsidization for the benefit of the Tribe, tribal religious organizations or an agency of Federal, State or local governments.*
- **Flood Hazard Overlay (F-H-O)** - *The purpose of the Flood Hazard Overlay Zone is to promote and protect the public health, safety and general welfare, to protect soils, water quality, and quantity, to maintain and improve fish and wildlife habitat and minimize public and private flood losses due to floods by provisions designed to: restrict and prohibit dangerous and uses vulnerable to floods in an effort to reduce the damage of flooding.*

Table 2. Summary of Zoning Designations

Zone	Description	Acres	Percentage of Study Area
Ag-1	Exclusive Farm Use	53,723	37.9%
Ag-3	Small Farm	1,171	0.8%
Ag-4	Agri-Business	47	0.0%
C-D	Commercial Development	315	0.2%
CR-1	Community Residential	52	0.0%
F-2	Restricted Indian Forest	14,202	10.0%
G-1	Big Game Grazing Forest	69,353	48.9%
I-D	Industrial Development	560	0.4%
P-1	Public Use	246	0.2%
P-2	Public Facilities Zone	25	0.0%
R-1	Rural Residential	285	0.2%
R-2	General Rural	1,057	0.7%
SM	Surface Mine	200	0.1%
Overlays			
FP	Floodplain	320	n/a
P-1-O	Public Use Overlay	576	0.4%

Figure 4. CTUIR Zoning

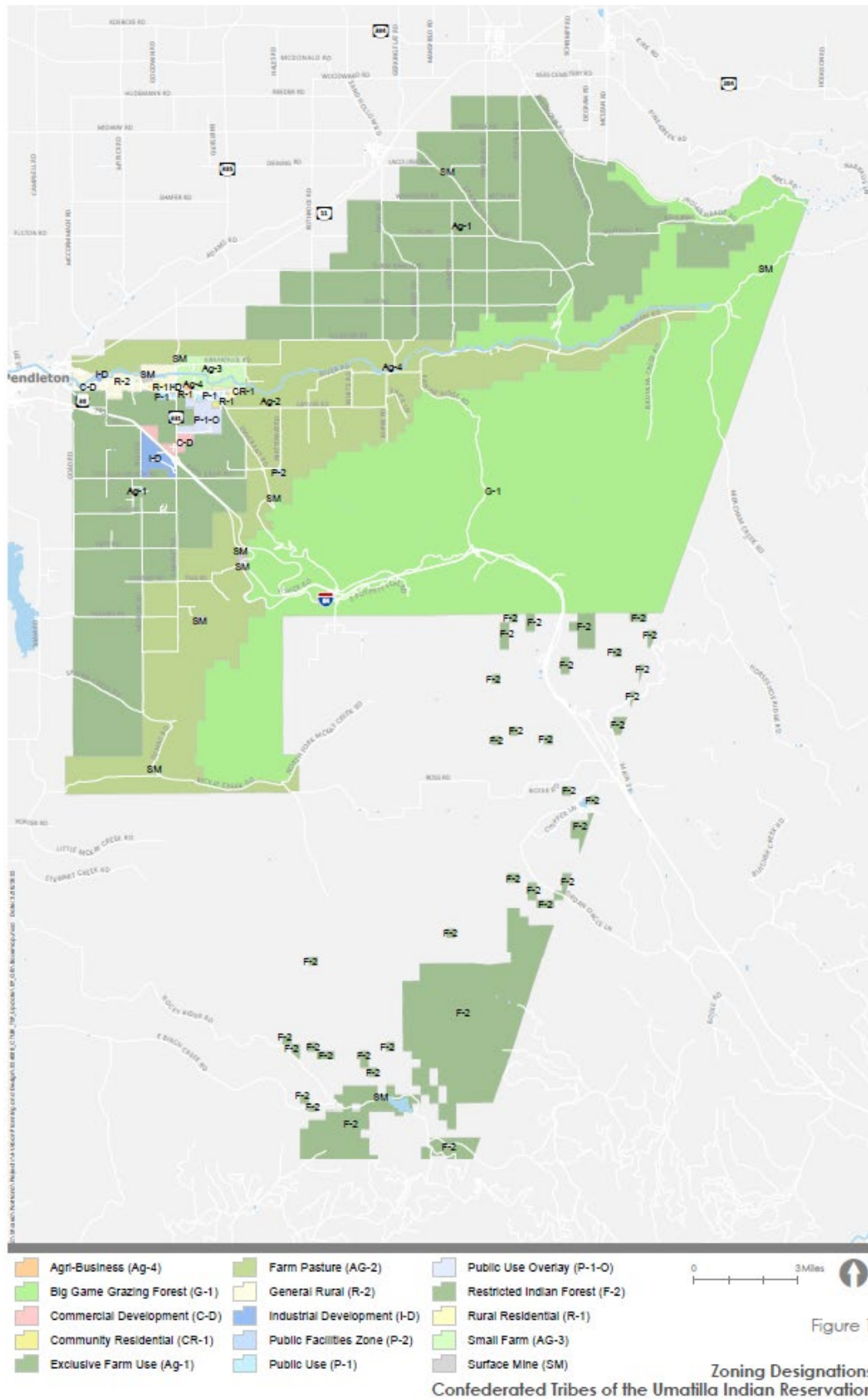
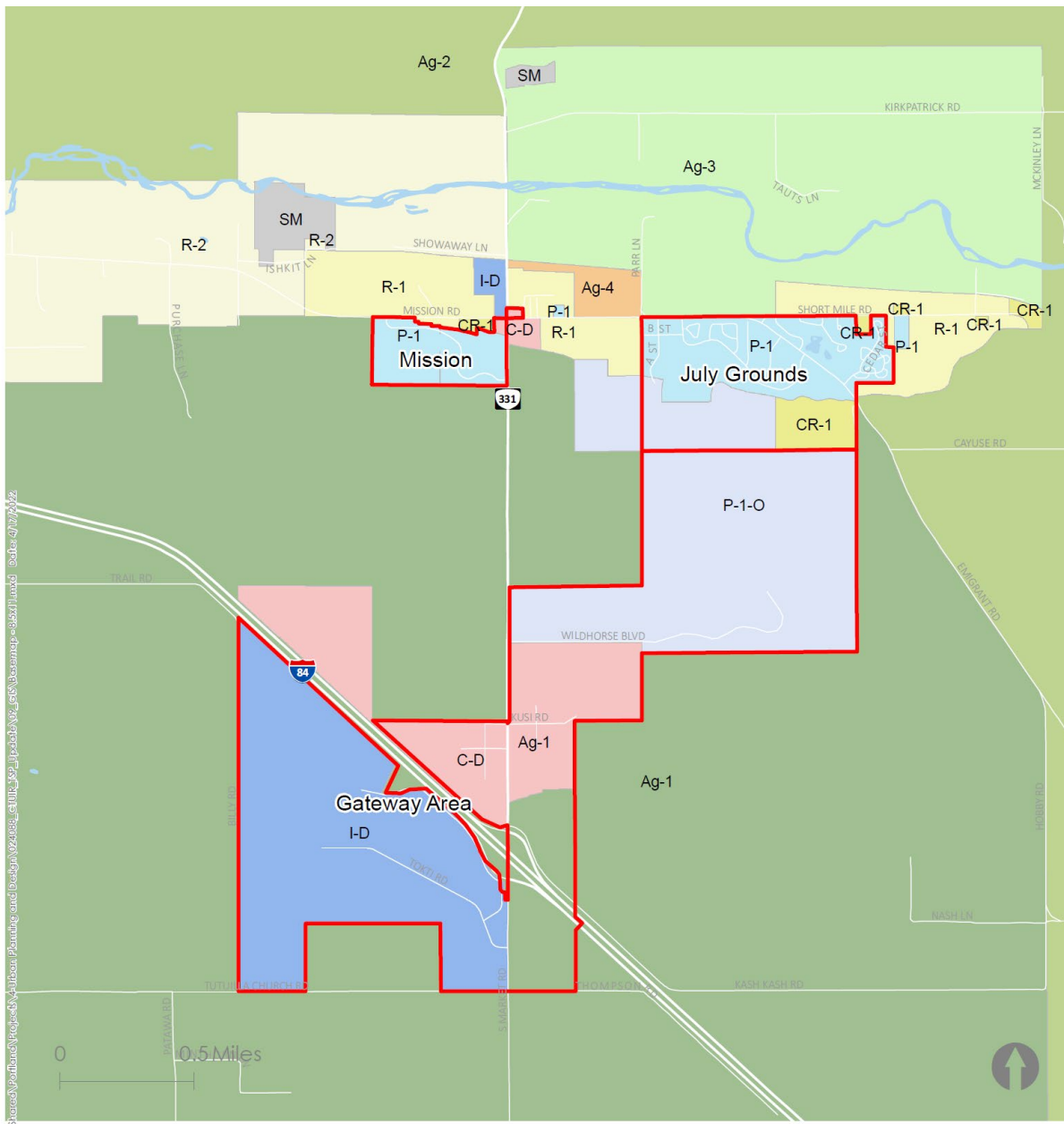


Figure 5. Zoning – Community Hubs



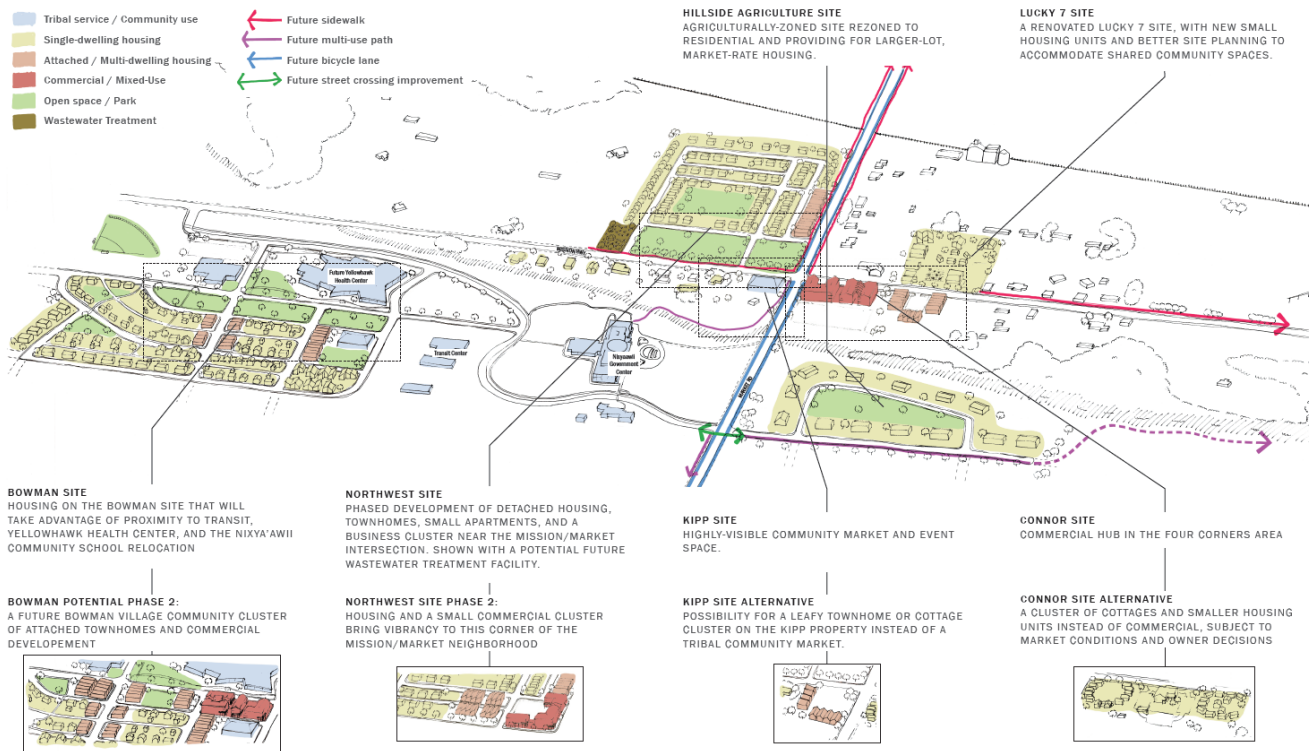
- | | | |
|-------------------------------|------------------------------|--------------------------------|
| Agri-Business (Ag-4) | Farm Pasture (AG-2) | Public Use Overlay (P-1-O) |
| Big Game Grazing Forest (G-1) | General Rural (R-2) | Restricted Indian Forest (F-2) |
| Commercial Development (C-D) | Industrial Development (I-D) | Rural Residential (R-1) |
| Community Residential (CR-1) | Public Facilities Zone (P-2) | Small Farm (AG-3) |
| Exclusive Farm Use (Ag-1) | Public Use (P-1) | Surface Mine (SM) |

RECENT PLANNING EFFORTS

CTUIR and neighboring jurisdictions have undertaken several planning efforts in recent years that are relevant to this TSP update. These plans are described below.

Mission Community Master Plan (2018)

Figure 6. Key Elements of the Mission Community Master Plan



The Mission Community Master Plan (MCMP) is a plan to coordinate development at the heart of the Mission Community. The plan includes specific land use and transportation recommendations, as well as an implementation plan, intended to create a vibrant, engaged, and multi-modal community that fosters cultural and environmental connectedness, economic vitality, health, and well-being. During the plan’s 20-year horizon there is an estimated a need for 349 dwelling units on the reservation.

The MCMP study area focused on the Central Business District and Governance Activity Center at the key intersection of Highway 331 and Mission Road, also referred to as the “Four Corners” area, shown in Figure 8.

The MCMP includes policy recommendations to improve transportation standards and design guidelines, as well as a specific transportation improvement project list. The transportation projects list includes intersection improvements at OR 331 and Mission Road, pedestrian and bicycle improvements (e.g., construction of sidewalks, bike lanes and enhanced crossings), several multi-use pathways, and transit improvements. The complete list and index maps are included in Appendix A.

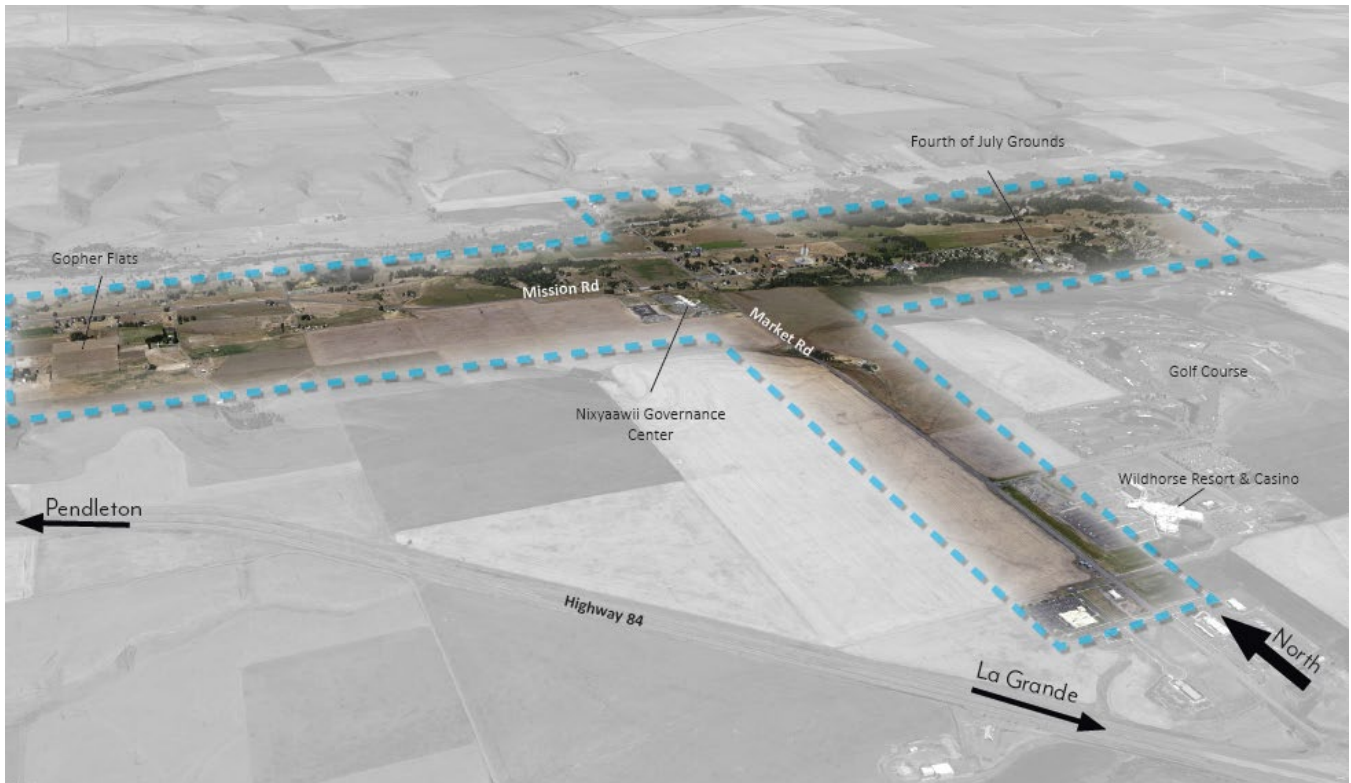
Key MCMP recommendations include updates to the CTUIR Land Development Code and transportation standards to be incorporated into the TSP, as follows.

- **Land Use Regulations.** Recommended Land Development Code amendments include:
 - *New CR-2 zone.* The MCMP proposed a new zoning district to enable the uses and features envisions for the Central Business District and Governance Activity Center. Rezoning land to CR-2

provides opportunity to create the mixed-use, housing, and commercial developments envisioned by the Master Plan.

- *Design Guidelines.* The MCMP shows examples of specific building designs and configurations that address adjacency considerations and typical user needs across a variety of land uses and development typologies that are true to the vision for the Mission Community.
- **Transportation Standards.** Standards related to specific transportation facilities to be incorporated into the TSP include:
 - MCMP Figure 12. OR 331 + Multi Use Path Cross-Section
 - MCMP Figure 13. Multi-Use Pathway Cross-Section
 - MCMP Figure 14. Umatilla River Multi-Use Trail and Equestrian Trail Cross-Section
 - MCMP Figure 16. Mission Road Cross-Section
 - MCMP Figure 17. Potential Signalized Intersection Widening Improvements
 - MCMP Figure 18. Potential Roundabout Intersection Improvements
 - MCMP Figure 19. Standard Residential Street Cross-Section
 - MCMP Figure 20. Minor Residential Street Cross-Section

Figure 7. Mission Community Master Plan Study Area

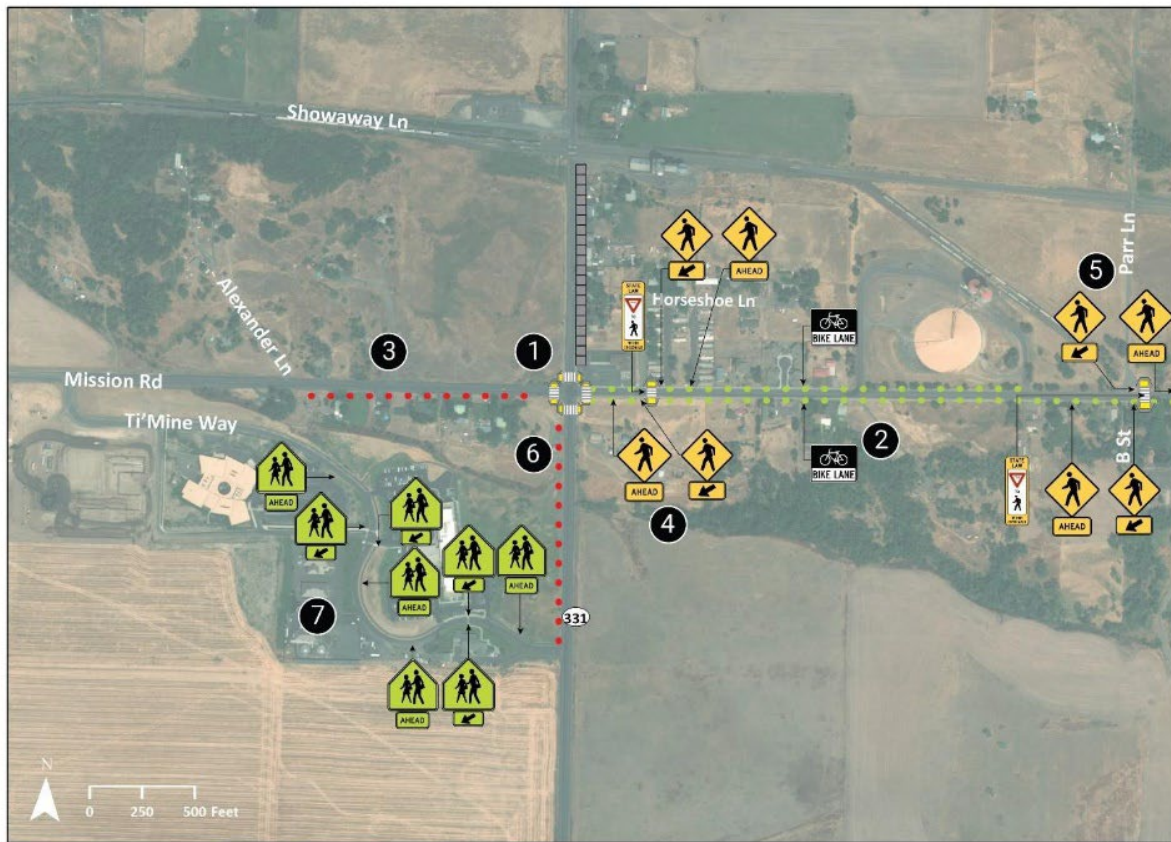


CTUIR Safe Routes to School Plan (2020)

The CTUIR Safe Routes to School Plan lays the foundation for coordination between the Nixyáawi Community School, CTUIR government, Charter School Board, Yellowhawk Tribal Health, Pendleton School District, Umatilla County, ODOT Region 5, and the broader community. The overarching goal is to reduce barriers for students walking and biking to school. This plan addresses access to Nixyáawii Community School, the only school located within the CTUIR boundary.

The process of developing the plan included outreach to the community and an existing conditions assessment, and resulted in a list of recommended improvements including installation of curb ramps, high visibility crosswalks, new sidewalks, pedestrian signs, and a bike lane. The complete list and location of improvements are shown in Figure 9.

Figure 8. STRS Improvement Recommendations List and Map



Map produced July 2020

Legend

-  Crosswalk
-  Sidewalk Improvements
-  Curb Ramp
-  R13-7
-  Multi-use path
-  Buffered bike lane with pavement markings
-  R1-6a
-  W11-2 with 16-9P
-  W11-2 with 16-7P
-  S1-1 with 16-9P
-  S1-1 with 16-7P

Nixyaawii Community School SRTS Improvement Recommendations



- 1 **Mission Road and Hwy 331:** Install perpendicular curb ramps on all four corners of the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across each leg of the intersection. Upgrade the stormwater system and review pedestrian lighting needs at the intersection, as necessary.
- 2 **Parking along Mission Road:** Install bike lane symbol pavement markings and stripe a buffer within the existing bike lanes east of the Four Corners intersection about 2,100 feet along the north side of the road and about 4,200 feet along the south side of the road. Install accompanying bike lane signs.
- 3 **Mission Road and Hwy 331:** Review the community's desire to construct a multi-use path along the south side of the road as had been indicated in previous planning documents. Consider enhanced crossings across Mission Rd, such as at Alexander Ln and Ti'mine Way, based on anticipated crossing demand.
- 4 **Mission Road and Horseshoe Lane:** Install perpendicular curb ramps on each side of Mission Rd. Install 2' wide high visibility white thermoplastic continental crosswalk markings with associated warning signage across Mission Rd (R1-6a, W11-2 with 16-7P and W11-2 with 16-9P).
- 5 **Mission Road and B St:** Install 2' wide high visibility white thermoplastic continental crosswalk markings with perpendicular curb ramps and associated warning signage, across Mission Rd, on the east leg of the Parr Ln/B St and Mission Rd intersection (R1-6a, W11-2 with 16-7P and W11-2 with 16-9P).
- 6 **Hwy 331:** Install 6' sidewalks along the east side of Hwy 331 north of the existing sidewalk at the Four Corners intersection extending to Showaway Ln. Install a 12' multi-use path along the west side of Hwy 331 south of the Four Corners intersection extending to Ti'Mine Way.
- 7 **Ti'Mine Way:** Install bidirectional Pedestrian Crossing signs (S1-1 with W16-7P, S1-1 with W16-9P) in advance of the crosswalks on Ti'Mine Way.

Mission Road between Confederated Way and Cedar Street: Install 6' sidewalks along the south side of Mission Rd / Cayuse Rd between the western intersection of Confederated Way and Cedar St (not pictured in map extent).

Install 6' sidewalks along the north side of Cayuse Rd between Short Mile Rd and Cedar St, as project budget allows (not pictured in map extent).

Upgrade the two existing marked crosswalks to ADA standards within the segment of roadway, and review additional marked crossing locations if installing only south side sidewalks (not pictured in map extent).

Umatilla County Trail Plan Concept Plan (2021)

The Umatilla County Trail Plan Concept Plan develops a vision and plan for a multi-modal trail that interconnects the cities of Umatilla, Hermiston, Stanfield and Echo. The plan depicts conceptual trail locations and designs from Umatilla to Echo, as shown in Figure 10.

The eastern edge of the trail concept terminates at Echo High School, located on US 395. Echo is located approximately 30 miles west of the CTUIR reservation. If the trail eventually extends into the Reservation, CTUIR can chose to follow the trail design recommendations if desired.

Blue Mountain Regional Plan (2018)

The vision for the Blue Mountain Regional Plan was to develop a community-driven and locally-supported regionwide network of bicycle and pedestrian routes and non-motorized trails. The objective of this network is to provide outdoor recreation opportunities, mobility options, and connectivity within the Blue Mountain Region that benefit health, mobility, quality of life and livability, and economic development and tourism. The Regional Plan was developed with a large group of partners, including CTUIR.

CTUIR's involvement in the plan was focused on the Rainwater Wildlife Area, which is owned and operated by CTUIR and at the time did not have an updated management plan. Located in Columbia County WA, the Rainwater Wildlife Area is outside of the TSP project area. However, connections to this area from the Reservation may be considered as part of the TSP update.

Figure 9. Umatilla County Trail Conceptual Plan

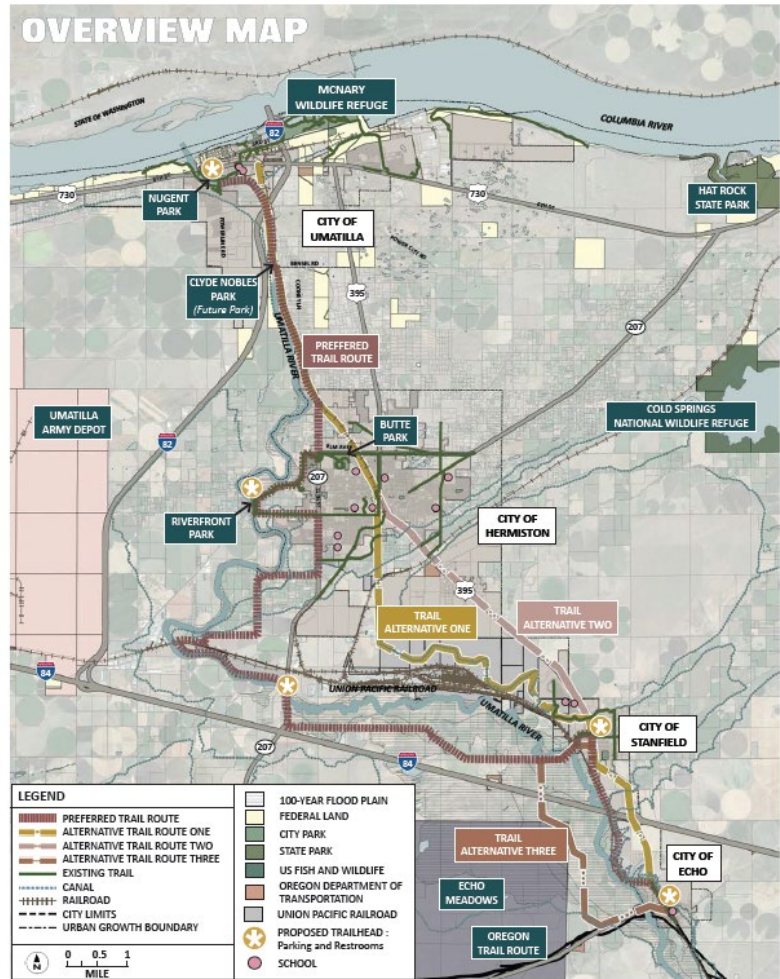
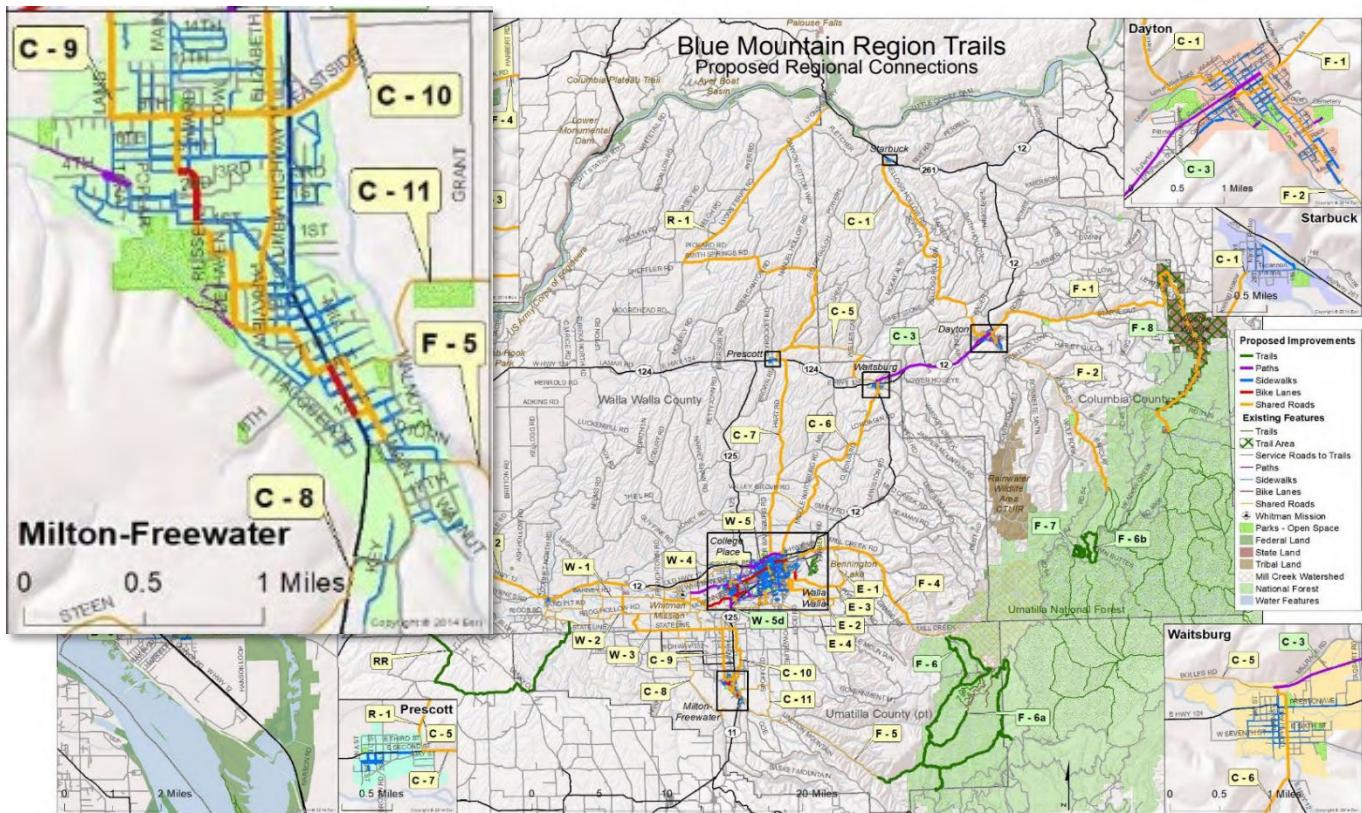


Table 3. Blue Mountain Region Trails – Proposed Connections



Walla Walla MPO 2045 Plan

The Walla Walla Valley Metropolitan and Sub-Regional Transportation Planning Organizations are responsible for transportation planning in Walla Walla Valley MPO – a region that includes the Walla Walla - College Place - Milton-Freewater urbanized area and more rural portions of Umatilla and Walla Walla counties. The 2045 Plan ensures federal, state, and local investments into pedestrian, bicycle, public transit, roadway, and freight transportation will enhance the movement of all people and goods efficiently and safely. The CTUIR Reservation is not located within the Walla Walla MPO. However, Kayak Public Transit, operated by CTUIR, provides service within the boundary of the MPO. To the extent applicable, the CTUIR TSP should be consistent with the transit recommendations in the 2045 Plan including Transportation Demand Management policies for collective marketing, trip planning, and other coordination between jurisdictions and transit agencies.

DEVELOPMENT ISSUES AND OPPORTUNITIES

This section outlines development issues and opportunities based on demographic trends; recent, ongoing, and future development; and focus areas visions, and how those opportunities can align with the TSP goals of accommodating quality development and active transportation.

Demographic Trends and Housing Need

Census data from 2010 to 2020 shows marginal population growth on the Reservation (see Table 4) and a steady increase in the number and proportion of American Indian and Alaskan Native individuals. Current estimates are significantly lower than the 20-year population forecasts found in the 2001 CTUIR TSP (shown in Table 5).

Table 4. Historic Population Data (Source: ACS 5-year Community Survey Data, CTUIR Tribal Area Geography)

	2010	Margin of Error	2015	Margin of Error	2020	Margin of Error
Total Population (Table S0101)	2,748	301	2,842	209	2,818	326
Population over 65 (Table S0101)	14.5%	2.7%	16.7%	2.7%	20.3%	3.1%
American Indian and Alaska Native Population /Percentage of Population (Table B02001)	917 / 33%	219	1,068 / 38%	153	1,144 / 40%	179
White Alone Population / Percentage of Population (Table B02001)	1,520 / 55%	202	1,352 / 48%	115	1,284 / 45%	171
Labor Force Participation Rate of Population 16+ (Table S2301)	65.4%	4.1%	57.3%	3.4%	56.6%	4.9%

Table 5. 2001 CTUIR TSP Future Population Projection and Housing Needs (TSP Table 5-1)

FUTURE POPULATION PROJECTION AND HOUSING NEEDS			
	Year 2000	Year 2020	20-Year Increase
Population- All Indians in the Area	3,044	4,125	1,081
Additional Dwelling Units	-	347	347
<i>(Scattered Sites)</i>	-	(160)	(160)
<i>(Mission Community)</i>	-	(187)	(187)

The MCMP estimated a need for 349 dwelling units on the reservation within the 20-year planning horizon, broken down into 151 ownership units (both Single Family Detached and Mobile Home units) and 198 rental units of various housing types. See Table 6 for additional detail.

Table 6. Projected 20-Year Need for New Housing Units (CMCP Figure 3.7)

OWNERSHIP HOUSING										
Price Range	Single Family Detached	Single Family Attached	Multi-Family			Mobile home	Boat, RV, other temp	Total Units	% of Units	Cummulative %
			2-unit	3- or 4-plex	5+ Units MFR					
Totals:	114	0	0	0	0	36	0	151	% All Units:	43.3%
Percentage:	75.6%	0.3%	0.0%	0.0%	0.0%	24.1%	0.0%	100.0%		

RENTAL HOUSING										
Price Range	Single Family Detached	Single Family Attached	Multi-Family			Mobile home	Boat, RV, other temp	Total Units	% of Units	Cummulative %
			2-unit	3- or 4-plex	5+ Units MFR					
Totals:	84	9	48	7	28	22	0	198	% All Units:	56.7%
Percentage:	42.5%	4.5%	24.1%	3.7%	14.2%	11.0%	0.0%	100.0%		

TOTAL HOUSING UNITS										
Price Range	Single Family Detached	Single Family Attached*	Multi-Family			Mobile home	Boat, RV, other temp	Total Units	% of Units	
			2-unit	3- or 4-plex	5+ Units MFR					
Totals:	198	9	48	7	28	58	0	349	100%	
Percentage:	56.8%	2.7%	13.7%	2.1%	8.0%	16.7%	0.0%	100.0%		

Sources: CTUIR, Census, Johnson Economics

* Uses Census definition, including townhomes/rowhouses and duplexes attached side-by-side, seperately metered.

CTUIR has enacted several programs to incentivize tribal members to live and/or work on the Reservation itself. Programs include housing assistance, land leasing, educational assistance programs, childcare, elder services, travel arrangements, and health services at Yellowhawk Health Center. The success of these programs could add to the growth forecast for CTUIR. As of 2017, CTUIR owned and/or managed 238 housing units.

Buildable Land Inventory and Opportunity Sites

The 2018 MCMP included an analysis of land within the plan’s study area, shown in Figure 11 and Figure 12. As discussed previously, this area contains the vast majority of land on the Reservation that is designated for uses other than agriculture, forest, or other open space.

This analysis led to identification of several “key opportunity sites” potentially suitable for new development at the heart of the Mission Area, shown in Figure 14 and discussed in the following section of this memorandum.

Figure 10. MCMP Residential BLI

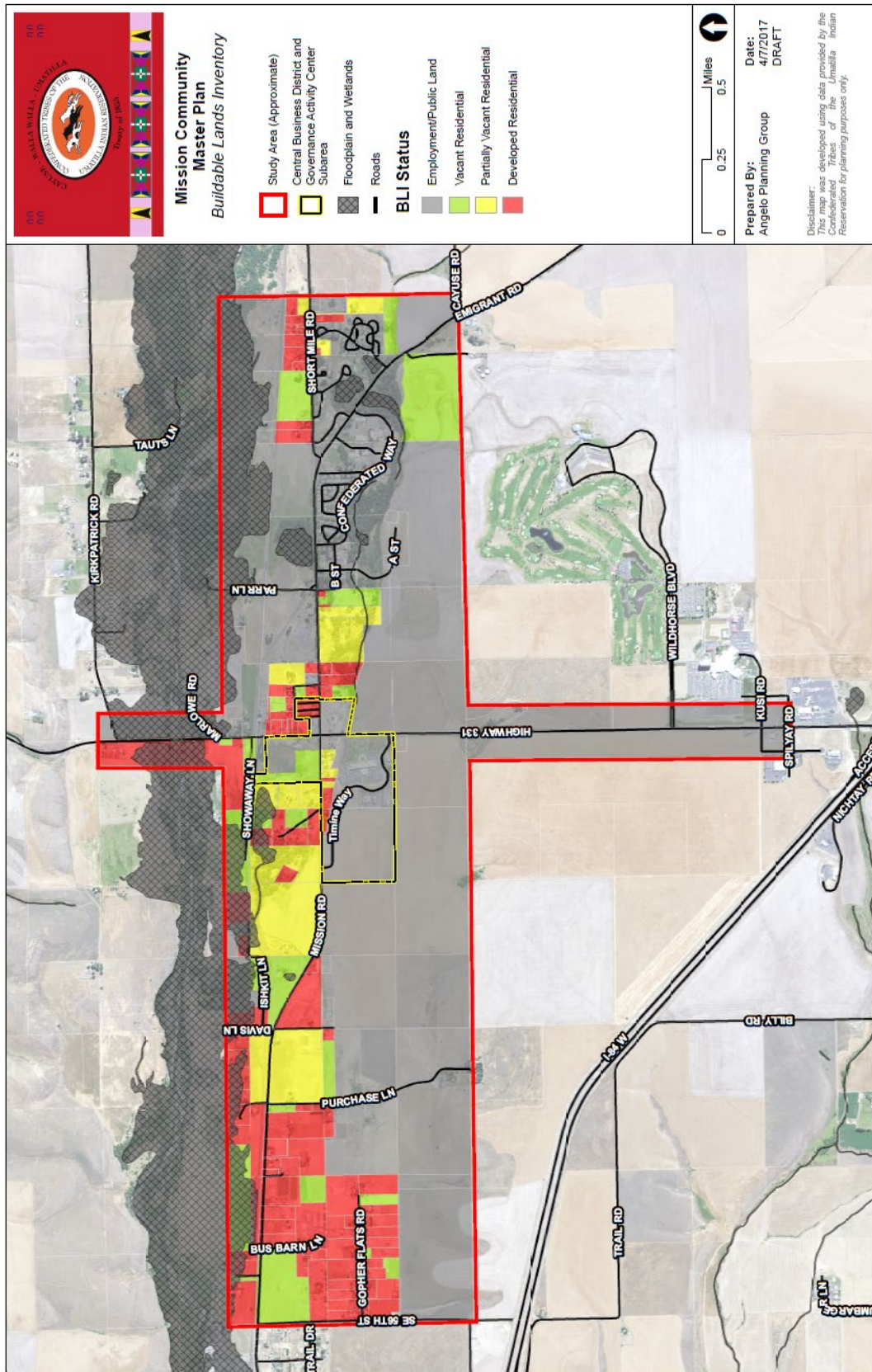
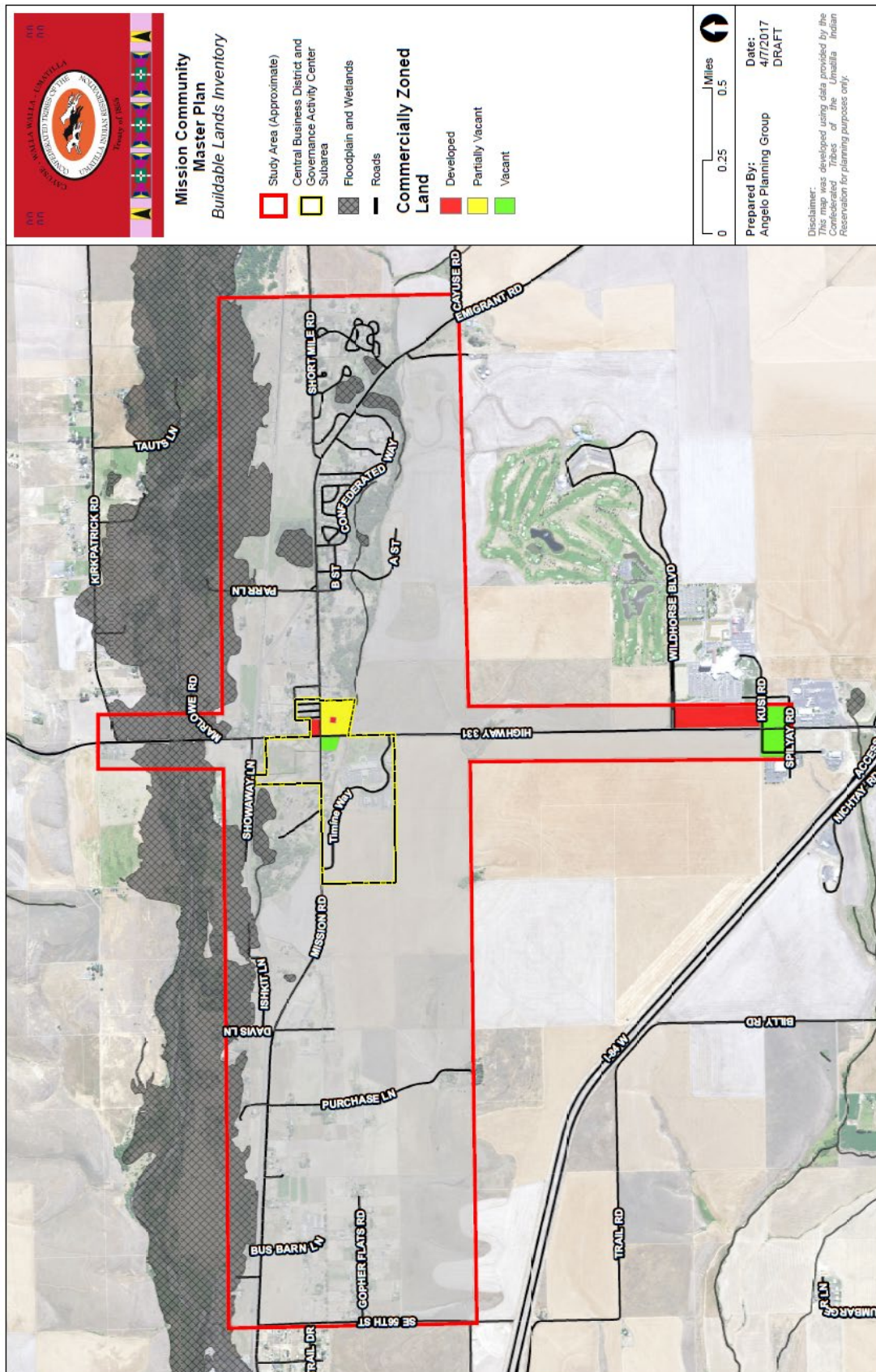


Figure 11. MCMP Commercial BLI



Community Hubs

The key opportunities for development on the Reservation lie within the Community Hubs, identified in Figure 2. Existing conditions and opportunities for each of these areas are described below.

GATEWAY COMMUNITY HUB

The Gateway Community Hub is the primary entrance to the Reservation from I-84. It extends to both the north and south of the interstate and includes:

- **Coyote Business Park.** The Coyote Business Park is a 170-acre master planned commercial and industrial park, owned and operated by CTUIR. The business park presents opportunities for commercial development. Currently, the park has an Arrowhead Travel Plaza, a truck repair stop, a Subway, and several other businesses. The proximity to I-84 and the Wildhorse Casino and Resort are notable benefits. On the South side of the park, there are more than 140 acres being marketed for distribution and shipping, logistics, light manufacturing and value-added agriculture. The area contains various tax exemption opportunities and is an IRS-certified Opportunity Zone.
- Coyote Business Park Development Standards and Design Guidelines establish the following objectives:
 - Encourage office and retail uses in Coyote North.
 - Encourage retail uses in Coyote East.
 - Attract diversified light manufacturing and distribution warehousing to Coyote South.
 - Plan for pedestrian and bicycle features, including wide sidewalks, landscaping, and retail buildings with display windows.
 - Keep auto circulation compatible with pedestrian, bicycle, and transit transportation.
 - Coordinate building design, signage, lighting and landscape design to provide diversity and variety in building form and type, open spaces, and site features while maintaining a sense of design continuity throughout the site.

Figure 12. Coyote Business Park Lots



(Source: <https://coyotebusinesspark.com/>)

- **Wildhorse Resort and Casino.** A key economic driver for CTUIR, this area contains a casino, golf course, movie theater, restaurants, RV park, bowling lanes, and conference/meeting facilities. The resort has been significantly expanded recently, with major construction completed in 2011 and 2020. Wildhorse employs over 800 individuals, according to the CTUIR website.
- **Tamástslikt Cultural Center.** The Tamástslikt Cultural Institute is located in the northeast corner of the Gateway Area at the east edge of the Wildhorse Golf Course. The Cultural Center contains a museum and education center and is the only American Indian owned and operated interpretive center on the Oregon Trail. Its permanent exhibits explore the past, present, and future of the Cayuse, Umatilla, and Walla Walla people (the Confederated Tribes) and tell the Oregon Trail story from their perspective. The Cultural Center includes spaces to rent for meetings and events. In 2018, the annual visitation totaled 28,027, including visiting school groups.

MISSION AREA

The Mission Community Hub contains many key CTUIR institutions, including the Governance Center, Yellowhawk Health, Kayak Transit Center, the Nixyáawii Community School, and the Nixyáawii Neighborhood.

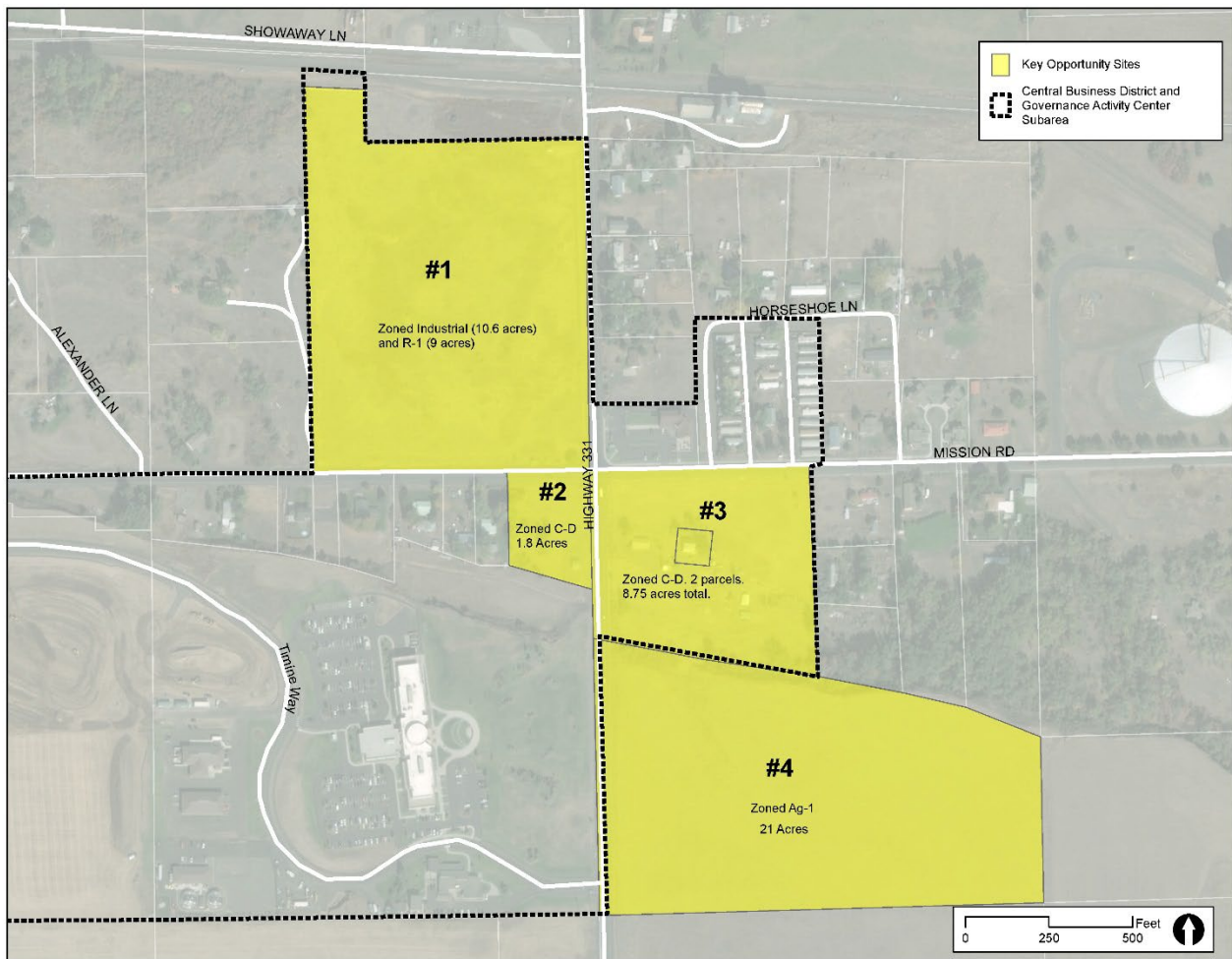
- **Nixyaawii Governance Center.** Tribal operations, including the Tribal Planning Office and Public Works, are housed in the governance center on Timine Way.
- **Yellowhawk Tribal Health Center.** Yellowhawk is a Tribally governed facility that provides outpatient primary care to CTUIR tribal members and other eligible American Indians. Services include outpatient medical, dental, mental health, alcohol / drug treatment, and aftercare programs. Yellowhawk also offers pharmacy services, medical laboratory, radiology and a DUII diversion program.
- **Kayak Transit Hub and Maintenance Shop.** A bus barn and maintenance shop have been on the site since 2014, and a new Transit Hub with benches and cooling/heating was built adjacent to the Transit Center in 2018.
- **Nixyáawii Community School.** The new school building opened in September 2019 with a 105 student capacity limit, an increase from the previous school building located in the July Grounds.¹
- **The Nixyáawii Neighborhood/Subdivision.** The new Nixyáawii neighborhood is an opportunity for CTUIR Tribal Members to build, live, and enjoy their own homes in their own community. The 13-acre area is located southeast of the Nixyáawii Education Center and Yellowhawk Tribal Health Center. The subdivision has roughly 40 lots available to tribal members with 99-year leases. The neighborhood is planned to include:
 - A community park and walking trails
 - A safe, walkable design with close proximity to CTUIR events and services at the Nixyáawii Governance Center, Nixyáawii Community School, and the Yellowhawk Tribal Health Center
 - Easy access to Kayak Public Transit
 - Parking access through alleyways behind each lot
 - Stubbed-out utility connections
 - Access to electricity through Pacific Power and fiber optic internet
 - Space reserved for future neighborhood businesses and services
- **Other Key Sites.** The MCMP identified four key sites adjacent to the Mission Community Hub, shown in Figure 14. These sites are either partially or fully vacant and are described below.
 - **Site #1:** This site is a tribal allotment property held in Trust by the BIA and, as of this writing, is held in probate and is expected to be held by a local family. It is currently zoned for industrial and low-density residential uses. Any future development and zone changes would be at the behest of the property owners.
 - **Site #2:** This property is a tribally owned trust property. It is 1.8 acres currently zoned for commercial uses. It currently has a well house and one of the CTUIR's community water wells located on it. Some

¹ Source: https://www.eastoregonian.com/news/local/Nixyáawii-holds-first-open-house-in-new-building/article_16a6e81c-caa1-11e9-9035-7bb97a1574f5.html

previous conceptual design work for this site included uses ranging from apartments to commercial development and a skate park.

- Site #3: This is two individual parcels with the smaller, inscribed parcel containing a residence that is in trust, while the larger surrounding property is fee land owned by Tribal members. Both are zoned Commercial. Any future development or zone designation changes would be at the behest of the property owners.
- Site #4: This is a 21-acre fee property owned by non-tribal members and is zoned Ag-1. Any future residential development would require a change of zoning designation and would be initiated at the property owner’s behest in partnership with CTUIR.

Figure 13. MCMP Key Opportunity Areas



JULY GROUNDS

The July Grounds were the site of several tribal buildings that have recently been relocated to the Mission area or elsewhere, including the Cay-Uma-Wa Education Center, the old Yellowhawk Tribal Health Center, the former Nixyaawii Community School, and the former Tribal Police station. It is still the site of the Community Center and Longhouse. The site has historical significance and is connected to the Tamástsiikt Cultural Institute via off-street path. The broader July Grounds area contains residences for many tribal members.

LAND USE UTILIZATION MAP

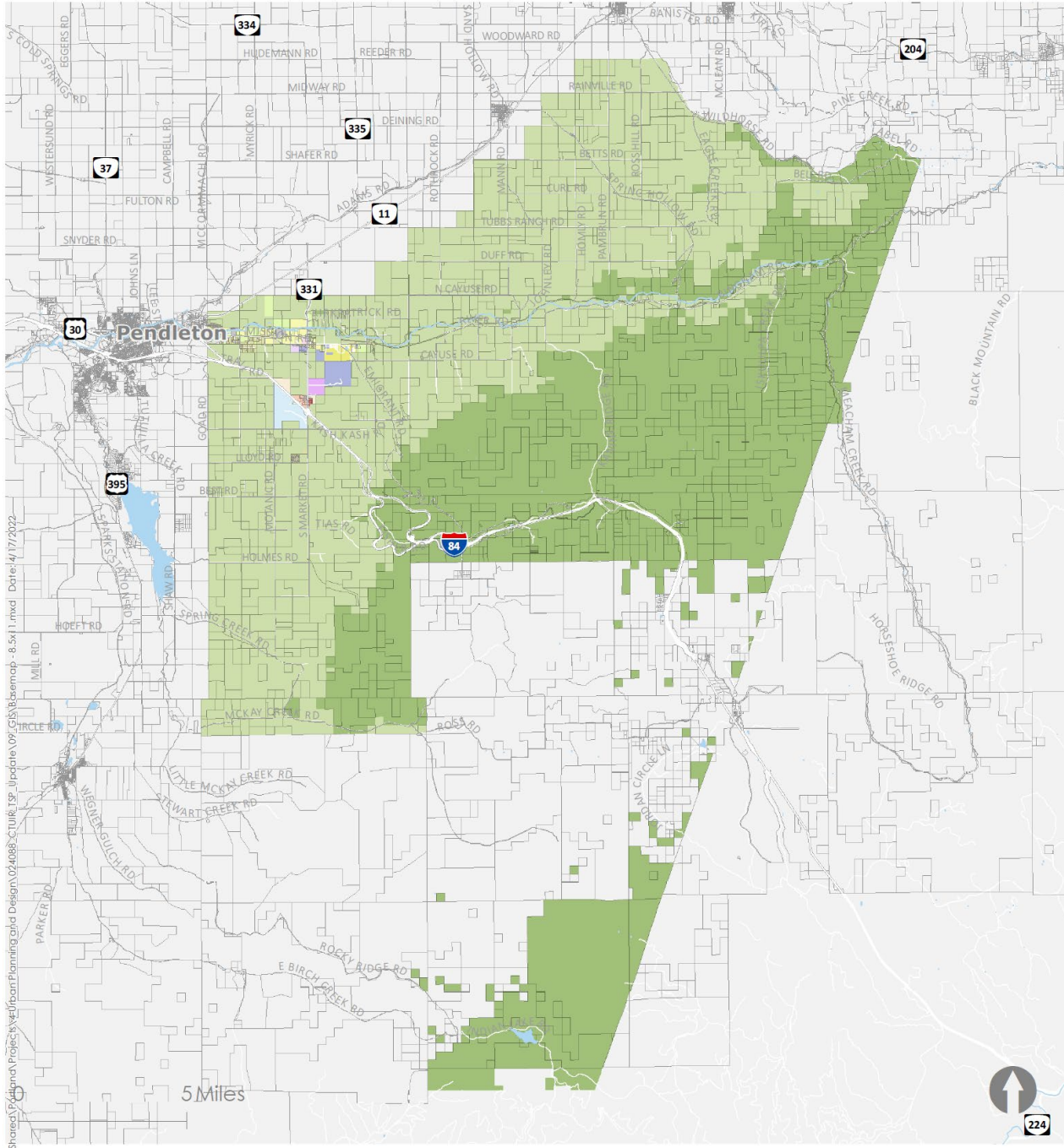
The following maps combine information listed previously in this memorandum into a Land Use Utilization Map. Development and redevelopment opportunities are primarily outside of resource zones. As shown on Figure 15, the study area is predominantly rural in nature, with about 97% of its acreage in either Exclusive Farm Use, Restricted Indian Forest, or Big Game Grazing Forest designations. These areas are expected to remain undeveloped for the duration of the planning period.

Figure 16 shows the CTUIR Community Hubs. There is a significant amount of land shown as vacant or partially vacant in commercial, industrial, and residential designations. There are also several parcels in CTUIR ownership with a public zoning designation. Uses in these areas vary substantially – from major employment centers such as the Wildhorse Casino and Coyote Business Park to old and new residential subdivisions.

Several other factors will contribute to development in CTUIR:

- Infrastructure availability and costs
- Floodplain regulations, particularly after significant flooding events in recent years.
- Transportation access
- Property owner interest
- CTUIR interest in developing properties it controls

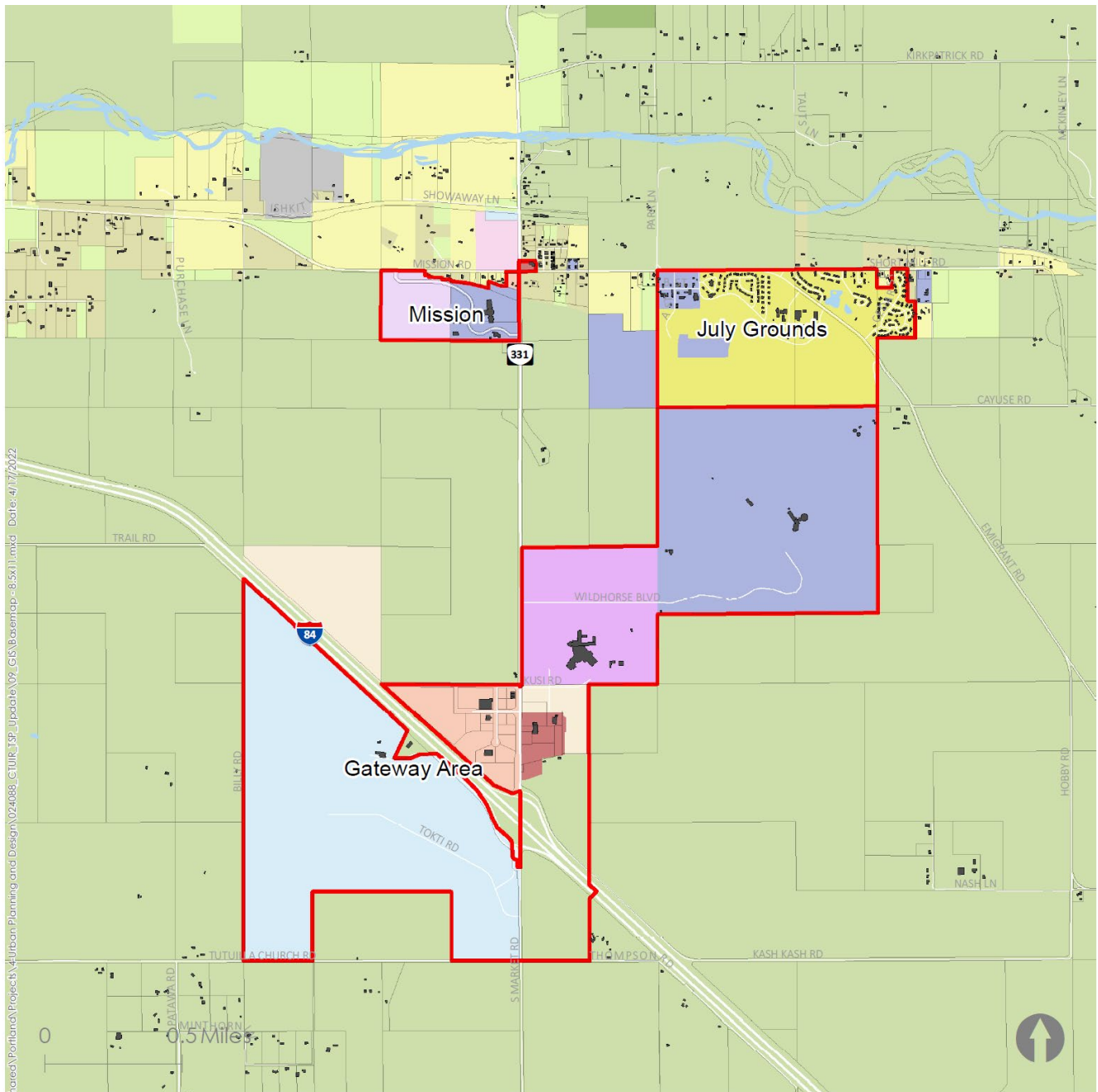
Figure 14. Land Use Utilization Map - CTUIR



Land Use

- | | | |
|--|---|--|
|  Residential - Developed |  Commercial - Partially Vacant |  Split Zoned - Partially Vacant |
|  Residential - Partially Vacant |  Commercial - Vacant |  Split Zoned - Vacant |
|  Residential - Vacant |  Commercial/Public |  Agricultural |
|  Commercial - Developed |  Industrial Vacant |  Forest |
| |  Public |  Surface Mine |
| |  Public - Residential | |

Figure 15. Land Use Utilization Map – Community Hubs



OPPORTUNITIES FOR THE CTUIR TSP

This section summarizes opportunities for the CTUIR TSP to create a transportation system that achieves CTUIR's goals. Additional community conversation will refine this list of opportunities into actionable items developed later in the TSP Update process.

Land Use and Development Code Concepts

Development on the Reservation is subject to the CTUIR Land Development Code. The following general concepts are used by communities of all sizes to implement policies that promote active transportation, create transit-supportive development, protect rural landscapes, and other community goals around health, environmental stewardship, and equity.

Bicycle and Pedestrian Connectivity

A key goal of this TSP update is to improve bicycle and pedestrian connectivity. This can be achieved by:

- Identifying key projects to create/enhance bicycle and pedestrian connections among key destinations (primarily between and within Community Hubs).
- Requiring sidewalks as part of subdivisions to improve internal and cross-site connectivity.
- On-site connectivity for larger commercial and industrial development (e.g., Coyote Business Park). This can be achieved by requiring pedestrian connections from the site entrance to other on-site locations, and requiring raised sidewalks or striping to emphasize pedestrian routes within parking lots and vehicle circulation areas.

Transit Supportive Development

In order to improve transit service and promote transit use, transit stops should host amenities for safety, comfort, and function of use, including real-time transit tracking, benches, shelters for weather protection, and lighting. Development of these features can be required through development approval on sites located along existing or planned transit routes in coordination with Kayak Public Transit. Dedication of right-of-way for bus pull-outs or turnarounds as necessary can also be required.

Street Connectivity

Having a high level of street connectivity, with multiple options for routing for all modes of travel, can support active transportation and improve overall travel times among destinations. Establishing maximum street lengths for subdivisions, discouraging or limiting cul-de-sacs, and requiring connections to neighboring sites as part of subdivision regulations are tools to implement this.

Trails

The rural nature of CTUIR provides opportunity for off-street transportation that provides residents and visitors the opportunity to get around on foot, bicycle, horseback, skateboard, and other means. Trail connections can be required of development and redevelopment in the land use code, along with design requirements for grade, lighting, and other design characteristics. Acquiring and maintaining the right of way for these connections is a key step, either through development or acquisition by CTUIR itself. This is particularly important along Umatilla River, which holds cultural significance to the Tribe.

Create Inviting and Comfortable Spaces Through Building Design

Creating spaces that are pedestrian-friendly and transit supportive can be achieved in part through the design of buildings and site planning. Provisions often include:

- Ground floor windows, regulated by a minimum amount of ground floor windows and glazing provides a more inviting façade for pedestrians.
- Maximum setback standards and requiring buildings to be set closer to the street they feel more inviting to pedestrians.

- Requiring or encouraging parking in the side or rear of buildings to reduce potential conflicts between modes and create a more attractive streetscape.

Protection of Rural Landscapes and Development Patterns

Creating tightly-knit and walkable communities in the core areas of CTUIR is a way to preserve the natural and agrarian nature of land elsewhere on the Reservation while continuing to support the Tribe's goals of housing and employing tribal members on the Reservation. The MCMP contains several recommendations to reduce regulatory barriers to developing more dense housing opportunities, including accessory dwelling units, cottage clusters, or attached housing.

Identification of Key Projects

The TSP update will identify key improvements to meet existing and future need, which will be the basis of planned capital improvements and can also be implemented through future development approval ensuring that a robust multimodal network is built incrementally over time. The projects identified in the MCMP and listed in Attachment A are a starting point for reviewing current and future transportation needs.

Attachment A

Mission Community Master Plan Transportation Projects and TSP Figures

Table 7. Mission Community Master Plan Preferred Transportation Improvement Projects

Map ID	Location	Project Description	Project Benefit/Implementation Considerations	Priority/ Time Frame	Cost ¹	Funding Source	Consistency with 2001 CTUIR TSP
Intersection Projects							
-	OR 331/ Mission Road Intersection	<ul style="list-style-type: none"> • Signalized the intersection • Construct separate left-turn lanes on all four intersection approaches • Construct a separate right-turn lane on the northbound approach 	Would be needed to accommodate projected long-term local and regional traffic growth. Would require a more detailed engineering study to determine when signalization is warranted based on traffic volume growth over time.	Medium Priority Long-Term Time Frame	\$450k	Development/ STIP	Would replace Project #8 in existing TSP.
-	OR 331/ Mission Road Intersection	<ul style="list-style-type: none"> • Construct a single lane roundabout • Realign the northbound and southbound approaches to avoid impacts to the Mission Market 	Would be needed to accommodate projected long-term local and regional traffic growth. Would require a more detailed engineering study to determine when a roundabout would be needed based on traffic volume growth over time.	Medium Priority Long-Term Time Frame	\$850k	Development/ STIP	Would replace Project #8 in existing TSP.
Pedestrian Improvement Projects							
P1	Mission Road (north side from grain silo to Cedar Street)	Install six-foot sidewalks along the north side of Mission Road.	Would address an existing sidewalk gap between the residential areas north of the July Grounds, the Wetland Community Park, and the Four Corners area. Implementation could be a combination of a capital improvement project and/or required as part of future development projects along the Mission Road corridor.	High Priority Near-Term Time Frame	\$450k	Tribal Capital Project / Development	This project is not currently identified as a need in the existing TSP.

Map ID	Location	Project Description	Project Benefit/Implementation Considerations	Priority/ Time Frame	Cost ¹	Funding Source	Consistency with 2001 CTUIR TSP
			<p>Portions of the corridor may require right-of-way acquisition and some utility relocation.</p> <p>Portions of the corridor near Cedar Street may have wetland impacts.</p> <p>A near-term/high-priority need as it would immediately benefit pedestrian access to employment areas, retail, parks and the community school. There are no other multi-modal options.</p>				
P2	Mission Road (south side from Confederate Way to Cedar Street)	Complete the sidewalk network along the south side of Mission Road from Confederate Way to Cedar Street. Widen existing sidewalks near the Four Corners area to six feet and address the existing mailbox obstructions located across from Lucky Seven.	<p>Would address an existing sidewalk gap between the July Grounds and the four corners area. Implementation could be a combination of a capital improvement project and/or required as part of future development projects along the Mission Road corridor.</p> <p>Portions of the corridor may require right-of-way acquisition and some utility relocation.</p> <p>Portions of the corridor near Cedar Street may have wetland impacts.</p> <p>A near-term/high-priority need as it would immediately benefit pedestrian access to employment areas, retail, parks and the community school. There are no other multi-modal options.</p>	High Priority Near-Term Time Frame	\$350k	Tribal Capital Project / Development	This project is not currently identified as a need in the existing TSP.
P3	OR 331 (Mission Road to Umatilla River)	Install sidewalks along the east and west sides of OR 331.	<p>Sidewalks would ultimately link to a multi-use pathway along the south side of the Umatilla River (see project M5). Implementation of the sidewalks would likely be driven by the development of Project M5 and/or installed as part of future redevelopment along the OR 331 corridor.</p> <p>Redevelopment of adjacent parcels would likely address portions of this sidewalk corridor.</p> <p>Portions of the corridor may require right-of-way acquisition.</p>	Low Priority Long-Term Time Frame (tied to development of Project M5)	\$300k	Development / Grant	This project is not currently identified as a need in the existing TSP.

Map ID	Location	Project Description	Project Benefit/Implementation Considerations	Priority/ Time Frame	Cost ¹	Funding Source	Consistency with 2001 CTUIR TSP
			A long-term need that would coincide with the development of project M5.				
P4	OR 331 crossing at Ti'Mine Way	Install an enhanced pedestrian crossing treatment. Treatment may include signalization (if warranted) or a grade separated undercrossing of OR 331.	Would provide a safer pedestrian crossing opportunity on a portion of Mission Road that has higher speeds and heavy truck volumes. Implementation of the crossing would be tied to future residential development on the east side of OR 331.	Low Priority Long-Term Time Frame (tied to future residential development)	\$35k - \$500k	Development / STIP	This project is not currently identified as a need in the existing TSP.
			OR 331 is a high speed and high volume state highway. Signalized crossing could be installed when warranted by a more detailed engineering study. Grade separated undercrossings are costly and impactful during construction. Long-term project needed if/when development occurs on the east side of OR 331.				
P5	Mission Road crossings at July Grounds and Cedar Street	Install an enhanced pedestrian crossing such as a Rectangular Rapid Flashing Beacon.	Would facilitate pedestrian crossings of Mission Road and improve pedestrian access to tribal services and the community school on a portion of Mission Road that has higher speeds and heavy truck volumes. Implementation would be tied to a capital improvement project or Safe Routes to School improvement.	High Priority Near-Term Time Frame	\$35k per location	Grant	These projects are not currently identified as a need in the existing TSP.
			Would be installed when warranted by a more detailed engineering study. Would need to be accompanied by sidewalks (see project P1 and P2). A near-term/high-priority need as it would immediately benefit pedestrian access to tribal services, parks, and the community school.				
P6	New residential/mi	Install sidewalks along all new	Would facilitate walking to/from new development areas. Construction would	High Priority	Varies	Development	

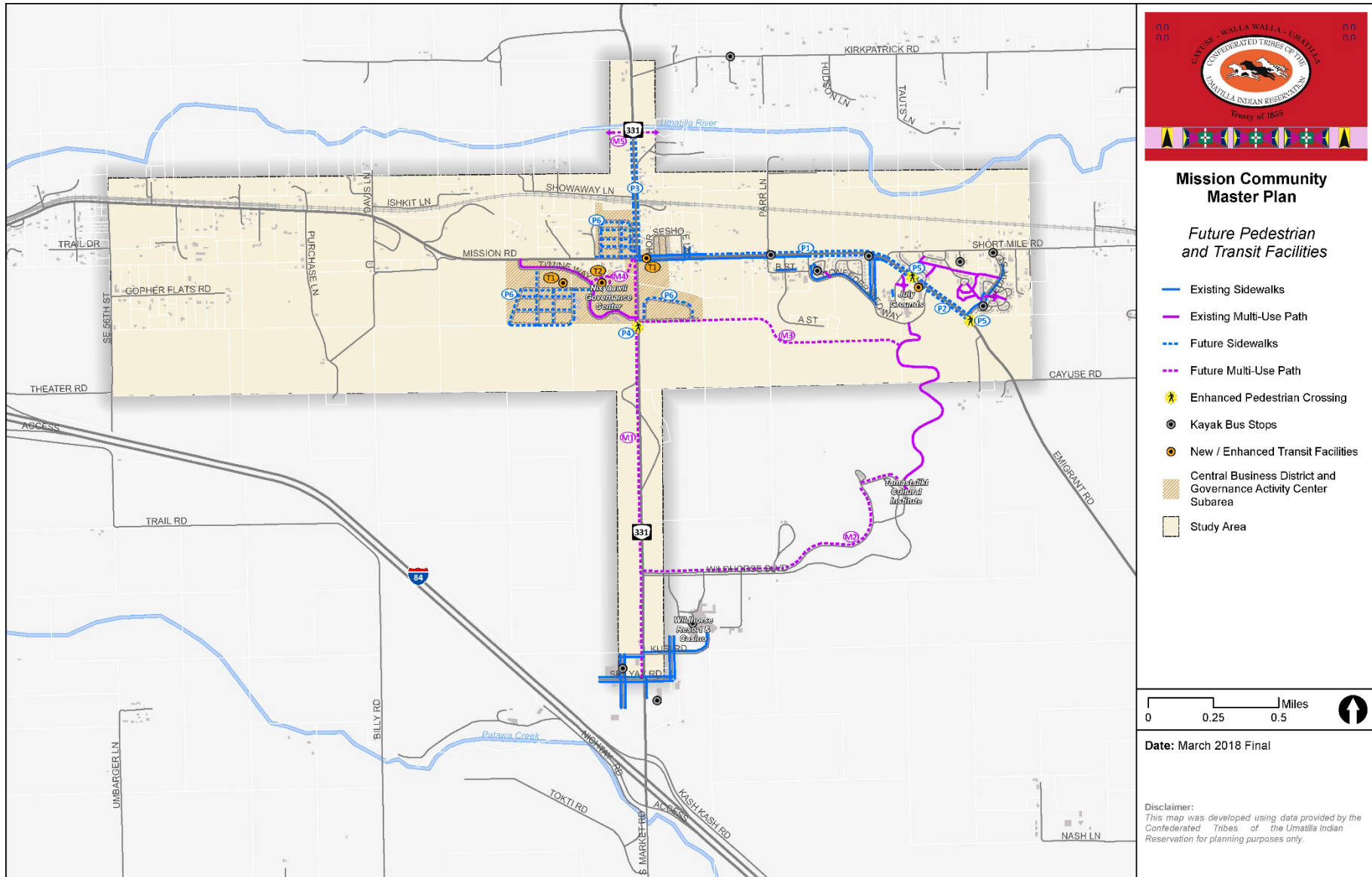
Map ID	Location	Project Description	Project Benefit/Implementation Considerations	Priority/ Time Frame	Cost ¹	Funding Source	Consistency with 2001 CTUIR TSP
	mixed-use street	residential and mixed-use streets.	<p>occur as part of future residential and mixed-use development.</p> <p>No special considerations.</p> <p>Would be constructed as a condition of future development.</p> <p>Project required when development takes place.</p>	Development Driven Time Frame			These projects are not currently identified as a need in the existing TSP.
Bicycle Improvement Projects							
B1	Mission Road (north side from grain silo to Cedar Street)	Widen Mission Road and install bicycle lanes along the north side all the way east to Cedar Street.	<p>Would address an existing bicycle lane gap between the residential areas north of the July Grounds, the Wetland Community Park, and the Four Corners area. Implementation could be a combination of a capital improvement project and/or required as part of future development projects along the Mission Road corridor.</p> <p>Portions of the corridor may require right-of-way acquisition.</p> <p>Portions of the corridor may have wetland impacts.</p> <p>A near-term/high-priority need as it would immediately benefit bicycle access to employment areas, retail, parks and the community school.</p>	High Priority Near-Term Time Frame	\$600k	Tribal Capital Project / Development	<ul style="list-style-type: none"> This project is not currently identified as a need in the existing TSP.
B2	Mission Road (south side from Short Mile Road to Cedar Street)	Widen Mission Road and install bicycle lanes along the south side from Short Mile Road to Cedar Street.	<p>Would address an bicycle lane gap between Cedar Street and the July Grounds area. Implementation could be a combination of a capital improvement project and/or required as part of future development projects along the Mission Road corridor.</p> <p>Portions of the corridor may require right-of-way acquisition.</p> <p>Portions of the corridor may have wetland impacts.</p> <p>A near-term/high-priority need as it would immediately benefit bicycle access to</p>	High Priority Near-Term Time Frame	\$500k	Tribal Capital Project / Development	<ul style="list-style-type: none"> This project is not currently identified as a need in the existing TSP.

Map ID	Location	Project Description	Project Benefit/Implementation Considerations	Priority/ Time Frame	Cost ¹	Funding Source	Consistency with 2001 CTUIR TSP
			employment areas, retail, parks and the community school.				
B3	OR 331 (Mission Road to Umatilla River)	Install bicycle lanes along the east and west sides of OR 331.	Bicycle lanes would ultimately link to a multi-purpose pathway along the south side of the Umatilla River (see project M5). Implementation of the bike lanes would likely be driven by the development of Project M5 and/or installed as part of future redevelopment along the OR 331 corridor.	Low Priority Long-Term Time Frame (tied to development of Project M5)	\$400k	Development / Grant	This project is not currently identified as a need in the existing TSP.
			Redevelopment of adjacent parcels would likely address portions of this corridor. Portions of the corridor may require right-of-way acquisition. A long-term need that would coincide with the development of project M5.				
Multi-Use Pathway Improvement Projects							
M1	OR 331 (Mission Road to Kusi Road)	Construct a separated paved multi-use path along the west side of OR 331 from Mission Road to Spilya Road	Would provide a walking/biking route that would link Nixyáawii Governance Center and surrounding future residential development to the Wildhorse Resort & Casino and other adjacent employment areas. Implementation would most likely be tied to grant funding or a larger capital improvement project.	High Priority Near-Term Time Frame	\$1.0M	Grant	This project is not currently identified as a need in the existing TSP.
			Portions of the corridor have grade challenges. Would require right-of-way acquisition. Portions of the corridor have steep embankments which would pose some engineering and construction challenges. A near-term/high-priority need as it would immediately benefit bicycle and pedestrian access between the Governance Center and the employment centers to the south.				
M2	Wildhorse Boulevard (OR 331 to Tamastlikt)	Construct a paved multi-use path along the north side of Wildhorse	There is currently no formal walking or biking facilities between the Wildhorse Boulevard and Tamastlikt Cultural Institute. Would link the July Grounds and adjacent residential	Medium Priority	\$95k	Grant	This project is consistent with Project

Map ID	Location	Project Description	Project Benefit/Implementation Considerations	Priority/ Time Frame	Cost ¹	Funding Source	Consistency with 2001 CTUIR TSP
	Cultural Institute)	Boulevard. Could be a separated path or as an extension of the existing road surface.	<p>areas to the various employment centers around the Wildhorse Resort and Casino. Implementation would most likely be tied to grant funding or a larger capital improvement project.</p> <p>Could be used by both residents and visitors to the Wildhorse Casino.</p> <p>A near-term need as it would immediately benefit bicycle and pedestrian access between the July Grounds and various employment centers around the Wildhorse Casino.</p>	Near-Term Time Frame			#33 in the existing TSP and calls for an even longer extension of multi-use path to connect to OR 331.
M3	East-West Bluff Trail (OR 331 to T	Construct a new multi-use path along the top of the bluff connecting OR 331 to the Tamastlikt Trail.	<p>This path would parallel Mission Road providing an alternate route between the July Grounds and the Nixyáawii Governance Center. Implementation would most likely be tied to grant funding or a larger capital improvement project.</p> <p>Alignment is on Exclusive Farm Use zoned land.</p> <p>Alignment would be partially located on private land, requiring right-of-way.</p> <p>Alignment of trail would require careful planning to avoid sacred burial grounds.</p> <p>A long-term need that won't be needed until development occurs east of OR 331.</p>	Low Priority Long-Term Time Frame	\$100k	Grant / Development	This project is not currently identified as a need in the existing TSP.
M4	Nixyáawii Governance Center	Construct a new multi-use path connecting the Nixyáawii Governance Center to the Four Corners area.	<p>The path would provide a direct and formal connection between the governance center and the Four Corners area that does not require walking or biking along Mission Road or 331. Implementation would most likely be tied to a capital improvement project.</p> <p>This project is needed under existing conditions as there is currently no formal walking route.</p> <p>Portions of the alignment would need to navigate a steep grade.</p>	High Priority Near-Term Time Frame	\$45k	Tribal Capital Project	This project is not currently identified as a need in the existing TSP.

Map ID	Location	Project Description	Project Benefit/Implementation Considerations	Priority/ Time Frame	Cost ¹	Funding Source	Consistency with 2001 CTUIR TSP
			A near-term/high-priority need as it would immediately benefit bicycle and pedestrian access between the Bowman Property/Governance Center and Four Corners area.				
M5	Umatilla River Trail	Construct a new multi-use trail along the south side of the Umatilla River on in parallel but offset from the river where applicable.	This path could be extended to the west over time to ultimately connect to the City of Pendleton and the existing/planned expansion their levee trail system. Project could be designed to include a hardscape pathway for walking/bicycle and a soft-surface for equestrian use. Implementation would most likely be tied to grant funding or a larger capital improvement project.	Low Priority Long-Term Time Frame	\$>500k	Grant / Tribal Capital Project	This project is not currently identified as a need in the existing TSP.
			Would require right-of-way. May impact some private property. Would require consideration of areas that have the potential to be culturally or historically significant. A low priority need, but one that could provide significant regional connections.				
Transit Projects							
T1	Multiple Locations	Install new transit amenities including new shelters with real-time transit tracking, benches, lighting, etc.	There is a general desire to enhance all transit stops within the Mission study area.	Medium Priority Near-Term Time Frame	Shelters \$10,000 per location Lighting \$10-\$15k per location	Tribal Capital Project	These projects are not currently identified as a need in the existing TSP.
			Some stops have transit shelters already. Upgrades would be limited to better lighting and transit tracking amenities. A medium priority need for lower use locations. A higher priority need for higher volume locations.				
T2	Nixyáawii Governance Center	Designate some existing parking spaces within the Nixyáawii Governance Center for use as a park-	The ability to take transit to regional destinations such as Pendleton, Milton-Freewater, Hermiston, etc. can lead to financial savings for many Mission residents. The Nixyáawii Governance Center is a central location with a well-lit parking lot that	Medium Priority Long-Term Time Frame	Signage: \$2 per square foot;	Tribal Capital Project	These projects are not currently identified as a

Map ID	Location	Project Description	Project Benefit/Implementation Considerations	Priority/ Time Frame	Cost ¹	Funding Source	Consistency with 2001 CTUIR TSP
		and-ride for Mission community members riding Kayak to other regional locations.	could accommodate the daily parking needs of those residents wishing to commute regionally by bus. Reduces some parking at the Nixyáawii Governance Center to be allocated specifically to park-n-ride. A central location near the majority of Mission area residents. Lot is well lit and would be a safe location for daily parking. A long-term/low priority need until more residential development takes place within the Mission area.				need in the existing TSP.
High Priority (0-5 years)					>\$3.0M		
Medium Priority (6-10 years)					\$1.5M		
Low Priority (10-20 years)					>\$1.1M		
Total					>\$5.6M		
¹ Cost estimates include engineering and construction costs but do not include potential right-of-way acquisition. Therefore these estimates should be considered planning level estimates. More detailed cost estimates will be required as projects are pursued through the actual design and engineering phases.							



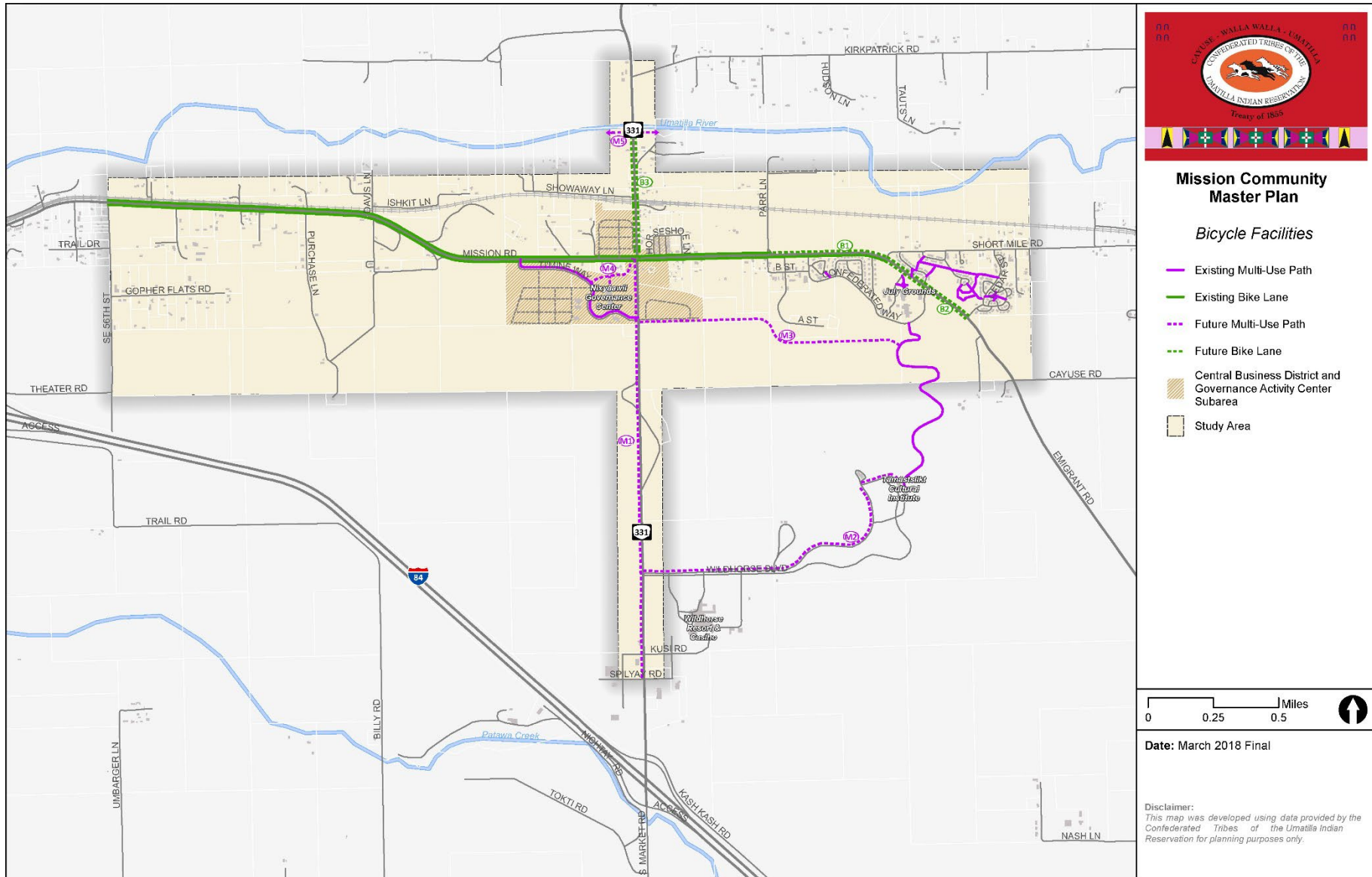


Figure A.1 OR 331 + Multi Use Path Cross-Section

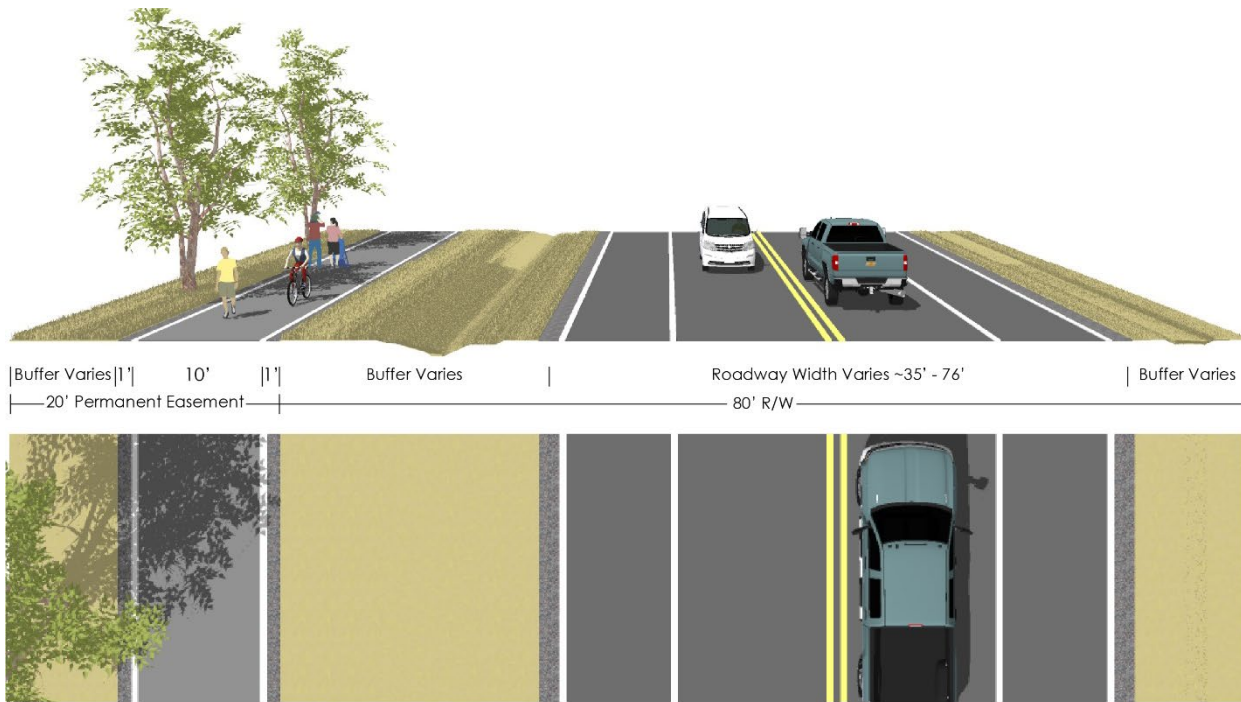


Figure A.2 Multi-Use Pathway Cross-Section

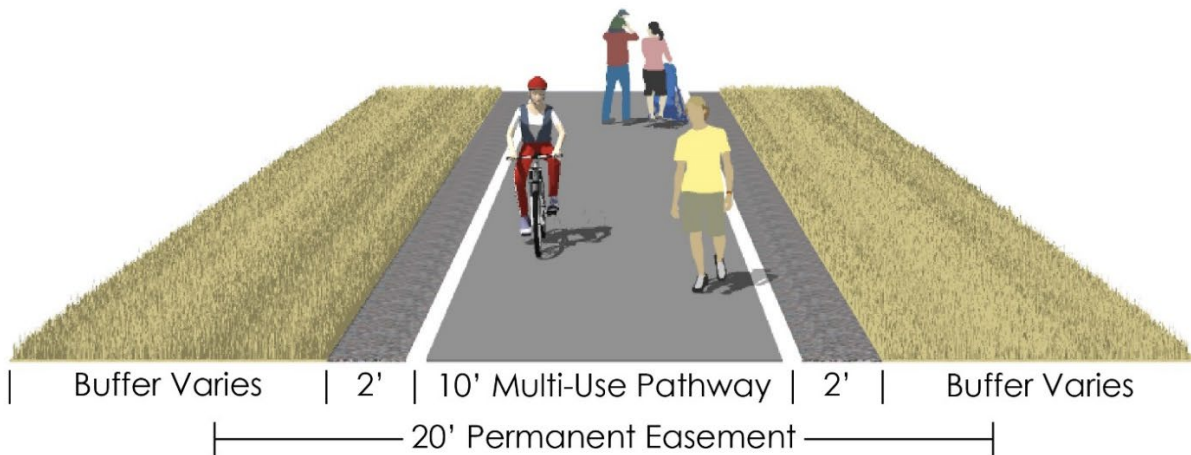


Figure A.3 Umatilla River Multi-Use Trail and Equestrian Trail Cross-Section

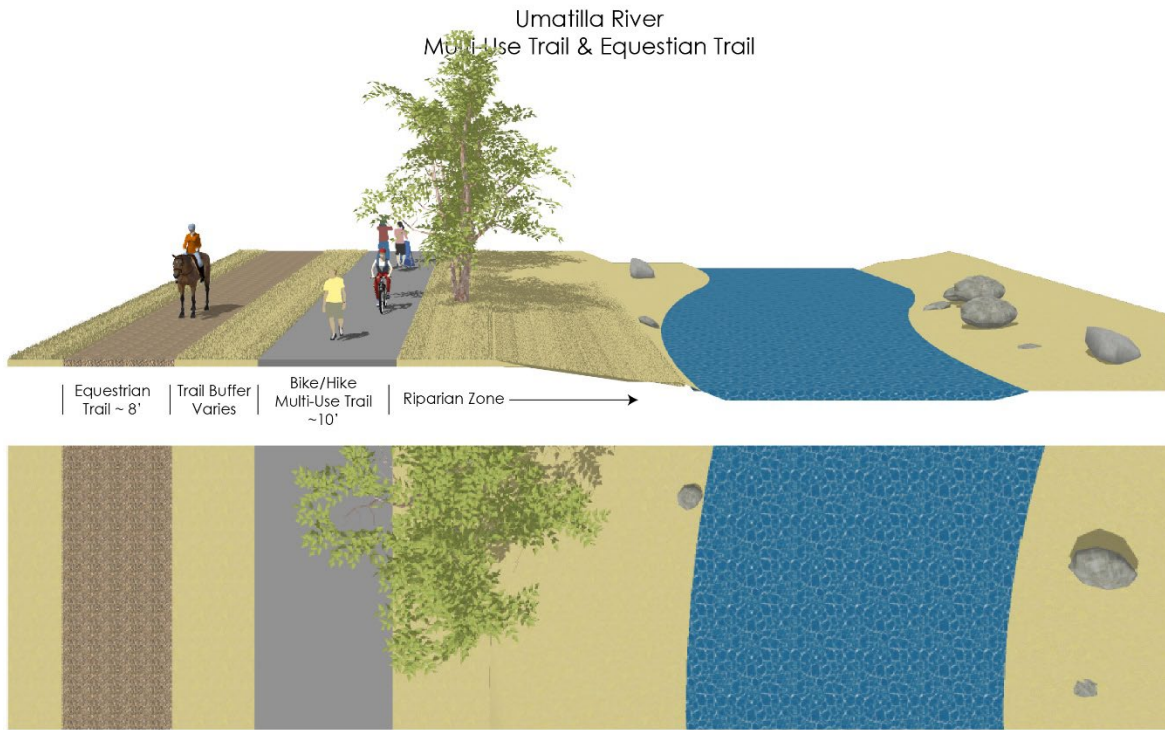


Figure A.4 Mission Road Cross-Section

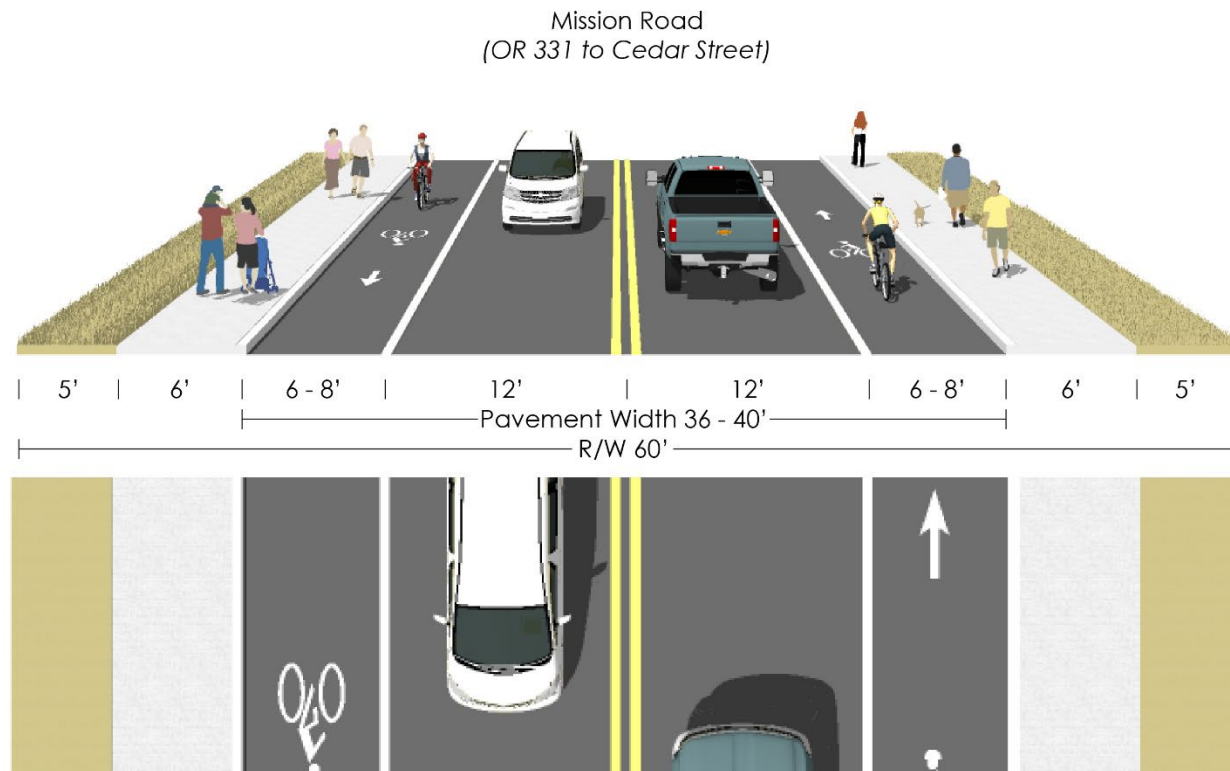


Figure A.5 Potential Signalized Intersection Widening Improvements



Figure A.6 Potential Roundabout Intersection Improvements



Figure A.7 Standard Residential Street Cross-Section

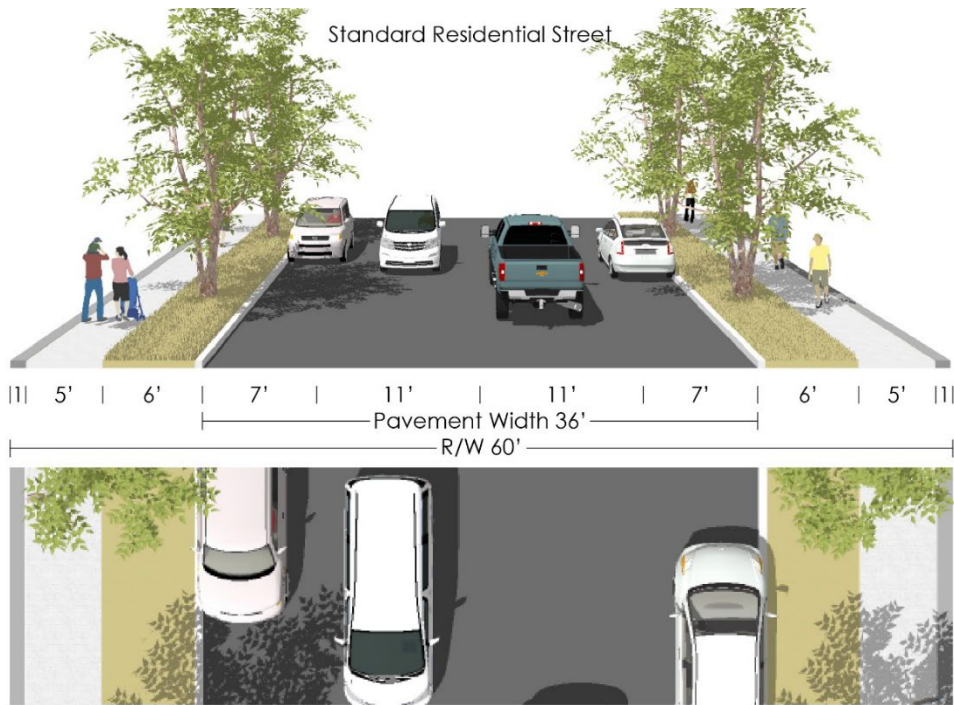


Figure A.8 Minor Residential Street Cross-Section

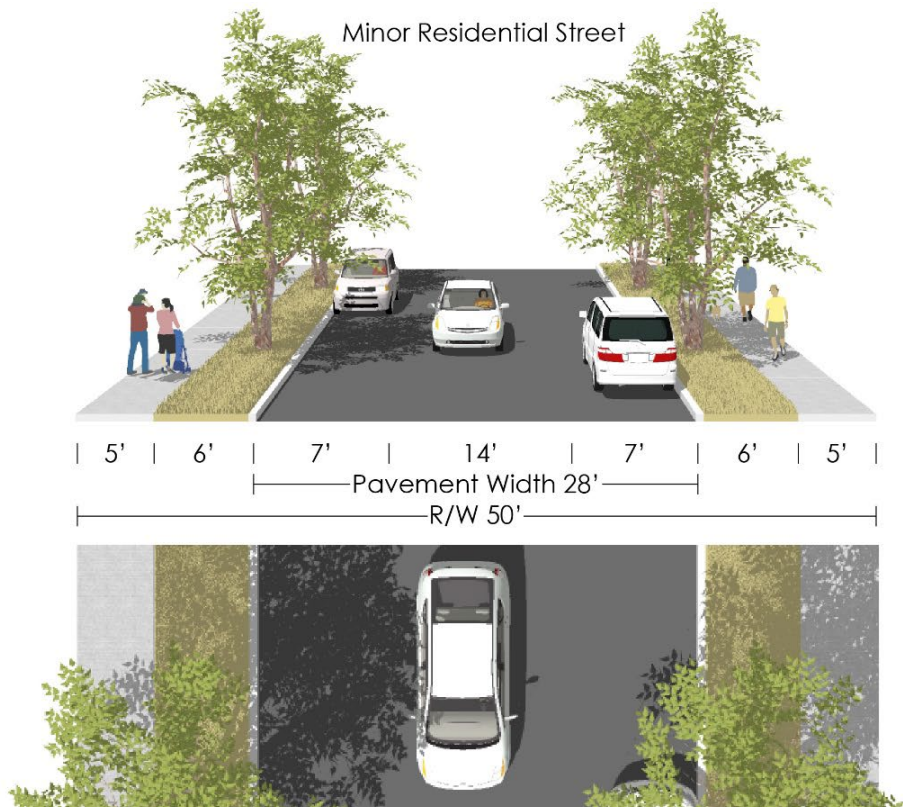
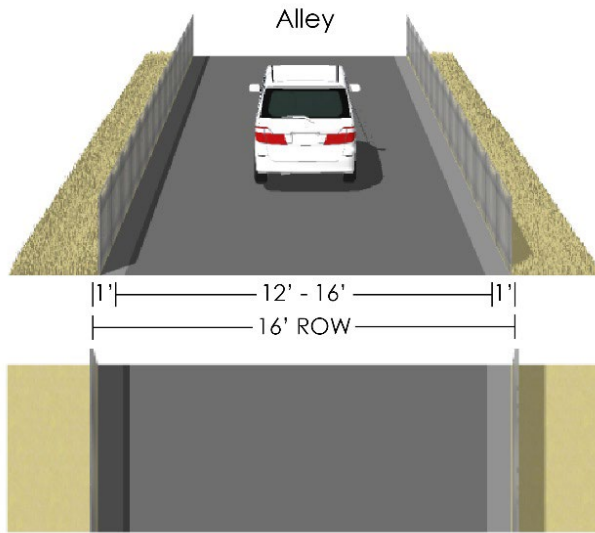


Figure A.9 Alley Cross-Section



B. TRAFFIC OPERATIONS WORKSHEETS

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	104	18	40	135	70	81
Future Vol, veh/h	104	18	40	135	70	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	4	6	4	4	5	7
Mvmt Flow	133	23	51	173	90	104

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	156	0	420 145
Stage 1	-	-	-	-	145 -
Stage 2	-	-	-	-	275 -
Critical Hdwy	-	-	4.14	-	6.45 6.27
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	2.236	-	3.545 3.363
Pot Cap-1 Maneuver	-	-	1412	-	584 889
Stage 1	-	-	-	-	875 -
Stage 2	-	-	-	-	764 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1412	-	561 889
Mov Cap-2 Maneuver	-	-	-	-	561 -
Stage 1	-	-	-	-	875 -
Stage 2	-	-	-	-	733 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	561	889	-	-	1412	-
HCM Lane V/C Ratio	0.16	0.117	-	-	0.036	-
HCM Control Delay (s)	12.6	9.6	-	-	7.6	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	0.4	-	-	0.1	-

CTUIR TSP
2: S Market Road & Mission-Cayuse Rd

Existing 2021 Traffic Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	128	36	64	114	25	35	105	102	8	98	30
Future Vol, veh/h	23	128	36	64	114	25	35	105	102	8	98	30
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	8	4	4	4	4	8	3	13	5	8	13	5
Mvmt Flow	28	158	44	79	141	31	43	130	126	10	121	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.1	12.5	12.9	11.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	12%	32%	6%
Vol Thru, %	43%	68%	56%	72%
Vol Right, %	42%	19%	12%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	242	187	203	136
LT Vol	35	23	64	8
Through Vol	105	128	114	98
RT Vol	102	36	25	30
Lane Flow Rate	299	231	251	168
Geometry Grp	1	1	1	1
Degree of Util (X)	0.449	0.366	0.396	0.272
Departure Headway (Hd)	5.41	5.707	5.685	5.822
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	663	628	629	613
Service Time	3.472	3.775	3.75	3.895
HCM Lane V/C Ratio	0.451	0.368	0.399	0.274
HCM Control Delay	12.9	12.1	12.5	11.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.3	1.7	1.9	1.1

CTUIR TSP
3: Mission-Cayuse Rd & Short Mile Rd

Existing 2021 Traffic Conditions
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	
Traffic Vol, veh/h	52	103	132	8	4	24
Future Vol, veh/h	52	103	132	8	4	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	4	6	2	0	3
Mvmt Flow	58	116	148	9	4	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	157	0	-	0	385 153
Stage 1	-	-	-	-	153 -
Stage 2	-	-	-	-	232 -
Critical Hdwy	4.17	-	-	-	6.4 6.23
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.263	-	-	-	3.5 3.327
Pot Cap-1 Maneuver	1393	-	-	-	622 890
Stage 1	-	-	-	-	880 -
Stage 2	-	-	-	-	811 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1393	-	-	-	596 890
Mov Cap-2 Maneuver	-	-	-	-	596 -
Stage 1	-	-	-	-	843 -
Stage 2	-	-	-	-	811 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1393	-	-	-	831
HCM Lane V/C Ratio	0.042	-	-	-	0.038
HCM Control Delay (s)	7.7	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

CTUIR TSP
4: Cayuse Rd/Emigrant Rd & Emigrant Rd/Cayuse Rd

Existing 2021 Traffic Conditions
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	1	0	32	0	8	1	36	15	1
Future Vol, veh/h	1	0	0	1	0	32	0	8	1	36	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	11	0	25	22	0	3	0	2	10	3	90	18
Mvmt Flow	1	0	0	1	0	38	0	9	1	42	18	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	132	113	19	113	113	10	19	0	0	10	0	0
Stage 1	103	103	-	10	10	-	-	-	-	-	-	-
Stage 2	29	10	-	103	103	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.5	6.45	7.32	6.5	6.23	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.21	5.5	-	6.32	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.5	-	6.32	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.525	3.698	4	3.327	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	820	781	996	819	781	1068	1611	-	-	1603	-	-
Stage 1	881	814	-	961	891	-	-	-	-	-	-	-
Stage 2	965	891	-	856	814	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	776	761	996	803	761	1068	1611	-	-	1603	-	-
Mov Cap-2 Maneuver	776	761	-	803	761	-	-	-	-	-	-	-
Stage 1	881	793	-	961	891	-	-	-	-	-	-	-
Stage 2	931	891	-	834	793	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	8.5	0	5.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1611	-	-	776 1057	1603	-	-
HCM Lane V/C Ratio	-	-	-	0.002 0.037	0.026	-	-
HCM Control Delay (s)	0	-	-	9.6 8.5	7.3	0	-
HCM Lane LOS	A	-	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 0.1	0.1	-	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	68	24	204	186	12
Future Vol, veh/h	38	68	24	204	186	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	160	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	4	3	4	8	8	6
Mvmt Flow	55	99	35	296	270	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	645	279	287	0	-	0
Stage 1	279	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.44	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	434	757	1264	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	420	757	1264	-	-	-
Mov Cap-2 Maneuver	420	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1264	-	420	757	-	-
HCM Lane V/C Ratio	0.028	-	0.131	0.13	-	-
HCM Control Delay (s)	7.9	0	14.9	10.5	-	-
HCM Lane LOS	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.4	-	-

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	60	60	168	41	63	191
Future Vol, veh/h	60	60	168	41	63	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	220	385	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	13	5	8	17	5	10
Mvmt Flow	66	66	185	45	69	210

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	533	185	0	0	230
Stage 1	185	-	-	-	-
Stage 2	348	-	-	-	-
Critical Hdwy	6.53	6.25	-	-	4.15
Critical Hdwy Stg 1	5.53	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-
Follow-up Hdwy	3.617	3.345	-	-	2.245
Pot Cap-1 Maneuver	489	850	-	-	1320
Stage 1	821	-	-	-	-
Stage 2	691	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	464	850	-	-	1320
Mov Cap-2 Maneuver	537	-	-	-	-
Stage 1	821	-	-	-	-
Stage 2	655	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	537	850	1320
HCM Lane V/C Ratio	-	-	0.123	0.078	0.052
HCM Control Delay (s)	-	-	12.6	9.6	7.9
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.3	0.2

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖	↗	↖	↖	↖
Traffic Vol, veh/h	9	1	2	100	3	36	2	164	101	10	239	2
Future Vol, veh/h	9	1	2	100	3	36	2	164	101	10	239	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	200	1000	-	330
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	8	6	9	2	12	2	8	11	3	2	11	5
Mvmt Flow	10	1	2	115	3	41	2	189	116	11	275	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	570	606	275	493	492	189	277	0	0	305	0	0
Stage 1	297	297	-	193	193	-	-	-	-	-	-	-
Stage 2	273	309	-	300	299	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.56	6.29	7.12	6.62	6.22	4.18	-	-	4.12	-	-
Critical Hdwy Stg 1	6.18	5.56	-	6.12	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.56	-	6.12	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.054	3.381	3.518	4.108	3.318	2.272	-	-	2.218	-	-
Pot Cap-1 Maneuver	423	406	747	486	463	853	1252	-	-	1256	-	-
Stage 1	699	660	-	809	722	-	-	-	-	-	-	-
Stage 2	720	652	-	709	649	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	397	402	747	480	458	853	1252	-	-	1256	-	-
Mov Cap-2 Maneuver	397	402	-	480	458	-	-	-	-	-	-	-
Stage 1	698	654	-	807	721	-	-	-	-	-	-	-
Stage 2	681	651	-	699	643	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.6		14.4		0.1		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1252	-	-	431	541	1256	-
HCM Lane V/C Ratio	0.002	-	-	0.032	0.295	0.009	-
HCM Control Delay (s)	7.9	-	-	13.6	14.4	7.9	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗	↖	↑	↗
Traffic Vol, veh/h	1	1	7	66	2	28	3	238	72	32	309	0
Future Vol, veh/h	1	1	7	66	2	28	3	238	72	32	309	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	320	-	-	230	-	-	430	-	230	275	-	230
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	50	20	8	72	11	14	6	6	73	16	8	14
Mvmt Flow	1	1	9	83	3	35	4	298	90	40	386	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	836	862	386	777	772	298	386	0	0	388	0	0
Stage 1	466	466	-	306	306	-	-	-	-	-	-	-
Stage 2	370	396	-	471	466	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.7	6.28	7.82	6.61	6.34	4.16	-	-	4.26	-	-
Critical Hdwy Stg 1	6.6	5.7	-	6.82	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.7	-	6.82	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4.18	3.372	4.148	4.099	3.426	2.254	-	-	2.344	-	-
Pot Cap-1 Maneuver	238	274	649	243	320	714	1151	-	-	1098	-	-
Stage 1	495	533	-	577	646	-	-	-	-	-	-	-
Stage 2	563	574	-	461	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	218	263	649	232	308	714	1151	-	-	1098	-	-
Mov Cap-2 Maneuver	218	263	-	232	308	-	-	-	-	-	-	-
Stage 1	494	514	-	575	644	-	-	-	-	-	-	-
Stage 2	531	572	-	437	527	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		23.2		0.1		0.8	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1151	-	-	218	548	232	656	1098	-	-
HCM Lane V/C Ratio	0.003	-	-	0.006	0.018	0.356	0.057	0.036	-	-
HCM Control Delay (s)	8.1	-	-	21.6	11.7	28.8	10.8	8.4	-	-
HCM Lane LOS	A	-	-	C	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	1.5	0.2	0.1	-	-

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↑		↔
Traffic Vol, veh/h	99	14	299	74	5	377
Future Vol, veh/h	99	14	299	74	5	377
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	10	23	5	10	24
Mvmt Flow	109	15	329	81	5	414

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	753	329	0	0	410
Stage 1	329	-	-	-	-
Stage 2	424	-	-	-	-
Critical Hdwy	6.45	6.3	-	-	4.2
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.39	-	-	2.29
Pot Cap-1 Maneuver	373	694	-	-	1107
Stage 1	722	-	-	-	-
Stage 2	654	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	371	694	-	-	1107
Mov Cap-2 Maneuver	371	-	-	-	-
Stage 1	722	-	-	-	-
Stage 2	650	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	394	1107
HCM Lane V/C Ratio	-	-	0.315	0.005
HCM Control Delay (s)	-	-	18.3	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	1	3	370	2	1	475
Future Vol, veh/h	1	3	370	2	1	475
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	5	19	0	15	19
Mvmt Flow	1	3	402	2	1	516

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	922	404	0	0	405
Stage 1	404	-	-	-	-
Stage 2	518	-	-	-	-
Critical Hdwy	6.48	6.25	-	-	4.25
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.345	-	-	2.335
Pot Cap-1 Maneuver	293	640	-	-	1087
Stage 1	661	-	-	-	-
Stage 2	586	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	292	639	-	-	1086
Mov Cap-2 Maneuver	292	-	-	-	-
Stage 1	660	-	-	-	-
Stage 2	585	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	493	1086
HCM Lane V/C Ratio	-	-	0.009	0.001
HCM Control Delay (s)	-	-	12.4	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	6	1	93	26	279	0	0	186	290
Future Vol, veh/h	0	0	0	6	1	93	26	279	0	0	186	290
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	11	60	35	6	14	0	0	26	15
Mvmt Flow	0	0	0	6	1	98	27	294	0	0	196	305

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	697	849	294	501	0	-	-
Stage 1	348	348	-	-	-	-	-
Stage 2	349	501	-	-	-	-	-
Critical Hdwy	6.51	7.1	6.55	4.16	-	-	-
Critical Hdwy Stg 1	5.51	6.1	-	-	-	-	-
Critical Hdwy Stg 2	5.51	6.1	-	-	-	-	-
Follow-up Hdwy	3.599	4.54	3.615	2.254	-	-	-
Pot Cap-1 Maneuver	394	242	674	1043	-	0	0
Stage 1	695	543	-	-	-	0	0
Stage 2	695	458	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	382	0	674	1043	-	-	-
Mov Cap-2 Maneuver	382	0	-	-	-	-	-
Stage 1	673	0	-	-	-	-	-
Stage 2	695	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1043	-	644	-
HCM Lane V/C Ratio	0.026	-	0.163	-
HCM Control Delay (s)	8.5	0	11.7	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-

Intersection												
Int Delay, s/veh	11.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↔			↕	
Traffic Vol, veh/h	239	0	26	0	0	0	0	66	3	108	84	0
Future Vol, veh/h	239	0	26	0	0	0	0	66	3	108	84	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	16	42	6	0	0	0	0	7	8	36	8	0
Mvmt Flow	269	0	29	0	0	0	0	74	3	121	94	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	412	413	94	-	0	0	77	0	0
Stage 1	336	336	-	-	-	-	-	-	-
Stage 2	76	77	-	-	-	-	-	-	-
Critical Hdwy	6.56	6.92	6.26	-	-	-	4.46	-	-
Critical Hdwy Stg 1	5.56	5.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.56	5.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.644	4.378	3.354	-	-	-	2.524	-	-
Pot Cap-1 Maneuver	570	473	952	0	-	-	1332	-	0
Stage 1	694	576	-	0	-	-	-	-	0
Stage 2	913	759	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	515	0	952	-	-	-	1332	-	-
Mov Cap-2 Maneuver	515	0	-	-	-	-	-	-	-
Stage 1	694	0	-	-	-	-	-	-	-
Stage 2	825	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.6	0	4.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	539	1332	-
HCM Lane V/C Ratio	-	-	0.552	0.091	-
HCM Control Delay (s)	-	-	19.6	8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	3.3	0.3	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↑	↔
Traffic Vol, veh/h	12	2	0	57	108	2
Future Vol, veh/h	12	2	0	57	108	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	18	18	10	4	5	23
Mvmt Flow	18	3	0	85	161	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	246	161	164	0	-	0
Stage 1	161	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.2	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.29	-	-	-
Pot Cap-1 Maneuver	709	844	1367	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	709	844	1367	-	-	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	900	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1367	-	726	-	-
HCM Lane V/C Ratio	-	-	0.029	-	-
HCM Control Delay (s)	0	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	112	21	45	152	81	89
Future Vol, veh/h	112	21	45	152	81	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	4	6	4	4	5	7
Mvmt Flow	144	27	58	195	104	114

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	171	0	469 158
Stage 1	-	-	-	-	158 -
Stage 2	-	-	-	-	311 -
Critical Hdwy	-	-	4.14	-	6.45 6.27
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	2.236	-	3.545 3.363
Pot Cap-1 Maneuver	-	-	1394	-	547 874
Stage 1	-	-	-	-	863 -
Stage 2	-	-	-	-	736 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1394	-	521 874
Mov Cap-2 Maneuver	-	-	-	-	521 -
Stage 1	-	-	-	-	863 -
Stage 2	-	-	-	-	701 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	521	874	-	-	1394	-
HCM Lane V/C Ratio	0.199	0.131	-	-	0.041	-
HCM Control Delay (s)	13.6	9.7	-	-	7.7	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.7	0.4	-	-	0.1	-

CTUIR TSP
2: S Market Road & Mission-Cayuse Rd

Future 2040 Traffic Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	140	36	64	123	29	39	126	112	11	121	43
Future Vol, veh/h	28	140	36	64	123	29	39	126	112	11	121	43
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	8	4	4	4	4	8	3	13	5	8	13	5
Mvmt Flow	35	173	44	79	152	36	48	156	138	14	149	53
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.1	14.5	16	13.1
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	14%	30%	6%
Vol Thru, %	45%	69%	57%	69%
Vol Right, %	40%	18%	13%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	277	204	216	175
LT Vol	39	28	64	11
Through Vol	126	140	123	121
RT Vol	112	36	29	43
Lane Flow Rate	342	252	267	216
Geometry Grp	1	1	1	1
Degree of Util (X)	0.555	0.437	0.46	0.376
Departure Headway (Hd)	5.845	6.253	6.211	6.261
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	616	574	579	575
Service Time	3.885	4.301	4.257	4.307
HCM Lane V/C Ratio	0.555	0.439	0.461	0.376
HCM Control Delay	16	14.1	14.5	13.1
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3.4	2.2	2.4	1.7

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	118	136	9	5	26
Future Vol, veh/h	57	118	136	9	5	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	4	6	2	0	3
Mvmt Flow	64	133	153	10	6	29

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	163	0	-	0	419 158
Stage 1	-	-	-	-	158 -
Stage 2	-	-	-	-	261 -
Critical Hdwy	4.17	-	-	-	6.4 6.23
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.263	-	-	-	3.5 3.327
Pot Cap-1 Maneuver	1386	-	-	-	595 885
Stage 1	-	-	-	-	875 -
Stage 2	-	-	-	-	787 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1386	-	-	-	568 885
Mov Cap-2 Maneuver	-	-	-	-	568 -
Stage 1	-	-	-	-	835 -
Stage 2	-	-	-	-	787 -

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1386	-	-	-	812
HCM Lane V/C Ratio	0.046	-	-	-	0.043
HCM Control Delay (s)	7.7	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

CTUIR TSP
4: Cayuse Rd/Emigrant Rd & Emigrant Rd/Cayuse Rd

Future 2040 Traffic Conditions
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	2	0	34	0	10	1	39	24	1
Future Vol, veh/h	1	0	0	2	0	34	0	10	1	39	24	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	11	0	25	22	0	3	0	2	10	3	90	18
Mvmt Flow	1	0	0	2	0	40	0	12	1	46	28	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	154	134	29	134	134	13	29	0	0	13	0	0
Stage 1	121	121	-	13	13	-	-	-	-	-	-	-
Stage 2	33	13	-	121	121	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.5	6.45	7.32	6.5	6.23	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.21	5.5	-	6.32	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.5	-	6.32	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.525	3.698	4	3.327	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	793	760	983	794	760	1064	1597	-	-	1599	-	-
Stage 1	862	800	-	958	889	-	-	-	-	-	-	-
Stage 2	961	889	-	837	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	746	738	983	777	738	1064	1597	-	-	1599	-	-
Mov Cap-2 Maneuver	746	738	-	777	738	-	-	-	-	-	-	-
Stage 1	862	777	-	958	889	-	-	-	-	-	-	-
Stage 2	925	889	-	813	777	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.8		8.6		0		4.5	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	746	1043	1599	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.041	0.029	-	-
HCM Control Delay (s)	0	-	-	9.8	8.6	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	70	26	230	205	16
Future Vol, veh/h	47	70	26	230	205	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	160	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	4	3	4	8	8	6
Mvmt Flow	68	101	38	333	297	23

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	718	309	320	0	-	0
Stage 1	309	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Critical Hdwy	6.44	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	393	729	1229	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	378	729	1229	-	-	-
Mov Cap-2 Maneuver	378	-	-	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	666	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1229	-	378	729	-	-
HCM Lane V/C Ratio	0.031	-	0.18	0.139	-	-
HCM Control Delay (s)	8	0	16.6	10.7	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	0.5	-	-

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	69	69	187	48	74	201
Future Vol, veh/h	69	69	187	48	74	201
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	220	385	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	13	5	8	17	5	10
Mvmt Flow	76	76	205	53	81	221

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	588	205	0	0	258
Stage 1	205	-	-	-	-
Stage 2	383	-	-	-	-
Critical Hdwy	6.53	6.25	-	-	4.15
Critical Hdwy Stg 1	5.53	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-
Follow-up Hdwy	3.617	3.345	-	-	2.245
Pot Cap-1 Maneuver	454	828	-	-	1289
Stage 1	804	-	-	-	-
Stage 2	666	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	425	828	-	-	1289
Mov Cap-2 Maneuver	507	-	-	-	-
Stage 1	804	-	-	-	-
Stage 2	624	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	507	828	1289
HCM Lane V/C Ratio	-	-	0.15	0.092	0.063
HCM Control Delay (s)	-	-	13.3	9.8	8
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.3	0.2

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖	↗	↖	↖	↖
Traffic Vol, veh/h	11	1	2	108	4	54	2	170	111	16	251	3
Future Vol, veh/h	11	1	2	108	4	54	2	170	111	16	251	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	200	1000	-	330
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	8	6	9	2	12	2	8	11	3	2	11	5
Mvmt Flow	13	1	2	124	5	62	2	195	128	18	289	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	622	652	289	527	527	195	292	0	0	323	0	0
Stage 1	325	325	-	199	199	-	-	-	-	-	-	-
Stage 2	297	327	-	328	328	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.56	6.29	7.12	6.62	6.22	4.18	-	-	4.12	-	-
Critical Hdwy Stg 1	6.18	5.56	-	6.12	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.56	-	6.12	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.054	3.381	3.518	4.108	3.318	2.272	-	-	2.218	-	-
Pot Cap-1 Maneuver	391	382	734	462	442	846	1236	-	-	1237	-	-
Stage 1	675	642	-	803	718	-	-	-	-	-	-	-
Stage 2	699	641	-	685	630	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	355	376	734	454	434	846	1236	-	-	1237	-	-
Mov Cap-2 Maneuver	355	376	-	454	434	-	-	-	-	-	-	-
Stage 1	674	632	-	801	717	-	-	-	-	-	-	-
Stage 2	643	640	-	672	621	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.8		15.4		0.1		0.5	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	385	534	1237	-
HCM Lane V/C Ratio	0.002	-	-	0.042	0.357	0.015	-
HCM Control Delay (s)	7.9	-	-	14.8	15.4	8	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.6	0	-

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗	↖	↑	↗
Traffic Vol, veh/h	1	1	8	70	2	29	3	253	76	33	328	0
Future Vol, veh/h	1	1	8	70	2	29	3	253	76	33	328	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	320	-	-	230	-	-	430	-	230	275	-	230
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	50	20	8	72	11	14	6	6	73	16	8	14
Mvmt Flow	1	1	10	88	3	36	4	316	95	41	410	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	883	911	410	822	816	316	410	0	0	411	0	0
Stage 1	492	492	-	324	324	-	-	-	-	-	-	-
Stage 2	391	419	-	498	492	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.7	6.28	7.82	6.61	6.34	4.16	-	-	4.26	-	-
Critical Hdwy Stg 1	6.6	5.7	-	6.82	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.7	-	6.82	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4.18	3.372	4.148	4.099	3.426	2.254	-	-	2.344	-	-
Pot Cap-1 Maneuver	221	256	629	225	301	697	1128	-	-	1076	-	-
Stage 1	479	519	-	563	634	-	-	-	-	-	-	-
Stage 2	547	560	-	444	533	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	202	245	629	214	288	697	1128	-	-	1076	-	-
Mov Cap-2 Maneuver	202	245	-	214	288	-	-	-	-	-	-	-
Stage 1	477	499	-	561	631	-	-	-	-	-	-	-
Stage 2	515	558	-	419	513	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13		26.2		0.1		0.8	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1128	-	-	202	536	214	638	1076	-	-
HCM Lane V/C Ratio	0.003	-	-	0.006	0.021	0.409	0.061	0.038	-	-
HCM Control Delay (s)	8.2	-	-	22.9	11.9	33	11	8.5	-	-
HCM Lane LOS	A	-	-	C	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	1.9	0.2	0.1	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑	↑		↙↕
Traffic Vol, veh/h	103	16	316	77	6	400
Future Vol, veh/h	103	16	316	77	6	400
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	10	23	5	10	24
Mvmt Flow	113	18	347	85	7	440

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	801	347	0	0	432
Stage 1	347	-	-	-	-
Stage 2	454	-	-	-	-
Critical Hdwy	6.45	6.3	-	-	4.2
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.39	-	-	2.29
Pot Cap-1 Maneuver	350	678	-	-	1086
Stage 1	709	-	-	-	-
Stage 2	633	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	347	678	-	-	1086
Mov Cap-2 Maneuver	347	-	-	-	-
Stage 1	709	-	-	-	-
Stage 2	627	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	371	1086
HCM Lane V/C Ratio	-	-	0.352	0.006
HCM Control Delay (s)	-	-	19.9	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.6	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	1	3	390	2	1	502
Future Vol, veh/h	1	3	390	2	1	502
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	5	19	0	15	19
Mvmt Flow	1	3	424	2	1	546

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	974	426	0	0	427
Stage 1	426	-	-	-	-
Stage 2	548	-	-	-	-
Critical Hdwy	6.48	6.25	-	-	4.25
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.345	-	-	2.335
Pot Cap-1 Maneuver	272	622	-	-	1066
Stage 1	646	-	-	-	-
Stage 2	567	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	271	621	-	-	1065
Mov Cap-2 Maneuver	271	-	-	-	-
Stage 1	645	-	-	-	-
Stage 2	566	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	469	1065
HCM Lane V/C Ratio	-	-	0.009	0.001
HCM Control Delay (s)	-	-	12.7	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	9	1	98	38	294	0	0	197	306
Future Vol, veh/h	0	0	0	9	1	98	38	294	0	0	197	306
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	11	60	35	6	14	0	0	26	15
Mvmt Flow	0	0	0	9	1	103	40	309	0	0	207	322

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	757	918	309	529	0	-	-
Stage 1	389	389	-	-	-	-	-
Stage 2	368	529	-	-	-	-	-
Critical Hdwy	6.51	7.1	6.55	4.16	-	-	-
Critical Hdwy Stg 1	5.51	6.1	-	-	-	-	-
Critical Hdwy Stg 2	5.51	6.1	-	-	-	-	-
Follow-up Hdwy	3.599	4.54	3.615	2.254	-	-	-
Pot Cap-1 Maneuver	363	219	660	1018	-	0	0
Stage 1	666	519	-	-	-	0	0
Stage 2	681	443	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	346	0	660	1018	-	-	-
Mov Cap-2 Maneuver	346	0	-	-	-	-	-
Stage 1	635	0	-	-	-	-	-
Stage 2	681	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1018	-	613	-
HCM Lane V/C Ratio	0.039	-	0.185	-
HCM Control Delay (s)	8.7	0	12.2	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-

Intersection												
Int Delay, s/veh	12.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↔			↕	
Traffic Vol, veh/h	239	0	55	0	0	0	0	93	11	116	90	0
Future Vol, veh/h	239	0	55	0	0	0	0	93	11	116	90	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	16	42	6	0	0	0	0	7	8	36	8	0
Mvmt Flow	269	0	62	0	0	0	0	104	12	130	101	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	471	477	101	-	0	0	116	0	0
Stage 1	361	361	-	-	-	-	-	-	-
Stage 2	110	116	-	-	-	-	-	-	-
Critical Hdwy	6.56	6.92	6.26	-	-	-	4.46	-	-
Critical Hdwy Stg 1	5.56	5.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.56	5.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.644	4.378	3.354	-	-	-	2.524	-	-
Pot Cap-1 Maneuver	527	433	943	0	-	-	1286	-	0
Stage 1	675	561	-	0	-	-	-	-	0
Stage 2	881	729	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	471	0	943	-	-	-	1286	-	-
Mov Cap-2 Maneuver	471	0	-	-	-	-	-	-	-
Stage 1	675	0	-	-	-	-	-	-	-
Stage 2	787	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.2	0	4.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	520	1286	-
HCM Lane V/C Ratio	-	-	0.635	0.101	-
HCM Control Delay (s)	-	-	23.2	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	4.4	0.3	-

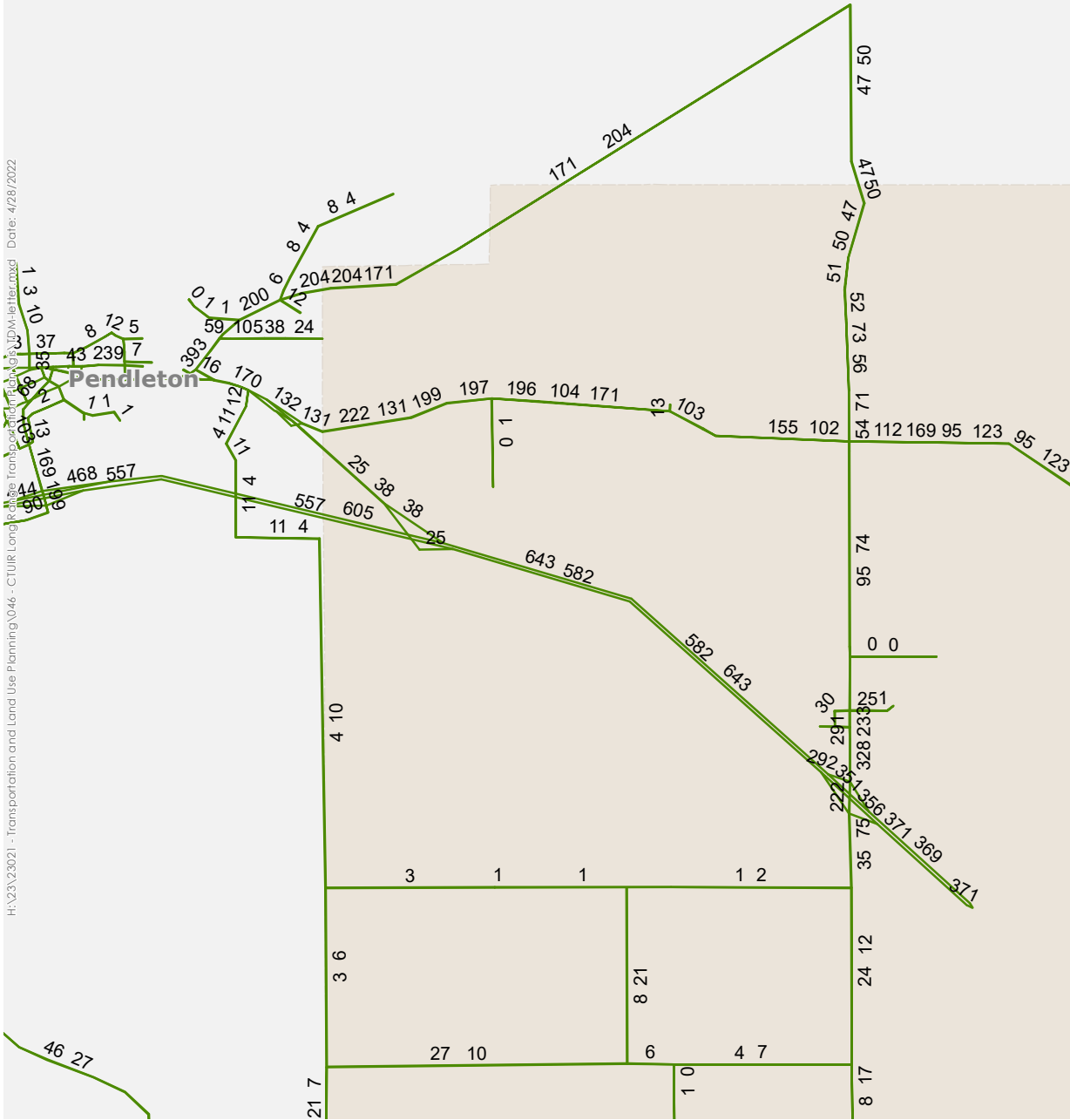
Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	↑	↑
Traffic Vol, veh/h	17	3	2	87	142	3
Future Vol, veh/h	17	3	2	87	142	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	18	18	10	4	5	23
Mvmt Flow	25	4	3	130	212	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	348	212	216	0	0
Stage 1	212	-	-	-	-
Stage 2	136	-	-	-	-
Critical Hdwy	6.58	6.38	4.2	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.29	-	-
Pot Cap-1 Maneuver	618	789	1308	-	-
Stage 1	787	-	-	-	-
Stage 2	853	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	617	789	1308	-	-
Mov Cap-2 Maneuver	617	-	-	-	-
Stage 1	785	-	-	-	-
Stage 2	853	-	-	-	-

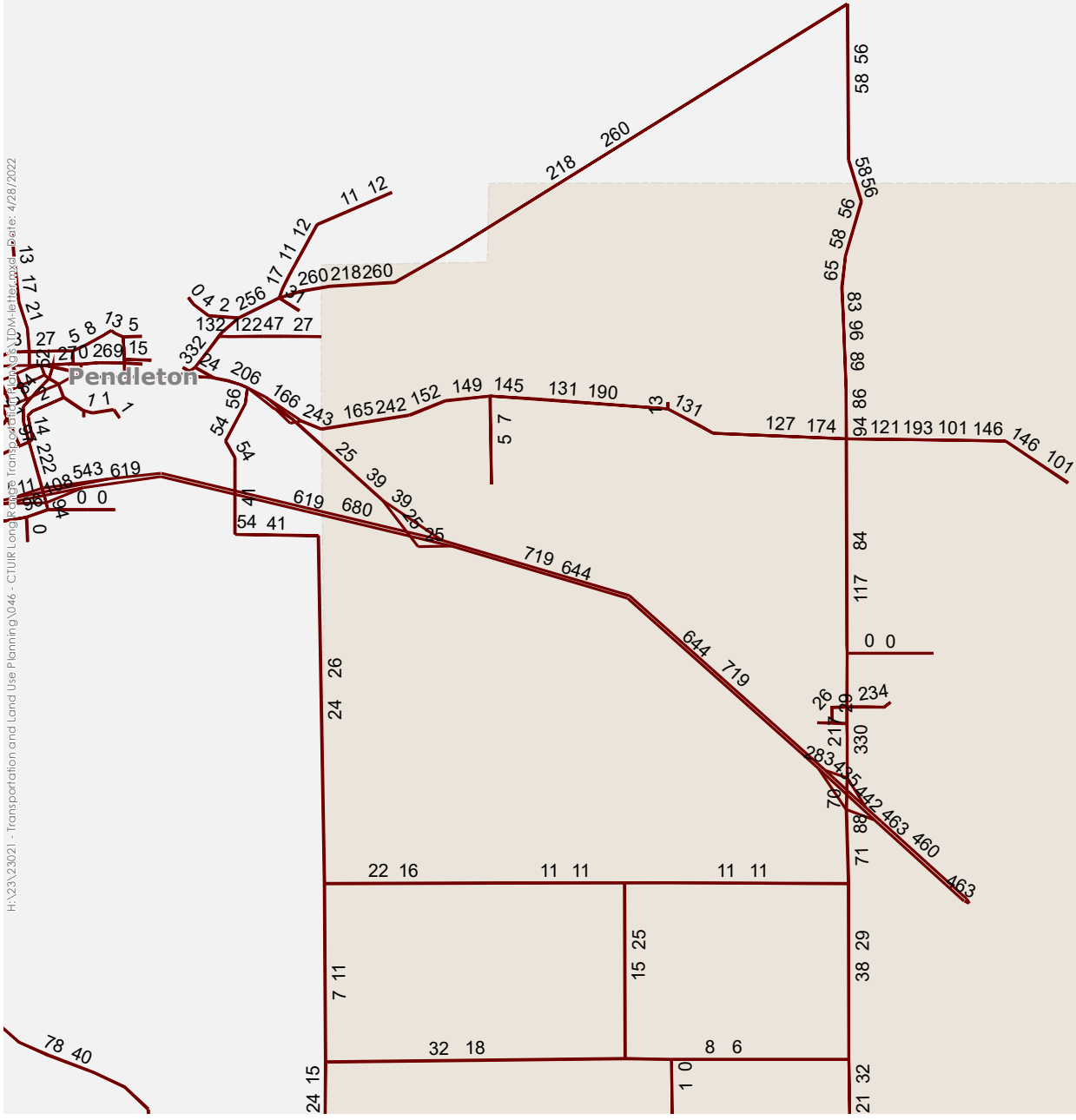
Approach	EB	NB	SB
HCM Control Delay, s	10.9	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1308	-	638	-	-
HCM Lane V/C Ratio	0.002	-	0.047	-	-
HCM Control Delay (s)	7.8	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

C. TRAVEL DEMAND MODEL DATA



**Travel Demand Model Output
2015 Base Year**



**Travel Demand Model Output
2040 Future Year**

D. CRASH ANALYSIS WORKSHEETS

General & Site Information	
Analyst:	Kittelson & Associates, Inc.
Agency/Company:	ODOT
Date:	3/14/2022
Project Name:	CTUIR TSP

Reference Population Type Crash Rates					
Segment Reference Population Type	Population Type Number	No. of Segs in Reference Population	Sum of Crashes	Sum of MVMT	Avg Crash Rate for Ref Pop.
Rural Minor Arterial	1	8	14	28.0	0.50
Rural Major Collector	2	5	20	38.5	0.52
Rural Minor Collector	3	2	3	3.0	Not enough sites
Rural Local	4	5	6	16.7	0.36
	5				
	6				

Crash Rate Table II

2019 rate	2018 rate	2017 rate	Average
1.16	1.17	1.34	1.22
1.25	1.59	1.51	1.45
3.24	0.86	0.93	1.68
0	0	8.43	2.81

Critical Rate Calculation													
Segment	Ref. Pop. Type	Begin Milepoint	End Milepoint	5 Year Crash Total	AADT	Segment Length	Pop. Type Number	MVMT	Segment Crash Rate	Ref. Pop. Crash Rate	Critical Rate	Over Critical	Roadway
1	Rural Minor Arterial			5	2900	1.48	1	7.84	0.64	0.50	0.98	Under	OR 331
2	Rural Minor Arterial			2	4400	0.24	1	1.91	1.05	0.50	1.60	Under	OR 331
3	Rural Minor Arterial			4	4800	0.97	1	8.54	0.47	0.50	0.96	Under	OR 331
4	Rural Minor Arterial			1	4600	0.31	1	2.57	0.39	0.50	1.42	Under	OR 331
5	Rural Minor Arterial			0	6100	0.10	1	1.07	0.00	0.50	2.09	Under	OR 331
6	Rural Minor Arterial			0	7000	0.11	1	1.42	0.00	0.50	1.83	Under	OR 331
7	Rural Minor Arterial			0	8500	0.20	1	3.11	0.00	0.50	1.32	Under	OR 331
8	Rural Minor Arterial			2	5000	0.17	1	1.58	1.27	0.50	1.74	Under	OR 331
9	Rural Minor Collector			2	1800	0.42	3	1.38	1.45	Not enough sites			Market Rd
10	Rural Major Collector			10	3300	2.11	2	12.70	0.79	0.52	0.89	Under	Mission Rd
11	Rural Major Collector			0	3300	0.59	2	3.57	0.00	0.52	1.29	Under	Mission Rd
12	Rural Major Collector			1	3700	0.46	2	3.10	0.32	0.52	1.35	Under	Mission Rd
13	Rural Major Collector			7	4400	1.64	2	13.15	0.53	0.52	0.88	Under	Mission Rd
14	Rural Local			1	300	2.08	4	1.14	0.88	0.36	1.72	Under	Emmigant Rd
15	Rural Local			1	2100	0.64	4	2.46	0.41	0.36	1.19	Under	Timline Wy
16	Rural Minor Collector			1	900	0.97	3	1.59	0.63	Not enough sites			Shortmile Rd
17	Rural Major Collector			2	700	4.68	2	5.98	0.33	0.52	1.09	Under	Cayuse Rd
18	Rural Local			0	2200	1.38	4	5.55	0.00	0.36	0.87	Under	Wildhorse Blvd
19	Rural Local			4	4600	0.87	4	7.26	0.55	0.36	0.79	Under	Kusi, Spilya, Kash Kash
20	Rural Local			0	200	0.85	4	0.31	0.00	0.36	3.74	Under	Tokti Rd
21													
22													
23													
24													
25													
26				3	2500	0.30							Kusi Road
27				0	2000	0.28							Spilya Road
28				1	100	0.28							Kash Kash Road
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
40													
41													
42													
43													
44													
45													
46													
47													
48													
49													
50													

E. PLANNED PROJECTS AND PREVIOUS FEEDBACK

The project team reviewed a list of background documents provided in the scope of work to understand projects previously planned within the Umatilla Indian Reservation (UIR). These projects will be brought to the alternatives development stage of the process to determine if they should be included in the Confederated Tribes of Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) update. In addition, feedback provided through community and stakeholder outreach for the projects listed below is summarized for further consideration.

2001 CTUIR TSP

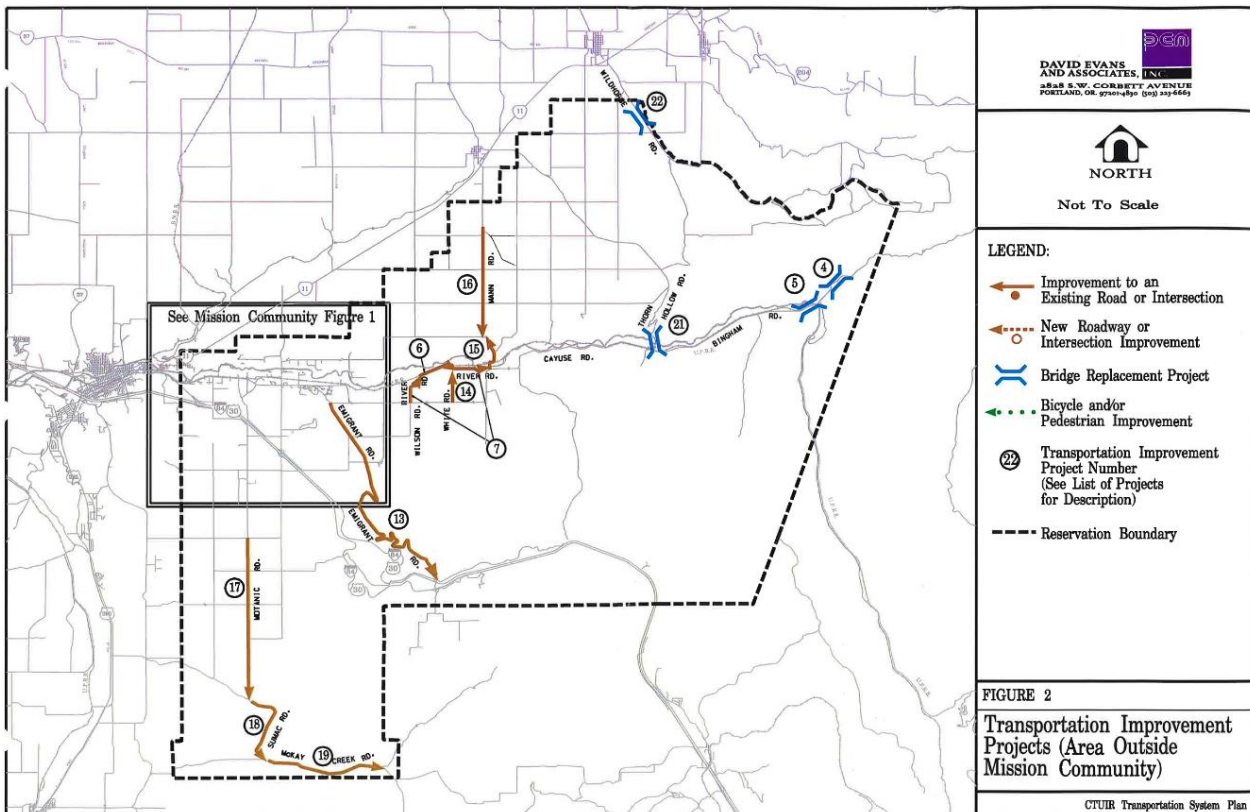
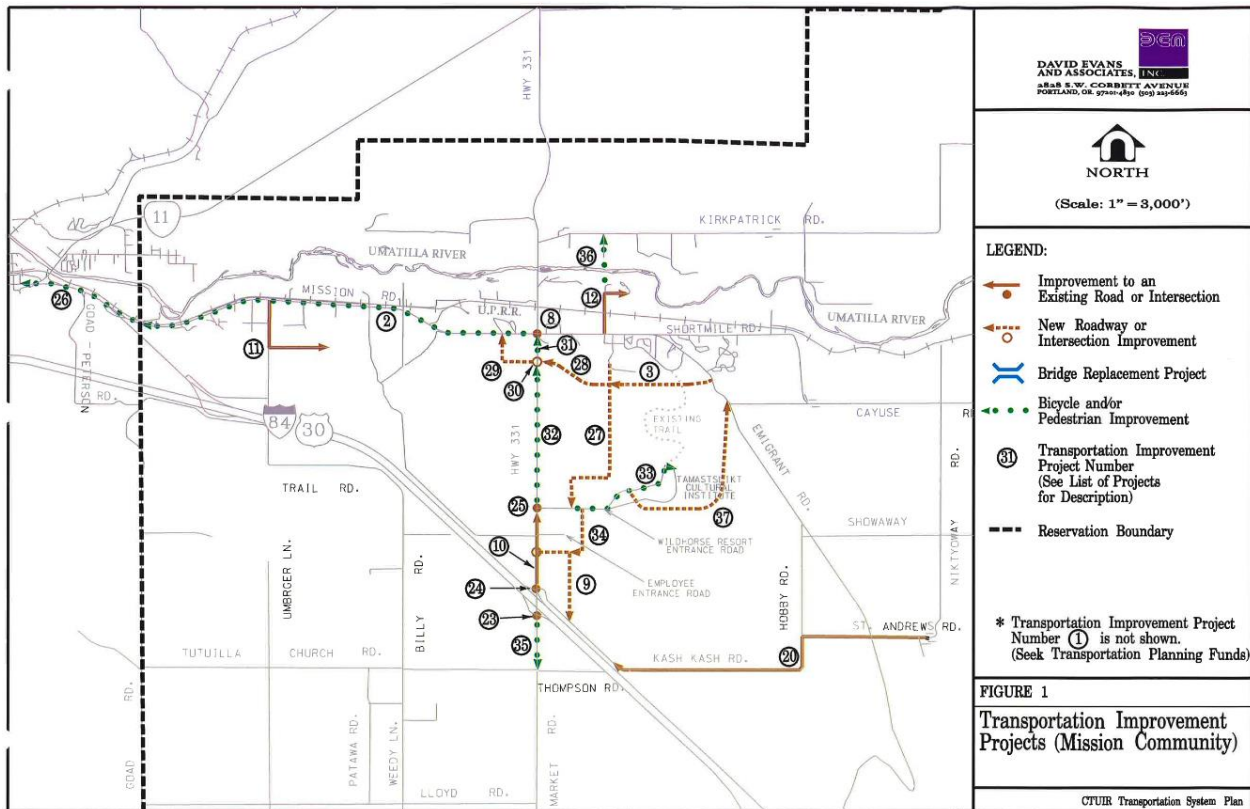
CTUIR staff provided a list of completed projects since adoption of the 2001 CTUIR TSP. The uncompleted projects to consider further in the TSP update are listed below. The corresponding figures are provided at the end of this section.

■ Roadway System

- 1: Seek Transportation Planning Funds – The BIA has stated that planning dollars are available for the CTUIR. In order to receive this money the CTUIR must identify planning to be the first priority above all other projects listed in the priority list of transportation improvements.
- 3: East-West Connector Road (Phase I) – Construct a new urban/rural connector road from near Aspen Way to proposed North-South Connector Road. Timing for this project will be dictated by planned developments in the area (East Bench Subdivision).
- 6: River Road (Phase I) – Widen, align, shoulder, and add gravel from the railroad crossing east to White Road. Tribe to take over ownership of two at-grade railroad crossings and pave crossings with asphalt.
- 9: Kash Kash Road at Highway 331 – Close existing access to Highway 331 and reroute Kash Kash Road north to a new intersection with the highway. Add exclusive left-turn lanes on the highway approaches to new intersection. Also construct new driveway/street access on the west side of the intersection, opposite of Kash Kash Road. Install new traffic signal when warranted.
- 10: Highway 331 Median – Construct a non-traversable landscaped median along Highway 331 from the I-84 westbound ramps to the Wildhorse Resod Entrance Road. This project also includes bicycle/pedestrian improvements.
- 13: Emigrant Road – Add shoulders and repave Emigrant Road (County Road #937) from Mission Road to Poverly Flat 15: North Cayuse Road – Widen, align, shoulder, and pave North Cayuse Road (County Road #925) from River Road north to Marj:n Road.
- 16: Mann Road – Widen, align, shoulder, and pave Mann Road (County Road #925) from Crawford Hollow Road south to North Cayuse Road.
- 17: Motanic Road – Widen, align, shoulder, and pave Motanic Road (County Road #1031) from Best Road south to Spring Creek Road.
- 18: Sumac Road – Widen, align, shoulder, and pave Sumac Road (County Road #1050) from Spring Creek Road south to McKay Creek Road.
- 19: McKay Creek Road – Widen, align, shoulder, and add gravel along McKay Creek Road (County Road #1050) from Sumac Road east to North Fork McKay Creek Road.
- 22: Wildhorse Creek Bridge – Replace County Bridge #59C401 along Wild Horse Road (County Road #685). This bridge is structurally deficient.
- 23: I-84 EB Ramps at Highway 331 – Construct exclusive left- and right-turn lanes on the off-ramp approach. Install a traffic signal when warranted.
- 24: I-84 WB Ramps at Highway 331 – Construct exclusive left- and right-turn lanes on the off-ramp approach and an exclusive right-turn lane on the north approach. Install a traffic signal when warranted.

- 25: Wildhorse Resort Entrance Road at Highway 331 – Add an exclusive left-turn lane on the north approach of the highway. Install a traffic signal when warranted.
- 27: North-South Connector Road – Construct a new north-south connector road from the Wildhorse Resort Entrance Road to “A” Street.
- 28: East-West Connector Road (Phase II) – Extend rural connector road from proposed North-South Connector Road to Highway 331. Timing for this project will be dictated by planned developments in the area.
- 32: Highway 331 Shoulder Widening – Provide 8-foot paved shoulders along Highway 331 from Wildhorse Resort Entrance Road to proposed East-West Connector Road.
- 37: Tamastlikt Cultural Institute Connector Road – Construct a new connector road from the Tamastlikt Cultural Institute to the proposed east-west connector road, near the Cayuse Road/Emigrant Road intersection.
- Pedestrian and Bicycle Systems
 - 26: Mission Road Bike/Ped Facility (Phase II) – Complete the extension of a bicycle/pedestrian facility to the City of Pendleton along Mission Road/US Highway 30.
 - 31: Highway 331 Sidewalk and Bike Lanes – Provide bike lanes, curb and gutter, and sidewalks along Highway 331 from Mission Road to proposed East-West Connector Road.
 - 33: Wildhorse Resort Entrance Road Path – Construct a multi-use path from Tamastlikt Cultural Institute to the Wildhorse Casino.
 - 35: South Market Road Path – Construct a multi-use path along the west side of South Market Road from Tutuilla Church Road to the I-84 interchange.
 - 36: Path Across Umatilla River – Construct a multi-use path in the vicinity of Pan Lane and extending across the Umatilla River to connect with Kirkpatrick Road.

2001 CTUIR TSP Project Maps



MISSION COMMUNITY MASTER PLAN

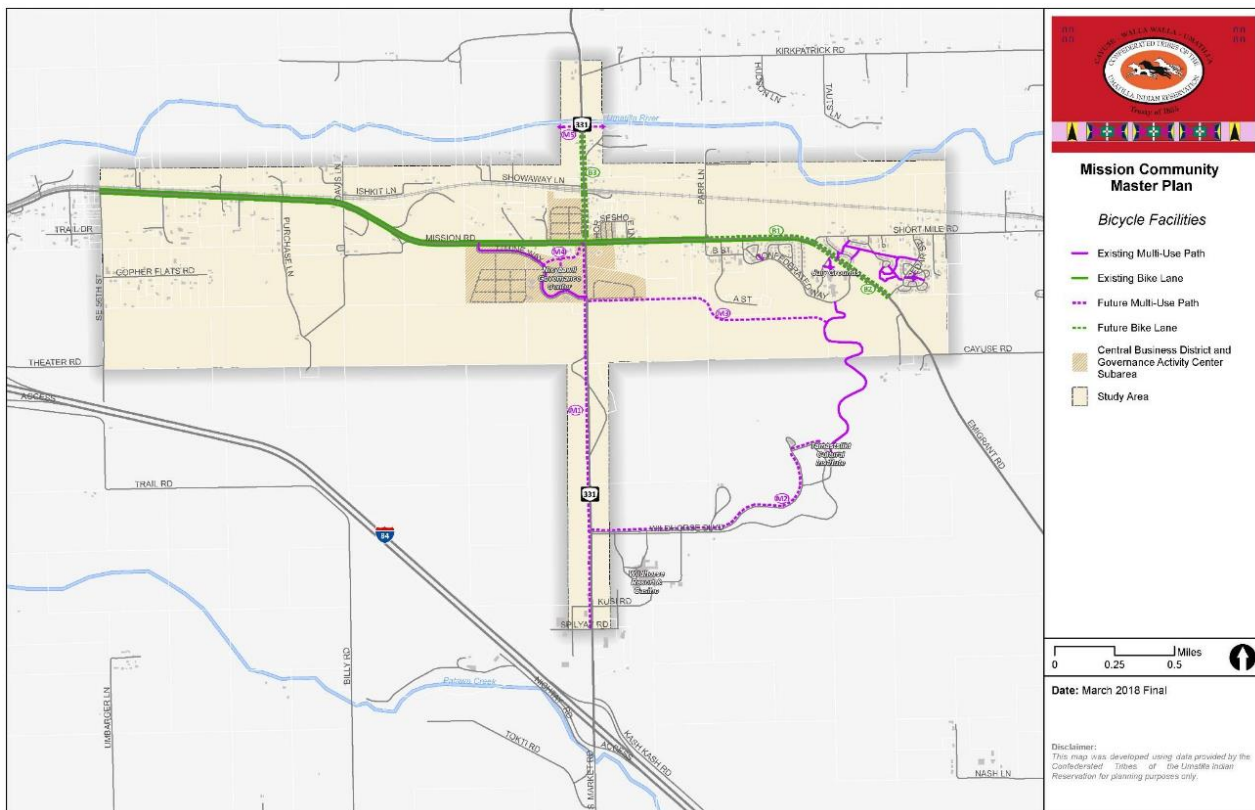
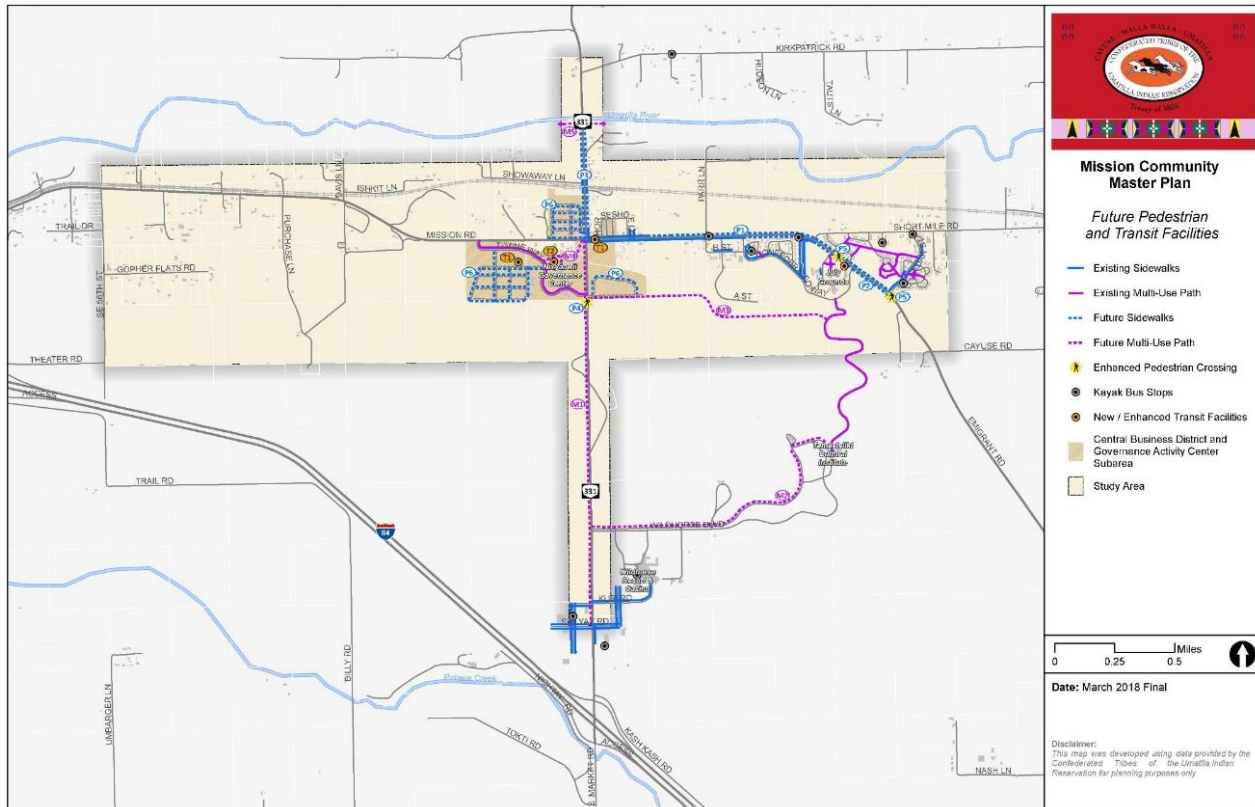
The list below includes all the projects from the master plan. The project team will verify if any have been completed as part of the TSP update process. The corresponding figures are provided at the end of this section.

- Roadway System
 - Intersection project alternatives at OR 331/Mission Road include signalization or a single lane roundabout. The plan calls for these improvement alternatives to the OR 331 and Mission Road intersection:
 - Option 1: Signalize the intersection; Construct separate left-turn lanes on all four intersection approaches; and Construct a separate right turn lane on the northbound approach.
 - Option 2: Construct a single lane roundabout; and Realign the northbound and southbound approaches to avoid impacts to the Mission Market.
- Transit System
 - Based on feedback provided during the Mission Community Master Plan, there is a general desire from resident and transit riders for transit shelters at existing stops throughout the Mission study area. In addition, two projects were identified:
 - T1: (For multiple locations) Install new transit amenities including new shelters with real-time transit tracking, benches, lighting, etc.
 - T2: Designate some existing parking spaces within the Nixyaawii Governance Center for use as a park-and-ride for Mission community members riding Kayak to other regional locations.
- Pedestrian System
 - P1: Install six-foot sidewalks along the north side of Mission Road.
 - P2: Complete the sidewalk network along the south side of Mission Road from Confederated Way to Cedar Street. Widen existing sidewalks near the Four Corners area to six feet and address the existing mailbox obstructions located across from Lucky Seven.
 - P3: Install sidewalks along the east and west sides of OR 331.
 - P4: Install an enhanced pedestrian crossing treatment. Treatment may include signalization (if warranted) or a grade separated undercrossing of OR 331.
 - P5: Install an enhanced pedestrian crossing such as a Rectangular Rapid Flashing Beacon.
 - P6: Install sidewalks along all new residential and mixed-use streets.
- Pedestrian and Bicycle Systems
 - M1: Construct a separated paved multi-use path along the west side of OR 331 from Mission Road to Spilya Road.
 - M2: Construct a paved multi-use path along the north side of Wildhorse Boulevard. Could be a separated path or as an extension of the existing road surface.
 - M3: Construct a new multi-use path along the top of the bluff connecting OR 331 to the Tamastlikt Trail.
 - M4: Construct a new multi-use path connecting the Nixyaawii Governance Center to the Four Corners Area.
 - M5: Construct a new multi-use trail along the south side of the Umatilla River on in parallel but offset from the river where applicable.
 - Consider the construction of a new multi-use trail connection between the Nixyaawii Governance Center and the employment areas near the Wildhorse Casino and Coyote Business Park. This

connection would likely necessitate a formal pedestrian crossing treatment along the OR 331 corridor.

- Consider the development of a new multi-use trail connection within or along the greenway that runs parallel to Mission Road. This improvement would offer a nature-based alternative to walking along Mission Road.
- Consideration enhancements to existing and new pedestrian crossings including: raised crosswalk, Rectangular Rapid Flashing Beacons (RRFBs), raised median island, enhanced striping patterns, and curb extensions.
- **Bicycle System**
 - B1: Widen Mission Road and install bicycle lanes along the north side all the way east to Cedar Street.
 - B2: Widen Mission Road and install bicycle lanes along the south side from Short Mile Road to Cedar Street.
 - B3: Install bicycle lanes along the east and west sides of OR 331.
- **Outreach insight: key destinations include employment centers (Wildhorse Casino, Coyote Business Park, Nixyaawii Governance Center, BIA Headquarters), Nixyaawii Community School, Cultural Centers (July Grounds, Mission Tribal Longhouse), Parks (Wetland Community Park, golf course, Umatilla River), and Neighborhoods (Mission Creek Subdivision and surrounding neighborhoods, future Bowman Property neighborhood development, future Four Corners neighborhood development)**

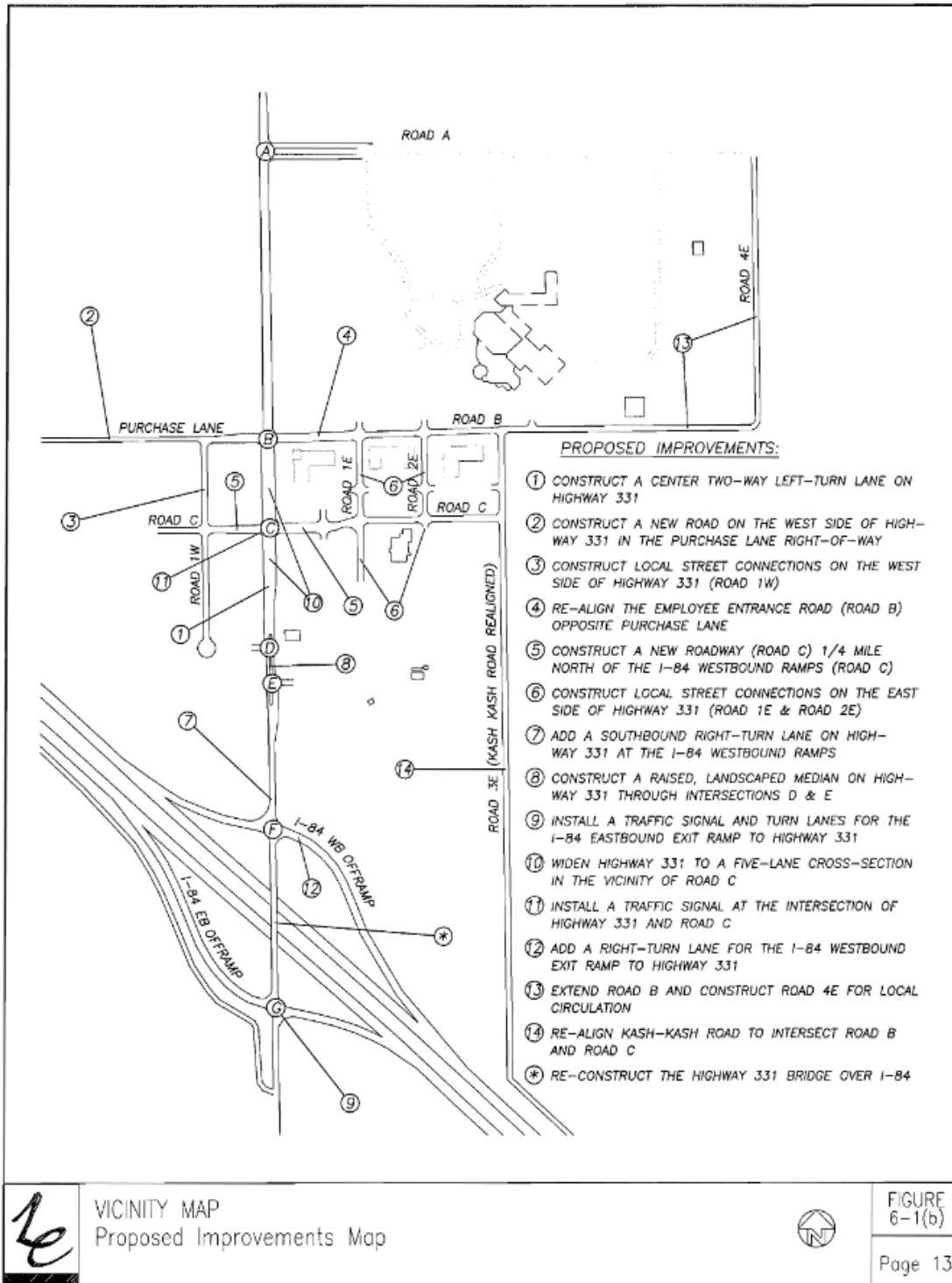
2018 Mission Community Master Plan Project Maps



OR 331 ACCESS MANAGEMENT IMPLEMENTATION STRATEGY AND CIRCULATION PLAN

15 proposed improvements were identified for OR 331 between Mission Road and the I-84 eastbound ramp terminals, described and shown in the map.

2006 OR 331 Access Management Implementation Strategy and Circulation Plan Preferred Option Map



UMATILLA COUNTY TSP

The Umatilla County TSP includes a separate table (Table 7-10) that summarizes projects within the Umatilla Indian Reservation boundary. The project team will verify if any have been completed as part of the TSP update process.

- Roadway System (projects from Table 7-10)
 - 1: Emigrant Road – Repave and shoulder
 - 2: River Road – Widen, align, shoulder, pave
 - 3: White Road – Widen, align, shoulder, pave
 - 4: North Cayuse Road – Widen, align, shoulder, pave
 - 5: Mann Road – Widen, align, shoulder, pave
 - 6: Motanic Road – Widen, align, shoulder, pave
 - 7: Sumac Road – Widen, align, shoulder, pave
 - 8: McKay Creek Road – Widen, align, shoulder, pave
 - 9: Kash Kash Road/St. Andrews Road – Widen, align, shoulder, pave, and repave
 - 10: Gibbon/Umatilla River Bridge – Bridge Replacement/SR>55
 - 11: Thornhollow Cattle Pass Bridge – Bridge Replacement (structurally deficient)
 - 12: Wild Horse Creek Bridge – Bridge Replacement (structurally deficient)
 - The recommended minimum shoulder width for OR 311 is 8 feet (Table 7-11)

SAFE ROUTES TO SCHOOL PLAN

The Safe Routes to School Plan Phase I was completed in 2020, including an initial plan document with sections to complete in Phase II. The Phase I improvement map is provided at the end of this section.

- Pedestrian and Bicycle Systems
 - Complete Phase II of the plan, resulting in projects and programs to include in the updated TSP for future funding opportunities and implementation. Phase II will complete the plan document already started through Phase I. The map below summarizes the improvements proposed through Phase I.
 - Outreach insights:
 - Hwy 331 and Mission Rd intersection is a significant barrier for people walking and biking near the Nixyáawii Community School.
 - Community members would like to be able to walk longer distances to reach the school and other destinations such as the Senior Center, Wildhorse Casino, and Pendleton

2020 Safe Route to School Plan Phase I Improvements Maps



Map produced July 2020

Legend

-  Crosswalk
-  Sidewalk Improvements
-  Curb Ramp
-  R13-7
-  Multi-use path
-  Buffered bike lane with pavement markings
-  R1-6a
-  W11-2 with 16-9P
-  W11-2 with 16-7P
-  S1-1 with 16-9P
-  S1-1 with 16-7P

- 1** Mission Road and Hwy 331: Install perpendicular curb ramps on all four corners of the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across each leg of the intersection. Upgrade the stormwater system and review pedestrian lighting needs at the intersection, as necessary.
 - 2** Parking along Mission Road: Install bike lane symbol pavement markings and stripe a buffer within the existing bike lanes east of the Four Corners intersection about 2,100 feet along the north side of the road and about 4,200 feet along the south side of the road. Install accompanying bike lane signs.
 - 3** Mission Road and Hwy 331: Review the community's desire to construct a multi-use path along the south side of the road as had been indicated in previous planning documents. Consider enhanced crossings across Mission Rd, such as at Alexander Ln and Ti'mine Way, based on anticipated crossing demand.
 - 4** Mission Road and Horseshoe Lane: Install perpendicular curb ramps on each side of Mission Rd. Install 2' wide high visibility white thermoplastic continental crosswalk markings with associated warning signage across Mission Rd (R1-6a, W11-2 with 16-7P and W11-2 with 16-9P).
 - 5** Mission Road and B St: Install 2' wide high visibility white thermoplastic continental crosswalk markings with perpendicular curb ramps and associated warning signage, across Mission Rd, on the east leg of the Parr Ln/B St and Mission Rd intersection (R1-6a, W11-2 with 16-7P and W11-2 with 16-9P).
 - 6** Hwy 331: Install 6' sidewalks along the east side of Hwy 331 north of the existing sidewalk at the Four Corners intersection extending to Showaway Ln. Install a 12' multi-use path along the west side of Hwy 331 south of the Four Corners intersection extending to Ti'Mine Way.
 - 7** Ti'Mine Way: Install bidirectional Pedestrian Crossing signs (S1-1 with W16-7P, S1-1 with W16-9P) in advance of the crosswalks on Ti'Mine Way.
- Mission Road between Confederated Way and Cedar Street: Install 6' sidewalks along the south side of Mission Rd / Cayuse Rd between the western intersection of Confederated Way and Cedar St (not pictured in map extent).
Install 6' sidewalks along the north side of Cayuse Rd between Short Mile Rd and Cedar St, as project budget allows (not pictured in map extent). Upgrade the two existing marked crosswalks to ADA standards within the segment of roadway, and review additional marked crossing locations if installing only south side sidewalks (not pictured in map extent).

F. ACTIVE TRANSPORTATION AND TRANSIT TOOLBOX

This document provides a compilation of active transportation treatments including bicycle, pedestrian and transit development features that could potentially be considered for inclusion in the Confederated Tribes of Umatilla Indian Reservation (CTUIR) Transportation System Plan Update (TSP). This toolbox provides illustrative examples of design elements, including text explanations of the pros and cons for use within the TSP study area, and outlines the approximate right-of-way (ROW) as well as other factors to consider in development of alternatives.

ACTIVE TRANSPORTATION TREATMENTS

The treatments are organized into the following categories:

- Bicycle Facilities & Amenities
- Pedestrian Facilities & Amenities
- Transit Facilities & Amenities

Headers and footers indicate the categories. Where applicable, the treatments are organized from highest level of protection to lowest level of protection. Typically, the treatments that provide the most protection will have the highest appeal to a wide variety of users. For example, bicycle treatments are commonly categorized by the level of separation they provide bicyclists from motor vehicles. Separated facilities have been found to attract more bicyclists of a variety of ages and abilities and are generally considered “lower stress” facilities. However, separated facilities must be carefully designed to allow for safe crossings and turning movements for both motor vehicles and bicyclists at intersections. As another example, treatments for pedestrian mid-block crossings range from a high-level of protection with a pedestrian signal to a lower level of protection with a high-visibility crosswalk. Intermediary levels of protection can be provided with a pedestrian hybrid beacon or rectangular rapid flashing beacon.

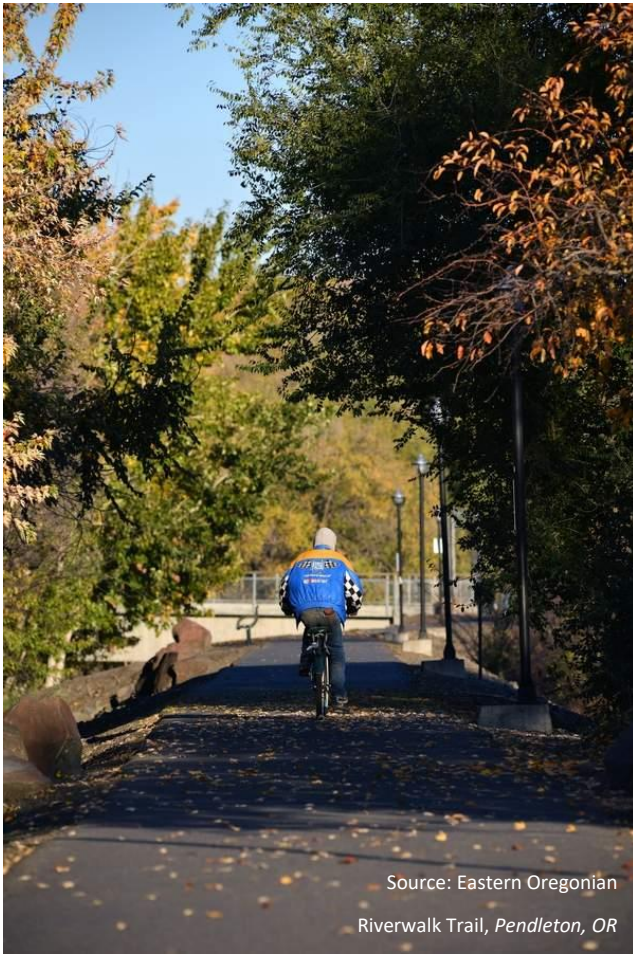
Each treatment page also includes a section with resources for additional guidance on that treatment. The ODOT Blueprint for Urban Design can also be used as a resource for identifying appropriate treatment types based on a performance based, context sensitive, and practical design approach to accommodate all modes of transportation.



Bicycle Facilities

MULTI-USE PATH

Cost: \$\$\$



Source: Eastern Oregonian
Riverwalk Trail, Pendleton, OR



Powder River Trail, Baker City, OR

Multi-use paths are paved, bi-directional, trails away from roadways that can serve both pedestrians and bicyclists. Multi-use paths can be used to create longer-distance links within and between communities and provide regional connections. They play an integral role in recreation, commuting, and accessibility due to their appeal to users of all ages and skill levels.

Benefits

- Provides facility for both pedestrians and bicyclists in less space than separate facilities.
- Separation from motor vehicles can attract users of all levels.

Constraints

- May be unsafe in areas with frequent crossings or driveways.
- When parallel to roadways, requires substantial space for buffer.
- Potential for conflicts between bicyclists and pedestrians due to shared facility.
- Isolated paths may introduce personal security concerns.

Typical Applications

- Medium- to long-distance links within and between communities that also serve as recreational facilities.
- Parallel to roads in rural areas where sidewalks and on-street facilities are not present.

Design Considerations

- Best suited in areas where roadway crossings can be minimized (such as parallel to travel barriers such as highways, railroad tracks, rivers, shorelines, natural areas, etc.).
- Necessitate high-visibility treatments for crossings.
- A minimum width of 10 feet is recommended for low-pedestrian/bicycle-traffic contexts; 12 to 20 feet should be considered in areas with moderate to high levels of bicycle and pedestrian traffic.
- Pavement markings can be used to indicate distinct space for pedestrian and bicycle travel.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- ODOT Highway Design Manual



BUFFERED BIKE LANE

Cost: \$-\$\$\$



Buffered bicycle lanes are on-street lanes that include an additional striped buffer of typically 2-3 feet between the bicycle lane and the vehicle travel lane and/or between the bicycle lane and the vehicle parking lane.

Benefits

- A parking-edge buffer on streets with on-street parking can reduce the likelihood of “dooring.”
- Increased separation from motor vehicles (over standard bicycle lanes) can increase bicyclist comfort.

Constraints

- Does not provide physical protection and therefore may not attract bicyclists of all levels.
- The additional width provided by the buffer may invite motorists to illegally park in the lane if not adequately signed and enforced.

Typical Applications

- Long-distance links within and between communities.
- Streets with sufficient pavement width to provide a buffer.
- Widely applicable in both urban and rural settings.
- Segments of the bicycle network with moderate vehicle speeds or volumes.

Design Considerations

- Typical buffer width is 2-3 feet, in addition to standard bicycle lane width of 5-6 feet, but a combined width of 6 feet is acceptable.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.
- Buffer space can have markings or rumble strips to deter vehicles from traveling or parking in the space.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- NACTO Urban Bikeway Design Guide
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide



Bicycle Facilities

ONE-WAY SEPARATED BIKE LANE

Cost: \$-\$\$\$



A one-way separated bike lane (SBL), also known as a cycle track or protected bike lane, is a bicycle facility within the street right-of-way separated from motor vehicle traffic by a buffer and a physical barrier, such as planters, flexible posts, parked cars, or a mountable curb. On two-way streets, a one-way SBL would be found on each side of the street, like a standard bike lane.

Benefits

- Provides physical separation from motor vehicle traffic, which can attract users of all levels.
- Buffer can provide opportunities for landscaping.
- Reduced risk of “dooring” when parked cars are present.

Constraints

- Requires additional right-of-way over standard bike lane.
- Construction may be more expensive than standard bike lane.
- May introduce street maintenance considerations, depending on buffer type.

Typical Applications

- Roadway segments with sufficient right-of-way or where a “road diet” (vehicle lane reduction) can be implemented.
- Key segments of the bicycle network where more protection is desirable, such as areas with higher traffic volumes or speeds, or routes to common destinations, like schools.
- Roadways with infrequent driveways and side street accesses.

Design Considerations

- Intersections must be designed to ensure visibility of bicyclists using the facility. Treatments include separate signal phases for bicyclists and high visibility pavement markings.
- Buffer type can vary depending on context, presence of parking, and available right-of-way.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.

Additional Guidance

- NACTO Urban Bikeway Design Guide
- CROW Design Manual for Bicycle Traffic
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide
- FHWA Separated Bike Lane Planning and Design Guide



Bicycle Facilities

TWO-WAY SEPARATED BIKE LANE

Cost: \$-\$\$\$



A two-way separated bike lane (SBL), also known as a two-way cycle track or protected bike lane, is a facility within the street right-of-way separated from motor vehicle traffic by a buffer and a physical barrier, such as planters, flexible posts, parked cars, or a mountable curb. Two-way SBLs serve bi-directional bicycle travel within the facility on one side of the street.

Benefits

- Requires less right-of-way than a one-way SBL, due to the need for only one buffer.
- Provides physical separation from motor vehicle traffic, which can attract users of all levels.
- Reduced risk of “dooring” when parked cars are present.

Constraints

- May be less intuitive due to apparent “wrong-way” travel on one side of street.
- Concern about crashes in areas with frequent crossings or driveways.
- Construction may be more expensive than standard bike lane.
- May introduce street maintenance considerations, depending on buffer type.

Typical Applications

- On-street connections between off-street multi-use paths.
- Roadways with infrequent driveways and side street accesses.
- Key segments of the bicycle network where more protection is desirable, such as areas with higher traffic volumes or speeds or routes to common destinations, like schools.
- On one-way streets where two-way bicycle travel is desirable.

Design Considerations

- Intersections must be designed to ensure visibility of bicyclists using the facility. Treatments include separate signal phases for bicyclists and high visibility pavement markings.
- Buffer type can vary depending on context, presence of parking, and available right-of-way.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.

Additional Guidance

- Same as for one-way SBLs



Bicycle Facilities

STANDARD BIKE LANE

Cost: \$-\$\$\$



A standard bike lane is an on-street facility that provides space designated for bicyclists, separated from vehicles by pavement markings.

Benefits

- Provides a designated facility for bicyclists using the minimum pavement width.
- Provides increased visibility for bicyclists.
- Relatively inexpensive treatment when pavement width is available.

Constraints

- Can position bicyclists in the “door zone” if located adjacent to parked vehicles without a buffer.
- Motorists may illegally park in the lane if not adequately signed and enforced.
- Does not provide physical protection or horizontal buffer from vehicles and therefore does not attract bicyclists of all levels.

Typical Applications

- Arterials, collectors, and other non-local streets with speeds higher than 25 mph or over 3,000 average daily motorized traffic volumes.
- Streets without sufficient right-of-way or pavement width for buffered bike lanes or separated bike lanes (SBLs).

Design Considerations

- Typical bike lane width is 6 feet, with 5 feet in constrained locations. A minimum 4-foot width can be used on constrained segments where on-street parking is not present.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- NACTO Urban Bikeway Design Guide
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide



Bicycle Facilities

PAVED SHOULDER

Cost: \$-\$\$



A paved road shoulder can serve as a bicycle facility that provides space separated from motor vehicle traffic in rural areas.

Benefits

- Provides a space separated from motorists.
- Requires less right-of-way than a separated multi-use path.

Constraints

- Does not provide physical protection from vehicles and may not attract bicyclists of all levels.
- Shoulders serving other uses, such as broken-down vehicles, may force bicyclists into travel lanes.

Typical Applications

- Typically applied on rural roadways.
- Also used as an interim treatment in urbanizing areas.

Design Considerations

- A 6-foot width is preferred to accommodate bicycle travel, with a 4-foot minimum in constrained areas. Greater widths can be used in higher-speed locations.
- Rumble strips or profiled striping can be used to enhance safety and minimize motorists encroaching on the shoulder.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide



Bicycle Facilities

SHARED LANE ROADWAYS

Cost: <\$



Shared lane roadways include roadways without separate bicycle facilities on which bicycle travel is not prohibited. Most roadways, with the exception of some limited access freeways, are “shared lane roadways” if they do not have a different type of bicycle facility. Shared lane roadways that are part of a designated bicycle network may include shared lane markings (“sharrows”) or signage to indicate the legal presence of bicyclists in the travel lane.

Benefits

- Allows for bicycle travel when other treatments are not feasible.
- Low- to no-cost.

Constraints

- Does not provide any separation from vehicles.
- Without additional traffic-calming treatments, it is likely to attract only strong and fearless bicyclists.

Typical Applications

- Rural roadways without shoulders often use “share the road” signage to indicate to road users that bicyclists may be present.
- Sharrows are typically used in urban or suburban locations on bicycle network links where other facilities are not present.

Design Considerations

- Sharrows should be placed at least 4 feet from the edge of the curb or on-street parking.

Additional Guidance

- ODOT Bicycle and Pedestrian Design Guide
- ODOT Highway Design Manual
- Manual on Uniform Traffic Control Devices (MUTCD)



Bicycle Facilities

BICYCLE PARKING

Cost: \$



Devices and/or areas that allow secure bicycle parking, often located at areas of high bicycle and pedestrian traffic such as bus stations, shopping centers, schools, and multi-use trails.

Benefits

- Provides a secure location to store and lock bicycles.
- Relatively inexpensive and easy installation.
- Encourages community bicycle use and makes local attractions/businesses more accessible to bicyclists.

Constraints

- Requires space in potentially busy areas, such as sidewalks.
- May remove on-street parking space if located on the roadway.

Typical Applications

- Typically provided at areas of high bicycle and pedestrian traffic such as bus stations, shopping centers, schools, and multi-use trails.

Design Considerations

- The size and design of the bicycle rack can vary based on the estimated number of users and available space.
- Covered bicycle parking can provide protection from the weather for parked bicycles and people as they lock and unlock bikes. Bike lockers can provide additional security.
- If possible, bicycle racks should be placed immediately adjacent to the entrance/location they serve.
- Rack should not be placed to block the entrance of a building or inhibit pedestrian flow.
- Racks should be easy to find, convenient, and secure.

Additional Guidance

- APBP Bicycle Parking Guidelines



Pedestrian Facilities

PEDESTRIAN PATH (SIDEPATH)

Cost: \$\$



A pedestrian path is a hard-surface path adjacent to the roadway in lieu of a sidewalk in areas where other bicycle facilities exist. Similar to a multi-use path, pedestrian paths are narrower in width and generally do not invite bicycle travel.

Benefits

- Provides a hard surface for pedestrians buffered from the roadway.
- Requires less right-of-way than a multi-use path.
- Lower cost than construction of a full sidewalk with curb and gutter.

Constraints

- May also attract bicyclists, creating the potential for conflicts between pedestrians and bicyclists.

Typical Applications

- In constrained rural areas where sidewalks are not present and multi-use paths cannot be accommodated.
- As an interim treatment in urbanizing areas to make connections between sidewalk facilities.

Design Considerations

- Typically 5- to 8-foot wide asphalt surface.
- Pedestrian paths are typically separated from the roadway by a gravel or vegetated buffer instead of a curb and gutter.
- Should follow ADA standards to allow for universal access.
- Though not intended for bicyclists, pedestrian paths may attract bicyclists if a separate bicycle facility is not provided.

Additional Guidance

- FHWA Designing Sidewalks and Trails for Access
- ODOT Highway Design Manual



Pedestrian Facilities

SIDEWALK

Cost: \$\$\$



A sidewalk is a dedicated pedestrian facility adjacent to the roadway and separated from traffic by a curb.

Benefits

- Provides pedestrians with a dedicated physically-separated space.
- Provides means of mobility for people using wheelchairs, people with strollers, or others who may not be able to travel on an unpaved surface.

Constraints

- Adding a concrete curb and sidewalk to streets adds a substantial expense to the overall construction cost.
- Stormwater drainage needs to be considered when retrofitting existing streets.

Typical Applications

- Typically provided on urban (non-rural) and residential streets, with the exception of limited access freeways.
- Typically added to streets in urbanizing areas as development occurs.

Design Considerations

- Typically 6 to 8 feet wide. Sidewalks should be constructed at least 5 feet wide, with a minimum of 4 feet of clear width, excluding a shy distance of 1.5 feet from the curb and any adjacent obstructions.
- A landscaped buffer is preferable in residential areas and in locations with higher traffic speeds and volumes.
- Wider sidewalks of 12 to 20 feet can be beneficial in commercial or “town center” areas in order to accommodate higher pedestrian volumes, street furniture, pedestrian scale lighting, business signage, bike parking, transit stops, and other amenities.

Additional Guidance

- ODOT Highway Design Manual.
- ODOT Bicycle and Pedestrian Design Guide
- AASHTO Green Book
- NACTO Urban Streets Design Guide



Pedestrian Facilities

SHOULDER PEDESTRIAN FACILITY

Cost: \$-\$\$



A paved shoulder facility provides access for pedestrians on a hard surface in rural areas where sidewalks are not present.

Benefits

- Provides a hard surface space separated from motorists.
- Requires less right-of-way than a separated multi-use path.
- More cost-effective than installing sidewalks.

Constraints

- Does not provide physical protection of a curb and may not be comfortable for all users.
- Shoulders serving other uses, such as broken-down vehicles, may force pedestrians into travel lanes.

Typical Applications

- Typically applied on rural roadways.
- Also used as an interim treatment in urbanizing areas.

Design Considerations

- A 6-foot width is preferred to accommodate pedestrian travel, with a 4-foot minimum of paved surface in constrained areas. Greater widths can be used in higher-speed locations.
- Rumble strips or profiled striping can be used to enhance safety and minimize motorists encroaching on the shoulder.

Additional Guidance

- ODOT Highway Design Manual
- AASHTO Green Book



Pedestrian Facilities

PEDESTRIAN HYBRID BEACON

Cost: \$\$\$-\$\$\$\$



A pedestrian hybrid beacon (sometimes called a HAWK signal) is a pedestrian activated signal that is unlit when not in use. It begins with a yellow light alerting drivers to slow, and then displays a solid red light requiring drivers to remain stopped while pedestrians cross the street. Finally, the beacon shifts to flashing red lights to signal that motorists may proceed after pedestrians have completed their crossing.

Benefits

- Has nearly 100 percent rate of motorist yielding behavior at crossing locations.
- Improves pedestrian safety and reduces pedestrian-involved crashes.
- Less delay to motor vehicle drivers than a signal.

Constraints

- Must be activated by pedestrians.
- More costly than other crossing treatments.

Typical Applications

- Midblock crossings with high pedestrian or bicycle demand and/or high traffic volumes.
- At locations where multi-use paths intersect with roadways.

Design Considerations

- The push button to activate the pedestrian hybrid beacon should be easily accessible by pedestrians, wheelchair users, and bicyclists (if applicable).

Additional Guidance

- Manual on Uniform Traffic Control Devices (MUTCD)
- NACTO Urban Street Design Guide
- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings
- <http://safety.fhwa.dot.gov/provencountermeasures/>



Pedestrian Facilities

RECTANGULAR RAPID FLASHING BEACON (RRFB)

Cost: \$\$-\$\$\$



Pendleton, OR



Irrigon, OR



Bend, OR

These crossing treatments include signs that have a pedestrian-activated "strobe-light" flashing pattern to attract motorists' attention and provide awareness of pedestrians and/or bicyclists that are intending to cross the roadway.

Benefits

- Provides a visible warning to motorists at eye level.
- Increases motorists yielding behavior at crossing locations over round yellow flashing beacons (80 to 100 percent compliance).
- Allows motorists to proceed after yielding to pedestrians and bicyclists.

Constraints

- Flashing beacons must be activated by pedestrians.
- Motorists may not understand the flashing lights of the RRFB, so compliance may be lower than with a traffic signal.

Typical Applications

- Midblock crossings with medium to high pedestrian or bicycle demand and/or medium to high traffic volumes.
- Locations where multi-use paths intersect with roadways.

Design Considerations

- The push button to activate the RRFB should be easily accessible by pedestrians, wheelchair users, and bicyclists (if applicable).
- Consider adding a push button in the median island for crossings of multi-lane facilities.

Additional Guidance

- Manual on Uniform Traffic Control Devices (MUTCD)
- NACTO Urban Street Design Guide
- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings
- ODOT Bicycle and Pedestrian Design Guide



Pedestrian Facilities

CROSSING ISLAND (PEDESTRIAN REFUGE)

Cost: \$-\$\$



A crossing island in the median provides a protected area in the middle of a crosswalk for pedestrians to stop while crossing the street. Also called pedestrian refuge islands or median refuges, they can be used at intersections or mid-block crossings.

Benefits

- Reduces pedestrian exposure at marked and unmarked crosswalks.
- Requires shorter gaps in traffic to cross the street.
- Allows pedestrians to cross in two phases.
- Proven safety countermeasure.

Constraints

- Streets with constrained right-of-way may not have sufficient width to allow for a crossing island.

Typical Applications

- Preferred treatment for crossings of multi-lane streets.
- Often used in areas with high levels of vulnerable pedestrian users, such as near schools or senior centers/housing.
- Often applied in areas with high traffic volumes or with a pedestrian crash history.

Design Considerations

- Must have at least 6 feet of clear width to accommodate people using wheelchairs.
- At crossing locations where bicyclists are anticipated, a width of 10 feet or greater is desirable to accommodate bicycles with trailers or groups of bicyclists.
- Can be applied in conjunction with other traffic control treatments.

Additional Guidance

- ODOT Bicycle and Pedestrian Design Guide
- NACTO Urban Streets Design Guide
- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings
- <http://safety.fhwa.dot.gov/provencountermeasures/>



Pedestrian Facilities

BULB-OUT/CURB EXTENSIONS

Cost: \$\$



An extension of the curb or the sidewalk into the street (in the form of a bulb), usually at an intersection, that narrows the vehicle path, inhibits fast turns, and shortens the crossing distance for pedestrians.

Benefits

- Shortens crossing distances for pedestrians.
- Reduces motorist turning speeds.
- Increases visibility between motorists and pedestrians.
- Enables permanent parking
- Enables tree and landscape planting and water runoff treatment.

Constraints

- Can only be used on streets with unrestricted on-street parking.
- Physical barrier can be exposed to traffic.
- Greater cost and time to install than standard crosswalks.
- Can present turning radius problems to large vehicles.

Typical Applications

- Mid-block or intersection pedestrian crossings on streets with unrestricted on-street parking.
- Streets with on-street parking where pedestrian volumes ≥ 20 pedestrians per hour, ADT $\geq 1,500$ vehicles per day, and average right-turn speeds ≥ 15 mph.

Design Considerations

- Include a narrow passage for bicyclists to prevent conflict with vehicles.
- Provide accessible curb ramps and detectable warnings.
- Include landscaping on the curb extension to differentiate path for pedestrian travel, especially for pedestrians with vision impairments.

Additional Guidance

- ITE/FHWA Report Traffic Calming: State of the Practice
- FHWA Designing Sidewalks and Trails for Access *Part II of II: Best Practices Design Guide*



Pedestrian Facilities

RAISED PEDESTRIAN CROSSING

Cost: \$\$



Orlando, FL



Pendleton, OR



Sanford, FL

Raised pedestrian crossings bring the level of the roadway even with the sidewalk, providing a level pedestrian path and requiring vehicles to slow. Raised crossings can be used at midblock crosswalks or intersections.

Benefits

- Provides a better view for pedestrians and motorists
- Slows down motorists.

Constraints

- Can be difficult to navigate for busses, large trucks, snow plows, and low ground clearance vehicles.
- Relatively expensive.
- Forces emergency vehicles to slow down

Typical Applications

- Raised crosswalks are typically provided at midblock crossings on two-lane roads where pedestrian volumes ≥ 50 pedestrians per hour and speed control is needed.
- Raised crosswalks may be provided at intersections where low-volume streets intersect with high-volume streets or where a roadway changes character (such as from commercial to residential).
- Raised crosswalks should not be used on transit routes or where there are steep grades or curves.

Design Considerations

- Raised crosswalks should be even with the sidewalk in height and at least as wide as the crossing or intersection.
- Provide detectable warnings for pedestrians where they cross from the sidewalk in to the crossing area.
- Consider drainage needs and provide appropriate treatments.
- Use colored asphalt as opposed to brick or decorative surface materials to make the crossing smoother for those with mobility impairments.

Additional Guidance

- ITE/FHWA Report Traffic Calming: State of the Practice
- FHWA Designing Sidewalks and Trails for Access *Part II of II: Best Practices Design Guide*



Pedestrian Facilities

HIGH VISIBILITY CROSSWALK

Cost: \$



High visibility crosswalks consist of reflective roadway markings and accompanying signage at intersections and priority pedestrian crossing locations.

Benefits

- Communicates potential for pedestrian crossings to motorists.
- Designates a preferred crossing location for pedestrians.
- Motorists are required to stop for pedestrians entering crosswalks.
- Low cost.

Constraints

- Can be more effective with other types of traffic control (signals, stop signs).
- At uncontrolled locations (midblock), motorist compliance is not as high as with other treatments.

Typical Applications

- High visibility crosswalks are typically applied at intersections of arterials, collectors, and/or other facilities with moderate to high vehicle volumes and speeds.
- Can be applied at mid-block locations, especially in conjunction with other treatments.

Design Considerations

- Crosswalk striping can vary, and may include continental striping (top photo), ladder striping, zebra striping (middle photo), etc.
- Can be constructed with paint or thermoplastic material.
- Minimum width is 6 feet, but wider crossings are preferred in areas with high number of pedestrians.

Additional Guidance

- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings
- ODOT Bicycle and Pedestrian Design Guide



Pedestrian Facilities

STREET FURNITURE AND LIGHTING

Cost: \$-\$\$\$



Austin, TX



Ft Lauderdale, FL

Street furniture includes pedestrian seating, information/wayfinding structures, and trash cans. Street furniture and lighting can be used to enhance the pedestrian experience and encourage pedestrian activity on a street.

Benefits

- Encourages walking and sense of comfort and security for pedestrians.
- Street furniture can be relatively inexpensive and easy installation.
- Encourages foot traffic and can make local attractions/businesses inviting.

Constraints

- Requires space in potentially busy areas, such as sidewalks.
- Can reduce the pedestrian travel spaces on narrower sections.

Typical Applications

- Typically provided at areas of high bicycle and pedestrian traffic such as bus stations, shopping centers, schools, and multi-use trails.
- Street furniture and pedestrian-scale lighting is usually provided on corridors with commercial activity and anticipated high-pedestrian use.

Design Considerations

- Street furniture should not be placed to block the entrance of a building or inhibit pedestrian flow.
- The type and size of street furniture should be based on the available space and anticipated demand.
- Street furniture should be accessible to all users.

Additional Guidance

- AASHTO Roadway Lighting Design Guide



Transit Facilities/Service Types

BUS STOP

Cost: \$\$\$



Molalla, OR



Pendleton, OR

Transit stop shelters help protect passengers waiting to load the bus from the elements and provides a great level of comfort. They also increase the visibility of transit stops and attractiveness for riders.

Benefits

- Provides protection from the elements and a place to sit for people waiting for transit.
- Provides a prominent visual cue about where the transit stop is located.

Constraints

- Require sufficient space along the street for bus to safely pull over and stop.
- Sign poles and stop amenities require maintenance

Typical Applications

- Install bus stops at locations with potential or existing transit demand
- Inclusion of amenities, such as shelters and seating, can be determined based upon daily boardings or market served (e.g. bus stop at senior center probably needs seating)

Design Considerations

- The style of the transit stop shelter can depend on the preferences of the local jurisdiction.
- At stops with a high number of daily boardings (i.e. over 100), a larger shelter or multiple shelters should be considered.
- Shelters should be cleaned and maintained regularly.
- Shelters should have transparent sides for greater visibility and panels should be resistant to fading or clouding.

Additional Guidance

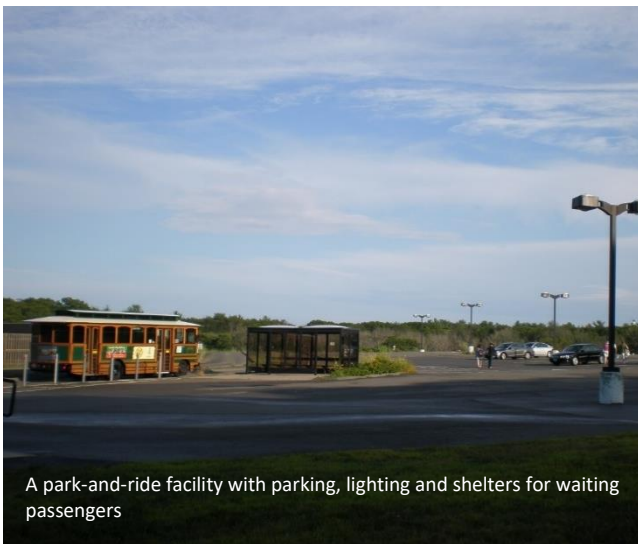
- TCRP Report 19: Guidelines for the Location and Design of Bus Stops
- Transit in Small Cities: A Primer for Planning, Siting and Designing Transit Facilities in Oregon



Transit Facilities/Service Types

PARK-AND-POOL OR PARK-AND-RIDE

Cost: \$



A park-and-ride facility with parking, lighting and shelters for waiting passengers



People meet at a park-and-pool facility to commute by vanpool

Application to Ontario

Park-and-pool may be a low-cost option for organizing rides between Ontario and common work, shopping, and service destinations such as Caldwell, Nampa, Meridian, and Boise. Park-and-pool locations could be upgraded to transit stops depending on future demand.

Park-and-pool or park-and-ride facilities allow travelers to drive to a parking facility, park, and use transit or carpool to their eventual destination. Park-and-ride or park-and-pool lots may be owned by a city, transit agency, or by a business that has excess parking during typical work hours.

Benefits

- Reduces the need for parking in downtown areas and activity centers
- Reduces single-occupant vehicle travel, which supports environmental goals
- Saves money by reducing gas costs for individual commuters

Constraints

- Requires agreement with property owners to allow shared parking between users

Typical Applications

- These programs work well in rural or suburban areas where fixed-route transit is limited, and in communities with long commutes and common work destinations.
- They may be located in a downtown area, at the edge of a downtown, or within a neighborhood.

Design Considerations

- Integrate park-and-ride/park-and-pool lots into existing downtowns to provide a central meeting point for people to meet and pool or take transit
- Add aesthetic treatments such as landscaping to integrate the parking area into the surrounding neighborhood.
- Provide adequate signage visible from the street indicating that parking is available, at what times, and at what (if any) cost. Ensure signage clearly states that park-and-ride/park-and-pool users are allowed to park

Additional Guidance

- TCRP Report 19: Guidelines for the Location and Design of Bus Stops
- Transit in Small Cities: A Primer for Planning, Siting and Designing Transit Facilities in Oregon



Transit Facilities/Service Types

DEMAND-RESPONSE SERVICE

Cost: \$\$\$



If you live in:	The RED Line is in your area:	Going one week to:	And the next week to:
Keizer	Monday Afternoons	Fred Meyer on Market	Fred Meyer on Market
Keizer	Friday Mornings	Walmart on Lancaster	Winco on Lancaster
Northeast Salem	Wednesday Mornings	Fred Meyer on Market	Fred Meyer on Market
Northeast Salem	Friday Afternoons	Walmart on Lancaster	Winco on Lancaster
Southeast Salem	Monday Mornings	Fred Meyer on Market	Fred Meyer on Market
Southeast Salem	Wednesday Afternoons	Walmart on Turner	Winco on Commercial
South Salem	Thursday Mornings	Fred Meyer on Commercial	Fred Meyer on Commercial
West Salem	Tuesday Mornings	Winco on Commercial	Winco on Commercial
West Salem	Thursday Afternoons	Fred Meyer on Commercial	Walmart on Turner

Seniors and People with Disabilities:
Getting around town is easy when you ride the RED Line shopper shuttle and dial-a-ride.

To reserve your spot on the RED Line, call: 503-315-5544
Toll Free: 888-315-5544
Oregon Relay Service: 7-1-1
Fax: 503-315-5514

The call center is open Monday through Friday from 6 a.m. to 7 p.m. and Saturday from 10 a.m. to 4 p.m.
Make your reservation today!

Cherriots
SALEM-KEIZER TRANSIT

Cherriots RED Line is an example of both a shopper shuttle and zone service

Demand-response services pick-up and drop-off passengers at their door or at the curb. Transit vehicles providing demand-response service do not follow a fixed route, but travel throughout the community transporting passengers according to their specific requests. Passengers must call ahead to book a trip.

Benefits

- High level of service for those with mobility challenges

Constraints

- Demand-response typically has low productivity, carrying 2-3 passengers per hour compared to other transit services
- Passengers must schedule service in advance

Typical Applications

- Works well in low-density areas without a strong market for fixed-route transit
- Often used to serve markets that have mobility challenges

Service Variations

- Shopper Shuttle** - A shopper shuttle caters to shopping trips. Shopper shuttles may be provided daily or periodically, connecting passengers from their home to a major shopping destination.
- Zone Service** - In rural or suburban communities, transit agencies may provide service in a particular neighborhood or zone during days of the week
- Taxi Vouchers** - Public agencies may subsidize taxi fares as a way of providing demand-response service using existing general public tax services. Passengers may either buy vouchers in advance at a discounted rate or pay the fare and submit for reimbursement.
- Volunteer Programs** - Volunteers may subsidize taxi fares as a way of providing demand-response service using existing general public tax services. Passengers may either buy vouchers in advance at a discounted rate or pay the fare and submit for reimbursement.
- Vanpools** - Vanpools are a prearranged ridesharing service in which a number of people travel together on a regular basis in a van. Vanpools may be publicly operated, employer operated, individually owned, or leased.



Transit Facilities/Service Types

FLEX SERVICE

Cost: \$\$



Flex service is a hybrid service type that combines the structure of a fixed-route with the flexibility of demand-response service. There are many models of flex service, ranging from those that are primarily fixed routes but offer limited deviations upon request, to those that are primarily demand-response zones but offer fixed time points.

CC Rider's Route 3 provides flex service between Scappoose and St. Helen's. Riders can call in advance to schedule a pick-up no more than ½ mile from the published route.

Benefits

- In lower demand areas where deviations can be accommodated, both fixed-route and ADA paratransit service can be provided with one vehicle
- Meets ADA paratransit requirements as long as schedule builds in additional time for deviations and service is open to the general public

Constraints

- Deviations add travel time and may discourage choice riders
- In rural areas with disconnected road networks, accommodating out-and-back deviations may add significant travel time

Typical Applications

- Flex service works in areas with low to medium densities where deviations to pick-up passengers can be supported while maintaining service along advertised routes.

Service Variations

- Point-Deviated Service – Point deviated routes have several fixed timepoints, and passengers who live between the time points may call to request a curbside pick-up. The driver takes the most direct route between time points to pick-up each passenger.
- Deviated Service – Deviated service operates via a set route. Passengers may call ahead to request a deviation from that route, and as long as the pickup allows the bus to stay on schedule, the driver will deviate from the route to pick-up a passenger in front of their destination. Deviations are “out-and-back,” meaning the bus returns back to the same point at which it started the deviation.



Transit Facilities/Service Types

FIXED-ROUTE

Cost: \$\$



Fixed-route service means that transit vehicles run along a set route during a set schedule. Typically, fixed-route service is characterized by designated bus stops where passengers board and alight, and is supported with service information (maps and timetables).

Service Variations

Local Route



Transit Service that involves frequent stops that circulate passengers within a community

Intercity



Intercity transit routes provide direct service along major travel corridors with limited stops. These routes typically service longer distances than local fixed-routes. Between destinations, intercity services typically operate on arterials or interstate roadways.

Commuter

Commuter service is specifically designed to bring people from residential areas to employment centers. These routes may look similar to intercity routes, but only operate during employment peak hours.



The SRT-Malheur Express and Snake River Transit services provide a mix of local and intercity service between Ontario, Fruitland and Payette.

Benefits

- Predictable service that riders can access by following the schedule and map
- Cost effective (cost per rider) when serving high ridership corridors
- Can provide fairly direct travel times competitive with driving, making service more attractive to choice riders

Constraints

- Not well suited to serving large service areas or dispersed origins and destination
- Requires ADA complementary paratransit service (demand-response) within 3/4 mile of fixed route, operating during the same days and hours

Typical Applications

- Connects origins and destinations within a community or between communities

Service Variations

- **Point-Deviated Service** – Point deviated routes have several fixed timepoints, and passengers who live between the time points may call to request a curbside pick-up. The driver takes the most direct route between time points to pick-up each passenger.
- **Deviated Service** – Deviated service operates via a set route. Passengers may call ahead to request a deviation from that route, and as long as the pickup allows the bus to stay on schedule, the driver will deviate from the route to pick-up a passenger in front of their destination. Deviations are “out-and-back,” meaning the bus returns back to the same point at which it started the deviation.

Appendix G. Technical Memorandum #3: Vision Statement and Guiding Principles



CTUIR TSP

TECHNICAL MEMORANDUM #3: VISION STATEMENT AND GUIDING PRINCIPLES

Date: June 27, 2022

Project #: 23021.046

To: Dani Schulte, CTUIR
Cheryl-Jarvis Smith, ODOT Region 5

From: Molly McCormick, Nick Foster AICP, RSP₁, and Matt Hughart, AICP

Project: Confederated Tribes of Umatilla Indian Reservation Transportation System Plan Update

Subject: Tech Memo #3: Vision Statement and Guiding Principles

TABLE OF CONTENTS

Table of Contents	1
Introduction	1
Background.....	2
Proposed Vision Statement	3
Proposed Goals and Objectives	3
Proposed Evaluation Criteria	4

INTRODUCTION

This memorandum presents the proposed vision statement, goals, objectives, and evaluation criteria that will be used to guide the development of the Confederated Tribes of Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) Update. The goals and objectives will help ensure key issues are addressed throughout the planning process, while the evaluation criteria will be used to select and prioritize preferred projects. The goals, objectives, and evaluation criteria will also inform recommendations for policy language that will serve as guidance for future land use decision making, such as approval criteria related to zone change and comprehensive plan amendments.

To ensure a consistent understanding of the items included in this memorandum, the following definitions have been provided:

- Vision Statement – Provides overarching long-term outlook to be achieved by the plan.
- Goal – Provides direction for where the community’s vision is leading the plan.
- Objective – Provides a more detailed breakdown of the goal with specific language on how the goal can be achieved.
- Evaluation Criteria – Provides a quantitative or qualitative tool to help prioritize projects or evaluate project alternatives. They can help measure the extent to which a project is in line with the community’s vision, goals, or objectives.

BACKGROUND

The existing CTUIR TSP was adopted in 2001 and includes one goal and 11 corresponding objectives, as listed below. A review of the goal and objectives highlights a focus on equity, community engagement, financial stability, and coordination between CTUIR and other regional and local partners.

2001 TSP Goal

To provide an effective and economical transportation system on the Umatilla Indian Reservation.

2001 TSP Objectives

- A. Consider the needs of all segments of the Tribal community and all modes transportation in the transportation planning process.
- B. Ensure that projects involving land use, economic development, and transportation issues are coordinated at conception.
- C. Develop an effective relationship and process for working with the BIA, County, and State to identify, fund, and implement transportation projects.
- D. Develop and maintain effective lobbying efforts with Tribal organizations to assure adequate funding and political clout on transportation issues.
- E. Provide Tribal input into transportation improvements programs that will affect the Reservation road system.
- F. Adopt and maintain the Umatilla Indian Reservation Transportation Plan.
- G. Coordinate the location of public and private utilities with development planning for new roads and assure adequate right-of-ways and easements are secured at the time of development approval.
- H. Minimize the number and improve safety at railroad crossings by working closely with Umatilla County and the Union Pacific Railroad.
- I. Improve the intersection of stream channel crossings with the current transportation system of railroads, highways and utilities which will decrease damage caused by periodic flooding.
- J. Develop and adopt public and private road standards for new and unimproved roads on the Reservation acceptable to those responsible for maintenance and safety.
- K. Develop and maintain a public transportation system for the benefit of Tribal members and the reservation residents.

CTUIR Comprehensive Plan

The 2010 Comprehensive Plan (updated in 2018) has the same goal as the CTUIR TSP, but the objectives are different.

1. *Develop and maintain a transportation asset system that is safe, environmentally sensitive and economically sound and promotes the public health with future transportation in mind.*
2. *Ensure public or personal transportation to meet cultural, economic, personal employment, health and other needs for all residents, particularly at-risk populations.*
3. *Ensure required road transportation and transit planning documents are completed accurately in a timely manner and implemented as appropriate.*
4. *Work toward providing access throughout the ceded and traditional use areas through transportation infrastructure and transit options.*

PROPOSED VISION STATEMENT

The proposed vision statement was based on conversations with CTUIR staff and a review of the 2001 TSP, CTUIR's Comprehensive Plan, and the scope of work for this project.

The transportation system on the Umatilla Indian Reservation provides safe, equitable, and sustainable travel choices that fulfill the needs of those living, working, and recreating in the reservation community, while also fostering cultural connections and preserving the rural character.

PROPOSED GOALS AND OBJECTIVES

The proposed goals and objectives for the CTUIR TSP update are described below. The proposed TSP goals and objectives are based on the proposed vision statement, a review of the existing TSP goal and objectives, information from the ODOT TSP guidelines, and discussions with Tribal staff about the important issues prevalent in the community and transportation system.

Goal 1 – Safety

Provide a safe multimodal transportation system for all members of the Umatilla Indian Reservation community.

Objective 1A: Improve locations with a history of fatal and/or severe injury crashes

Objective 1B: Implement strategies that systemically reduce the potential for crashes

Goal 2 – Environment and Cultural Heritage

Preserve existing cultural connections and the rural landscape.

Objective 2A: Develop projects that respect the rural landscape and cultural context

Objective 2B: Develop projects that help the community achieve its economic potential

Objective 2C: Establish land-use strategies and policies that support desired development that is culturally sensitive

Goal 3 – Health

Develop a transportation system that supports active transportation and encourages healthy and active choices for the Umatilla Indian Reservation community.

Objective 3A: Increase the user-friendliness and comfort of active transportation options available to all members of the Umatilla Indian Reservation community

Objective 3B: Provide connections to community health centers, schools, and parks

Goal 4 – Equity and Accessibility

Provide a multimodal transportation system that is accessible to all members of the Umatilla Indian Reservation community.

Objective 4A: Provide access to essential destinations for all members of the Umatilla Indian Reservation community

Objective 4B: Develop a plan that responds to the range of needs within the community

Goal 5 – Connectivity

Provide a multimodal transportation system that increases connections to the key hubs within the reservation and works to overcome existing barriers to regional connectivity.

Objective 5A: Improve existing, and/or create new multimodal connections between the Mission, July Grounds, and Gateway hubs

Objective 5B: Improve existing, or create new, regional multimodal connections

Goal 6 – Coordination

Develop a transportation system that works together with Federal, State, regional, and local partners.

Objective 6A: Ensure consistency with Federal, State, regional, and local planning rules and regulations

Objective 6B: Coordinate with partners to gain consensus on the planned system for the region

Goal 7 – Financial Stability

Develop attainable funding solutions for transportation system improvements.

Objective 7A: Prioritize investments and maximize partnerships to provide maximum benefit and return on investment for the associated cost.

Objective 7B: Develop projects that can be realistically achieved given the Tribe's existing, and potential, funding sources, including developing projects that will be compatible with Bureau of Indian Affairs (BIA) requirements and position CTUIR for future grant sources.

PROPOSED EVALUATION CRITERIA

The proposed evaluation criteria are based on the identified goals and objectives. The project team will use the evaluation criteria to compare alternatives, as applicable, and to help prioritize the projects identified through the TSP update process. The evaluation process will score applicable projects, which may include capital projects (e.g., constructing a buffered bike lane, adding a turn lane), service enhancements (e.g., adding additional weekend transit service, providing real-time transit information), and programmatic solutions (e.g., yearly signage maintenance). The rating method used to evaluate the alternatives is described below.

Most Desirable: The concept makes substantial improvements in the criteria category. (+2)

Desirable: The concept makes some improvements in the criteria category. (+1)

No Effect: The criterion does not apply to the concept or the concept has no influence on the criteria. (0)

Less Desirable: The concept somewhat negatively impacts the criteria category. (-1)

Least Desirable: The concept substantially negatively impacts the criteria category. (-2)

At this level of screening, the criteria will not be weighted. The ratings will be used to inform discussions about the benefits and tradeoffs of each alternative. *Each alternative or project will be reviewed against the objectives described in the preceding section on a (-2 to 2) score rating.*

In addition to assessments based on the objectives, the following implementation-focused evaluation criteria will also be reviewed on a (-2 to 2) score rating:

- Right-of-way constraints
- Physical barriers constraints
- Environmental impacts

Appendix H. Technical Memorandum #4: Preliminary Concept Design and Transportation Solutions



CTUIR TSP

DRAFT TECHNICAL MEMORANDUM #4: PRELIMINARY CONCEPT DESIGN

Date: September 16, 2022

Project #: 23021.046

To: Dani Schulte, CTUIR
Cheryl-Jarvis Smith, ODOT Region 5

From: Molly McCormick, Nick Foster AICP, RSP¹, and Matt Hughart, AICP, *Kittelson & Associates, Inc.*
Colin Roberts, *SERA*, Andy Lindsey, *Anderson-Perry & Associates, Inc.*

Project: Confederated Tribes of the Umatilla Indian Reservation Transportation System Plan Update

Subject: Tech Memo #4: Preliminary Concept Design

TABLE OF CONTENTS

Table of Contents	1
Introduction	1
Project Goals, Objectives, and Evaluation Criteria.....	2
Proposed Transportation Policies.....	2
Roadway System.....	2
Pedestrian System – Walking and Rolling	23
Bicycle System	29
Transit System.....	31
Rail System.....	33
Pipeline System.....	33
Modification of Previous Planning Documents	34

INTRODUCTION

This memorandum summarizes and evaluates projects that address identified deficiencies and needs within the Umatilla Indian Reservation (UIR). The information provided in this memorandum will serve as the foundation for projects for the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) update. By developing projects that promote connectivity, safety, and comfort for all people using the transportation system, CTUIR can support equitable access, active transportation, increased connectivity, and reduced environmental and climate impacts.

In addition to transportation projects, this memorandum also includes draft roadway cross-section standards and detailed concept design graphics for two areas within the UIR.

PROJECT GOALS, OBJECTIVES, AND EVALUATION CRITERIA

Project goals, objectives, and evaluation criteria were developed early in the planning process to guide the development of the TSP update. They reflect the vision of celebrating community history and emphasize the desire to increase options for people walking and biking. The project goals and objectives were used to develop projects, while the evaluation criteria were used to complete a preliminary prioritization.

The goals of the TSP update are documented in *Technical Memorandum #3: Vision Statement and Guiding Principles* and summarized below.

- **Goal 1: Safety** – Provide a safe multimodal transportation system for all members of the Umatilla Indian Reservation community.
- **Goal 2: Environment and Cultural Heritage** – Preserve existing cultural connections and the rural landscape.
- **Goal 3: Health** – Develop a transportation system that supports active transportation and encourages healthy and active choices for the Umatilla Indian Reservation community.
- **Goal 4: Equity and Accessibility** – Provide a multimodal transportation system that is accessible to all members of the Umatilla Indian Reservation community.
- **Goal 5: Connectivity** – Provide a multimodal transportation system that increases connections to the key hubs within the reservation and works to overcome existing barriers to regional connectivity.
- **Goal 6: Coordination** – Develop a transportation system that works together with Federal, State, regional, and local partners.
- **Goal 7: Financial Stability** – Develop attainable funding solutions for transportation system improvements.

The projects were evaluated based on the project evaluation criteria to identify preliminary priorities. The projects were identified as high, medium, and low priority based on how well they meet the evaluation criteria and by extension, the goals of the TSP update. *Attachment A includes the evaluation criteria and indicates how the evaluation criteria were used to evaluate and prioritize the projects.*

PROPOSED TRANSPORTATION POLICIES

Through review of previous planning efforts and CTUIR staff input, this memorandum identifies policies to be considered for the transportation system in within the UIR:

- Institute policies that encourage right-sizing, and adopting appropriate technology for, fleet vehicles and equipment, and encourage the adoption of alternative fuel vehicles through policy, infrastructure, etc.
- Adopt the cross-sectional standards provided in this memorandum into necessary code and guidelines.

ROADWAY SYSTEM

Streets serve most trips within the UIR across all travel modes. This section identifies alternatives to address gaps and deficiencies in the street system as well as alternatives that will facilitate improvements to the pedestrian, bicycle, and public transit systems.

The projects developed for the roadway system include realignments, repaving and updates to existing roadways, traffic calming, intersection reconfiguration, and more. Table 1 describes the projects for the roadway system. The priority levels shown in Table 1 are based on the project evaluation criteria as well as input from the project team. Prioritization will be updated based on input from the advisory committees and the community. Figure 1 illustrates the location of the projects.

Table 1: Motor Vehicle System Projects

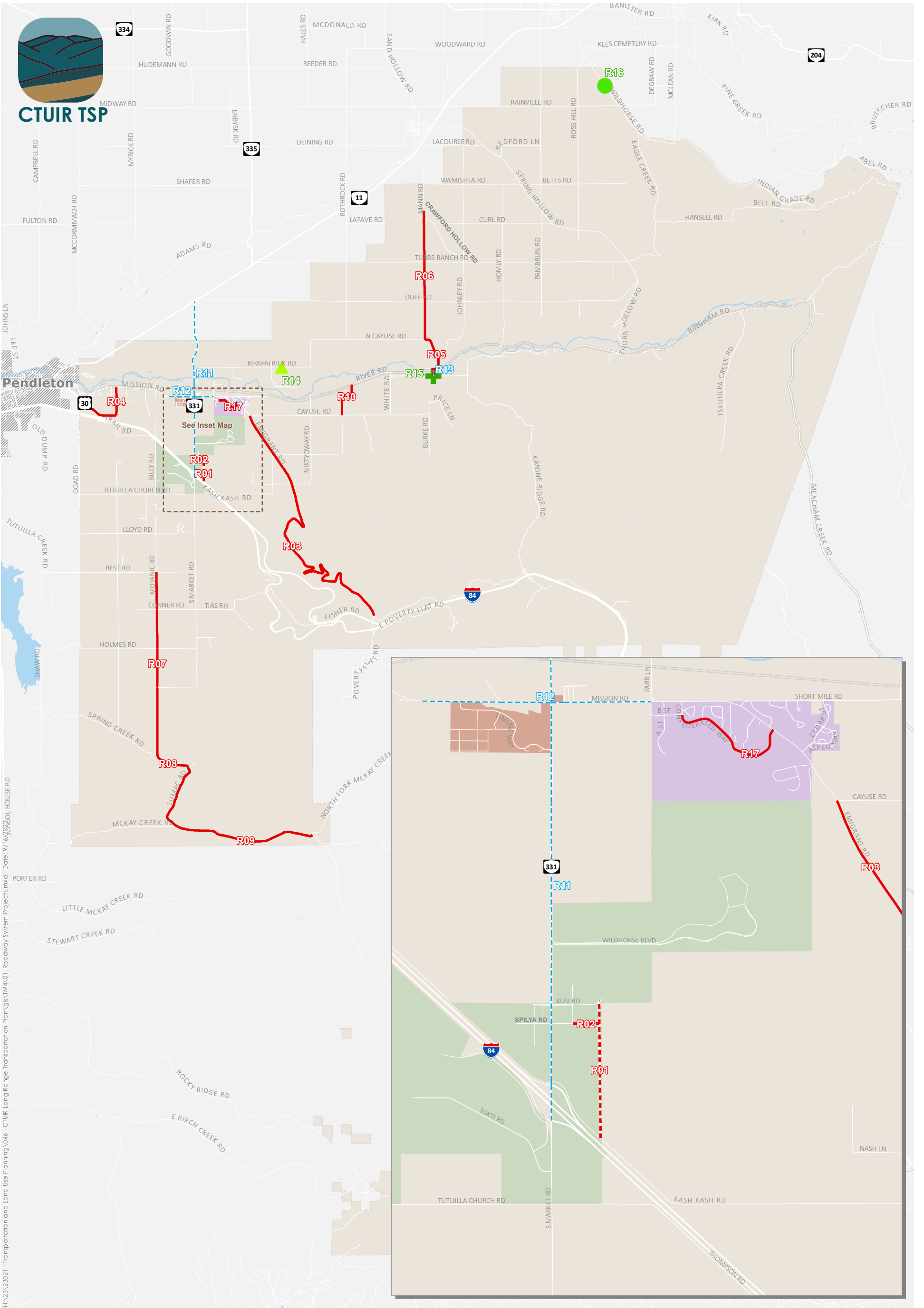
Project ID	Location/Name	Extents	Description	Roadway Jurisdiction	Priority
R01	Kash Kash Road	Kusi Road to east of OR 331	Close existing access to OR 331 and reroute Kash Kash Road north to a new intersection with Kusi Road.	County	Medium
R02	Spilya Road	Eastern end of roadway to Kash Kash Road realignment	Extend Spilya Road east to Kash Kash Road realignment.	CTUIR	Low
R03	Emigrant Road	Cayuse Road to Poverty Flat Road	Widen to add shoulders and repave Emigrant Road (County Road #937) from Cayuse Road to Poverty Flat Road.	County	Low
R04	56th Street-Theater Road	Mission Road to US 30	Widen, align, add shoulders, and pave/repave 56th Street-Theater Road to help support rerouting of trucks and other regional/state traffic during I-84 closures.	County	Low
R05	North Cayuse Road	River Road to Mann Road	Widen, align, add shoulders, and pave North Cayuse Road (County Road #925) from River Road north to Mann Road.	County	Low
R06	Mann Road	Crawford Hollow Road to North Cayuse Road	Widen, align, add shoulders, and pave Mann Road (County Road #925) from Crawford Hollow Road south to North Cayuse Road.	County	Low
R07	Motanic Road	Best Road to Spring Creek Road	Widen, align, add shoulders, and pave Motanic Road (County Road #1031) from Best Road south to Spring Creek Road.	County	Low
R08	Sumac Road	Spring Creek Road to McKay Creek Road	Widen, align, add shoulders, and pave Sumac Road (County Road #1050) from Spring Creek Road south to McKay Creek Road.	County	Low
R09	McKay Creek Road	Sumac Road to North Fork McKay Creek Road	Widen, align, add shoulders, and add gravel along McKay Creek Road (County Road #1050) from Sumac Road east to North Fork McKay Creek Road.	County	Low
R10	Cayuse River Road	River Road to Cayuse Road	Widen, align, add shoulders, and pave Cayuse River Road from River Road north to Cayuse Road.	County	Low
R11	OR 331 Speed Study	UIR northern boundary to I-84	Perform a speed study along the OR 331 corridor to determine the potential for speed zone modifications.	ODOT	High
R12	Mission Road Traffic Calming	From just west of Timine Way to Parr Lane	Install speed feedback signage and other traffic calming measures.	County	High
R13	Cayuse Road Bridge Traffic Calming	Intersection extents	Install speed feedback signage and other traffic calming measures.	County	Medium

Project ID	Location/Name	Extents	Description	Roadway Jurisdiction	Priority
R14	Kirkpatrick Road, vertical curve east of McKinley Lane	Intersection extents	Evaluate sight distance and install advisory signage if warranted.	County	Low
R15	Cayuse Road/Cayuse River Road intersection	Intersection extents	Reconstruct northern leg to connect at a more perpendicular angle.	County	Low
R16	Wildhorse Creek Bridge	Bridge extents	Replace County Bridge #59C401 along Wild Horse Road (County Road #685).	County	Low
R17	Confederated Way	B Street to Cayuse Road	Construct flood remediation projects on Confederated Way from B Street to Cayuse Road. Mitigations may include building a levy, raising the roadway, creating water retention areas, and rerouting the roadway.	BIA	Medium

Roadway Programs and Plans

In addition to identifying potential projects, the project team also identified potential programs and plans to support the transportation system based on input from CTUIR staff. Through the TSP update process, the following programs and plans were identified:

- Maintenance program for intersections in the northern UIR where crops limit sight distance during certain times of the year
 - Work with property owners adjacent to roads with limited sight distance to establish formal sight triangle boundaries. One example is Duff Road at Mann Road.
 - Where sight triangles cannot be established, add warning signage.
- Maintenance programs for striping
 - Complete annual striping projects to update worn striping and to add/restripe fog lines on collectors and arterials.
- Coordinate with the County and ODOT on how to address truck parking and routing when I-84 is closed.
- Coordinate with ODOT and Umatilla County on regional connecting roadways.
- Create walkable neighborhoods. Monitor the need for traffic calming measures in neighborhoods and near pedestrian and bicycle activity centers, such as the school, Mission Senior Center, July Grounds residential area, and Nixyáawii Governance Center. Potential mitigations include raised crosswalks, “Children at Play” signage, 20 MPH speed limits, and additional marked crossings.
- Update and maintain CTUIR’s parking policy based on current national guidance and local trends.
- Maintain the Tribal Transportation Program (TTP) National Tribal Transportation Facility Inventory (NTTFI) and update with routes that CTUIR may wish to include as projects move forward. Coordinate with the BIA as needed. *Attachment B includes the existing NTTFI as of September 2022.*



- Improvement to Existing Roadway
- - - New Roadway
- - - Traffic Calming or Speed Study
- ▲ Advisory Signage
- Bridge Replacement
- + Intersection Reconfiguration
- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 1

**Roadway System Projects
Umatilla Indian Reservation**

Development Driven Capacity and Intersection Projects on OR 331

Although the operations analysis presented in *Technical Memorandum #2: Context and Site Analysis* did not highlight intersection capacity deficiencies based on generalized growth projections, previous planning efforts have identified potential intersection and roadway projects that may be needed to accommodate localized development or expansions of existing businesses and destinations.

These growth opportunities, such as expansion of the Coyote Business Park, further expansion of the Wildhorse Resort and Casino, and expansion of Arrowhead Travel Plaza, are not imminent, but could have local and regional impacts to the transportation system. If and when projects like this were to occur, the potential impacts and mitigation measures would have to be determined based on detailed traffic studies for the specific development scenario. Intersection solutions that have been identified through previous planning studies and preliminary traffic impact studies are summarized in Table 2. The identified solutions have historically included constructing roundabouts or installing traffic signals. Cost and benefit considerations for these two intersection control types are discussed below:

- **Construct a roundabout**
 - *Cost considerations:* Potentially higher construction cost and lower long-term maintenance cost.
 - *Benefit considerations:* Improved safety, including reducing the potential for fatal and serious injury crashes and lowering speeds near the intersection. Adds capacity and reduces delay.
- **Install a traffic signal**
 - *Cost considerations:* Potentially lower construction cost (depending on turn lane impacts) and higher long-term maintenance cost.
 - *Benefit considerations:* Adds capacity and reduces delay. May also reduce crash potential, but not to the same extent as a roundabout.

Table 2: Potential Development Driven Intersection Projects on OR 331

Location	Description
OR 331/ Mission Road	Construct a single lane roundabout. Realign the northbound and southbound approaches to avoid impacts to the Mission Market.
	OR Install a traffic signal when warranted. Construct separate left-turn lanes on all four intersection approaches. Construct a separate right turn lane on the northbound approach.
OR 331/ Wildhorse Boulevard	Construct a single lane roundabout.
	OR Install a traffic signal when warranted.
OR 331/ Spilya Road	Construct a single lane roundabout. Modify access to right-in, right-out only at Kusi Road and Arrowhead Travel Plaza driveway.
	OR Install a traffic signal when warranted. Modify access to right-in, right-out only at Arrowhead Travel Plaza driveway.
OR 331/ I-84 EB Ramps	Construct a single lane roundabout.
	OR Install a traffic signal when warranted. Construct exclusive left- and right-turn lanes on the off-ramp approach.
OR 331/ I-84 WB Ramps	Install a traffic signal when warranted. Construct exclusive left- and right-turn lanes on the off-ramp approach and an exclusive right-turn lane on the north approach.

Due to the potential for development-related growth to influence traffic conditions along OR 331 from Mission Road to the I-84 interchange, it is recommended that CTUIR and ODOT require traffic impact studies for all new development projects requiring access along the corridor and that are expected to generate more than 500 daily trips.

Local Road Connectivity

Several local road connections were identified for the TSP update. Figure 2 illustrates the location and general orientation of the connections. Exact roadway alignments are not provided as these connections are anticipated to occur as a result of future development. Any local road connections that are desired to be CTUIR-initiated projects should be identified as a high priority and included in the cost-constrained plan. CTUIR will refer to the local road connectivity plan shown in Figure 2 during development review to ensure future local roads are consistent with the vision for overall access and connectivity within UIR.

Access Management

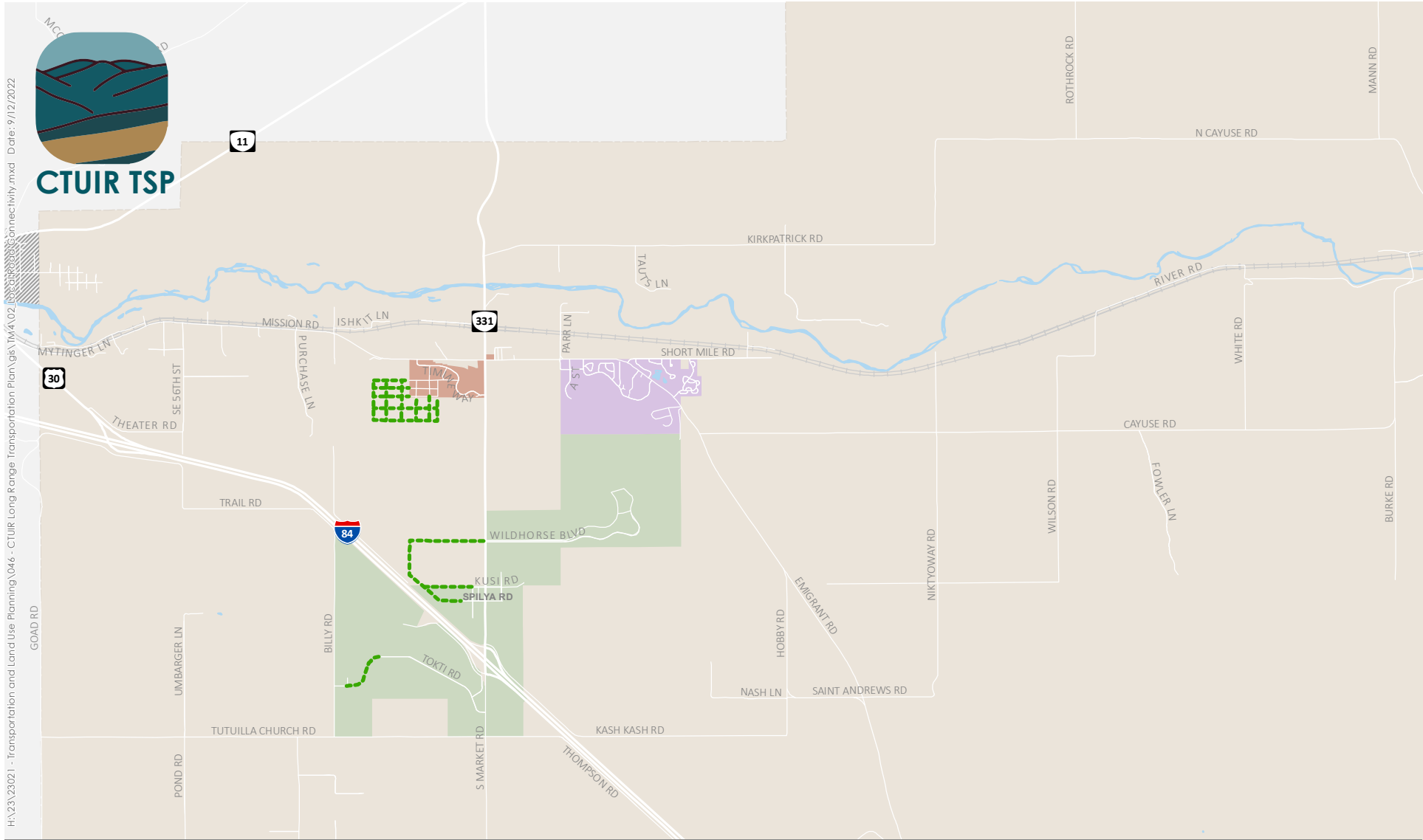
As noted in the 2001 TSP, CTUIR supports the access spacing standards for County roads within the UIR. CTUIR also elects to apply these standards to the roads maintained and/or owned by CTUIR or BIA. To handle any discrepancies between functional classifications, the County standards for major and minor collectors should apply to all CTUIR rural and urban collectors. The County standards for local roads should apply to all CTUIR rural and urban local roads.

Roadway Cross-sections and Design Standards

The 2001 TSP does not include roadway cross-sections or standards within the UIR. Figures 3 to 15 provide proposed cross-sections for inclusion in the TSP update. Figures 16 to 19 provide proposed roadway design standards for inclusion in the TSP update.

OR 331 Detailed Concept Design Graphic

The project team created a detailed concept design graphic for OR 331 from Wildhorse Boulevard to the I-84 interchange shown in Figure 20. This graphic incorporates the projects identified throughout this memorandum, including projects that were originally identified in the 2006 OR 331 Access Management Implementation Strategy and Circulation Plan. The project team and CTUIR staff selected this location for one of the two detailed concept design graphics because it is important for the economy and cultural heritage of CTUIR. Many of the area's key destinations for both residents and visitors are located along this corridor, creating conflicts between modes and safety concerns.



- - - - - Local Road Connection
- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 2

Local Roadway alignments shown are conceptual and will be determined as part of the development review and approval process.

Local Road Connectivity Umatilla Indian Reservation

Figure 3: Cross-section for Arterial Roadway (i.e., OR 331 or Mission Road) – Multi-use Path Option

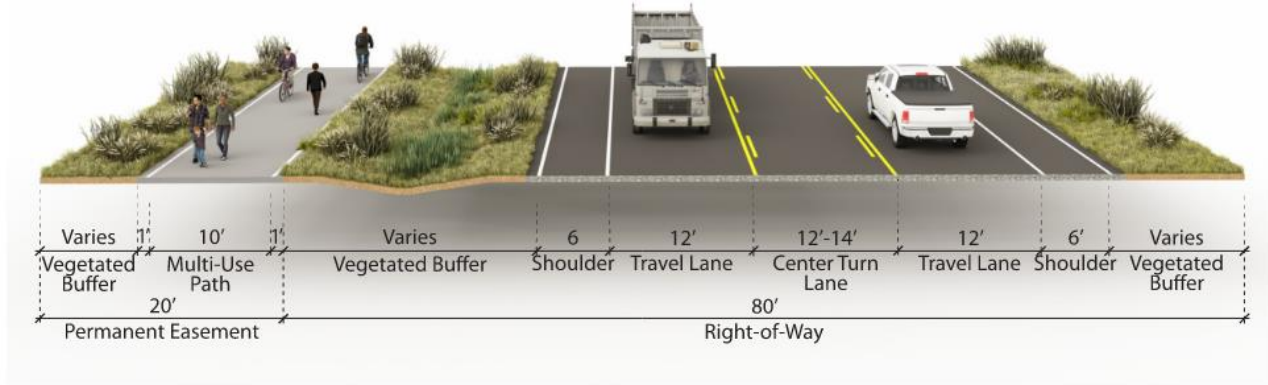


Figure 4: Cross-section for Arterial Roadway (i.e., OR 331 or Mission Road) – Curb and Gutter Option

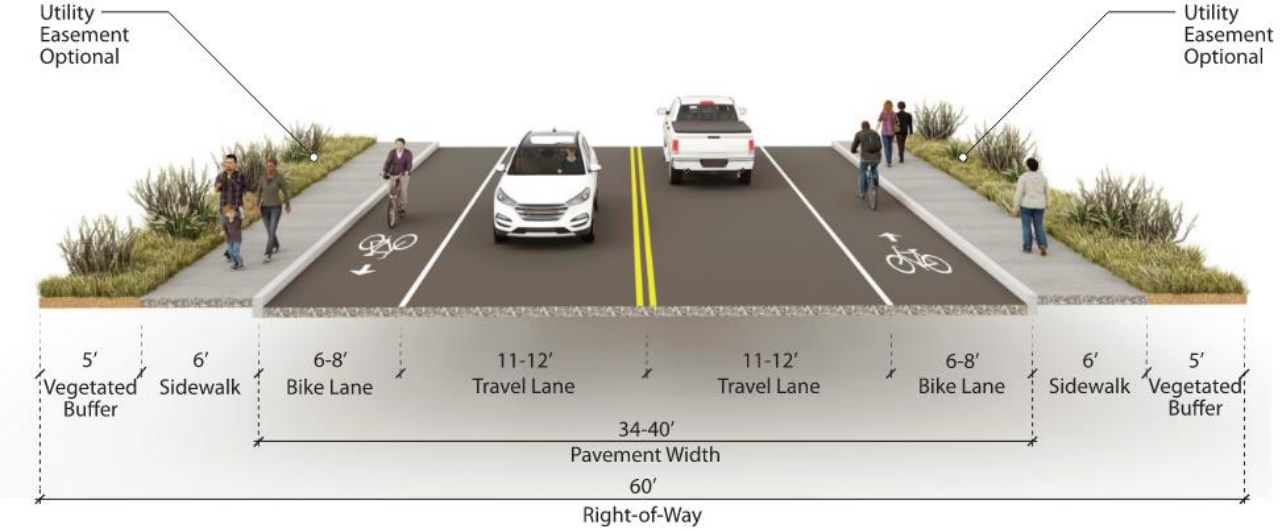


Figure 5: Cross-section for Rural Collector – Shoulder Option

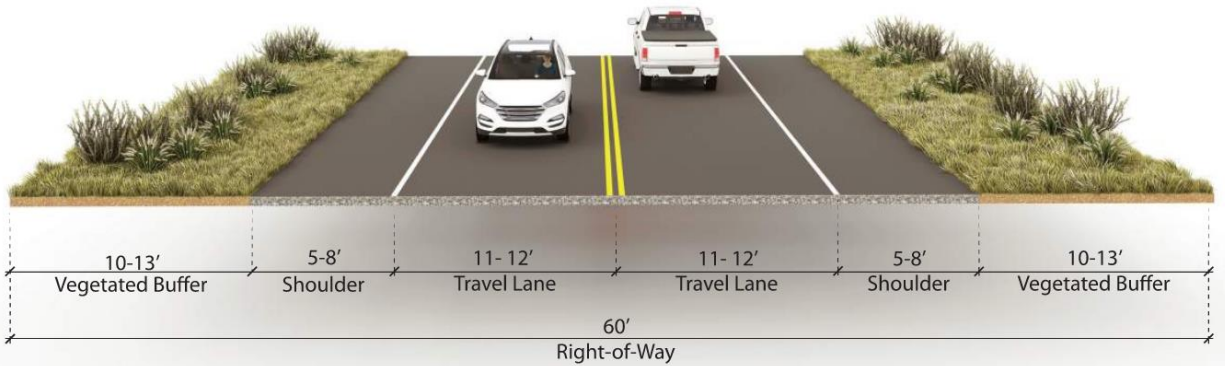


Figure 6: Cross-section for Rural Collector – Multi-use Path Option

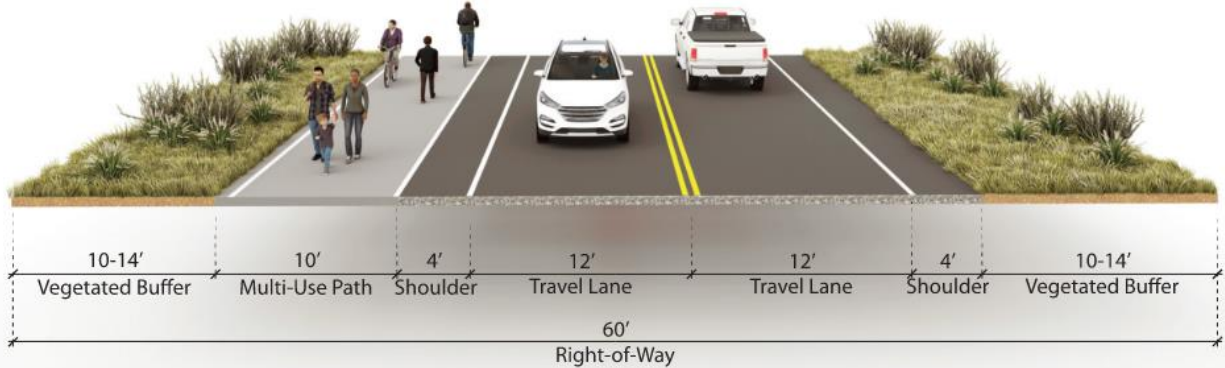


Figure 7: Cross-section for Rural Collector – Gravel Option

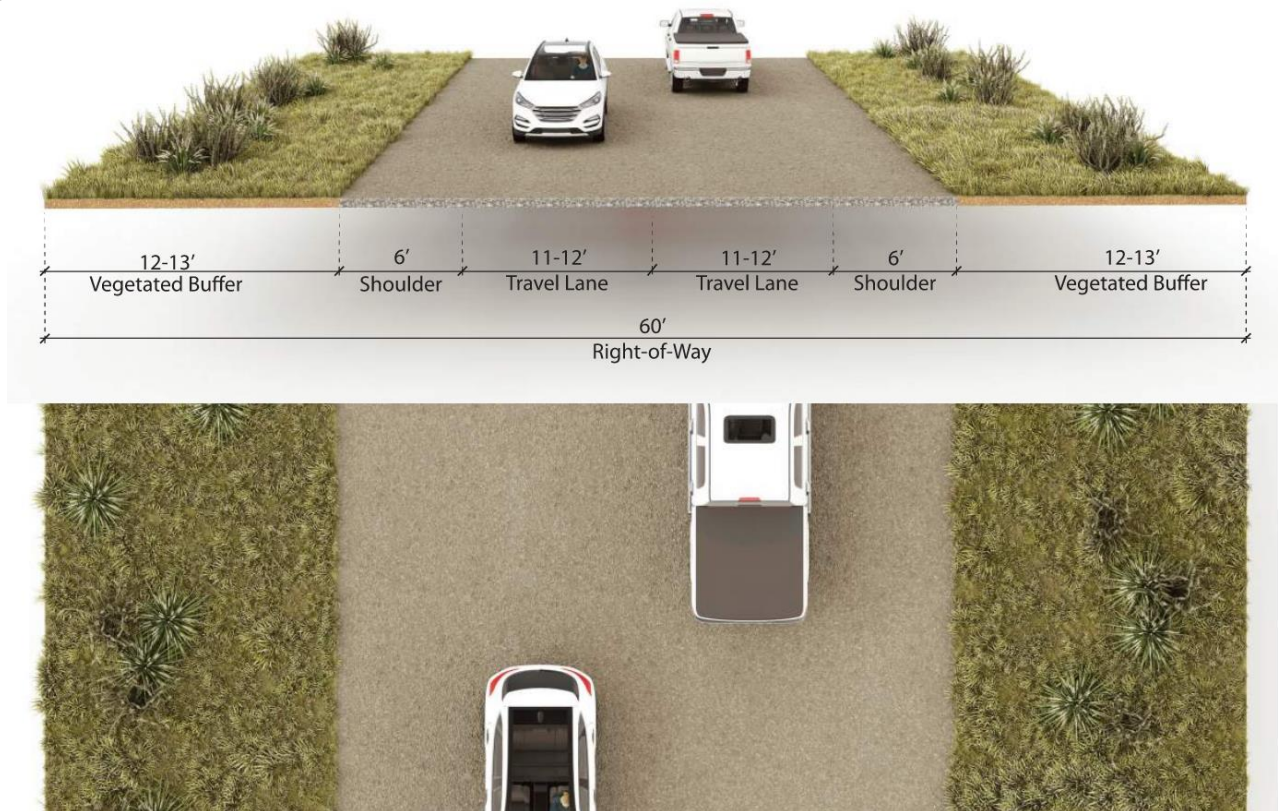


Figure 8: Cross-section for Urban Collector

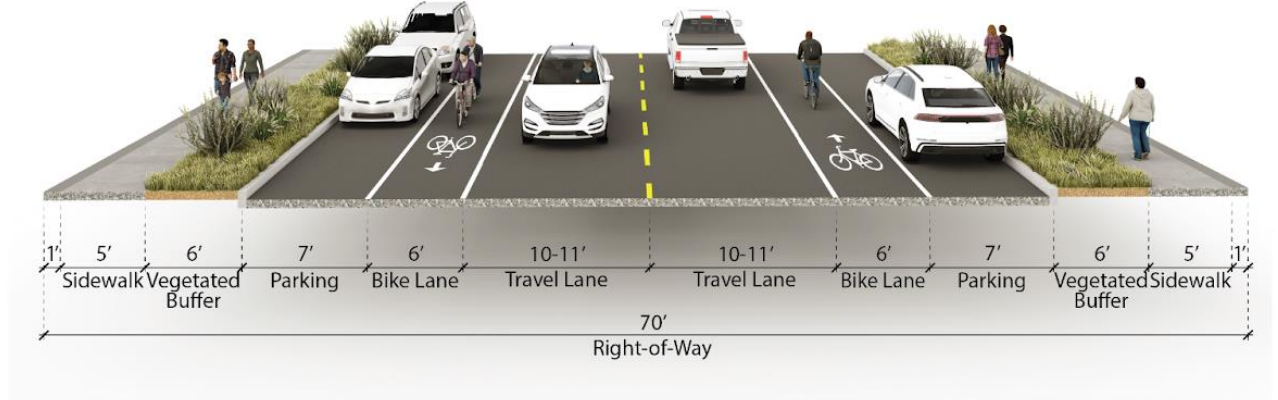


Figure 9: Cross-section for Rural Local Street

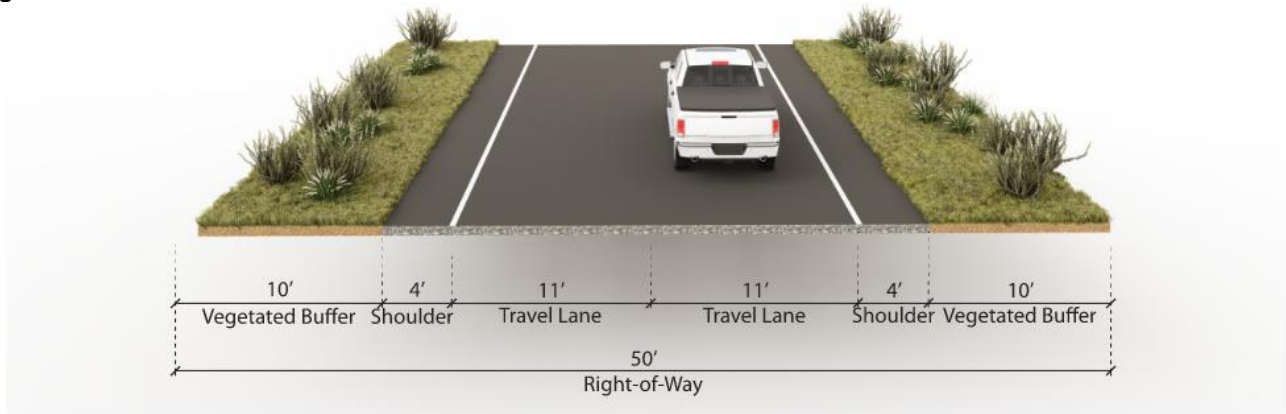


Figure 10: Cross-section for Rural Local Street – Gravel Option

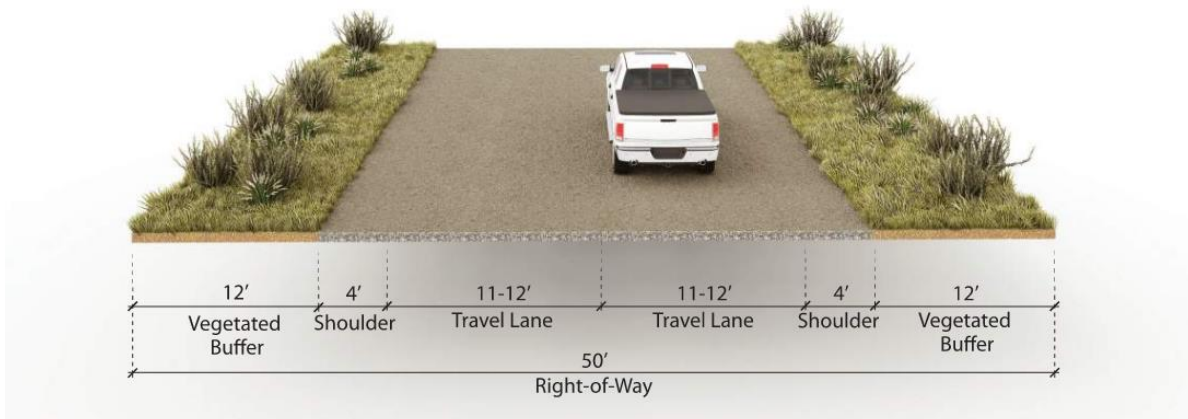


Figure 11: Cross-section for Urban Local Street – Standard Residential Street

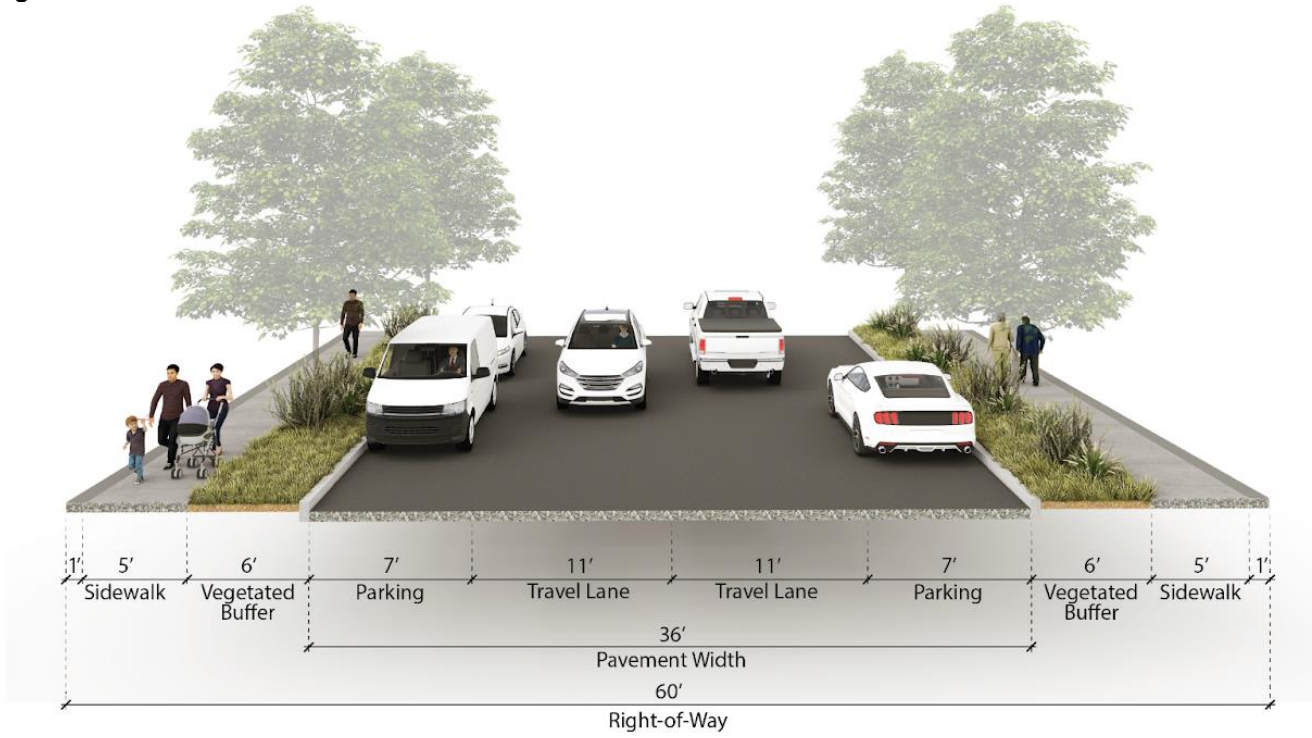


Figure 12: Cross-section for Urban Local Street – Minor Residential Street

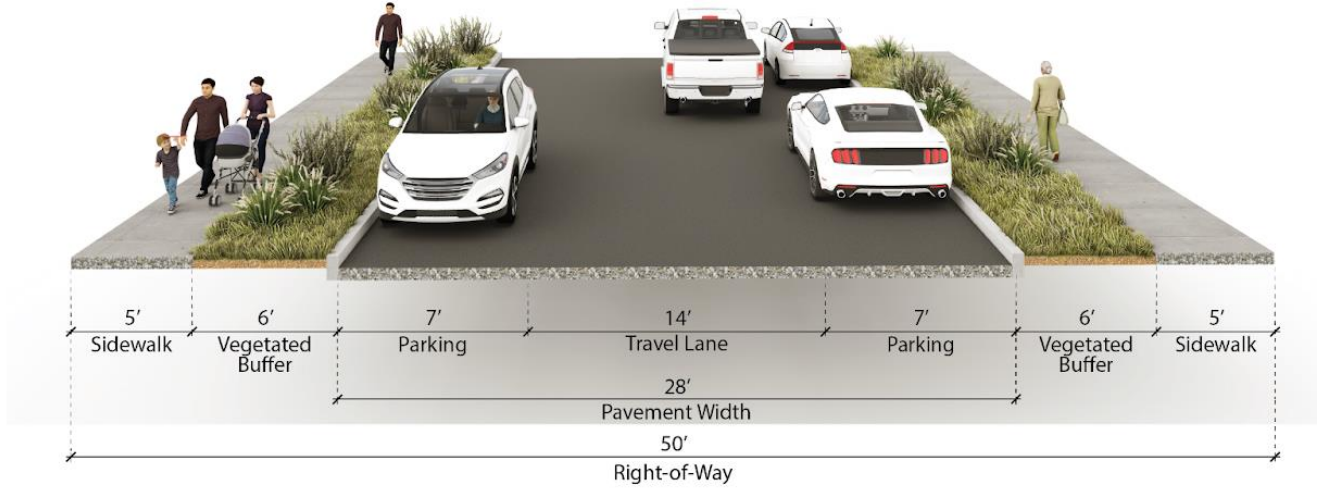


Figure 13: Cross-section for Alley

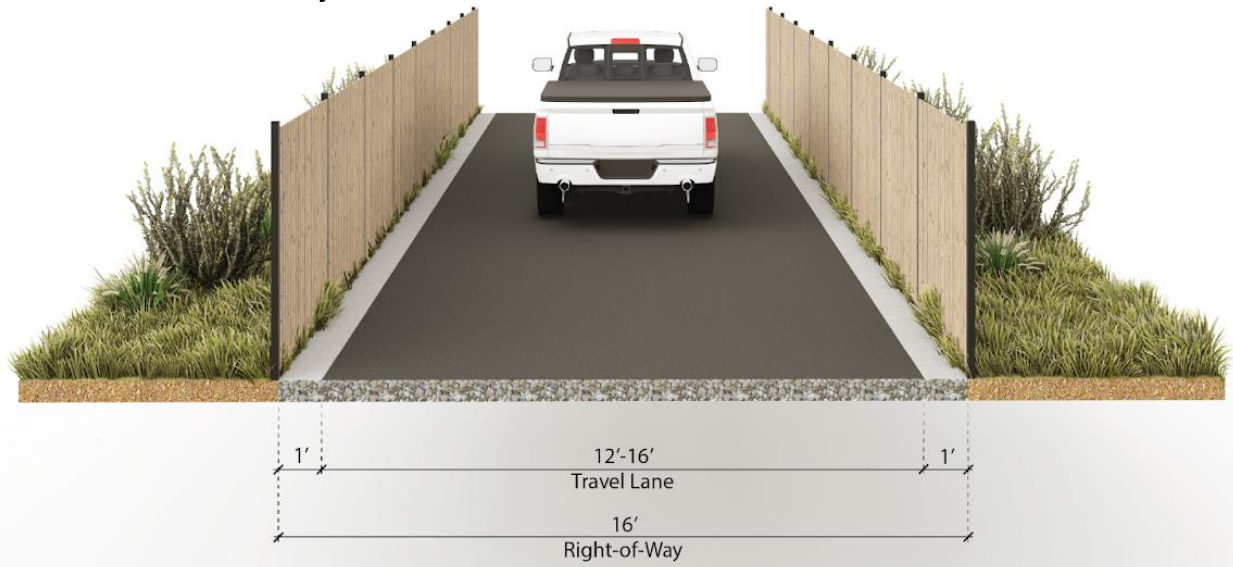


Figure 14: Cross-section for Multi-use Path

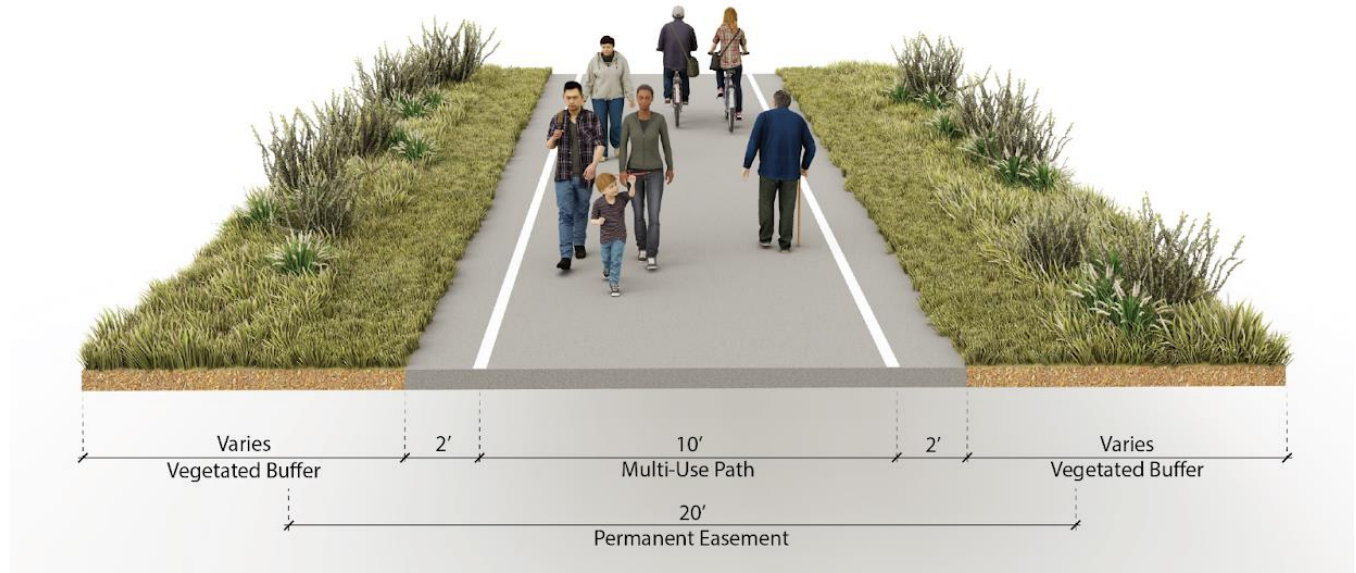
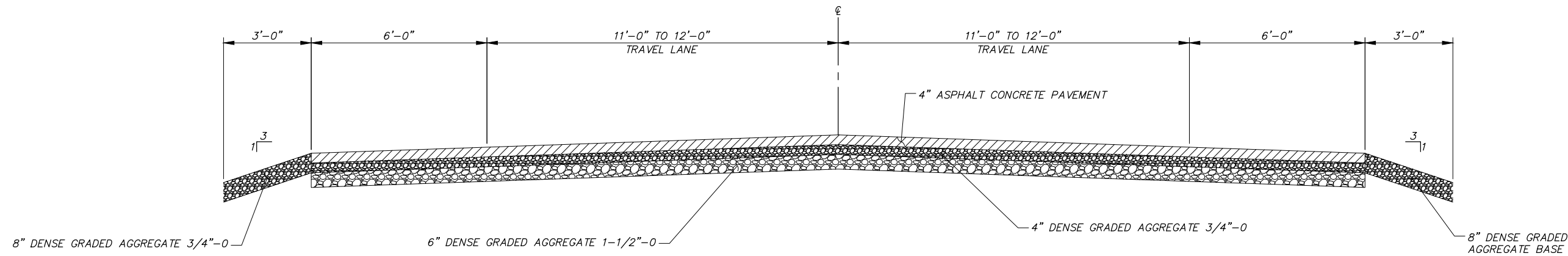
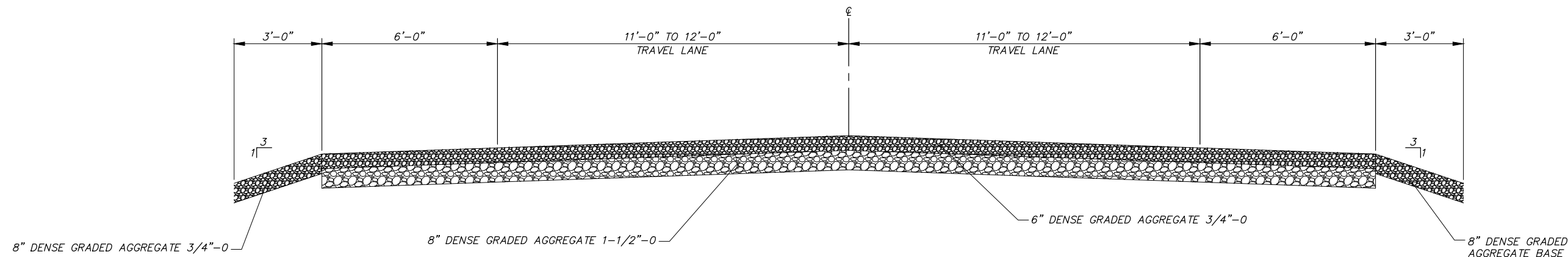


Figure 15: Cross-section for Umatilla River Multi-use Path and Horse Trail

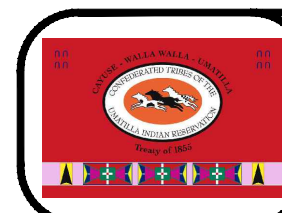




TYPICAL ROADWAY SECTION - ASPHALT
 RURAL COLLECTOR
 N.T.S.



TYPICAL ROADWAY SECTION - GRAVEL
 RURAL COLLECTOR
 N.T.S.

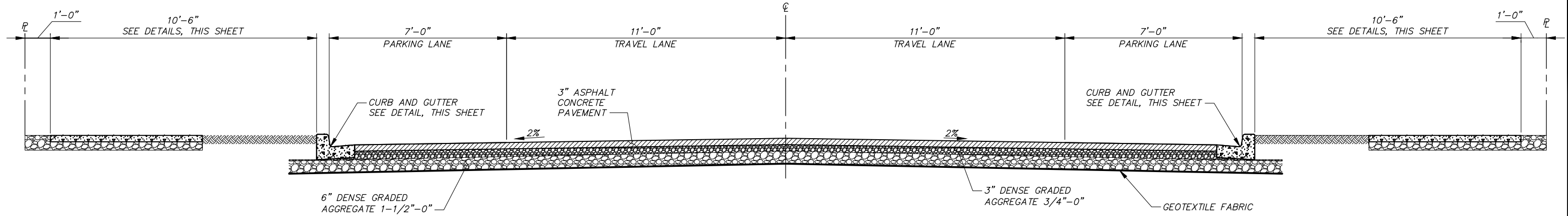


**CONFEDERATED TRIBES OF THE
 UMATILLA INDIAN RESERVATION
 STANDARD DETAILS**

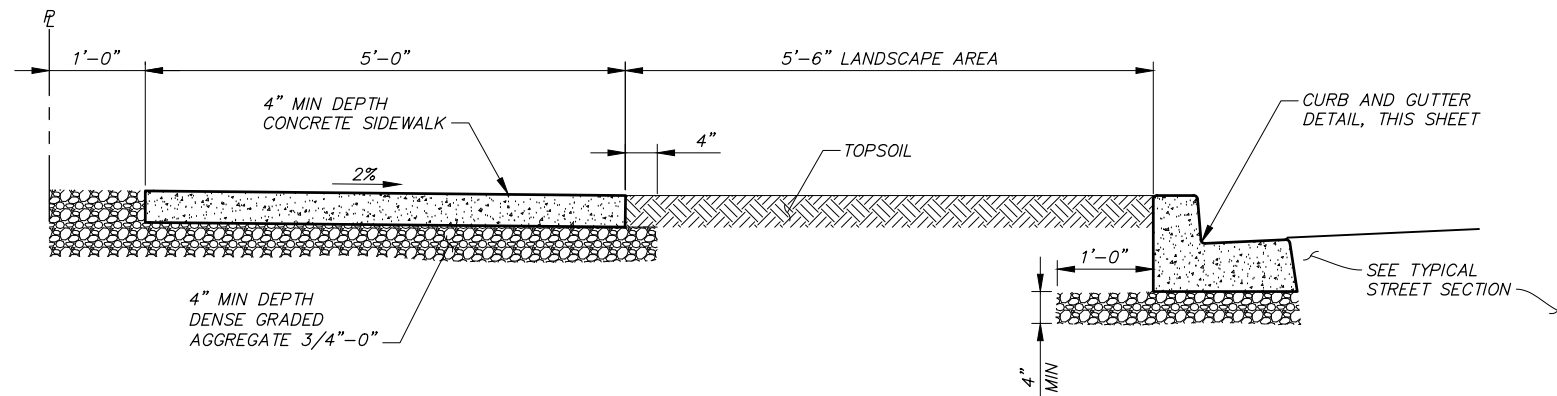
**TYPICAL ROADWAY SECTION
 RURAL COLLECTOR**

FIGURE

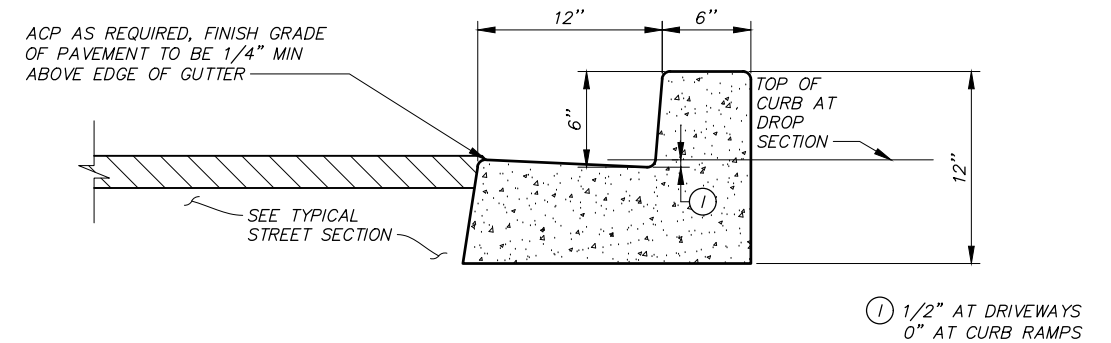
16



TYPICAL ROADWAY SECTION
LOCAL RESIDENTIAL
 N.T.S.



SIDEWALK/CURB AND GUTTER DETAIL
(FOR SETBACK SIDEWALK)
 N.T.S.



- NOTES**
1. ALL TOP EDGES HAVE 1/2" RADIUS, TYP.
 2. PROVIDE FULL SECTION EXPANSION JOINT AT 50' MIN SPACING FOR CONTINUOUS SECTIONS AND AT BEGINNING AND END OF CURVED SECTIONS.
 3. PROVIDE 1/2" DEPTH CONTRACTION JOINTS AT 10' SPACING.

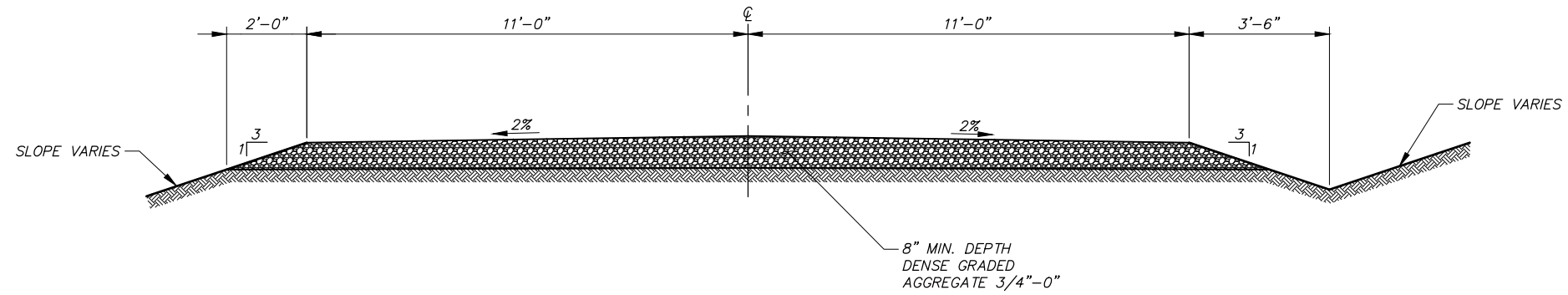
CURB AND GUTTER DETAIL
 N.T.S.



**CONFEDERATED TRIBES OF THE
 UMATILLA INDIAN RESERVATION**
 STANDARD DETAILS
**TYPICAL ROADWAY SECTION
 LOCAL RESIDENTIAL**

**FIGURE
 17**

Q:\CTUIR\152-200 TransSysPlanUpdate\Drafting\TSPU-152-200-FIG17.dwg, Layout1, 9/13/2022 9:31 AM, smagner



TYPICAL ROADWAY SECTION
LOCAL RURAL STREET
N.T.S.

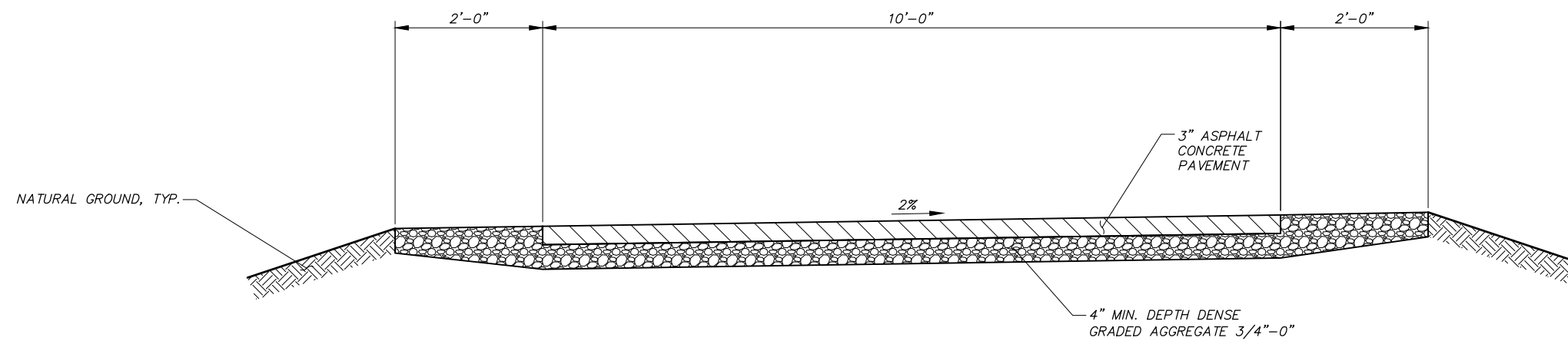


**CONFEDERATED TRIBES OF THE
UMATILLA INDIAN RESERVATION
STANDARD DETAILS**

**TYPICAL ROADWAY SECTION
LOCAL RURAL STREET**

FIGURE

18



TYPICAL SECTION
MULTI-USE PATHWAY
N.T.S.

Q:\CTUIR\152-200 TransSysPlanUpdate\Drafting\TSPU-152-200-FIG18.dwg, Layout1, 9/13/2022 9:31 AM, smagner

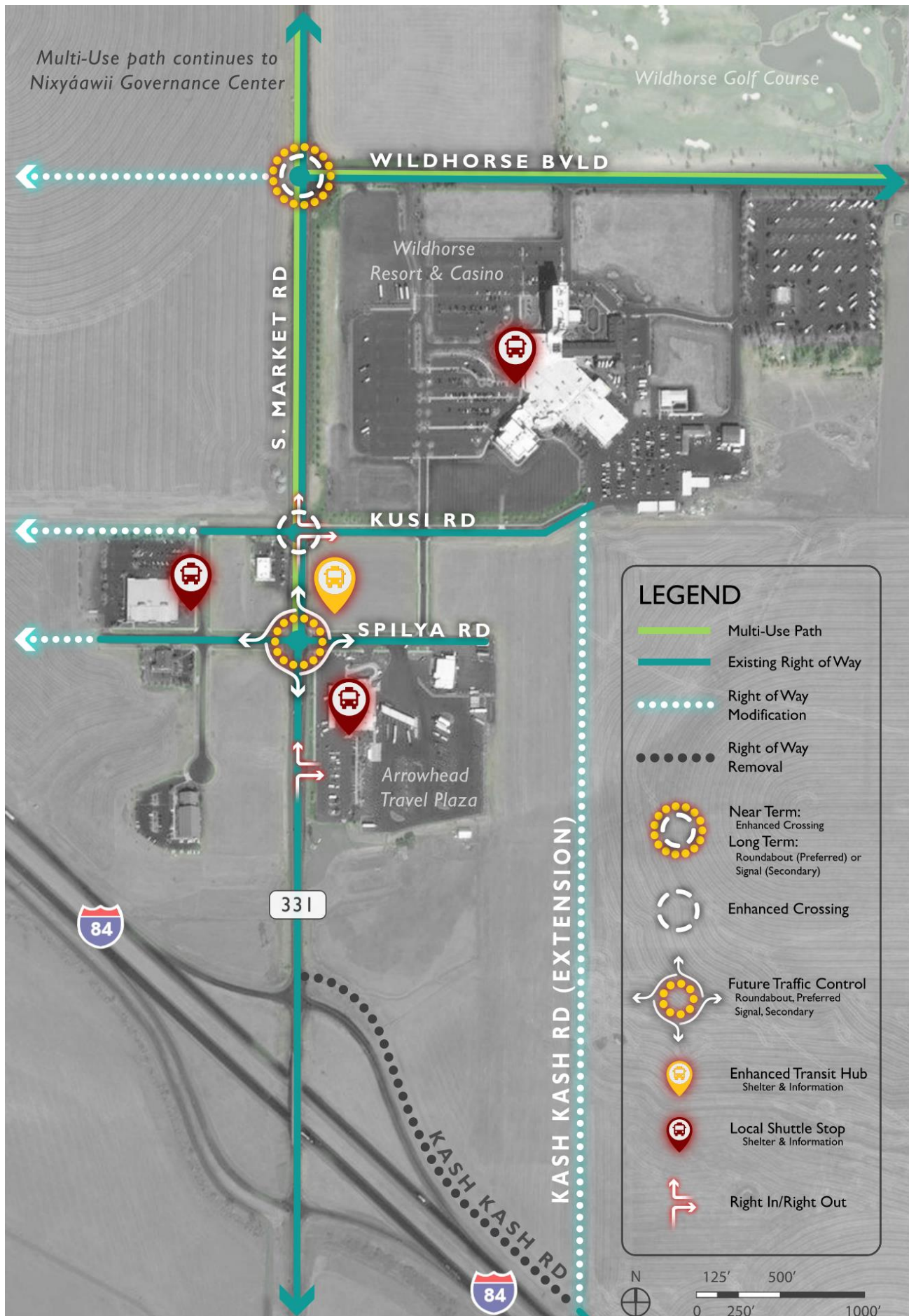


**CONFEDERATED TRIBES OF THE
 UMATILLA INDIAN RESERVATION**
 STANDARD DETAILS

**TYPICAL SECTION
 MULTI-USE PATHWAY**

**FIGURE
 19**

Figure 20: Detailed Concept OR 331 from Wildhorse Boulevard to the I-84 Interchange



PEDESTRIAN SYSTEM – WALKING AND ROLLING

The projects developed for the pedestrian system include sidewalk infill and reconstruction, new multi-use path connections, pedestrian crossing treatments, and more. Table 3 describes the projects for the pedestrian system. The priority levels shown in Table 3 are based on the project evaluation criteria as well as input from the project team. Prioritization will be updated based on input from the advisory committees and the community. Table 3 also shows if a project is eligible for Safe Routes to School (SRTS) funding based on a 2-mile radius from the Nixyáawii Community School. If it was, the priority was bumped up the next level. Figure 21 illustrates the location of the projects.

Table 3: Pedestrian System Projects

Project ID	Location/Name	Extents	Description	Roadway Jurisdiction	Priority	Eligible for SRTS Funding
P01	Mission Road	East of Huckleberry Street to Cedar Street	Install six-foot sidewalks along the north side of Mission Road from east of Huckleberry Street to Cedar Street.	County	High	X
P02	Mission Road	Confederated Way (western intersection) to Confederated Way (eastern intersection)	Complete the sidewalk network along the south side of Mission Road from Confederated Way (western intersection) to Confederated Way (eastern intersection).	County	High	X
P03	Mission Road	OR 331 to Confederated Way (western intersection)	Widen sidewalks to six feet on the south side of Mission Road from OR 331 to Confederated Way (western intersection) and address the existing mailbox obstructions.	County	High	X
P04	Confederated Way	East of Whirlwind Drive to Cayuse Road	Complete the sidewalk network along the north side of Confederated Way from east of Whirlwind Drive to Cayuse Road.	BIA	High	X
P05	Cedar Street	Short Mile Road to Cayuse Road	Widen sidewalks to five feet wide on both sides of Cedar Street from Short Mile Road to Cayuse Road.	BIA	Medium	X
P06	Multi-use Path to Pendleton (Phase I)	Purchase Lane to OR 331	Construct a multi-use path on the south side of Mission Road from Purchase Lane to OR 331. This project is the first phase of a larger multi-use path connection to the City of Pendleton. Further study is needed to determine the ultimate alignment.	CTUIR	High	X
P07	Multi-use Path to Pendleton (Phase II)	UIR western boundary to Purchase Lane	Construct the second phase of the multi-use path to Pendleton, connecting at Purchase Lane. West of Purchase Lane, the alignment of the multi-use path connection may follow two potential alignments:	CTUIR	High	X

Project ID	Location/Name	Extents	Description	Roadway Jurisdiction	Priority	Eligible for SRTS Funding
			<p>1) Along the south side of the Umatilla River in parallel but offset from the river where applicable. If able, connect to Pendleton Riverwalk.</p> <p>OR</p> <p>2) Along the north or south side of Mission Road.</p> <p>Further study is needed to determine the ultimate alignment.</p>			
P08	Short Mile Road Multi-use Path	Mission Road to Cayuse Bridge	Construct a multi-use path along Short Mile Road to Sampson Lane to the Union Pacific Railroad maintenance road to River Road to North Cayuse Road Bridge.	CTUIR	Medium	
P09	OR 331 Multi-use Path (Phase I)	Mission Road to Arrowhead Travel Plaza driveway	Construct a multi-use path along the west side of OR 331 from Mission Road to Arrowhead Travel Plaza driveway.	CTUIR	High	
P10	OR 331 Multi-use Path (Phase II)	Kirkpatrick Road to Mission Road	Construct a multi-use path along one or both sides of OR 331 from Kirkpatrick Road to Mission Road, depending on feasible options for crossing the Umatilla Bridge. River access could be included as part of this project.	CTUIR	High	X
P11	South Market Road Multi-use Path	Arrowhead Travel Plaza driveway to Tutuilla Church Road	Construct a multi-use path along the west side of OR 331-South Market Road from Arrowhead Travel Plaza driveway to Tutuilla Church Road.	CTUIR	Medium	
P12	Wildhorse Boulevard Multi-use Path	OR 331 to the Tamástslikt Trail	Construct a multi-use path along Wildhorse Boulevard, along the north side of the median or within the median.	CTUIR	Medium	
P13	Parr Lane Multi-use Path	Umatilla River to Mission Road	Construct a multi-use path in the vicinity of Parr Lane and extending to the Umatilla River.	CTUIR	Low	
P14	East-West Multi-use Path	OR 331 to Cayuse Road	Construct a multi-use path along the top of the bluff connecting OR 331 to Cayuse Road, intersecting the Tamástslikt Trail. Coordinate with Project P18 – OR 331/Timíne Way pedestrian crossing and Project P22 - Cayuse Road/Cedar Street pedestrian crossing.	CTUIR	High	X

Project ID	Location/Name	Extents	Description	Roadway Jurisdiction	Priority	Eligible for SRTS Funding
P15	Tamástslikt Trail Lighting	Confederated Way to Tamástslikt Cultural Institute	Install lighting and security cameras to existing multi-use path system.	CTUIR	High	
P16	Timíne Way Multi-use Path Lighting	Mission Road to OR 331	Install lighting and security cameras to existing multi-use path system.	CTUIR	Medium	X
P17	July Ground Multi-use Path System Lighting	n/a	Install lighting and security cameras to existing multi-use path system.	CTUIR	Medium	X
P18	Cayuse Road Lighting	Short Mile Road to Cedar Street	Install pedestrian-scale lighting.	County	High	
P19	OR 331/ Timíne Way	n/a	Install an enhanced pedestrian crossing. Treatment may include signalization (if warranted) or a grade separated undercrossing of OR 331. Coordinate with Project P14 – East-West Multi-use Path.	ODOT	High	X
P20	Cayuse Road Mid-block Crossing	n/a	Install enhanced pedestrian crossing treatments at the existing mid-block crossing on Cayuse Road east of Short Mile Road. Treatment may include raised crosswalk, Rectangular Rapid Flashing Beacons (RRFBs), enhanced striping patterns, and/or curb extensions.	County	High	X
P21	OR 331/ Kusi Road	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, Rectangular Rapid Flashing Beacons (RRFBs), raised median island, enhanced striping patterns, and curb extensions.	ODOT	High	
P22	Cayuse Road/ Confederated Way	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, Rectangular Rapid Flashing Beacons (RRFBs), enhanced striping patterns, and curb extensions.	County	High	X
P23	Cayuse Road/ Cedar Street	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, Rectangular Rapid Flashing Beacons (RRFBs), enhanced striping patterns, and curb extensions. Coordinate with Project P14 - East-West Multi-use Path.	County	High	X

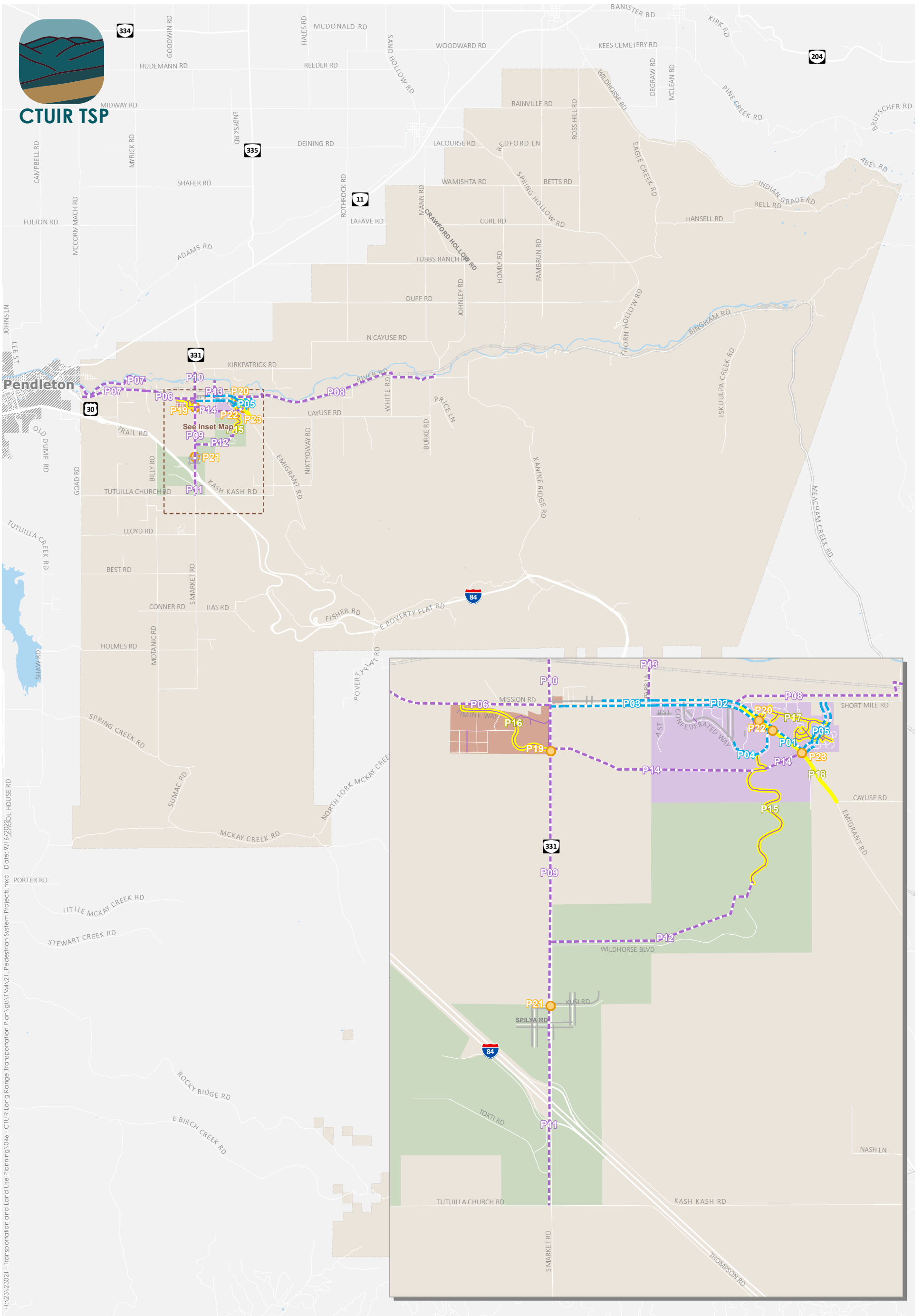
Pedestrian Programs and Plans

In addition to identifying potential projects, the project team also identified potential programs and plans to support the transportation system based on input from CTUIR staff. Through the TSP update process, the following programs and plans were identified:

- Parks and Transportation Coordinator
 - Create a new CTUIR staff position to oversee and coordinate multi-use path maintenance and construction, park and river access, and park maintenance.
- Parks and River Access Plan
 - CTUIR is acquiring land impacted by the 2020 flooding, including area near Cayuse River Road, Cayuse Road, and Sampson Lane. The plan will determine a vision for creating a park(s) with potential river access. Work with property owners adjacent to the river to gain access. Explore other river access locations including previous informal access points, such as Parr Lane and the swimming hole near the railroad bridge.

July Grounds Enhanced Pedestrian Crossing Detailed Concept Design Graphic

The project team created a detailed concept design graphic for the July Grounds enhanced pedestrian crossing shown in Figure 22. This graphic incorporates the projects identified throughout this memorandum. The project team and CTUIR staff selected this location for one of the two detailed concept design graphics because it provides an example of what an enhanced crossing could look like within the UIR. This mid-block crossing is also a current barrier to the connectivity of the pedestrian and bicycle networks.



- Existing Sidewalk
- Existing Multi-use Path
- Sidewalk Project
- Multi-use Path Project
- Lighting Project
- Pedestrian Crossing Project

- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 21

**Pedestrian System Projects
Umatilla Indian Reservation**

Figure 22: Detailed Concept for July Grounds Enhanced Pedestrian Crossing

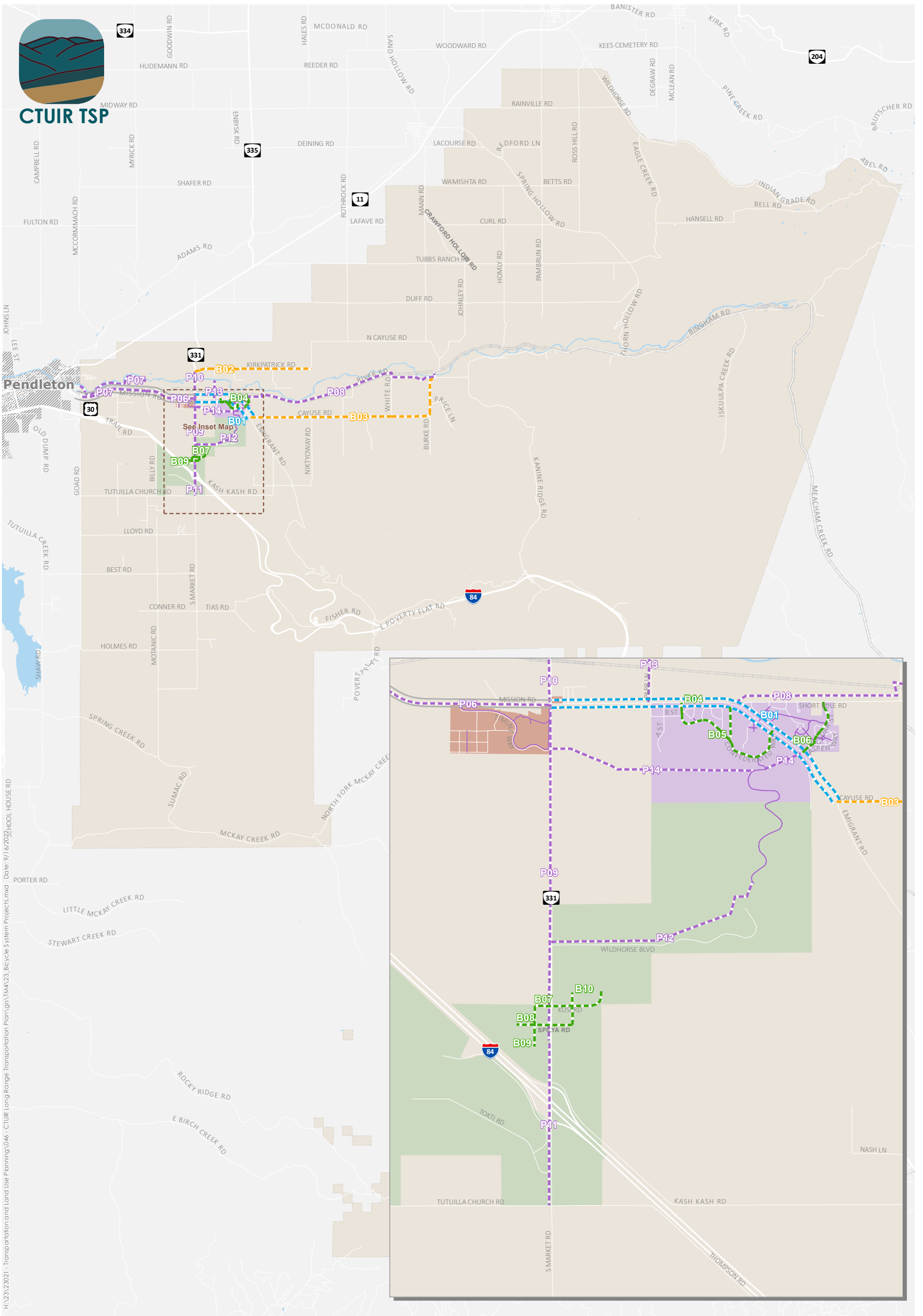


BICYCLE SYSTEM

The projects developed for the bicycle system include buffered bike lanes, shoulder bikeways, and shared roadways. Table 4 describes the projects for the bicycle system. The priority levels shown in Table 4 are based on the project evaluation criteria as well as input from the project team. Prioritization will be updated based on input from the advisory committees and the community. Table 4 also shows if a project is eligible for Safe Routes to School (SRTS) funding based on a 2-mile radius from the Nixyáawii Community School. If it was, the priority was bumped up the next level. Figure 23 illustrates the location of the projects. The figure also includes the multi-use path projects previously shown in the Pedestrian System section.

Table 4: Bicycle System Projects

Project ID	Location/Name	Extents	Description	Roadway Jurisdiction	Priority	Eligible for SRTS Funding
B01	Mission Road	OR 331 to Cayuse Road	Widen Mission Road and install buffered or separated/raised bicycle lanes along both sides of the roadway from OR 331 to Cayuse Road.	County	High	X
B02	Kirkpatrick Road	OR 331 to McKinley Lane	Widen Kirkpatrick Road and install shoulder bikeways on both sides of the roadway from OR 331 to McKinley Lane.	County	Medium	X
B03	Cayuse Road	Emigrant Road to River Road	Widen Cayuse Road and install shoulder bikeways on both sides of the roadway from Emigrant Road to River Road.	County	Medium	
B04	Confederated Way	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	BIA	Medium	X
B05	Whirlwind Drive	Mission Road to Confederated Way	Install shared roadway signage and/or striping (sharrows).	BIA	Medium	X
B06	Cedar Street	Short Mile Road to Cayuse Road	Install shared roadway signage and/or striping (sharrows).	BIA	Medium	X
B07	Kusi Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low	
B08	Spilya Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low	
B09	Coyote Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low	
B10	Arrowhead Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low	



- Existing Bike Lane
- Existing Multi-use Path
- - - Shoulder Bikeway (both sides of the roadway)
- - - Shared Roadway
- - - Widen and add buffered bike lanes
- - - Multi-use Path Project

- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 23

**Bicycle System Projects
Umatilla Indian Reservation**

TRANSIT SYSTEM

The projects developed for the transit system include bus stop enhancements, modified service, and new service. Table 5 describes the projects for the transit system. The priority levels shown in Table 5 are based on the project evaluation criteria as well as input from the project team. Prioritization will be updated based on input from the advisory committees and the community. Figure 24 illustrates the location of the projects.

As CTUIR explores the transit system projects, coordination with other transit providers on or near the reservation will be needed. These other providers include Kayak, Safet Transportation, Elite Taxi, WRC Shuttle, Greyhound, and YTHC CHR transportation.

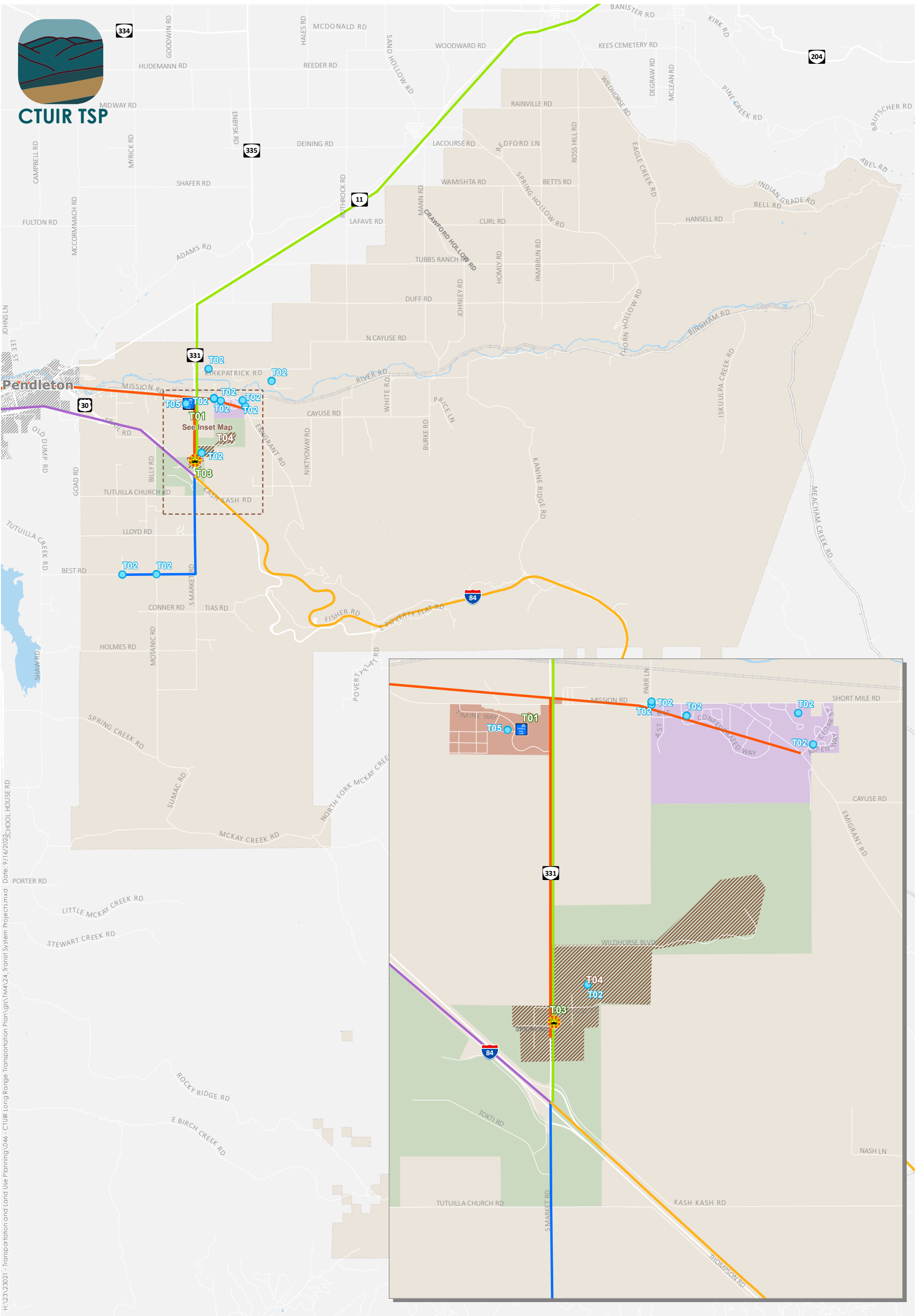
Table 5: Transit System Projects

Project ID	Location/Name	Description	Priority
T01	Park-and-ride Locations	Coordinate with regional transit providers for park-and-ride locations that help facilitate the use of transit by community members and maximize regional connectivity.	High
T02	Bus Stop Enhancements	Evaluate transit stops for additional amenity needs, such as shelters and signage.	Medium
T03	OR 331 Transit Hub	Consolidate bus stops at Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus into one transit hub near OR 331 north of Spilya Road, reducing need for transit vehicles to turn to and from OR 331. Coordinate with Project T13 - Wildhorse Campus Shuttle.	High
T04	wildhorse Campus Shuttle	Partner with adjacent businesses to provide a shuttle to transport people from Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus to the OR 331 Transit Hub. Coordinate with Project T12 - OR 331 Transit Hub.	High
T05	Kayak Transit Hub Expansion	Install public restrooms for passengers at the Kayak Transit Hub.	Low
T06	Electric Vehicle and Shuttle Pilot	Acquire vehicles, install charging facilities, and begin electric vehicle service for the Metro and campus shuttle routes.	Medium
T07	More frequent transit service	Explore adding more trips per day on the highest ridership routes including Hopper, Whistler, and Metro.	Low
T08	Extended hours of service	Explore additional hours of service to serve the morning and evening shifts at Wildhorse Resort & Casino.	Medium
T09	Extended coverage	Explore extended coverage for transit services to reach residential area near Riverside Avenue, Pendleton Airport, and Walla Walla Airport. Coordinate with surrounding jurisdictions and transit agencies who already provide services to these areas.	Medium

Transit Programs and Plans

In addition to identifying potential projects, the project team also identified potential programs and plans to support the transportation system based on input from CTUIR staff. Through the TSP update process, the following programs and plans were identified:

- Work with adjacent businesses to sponsor transit shelters at bus stops.



Existing Kayak Bus Routes

- Hopper
- Arrow
- Metro
- Rocket
- Tripper
- Whistler

- Bus Stop Enhancement
- Park-and-ride
- Transit Hub
- Shuttle Service Area

- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 24

**Transit System Projects
Umatilla Indian Reservation**

RAIL SYSTEM

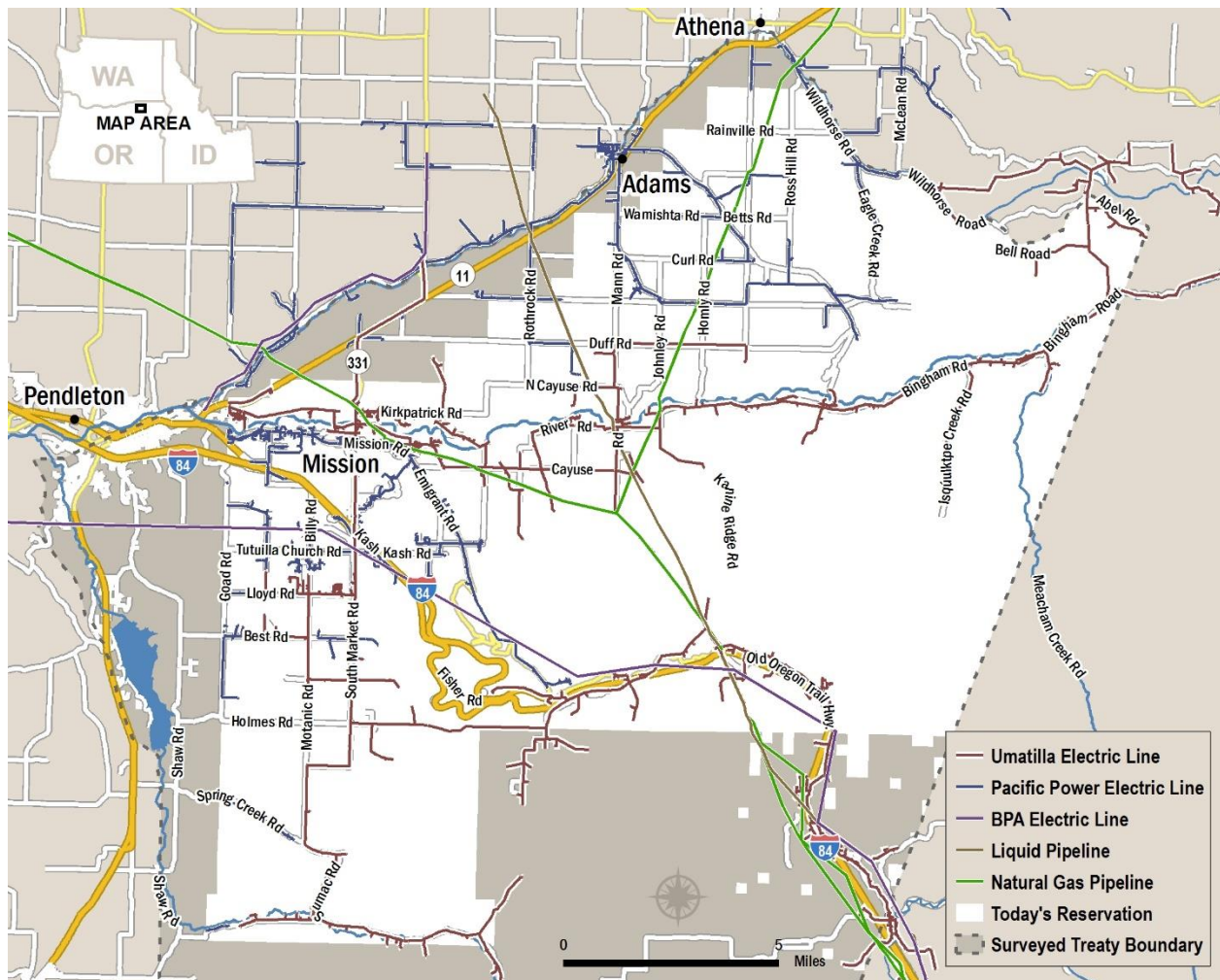
There is one rail line within the UIR boundary, connecting Pendleton and La Grande. The line runs east and west, parallel to Mission Road, Short Mile Road, Cayuse Road, and Bingham Roads before turning south along Meacham Creek Road and into the Blue Mountains. Although no projects were identified to support the rail system, the following plan was identified:

- Safe Rail Crossing Plan
 - Conduct a planning effort to establish a Quiet Zone Agreement for the Union Pacific railroad adjacent to the Mission area. The plan area would extend from the eastern boundary of the Community Water Sewer System service area to the UIR western boundary near Memory Lane.
 - The plan would also include rail crossing safety upgrades for all crossings, which may result in the closure of some crossings.

PIPELINE SYSTEM

There are liquid and natural gas pipelines within the UIR boundary. Figure 25 shows the existing pipeline system, in addition to other utility lines within the UIR. No future projects, programs, or plans were identified to support the pipeline system.

Figure 25: Pipeline System (Image provided by CTUIR)



MODIFICATION OF PREVIOUS PLANNING DOCUMENTS

The proposed projects described in this memorandum will result in modifications or elimination of the following projects from the 2001 TSP, Mission Community Master Plan (MCMP), and the OR 331 Access Management Plan, described in Table 6. Table 6 only includes previously planned projects that have not been completed.

Table 6: Modifications to Previous Planning Documents

Planning Document(s)	Previous Project ID(s)	Location/Name	Description	Justification
Roadway System				
2001 TSP	6	River Road	Widen, align, and add gravel from the railroad crossing east to White Road. CTUIR to take over ownership of two at-grade railroad crossings and pave crossings with asphalt.	CTUIR requested removal.
2001 TSP and OR 331 Access Man.	9 and 14	Kash Kash Road	Kash Kash Road at Highway 331 – Close existing access to Highway 331 and reroute Kash Kash Road north to a new intersection with the highway. Add exclusive left-turn lanes on the highway approaches to new intersection. Also construct new driveway/street access on the west side of the intersection, opposite of Kash Kash Road. Install new traffic signal when warranted.	Edited project to focus only on Kash Kash Road realignment, since the other elements have mostly been completed
2001 TSP and OR 331 Access Man.	10 and 8	OR 331	Highway 331 Median – Construct a non-traversable landscaped median along Highway 331 from the I-84 westbound ramps to the Wildhorse Resort Entrance Road. This project also includes bicycle/pedestrian improvements.	No longer desired for this roadway.
2001 TSP	27	North-South Connector Road	North-South Connector Road – Construct a new north-south connector road from the Wildhorse Resort Entrance Road to “A” Street.	No longer desired by CTUIR. This area is difficult to develop because of cultural sites and topography.
2001 TSP	28	East-West Connector Road (Phase II)	East-West Connector Road (Phase II) – Extend rural connector road from proposed North-South Connector Road to Highway 331. Timing for this project will be dictated by planned developments in the area.	No longer desired by CTUIR. This area is difficult to develop because of cultural sites and topography.
2001 TSP	3	East-West Connector Road (Phase I)	East-West Connector Road (Phase I) – Construct a new urban/rural connector road from near Aspen Way to proposed North-South Connector Road. Timing for this project will be dictated by planned developments in the area (East Bench Subdivision).	No longer desired by CTUIR. This area is difficult to develop because of cultural sites and topography. MCMP shows a multi-use path instead
2001 TSP	37	Tamástslikt Cultural Institute	Tamástslikt Cultural Institute Connector Road – Construct a new connector road from the Tamástslikt Cultural Institute to the proposed east-west connector road,	No longer desired by CTUIR. This area is difficult to develop

Planning Document(s)	Previous Project ID(s)	Location/Name	Description	Justification
		Connector Road	near the Cayuse Road/Emigrant Road intersection.	because of cultural sites and topography.
OR 331 Access Man.	10	OR 331	Widen OR 331 to a five-lane cross-section in the vicinity of Spilya Road.	New cross-sections established in MCMP and through this TSP update process.
OR 331 Access Man.	13	Kusi Road	Extend Kusi Road and construct north-south local road for local circulation.	Edited to Spilya Road and without the additional north-south connection based on development that has occurred.
Pedestrian System				
2001 TSP	26	Mission Road Bike/Ped Facility (Phase II)	Mission Road Bike/Ped Facility (Phase II) – Complete the extension of a bicycle/pedestrian facility to the City of Pendleton along Mission Road/US Highway 30.	Revised to have first phase along Mission Road and then two options to Pendleton: along Mission Road or along Umatilla River.
2001 TSP	31	Highway 331 Sidewalk and Bike Lanes	Highway 331 Sidewalk and Bike Lanes – Provide bike lanes, curb and gutter, and sidewalks along Highway 331 from Mission Road to proposed East-West Connector Road.	Replaced by a multi-use path.
2001 TSP	36	Path Across Umatilla River	Path Across Umatilla River – Construct a multi-use path in the vicinity of Parr Lane and extending across the Umatilla River to connect with Kirkpatrick Road.	Edited to remove bridge and only connect Parr Lane to the river based on input from CTUIR staff.
MCMP, TAC1	P2	Mission Road	Complete the sidewalk network along the south side of Mission Road from Confederated Way to Cedar Street. Widen existing sidewalks near the Four Corners area to six feet and address the existing mailbox obstructions located across from Lucky Seven.	Removed because the pedestrian crossing was moved north to Confederated Way, removing the need for sidewalks on both sides of the street to Cedar Street.
MCMP	P3	OR 331	Install sidewalks along the east and west sides of OR 331.	Replaced by a multi-use path.
MCMP	M5	Umatilla River Multi-use Path	Construct a new multi-use trail along the south side of the Umatilla River on in parallel but offset from the river where applicable. Connect to Pendleton Riverwalk.	Revised to have first phase along Mission Road and then two options to Pendleton: along Mission Road or along Umatilla River.
Bicycle System				
2001 TSP	32	OR 331	Highway 331 Shoulder Widening – Provide 8-foot paved shoulders along Highway 331 from Wildhorse Resort Entrance Road to proposed East-West Connector Road.	Replaced by a multi-use path.

Planning Document(s)	Previous Project ID(s)	Location/Name	Description	Justification
MCMP	B3	OR 331	Install bicycle lanes along the east and west sides of OR 331.	Replaced by a multi-use path.
Transit System				
MCMP	T1	Multiple Locations	(For multiple locations) Install new transit amenities including new shelters with real-time transit tracking, benches, lighting, etc.	Replaced by more specific suggestions for the bus stop locations.

Attachment A

Description of Evaluation Process and Evaluation Criteria

A qualitative process using the evaluation criteria will be used to evaluate potential modal solutions and prioritize projects developed through the TSP update. The rating method used to evaluate the alternatives is described below.

Most Desirable: The concept addresses the criterion and/or makes substantial improvements in the criteria category. (+2)

Desirable: The concept addresses the criterion and/or makes improvements in the criteria category. (+1)

No Effect: The criterion does not apply to the concept or the concept has no influence on the criteria. (0)

Less Desirable: The concept does not support the intent of and/or negatively impacts the criteria category. (-1)

Least Desirable: The concept does not support the intent of and/or substantially negatively impacts the criteria category. (-2)

Objective	Evaluation Criteria	Evaluation Score
Goal 1: Safety		
Objective 1A: History of Crashes	Improve locations with a history of fatal and/or severe injury crashes	(-2 to +2)
Objective 1B: Reduce crash potential	Implement strategies that systemically reduce the potential for crashes	(-2 to +2)
Goal 2: Environment and Cultural Heritage		
Objective 2A: Respect rural and cultural context	Develop projects that respect the rural landscape and cultural context	(-2 to +2)
Objective 2B: Achieve economic potential	Develop projects that help the community achieve its economic potential	(-2 to +2)
Objective 2C: Culturally sensitive	Establish land-use strategies and policies that support desired development that is culturally sensitive	(-2 to +2)
Goal 3: Health		
Objective 3A: Increase active transportation options	Increase the user-friendliness and comfort of active transportation options available to all members of the Umatilla Indian Reservation community	(-2 to +2)
Objective 3B: Connections to health centers, schools, parks	Provide connections to community health centers, schools, and parks	(-2 to +2)
Goal 4: Equity and Accessibility		
Objective 4A: Access to essential destinations	Provide access to essential destinations for all members of the Umatilla Indian Reservation community	(-2 to +2)
Objective 4B: Responds to range of community needs	Develop a plan that responds to the range of needs within the community	(-2 to +2)
Goal 5: Connectivity		
Objective 5A: Improve multimodal connections between hubs	Improve existing, and/or create new multimodal connections between the Mission, July Grounds, and Gateway hubs	(-2 to +2)
Objective 5B: Improve regional multimodal connections	Improve existing, or create new, regional multimodal connections	(-2 to +2)
Goal 6: Coordination		
Objective 6A: Consistency with partners	Ensure consistency with Federal, State, regional, and local planning rules and regulations	(-2 to +2)
Objective 6B: Partner consensus on planned system for region	Coordinate with partners to gain consensus on the planned system for the region	(-2 to +2)
Goal 7: Financial Stability		
Objective 7A: Maximize benefit and return on investment	Prioritize investments and maximize partnerships to provide maximum benefit and return on investment for the associated cost.	(-2 to +2)
Objective 7B: Realistic, compatible with BIA, and/or positioning for grants	Develop projects that can be realistically achieved given the Tribe's existing, and potential, funding sources, including developing projects that will be compatible with Bureau of Indian Affairs (BIA) requirements and position CTUIR for future grant sources.	(-2 to +2)

Project ID	Location/Name	Extents	Description	Evaluation Criteria (-2 to +2 scoring)																		Evaluation Total	Priority	Safe Routes to School Eligible
				Goal 1: Safety		Goal 2: Environment and Cultural Heritage			Goal 3: Health		Goal 4: Equity and Accessibility		Goal 5: Connectivity		Goal 6: Coordination		Goal 7: Financial Stability		Other Criteria					
				Objective 1A: History of Crashes	Objective 1B: Reduce crash potential	Objective 2A: Respect rural and cultural context	Objective 2B: Achieve economic potential	Objective 2C: Culturally sensitive	Objective 3A: Increase active transportation options	Objective 3B: Connections to health centers, schools, parks	Objective 4A: Access to essential destinations	Objective 4B: Responds to range of community needs	Objective 5A: Improve multimodal connections between hubs	Objective 5B: Improve regional multimodal connections	Objective 6A: Consistency with partners	Objective 6B: Partner consensus on planned system for region	Objective 7A: Maximize benefit and return on investment	Objective 7B: Realistic, compatible with BIA, and/or positioning for growth	Right-of-way constraints	Physical barrier constraints	Environmental impacts			
Roadway System																								
R01	Kash Kash Road	Kusi Road to east of OR 331	Close existing access to OR 331 and reroute Kash Kash Road north to a new intersection with Kusi Road.	1	2	0	0	0	0	1	1	1	0	2	2	2	0	0	-2	0	-2	8	Medium	No
R02	Spilya Road	Eastern end of roadway to Kash Kash Road realignment	Extend Spilya Road east to Kash Kash Road realignment.	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	-1	0	-1	1	Low	No
R03	Emigrant Road	Cayuse Road to Poverty Flat Road	Widen, align, add shoulders, and repave Emigrant Road (County Road #937) from Cayuse Road to Poverty Flat Road.	1	2	0	1	0	1	0	0	1	0	0	0	2	1	0	-1	0	-1	7	Low	No
R04	56th Street-Theater Road	Mission Road to US 30	Widen, align, add shoulders, and pave/repave 56th Street-Theater Road to help support rerouting of trucks and other regional/state traffic during I-84 closures.	0	2	0	2	0	1	0	0	1	0	1	0	2	2	0	-1	0	-1	9	Low	No
R05	North Cayuse Road	River Road to Mann Road	Widen, align, add shoulders, and pave North Cayuse Road (County Road #925) from River Road north to Mann Road.	0	2	0	1	0	1	0	0	1	0	0	0	2	1	0	-1	0	-1	6	Low	No
R06	Mann Road	Crawford Hollow Road to North Cayuse Road	Widen, align, add shoulders, and pave Mann Road (County Road #925) from Crawford Hollow Road south to North Cayuse Road.	0	2	0	1	0	1	0	0	1	0	0	0	2	1	0	-1	0	-1	6	Low	No
R07	Motanic Road	Best Road to Spring Creek Road	Widen, align, add shoulders, and pave Motanic Road (County Road #1031) from Best Road south to Spring Creek Road.	1	2	0	1	0	1	0	0	1	0	0	0	2	1	0	-1	0	-1	7	Low	No
R08	Sumac Road	Spring Creek Road to McKay Creek Road	Widen, align, add shoulders, and pave Sumac Road (County Road #1050) from Spring Creek Road south to McKay Creek Road.	0	2	0	1	0	1	0	0	1	0	0	0	2	1	0	-1	0	-1	6	Low	No
R09	McKay Creek Road	Sumac Road to North Fork McKay Creek Road	Widen, align, add shoulders, and add gravel along McKay Creek Road (County Road #1050) from Sumac Road east to North Fork McKay Creek Road.	0	2	0	1	0	1	0	0	1	0	0	0	2	1	0	-1	0	-1	6	Low	No
R10	Cayuse River Road	River Road to Cayuse Road	Widen, align, add shoulders, and pave Cayuse River Road from River Road north to Cayuse Road.	0	2	0	1	0	1	0	0	1	0	0	0	2	1	0	-1	0	-1	6	Low	No
R11	OR 331 Speed Study	UIR northern boundary to I-84	Perform a speed study along the OR 331 corridor to determine the potential for speed zone modifications.	2	2	1	0	0	0	0	0	2	1	0	2	2	1	1	0	0	0	14	High	No
R12	Mission Road Traffic Calming	From just west of Timine Way to Parr Lane	Install speed feedback signage and other traffic calming measures.	1	2	1	0	0	2	0	0	2	1	0	0	2	2	2	0	0	0	15	High	No
R13	Cayuse Road Bridge Traffic Calming	Intersection extents	Install speed feedback signage and other traffic calming measures.	0	2	1	0	0	2	0	0	2	0	0	0	2	2	2	0	0	0	13	Medium	No
R14	Kirkpatrick Road, vertical curve east of McKinley Lane	Intersection extents	Evaluate sight distance and install advisory signage if warranted.	0	2	1	0	0	0	0	0	1	0	0	0	2	2	2	0	0	0	10	Low	No
R15	Cayuse Road/Cayuse River Road intersection	Intersection extents	Reconstruct northern leg to connect at a more perpendicular angle.	1	2	0	0	0	0	0	0	1	0	0	0	2	1	1	-1	0	-1	6	Low	No
R16	Wildhorse Creek Bridge	Bridge extents	Replace County Bridge #59C401 along Wild Horse Road (County Road #685).	0	0	1	2	1	0	0	1	2	0	1	0	2	2	0	0	-1	-1	10	Low	No
R17	Confederated Way	B Street to Cayuse Road	Construct flood remediation projects on Confederated Way from B Street to Cayuse Road. Mitigations may include building a levy, raising the roadway, creating water retention areas, and rerouting the roadway.	0	2	1	1	0	2	1	2	1	0	0	0	0	2	1	-1	0	-1	11	Medium	No
Pedestrian System																								

Project ID	Location/Name	Extents	Description	Evaluation Criteria (-2 to +2 scoring)																		Evaluation Total	Priority	Safe Routes to School Eligible
				Goal 1: Safety		Goal 2: Environment and Cultural Heritage			Goal 3: Health		Goal 4: Equity and Accessibility		Goal 5: Connectivity		Goal 6: Coordination		Goal 7: Financial Stability		Other Criteria					
				Objective 1A: History of Crashes	Objective 1B: Reduce crash potential	Objective 2A: Respect rural and cultural context	Objective 2B: Achieve economic potential	Objective 2C: Culturally sensitive	Objective 3A: Increase active transportation options	Objective 3B: Connections to health centers, schools, parks	Objective 4A: Access to essential destinations	Objective 4B: Responds to range of community needs	Objective 5A: Improve multimodal connections between hubs	Objective 5B: Improve regional multimodal connections	Objective 6A: Consistency with partners	Objective 6B: Partner consensus on planned system for region	Objective 7A: Maximize benefit and return on investment	Objective 7B: Realistic, compatible with BIA, and/or positioning for growth	Right-of-way constraints	Physical barrier constraints	Environmental impacts			
P01	Mission Road	East of Huckleberry Street to Cedar Street	Install six-foot sidewalks along the north side of Mission Road from east of Huckleberry Street to Cedar Street.	2	2	1	1	0	2	2	2	1	2	0	0	2	1	0	-1	0	-1	16	High	Yes
P02	Mission Road	Confederated Way (western intersection) to Confederated Way (eastern intersection)	Complete the sidewalk network along the south side of Mission Road from Confederated Way (western intersection) to Confederated Way (eastern intersection).	1	2	1	1	0	2	2	2	1	2	0	0	2	1	1	-1	0	-1	16	High	Yes
P03	Mission Road	OR 331 to Confederated Way (western intersection)	Widen sidewalks to six feet on the south side of Mission Road from OR 331 to Confederated Way (western intersection) and address the existing mailbox obstructions.	1	2	1	1	0	2	1	1	1	1	0	0	2	1	0	-2	-1	-1	10	High	Yes
P04	Confederated Way	East of Whirlwind Drive to Cayuse Road	Complete the sidewalk network along the north side of Confederated Way from east of Whirlwind Drive to Cayuse Road.	0	2	1	1	0	2	1	2	1	0	0	0	0	1	1	-1	0	-1	10	High	Yes
P05	Cedar Street	Short Mile Road to Cayuse Road	Widen sidewalks to five feet wide on both sides of Cedar Street from Short Mile Road to Cayuse Road.	0	2	1	1	0	2	1	1	1	0	0	0	0	0	0	-2	0	-1	6	Medium	Yes
P06	Multi-use Path to Pendleton (Phase I)	Purchase Lane to OR 331	Construct a multi-use path on the south side of Mission Road from Purchase Lane to OR 331. This project is the first phase of a larger multi-use path connection to the City of Pendleton. Further study is needed to determine the ultimate alignment.	1	2	1	2	1	2	2	2	1	0	2	0	2	2	1	-1	0	-1	19	High	Yes
P07	Multi-use Path to Pendleton (Phase II)	UIR western boundary to Purchase Lane	Construct the second phase of the multi-use path to Pendleton, connecting at Purchase Lane. West of Purchase Lane, the alignment of the multi-use path connection may follow two potential alignments: 1) Along the south side of the Umatilla River in parallel but offset from the river where applicable. If able, connect to Pendleton Riverwalk. OR 2) Along the north or south side of Mission Road. Further study is needed to determine the ultimate alignment.	0	2	1	2	1	2	1	2	1	0	2	0	2	2	0	-2	-1	-1	14	High	Yes
P08	Short Mile Road Multi-use Path	Mission Road to Cayuse Bridge	Construct a multi-use path along Short Mile Road to Sampson Lane to the Union Pacific Railroad maintenance road to River Road to North Cayuse Road Bridge.	1	2	2	1	1	2	1	2	1	0	0	0	2	0	0	-2	-1	-1	11	Medium	No
P09	OR 331 Multi-use Path (Phase I)	Mission Road to Arrowhead Travel Plaza driveway	Construct a multi-use path along the west side of OR 331 from Mission Road to Arrowhead Travel Plaza driveway.	2	2	2	2	1	2	2	2	1	2	0	0	2	2	1	-2	0	-1	20	High	No

Project ID	Location/Name	Extents	Description	Evaluation Criteria (-2 to +2 scoring)																	Evaluation Total	Priority	Safe Routes to School Eligible	
				Goal 1: Safety		Goal 2: Environment and Cultural Heritage			Goal 3: Health		Goal 4: Equity and Accessibility		Goal 5: Connectivity		Goal 6: Coordination		Goal 7: Financial Stability		Other Criteria					
				Objective 1A: History of Crashes	Objective 1B: Reduce crash potential	Objective 2A: Respect rural and cultural context	Objective 2B: Achieve economic potential	Objective 2C: Culturally sensitive	Objective 3A: Increase active transportation options	Objective 3B: Connections to health centers, schools, parks	Objective 4A: Access to essential destinations	Objective 4B: Responds to range of community needs	Objective 5A: Improve multimodal connections between hubs	Objective 5B: Improve regional multimodal connections	Objective 6A: Consistency with partners	Objective 6B: Partner consensus on planned system for region	Objective 7A: Maximize benefit and return on investment	Objective 7B: Realistic, compatible with BIA, and/or positioning for investment	Right-of-way constraints	Physical barrier constraints				Environmental impacts
P10	OR 331 Multi-use Path (Phase II)	Kirkpatrick Road to Mission Road	Construct a multi-use path along one or both sides of OR 331 from Kirkpatrick Road to Mission Road, depending on feasible options for crossing the Umatilla Bridge. River access could be included as part of this project.	1	2	2	1	1	2	1	2	1	0	0	0	2	2	0	-2	-2	-1	12	High	Yes
P11	South Market Road Multi-use Path	Arrowhead Travel Plaza driveway to Tutuilla Church Road	Construct a multi-use path along the west side of OR 331-South Market Road from Arrowhead Travel Plaza driveway to Tutuilla Church Road.	2	2	2	2	1	2	0	2	1	0	0	0	2	0	0	-2	-2	-1	11	Medium	No
P12	Wildhorse Boulevard Multi-use Path	OR 331 to the Tamástlikt Trail	Construct a multi-use path along Wildhorse Boulevard, along the north side of the median or within the median.	0	2	2	2	2	2	0	2	1	0	0	0	0	1	1	-2	0	-1	12	Medium	No
P13	Parr Lane Multi-use Path	Umatilla River to Mission Road	Construct a multi-use path in the vicinity of Parr Lane and extending to the Umatilla River.	0	2	2	1	1	2	1	2	1	0	0	0	0	1	-2	0	-1	10	Low	No	
P14	East-West Multi-use Path	OR 331 to Cayuse Road	Construct a multi-use path along the top of the bluff connecting OR 331 to Cayuse Road, intersecting the Tamástlikt Trail. Coordinate with Project P18 – OR 331/Timíne Way pedestrian crossing and Project P22 - Cayuse Road/Cedar Street pedestrian crossing.	0	2	2	1	1	2	1	2	1	2	0	0	0	1	0	-2	-2	-1	10	High	Yes
P15	Tamástlikt Trail Lighting	Confederated Way to Tamástlikt Cultural Institute	Install lighting and security cameras to existing multi-use path system.	0	2	2	1	2	2	1	1	1	1	0	0	0	1	1	0	0	0	15	High	No
P16	Timíne Way Multi-use Path Lighting	Mission Road to OR 331	Install lighting and security cameras to existing multi-use path system.	0	2	2	1	2	2	1	1	1	0	0	0	0	1	0	0	0	0	13	Medium	Yes
P17	July Ground Multi-use Path System Lighting	n/a	Install lighting and security cameras to existing multi-use path system.	0	2	2	1	2	2	1	1	1	0	0	0	0	1	0	0	0	0	13	Medium	Yes
P18	Cayuse Road Lighting	Short Mile Road to Cedar Street	Install pedestrian-scale lighting.	0	2	2	1	1	2	2	2	1	0	0	0	2	1	2	0	0	0	18	High	No
P19	OR 331/Timíne Way	n/a	Install an enhanced pedestrian crossing. Treatment may include signalization (if warranted) or a grade separated undercrossing of OR 331. Coordinate with Project P14 – East-West Multi-use Path.	1	2	2	2	2	2	1	2	1	2	0	0	2	2	2	0	0	0	23	High	Yes
P20	Cayuse Road Mid-block Crossing	n/a	Install enhanced pedestrian crossing treatments at the existing mid-block crossing on Cayuse Road east of Short Mile Road. Treatment may include raised crosswalk, Rectangular Rapid Flashing Beacons (RRFBs), enhanced striping patterns, and/or curb extensions.	0	2	2	1	1	2	2	2	1	0	0	0	2	1	2	0	0	0	18	High	Yes
P21	OR 331/Kusi Road	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, Rectangular Rapid Flashing Beacons (RRFBs), raised median island, enhanced striping patterns, and curb extensions.	1	2	2	2	2	2	2	2	1	0	0	0	2	2	2	0	0	0	22	High	No

Project ID	Location/Name	Extents	Description	Evaluation Criteria (-2 to +2 scoring)																	Evaluation Total	Priority	Safe Routes to School Eligible	
				Goal 1: Safety		Goal 2: Environment and Cultural Heritage			Goal 3: Health		Goal 4: Equity and Accessibility		Goal 5: Connectivity		Goal 6: Coordination		Goal 7: Financial Stability		Other Criteria					
				Objective 1A: History of Crashes	Objective 1B: Reduce crash potential	Objective 2A: Respect rural and cultural context	Objective 2B: Achieve economic potential	Objective 2C: Culturally sensitive	Objective 3A: Increase active transportation options	Objective 3B: Connections to health centers, schools, parks	Objective 4A: Access to essential destinations	Objective 4B: Responds to range of community needs	Objective 5A: Improve multimodal connections between hubs	Objective 5B: Improve regional multimodal connections	Objective 6A: Consistency with partners	Objective 6B: Partner consensus on planned system for region	Objective 7A: Maximize benefit and return on investment	Objective 7B: Realistic, compatible with BIA, and/or positioning for growth	Right-of-way constraints	Physical barrier constraints				Environmental impacts
P22	Cayuse Road/Confederated Way	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, Rectangular Rapid Flashing Beacons (RRFBs), enhanced striping patterns, and curb extensions.	0	2	2	1	1	2	2	2	1	0	0	0	2	1	2	0	0	0	18	High	Yes
P23	Cayuse Road/Cedar Street	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, Rectangular Rapid Flashing Beacons (RRFBs), enhanced striping patterns, and curb extensions. Coordinate with Project P14 - East-West Multi-use Path.	2	2	2	1	1	2	1	2	1	0	0	0	2	1	2	0	0	0	19	High	Yes
Bicycle System																								
B01	Mission Road	OR 331 to Cayuse Road	Widen Mission Road and install buffered or raised bicycle lanes along both sides of the roadway from OR 331 to Cayuse Road.	2	2	1	2	0	2	1	1	1	2	0	0	2	1	0	-1	0	-1	15	High	Yes
B02	Kirkpatrick Road	OR 331 to McKinley Lane	Widen Kirkpatrick Road and install shoulder bikeways on both sides of the roadway from OR 331 to McKinley Lane.	1	2	1	1	0	2	1	2	2	0	0	0	2	1	0	-1	0	-1	13	Medium	Yes
B03	Cayuse Road	Emigrant Road to River Road	Widen Cayuse Road and install shoulder bikeways on both sides of the roadway from Emigrant Road to River Road.	2	2	1	1	0	2	0	2	2	0	0	0	2	1	0	-1	0	-1	13	Medium	No
B04	Confederated Way	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	0	1	1	1	0	2	0	0	1	0	0	0	0	0	2	0	0	0	8	Medium	Yes
B05	Whirlwind Drive	Mission Road to Confederated Way	Install shared roadway signage and/or striping (sharrows).	0	1	1	1	0	2	0	0	1	0	0	0	0	0	2	0	0	0	8	Medium	Yes
B06	Cedar Street	Short Mile Road to Cayuse Road	Install shared roadway signage and/or striping (sharrows).	0	1	1	1	0	2	0	0	1	0	0	0	0	0	2	0	0	0	8	Medium	Yes
B07	Kusi Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	1	1	1	1	0	2	0	0	1	0	0	0	0	0	2	0	0	0	9	Low	No
B08	Spilya Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	1	1	1	1	0	2	0	0	1	0	0	0	0	0	2	0	0	0	9	Low	No
B09	Coyote Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	0	1	1	1	0	2	0	0	1	0	0	0	0	0	2	0	0	0	8	Low	No
B10	Arrowhead Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	0	1	1	1	0	2	0	0	1	0	0	0	0	0	2	0	0	0	8	Low	No
Transit System																								

Project ID	Location/Name	Extents	Description	Evaluation Criteria (-2 to +2 scoring)																		Evaluation Total	Priority	Safe Routes to School Eligible
				Goal 1: Safety		Goal 2: Environment and Cultural Heritage			Goal 3: Health		Goal 4: Equity and Accessibility		Goal 5: Connectivity		Goal 6: Coordination		Goal 7: Financial Stability		Other Criteria					
				Objective 1A: History of Crashes	Objective 1B: Reduce crash potential	Objective 2A: Respect rural and cultural context	Objective 2B: Achieve economic potential	Objective 2C: Culturally sensitive	Objective 3A: Increase active transportation options	Objective 3B: Connections to health centers, schools, parks	Objective 4A: Access to essential destinations	Objective 4B: Responds to range of community needs	Objective 5A: Improve multimodal connections between hubs	Objective 5B: Improve regional multimodal connections	Objective 6A: Consistency with partners	Objective 6B: Partner consensus on planned system for region	Objective 7A: Maximize benefit and return on investment	Objective 7B: Realistic, compatible with BIA, and/or positioning for transit	Right-of-way constraints	Physical barrier constraints	Environmental impacts			
T01	Park-and-ride Locations	n/a	Coordinate with regional transit providers for park-and-ride locations that help facilitate the use of transit by community members and maximize regional connectivity.	0	0	1	2	1	0	2	2	0	2	0	0	2	2	0	0	0	16	High	No	
T02	Bus Stop Enhancements	n/a	Evaluate transit stops for additional amenity needs, such as shelters and signage.	0	0	1	1	0	1	1	1	2	0	1	0	0	1	2	0	0	0	11	Medium	No
T03	OR 331 Transit Hub	n/a	Consolidate bus stops at Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus into one transit hub near OR 331 north of Spilya Road, reducing need for transit vehicles to turn to and from OR 331. Coordinate with Project T13 - Wildhorse Campus Shuttle.	0	2	1	2	1	1	2	2	2	0	2	0	1	2	2	0	0	0	20	High	No
T04	wildhorse Campus Shuttle	n/a	Partner with adjacent businesses to provide a shuttle to transport people from Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus to the OR 331 Transit Hub. Coordinate with Project T12 - OR 331 Transit Hub.	0	0	1	2	1	1	1	2	2	0	1	0	1	2	0	0	0	0	14	High	No
T05	Kayak Transit Hub Expansion	n/a	Install public restrooms for passengers at the Kayak Transit Hub.	0	0	0	1	0	1	1	1	2	0	1	0	1	0	1	0	0	0	9	Low	No
T06	Electric Vehicle and Shuttle Pilot	n/a	Acquire vehicles, install charging facilities, and begin electric vehicle service for the Metro and campus shuttle routes.	0	0	2	1	2	0	0	0	1	0	0	1	0	0	2	0	0	2	11	Medium	No
T07	More frequent transit service	n/a	Explore adding more trips per day on the highest ridership routes including Hopper, Whistler, and Metro.	0	0	0	2	0	1	1	2	2	0	1	0	1	0	0	0	0	0	10	Low	No
T08	Extended hours of service	n/a	Explore additional hours of service to serve the morning and evening shifts at Wildhorse Resort & Casino.	0	0	0	2	0	1	1	2	2	0	1	0	1	0	1	0	0	0	11	Medium	No
T09	Extended coverage	n/a	Explore extended coverage for transit services to reach residential area near Riverside Avenue, Pendleton Airport, and Walla Walla Airport. Coordinate with surrounding jurisdictions and transit agencies who already provide services to these areas.	0	0	0	2	0	1	1	2	2	0	2	0	1	0	0	0	0	0	11	Medium	No



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Kanine R	Confeder	Little J	Forks Ta	Forks Ta	Mckinley	Indian L	Indian L
4-IRR Route Number	0001	0002	0003	0004	0004	0005	0006	0006
5-Section Number	10	10	10	10	20	10	10	20
10-Class	5	4	5	5	5	5	4	4
15-Length of Section	6.6	0.7	4.1	0.8	1.2	0.3	0.1	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	3	1	3	3	2	1	2	3
25-Roadbed Condition	3	7	1	1	2	3	3	2
24-Surface Condition Index	64	68	0	0	0	65	60	60
16-Surface Width	11	28	16	16	10	18	18	18
13-Surface Type	3	5	1	1	1	4	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	3	0	0	0	1	0	0
29-Right of Way Width	40	66	0	0	0	40	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	1	0	0	0	0	0	0
14-Shoulder Type		4						
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	00001		0003		4	0005		
Roadway Width	11	30	16	16	10	18	18	18
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	15	10	15	15	14	13	11	12
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	1	1	0	0	0	2	1	2
36-Shoulder Condition	0	2	0	0	0	1	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	2	3	0	0	0	2	0	0
40-Right of Way Cost		0	0	0	0	0	0	0
26-Level of Maintenance	3	3	1	2	3	3	1	1
27-Snow & Ice Control	0	3	0	0	2	3	1	1
41-Begin Latitude	45.60100000	45.66800000				45.67800000		
42-End Latitude	45.67500000	45.66500000				45.67400000		
43-Begin Longitude	-118.50900000	-118.67000000				-118.64200000		
44-End Longitude	-118.53800000	-118.66100000				-118.64200000		
45-Atlas Map Number [99]	01	64	42	42	42	64	42	42
46-50 Grade/Sight/Curve/Stop / Safe	6 5 0 0 7	7 5 0 0 0	5 3 9	7 4 3 0 9		7 5 0 0 0		
51-Road Category	E	V	B	B	B	A	A	A
52-Year of Construction Change	2011	1959				1959	1959	1959
Update Year	2016	2016	2007	2006	2005	2016	2006	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Indian L	Indian L	Indian L	Indian L	Indian L	Indian L	Indian L	Indian L
4-IRR Route Number	0006	0006	0006	0006	0006	0006	0006	0006
5-Section Number	30	40	50	60	70	80	90	100
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.2	0.3	0.2	0.7	1.0	0.3	1.6	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	3	3	3	3	2	2	2	2
25-Roadbed Condition	3	3	3	3	4	3	2	2
24-Surface Condition Index	30	60	60	60	60	0	0	0
16-Surface Width	18	18	18	18	24	15	10	10
13-Surface Type	3	3	3	3	4	3	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	0	0	0	0	0	0
29-Right of Way Width	0	0	0	0	0	0	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	18	18	18	18	24	15	10	10
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	12	12	12	12	11	11	11	11
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	2	2	2	3	1	1	1
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	0	0	0	0	0	0	0
40-Right of Way Cost					0			
26-Level of Maintenance	1	1	1	1	1	1	1	1
27-Snow & Ice Control	1	1	1	1	1	1	1	1
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	42	42	42	42	42	42	42	42
46-50 Grade/Sight/Curve/Stop / Safe					6 5 4 0 0			
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2006	2006	2006	2006	2006	2006	2006	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Old Oreg	Old Oreg	Old Oreg	B Street	"B" Stre	"A" Stre	"A" Stre	"A" Stre
4-IRR Route Number	0007	0007	0007	0008	0008	0009	0009	0009
5-Section Number	10	20	30	10	20	10	20	30
10-Class	4	4	4	3	3	5	5	5
15-Length of Section	3.7	3.6	1.4	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	3	3	3	1	1	1	1	1
12-Construction Need	2	2	2	1	1	1	1	1
11-Terrain	3	3	3	1	1	1	1	2
25-Roadbed Condition	3	4	4	7	7	7	4	3
24-Surface Condition Index	60	60	60	62	58	64	57	90
16-Surface Width	20	20	20	17	27	22	22	16
13-Surface Type	4	4	4	5	5	5	5	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	66	66	66	66	40
TTAM BIA Share	10.27	10.27	10.27	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	5	5	5	1	1	1	1	0
14-Shoulder Type	2	2	2	4	4	4	3	
22-Existing ADT	62	77	51					
21-ADT Year	2005	2005	2005					
23-Percent Trucks	14	9	14					
34-Owner Route Number	F006	F006	F006	08				
Roadway Width	30	30	30	19	29	24	24	16
TTAM Future ADT	92	114	76	37	37	74	74	74
TTAM ADS Number	12	12	12	18	18	13	13	14
TTAM Future Surface Type	G	G	G	E	E	G	G	G
35-Drainage Condition	2	2	2	2	1	2	2	1
36-Shoulder Condition	2	2	2	2	2	2	2	0
37/38 # RR X I NG/RR X I NG TYPE				0	0	0	0	0
39-Right of Way Utility	1	1	1	3	3	3	3	0
40-Right of Way Cost								
26-Level of Maintenance	4	4	4	3	3	3	3	3
27-Snow & Ice Control	3	3	3	3	3	3	3	1
41-Begin Latitude				45.66800000	45.66700000	45.66700000	45.66700000	45.66600000
42-End Latitude				45.66700000	45.66700000	45.66700000	45.66600000	45.66400000
43-Begin Longitude				-118.67400000	-118.67200000	-118.67200000	-118.67200000	-118.67200000
44-End Longitude				-118.67200000	-118.67000000	-118.67200000	-118.67200000	-118.67200000
45-Atlas Map Number [99]	33	33	33	64	64	64	64	64
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 3	0	0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	J	J	J	J	R
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1960	1959
Update Year	2006	2006	2006	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Itallicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	"A" Stre	Alder Dr	Oregon W	Oregon W	Oregon W	Oregon W	Oregon W	Oregon W
4-IRR Route Number	0009	0010	0011	0011	0011	0011	0011	0011
5-Section Number	40	10	10	20	30	40	50	60
10-Class	5	3	2	2	2	2	2	2
15-Length of Section	0.1	0.1	0.2		0.8	0.7	0.4	0.5
18-Bridge Number				04697A008 00018				
19-Bridge Condition				9				
20-Bridge Length				308				
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	3	3	3	3	3	3
12-Construction Need	1	1	2	2	2	2	2	2
11-Terrain	2		2	2	2	2	2	2
25-Roadbed Condition	2	7	4		7	4	4	4
24-Surface Condition Index	90	66	60		80	80	80	100
16-Surface Width	12	28	24		24	24	24	24
13-Surface Type	3	5	5		5	5	5	5
9-Federal Aid Category	1	1	3		3	3	3	3
28-Right of Way Status	3	3	3		3	3	3	3
29-Right of Way Width	20	66	120		120	120	120	120
TTAM BIA Share	100	100	10.27	10.27	10.27	10.27	10.27	10.27
30-Additional Incidental Percent								
17-Shoulder Width	0	1	4		6	6	6	6
14-Shoulder Type		4	3		3	3	3	3
22-Existing ADT			8600		8600	4000	4000	4000
21-ADT Year			2004		2004	2004	2004	2004
23-Percent Trucks			11		11	11	11	11
34-Owner Route Number		10	0008		0008	0008	08	08
Roadway Width	12	30	32		36	36	36	36
TTAM Future ADT	74	37	12771		12771	5940	5940	5940
TTAM ADS Number	14	18	5		5	5	5	5
TTAM Future Surface Type	G	E	P		P	P	P	P
35-Drainage Condition	1	2	2		3	3	3	3
36-Shoulder Condition	0	2	2		3	3	2	2
37/38 # RR X I NG/RR X I NG TYPE	0	0						
39-Right of Way Utility	0	1	3			3	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	4		4	4	4	4
27-Snow & Ice Control	1	3	5		5	5	5	5
41-Begin Latitude	45.66400000	45.66800000						
42-End Latitude	45.66400000	45.66700000						
43-Begin Longitude	-118.67200000	-118.66100000						
44-End Longitude	-118.67200000	-118.66000000						
45-Atlas Map Number [99]		64	65	65	65	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	4		0	0	0	0
51-Road Category	R	V	A		A	A	A	A
52-Year of Construction Change	1959	1959	1959		1959	1959	1959	1959
Update Year	2016	2016	2006	2006	2006	2006	2006	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Oregon W	Oregon W	Oregon W	Oregon W	Cayuse D	New Road	New Road	Umatilla
4-IRR Route Number	0011	0011	0011	0011	0012	0013	0013	0014
5-Section Number	70	80	90	100	10	10	20	10
10-Class	2	2	2	2	3	5	5	3
15-Length of Section	14.3		4.3	1.0	0.1	0.3	1.6	0.2
18-Bridge Number		01064A008 01240						
19-Bridge Condition		9						
20-Bridge Length		71						
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	3	3	3	3	1	1	1	1
12-Construction Need	2	2	2	2	1	1	1	1
11-Terrain	2		2	2	2	2	2	
25-Roadbed Condition	4		4	4	7	3	2	7
24-Surface Condition Index	80		80	100	49	72	0	58
16-Surface Width	24		24	36	25	12	10	26
13-Surface Type	5		5	5	5	3	1	5
9-Federal Aid Category	3		3	3	1	1	1	1
28-Right of Way Status	3		3	3	3	1	1	3
29-Right of Way Width	120		120	120	66	40	40	40
TTAM BIA Share	10.27	10.27	10.27	10.27	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	6		8	8	1	0	0	1
14-Shoulder Type	3		3	3	4			4
22-Existing ADT	5300		5100	4900				
21-ADT Year	2004		2004	2004				
23-Percent Trucks	11		11	11				
34-Owner Route Number	8		0008	8	12	13	13	14
Roadway Width	36		40	52	27	12	10	28
TTAM Future ADT	7871		7574	7277	37	74	74	37
TTAM ADS Number	5		5	5	18	14	14	18
TTAM Future Surface Type	P		P	P	E	G	G	E
35-Drainage Condition	3		3	3	2	1	0	2
36-Shoulder Condition	2		3	3	2	0	0	2
37/38 # RR X I NG/RR X I NG TYPE					0	0	0	0
39-Right of Way Utility	3		3	3	1	0	0	1
40-Right of Way Cost								
26-Level of Maintenance	4		4	4	3	3	3	3
27-Snow & Ice Control	5		5	5	3	0	0	3
41-Begin Latitude					45.66700000	45.64600000	45.64600000	45.66700000
42-End Latitude					45.66600000	45.64600000	45.64600000	45.66700000
43-Begin Longitude					-118.66700000	-118.64100000	-118.62200000	-118.67000000
44-End Longitude					-118.66600000	-118.60500000	-118.60500000	-118.67000000
45-Atlas Map Number [99]	27	24	21	22	64	27	27	64
46-50 Grade/Sight/Curve/Stop / Safe	0	0	0	0	7 5 0 0 0 0	7 5 0 0 0 0	7 5 0 0 0 0	7 5 0 0 0 0
51-Road Category	A	A	A	A	V	T	T	V
52-Year of Construction Change	1959		1959	1959	1959	1959		1959
Update Year	2006	2006	2006	2006	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Senior C			Walla Wa	Whirlwin	Willow D	Cottonwo	Aspen Wa
4-IRR Route Number	0014	0015	0015	0016	0017	0018	0019	0020
5-Section Number	15	810	810	10	10	10	10	10
10-Class	9			3	3	3	3	3
15-Length of Section	0.1	3.7	3.7	0.3	0.2	0.2	0.2	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02			02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	3	3	1	1	1	1	1
12-Construction Need	2	2	2	1	1	1	1	1
11-Terrain		1	1					
25-Roadbed Condition		5	5	7	7	7	7	7
24-Surface Condition Index				64	66	49	63	91
16-Surface Width	21			24	36	36	28	22
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	2	2	1	1	1	1	1
28-Right of Way Status	1			3	3	3	3	3
29-Right of Way Width	40			40	40	40	40	40
TTAM BIA Share	0	0	0	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		0	0	1	1	1	1	1
14-Shoulder Type				4	4	4	4	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number				16	17	18	19	20
Roadway Width	21			26	38	38	30	24
TTAM Future ADT				37	37	37	37	37
TTAM ADS Number	20			18	18	18	18	18
TTAM Future Surface Type				E	E	E	E	E
35-Drainage Condition				2	2	2	2	2
36-Shoulder Condition				2	2	2	2	2
37/38 # RR X I NG/RR X I NG TYPE				0	0	0	0	0
39-Right of Way Utility				1	3	1	1	1
40-Right of Way Cost								
26-Level of Maintenance				3	3	3	3	3
27-Snow & Ice Control				3	3	3	3	3
41-Begin Latitude				45.66600000	45.66500000	45.66800000	45.66800000	45.66400000
42-End Latitude				45.66600000	45.66700000	45.66600000	45.66600000	45.66500000
43-Begin Longitude				-118.66800000	-118.66500000	-118.66300000	-118.66000000	-118.65800000
44-End Longitude				-118.66600000	-118.66500000	-118.66100000	-118.65800000	-118.65700000
45-Atlas Map Number [99]				64	64	64	64	64
46-50 Grade/Sight/Curve/Stop / Safe	Z			7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category				V	V	V	V	V
52-Year of Construction Change	1959			1959	1970	1959	1959	1996
Update Year	2016	1974	1974	2016	2016	2016	2016	2016
Status	RETURNED-TO-FIE	CHANGED-AT-REG	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Aspen Wa	Birch Lo	Cedar St	Choke Ch	Elderber	Hawthorn	July Gro	Gym Park
4-IRR Route Number	0020	0021	0022	0023	0024	0025	0026	0026
5-Section Number	20	10	10	10	10	10	10	15
10-Class	3	3	3	3	3	3	3	9
15-Length of Section	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	2
12-Construction Need	1	1	1	1	1	1	1	2
11-Terrain								
25-Roadbed Condition	7	7	7	7	7	7	3	
24-Surface Condition Index	80	89	81	84	91	87	78	
16-Surface Width	22	18	22	18	17	18	30	136
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	1
29-Right of Way Width	40	40	40	40	40	40	40	40
TTAM BIA Share	100	100	100	100	100	100	100	0
30-Additional Incidental Percent								
17-Shoulder Width	1	1	1	1	1	1	1	
14-Shoulder Type	4	4	4	4	4	4	2	
22-Existing ADT	256							
21-ADT Year	2005							
23-Percent Trucks	3							
34-Owner Route Number	20	21	22	23	24	25	26	
Roadway Width	24	20	24	20	19	20	32	99
TTAM Future ADT	380	37	37	37	37	37	37	20
TTAM ADS Number	18	18	18	18	18	18	18	20
TTAM Future Surface Type	P	E	E	E	E	E	E	E
35-Drainage Condition	3	3	3	3	3	3	2	2
36-Shoulder Condition	3	2	2	2	2	2	2	0
37/38 # RR X I NG/RR X I NG TYPE		0	0	0	0	0	0	0
39-Right of Way Utility	1	1	1	1	1	1	3	
40-Right of Way Cost								
26-Level of Maintenance	4	3	3	3	3	3	3	3
27-Snow & Ice Control	4	3	3	3	3	3	3	3
41-Begin Latitude		45.66400000	45.66800000	45.66400000	45.66500000	45.66500000	45.66600000	
42-End Latitude		45.66400000	45.66500000	45.66400000	45.66600000	45.66500000	45.66600000	
43-Begin Longitude		-118.65700000	-118.65600000	-118.65600000	-118.65600000	-118.65500000	-118.66300000	
44-End Longitude		-118.65600000	-118.65700000	-118.65500000	-118.65600000	-118.65500000	-118.66400000	
45-Atlas Map Number [99]	64	64	64	64	64	64	64	64
46-50 Grade/Sight/Curve/Stop / Safe	0	7 5 0 0 0 0	7 5 0 0 0 0	7 5 0 0 0 0	7 5 0 0 0 0	7 5 0 0 0 0	7 5 0 0 0 0	7 5 0 0 0 0
51-Road Category	V	V	V	V	V	V	J	Y
52-Year of Construction Change	1959	1995	1995	1995	1995	1995	1959	1959
Update Year	2005	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Juniper	Lodgepol	Tamarack	Easy Str	Reservoi	Wildhors	Wildhors	Doqwood
4-IRR Route Number	0027	0028	0029	0030	0031	0032	0032	0033
5-Section Number	10	10	10	10	10	10	20	10
10-Class	3	3	3	3	5	2	2	3
15-Length of Section	0.2	0.1	0.1	0.1	0.3	1.1	1.7	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain					2	1	2	
25-Roadbed Condition	7	7	7	7	3	4	4	7
24-Surface Condition Index	87	82	87	63	40	64	67	91
16-Surface Width	22	18	18	24	15	48	24	18
13-Surface Type	5	5	5	5	4	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	1	1	1	3
29-Right of Way Width	40	40	40	40	0	40	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	1	1	1	1	0	0	0	1
14-Shoulder Type	4	4	4	4				4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	27	28	29	30	31	32		33
Roadway Width	24	20	20	26	15	48	24	20
TTAM Future ADT	37	37	37	37	74	149	149	37
TTAM ADS Number	18	18	18	18	14	7	8	18
TTAM Future Surface Type	E	E	E	E	G	P	P	E
35-Drainage Condition	3	3	3	2	0	2	2	3
36-Shoulder Condition	2	2	2	2	0	0	0	2
37/38 # RR X I NG/RR XING TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	1	1	1	1	3	1	1	1
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	4	3	3	3
27-Snow & Ice Control	3	3	3	3	3	3	3	3
41-Begin Latitude	45.66500000	45.66500000	45.66700000	45.66800000		45.65000000	45.65000000	45.66400000
42-End Latitude	45.66600000	45.66500000	45.66700000	45.66700000		45.65000000	45.65000000	45.66500000
43-Begin Longitude	-118.65700000	-118.65600000	-118.65500000	-118.65800000		-118.68400000	-118.67300000	-118.65500000
44-End Longitude	-118.65600000	-118.65500000	-118.65600000	-118.65800000		-118.67300000	-118.67300000	-118.65500000
45-Atlas Map Number [99]	64	64	64	64		27	27	64
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	2	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	V	V	V	V	K	E	E	V
52-Year of Construction Change	1995	1995	1995	1959	1959	1995	1997	2013
Update Year	2016	2016	2016	2016	2007	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Showaway	Johnson	Johnson	SheoShip	Umbarger	Fowler L	Fenton L	Fenton L
4-IRR Route Number	0034	0035	0035	0036	0037	0038	0039	0039
5-Section Number	10	10	20	10	10	10	10	20
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.4	2.0	3.0	0.1	0.8	1.0	0.2	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	1	3	2	1	2	2	3	2
25-Roadbed Condition	3	3	2	3	3	3	2	2
24-Surface Condition Index	20	20	0	64	44	68	76	76
16-Surface Width	16	12	8	13	22	18	15	15
13-Surface Type	3	3	1	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	0	0	1	1	1	3	3
29-Right of Way Width	30	0	0	40	40	40	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	34	35		36	37	38	39	39
Roadway Width	16	12	8	13	22	18	15	15
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	15	14	13	14	14	15	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	1	1	0	1	1	2	1	1
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	3	0	0	3	3	3	3	2
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	3	3	3	3	3
27-Snow & Ice Control	0	2	1	1	0	0	0	0
41-Begin Latitude	45.67100000			45.68500000	45.63100000	45.66000000	45.58800000	45.59000000
42-End Latitude	45.67200000			45.68300000	45.64200000	45.64600000	45.59000000	45.59100000
43-Begin Longitude	-118.68400000			-118.49100000	-118.72600000	-118.59400000	-118.46200000	-118.45800000
44-End Longitude	-118.69300000			-118.49100000	-118.72600000	-118.58800000	-118.45800000	-118.45800000
45-Atlas Map Number [99]	64	42	42	28	27	27	33	33
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0			7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	B	B	A	A	A	A	A
52-Year of Construction Change	1959	1959		1959	1959	2011	2009	2009
Update Year	2016	2006	2006	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	40th Str	41st Str	41st Str	42nd Str	42nd Str	42nd Str	43rd Str	43rd Str
4-IRR Route Number	0040	0041	0041	0042	0042	0042	0043	0043
5-Section Number	10	10	20	10	20	30	10	20
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain								
25-Roadbed Condition	2	3	3	3	3	3	3	3
24-Surface Condition Index	59	94	80	80	86	60	89	88
16-Surface Width	19	13	18	25	18	16	14	18
13-Surface Type	3	4	3	3	4	3	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	30	40	40	40	40	40	40	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	6	10	0	3	0	12	4
14-Shoulder Type		2	2		2		2	
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	40	41	41	42	42	42	43	43
Roadway Width	19	25	38	25	24	16	38	26
TTAM Future ADT	37	37	37	37	37	37	37	37
TTAM ADS Number	18	18	18	18	18	18	18	18
TTAM Future Surface Type	E	E	E	E	E	E	E	E
35-Drainage Condition	2	1	1	1	1	1	1	1
36-Shoulder Condition	0	2	2	0	2	0	2	2
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	2	2	2	2	2	2	2	1
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	3	3	3	3	3
27-Snow & Ice Control	2	3	3	2	2	2	2	3
41-Begin Latitude	45.67600000	45.67600000	45.67600000	45.67700000	45.67600000	45.67500000	45.67600000	45.67600000
42-End Latitude	45.67700000	45.67600000	45.67700000	45.67600000	45.67500000	45.67500000	45.67700000	45.67500000
43-Begin Longitude	-118.74400000	-118.74200000	-118.74200000	-118.74100000	-118.74100000	-118.74100000	-118.74000000	-118.74000000
44-End Longitude	-118.74400000	-118.74200000	-118.74200000	-118.74100000	-118.74100000	-118.74100000	-118.74000000	-118.74000000
45-Atlas Map Number [99]	63	63	63	63	63	63	63	63
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	2011	2011	2011	2011	2011	2011	2011	2011
Update Year	2016	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	43rd Str	44th Str	45th Str	45th Str	Queen Av	Queen Av	Gopher F	Meadow L
4-IRR Route Number	0043	0044	0045	0045	0046	0046	0047	0048
5-Section Number	30	10	10	20	10	20	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.2	0.2	0.4	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain								
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index	76	72	72	80	96	60	56	56
16-Surface Width	19	18	16	10	19	10	23	18
13-Surface Type	3	3	3	4	4	4	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	3	25	0	0
14-Shoulder Type					2	2		
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	43	44	45	45	46	46	47	48
Roadway Width	19	18	16	10	25	60	23	18
TTAM Future ADT	37	37	37	37	37	37	37	37
TTAM ADS Number	18	18	18	18	18	18	18	18
TTAM Future Surface Type	E	E	E	E	E	E	E	E
35-Drainage Condition	1	1	1	0	1	2	1	2
36-Shoulder Condition	0	0	0	0	2	2	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	1	2	3	2	3	3	3	1
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	4	3	4	3	3
27-Snow & Ice Control	2	0	2	3	3	3	0	3
41-Begin Latitude	45.67500000	45.67500000	45.67500000		45.67500000		45.66600000	45.62200000
42-End Latitude	45.67400000	45.67600000	45.67600000		45.67500000		45.66600000	45.62200000
43-Begin Longitude	-118.74000000	-118.73900000	-118.73800000		-118.74100000		-118.72500000	-118.71000000
44-End Longitude	-118.74000000	-118.73900000	-118.73700000		-118.73800000		-118.71700000	-118.71400000
45-Atlas Map Number [99]	63	63	63	63	63	63	63	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	0	7 5 0 0 0	0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	2011	2011	2011	1959	2011	1959	2011	1959
Update Year	2016	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Minthorn	Minthorn	Weedy La	Brahman	Charolai	Durham P	54th Str	54th Str
4-IRR Route Number	0049	0049	0050	0051	0052	0053	0054	0054
5-Section Number	10	20	10	10	10	10	10	20
10-Class	5	5	5	3	3	3	3	3
15-Length of Section	0.4	0.2	0.5	0.3	0.2	0.1	0.2	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	3	3	3	4	3	3	3	3
24-Surface Condition Index	84	84	60	53	53	49	68	66
16-Surface Width	20	14	18	22	22	20	18	17
13-Surface Type	3	3	3	5	5	5	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	3	3	3	3	3	3	3
29-Right of Way Width	40	30	60	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	49	49	50	51	52	53	54	54
Roadway Width	20	14	18	22	22	20	18	17
TTAM Future ADT	74	74	74	37	37	37	37	37
TTAM ADS Number	13	13	13	18	18	18	18	18
TTAM Future Surface Type	G	G	G	E	E	E	E	E
35-Drainage Condition	1	1	2	1	1	1	1	1
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	3	1	3	1	1	1	0	2
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	0	0	0	3	3	3	0	0
41-Begin Latitude	45.62700000	45.62600000	45.61700000	45.61700000	45.61700000	45.61900000	45.67100000	45.66900000
42-End Latitude	45.62600000	45.62600000	45.62300000	45.62000000	45.61900000	45.62000000	45.66900000	45.66800000
43-Begin Longitude	-118.71000000	-118.70500000	-118.70500000	-118.69300000	-118.69300000	-118.69300000	-118.72800000	-118.72800000
44-End Longitude	-118.70500000	-118.70100000	-118.70500000	-118.69000000	-118.69300000	-118.69200000	-118.72800000	-118.72800000
45-Atlas Map Number [99]	27	27	27	27	27	27	63	63
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	2010	2010	1959	1959	1959	1959	2011	2011
Update Year	2016	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Lavadour	56th Str	56th Str	Trail Dr	Parr Lan	Angus Av	Hucklebe	Baldy Ri
4-IRR Route Number	0055	0056	0056	0057	0058	0059	0060	0061
5-Section Number	10	10	20	10	10	10	10	10
10-Class	5	4	4	3	5	3	5	5
15-Length of Section	0.9	0.4	0.4	0.2	0.6	0.1	0.2	2.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	1	2	3	1	1	1	3	2
25-Roadbed Condition	3	3	3	3	3	3	3	2
24-Surface Condition Index	32	47	56	60	36	44	68	0
16-Surface Width	20	22	20	17	18	20	10	8
13-Surface Type	3	3	3	3	3	5	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	3	1	3	3	0
29-Right of Way Width	40	40	40	60	40	60	60	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	55	56	56	57	58	59	60	61
Roadway Width	20	22	20	17	18	20	10	8
TTAM Future ADT	74	74	74	37	74	37	74	74
TTAM ADS Number	13	11	12	18	13	18	15	14
TTAM Future Surface Type	G	G	G	E	G	E	G	G
35-Drainage Condition	1	1	1	1	1	1	2	0
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	1	0	0	0
39-Right of Way Utility	3	3	2	2	3	1	2	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	1	0	0	0	3	3	0	2
41-Begin Latitude	45.67400000	45.67100000	45.66600000	45.66900000	45.66800000	45.61700000	45.59000000	
42-End Latitude	45.67100000	45.66600000	45.65900000	45.66900000	45.67200000	45.61800000	45.59000000	
43-Begin Longitude	-118.64200000	-118.72600000	-118.72500000	-118.72600000	-118.67400000	-118.69000000	-118.45800000	
44-End Longitude	-118.62800000	-118.72500000	-118.72600000	-118.73000000	-118.67000000	-118.69100000	-118.45300000	
45-Atlas Map Number [99]	64	63	63	63	64	27	33	42
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 8	7 5 0 0 0	7 5 0 0 4	
51-Road Category	V	A	A	A	A	A	A	B
52-Year of Construction Change	1959	2011	2011	1959	2011	1959	2009	
Update Year	2016	2016	2016	2016	2016	2016	2016	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Old Meac	Spilya R	Spilya R	Spilya R	Spilya R	Spilya R	Coyote R	Coyote R
4-IRR Route Number	0062	0063	0063	0063	0063	0063	0064	0064
5-Section Number	10	20	20	30	30	30	10	20
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.5	0.2	0.2	0.3	0.3	0.3	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	2	2	2	2	2	2	2
12-Construction Need	1	4	4	4	4	4	2	2
11-Terrain	3	1	1	1	1	1	1	1
25-Roadbed Condition	3						7	7
24-Surface Condition Index	44						92	90
16-Surface Width	10						24	24
13-Surface Type	3						5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	0	0	0	0	0	1	1
29-Right of Way Width	40	0	0	0	0	0	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0						1	1
14-Shoulder Type							4	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	62							
Roadway Width	10						26	26
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	15	13	13	13	13	13	13	13
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	1						2	2
36-Shoulder Condition	0						2	2
37/38 # RR X I NG/RR X I NG TYPE	0						0	0
39-Right of Way Utility	3						3	3
40-Right of Way Cost								
26-Level of Maintenance	3						3	3
27-Snow & Ice Control	0						3	3
41-Begin Latitude	45.70300000						45.64400000	45.64400000
42-End Latitude	45.69700000						45.64300000	45.64600000
43-Begin Longitude	-118.35400000						-118.68600000	-118.68200000
44-End Longitude	-118.35100000						-118.68600000	-118.68200000
45-Atlas Map Number [99]	25	27	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0						7 5 0 0 0	7 5 0 0 0
51-Road Category	A						A	A
52-Year of Construction Change	1959						2007	2007
Update Year	2016	2007	2007	2007	2007	2007	2016	2016
Status	OFFICIAL	OFFICIALCHANGED-AT-REG	OFFICIALCHANGED-AT-REG	OFFICIALCHANGED-AT-REG	OFFICIALCHANGED-AT-REG	OFFICIALCHANGED-AT-REG	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Arrowhea	Tsimti R	Pendleto	Pendleto	Pendleto	Pendleto	Tela-Quo	Ti'Mine
4-IRR Route Number	0065	0066	0067	0067	0067	0067	0068	0069
5-Section Number	20	10	10	20	30	40	10	10
10-Class	5	5	2	2	2	2	5	5
15-Length of Section	0.1	0.1	0.7		0.3	1.0	1.3	0.1
18-Bridge Number				07751 067 00533				
19-Bridge Condition				1				
20-Bridge Length				242				
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	2	3	3	3	3	2	2
12-Construction Need	2	4	2	2	2	2	4	2
11-Terrain	1	1	3	3	3	3	1	1
25-Roadbed Condition	7	5	5	5	5	5	5	4
24-Surface Condition Index	91		60		80	80		98
16-Surface Width	24		24		36	36		32
13-Surface Type	5		5		5	5		5
9-Federal Aid Category	1	1	2		2	2	1	1
28-Right of Way Status	1	0	3		3	3	0	3
29-Right of Way Width	40	0	250		250	250	0	85
TTAM BIA Share	100	100	10.27	10.27	10.27	10.27	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2		6		6	6		4
14-Shoulder Type	4		3		3	3		3
22-Existing ADT			5300		1600	1600		
21-ADT Year			2004		2004	2004		
23-Percent Trucks			10		10	10		
34-Owner Route Number			67		67	67		
Roadway Width	28		36		48	48		40
TTAM Future ADT	74	74	7871		2376	2376	74	74
TTAM ADS Number	13	13	6		6	6	13	13
TTAM Future Surface Type	G	G	P		P	P	G	G
35-Drainage Condition	2		2		3	3		2
36-Shoulder Condition	2		2		3	3		3
37/38 # RR X I NG/RR X I NG TYPE	0							0
39-Right of Way Utility	3		3		3	1		3
40-Right of Way Cost								
26-Level of Maintenance	3		4		4	4		3
27-Snow & Ice Control	3		5		5	5		3
41-Begin Latitude	45.64600000							45.66400000
42-End Latitude	45.64700000							45.66400000
43-Begin Longitude	-118.68200000							-118.68400000
44-End Longitude	-118.68200000							-118.68500000
45-Atlas Map Number [99]	27	27	24	24	24	24	64	64
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0				0	0		7 5 0 0 0
51-Road Category	A		A		A	A		C
52-Year of Construction Change	2009		1959		1959	1959		2009
Update Year	2016	2007	2006	2006	2006	2006	2007	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Nac Park	Ti"Mine	Ti"Mine	Pond Cem	Red Elk	Red Elk	Minthorn	Old Agen
4-IRR Route Number	0069	0069	0069	0070	0071	0071	0072	0074
5-Section Number	15	20	30	10	10	10	10	10
10-Class	9	5	5	5	5	5	5	5
15-Length of Section	0.2	0.5	0.1	0.1	0.7	0.7	1.0	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	4	4	4	2
11-Terrain		1	1	2	3	3	3	2
25-Roadbed Condition		4	4	3				3
24-Surface Condition Index		96	98	85				78
16-Surface Width	274	24	37	12				12
13-Surface Type	5	5	5	3				3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	3	3	1	0	0	0	1
29-Right of Way Width		69	69	40	0	0	0	40
TTAM BIA Share	0	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		2	2					
14-Shoulder Type		3	3					
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	99	28	41	12	74	74	74	12
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	20	13	13	14	15	15	14	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	2	2	0				2
36-Shoulder Condition	0	3	3	0				0
37/38 # RR X I NG/RR XING TYPE	0	0	0	0				0
39-Right of Way Utility	3	3	3	0				3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	2				2
27-Snow & Ice Control	3	3	3	0				0
41-Begin Latitude		45.66400000	45.66700000	45.57700000				45.66800000
42-End Latitude		45.66700000	45.66800000	45.57700000				45.66800000
43-Begin Longitude		-118.68500000	-118.69300000	-118.78200000				-118.69800000
44-End Longitude		-118.69300000	-118.69300000	-118.78400000				-118.70000000
45-Atlas Map Number [99]		64		67	28	37	27	63
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0				7 5 0 0 8
51-Road Category	Y	C	C	R				R
52-Year of Construction Change	1959	2009	2009	1959				1959
Update Year	2016	2016	2016	2016	2007	2007	2007	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Tokti Wa	Nichtav	Nichtav	Nichtav	Homly Ce	Indian L	Indian L	Indian L
4-IRR Route Number	0075	0076	0076	0076	0077	0079	0080	0081
5-Section Number	10	10	20	30	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.9	0.2	0.5	0.3	0.1	1.0	0.8	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	1	1	2	2	1	1
25-Roadbed Condition	4	4	4	4	3	3	3	3
24-Surface Condition Index	96	98	91	84	82	50	70	86
16-Surface Width	24	29	24	24	20	11	16	14
13-Surface Type	5	5	5	5	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	1	1	1	1	1	1	1
29-Right of Way Width	80	40	40	40	40	40	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	1			0	0	
14-Shoulder Type	3	3	3					
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	28	33	26	24	20	11	16	14
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	13	13	13	14	14	13	13
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	3	3	3	2	2	2	2
36-Shoulder Condition	3	3	3	3	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	1	0	0	0
39-Right of Way Utility	1	1	1	1	0	0	0	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	3	3	3	3	1	0	0	0
41-Begin Latitude	45.63300000	45.63500000	45.63700000	45.64200000	45.68600000	45.37000000	45.37200000	45.37100000
42-End Latitude	45.63900000	45.63700000	45.64200000	45.64300000	45.68500000	45.36600000	45.37200000	45.37100000
43-Begin Longitude	-118.68400000	-118.68600000	-118.68500000	-118.69100000	-118.52000000	-118.57200000	-118.55800000	-118.55700000
44-End Longitude	-118.69800000	-118.68500000	-118.69100000	-118.69500000	-118.52100000	-118.55300000	-118.54800000	-118.55600000
45-Atlas Map Number [99]	27	27	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	C	R	E	F	F
52-Year of Construction Change	2011	2010	2010	2010	2012	2009	1959	1959
Update Year	2016	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Retail C	Old Oreg	Old Oreg	Old Oreg	Old Oreg	Old Oreg	Old Oreg	Old Oreg
4-IRR Route Number	0083	0084	0084	0084	0084	0084	0084	0084
5-Section Number	10	10	20	30	40	50	70	80
10-Class	5	1	1	1	1	1	1	1
15-Length of Section	0.1	1.6	0.5			3.0	2.3	6.3
18-Bridge Number				09525 006 21304	09525A006 21306			
19-Bridge Condition				9	9			
20-Bridge Length				202	230			
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	2	2			2	2	3
25-Roadbed Condition	4	4	4			5	4	4
24-Surface Condition Index	99	100	100			100	100	100
16-Surface Width	24	48	48			48	48	60
13-Surface Type	5	6	6			5	5	5
9-Federal Aid Category	1	4	4			4	4	4
28-Right of Way Status	1	3	3			3	3	3
29-Right of Way Width	40	305	305			305	305	305
TTAM BIA Share	100	10.27	10.27	10.27	10.27	10.27	10.27	10.27
30-Additional Incidental Percent								
17-Shoulder Width		14	14			14	14	14
14-Shoulder Type		3	3			3	3	3
22-Existing ADT		10900	10900			12400	10000	10000
21-ADT Year		2004	2004			2004	2004	2004
23-Percent Trucks		40	40			40	40	40
34-Owner Route Number		0006	184			3	0006	0006
Roadway Width	24	76	76			76	76	88
TTAM Future ADT	74	16187	16187			18414	14850	14850
TTAM ADS Number	13	2	2			2	2	3
TTAM Future Surface Type	G	P	P			P	P	P
35-Drainage Condition	2	3	3			3	3	3
36-Shoulder Condition	0	3	3			3	3	3
37/38 # RR X I NG/RR X I NG TYPE	0							
39-Right of Way Utility	1	1	1			1	1	0
40-Right of Way Cost								
26-Level of Maintenance	3	4	4			4	4	4
27-Snow & Ice Control	3	5	5			5	5	6
41-Begin Latitude	45.64600000							
42-End Latitude	45.64400000							
43-Begin Longitude	-118.68500000							
44-End Longitude	-118.68500000							
45-Atlas Map Number [99]		14	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	0	0	0	0	0	0	0
51-Road Category	A	A	A			A	A	A
52-Year of Construction Change	1959	2001	2001			2001	2001	1989
Update Year	2016	2006	2006	2006	2006	2006	2006	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Old Oreg	Old Oreg	Old Oreg	Brown Tr	Public S	Public S	Longhous	Longhous
4-IRR Route Number	0084	0084	0084	0087	0094	0094	0095	0095
5-Section Number	90	100	110	10	10	15	10	15
10-Class	1	1	1	5	5	9	5	9
15-Length of Section		7.7	1.6	0.2	0.1	0.1	0.1	0.1
18-Bridge Number	09649 006 22405							
19-Bridge Condition	7							
20-Bridge Length	153							
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	3	3	3	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		3	3	1	1		1	
25-Roadbed Condition		4	4	2	4		4	
24-Surface Condition Index		100	100	74	76		58	
16-Surface Width		50	50	8	24	61	20	108
13-Surface Type		5	5	3	5	5	4	5
9-Federal Aid Category		4	4	1	1	1	1	1
28-Right of Way Status		3	3	1	1	1	1	1
29-Right of Way Width		305	305	40	40	40	40	40
TTAM BIA Share	10.27	10.27	10.27	100	100	0	100	0
30-Additional Incidental Percent								
17-Shoulder Width		14	14	0	0		0	
14-Shoulder Type		3	3					
22-Existing ADT		9900	9900					
21-ADT Year		2004	2004					
23-Percent Trucks		40	40					
34-Owner Route Number		0006	0006					
Roadway Width		78	78	8	24	61	20	99
TTAM Future ADT		14702	14702	74	74	20	74	20
TTAM ADS Number		3	3	13	13	20	13	20
TTAM Future Surface Type		P	P	G	G	G	G	G
35-Drainage Condition		3	3	1	2	2	1	2
36-Shoulder Condition		3	3	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE				0	0	0	0	0
39-Right of Way Utility		1	1		1		1	0
40-Right of Way Cost								
26-Level of Maintenance		4	4	2	3	3	3	3
27-Snow & Ice Control		6	6	0	3	3	3	3
41-Begin Latitude				45.63600000	45.66400000		45.66400000	
42-End Latitude				45.63700000	45.66400000		45.66400000	
43-Begin Longitude				-118.70500000	-118.68500000		-118.66400000	
44-End Longitude				-118.70300000	-118.68500000		-118.66400000	
45-Atlas Map Number [99]	32	32	33					
46-50 Grade/Sight/Curve/Stop / Safe		0	0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category		A	A	K	C	X	A	Z
52-Year of Construction Change		1998	1998	2008	1959	1959	1959	1959
Update Year	2006	2006	2006	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Veterans	Cay-Uma-	Daycare	Public S	Usfs 212	Iskuulpa	Iskuulpa	Usfs 210
4-IRR Route Number	0096	0097	0097	0098	0110	0121	0121	0275
5-Section Number	10	10	15	10	10	10	20	10
10-Class	5	5	9	5	5	5	5	5
15-Length of Section	0.1	0.1	0.1	0.1	1.8	0.9	2.4	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	2	2	2	7	2	2	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	1	1	3	3	3	2
25-Roadbed Condition	3	3	4	2	3	2	2	2
24-Surface Condition Index	84	69		76	0	44	0	0
16-Surface Width	30	20	166	24	10	16	10	12
13-Surface Type	4	4	5	5	1	3	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	0	3	3	0
29-Right of Way Width	40	40	40	40	0	40	40	0
TTAM BIA Share	100	100	0	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	1	1		0	0	0	0	0
14-Shoulder Type	2	3						
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number					110			275
Roadway Width	32	22	99	24	10	16	10	12
TTAM Future ADT	74	74	20	13	15	15	15	14
TTAM ADS Number	13	13	20	13	15	15	15	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	1	1	2	2	0	1	1	0
36-Shoulder Condition	2	2	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	2	2		1	0	3	3	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	2	3
27-Snow & Ice Control	3	3	3	3	2	0	0	2
41-Begin Latitude	45.66600000	45.66500000		45.66400000		45.69800000	45.68600000	
42-End Latitude	45.66600000	45.66500000		45.66400000		45.68600000	45.65300000	
43-Begin Longitude	-118.66200000	-118.66500000		-118.68700000		-118.39200000	-118.39300000	
44-End Longitude	-118.66200000	-118.66500000		-118.68600000		-118.39300000	-118.40100000	
45-Atlas Map Number [99]					42			43
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0		7 5 0 0 7	7 5 0 0 7	
51-Road Category	A	A	Z	C		B	B	B
52-Year of Construction Change	1959	1959	1959	1959		1959	1959	
Update Year	2016	2016	2016	2016	2006	2016	2016	2007
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Usfs 210	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Flat Lak
4-IRR Route Number	0275	0331	0331	0331	0331	0331	0331	0400
5-Section Number	20	10	20	30	40	50	60	10
10-Class	4	2	2	2	2	2	2	4
15-Length of Section	0.1		2.0	0.5		1.0	1.0	1.0
18-Bridge Number		09567 331 00451			08598 331 00202			
19-Bridge Condition		5			1			
20-Bridge Length		416			294			
32-County	061	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	7	3	3	3	3	3	3	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2		2	1		2	2	3
25-Roadbed Condition	2		5	5		5	5	2
24-Surface Condition Index	0		100	100		100	100	40
16-Surface Width	12		24	24		24	24	15
13-Surface Type	1		5	5		5	5	3
9-Federal Aid Category	1		3	3		3	3	1
28-Right of Way Status	0		3	3		3	3	0
29-Right of Way Width	0		80	80		80	80	0
TTAM BIA Share	100	10.27	10.27	10.27	10.27	10.27	10.27	100
30-Additional Incidental Percent								
17-Shoulder Width	0		3	3		3	3	0
14-Shoulder Type			3	3		3	3	
22-Existing ADT			4400	2500		2300	1900	
21-ADT Year			2004	2004		2004	2004	
23-Percent Trucks			13	13		13	13	
34-Owner Route Number	275		331	331		331	331	400
Roadway Width	12		30	30		30	30	15
TTAM Future ADT	74		6534	3713		3416	2822	74
TTAM ADS Number	11		5	4		5	5	12
TTAM Future Surface Type	G		P	P		P	P	G
35-Drainage Condition	0		3	3		3	3	0
36-Shoulder Condition	0		3	3		3	3	0
37/38 # RR X I NG/RR X I NG TYPE								1
39-Right of Way Utility	0		3	3		3	3	0
40-Right of Way Cost								
26-Level of Maintenance	3		4	4		4	4	3
27-Snow & Ice Control	2		5	5		5	5	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	43	27	27	27	27	27	24	42
46-50 Grade/Sight/Curve/Stop / Safe	■ ■ ■ ■ ■		0	0		3	3	■ ■ ■ ■ ■
51-Road Category	B		A	A		A	A	B
52-Year of Construction Change			2004	2004		1959	1959	1959
Update Year	2007	2006	2006	2006	2006	2006	2006	2006
Status	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Flat Lak	Flat Lak	Flat Lak	Wildhors	Wildhors	Hansell	Hansell	Bell Roa
4-IRR Route Number	0400	0400	0400	0652	0652	0666	0666	0666
5-Section Number	20	30	40	10	20	10	10	20
10-Class	4	4	4	4	4	5	5	5
15-Length of Section	0.3	4.7	0.2	3.1	2.5	2.3	2.3	3.9
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	7	7	7	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	2	3	3	2	2	2
25-Roadbed Condition	2	2	2	3	3	2	2	2
24-Surface Condition Index	0	0	0	40	40	0	0	0
16-Surface Width	15	12	12	20	16	15	15	8
13-Surface Type	1	1	1	3	3	1	1	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	0	3	3	3	3	3
29-Right of Way Width	0	0	0	60	60	40	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT				54				
21-ADT Year				2005				
23-Percent Trucks				21				
34-Owner Route Number	400	400	AAAAA	652	652	0666	0666	0666
Roadway Width	15	12	12	20	16	15	15	8
TTAM Future ADT	74	74	74	80	74	74	74	74
TTAM ADS Number	12	12	11	12	12	14	14	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	0	0	0	2	2	1	1	0
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	1	0	0	3	0	0	0	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	2	2	2
27-Snow & Ice Control	2	2	2	2	2	0	0	1
41-Begin Latitude						45.73200000	45.73200000	
42-End Latitude						45.73500000	45.73500000	
43-Begin Longitude						-118.43700000	-118.43700000	
44-End Longitude						-118.39500000	-118.39500000	
45-Atlas Map Number [99]	38	42	42	25	25	25	25	25
46-50 Grade/Sight/Curve/Stop / Safe				0				
51-Road Category	B	B	B	A	A	B	B	A
52-Year of Construction Change				1959	1959			1959
Update Year	2006	2006	2006	2005	2005	2016	2005	2005
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Bell Roa	Wildhors	Mclean R	Mclean R	Mclean R	Wildhors	Wildhors	Wildhors
4-IRR Route Number	0666	0675	0675	0675	0675	0685	0685	0685
5-Section Number	20	10	20	30	40	10	20	30
10-Class	5	4	4	4	4	4	4	4
15-Length of Section	3.8	1.1		1.9	1.3	0.8		0.5
18-Bridge Number			59C408067500465				59C39867500119	
19-Bridge Condition			6				1	
20-Bridge Length			39				26	
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	3	2	1	1	1
25-Roadbed Condition	2	3	3	3	3	3	3	3
24-Surface Condition Index	0	80	80	80	80	60	60	60
16-Surface Width	8	22	22	22	22	20	20	20
13-Surface Type	1	4	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	40	60	60	60	40	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	1	2	2	2	2	2	2
14-Shoulder Type		2	2	2	2	2	2	2
22-Existing ADT		66	80	191	171	106	106	106
21-ADT Year		2005	2005	2005	2005	2005	2005	2005
23-Percent Trucks		15	13	15	20	20	20	20
34-Owner Route Number	0666	675	675	675	685	685	685	685
Roadway Width	8	24	26	26	24	24	24	24
TTAM Future ADT	74	98	119	284	254	157	157	157
TTAM ADS Number	14	11	12	11	10	10	10	10
TTAM Future Surface Type	G	G	G	P	P	G	G	G
35-Drainage Condition	0	2	1	2	2	2	2	2
36-Shoulder Condition	0	2	1	2	2	2	2	2
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	0	3	3	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	2	4	4	4	4	4	4	4
27-Snow & Ice Control	1	3	3	3	3	3	3	3
41-Begin Latitude	45.73500000							
42-End Latitude	45.74500000							
43-Begin Longitude	-118.39500000							
44-End Longitude	-118.32500000							
45-Atlas Map Number [99]	25	25	25	22	22	22	22	22
46-50 Grade/Sight/Curve/Stop / Safe	■ ■ ■ ■ ■	■ ■ ■ ■ ■ 3	■ ■ ■ ■ ■	■ ■ ■ ■ ■ 4	■ ■ ■ ■ ■ 0	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■ 0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change		1959	1959	1959	1959	1959	1959	1959
Update Year	2016	2005	2006	2005	2005	2005	2006	2005
Status	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Wildhors	Eagle Cr	Eagle Cr	Rainvill	Rainvill	Rainvill	M.Johns	M.Johns
4-IRR Route Number	0685	0685	0685	0692	0692	0692	0692	0692
5-Section Number	40	50	60	10	20	30	40	50
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	2.1	1.6	2.7	0.5	2.0	2.0	0.1	
18-Bridge Number								18102 00059C403
19-Bridge Condition								7
20-Bridge Length								36
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	3	1	2	2	1	
25-Roadbed Condition	3	3	3	3	3	3	3	
24-Surface Condition Index	80	60	60	60	60	60	60	
16-Surface Width	20	18	18	20	20	20	15	
13-Surface Type	4	4	3	3	3	3	3	
9-Federal Aid Category	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	
29-Right of Way Width	60	60	60	40	40	40	40	
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	0	0	0	0	0	0	
14-Shoulder Type	2							
22-Existing ADT	100							
21-ADT Year	2005							
23-Percent Trucks	18							
34-Owner Route Number	685	685	685	692	692	692	692	
Roadway Width	24	18	18	20	20	20	15	
TTAM Future ADT	149	74	74	74	74	74	74	
TTAM ADS Number	11	11	12	10	11	11	10	
TTAM Future Surface Type	G	G	G	G	G	G	G	
35-Drainage Condition	2	2	2	2	2	2	2	
36-Shoulder Condition	2	0	2	0	0	0	0	
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	3	2	2	0	2	
40-Right of Way Cost								
26-Level of Maintenance	4	4	3	3	3	2	3	
27-Snow & Ice Control	3	2	2	2	2	1	2	
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	22	25	25	24	24	25	25	25
46-50 Grade/Sight/Curve/Stop / Safe	3	0	4	A	A	7	0	A
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	2005
Update Year	2005	2005	2005	2006	2006	2006	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	M. Johns	M. Johns	Wamishta	Wamishta	Wamishta	Wamishta	Wamishta	Ross Hil
4-IRR Route Number	0692	0692	0732	0732	0732	0732	0732	0735
5-Section Number	60	70	10	20	30	40	40	10
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.2	0.4	2.5	0.5	1.0	1.3	1.3	1.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	1	1	5
12-Construction Need	2	2	2	2	2	1	1	2
11-Terrain	2	2	2	1	2	2	2	2
25-Roadbed Condition	3	3	3	3	3	2	2	3
24-Surface Condition Index	60	40	60	60	80	0	0	80
16-Surface Width	15	15	24	22	24	10	12	14
13-Surface Type	3	3	3	3	3	1	1	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	1	0	3
29-Right of Way Width	40	40	60	60	60	40	0	50
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	692	692	732	732	732	732	732	735
Roadway Width	15	15	24	22	24	10	12	14
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	11	11	11	10	11	11	11	11
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	1	2	3	2	0	0	2
36-Shoulder Condition	0	0	0	2	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE						0	0	0
39-Right of Way Utility	2	2	0	0	0	0	0	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	2	2	3	2	2	0	2	2
41-Begin Latitude						45.74600000		
42-End Latitude						45.74600000		
43-Begin Longitude						-118.47800000		
44-End Longitude						-118.45200000		
45-Atlas Map Number [99]	25	25	24	24	25	25	25	25
46-50 Grade/Sight/Curve/Stop / Safe	4	0			0	7 5 0 0 9	9	0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2016	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Ross Hil	Ross Hil	Ross Hil	Ross Hil	Ross Hil	Ross Hil	Curl Roa	Curl Roa
4-IRR Route Number	0735	0735	0735	0735	0735	0735	0736	0736
5-Section Number	40	50	60	70	80	10	20	30
10-Class	4	4	4	4	4	5	5	5
15-Length of Section	2.0	1.0	0.4	0.3	0.4	1.8	1.0	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	1	1	5	5	5
12-Construction Need	2	2	2	1	1	2	2	2
11-Terrain	2	2	2	2	2	2	2	1
25-Roadbed Condition	2	2	2	1	2	2	3	3
24-Surface Condition Index	20	0	0	0	0	40	60	80
16-Surface Width	12	12	22	8	10	16	16	22
13-Surface Type	3	1	3	1	1	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	0	0	3	3	3
29-Right of Way Width	50	50	50	0	0	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	735	735	735	735	735	736	736	736
Roadway Width	12	12	22	8	10	16	16	22
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	11	11	11	11	11	14	14	13
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	0	0	0	0	0	0	0	2
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	1	1	1	2	0	2	2	2
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	2	3	3
27-Snow & Ice Control	2	2	2	2	2	1	2	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	25	22	22	25	25	24	24	24
46-50 Grade/Sight/Curve/Stop / Safe	0	9	0	0	0	7	7	0
51-Road Category	7	7	7	7	7	A	7	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Pambrun	Pambrun	Pambrun	Pambrun	Pambrun	Pambrun	Pambrun	Spring H
4-IRR Route Number	0737	0737	0737	0737	0737	0737	0737	0745
5-Section Number	10	20	30	40	50	60	70	10
10-Class	4	4	5	4	4	4	4	4
15-Length of Section	1.0	2.2		1.4	1.3	1.0	0.3	0.4
18-Bridge Number			19584 737 00082					
19-Bridge Condition			9					
20-Bridge Length			20					
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	1	5
12-Construction Need	2	2	2	2	2	2	1	2
11-Terrain	2	2	2	2	2	2	2	1
25-Roadbed Condition	3	3	3	3	3	3	2	3
24-Surface Condition Index	60	80		80	80	60	0	60
16-Surface Width	22	24		24	20	20	10	24
13-Surface Type	4	4		4	4	3	1	4
9-Federal Aid Category	1	1		1	1	1	1	1
28-Right of Way Status	3	3		3	3	3	0	0
29-Right of Way Width	60	60		60	60	60	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2		2	2	0	0	2
14-Shoulder Type	2	2		2	2			2
22-Existing ADT	178	138		100				82
21-ADT Year	2004	2005		2004				2004
23-Percent Trucks	20	19		12				35
34-Owner Route Number	737	737		737	737	737	737	745
Roadway Width	26	28		28	24	20	10	28
TTAM Future ADT	264	205		149	74	74	74	122
TTAM ADS Number	11	11		11	11	11	11	10
TTAM Future Surface Type	P	G		G	G	G	G	G
35-Drainage Condition	2	2		2	2	2	0	2
36-Shoulder Condition	2	2		2	2	0	0	2
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	0		0	2	0	0	3
40-Right of Way Cost								0
26-Level of Maintenance	4	4		4	4	3	3	4
27-Snow & Ice Control	3	3		3	3	2	2	3
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	21	21	24	24	24	24	24	24
46-50 Grade/Sight/Curve/Stop / Safe	4	4		0	0	0	0	0
51-Road Category	A	A		A	A	A	7	A
52-Year of Construction Change	1959	1959		1959	1959	1959		1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Spring H	Spring H	Spring H	Spring H	Spring H	Spring H	Thorn Ho	Thorn Ho
4-IRR Route Number	0745	0745	0745	0745	0745	0745	0745	0745
5-Section Number	20	30	40	50	60	70	80	90
10-Class	4	4	4	4	4	4	4	4
15-Length of Section		0.4	1.6		4.1	0.6	2.5	
18-Bridge Number	59C388			59C386082500638				59C379082501362
19-Bridge Condition	7			1				1
20-Bridge Length	25			25				184
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		1	2		2	2	3	
25-Roadbed Condition		3	4		3	3	3	
24-Surface Condition Index		60	60		60	60	60	
16-Surface Width		24	24		24	20	20	
13-Surface Type		4	4		4	4	4	
9-Federal Aid Category		1	1		1	1	1	
28-Right of Way Status		3	3		3	3	3	
29-Right of Way Width		60	60		60	60	60	
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		3	2		2	4	1	
14-Shoulder Type		2	2		2	2	2	
22-Existing ADT		91	85		70	104	107	
21-ADT Year		2005	2005		2004	2005	2005	
23-Percent Trucks		36	33		31	16	15	
34-Owner Route Number		0745	745		745	745	745	
Roadway Width		30	28		28	28	22	
TTAM Future ADT		135	126		104	154	159	
TTAM ADS Number		10	11		11	11	12	
TTAM Future Surface Type		G	G		G	G	G	
35-Drainage Condition		2	2		2	2	2	
36-Shoulder Condition		2	2		2	2	1	
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility		3	3		3	3	0	
40-Right of Way Cost		0	0					
26-Level of Maintenance		4	4		4	4	4	
27-Snow & Ice Control		3	3		3	3	3	
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	24	24	24	24	25	25	25	25
46-50 Grade/Sight/Curve/Stop / Safe		0	0		0	7	7	
51-Road Category		A	A		A	A	A	
52-Year of Construction Change		1959	1959		1959	1959	1959	
Update Year	2006	2005	2005	2005	2005	2005	2005	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Thorn Ho	Thorn Ho	Thorn Ho	Homly Ro	Homly Ro	Homly Ro	Homly Ro	Crawford
4-IRR Route Number	0745	0745	0745	0747	0747	0747	0747	0751
5-Section Number	100	110	120	10	20	30	40	10
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.1		0.1	1.0	1.0	1.0	1.2	1.7
18-Bridge Number		59C738						
19-Bridge Condition		1						
20-Bridge Length		20						
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1		1	2	2	2	3	2
25-Roadbed Condition	3		3	2	2	2	2	3
24-Surface Condition Index	80		80	60	0	60	60	80
16-Surface Width	22		20	15	20	20	24	22
13-Surface Type	4		4	3	1	3	3	4
9-Federal Aid Category	1		1	1	1	1	1	1
28-Right of Way Status	3		3	3	3	3	3	3
29-Right of Way Width	60		60	50	50	50	50	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2		2	0	0	0	0	0
14-Shoulder Type	2		2					
22-Existing ADT	135		137					
21-ADT Year	2005		2005					
23-Percent Trucks	13		11					
34-Owner Route Number	745		745	747	747	747	747	0751
Roadway Width	26		24	15	20	20	24	22
TTAM Future ADT	200		203	74	74	74	74	74
TTAM ADS Number	10		10	11	11	11	12	11
TTAM Future Surface Type	G		G	G	G	G	G	G
35-Drainage Condition	3		2	1	1	2	1	2
36-Shoulder Condition	2		2	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE							1	
39-Right of Way Utility	3		3	0	0	0	0	3
40-Right of Way Cost								
26-Level of Maintenance	4		4	3	3	3	3	4
27-Snow & Ice Control	3		3	2	2	2	2	3
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	25	25	25	24	24	24	24	24
46-50 Grade/Sight/Curve/Stop / Safe	0		3	0	0	0	7	3
51-Road Category	A		A	7	7	A	A	A
52-Year of Construction Change	1959		1959	1959	1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Johnley	Johnley	Lafave R	Lafave R	Tubbs Ra	Tubbs Ra	Tubbs Ra	Tubbs Ra
4-IRR Route Number	0751	0751	0784	0784	0788	0788	0788	0788
5-Section Number	20	30	10	20	10	20	30	40
10-Class	4	4	5	5	4	4	4	4
15-Length of Section	1.9	1.0	1.0	1.0	1.4	3.9	2.0	2.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	1	2	2	2	2
25-Roadbed Condition	3	3	2	1	3	3	3	3
24-Surface Condition Index	40	80	0	0	60	60	80	80
16-Surface Width	22	22	7	12	22	20	20	20
13-Surface Type	3	3	1	1	4	3	4	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	60	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	1	0	2	0
14-Shoulder Type					2		2	
22-Existing ADT					162			
21-ADT Year					2005		2005	
23-Percent Trucks					21		34	
34-Owner Route Number	0751	0751	784	784	788	788	788	788
Roadway Width	22	22	7	12	24	20	24	20
TTAM Future ADT	74	74	74	74	241	74	74	74
TTAM ADS Number	11	11	14	13	11	11	11	11
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	2	0	0	2	2	1	2
36-Shoulder Condition	0	0	0	0	2	2	2	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	0	0	0	0	1	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	2	3	3	3	3
27-Snow & Ice Control	2	2	1	1	2	2	2	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	24	24	24	24	24	24	24	25
46-50 Grade/Sight/Curve/Stop / Safe	7	0	0	0	0	0	0	0
51-Road Category	A	A	7	7	A	A	A	7
52-Year of Construction Change	1959	1959			1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Itallicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Duff Roa	Duff Roa	Kirkpatr	Kirkpatr	North Ca	Rothrock	Rothrock	Rothrock
4-IRR Route Number	0794	0794	0798	0798	0798	0857	0857	0857
5-Section Number	10	20	10	20	30	10	20	30
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	2.0	9.7	2.0	1.7	3.0	1.4	1.0	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	2	1	2	2	2	2	1
25-Roadbed Condition	3	3	3	2	2	2	2	2
24-Surface Condition Index	80	60	60	40	60	60	60	0
16-Surface Width	24	20	22	20	20	20	24	14
13-Surface Type	4	3	4	3	3	3	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	50	40	50	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT	60		429					
21-ADT Year	2005		2004					
23-Percent Trucks	23		19					
34-Owner Route Number	794		798	798	798	857	857	857
Roadway Width	24	20	22	20	20	20	24	14
TTAM Future ADT	89	74	637	74	74	74	74	74
TTAM ADS Number	10	11	10	11	11	11	11	10
TTAM Future Surface Type	G	G	P	G	G	G	G	G
35-Drainage Condition	2	2	2	2	2	2	2	2
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	3	0	3	0	0	0
40-Right of Way Cost								
26-Level of Maintenance	4	3	4	3	3	3	3	3
27-Snow & Ice Control	3	2	3	2	2	2	2	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	24	24	27	27	27	24	24	24
46-50 Grade/Sight/Curve/Stop / Safe	8	6	1	3	7	3	0	0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Lacourse	Lacourse	Mission	Mission	Mission	Mission	Misssion	Misssion
4-IRR Route Number	0858	0858	0900	0900	0900	0900	0900	0900
5-Section Number	10	20	10	10	20	20	30	30
10-Class	5	5	2	2	2	2	2	2
15-Length of Section	0.5	1.0	0.3	0.4	2.5	2.5	0.6	0.6
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	3	3	2	2	1	1
25-Roadbed Condition	2	2	3	4	3	3	3	4
24-Surface Condition Index	80	40	88	40	83	40	78	80
16-Surface Width	18	15	22	22	22	22	24	24
13-Surface Type	3	3	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	40	40	60	60	60	60	60	60
TTAM BIA Share	100	100	10.27	10.27	10.27	10.27	10.27	10.27
30-Additional Incidental Percent								
17-Shoulder Width	0	0	2	2	2	2	5	5
14-Shoulder Type			3	3	3	3	3	3
22-Existing ADT			3580	3580	3432	3432	2553	2553
21-ADT Year			2005	2005	2005	2005	2005	2005
23-Percent Trucks			17	17	17	17	13	13
34-Owner Route Number	858	858	900	900	900	900	900	900
Roadway Width	18	15	26	26	26	26	34	34
TTAM Future ADT	74	74	5316	5316	5097	5097	3791	3791
TTAM ADS Number	14	14	6	6	5	5	4	4
TTAM Future Surface Type	G	G	P	P	P	P	P	P
35-Drainage Condition	1	1	2	3	2	2	2	3
36-Shoulder Condition	0	0	2	2	2	1	2	3
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	0	0	3	3	3	3	3	3
40-Right of Way Cost					0	0		
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	2	2	3	3	3	3	3	3
41-Begin Latitude			45.67200000		45.66900000		45.66800000	
42-End Latitude			45.66900000		45.66800000		45.66800000	
43-Begin Longitude			-118.75300000		-118.74700000		-118.69700000	
44-End Longitude			-118.74700000		-118.69700000		-118.68400000	
45-Atlas Map Number [99]	24	24	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	0	3	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	6 5 4 0 8	7 5 0 0 0	7 5 0 0 0
51-Road Category	7	7	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1992	1992
Update Year	2005	2005	2016	2006	2016	2006	2016	2006
Status	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Mission	Mission	Misssion	Mission	Mission	Mission	Mission	Mission
4-IRR Route Number	0900	0900	0900	0900	0900	0900	0900	0900
5-Section Number	40	40	50	50	60	60	70	70
10-Class	2	2	2	2	2	2	2	2
15-Length of Section	0.3	0.3	0.2	0.2	0.2	0.3	0.3	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	7	7	6	6	6	6	4	3
24-Surface Condition Index	80	77	80	76	73	100	80	72
16-Surface Width	24	24	24	24	24	24	24	24
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	10.27	10.27	10.27	10.27	10.27	10.27	10.27	10.27
30-Additional Incidental Percent								
17-Shoulder Width	10	10	10	10	10	10	7	7
14-Shoulder Type	4	4	4	4	4	4	3	3
22-Existing ADT	3740	3740	3719	3719	3705	3705	3288	3288
21-ADT Year	2005	2005	2005	2005	2005	2005	2005	2005
23-Percent Trucks	11	11	11	11	11	11	11	11
34-Owner Route Number	900	900	900	900	900	900	900	900
Roadway Width	44	44	44	44	44	44	38	38
TTAM Future ADT	5554	5554	5523	5523	5502	5502	4883	4883
TTAM ADS Number	4	4	4	4	4	4	4	4
TTAM Future Surface Type	P	P	P	P	P	P	P	P
35-Drainage Condition	3	2	3	2	2	3	3	2
36-Shoulder Condition	3	2	3	2	2	3	3	2
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	3	3	3	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	3	3	3	3	3	3	3	3
41-Begin Latitude		45.66800000		45.66800000	45.66800000			45.66800000
42-End Latitude		45.66800000		45.66800000	45.66800000			45.66700000
43-Begin Longitude		-118.68400000		-118.67800000	-118.67400000			-118.67000000
44-End Longitude		-118.67800000		-118.67400000	-118.67000000			-118.66400000
45-Atlas Map Number [99]	27	27	27	27	27	27	64	64
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1992	1992	1992	1992	1959	1959
Update Year	2006	2016	2006	2016	2016	2016	2006	2016
Status	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	RETURNED-TO-FIE



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Mission	Mission	Mission	Mission	Cayuse R	Cayuse R	Bingham	Bingham
4-IRR Route Number	0900	0900	0900	0900	0900	0900	0900	0900
5-Section Number	80	80	90	90	100	100	110	110
10-Class	2	2	2	2	2	2	2	2
15-Length of Section	0.4	0.4	0.4	0.2	11.0	11.0	3.4	3.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	2	2	2	2	3	3
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index	80	72	80	56	39	80	80	52
16-Surface Width	22	22	20	20	20	19	22	24
13-Surface Type	5	5	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	66	66	60	60
TTAM BIA Share	10.27	10.27	10.27	10.27	10.27	10.27	10.27	10.27
30-Additional Incidental Percent								
17-Shoulder Width	5	5	2	2	2	2	1	1
14-Shoulder Type	3	3	3	3	2	3	3	2
22-Existing ADT	2576	2576	915	915	770	770	324	324
21-ADT Year	2005	2005	2005	2005	2005	2005	2005	2005
23-Percent Trucks	10	10	16	16	17	17	25	25
34-Owner Route Number	900	900	900	900	900	900	900	900
Roadway Width	32	32	24	24	24	23	24	26
TTAM Future ADT	3825	3825	1359	1359	1143	1143	481	481
TTAM ADS Number	4	4	5	5	5	5	6	6
TTAM Future Surface Type	P	P	P	P	P	P	P	P
35-Drainage Condition	3	2	3	2	1	1	2	2
36-Shoulder Condition	3	2	2	2	1	1	2	1
37/38 # RR X I NG/RR X I NG TYPE					1	1	1	1
39-Right of Way Utility	3	3	3	3	3	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	3	3	3	3	3	3	3	3
41-Begin Latitude		45.66700000		45.66400000	45.66000000	45.68300000		45.68300000
42-End Latitude		45.66400000		45.66000000	45.68300000	45.69800000		45.69800000
43-Begin Longitude		-118.66400000		-118.65800000	-118.65400000	-118.45800000		-118.45800000
44-End Longitude		-118.65800000		-118.65400000	-118.45800000	-118.39400000		-118.39400000
45-Atlas Map Number [99]	64	64	64	64	27	27	25	25
46-50 Grade/Sight/Curve/Stop / Safe		7 5 0 0 0		7 5 0 0 0	7 5 0 0 0	7 5 0 0 0		7 5 0 0 0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2006	2016	2006	2016	2016	2006	2006	2016
Status	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	RETURNED-TO-FIE



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Bingham	Mission	Bingham	Bingham	Bingham	Bingham	Bingham	Bingham
4-IRR Route Number	0900	0900	0900	0900	0900	0900	0900	0900
5-Section Number	120	120	130	130	140	140	150	150
10-Class	2	2	2	2	2	2	2	2
15-Length of Section			2.0	2.0			0.9	0.9
18-Bridge Number	P72500000000000	P725			P72600000000000	P726		
19-Bridge Condition	1	1			1	1		
20-Bridge Length	370	60			160	60		
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	1	5	5	5	5	5	5
12-Construction Need	2	1	2	2	2	2	2	2
11-Terrain			3	3			3	3
25-Roadbed Condition			3	3			3	3
24-Surface Condition Index			52	80			52	80
16-Surface Width			22	22			21	21
13-Surface Type			4	4			4	4
9-Federal Aid Category			1	1			1	1
28-Right of Way Status			3	3		1	3	3
29-Right of Way Width			60	60		0	60	60
TTAM BIA Share	10.27	100	10.27	10.27	10.27	10.27	10.27	10.27
30-Additional Incidental Percent								
17-Shoulder Width			1	1			1	1
14-Shoulder Type			3	3			2	3
22-Existing ADT			261	261			203	203
21-ADT Year			2005	2005			2005	2005
23-Percent Trucks			29	29			30	30
34-Owner Route Number			900	900			900	900
Roadway Width			24	24			23	23
TTAM Future ADT			388	388			301	301
TTAM ADS Number			9	9		7	9	9
TTAM Future Surface Type			P	P			P	P
35-Drainage Condition			2	2			2	2
36-Shoulder Condition			1	2			1	2
37/38 # RR X I NG/RR X I NG TYPE			1					
39-Right of Way Utility			2	2		1	3	3
40-Right of Way Cost								
26-Level of Maintenance			3	3			3	3
27-Snow & Ice Control			3	3			3	3
41-Begin Latitude	45.69800000		45.69800000		45.70200000		45.70300000	
42-End Latitude	45.69800000		45.70200000		45.70300000		45.71200000	
43-Begin Longitude	-118.39400000		-118.39400000		-118.35600000		-118.35500000	
44-End Longitude	-118.39400000		-118.35600000		-118.35500000		-118.34300000	
45-Atlas Map Number [99]	25	25	25	25	25	25	25	25
46-50 Grade/Sight/Curve/Stop / Safe			7 5 0 0 0	0			7 5 0 0 0	0
51-Road Category			A	A			A	A
52-Year of Construction Change			1959	1959			1959	1959
Update Year	2016	2006	2016	2006	2016	2002	2016	2006
Status	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Bingham	Umatilla	Bingham	Bingham	Bingham	Bingham	Munra Cr	Jackson
4-IRR Route Number	0900	0900	0900	0900	0900	0900	0900	0902
5-Section Number	160	160	170	170	180	180	10	10
10-Class	2	2	2	2	2	2	5	5
15-Length of Section			1.7	1.6	4.2	4.1	0.1	0.5
18-Bridge Number	P72700000000000	P727						
19-Bridge Condition	1	1						
20-Bridge Length	264	104						
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain			3	3	3	3	2	3
25-Roadbed Condition			3	3	3	3	5	2
24-Surface Condition Index			52	60	52	60	100	20
16-Surface Width			22	22	22	22	32	8
13-Surface Type			4	4	4	4	5	3
9-Federal Aid Category			1	1	1	1	1	1
28-Right of Way Status		1	3	3	3	3	3	3
29-Right of Way Width		0	60	60	60	60	60	60
TTAM BIA Share	10.27	10.27	10.27	10.27	10.27	10.27	100	100
30-Additional Incidental Percent								
17-Shoulder Width			0	0	0	0	3	0
14-Shoulder Type							3	
22-Existing ADT			171	171	136	136		
21-ADT Year			2005	2005	2005	2005		
23-Percent Trucks			33	33	41	41		
34-Owner Route Number			900	900	900	900	901	902
Roadway Width			22	22	22	22	38	8
TTAM Future ADT			254	254	202	202	74	74
TTAM ADS Number		7	9	9	9	9	14	15
TTAM Future Surface Type			P	P	P	P	G	G
35-Drainage Condition			2	2	2	2	3	0
36-Shoulder Condition			0	0	0	0	3	0
37/38 # RR X I NG/RR X I NG TYPE							1	
39-Right of Way Utility		1	3	3	3	3	1	0
40-Right of Way Cost								
26-Level of Maintenance			3	3	3	3	4	1
27-Snow & Ice Control			3	3	3	3	3	1
41-Begin Latitude	45.71200000		45.71200000		45.72300000			
42-End Latitude	45.71200000		45.72300000		45.74300000			
43-Begin Longitude	-118.34300000		-118.34300000		-118.31600000			
44-End Longitude	-118.34300000		-118.31600000		-118.24200000			
45-Atlas Map Number [99]			25	25	25	25	63	27
46-50 Grade/Sight/Curve/Stop / Safe			7 5 0 0 0	0	7 5 0 0 0	0	0	0
51-Road Category			A	A	A	A	A	7
52-Year of Construction Change			1959	1959	1959	1959	2005	1959
Update Year	2016	2002	2016	2006	2016	2006	2005	2006
Status	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Jackson	Marlowe	Mytinger	Mckay La	Short Mi	Short Mi	Meacham	Meacham
4-IRR Route Number	0902	0903	0904	0904	0908	0908	0911	0911
5-Section Number	20	10	10	20	10	10	10	20
10-Class	5	5	5	5	5	5	4	4
15-Length of Section	1.6	0.1	0.4	0.2	1.0	1.0	1.0	
18-Bridge Number								P75000000000000
19-Bridge Condition								1
20-Bridge Length								147
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	8	8
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	2	1	1	1	1	3	3
25-Roadbed Condition	1	3	5	5	4	3	3	3
24-Surface Condition Index	0	40	100	100	60	60	40	40
16-Surface Width	8	16	24	24	33	33	16	16
13-Surface Type	1	3	5	5	5	5	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	0	0
29-Right of Way Width	60	40	60	60	60	60	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	3	3	2	2	0	0
14-Shoulder Type			3	3	2	2		
22-Existing ADT					655	655		
21-ADT Year					2005	2005		
23-Percent Trucks					13	13		
34-Owner Route Number	902	903	904	904	908	908	911	911
Roadway Width	8	16	30	30	37	37	16	16
TTAM Future ADT	74	74	74	74	973	973	74	74
TTAM ADS Number	15	14	13	13	13	13	12	12
TTAM Future Surface Type	G	G	G	G	P	P	G	G
35-Drainage Condition	0	0	3	3	3	3	0	0
36-Shoulder Condition	0	0	3	3	2	2	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	0	2	0	2	3	3	2	2
40-Right of Way Cost								
26-Level of Maintenance	1	3	4	4	4	4	3	3
27-Snow & Ice Control	0	2	3	3	3	3	2	2
41-Begin Latitude							45.70200000	45.68900000
42-End Latitude							45.68900000	45.68900000
43-Begin Longitude							-118.35600000	-118.35800000
44-End Longitude							-118.35800000	-118.35800000
45-Atlas Map Number [99]	27	64	63	63	64	64	25	25
46-50 Grade/Sight/Curve/Stop / Safe	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■
51-Road Category	7	A	A	A	A	A	A	A
52-Year of Construction Change		1959	2005	2005	1959	1959	1959	1959
Update Year	2006	2005	2005	2005	2005	2005	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	CHANGED-AT-REG	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Meacham	Meacham	Meacham	Meacham	Meacham	Meacham	Meacham	Meacham
4-IRR Route Number	0911	0911	0911	0911	0911	0911	0911	0911
5-Section Number	30	40	50	60	70	80	90	100
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.4		2.7		0.2	0.7		4.7
18-Bridge Number		P7510000000000		P75200000000000			P75300000000000	
19-Bridge Condition		7		7			7	
20-Bridge Length		67		45			33	
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	8	8	8	8	8	8	8	8
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3		3		3		3	
25-Roadbed Condition	3		3		3		3	
24-Surface Condition Index	40		40		40		40	
16-Surface Width	12		12		12		12	
13-Surface Type	3		3		3		3	
9-Federal Aid Category	1		1		1		1	
28-Right of Way Status	0		0		0		0	
29-Right of Way Width	0		0		0		0	
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0		0		0		0	
14-Shoulder Type								2
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	12		12		12		12	12
TTAM Future ADT	74		74		74		74	74
TTAM ADS Number	12		12		12		12	12
TTAM Future Surface Type	G		G		G		G	G
35-Drainage Condition	0		0		0		0	
36-Shoulder Condition	2		2		2		2	
37/38 # RR X I NG/RR X I NG TYPE	1		1		1		1	
39-Right of Way Utility	2		2		2		2	
40-Right of Way Cost								
26-Level of Maintenance	3		3		3		3	
27-Snow & Ice Control	2		2		2		2	
41-Begin Latitude	45.68900000	45.68400000	45.68400000	45.64700000	45.64700000	45.64500000	45.63600000	45.63600000
42-End Latitude	45.68400000	45.68400000	45.64700000	45.64700000	45.64500000	45.63600000	45.63500000	45.57400000
43-Begin Longitude	-118.35800000	-118.36400000	-118.36400000	-118.35900000	-118.35900000	-118.35800000	-118.35500000	-118.35500000
44-End Longitude	-118.36400000	-118.36400000	-118.35900000	-118.35900000	-118.35800000	-118.35500000	-118.35500000	-118.32500000
45-Atlas Map Number [99]	25	28	28	28	28	28	28	28
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	A		A		A		A	
52-Year of Construction Change	1959		1959		1959		1959	
Update Year	2016	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Meacham	Meacham	Meacham	Meacham	Meacham	Meacham	Meacham	Meacham
4-IRR Route Number	0911	0911	0911	0911	0911	0911	0911	0911
5-Section Number	110	120	130	140	150	160	170	180
10-Class	4	4	4	4	4	4	4	4
15-Length of Section		0.6		1.6		1.8		1.3
18-Bridge Number	P7540000000000		P7550000000000		P7560000000000		P7570000000000	
19-Bridge Condition	7		7		7		7	
20-Bridge Length	161		66		36		163	
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	8	8	8	8	8	8	8	8
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		3		3		3		3
25-Roadbed Condition		3		3		3		3
24-Surface Condition Index		40		40		40		20
16-Surface Width		12		12		12		12
13-Surface Type		3		3		3		3
9-Federal Aid Category		1		1		1		1
28-Right of Way Status		0		0		0		0
29-Right of Way Width		0		0		0		0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		0		0		0		0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width		12		12		12		12
TTAM Future ADT		74		74		74		74
TTAM ADS Number		12		12		12		12
TTAM Future Surface Type		G		G		G		G
35-Drainage Condition		0		0		0		0
36-Shoulder Condition		0		0		0		0
37/38 # RR X I NG/RR X I NG TYPE		1		1		1		1
39-Right of Way Utility		2		2		2		0
40-Right of Way Cost								
26-Level of Maintenance		3		3		3		3
27-Snow & Ice Control		2		2		2		2
41-Begin Latitude	45.57400000	45.57400000	45.56800000	45.56700000	45.54600000	45.54600000	45.52500000	45.52500000
42-End Latitude	45.57400000	45.56800000	45.56700000	45.54600000	45.54600000	45.52500000	45.52500000	45.50900000
43-Begin Longitude	-118.32500000	-118.32500000	-118.31900000	-118.31900000	-118.31000000	-118.31000000	-118.29000000	-118.29000000
44-End Longitude	-118.32500000	-118.31900000	-118.31900000	-118.31000000	-118.31000000	-118.29000000	-118.29000000	-118.28000000
45-Atlas Map Number [99]	33	33	33	33	33	33	33	33
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category		A		A		A		A
52-Year of Construction Change		1959		1959		1959		1959
Update Year	2016	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143	
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	
Road Name	Meacham	Iskuulpa	Iskuulpa	Iskuulpa	Iskuulpa	Iskuulpa	White Ro	Burke Ro	
4-IRR Route Number	0911	0917	0917	0917	0917	0917	0918	0921	
5-Section Number	190	10	10	20	20	20	10	10	
10-Class	4	5	5	5	5	5	5	5	
15-Length of Section		1.0	1.0	2.2	2.2	2.2	1.1	1.0	
18-Bridge Number	P7580000000000								
19-Bridge Condition	1								
20-Bridge Length	47								
32-County	059	059	059	059	059	059	059	059	
33-Congressional District	02	02	02	02	02	02	02	02	
7-State	OR	OR	OR	OR	OR	OR	OR	OR	
8-Ownership	8	5	5	5	5	5	5	5	
12-Construction Need	2	2	2	2	2	2	2	2	
11-Terrain		3	3	3	3	3	2	2	
25-Roadbed Condition		3	3	3	3	3	3	3	
24-Surface Condition Index		40	40	0	0	0	64	60	
16-Surface Width		12	12	10	10	10	27	15	
13-Surface Type		3	3	1	1	1	3	3	
9-Federal Aid Category		1	1	1	1	1	1	1	
28-Right of Way Status		3	3	3	3	3	3	3	
29-Right of Way Width		40	40	40	40	40	50	60	
TTAM BIA Share	100	100	100	100	100	100	100	100	
30-Additional Incidental Percent									
17-Shoulder Width		0	0	0	0	0	0	0	
14-Shoulder Type									
22-Existing ADT									
21-ADT Year									
23-Percent Trucks									
34-Owner Route Number		917	917	917	917	917	921	921	
Roadway Width		12	12	10	10	10	27	15	
TTAM Future ADT		74	74	74	74	74	74	74	
TTAM ADS Number		15	15	15	15	15	14	14	
TTAM Future Surface Type		G	G	G	G	G	G	G	
35-Drainage Condition		0	0	0	0	0	2	2	
36-Shoulder Condition		0	0	0	0	0	0	0	
37/38 # RR XING/RR XING TYPE							0	0	
39-Right of Way Utility		3	3	3	3	3	3	3	
40-Right of Way Cost									
26-Level of Maintenance		3	3	3	3	3	2	3	
27-Snow & Ice Control		2	2	2	2	2	0	2	
41-Begin Latitude	45.50900000						45.66000000	45.66100000	
42-End Latitude	45.50900000						45.67500000	45.64600000	
43-Begin Longitude	-118.28000000						-118.57900000	-118.55900000	
44-End Longitude	-118.28000000						-118.57900000	-118.55900000	
45-Atlas Map Number [99]	33	25	25	28	28	28	27	27	
46-50 Grade/Sight/Curve/Stop / Safe		7	7	7	7	7	6 5 2 0 7	0 7 5 0 0 0	
51-Road Category		7	7	7	7	7	A	A	
52-Year of Construction Change		1959	1959	1959	1959	1959	1959	1959	
Update Year	2016	2005	2005	2005	2005	2005	2016	2005	
Status	OFFICIAL	CHANGED-AT-REG	OFFICIAL	CHANGED-AT-REG	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	RETURNED-TO-FIELD



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Mann Roa	Mann Roa	Mann Roa	Mann Roa	Mann Roa	Mann Roa	North Ca	North Ca
4-IRR Route Number	0925	0925	0925	0925	0925	0925	0925	0925
5-Section Number	10	20	30	40	50	60	70	80
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	1.1	0.7	1.3	1.0	1.0	1.2	0.1	
18-Bridge Number								59C350092500689
19-Bridge Condition								7
20-Bridge Length								245
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	1
25-Roadbed Condition	4	4	3	3	3	3	3	3
24-Surface Condition Index	80	80	60	60	60	60	80	80
16-Surface Width	24	24	20	16	16	30	18	18
13-Surface Type	4	4	3	3	3	3	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	0	0	0	0	0	0
14-Shoulder Type	2	2						
22-Existing ADT	95	56					102	
21-ADT Year	2005	2005					2005	
23-Percent Trucks	30	26					13	
34-Owner Route Number	925	925	925	925	925	925	925	925
Roadway Width	28	28	20	16	16	30	18	
TTAM Future ADT	141	83	74	74	74	74	151	
TTAM ADS Number	11	11	11	11	11	11	10	
TTAM Future Surface Type	G	G	G	G	G	G	G	
35-Drainage Condition	2	2	2	2	2	2	2	1
36-Shoulder Condition	2	2	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								1
39-Right of Way Utility	3	3	0	0	2	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	4	4	3	3	3	3	4	4
27-Snow & Ice Control	3	3	2	2	2	2	3	3
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	24	24	24	24	24	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	3	0	4	0	0	3	4	
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	North Ca	River Ro	River Ro	River Ro	Wilson R	Pond Roa	Pond Roa	Pond Roa
4-IRR Route Number	0925	0927	0927	0927	0927	0929	0929	0929
5-Section Number	90	10	10	15	20	10	15	20
10-Class	4	4	4	4	4	5	5	5
15-Length of Section	0.1	1.0	1.0	1.2	1.0	0.3	0.3	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	1	1
12-Construction Need	2	2	2	2	2	2	1	1
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	3	3	3	3	3	3	3	2
24-Surface Condition Index	80	40	67	67	40	48	40	0
16-Surface Width	30	18	18	18	20	16	15	8
13-Surface Type	4	3	3	3	3	3	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	1
29-Right of Way Width	60	50	50	50	50	50	60	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	925	927	927		927	929	929	929
Roadway Width	30	18	18	18	20	16	15	8
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	11	11	11	11	11	14	14	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	2	2	2	1	1	1	0
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE		1	1	0	0	0	0	0
39-Right of Way Utility	3	3	3	3	3	3	3	2
40-Right of Way Cost								
26-Level of Maintenance	4	3	2	2	3	3	3	2
27-Snow & Ice Control	3	2	0	0	2	2	0	0
41-Begin Latitude			45.66000000	45.67600000		45.63100000	45.62800000	45.62400000
42-End Latitude			45.67200000	45.67500000		45.62800000	45.62400000	45.61700000
43-Begin Longitude			-118.60500000	-118.57900000		-118.72600000	-118.72600000	-118.72600000
44-End Longitude			-118.60000000	-118.55600000		-118.72600000	-118.72600000	-118.72600000
45-Atlas Map Number [99]	27	27	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	4	3	7 5 0 0 8	7 5 0 0 0	0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 9
51-Road Category	A	A	A	A	A	A	A	7
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	
Update Year	2005	2005	2016	2016	2005	2016	2016	2016
Status	OFFICIAL	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Itallicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Pond Roa	Pond Roa	Pond Roa	Pond Roa	Saint An	Saint An	Saint An	Niktyowa
4-IRR Route Number	0929	0929	0929	0929	0931	0931	0931	0931
5-Section Number	30	40	50	60	10	20	30	40
10-Class	5	5	5	5	4	4	4	4
15-Length of Section	1.0	1.0	1.0	2.2	0.5	0.4	0.1	1.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	5	5	5	5
12-Construction Need	1	1	1	1	2	2	2	2
11-Terrain	1	2	2	2	1	2	2	2
25-Roadbed Condition	2	2	2	2	3	3	3	3
24-Surface Condition Index	0	0	0	0	80	80	60	60
16-Surface Width	0	8	0	0	16	22	16	24
13-Surface Type	1	1	1	1	3	4	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	50	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	3	0	0
14-Shoulder Type						2		
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	929	929	929	929	931	931	931	931
Roadway Width	0	8	0	0	16	28	16	24
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	14	14	14	10	11	11	11
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	0	0	0	0	2	2	2	2
36-Shoulder Condition	0	0	0	0	2	2	2	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0				
39-Right of Way Utility	0	0	0	0	3	3	3	1
40-Right of Way Cost								
26-Level of Maintenance	1	2	1	1	3	4	3	3
27-Snow & Ice Control	0	0	0	0	2	3	2	2
41-Begin Latitude	45.61700000	45.60200000	45.58800000	45.57300000				
42-End Latitude	45.60200000	45.58800000	45.57300000	45.54100000				
43-Begin Longitude	-118.72600000	-118.72500000	-118.72500000	-118.72500000				
44-End Longitude	-118.72500000	-118.72500000	-118.72500000	-118.72500000				
45-Atlas Map Number [99]	27	32	32	32	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 9	7 5 0 0 9	7 5 0 0 9		0	0	0
51-Road Category	7	7	7	7	A	A	A	A
52-Year of Construction Change					1959	1959	1959	1959
Update Year	2016	2016	2016	2016	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Niktyowa	Niktyowa	Nikyoway	Tutuilla	Tutuilla	Thompson	Thompson	Thompson
4-IRR Route Number	0931	0931	0931	0932	0932	0932	0932	0932
5-Section Number	40	50	50	10	20	30	30	40
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	1.8	0.6	0.4	1.7	1.3	0.5	0.5	3.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	1	1	5	5	5	5	1
12-Construction Need	2	1	1	2	2	2	2	1
11-Terrain	2	2	2	2	1	1	1	2
25-Roadbed Condition	3	3	2	3	3	3	3	3
24-Surface Condition Index	74	74	60	60	60	80	60	44
16-Surface Width	24	15	15	18	22	20	20	16
13-Surface Type	3	3	3	4	4	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	1	0	3	3	3	3	1
29-Right of Way Width	50	40	0	50	60	40	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	2	0	0	0
14-Shoulder Type					2			
22-Existing ADT				118	339			
21-ADT Year				2005	2004			
23-Percent Trucks				20	20			
34-Owner Route Number	931	931	931	932	932	932	932	932
Roadway Width	24	15	15	18	26	20	20	16
TTAM Future ADT	74	74	74	175	503	74	74	74
TTAM ADS Number	11	11	11	11	10	10	10	11
TTAM Future Surface Type	G	G	G	G	P	G	G	G
35-Drainage Condition	2	1	2	2	2	2	2	1
36-Shoulder Condition	0	0	0	0	1	0	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	1	0	0	0
39-Right of Way Utility	1	3	3	3	3	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	4	3	3	3
27-Snow & Ice Control	0	0	2	2	3	2	2	0
41-Begin Latitude	45.63500000	45.66000000					45.63100000	45.63100000
42-End Latitude	45.66000000	45.66800000					45.63100000	45.59800000
43-Begin Longitude	-118.62200000	-118.62200000					-118.68400000	-118.67400000
44-End Longitude	-118.62200000	-118.62200000					-118.67400000	-118.64600000
45-Atlas Map Number [99]	27	27	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	0	4	0	3	3	7 5 0 0 4
51-Road Category	A	A	A	A	A	A	A	L
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2016	2016	2005	2005	2005	2005	2016	2016
Status	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Thompson	Patawa R	Kash Kas	Kash Kas	Kash Kas	Kash Kas	Hobby Ro	Hobby Ro
4-IRR Route Number	0932	0933	0934	0934	0934	0934	0934	0934
5-Section Number	40	10	3	6	10	20	30	40
10-Class	4	4	5	5	5	4	5	4
15-Length of Section	3.1	1.0	0.3	0.4	0.9	1.4	0.3	0.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	5	1	1	5	5	5	5
12-Construction Need	1	2	4	4	2	2	2	2
11-Terrain	2	1	2	2	1	1	2	2
25-Roadbed Condition	3	4			3	3	3	3
24-Surface Condition Index	40	60			80	60	60	60
16-Surface Width	16	18			24	16	20	20
13-Surface Type	3	4			4	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	3	0	0	3	3	3	3
29-Right of Way Width	0	50	0	0	40	40	40	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	2			0	0	0	0
14-Shoulder Type		2						
22-Existing ADT		244			127	121		
21-ADT Year		2005			2005	2005		
23-Percent Trucks		19			12	12		
34-Owner Route Number		933			934	934	934	934
Roadway Width	16	22			24	16	20	20
TTAM Future ADT	74	362	74	74	189	180	74	74
TTAM ADS Number	11	10	14	14	13	10	14	11
TTAM Future Surface Type	G	P	G	G	G	G	G	G
35-Drainage Condition	1	3			1	1	2	2
36-Shoulder Condition	0	2			0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3			0	0	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	4			4	3	3	3
27-Snow & Ice Control	2	3			3	2	2	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	27	27	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	4	0			3	3	0	0
51-Road Category	L	A			A	A	A	A
52-Year of Construction Change	1959	1959			1959	1959	1959	1959
Update Year	2005	2005	2007	2007	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Lloyd Ro	Lloyd Ro	Emigrant	Emigrant	Emigrant	Old Oreg	Theater	Best Roa
4-IRR Route Number	0936	0936	0937	0937	0937	0937	0939	0950
5-Section Number	10	20	10	20	30	40	10	10
10-Class	4	4	4	4	4	4	5	4
15-Length of Section	1.7	1.3	1.2	1.2	6.5	1.0	0.7	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	1	2	2	3	3	2	1
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index	80	80	60	60	40	60	60	80
16-Surface Width	18	22	24	24	24	20	24	18
13-Surface Type	3	4	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	80	80	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	1	2	2	2	1	3	0
14-Shoulder Type		2	2	2	2	2	3	
22-Existing ADT		408	177	218	135	68		198
21-ADT Year		2005	2005	2005	2005	2005		2005
23-Percent Trucks		13	14	30	48	12		16
34-Owner Route Number	936	936	937	937	937	937	939	950
Roadway Width	18	24	28	28	28	22	30	18
TTAM Future ADT	74	606	263	324	200	101	74	294
TTAM ADS Number	11	10	11	11	12	12	14	10
TTAM Future Surface Type	G	P	P	P	G	G	G	P
35-Drainage Condition	2	2	1	1	1	2	3	2
36-Shoulder Condition	0	1	1	1	1	2	2	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	3	3	3	1	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	4	4	4	4	4	4	4
27-Snow & Ice Control	2	3	3	3	3	3	3	3
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	27	27	27	32	33	32	27	27
46-50 Grade/Sight/Curve/Stop / Safe	1	0	0	0	3	3	3	1
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Best Roa	Best Roa	Best Roa	Best Roa	Best Roa	Best Roa	Northeas	Goad Roa
4-IRR Route Number	0950	0950	0950	0950	0950	0950	0986	0987
5-Section Number	10	20	20	30	30	10	20	10
10-Class	4	4	4	4	4	6	6	4
15-Length of Section	1.1	2.0	2.0	1.0	1.0	0.6	0.3	0.6
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	2	2	2	2	2	2	3
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index	72	60	72	72	60	80	80	80
16-Surface Width	18	22	22	18	18	24	24	24
13-Surface Type	4	4	4	4	4	4	4	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	50	50
TTAM BIA Share	100	100	100	100	100	10.27	10.27	100
30-Additional Incidental Percent								
17-Shoulder Width	0	2	2	0	0	0	0	0
14-Shoulder Type		2	2					
22-Existing ADT	198	270	270	270	270	2327	722	105
21-ADT Year	2005	2005	2005	2005	2005	2005	2005	2004
23-Percent Trucks	16	16	16	13	13	9	10	24
34-Owner Route Number	950	950	950	950	950	986	986	987
Roadway Width	18	26	26	18	18	24	24	24
TTAM Future ADT	294	401	401	401	401	3456	1072	156
TTAM ADS Number	10	11	11	11	11	16	16	12
TTAM Future Surface Type	P	P	P	P	P	P	P	G
35-Drainage Condition	2	2	2	2	2	2	2	2
36-Shoulder Condition	0	2	2	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	3	3	3	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	4	3	3	4	4	4	3
27-Snow & Ice Control	2	3	2	2	3	3	3	2
41-Begin Latitude	45.60200000		45.60200000	45.60200000				
42-End Latitude	45.60200000		45.60200000	45.60200000				
43-Begin Longitude	-118.68400000		-118.70500000	-118.74500000				
44-End Longitude	-118.70500000		-118.74500000	-118.76600000				
45-Atlas Map Number [99]	27	27	27	14	14	65	63	14
46-50 Grade/Sight/Curve/Stop / Safe	1	0	0	4	4	0	0	0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2016	2006	2016	2016	2005	2005	2005	2007
Status	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Goad Roa	Goad Roa	Goad Roa	Goad Roa	Goad Roa	Goad Roa	Goad Roa	Goad Roa
4-IRR Route Number	0987	0987	0987	0987	0987	0987	0987	0987
5-Section Number	20	30	40	50	60	70	80	90
10-Class	4	4	4	4	4	4	4	4
15-Length of Section		1.2	0.1		3.1		0.2	0.2
18-Bridge Number	09524 006 21206			18512 098700196		59C329		
19-Bridge Condition	7			9		1		
20-Bridge Length	268			52		20		
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	3	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		3	2		2		2	2
25-Roadbed Condition		3	3		3		3	3
24-Surface Condition Index		80	80		80		60	60
16-Surface Width		24	24		24		24	15
13-Surface Type		3	3		3		3	4
9-Federal Aid Category		1	1		1		1	1
28-Right of Way Status		3	3		3		3	3
29-Right of Way Width		40	60		60		60	60
TTAM BIA Share	10.27	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		0	0		0		0	0
14-Shoulder Type								
22-Existing ADT		76	68		58		60	69
21-ADT Year		2004	2004		2005		2005	2005
23-Percent Trucks		31	34		30		33	37
34-Owner Route Number		987	987		987		987	987
Roadway Width		24	24		24		24	15
TTAM Future ADT		113	101		86		89	102
TTAM ADS Number		12	11		11		11	11
TTAM Future Surface Type		G	G		G		G	G
35-Drainage Condition		2	2		2		2	2
36-Shoulder Condition		0	0		0		0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility		3	3		3		3	3
40-Right of Way Cost								
26-Level of Maintenance		3	3		3		3	4
27-Snow & Ice Control		2	2		2		2	3
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	14	14	27	27	27	27	27	32
46-50 Grade/Sight/Curve/Stop / Safe		7	0		7		0	0
51-Road Category		A	A		A		A	A
52-Year of Construction Change		1959	1959		1959		1959	1959
Update Year	2008	2005	2005	2006	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Goad Roa	Goad Roa	Goad Roa	Goad Roa	Baldwin	Baldwin	Poverty	Poverty
4-IRR Route Number	0987	0987	0987	0987	1019	1019	1021	1021
5-Section Number	100	110	120	130	10	10	10	20
10-Class	4	4	4	4	5	5	4	4
15-Length of Section	0.5		0.2	1.2	0.1	0.1	0.3	
18-Bridge Number		59C330						09648 006F22471
19-Bridge Condition		1						7
20-Bridge Length		20						172
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2		2	2	2	2	2	
25-Roadbed Condition	3		3	3	2	2	4	
24-Surface Condition Index	80		80	80	0	0	60	
16-Surface Width	24		24	24	10	10	20	
13-Surface Type	4		4	3	1	1	4	
9-Federal Aid Category	1		1	1	1	1	1	
28-Right of Way Status	3		3	3	3	3	3	
29-Right of Way Width	60		60	60	60	30	60	
TTAM BIA Share	100	100	100	100	100	100	100	10.27
30-Additional Incidental Percent								
17-Shoulder Width	0		0	0	0	0	2	
14-Shoulder Type							3	
22-Existing ADT	61			58			94	
21-ADT Year	2004			2004			2005	
23-Percent Trucks	29			23			20	
34-Owner Route Number	987		987	987	1019	1019	1021	
Roadway Width	24		24	24	10	10	24	
TTAM Future ADT	91		74	86	74	74	140	
TTAM ADS Number	11		11	11	14	14	11	
TTAM Future Surface Type	G		G	G	G	G	G	
35-Drainage Condition	3		3	2	1	1	2	
36-Shoulder Condition	0		0	0	0	0	2	
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3		3	3	2	2	0	
40-Right of Way Cost								
26-Level of Maintenance	4		4	3	2	2	4	
27-Snow & Ice Control	3		3	2	1	1	3	
41-Begin Latitude					45.55500000	45.55500000		
42-End Latitude					45.55500000	45.55500000		
43-Begin Longitude					-118.60000000	-118.60000000		
44-End Longitude					-118.59900000	-118.59900000		
45-Atlas Map Number [99]	32	32	32	32	32	32	32	32
46-50 Grade/Sight/Curve/Stop / Safe	0		0	6	9	9	3	
51-Road Category	A		A	A	A	A	A	
52-Year of Construction Change	1959		1959	1959			1959	
Update Year	2005	2005	2005	2005	2005	2016	2007	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Poverty	Poverty	Poverty	Poverty	East Pov	East Pov	Palmer R	South Ma
4-IRR Route Number	1021	1021	1021	1021	1022	1022	1023	1025
5-Section Number	30	40	50	60	10	20	10	10
10-Class	4	4	4	4	5	5	5	4
15-Length of Section	0.1	0.3	1.7	0.5	2.1	1.3	0.5	2.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	3	5	5	5	5	1	5	5
12-Construction Need	2	2	2	2	2	1	2	2
11-Terrain	1	2	2	2	3	3	2	1
25-Roadbed Condition	4	3	3	3	3	2	2	3
24-Surface Condition Index	80	60	40	60	60	0	0	60
16-Surface Width	21	18	18	12	12	10	10	20
13-Surface Type	4	3	3	3	3	1	1	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	0	3	3
29-Right of Way Width	60	60	60	60	60	0	60	60
TTAM BIA Share	10.27	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	0	0	0	0	0	0	4
14-Shoulder Type	3							2
22-Existing ADT		84	84					1259
21-ADT Year		2005	2005					2005
23-Percent Trucks		14	16					18
34-Owner Route Number	1021	1021	1021	1021	1022	1022	1023	1025
Roadway Width	25	18	18	12	12	10	10	28
TTAM Future ADT	74	125	125	74	74	74	74	1870
TTAM ADS Number	10	11	11	11	15	15	14	10
TTAM Future Surface Type	G	G	G	G	G	G	G	P
35-Drainage Condition	3	2	2	2	2	0	0	3
36-Shoulder Condition	3	0	0	0	0	0	0	2
37/38 # RR X I NG/RR X I NG TYPE	0							
39-Right of Way Utility	1	1	3	0	3	3	0	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	2	2	4
27-Snow & Ice Control	3	2	2	2	2	1	1	3
41-Begin Latitude	45.57900000							
42-End Latitude	45.57800000							
43-Begin Longitude	-118.58900000							
44-End Longitude	-118.58900000							
45-Atlas Map Number [99]	32	32	32	32	32	32	32	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7	7	7	3	7	8	0
51-Road Category	A	A	A	A	A	B	B	A
52-Year of Construction Change	1959	1959	1959	1959	1959			1959
Update Year	2016	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Conner R	Tias Roa	Fisher R	Fisher R	Fisher R	South Ma	South Ma	Red Hawk
4-IRR Route Number	1026	1026	1026	1026	1026	1027	1027	1027
5-Section Number	10	30	40	50	60	10	20	30
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	1.0	1.1	3.5	0.4	1.1	1.0	2.0	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	3	3	3	1	1	2
25-Roadbed Condition	3	3	2	3	3	3	3	3
24-Surface Condition Index	80	60	0	40	60	80	60	60
16-Surface Width	18	24	10	10	15	20	24	20
13-Surface Type	3	3	1	3	3	4	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	50
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	4	0	0
14-Shoulder Type						2		
22-Existing ADT	100					248	125	
21-ADT Year	2005					2004	2004	
23-Percent Trucks	17					20	25	
34-Owner Route Number	1026	1026	1026	1026	1026	1027	1027	1027
Roadway Width	18	24	10	10	15	28	24	20
TTAM Future ADT	149	74	74	74	74	368	186	74
TTAM ADS Number	10	10	12	12	12	10	10	11
TTAM Future Surface Type	G	G	G	G	G	P	G	G
35-Drainage Condition	2	1	0	1	2	2	2	1
36-Shoulder Condition	0	0	0	0	0	2	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	0	0	3	3	3	2
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	3	3	4	3	3
27-Snow & Ice Control	2	2	0	2	2	3	2	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	32	32	32	32	32	32	32	32
46-50 Grade/Sight/Curve/Stop / Safe	1	0	9			0		
51-Road Category	A	A	7	7	A	A	A	A
52-Year of Construction Change	1959	1959		1959	1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Cabbage	Cabbage	Cabbage	Cabbage	Cabbage	Motanic	Motanic	Holmes R
4-IRR Route Number	1028	1028	1028	1028	1031	1031	1031	1032
5-Section Number	10	10	20	20	10	20	20	10
10-Class	5	5	5	5	4	4	4	4
15-Length of Section	1.0	1.0	0.5	0.2	1.0	4.7	4.7	1.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	1	2	2	2
25-Roadbed Condition	3	3	2	2	3	3	3	3
24-Surface Condition Index	75	60	0	0	80	60	60	60
16-Surface Width	15	15	8	8	18	20	24	18
13-Surface Type	3	3	1	1	4	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT					104	137		
21-ADT Year					2005	2005		
23-Percent Trucks					13	21		
34-Owner Route Number	1028	1028	1028	1028	1031	1031	1032	1032
Roadway Width	15	15	8	8	18	20	24	18
TTAM Future ADT	74	74	74	74	154	203	74	74
TTAM ADS Number	15	15	15	15	10	11	11	11
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	2	0	0	2	2	1	1
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	0	0	2	3	0	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	2	4	3	3	3
27-Snow & Ice Control	1	2	1	0	3	2	2	2
41-Begin Latitude	45.56900000			45.56600000				
42-End Latitude	45.56600000			45.56600000				
43-Begin Longitude	-118.59000000			-118.57500000				
44-End Longitude	-118.57500000			-118.57000000				
45-Atlas Map Number [99]	32	32	32	32	27	32	31	32
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7	9	7 5 0 0 9	1	7	7	7
51-Road Category	A	A	B	B	A	A	A	A
52-Year of Construction Change	1959	1959			1959	1959	1959	1959
Update Year	2016	2005	2005	2016	2005	2005	2007	2007
Status	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Holmes R	Trail Ro	Billy Ro	Billy Ro	Trail Ro	Trail Ro	North Fo	North Fo
4-IRR Route Number	1032	1041	1043	1043	1043	1043	1049	1049
5-Section Number	30	10	10	10	20	20	10	20
10-Class	4	5	5	5	5	5	5	5
15-Length of Section	1.0	1.0	1.4	1.4	1.4	1.4	0.8	3.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	2	2	2	2	2	2	2
25-Roadbed Condition	3	4	3	3	3	3	3	2
24-Surface Condition Index	60	80	68	80	65	60	40	0
16-Surface Width	18	20	20	20	20	20	15	12
13-Surface Type	3	3	3	3	3	3	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	1032	1041	1043	1043	1043	1043	1049	1049
Roadway Width	18	20	20	20	20	20	15	12
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	10	14	14	14	14	14	14	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	1	3	2	2	2	2	2	1
36-Shoulder Condition	0	3	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	0	0	3	3	3	3	2	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	2
27-Snow & Ice Control	2	2	2	2	2	2	2	0
41-Begin Latitude			45.63100000		45.65800000			
42-End Latitude			45.65100000		45.65100000			
43-Begin Longitude			-118.70500000		-118.72600000			
44-End Longitude			-118.70500000		-118.70500000			
45-Atlas Map Number [99]	32	27	27	27	27	27	37	37
46-50 Grade/Sight/Curve/Stop / Safe	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■
51-Road Category	A	A	A	A	A	A	A	B
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	
Update Year	2007	2005	2016	2005	2016	2006	2005	2005
Status	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Spring C	Spring C	Spring C	Spring C	Sumac Ro	Mckay Cr	Mckay Cr	Mckay Cr
4-IRR Route Number	1050	1050	1050	1050	1050	1050	1050	1050
5-Section Number	10	20	30	40	50	60	70	80
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.7		1.5	2.4	2.8	1.7		1.8
18-Bridge Number		59C015105000909					59C028105000876	
19-Bridge Condition		9					9	
20-Bridge Length		71					106	
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2		2	2	3	2		2
25-Roadbed Condition	3		3	3	3	3		3
24-Surface Condition Index	80		80	80	60	60		60
16-Surface Width	22		22	22	20	20		20
13-Surface Type	4		4	4	3	3		3
9-Federal Aid Category	1		1	1	1	1		1
28-Right of Way Status	3		3	3	3	3		3
29-Right of Way Width	60		60	60	60	60		60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0		0	0	0	0		0
14-Shoulder Type								
22-Existing ADT	263		255	136	156	88		82
21-ADT Year	2005		2005	2005	2005	2005		2005
23-Percent Trucks	29		27	29	19	25		26
34-Owner Route Number	1050		1050	1050	1050	1050		1050
Roadway Width	22		22	22	20	20		20
TTAM Future ADT	391		379	202	232	131		122
TTAM ADS Number	11		11	11	12	11		11
TTAM Future Surface Type	P		P	G	G	G		G
35-Drainage Condition	2		2	2	2	2		2
36-Shoulder Condition	0		0	0	0	0		0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3		3	1	1	3		3
40-Right of Way Cost								
26-Level of Maintenance	4		4	4	3	3		3
27-Snow & Ice Control	3		3	3	2	2		2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	31	31	31	32	32	37	37	37
46-50 Grade/Sight/Curve/Stop / Safe	4		7	7	3			
51-Road Category	A		A	A	A	A		A
52-Year of Construction Change	1959		1959	1959	1959	1959		1959
Update Year	2005	2006	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Mckay Cr	Mckay Cr	Mckay Cr	Mckay Cr	Mckay Cr	Mckay Cr	Mckay Cr	Mckay Cr
4-IRR Route Number	1050	1050	1050	1052	1052	1052	1052	1052
5-Section Number	90	100	110	10	20	30	40	50
10-Class	4	4	4	4	4	4	4	4
15-Length of Section		0.5	3.1	0.2	0.4	2.9		0.1
18-Bridge Number	59C034105001067						59C025105200345	
19-Bridge Condition	1						9	
20-Bridge Length	41						65	
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	1
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index		80	60	60	60	60	60	60
16-Surface Width		20	16	20	20	20	20	20
13-Surface Type		3	3	3	3	3	3	3
9-Federal Aid Category		1	1	1	1	1	1	1
28-Right of Way Status		3	3	3	3	3	3	3
29-Right of Way Width		60	40	40	60	50	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT				75	69	58		65
21-ADT Year				2005	2005	2005		2005
23-Percent Trucks				22	25	28		22
34-Owner Route Number		1050	1050	1052	1052	1052		1052
Roadway Width		20	16	20	20	20		20
TTAM Future ADT		74	74	111	102	86		97
TTAM ADS Number		11	11	11	11	11		10
TTAM Future Surface Type		G	G	G	G	G		G
35-Drainage Condition		2	2	2	2	2		2
36-Shoulder Condition		0	0	0	0	0		0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility		3	3	1	1	3		3
40-Right of Way Cost								
26-Level of Maintenance		3	3	3	3	3		3
27-Snow & Ice Control		2	2	2	2	2		2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	37	37	37	36	37	37	37	37
46-50 Grade/Sight/Curve/Stop / Safe			7	4	4			
51-Road Category		A	A	A	A	A		A
52-Year of Construction Change		1959	1959	1959	1959	1959		1959
Update Year	2005	2005	2005	2005	2005	2005	2006	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Stewart	Rocky Ri	Tutuilla	East Bir	East Bir	East Bir	East Bir	East Bir
4-IRR Route Number	1069	1069	1075	1375	1375	1375	1375	1375
5-Section Number	10	20	10	10	10	10	10	30
10-Class	5	5	5	4	4	4	4	4
15-Length of Section	1.0	15.2	2.7	3.4	3.5			5.7
18-Bridge Number						59C064317500340	59C064317500340	
19-Bridge Condition						1	1	
20-Bridge Length						31	32	
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	3	1	2	2	2	2	3
25-Roadbed Condition	3	2	3	3	3	3	3	3
24-Surface Condition Index	40	0	80	80	60	60	60	60
16-Surface Width	18	8	24	22	22	22	22	22
13-Surface Type	3	3	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	1	2	2	2	2	2
14-Shoulder Type			2	2	2	2	2	2
22-Existing ADT				1034	1034			190
21-ADT Year				2005	2005			2005
23-Percent Trucks				18	18			26
34-Owner Route Number	1069	1069		1375	1375			1375
Roadway Width	18	8	26	26	26			26
TTAM Future ADT	74	74	74	1535	1535			282
TTAM ADS Number	14	15	13	11	11			12
TTAM Future Surface Type	G	G	G	P	P			P
35-Drainage Condition	1	0	2	3	2			2
36-Shoulder Condition	0	0	2	2	2			2
37/38 # RR X I NG/RR X I NG TYPE			0					
39-Right of Way Utility	3	0		3	3			3
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	4	3			4
27-Snow & Ice Control	2	2	2	3	3			3
41-Begin Latitude			45.60200000		45.47900000	45.43200000	45.43200000	
42-End Latitude			45.63100000		45.43200000	45.43200000	45.43200000	
43-Begin Longitude			-118.76600000		-118.83500000	-118.82100000	-118.82100000	
44-End Longitude			-118.79000000		-118.82100000	-118.82100000	-118.82100000	
45-Atlas Map Number [99]	36	36		36	36	36	36	36
46-50 Grade/Sight/Curve/Stop / Safe	4	7 5 0 0 0	0	3	7 5 0 0 0	0	3	3
51-Road Category	7	7	A	A	A			A
52-Year of Construction Change	1959	1959	1959	1959	1959			1959
Update Year	2006	2006	2016	2006	2016	2016	2006	2006
Status	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	East Bir	East Bir	East Bir	East Bir	East Bir	East Bir	East Bir	East Bir
4-IRR Route Number	1375	1378	1378	1378	1378	1378	1378	1378
5-Section Number	30	10	10	20	20	30	30	40
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	6.1	0.1	0.4	6.2	6.8	0.2	0.6	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	1	1	3	3	3	3	3
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index	60	80	60	40	60	60	40	60
16-Surface Width	22	22	22	20	20	15	15	20
13-Surface Type	4	4	4	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	0	3	3
29-Right of Way Width	60	60	60	60	60	0	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	1	1	0	0	0	0	0
14-Shoulder Type	2	2	2					
22-Existing ADT	190	53	53					
21-ADT Year	2005	2005	2005					
23-Percent Trucks	26	26	26					
34-Owner Route Number	1375	1378	1378	1378	1378	1378	1378	1378
Roadway Width	26	24	24	20	20	15	15	20
TTAM Future ADT	282	79	79	74	74	74	74	74
TTAM ADS Number	12	10	10	12	12	12	12	12
TTAM Future Surface Type	P	G	G	G	G	G	G	G
35-Drainage Condition	2	2	2	2	2	2	2	2
36-Shoulder Condition	2	2	2	0	2	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	3	3	3	0	0	0
40-Right of Way Cost								
26-Level of Maintenance	3	4	3	3	3	3	3	3
27-Snow & Ice Control	3	3	3	1	2	2	0	2
41-Begin Latitude	45.43200000		45.39600000	45.39600000			45.36800000	
42-End Latitude	45.39600000		45.39600000	45.36800000			45.36900000	
43-Begin Longitude	-118.82100000		-118.72000000	-118.71200000			-118.60900000	
44-End Longitude	-118.72000000		-118.71200000	-118.60900000			-118.60000000	
45-Atlas Map Number [99]	36	41	41	41	41	42	42	42
46-50 Grade/Sight/Curve/Stop / Safe	7 5 3 0 3	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	B	B	B	B	B	B	B
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2016	2006	2016	2016	2006	2006	2016	2006
Status	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Itallicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	East Bir	Usfs 210	Usfs 210	Usfs 210	Usfs 210	Usfs 210	Usfs 210	Mckoy Cr
4-IRR Route Number	1378	2100	2100	2100	2100	2100	2100	2125
5-Section Number	40	10	15	20	30	40	50	10
10-Class	4	4	4	4	4	4	4	5
15-Length of Section	0.2	18.9	1.2	1.5	0.2	0.4	0.8	1.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	061	061	059	061	061	061	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	2	3	2	3	3	3
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index	40	40	20	20	40	40	20	0
16-Surface Width	20	12	12	12	10	12	12	10
13-Surface Type	3	3	3	3	3	3	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	0	0	0	0	0	0	0
29-Right of Way Width	60	0	0	0	0	0	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	1378	2100	2100	2100	2100	2100	2100	2125
Roadway Width	20	12	12	12	10	12	12	10
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	12	12	11	12	11	12	12	15
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	0	0	0	0	0	0	0
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	0	0	0	0	0	0	0	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	0	2	2	2	2	2	2	2
41-Begin Latitude	45.36900000							
42-End Latitude	45.36900000							
43-Begin Longitude	-118.60000000							
44-End Longitude	-118.59500000							
45-Atlas Map Number [99]	42	43	42	42	42	42	42	42
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0							
51-Road Category	B	B	B	B	B	B	B	B
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2016	2006	2006	2006	2006	2006	2006	2006
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Usfs 213	Usfs 213	Johnson	Johnson	Blue Ket	Blue Ket	Usfs 303	Usfs 303
4-IRR Route Number	2135	2135	2136	2136	2136	2136	3030	3030
5-Section Number	10	20	10	20	30	40	10	20
10-Class	4	4	5	5	5	5	5	5
15-Length of Section	0.9	2.6	1.7	0.3	1.8	0.8	9.0	3.6
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	061	059	059	059	059	059	059	
33-Congressional District	02	02	02	02	02	02	02	
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	3	3
25-Roadbed Condition	3	3	3	3	3	1	3	2
24-Surface Condition Index	20	20	40	20	20	0	70	0
16-Surface Width	12	12	10	10	10	8	24	15
13-Surface Type	3	3	3	3	3	1	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	0	0	0	0	3	3
29-Right of Way Width	0	0	0	0	0	0		
TTAM BIA Share	100	100	100	100	100	100		
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0		
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	2135	2135	2136	2136	2136	2136		
Roadway Width	12	12	10	10	10	8	24	15
TTAM Future ADT	74	74	74	74	74	74		
TTAM ADS Number	11	11	14	14	14	14		
TTAM Future Surface Type	G	G	G	G	G	G		
35-Drainage Condition	0	0	1	1	0	0		
36-Shoulder Condition	0	0	0	0	0	0		
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	0	0	0	0	0	0		
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	2		
27-Snow & Ice Control	2	2	2	2	2	0		
41-Begin Latitude							45.49300000	
42-End Latitude							45.56100000	
43-Begin Longitude							-118.41100000	
44-End Longitude							-118.35500000	
45-Atlas Map Number [99]	42	42	42	42	42	42		
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	B	B	B	B	B	B	B	
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	
Update Year	2006	2006	2006	2006	2006	2006	2016	2016
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	IN-PROCESS	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Usfs 303	Usfs 310	Redford	Redford	Indian G	Purchase	Purchase	Kusi Roa
4-IRR Route Number	3030	3100	3142	3142	3147	3172	3172	3177
5-Section Number	50	10	10	20	10	10	20	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	6.7	38.8	1.5	0.4	2.2	0.7	1.5	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County			059	059	059	059	059	059
33-Congressional District			02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	7	7	1	1	1	1	1	2
12-Construction Need	2	2	1	1	1	1	1	2
11-Terrain	3	3	2	2	3	2	2	1
25-Roadbed Condition	2	3	3	3	2	3	1	7
24-Surface Condition Index	0	70	72	60	0	44	0	96
16-Surface Width	15	24	24	15	10	20	10	24
13-Surface Type	1	3	3	3	1	3	1	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	1	0	1	1	3	1
29-Right of Way Width			40	0	40	40	60	40
TTAM BIA Share			100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width			0	0	0	0	0	1
14-Shoulder Type								4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number			3142	3142	3147	3172	3172	3177
Roadway Width	15	24	24	15	10	20	10	26
TTAM Future ADT			74	74	74	74	74	74
TTAM ADS Number			14	14	15	14	14	13
TTAM Future Surface Type			G	G	G	G	G	G
35-Drainage Condition			1	2	1	1	0	3
36-Shoulder Condition			0	0	0	0	0	3
37/38 # RR XING/RR XING TYPE			0	0	0	0	0	0
39-Right of Way Utility			1	0	0	3	0	3
40-Right of Way Cost								
26-Level of Maintenance			3	3	3	3	2	3
27-Snow & Ice Control			0	2	0	0	1	3
41-Begin Latitude			45.76100000		45.74600000	45.67000000		45.64600000
42-End Latitude			45.75800000		45.73700000	45.66000000		45.64600000
43-Begin Longitude			-118.49800000		-118.38100000	-118.71000000		-118.68400000
44-End Longitude			-118.52200000		-118.35200000	-118.70800000		-118.68200000
45-Atlas Map Number [99]			24	24	25	63	27	27
46-50 Grade/Sight/Curve/Stop / Safe			7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category			A	A	B	T	T	A
52-Year of Construction Change			2011	1959		1959		2008
Update Year	2016	2016	2016	2016	2016	2016	2006	2016
Status	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Kusi Roa	Price La	Shippent	Johnley	Johnley	Johnley	Usfs 542	Usfs 542
4-IRR Route Number	3177	3180	3182	3270	3270	3270	5427	5427
5-Section Number	20	10	10	10	20	30	10	20
10-Class	5	5	5	5	5	5	4	4
15-Length of Section	0.1	0.9	0.2	0.9	1.0	1.0	0.1	1.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	1	1	1	1	1	7	1
12-Construction Need	2	1	1	1	1	1	2	1
11-Terrain	1	2	1	2	2	2	2	2
25-Roadbed Condition	7	3	3	3	2	2	3	3
24-Surface Condition Index	86	68	68	60	0	0	60	40
16-Surface Width	24	15	14	24	12	12	15	15
13-Surface Type	5	3	3	3	1	1	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	3	3	1	1	1	3	0
29-Right of Way Width	40	30	30	40	40	40	60	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	1	0	0	0	0	0	0	0
14-Shoulder Type	4							
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number		3180	3182	3270	3270	3270	5427	5427
Roadway Width	26	15	14	24	12	12	15	15
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	14	13	14	14	14	11	11
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	3	2	1	1	0	0	2	0
36-Shoulder Condition	3	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	3	3	3	0	0	0	0	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	3	0	0	0	0	0	2	2
41-Begin Latitude	45.64600000	45.66500000	45.67700000	45.71700000	45.73200000	45.74600000		
42-End Latitude	45.64600000	45.65800000	45.67700000	45.73200000	45.74600000	45.74600000		
43-Begin Longitude	-118.68400000	-118.55800000	-118.55600000	-118.53900000	-118.53900000	-118.53900000		
44-End Longitude	-118.68600000	-118.54900000	-118.56100000	-118.53900000	-118.53900000	-118.53900000		
45-Atlas Map Number [99]	27	27	27		24	24	42	42
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0		
51-Road Category	A	A	A	T	T	T	B	B
52-Year of Construction Change	2008	1959	1999	1959			1959	1959
Update Year	2016	2016	2016	2016	2016	2016	2006	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Usfs 542	Johnson	Johnson	Johnson	Blue Ket	Blue Ket	Blue Ket	Tama'Sts
4-IRR Route Number	5427	6035	6035	6035	6040	6040	6060	7000
5-Section Number	30	10	10	20	10	20	10	10
10-Class	4	5	5	5	5	5	5	8
15-Length of Section	0.2	0.9	0.9	3.2	0.8	0.5	2.7	1.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	7	1	1	2
12-Construction Need	1	1	1	1	2	1	1	2
11-Terrain	2	2	2	2	2	2	2	
25-Roadbed Condition	3	2	2	2	2	2	2	
24-Surface Condition Index	40	0	0	0	0	0	0	
16-Surface Width	15	10	10	10	8	8	8	10
13-Surface Type	3	1	1	1	3	1	1	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	0	0	0	0	0	1
29-Right of Way Width	0	0	0	0	0	0	0	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	5427	035	035	6035	6040	6040	6060	
Roadway Width	15	10	10	10	8	8	8	10
TTAM Future ADT	74	74	74	74	74	74	74	30
TTAM ADS Number	11	14	14	14	14	14	14	19
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	0	0	0	0	0	0	0	2
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								0
39-Right of Way Utility	0	0	0	0	0	0	0	
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	2	2	2	2	2	2	2	3
41-Begin Latitude								45.66400000
42-End Latitude								45.65400000
43-Begin Longitude								-118.66300000
44-End Longitude								-118.66300000
45-Atlas Map Number [99]	42	42	42	42	42	42	42	
46-50 Grade/Sight/Curve/Stop / Safe	7	7	7	7	9	7	7	7 5 0 0 0
51-Road Category	T	B	B	B	B	B	B	E
52-Year of Construction Change	1959				1959			1959
Update Year	2006	2016	2006	2006	2006	2006	2006	2016
Status	RETURNED-TO-FIE	IN-PROCESS	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143
Region	Northwes
Agency	Umatilla
Reservation	Umatilla
Road Name	Ti'Mine
4-IRR Route Number	7001
5-Section Number	10
10-Class	8
15-Length of Section	0.8
18-Bridge Number	
19-Bridge Condition	
20-Bridge Length	
32-County	059
33-Congressional District	02
7-State	OR
8-Ownership	2
12-Construction Need	2
11-Terrain	
25-Roadbed Condition	
24-Surface Condition Index	
16-Surface Width	8
13-Surface Type	5
9-Federal Aid Category	1
28-Right of Way Status	1
29-Right of Way Width	40
TTAM BIA Share	100
30-Additional Incidental Percent	
17-Shoulder Width	
14-Shoulder Type	
22-Existing ADT	
21-ADT Year	
23-Percent Trucks	
34-Owner Route Number	
Roadway Width	8
TTAM Future ADT	30
TTAM ADS Number	19
TTAM Future Surface Type	
35-Drainage Condition	2
36-Shoulder Condition	0
37/38 # RR X I NG/RR X I NG TYPE	0
39-Right of Way Utility	3
40-Right of Way Cost	
26-Level of Maintenance	3
27-Snow & Ice Control	3
41-Begin Latitude	45.66400000
42-End Latitude	45.66800000
43-Begin Longitude	-118.68400000
44-End Longitude	-118.69300000
45-Atlas Map Number [99]	
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0
51-Road Category	E
52-Year of Construction Change	2010
Update Year	2016
Status	OFFICIAL

Appendix I. Technical Memorandum #5: Revised Concept Design and Transportation Solutions



CTUIR TSP

DRAFT TECHNICAL MEMORANDUM #5: REVISED CONCEPT DESIGN

Date: December 8, 2022

Project #: 23021.046

To: Dani Schulte, CTUIR
Cheryl-Jarvis Smith, ODOT Region 5

From: Molly McCormick, Nick Foster AICP, RSP₁, and Matt Hughart, AICP, *Kittelson & Associates, Inc.*
Colin Roberts, *SERA*, Andy Lindsey, *Anderson-Perry & Associates, Inc.*

Project: Confederated Tribes of the Umatilla Indian Reservation Transportation System Plan Update

Subject: Tech Memo #5: Revised Concept Design

TABLE OF CONTENTS

Table of Contents	1
Introduction	1
Project Goals, Objectives, and Evaluation Criteria.....	2
Proposed Transportation Policies.....	2
Roadway System.....	2
Pedestrian System – Walking and Rolling	23
Bicycle System	30
Transit System.....	33
Rail System.....	36
Pipeline System.....	36
Modification of Previous Planning Documents	37

INTRODUCTION

This memorandum updates *Technical Memorandum #4: Preliminary Concept Design*, incorporating feedback from Technical Advisory Committee (TAC) members and the general public. It summarizes and evaluates projects that address identified deficiencies and needs within the Umatilla Indian Reservation (UIR). The information provided in this memorandum will serve as the foundation for projects for the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) update. By developing projects that promote connectivity, safety, and comfort for all people using the transportation system, CTUIR can support equitable access, active transportation, increased connectivity, and reduced environmental and climate impacts.

In addition to transportation projects, this memorandum also includes revised roadway cross-section standards and detailed concept design graphics for two areas within the UIR.

PROJECT GOALS, OBJECTIVES, AND EVALUATION CRITERIA

Project goals, objectives, and evaluation criteria were developed early in the planning process to guide the development of the TSP update. They reflect the vision of celebrating community history and emphasize the desire to increase options for people walking and biking. The project goals and objectives were used to develop projects, while the evaluation criteria were used to complete a preliminary prioritization.

The goals of the TSP update are documented in *Technical Memorandum #3: Vision Statement and Guiding Principles* and summarized below.

- **Goal 1: Safety** – Provide a safe multimodal transportation system for all members of the Umatilla Indian Reservation community.
- **Goal 2: Environment and Cultural Heritage** – Preserve existing cultural connections and the rural landscape.
- **Goal 3: Health** – Develop a transportation system that supports active transportation and encourages healthy and active choices for the Umatilla Indian Reservation community.
- **Goal 4: Equity and Accessibility** – Provide a multimodal transportation system that is accessible to all members of the Umatilla Indian Reservation community.
- **Goal 5: Connectivity** – Provide a multimodal transportation system that increases connections to the key hubs within the reservation and works to overcome existing barriers to regional connectivity.
- **Goal 6: Coordination** – Develop a transportation system that works together with Federal, State, regional, and local partners.
- **Goal 7: Financial Stability** – Develop attainable funding solutions for transportation system improvements.

The projects were evaluated based on the project evaluation criteria to identify preliminary priorities. The projects were identified as high, medium, and low priority based on how well they meet the evaluation criteria and by extension, the goals of the TSP update. *Attachment A includes the evaluation criteria and indicates how the evaluation criteria were used to evaluate and prioritize the projects.*

PROPOSED TRANSPORTATION POLICIES

Through review of previous planning efforts and CTUIR staff input, this memorandum identifies policies to be considered for the transportation system in within the UIR:

- Institute policies that encourage right-sizing, and adopting appropriate technology for, fleet vehicles and equipment, and encourage the adoption of alternative fuel vehicles through policy, infrastructure, etc.
- Adopt the cross-sectional standards provided in this memorandum into necessary code and guidelines.

ROADWAY SYSTEM

Streets serve most trips within the UIR across all travel modes. This section identifies alternatives to address gaps and deficiencies in the street system as well as alternatives that will facilitate improvements to the pedestrian, bicycle, and public transit systems.

The projects developed for the roadway system include realignments, repaving and updates to existing roadways, traffic calming, intersection reconfiguration, and more. Table 1 describes the projects for the roadway system. The priority levels shown in Table 1 are based on the project evaluation criteria as well as input from the project team. Prioritization has been updated based on input from the advisory committees and the community. Figure 1 illustrates the location of the projects. *Attachment B includes assumptions used to develop the planning-level cost estimates shown in Table 1. Attachment C includes summary sheets for each of the high priority projects.*

Table 1: Roadway System Projects

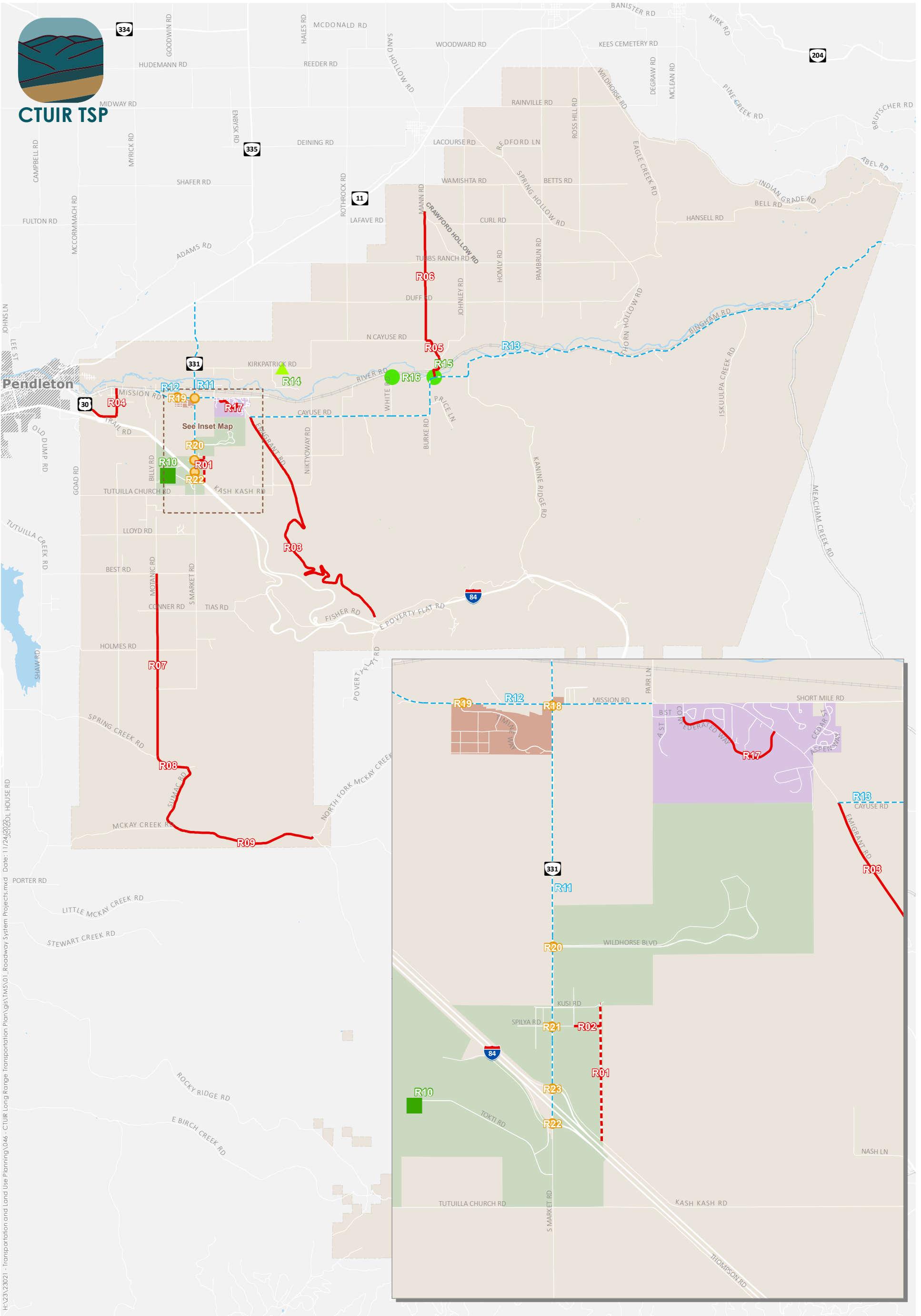
Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Cost
R01	Kash Kash Road	Kusi Road to east of OR 331	Close existing access to OR 331 and reroute Kash Kash Road north to a new intersection with Kusi Road.	County	Medium	\$1,900,000
R02	Spilya Road	Eastern end of roadway to Kash Kash Road realignment	Extend Spilya Road east to Kash Kash Road realignment.	CTUIR	Low	\$385,000
R03	Emigrant Road	Cayuse Road to Poverty Flat Road	Widen, add shoulders, and repave Emigrant Road (County Road #937) from Cayuse Road to Poverty Flat Road.	County	Medium	\$21,800,000
R04	56th Street-Theater Road	Mission Road to US 30	Widen, add shoulders, and pave/repave 56th Street-Theater Road to help support rerouting of trucks and other regional/state traffic during I-84 closures.	County/BIA	Low	\$3,900,000
R05	North Cayuse Road	River Road to Mann Road	Widen, add shoulders, and pave North Cayuse Road (County Road #925) from River Road north to Mann Road.	County	Low	\$2,400,000
R06	Mann Road	Crawford Hollow Road to North Cayuse Road	Widen, add shoulders, and pave Mann Road (County Road #925) from Crawford Hollow Road south to North Cayuse Road.	County	Medium	\$7,000,000
R07	Motanic Road	Best Road to Spring Creek Road	Widen, add shoulders, and pave Motanic Road (County Road #1031) from Best Road south to Spring Creek Road.	County	Medium	\$10,000,000
R08	Sumac Road	Spring Creek Road to McKay Creek Road	Widen, add shoulders, and pave Sumac Road (County Road #1050) from Spring Creek Road south to McKay Creek Road.	County	Low	\$6,000,000
R09	McKay Creek Road	Sumac Road to North Fork McKay Creek Road	Widen, add shoulders, and add gravel along McKay Creek Road (County Road #1050) from Sumac Road east to North Fork McKay Creek Road.	County	Medium	\$4,700,000
R10	Exit 2016 Truck Overflow Parking	South of I-84 Exit 216	Parking lot for overflow truck parking from I-84 winter closures. Could include a shuttle service from parking lot to Arrowhead during events.	ODOT	High	\$3,200,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Cost
R11	OR 331 Speed Study	UIR northern boundary to I-84	Perform a speed study along the OR 331 corridor and determine whether to modify any speed zones.	ODOT	High	\$20,000
R12	Mission Road Traffic Calming	From Mustanger Lane to Parr Lane	Install speed feedback signage and other traffic calming measures.	CTUIR/ County	High	\$30,000
R13	County Road #900 (Cayuse Road and Bingham Road)	Emigrant Road to UIR eastern boundary	Perform a speed study at key intersections on the County Road #900 corridor to determine potential traffic calming or intersection safety treatments.	County	Medium	\$20,000
R14	Kirkpatrick Road, vertical curve east of McKinley Lane	Intersection extents	Evaluate sight distance and install advisory signage if warranted.	County	Low	\$25,000
R15	Cayuse Road/ Cayuse River Road intersection	Intersection extents	Reconstruct northern leg to connect at a more perpendicular angle.	County	Low	\$1,200,000
R16	River Road/White Road intersection	Intersection extents	Reconstruct southern leg to connect at a more perpendicular angle.	County	Low	\$1,200,000
R17	Confederated Way	B Street to Mission Road (east intersection)	Construct flood remediation projects on Confederated Way from B Street to Mission Road (east intersection). Mitigations may include building a levy, raising the roadway, creating water retention areas, and rerouting the roadway.	BIA	High	To be determined by ongoing study
R18	OR 331/ Mission Road	Intersection extents	Construct a single lane roundabout. Realign the northbound and southbound approaches to avoid impacts to the Mission Market. ¹ OR Install a traffic signal when warranted. Construct separate left-turn lanes on all four intersection approaches. Construct a separate right turn lane on the northbound approach. ¹	ODOT/ County/ CTUIR	Development-Driven	

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Cost
R19	Mission Road/Timíne Way	Intersection extents	Construct a single lane roundabout. OR Install a traffic signal when warranted.	ODOT/ CTUIR	Development-Driven	
R20	OR 331/ Wildhorse Boulevard	Intersection extents	Construct a single lane roundabout. OR Install a traffic signal when warranted.	ODOT/ CTUIR	Development-Driven	
R21	OR 331/ Spilya Road	Intersection extents	Construct a single lane roundabout. Modify access to right-in, right-out only at Kusi Road and Arrowhead Travel Plaza driveway. ¹ OR Install a traffic signal when warranted. Modify access to right-in, right-out only at Arrowhead Travel Plaza driveway. ¹	ODOT/ CTUIR	Development-Driven	
R22	OR 331/I-84 Eastbound Ramps	Intersection extents	Construct a single lane roundabout. ² OR Install a traffic signal when warranted. Construct exclusive left- and right-turn lanes on the off-ramp approach. ²	ODOT	Development-Driven	
R23	OR 331/I-84 Westbound Ramps	Intersection extents	Install a traffic signal when warranted. Construct exclusive left- and right-turn lanes on the off-ramp approach and an exclusive right-turn lane on the north approach. ²	ODOT	Development-Driven	
Total High Priority Cost						\$3,250,000
Total Medium Priority Cost						\$45,420,000
Total Low Priority Cost						\$15,110,000
Total Cost						\$63,780,000

1 Depending on the reconfiguration of the intersection, consider incorporating bus pull-outs into the project design.

2 This project may be completed in conjunction with future replacement of the Exit 216 I-84 overpass.



- Improvement to Existing Roadway
- - - New Roadway
- - - Traffic Calming or Speed Study
- ▲ Advisory Signage
- Intersection Reconfiguration
- Truck Overflow Parking
- Development-driven Intersection Project
- Development-driven Roadway Project
- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 1

**Roadway System Projects
Umatilla Indian Reservation**

Development Driven Capacity and Intersection Projects on OR 331

Although the operations analysis presented in *Technical Memorandum #2: Context and Site Analysis* did not highlight intersection capacity deficiencies based on generalized growth projections, previous planning efforts have identified potential intersection and roadway projects that may be needed to accommodate localized development or expansions of existing businesses and destinations.

These growth opportunities, such as expansion of the Coyote Business Park, further expansion of the Wildhorse Resort and Casino, and expansion of Arrowhead Travel Plaza, are not imminent, but could have local and regional impacts to the transportation system. If and when projects like this were to occur, the potential impacts and mitigation measures would have to be determined based on detailed traffic studies for the specific development scenario. Intersection solutions that have been identified through previous planning studies and preliminary traffic impact studies are included in Table 1. The identified solutions have historically included constructing roundabouts or installing traffic signals. Cost and benefit considerations for these two intersection control types are discussed below:

- **Construct a roundabout**
 - *Cost considerations:* Potentially higher construction cost and lower long-term maintenance cost.
 - *Benefit considerations:* Improved safety, including reducing the potential for fatal and serious injury crashes and lowering speeds near the intersection. Adds capacity and reduces delay.
- **Install a traffic signal**
 - *Cost considerations:* Potentially lower construction cost (depending on turn lane impacts) and higher long-term maintenance cost.
 - *Benefit considerations:* Adds capacity and reduces delay. May also reduce crash potential, but not to the same extent as a roundabout.

Due to the potential for development-related growth to influence traffic conditions along OR 331 from Mission Road to the I-84 interchange, it is recommended that CTUIR and ODOT require traffic impact studies for all new development projects requiring access along the corridor and that are expected to generate more than 500 daily trips.

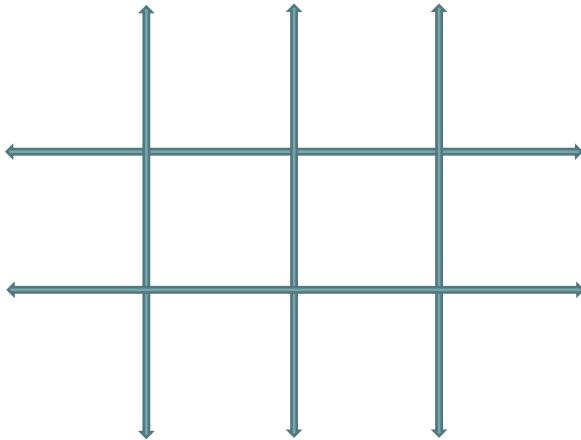
Roadway Programs and Plans

In addition to identifying potential projects, the project team also identified potential roadway-related policy and programmatic direction to support the transportation system based on input from CTUIR staff. Through the TSP update process, the following items were identified for incorporation into CTUIR programs and plans:

- Maintenance program for intersections in the northern UIR where crops limit sight distance during certain times of the year
 - Work with property owners adjacent to roads with limited sight distance to establish formal sight triangle boundaries. One example is Duff Road at Mann Road.
 - Where sight triangles cannot be established, add warning signage.
- Maintenance programs for striping
 - Complete annual striping projects to update worn striping and to add/restripe fog lines on collectors and arterials.
- Coordinate with the County and ODOT on how to address truck parking and routing when I-84 is closed.
- Coordinate with ODOT and Umatilla County on regional connecting roadways.
- Create walkable neighborhoods. Monitor the need for traffic calming measures in neighborhoods and near pedestrian and bicycle activity centers, such as the school, Mission Senior Center, July Grounds residential area, and Nixyáawii Governance Center. Potential mitigations include raised crosswalks, "Children at Play" signage, 20 MPH speed limits, and additional marked crossings.
- Update and maintain CTUIR's parking policy based on current national guidance and local trends.

- Maintain the Tribal Transportation Program (TTP) National Tribal Transportation Facility Inventory (NTTFI) and update with routes that CTUIR may wish to include as projects move forward. Coordinate with the BIA as needed. *Attachment D includes the existing NTTFI as of September 2022.*
- As new development occurs, create a local street network that provides a high level of connectivity, pedestrian and bicycle facilities, and multiple alternative routes.

Figure 2: Street Grid Template



Access Management

As noted in the 2001 CTUIR TSP, CTUIR supports the access spacing standards for County roads within the UIR. CTUIR also elects to apply these standards to the roads maintained and/or owned by CTUIR or BIA. To handle any discrepancies between functional classifications, the County standards for major and minor collectors should apply to all CTUIR rural and urban collectors. The County standards for local roads should apply to all CTUIR rural and urban local roads.

The OR 331 Access Management Plan was referenced in developing the roadway projects described in Table 1 and Figure 1. Once adopted, the standards in the updated CTUIR TSP will supersede this document.

Roadway Cross-sections and Design Standards

The 2001 CTUIR TSP does not include roadway cross-sections or standards within the UIR. Figures 3 to 15 provide proposed cross-sections for inclusion in the TSP update. Figures 16 to 19 provide proposed roadway design standards for inclusion in the TSP update.

OR 331 Detailed Concept Design Graphic

The project team created a detailed concept design graphic for OR 331 from Wildhorse Boulevard to the I-84 interchange shown in Figure 20. This graphic incorporates the projects identified throughout this memorandum, including projects that were originally identified in the 2006 OR 331 Access Management Implementation Strategy and Circulation Plan. The project team and CTUIR staff selected this location for one of the two detailed concept design graphics because it is important for the economy and cultural heritage of CTUIR. Many of the area’s key destinations for both residents and visitors are located along this corridor, creating conflicts between modes and safety concerns.

Figure 3: Cross-section for Arterial Roadway (i.e., OR 331 or Mission Road) – Multi-use Path Option

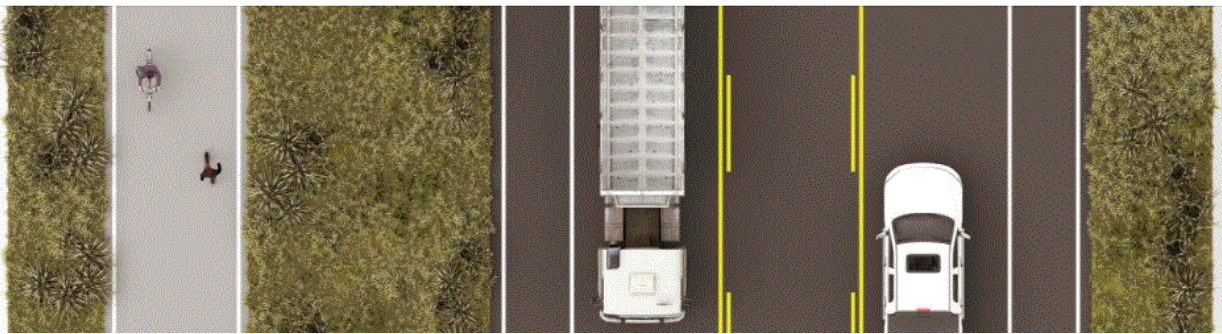
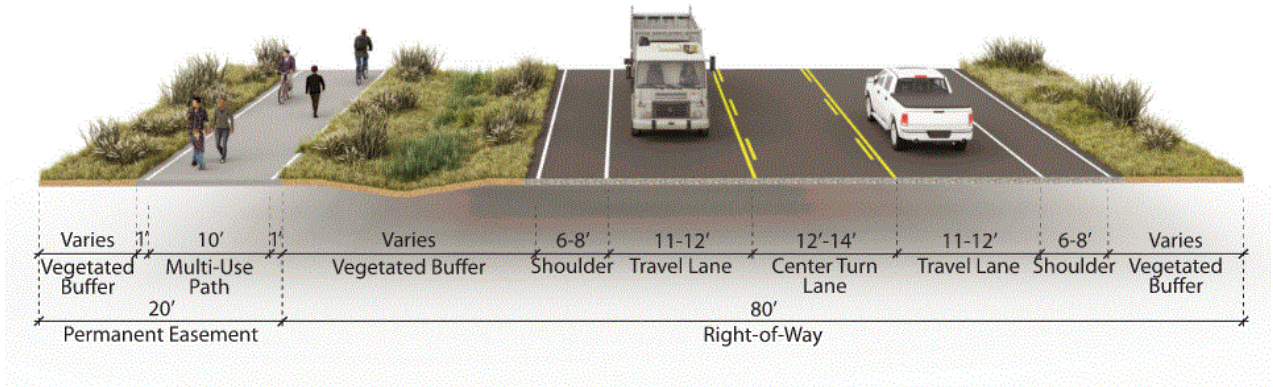


Figure 4: Cross-section for Arterial Roadway (i.e., OR 331 or Mission Road) – Curb and Gutter Option

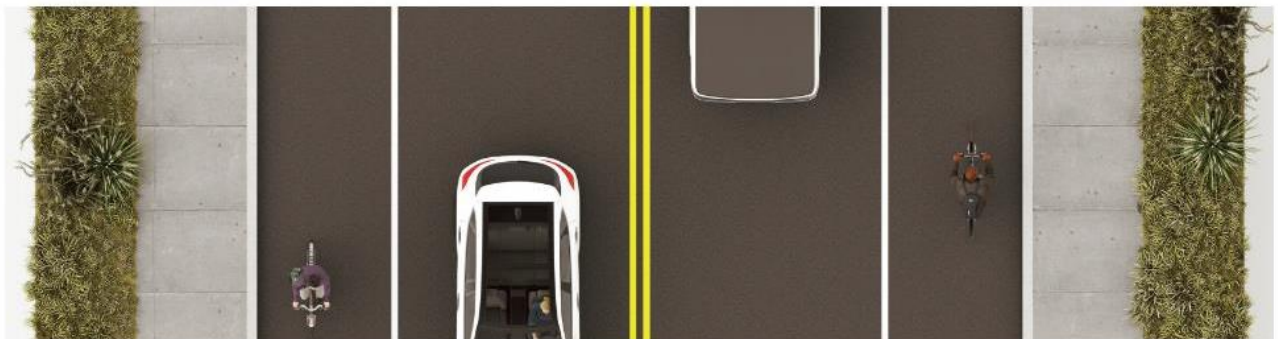
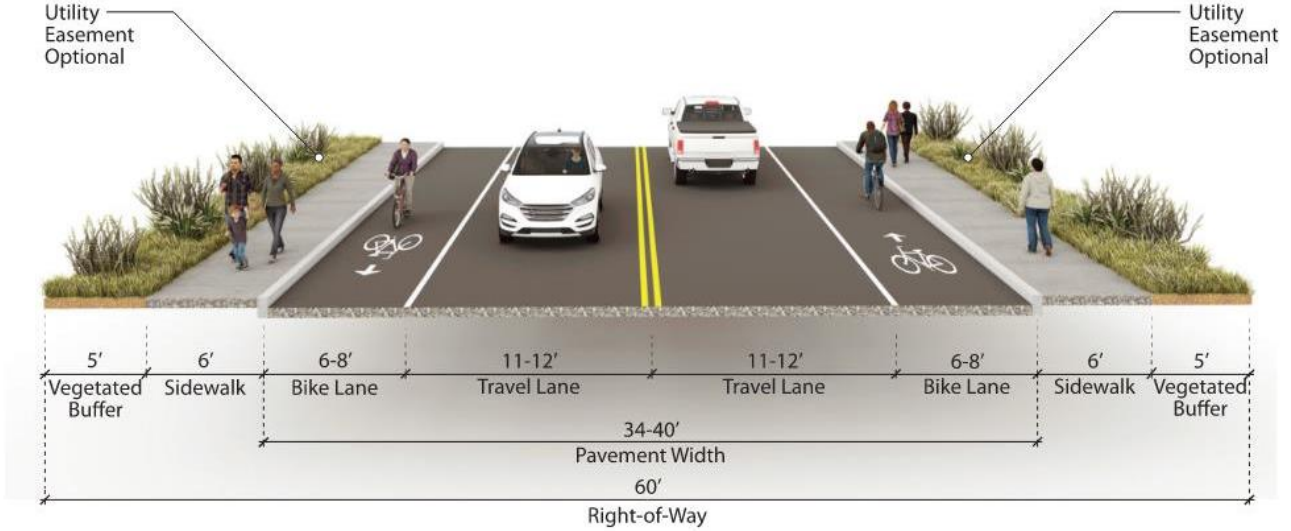


Figure 5: Cross-section for Rural Collector – Shoulder Option

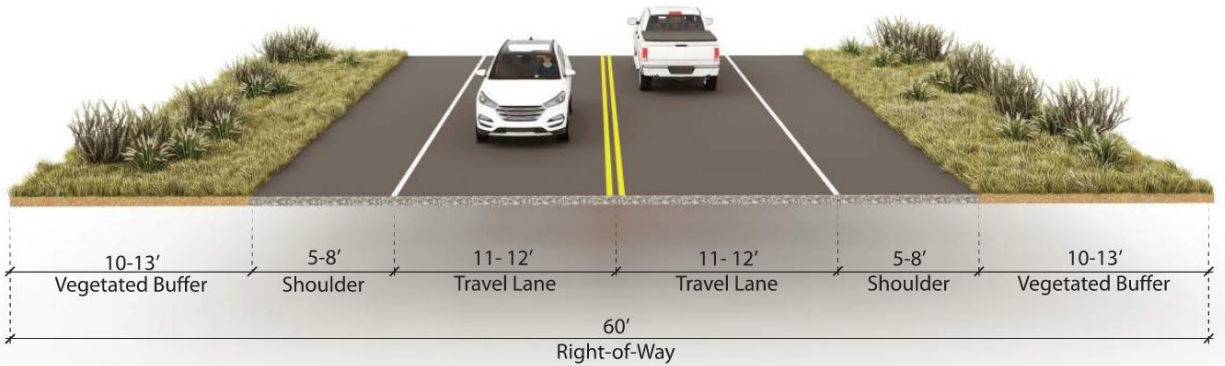


Figure 6: Cross-section for Rural Collector – Multi-use Path Option

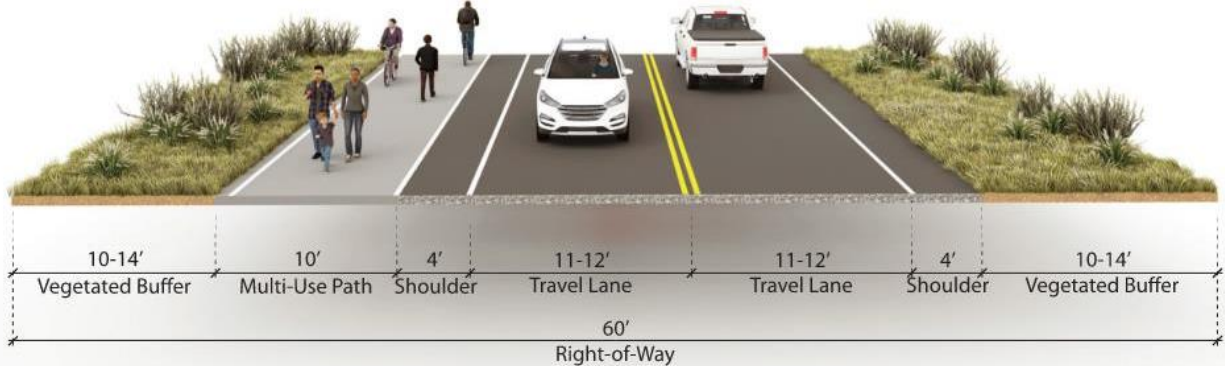


Figure 7: Cross-section for Rural Collector – Gravel Option

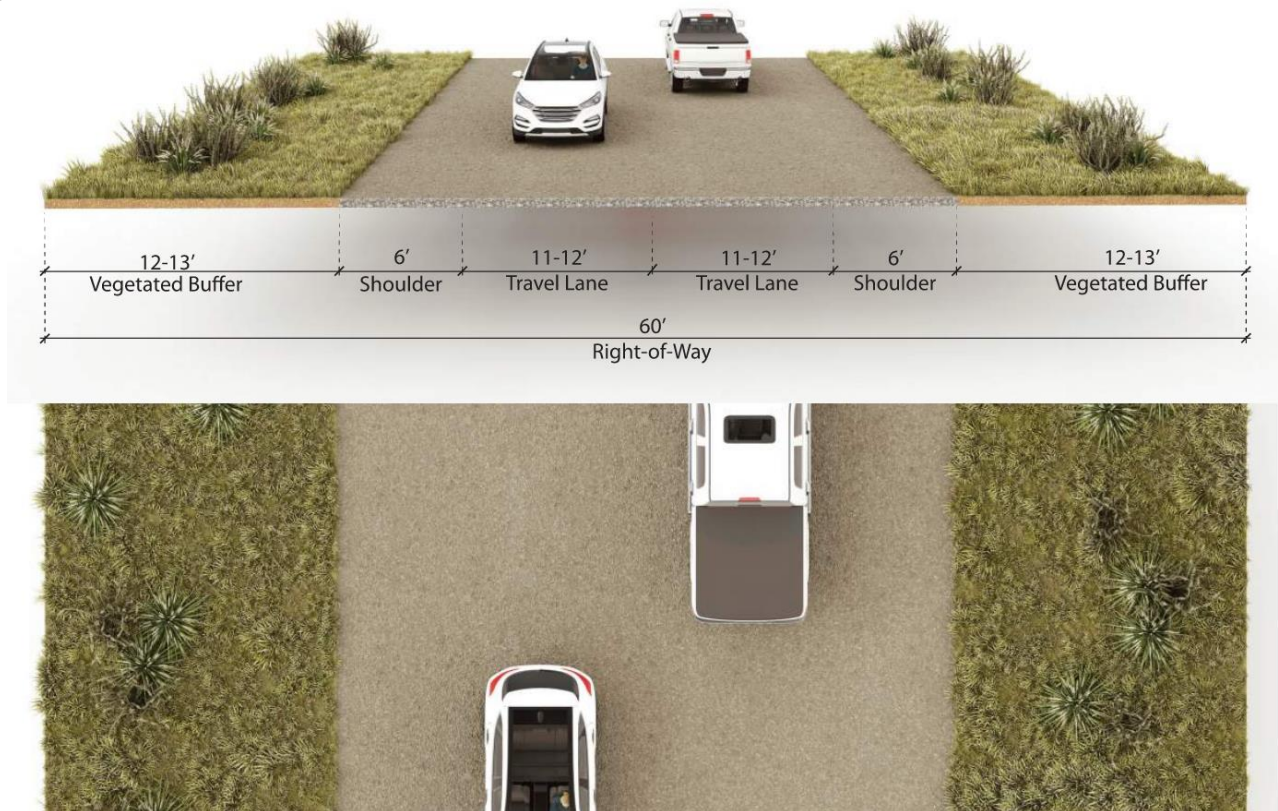


Figure 8: Cross-section for Urban Collector

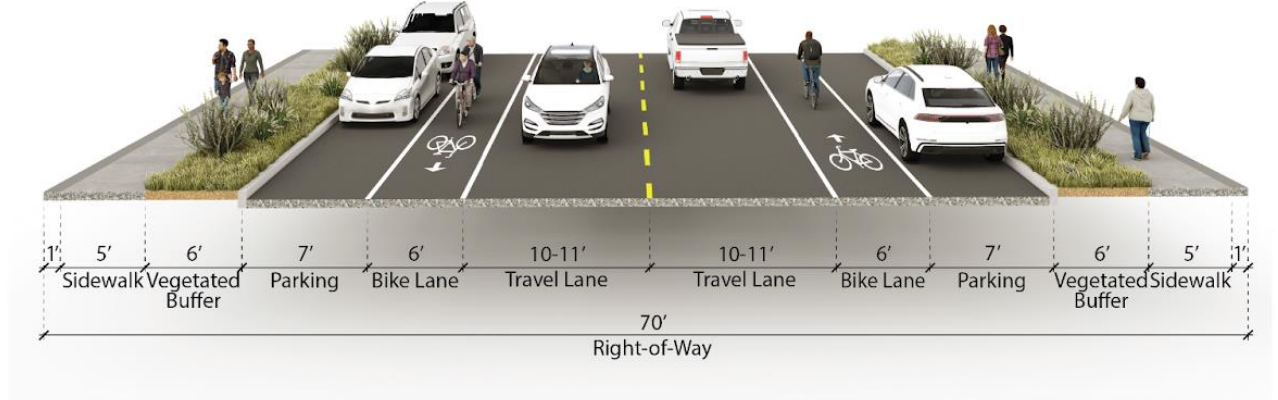


Figure 9: Cross-section for Rural Local Street

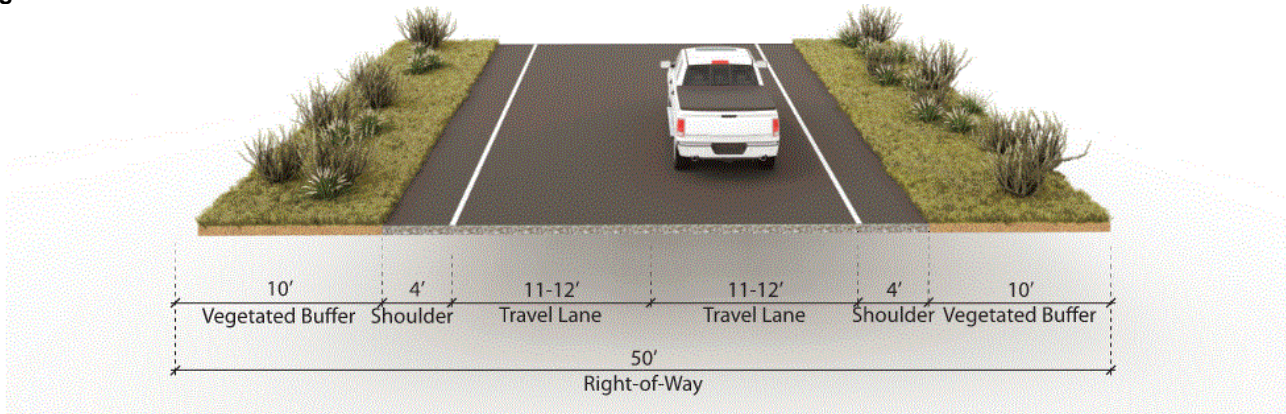


Figure 10: Cross-section for Rural Local Street – Gravel Option

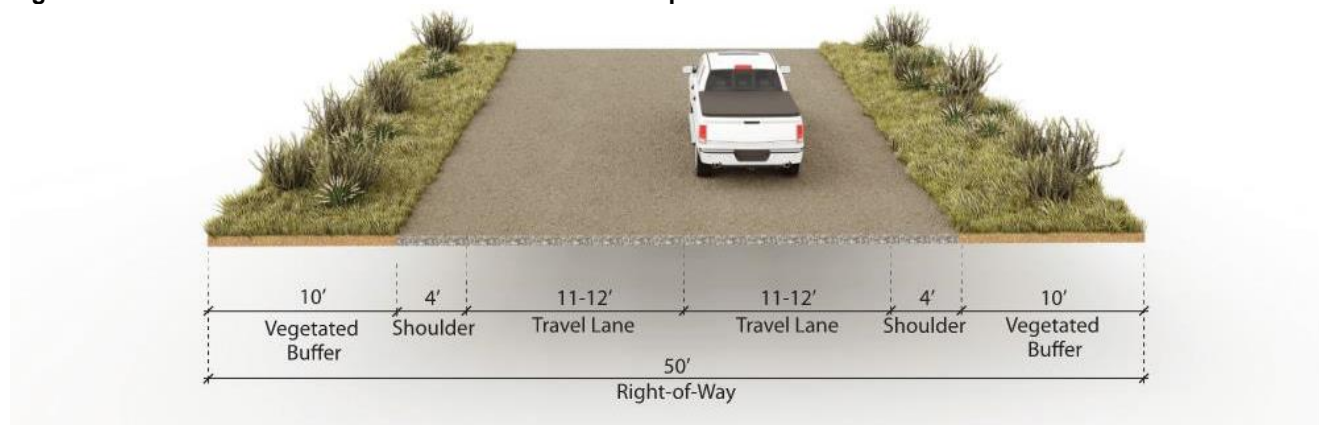


Figure 11: Cross-section for Urban Local Street – Standard Residential Street

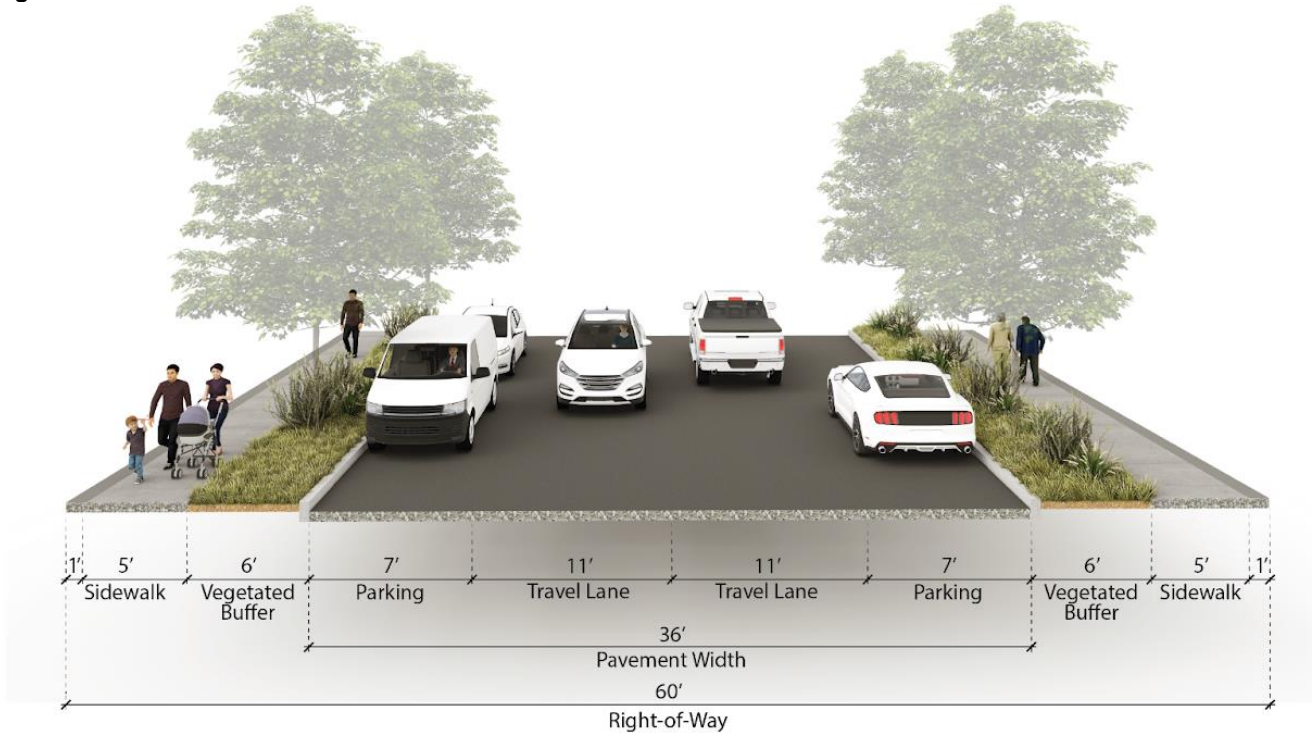


Figure 12: Cross-section for Urban Local Street – Minor Residential Street

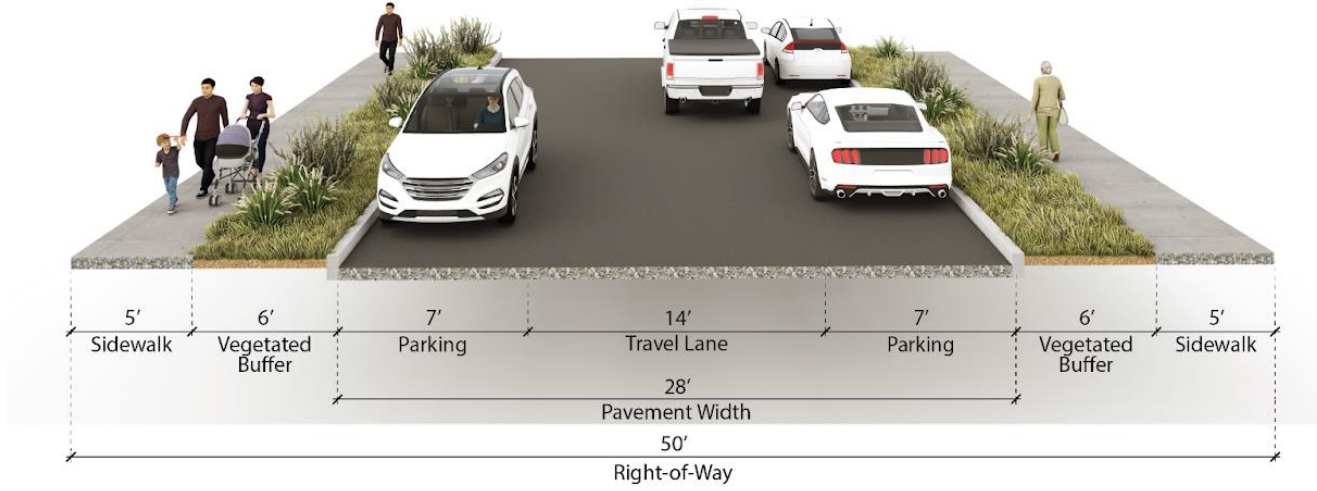


Figure 13: Cross-section for Alley



Figure 14: Cross-section for Multi-use Path

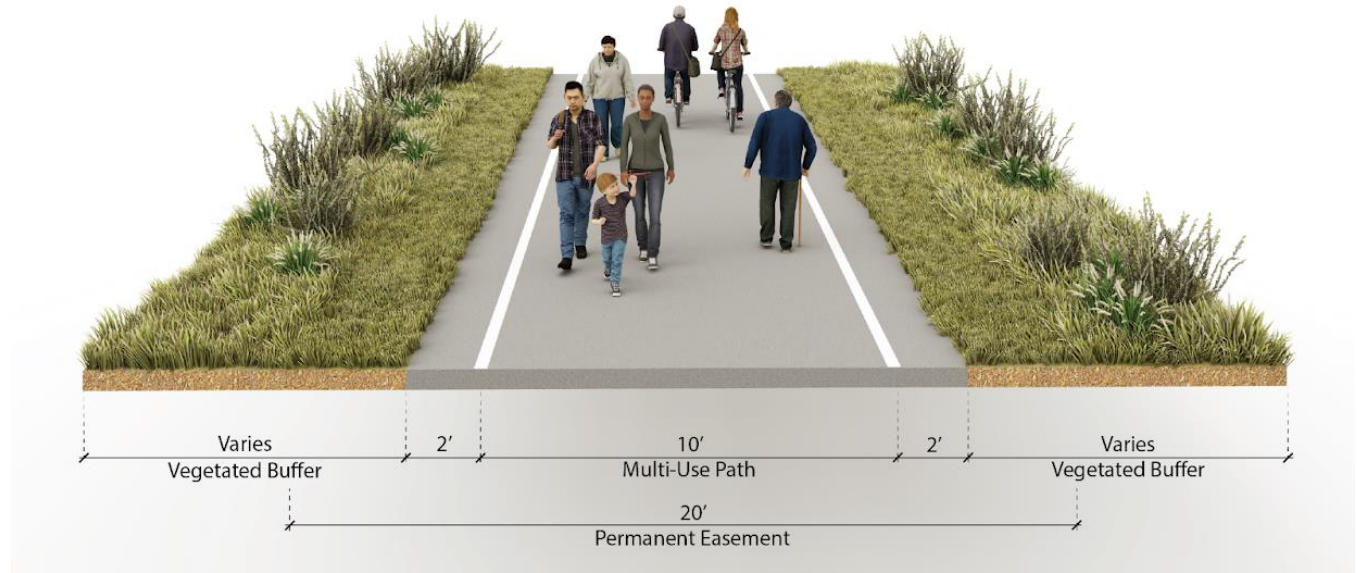
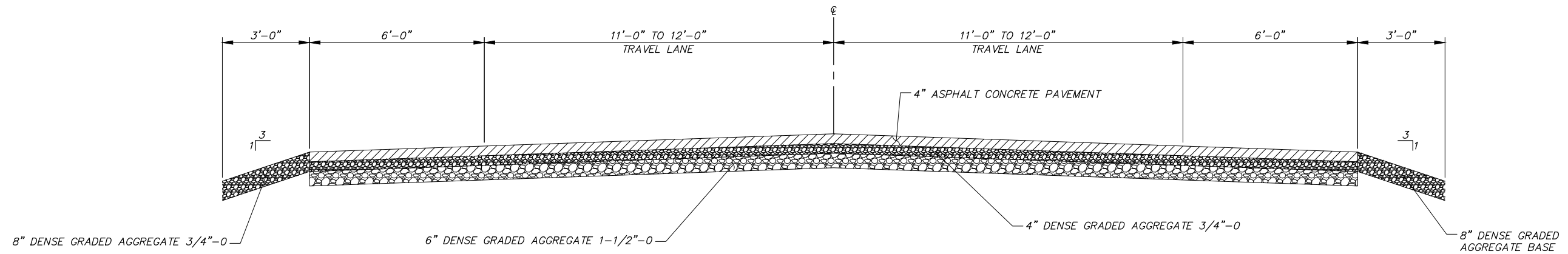
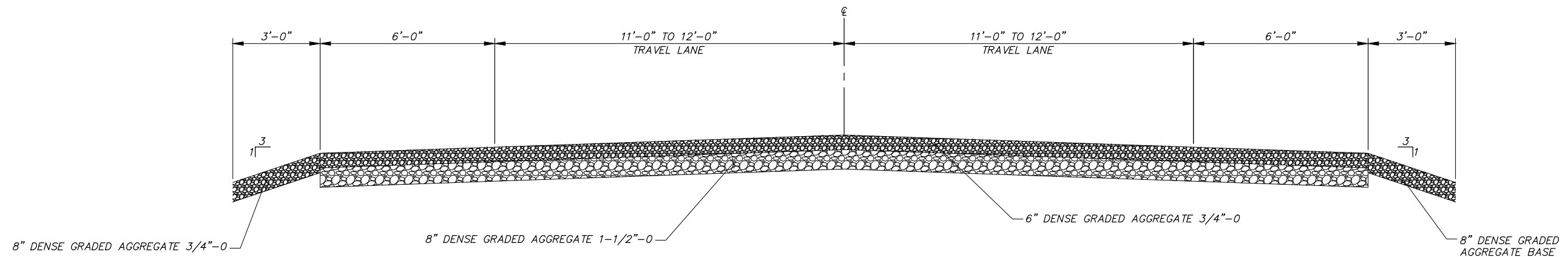


Figure 15: Cross-section for Umatilla River Multi-use Path and Horse Trail





TYPICAL ROADWAY SECTION - ASPHALT
 RURAL COLLECTOR
 N.T.S.



TYPICAL ROADWAY SECTION - GRAVEL
 RURAL COLLECTOR
 N.T.S.

Q:\CTUIR\152-200 TransSysPlanUpdate\Drafting\TSPU-152-200-FIG15.dwg, Layout1, 9/13/2022 9:31 AM, smagner

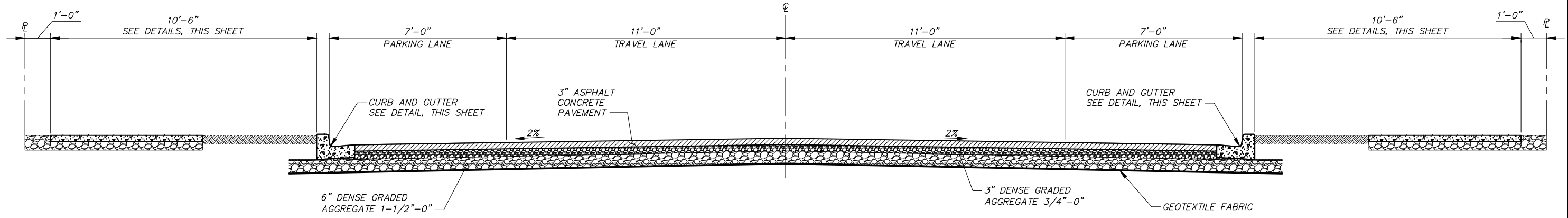


**CONFEDERATED TRIBES OF THE
 UMATILLA INDIAN RESERVATION
 STANDARD DETAILS**

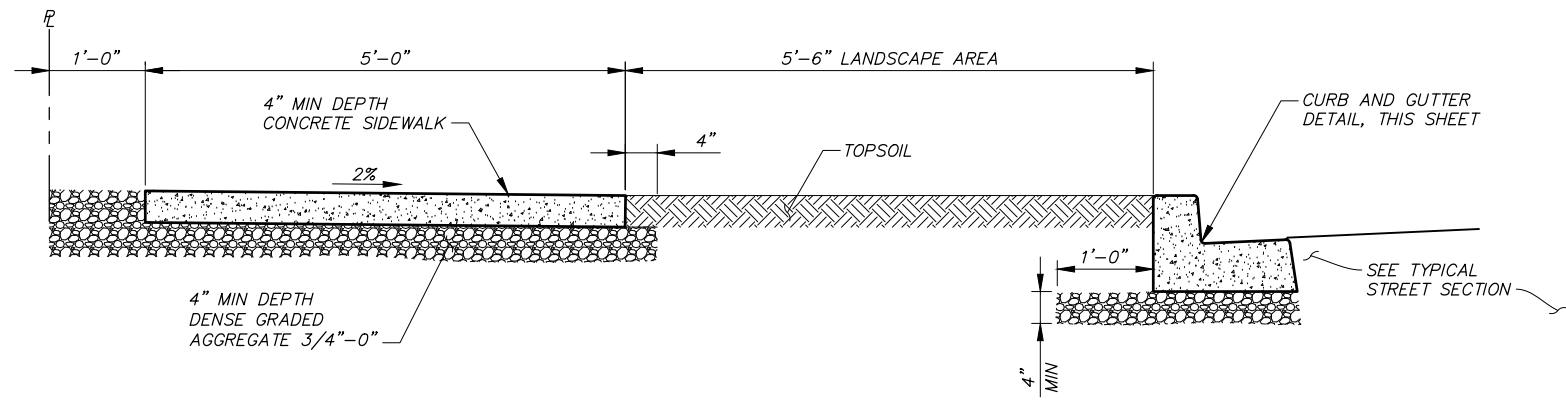
**TYPICAL ROADWAY SECTION
 RURAL COLLECTOR**

FIGURE

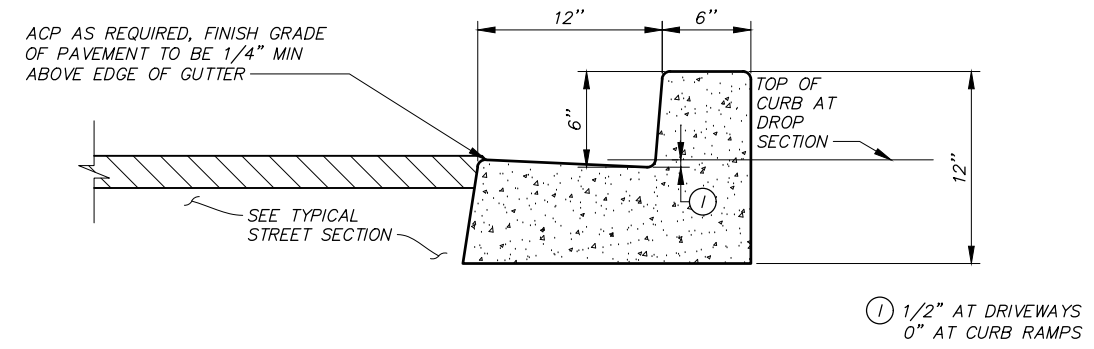
16



TYPICAL ROADWAY SECTION
LOCAL RESIDENTIAL
 N.T.S.



SIDEWALK/CURB AND GUTTER DETAIL
(FOR SETBACK SIDEWALK)
 N.T.S.



- NOTES**
1. ALL TOP EDGES HAVE 1/2" RADIUS, TYP.
 2. PROVIDE FULL SECTION EXPANSION JOINT AT 50' MIN SPACING FOR CONTINUOUS SECTIONS AND AT BEGINNING AND END OF CURVED SECTIONS.
 3. PROVIDE 1/2" DEPTH CONTRACTION JOINTS AT 10' SPACING.

CURB AND GUTTER DETAIL
 N.T.S.

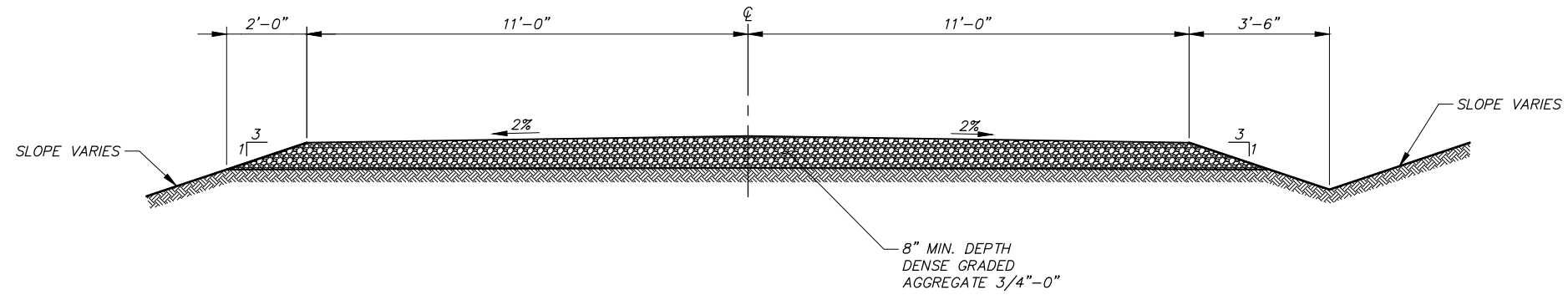
Q:\CTUIR\152-200 TransSysPlanUpdate\Drafting\TSPU-152-200-FIG16.dwg, Layout1, 9/13/2022 9:31 AM, smagner



CONFEDERATED TRIBES OF THE UMATILLA INDIAN RESERVATION
STANDARD DETAILS
TYPICAL ROADWAY SECTION LOCAL RESIDENTIAL

FIGURE
17

Q:\CTUIR\152-200 TransSysPlanUpdate\Drafting\TSPU-152-200-FIG17.dwg, Layout1, 9/13/2022 9:31 AM, smagner



TYPICAL ROADWAY SECTION
LOCAL RURAL STREET
N.T.S.



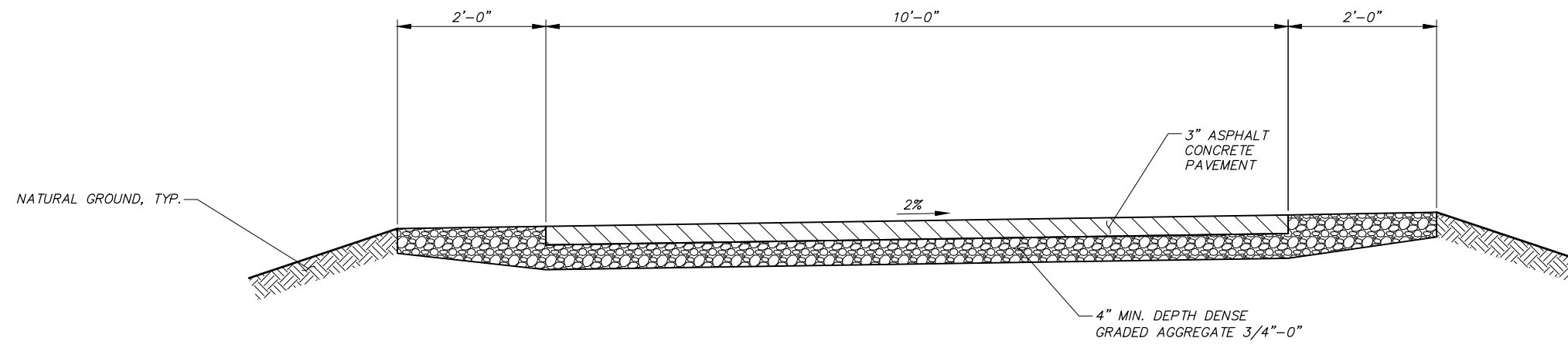
**CONFEDERATED TRIBES OF THE
UMATILLA INDIAN RESERVATION
STANDARD DETAILS**

**TYPICAL ROADWAY SECTION
LOCAL RURAL STREET**

FIGURE

18

Q:\CTUIR\152-200 TransSysPlanUpdate\Drafting\TSPU-152-200-FIG18.dwg, Layout1, 9/13/2022 9:31 AM, smagner



TYPICAL SECTION
MULTI-USE PATHWAY
N.T.S.



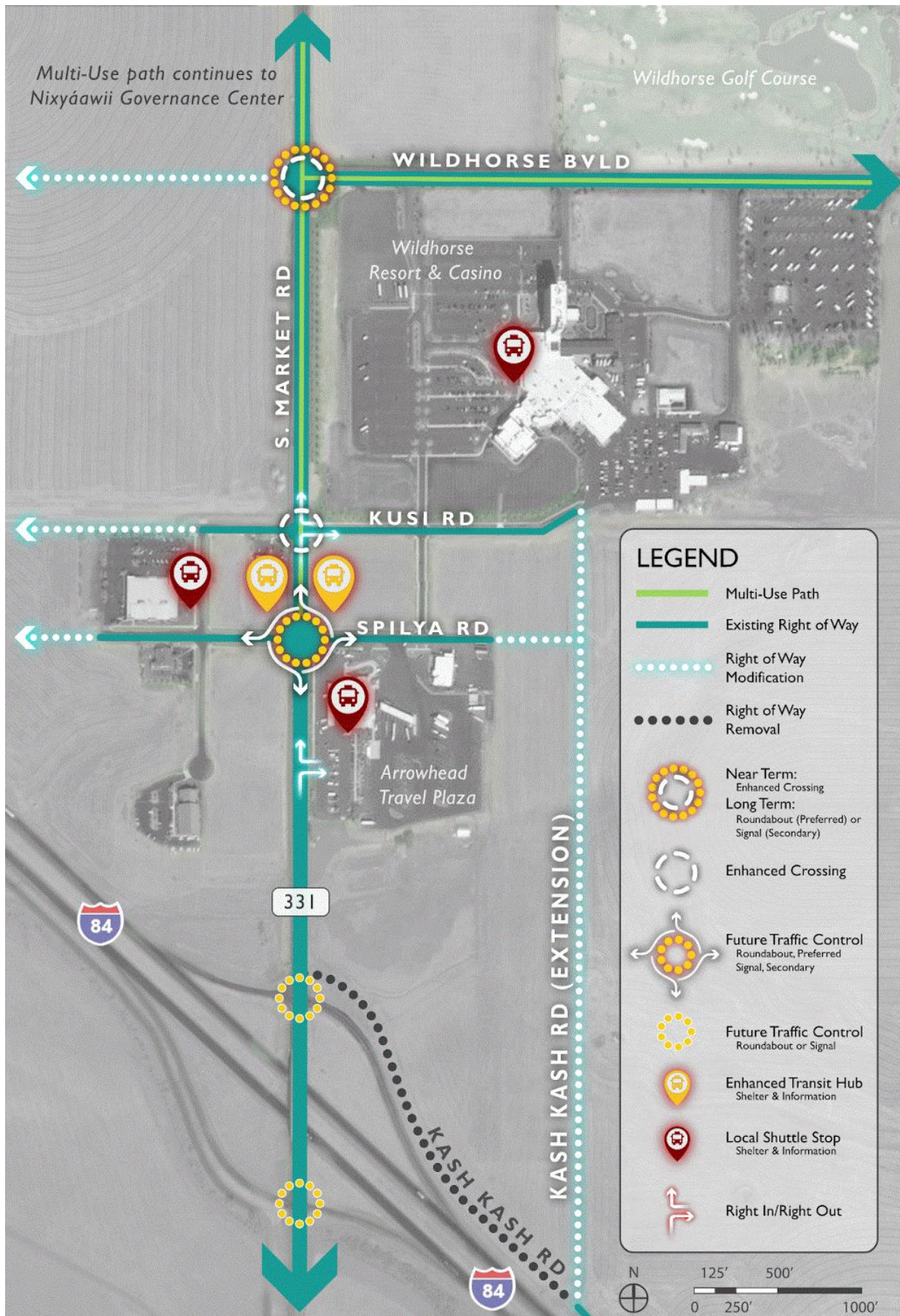
**CONFEDERATED TRIBES OF THE
UMATILLA INDIAN RESERVATION**
STANDARD DETAILS

**TYPICAL SECTION
MULTI-USE PATHWAY**

FIGURE

19

Figure 20: Detailed Concept OR 331 from Wildhorse Boulevard to the I-84 Interchange



PEDESTRIAN SYSTEM – WALKING AND ROLLING

The projects developed for the pedestrian system include sidewalk infill and reconstruction, new multi-use path connections, pedestrian crossing treatments, and more. Table 2 describes the projects for the pedestrian system. The priority levels shown in Table 2 are based on the project evaluation criteria as well as input from the project team. Prioritization has been updated based on input from the advisory committees and the community. Table 2 also shows if a project is within a 2-mile radius of the Nixyáawii Community School. If it was, the priority was increased one level, if possible. *Attachment E includes the CTUIR Safe Route to School Plan, which has been used to develop the projects shown in Table 2. Figure 21 illustrates the location of the projects. Attachment B includes assumptions used to develop the planning-level cost estimates shown in Table 2. Attachment C includes summary sheets for each of the high priority projects.*

Table 2: Pedestrian System Projects

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
P01	Mission Road	East of Huckleberry Street to Cedar Street	Install six-foot sidewalks along the north side of Mission Road from east of Huckleberry Street to Cedar Street. Consider incorporating bus pull-outs into the project design.	County	High	X	\$1,500,000
P02	Mission Road	Confederated Way (western intersection) to Confederated Way (eastern intersection)	Complete the sidewalk network along the south side of Mission Road from Confederated Way (western intersection) to Confederated Way (eastern intersection). Consider incorporating bus pull-outs into the project design.	County	High	X	\$680,000
P03	Mission Road	OR 331 to Confederated Way (western intersection)	Widen sidewalks to six feet on the south side of Mission Road from OR 331 to Confederated Way (western intersection) and address the existing mailbox obstructions. Consider incorporating bus pull-outs into the project design.	County	High	X	\$490,000
P04	Confederated Way	East of Whirlwind Drive to Mission Road (east intersection)	Complete the sidewalk network along the north side of Confederated Way from east of Whirlwind Drive to Mission Road (east intersection).	BIA	High	X	\$435,000
P05	Cedar Street	Short Mile Road to Mission Road	Widen sidewalks to six feet wide on both sides of Cedar Street from Short Mile Road to Mission Road.	BIA	Medium	X	\$580,000
P06	Multi-use Path to	Purchase Lane to OR 331	Construct a multi-use path on the south side of Mission Road from Purchase Lane to OR	CTUIR	High	X	\$775,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
	Pendleton (Phase I)		331. This project is the first phase of a larger multi-use path connection to the City of Pendleton. Further study is needed to determine the ultimate alignment.				
P07	Multi-use Path to Pendleton (Phase II)	UIR western boundary to Purchase Lane	<p>Construct the second phase of the multi-use path to Pendleton, connecting at Purchase Lane. West of Purchase Lane, the alignment of the multi-use path connection may follow two potential alignments:</p> <p>1) Along the south side of the Umatilla River in parallel but offset from the river where applicable. If able, connect to Pendleton Riverwalk.</p> <p>OR</p> <p>2) Along the north or south side of Mission Road.</p> <p>Further study is needed to determine the ultimate alignment. Include benches, lighting, and safety amenities (such as emergency call boxes and security cameras).</p>	CTUIR/ County/ Pendleton	High	X	\$3,500,000
P08	Short Mile Road Multi-use Path	Mission Road to Cayuse Bridge	Construct a multi-use path along Short Mile Road to Sampson Lane adjacent to the Union Pacific Railroad maintenance road to River Road to North Cayuse Road Bridge.	CTUIR	Medium		\$3,900,000
P09	OR 331 Multi-use Path (Phase I)	Mission Road to Arrowhead Travel Plaza driveway	Construct a multi-use path along one or both sides of OR 331 from Mission Road to Arrowhead Travel Plaza driveway.	CTUIR	High		\$1,900,000
P10	OR 331 Multi-use Path (Phase II)	Kirkpatrick Road to Mission Road	Construct a multi-use path along one or both sides of OR 331 from Kirkpatrick Road to Mission Road, depending on feasible options for crossing the Umatilla River Bridge. River access could potentially	CTUIR	High	X	\$2,900,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
			be included as part of this project.				
P11	South Market Road Multi-use Path	Arrowhead Travel Plaza driveway to Tutuilla Church Road	Construct a multi-use path along one or both sides of OR 331-South Market Road from Arrowhead Travel Plaza driveway to Tutuilla Church Road. The Exit 216 overpass may need to be replaced to fit the desired facilities.	CTUIR	Medium		\$3,900,000
P12	Wildhorse Boulevard Multi-use Path	OR 331 to the Tamástslíkt Trail	Construct a multi-use path along Wildhorse Boulevard, along the north side of the median or within the median.	CTUIR	Medium		\$675,000
P13	Parr Lane Multi-use Path	Umatilla River to Mission Road	Construct a multi-use path in the vicinity of Parr Lane and extending to the Umatilla River.	CTUIR	Low		\$305,000
P14	East-West Multi-use Path	OR 331 to Mission Road	Construct a multi-use path along the top of the bluff connecting OR 331 to Mission Road, intersecting the Tamástslíkt Trail. Coordinate with Project P19 – OR 331/Timíne Way pedestrian crossing and Project P23 - Mission Road/Cedar Street pedestrian crossing.	CTUIR	High	X	\$820,000
P15	Tamástslíkt Trail Lighting	Confederated Way to Tamástslíkt Cultural Institute	Install lighting and security cameras to existing multi-use path system.	CTUIR	High		\$530,000
P16	Timíne Way Multi-use Path Lighting	Mission Road to OR 331	Install lighting and security cameras to existing multi-use path system.	CTUIR	Medium	X	\$320,000
P17	July Ground Multi-use Path System Lighting	n/a	Install lighting and security cameras to existing multi-use path system.	CTUIR	Medium	X	\$480,000
P18	Mission Road Lighting	Short Mile Road to Cedar Street	Install pedestrian-scale lighting.	County	High		\$195,000
P19	OR 331/ Timíne Way	n/a	Install an enhanced pedestrian crossing. Treatment may include signalization or a pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), or a grade separated	ODOT	High	X	\$2,000,000

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
			undercrossing of OR 331. Coordinate with Project P14 – East-West Multi-use Path.				
P20	Mission Road Mid-block Crossing	n/a	Install enhanced pedestrian crossing treatments at the existing mid-block crossing on Mission Road east of Short Mile Road. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and/or curb extensions.	County	High	X	\$105,000
P21	OR 331/ Kusi Road	n/a	Install an enhanced pedestrian crossing. Treatment may include pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), raised median island, high visibility crosswalk markings, and curb extensions.	ODOT	High		\$105,000
P22	Mission Road/ Confederated Way (east intersection)	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and curb extensions.	County	High	X	\$105,000
P23	Mission Road/ Cedar Street	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and curb extensions. Coordinate with Project P14 - East-West Multi-use Path.	County	High	X	\$105,000
Total High Priority Cost							\$16,145,000
Total Medium Priority Cost							\$9,855,000
Total Low Priority Cost							\$305,000
Total Cost							\$26,305,000

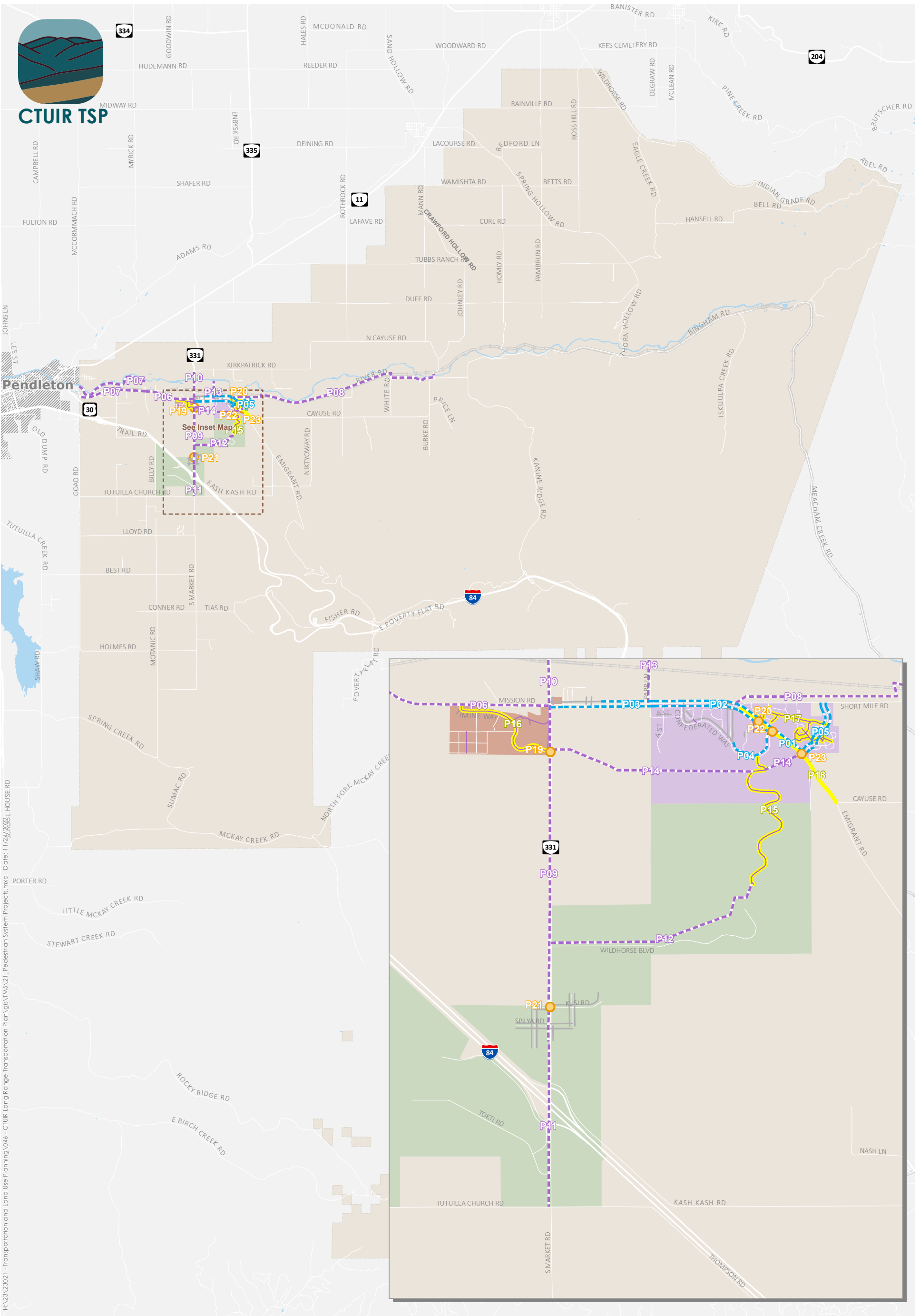
Pedestrian Programs and Plans

In addition to identifying potential projects, the project team also identified potential pedestrian-related policy and programmatic direction to support the transportation system based on input from CTUIR staff. Through the TSP update process, the following items were identified for incorporation into CTUIR programs and plans:

- New development within the Mission Hub should be required to include off-street multi-use paths to create a connected pathway system within the area.
- Parks and Transportation Coordinator
 - Create a new CTUIR staff position to oversee and coordinate multi-use path maintenance and construction, park and river access, and park maintenance.
 - Develop an Invasive Plant Management Plan for roads and multi-us paths in coordination with other CTUIR departments.
- Parks and River Access Plan
 - CTUIR is acquiring land impacted by the 2020 flooding, including areas near Cayuse River Road, Cayuse Road, and Sampson Lane. The plan will determine a vision for creating a park(s) with potential river access. Work with property owners adjacent to the river to gain access. Explore other river access locations including previous informal access points, such as Parr Lane and the swimming hole near the railroad bridge.

July Grounds Enhanced Pedestrian Crossing Detailed Concept Design Graphic

The project team created a detailed concept design graphic for the July Grounds enhanced pedestrian crossing shown in Figure 22. This graphic incorporates the projects identified throughout this memorandum, not just pedestrian-related projects. The project team and CTUIR staff selected this location for one of the two detailed concept design graphics because it provides an example of what an enhanced crossing could look like within the UIR. This mid-block crossing is also a current barrier to the connectivity of the pedestrian and bicycle networks.



- Existing Sidewalk
- Existing Multi-use Path
- Sidewalk Project
- Multi-use Path Project
- Lighting Project
- Pedestrian Crossing Project

- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 21

**Pedestrian System Projects
Umatilla Indian Reservation**

Figure 22: Detailed Concept for July Grounds Enhanced Pedestrian Crossing



BICYCLE SYSTEM

The projects developed for the bicycle system include buffered bike lanes, shoulder bikeways, and shared roadways. Table 3 describes the projects for the bicycle system. The priority levels shown in Table 3 are based on the project evaluation criteria as well as input from the project team. Prioritization has been updated based on input from the advisory committees and the community. Table 3 also shows if a project is within a 2-mile radius of the Nixyáawii Community School. If it was, the priority was increased one level, if possible. *Attachment E includes the CTUIR Safe Route to School Plan, which has been used to develop the projects shown in Table 3.* Figure 23 illustrates the location of the projects. The figure also includes the multi-use path projects previously shown in the Pedestrian System section. *Attachment B includes assumptions used to develop the planning-level cost estimates shown in Table 3. Attachment C includes summary sheets for each of the high priority projects.*

Table 3: Bicycle System Projects

Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
B01	Mission Road	OR 331 to Cayuse Road	Widen Mission Road and install buffered or separated/ raised bicycle lanes along both sides of the roadway from OR 331 to Cayuse Road. Consider incorporating bus pull-outs into the project design.	County	High	X	\$4,200,000
B02	Kirkpatrick Road	OR 331 to McKinley Lane	Widen Kirkpatrick Road and install shoulder bikeways on both sides of the roadway from OR 331 to McKinley Lane.	County	Medium	X	\$2,400,000
B03	Cayuse Road	Emigrant Road to River Road	Widen Cayuse Road and install shoulder bikeways on both sides of the roadway from Emigrant Road to River Road.	County	Medium		\$6,800,000
B04	Confederated Way	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	BIA	Medium	X	\$30,000
B05	Whirlwind Drive	Mission Road to Confederated Way	Install shared roadway signage and/or striping (sharrows).	BIA	Medium	X	\$5,000
B06	Cedar Street	Short Mile Road to Mission Road	Install shared roadway signage and/or striping (sharrows).	BIA	Medium	X	\$35,000
B07	Kusi Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low		\$25,000
B08	Spilya Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low		\$30,000
B09	Coyote Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low		\$20,000
B10	Arrowhead Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	Low		\$15,000

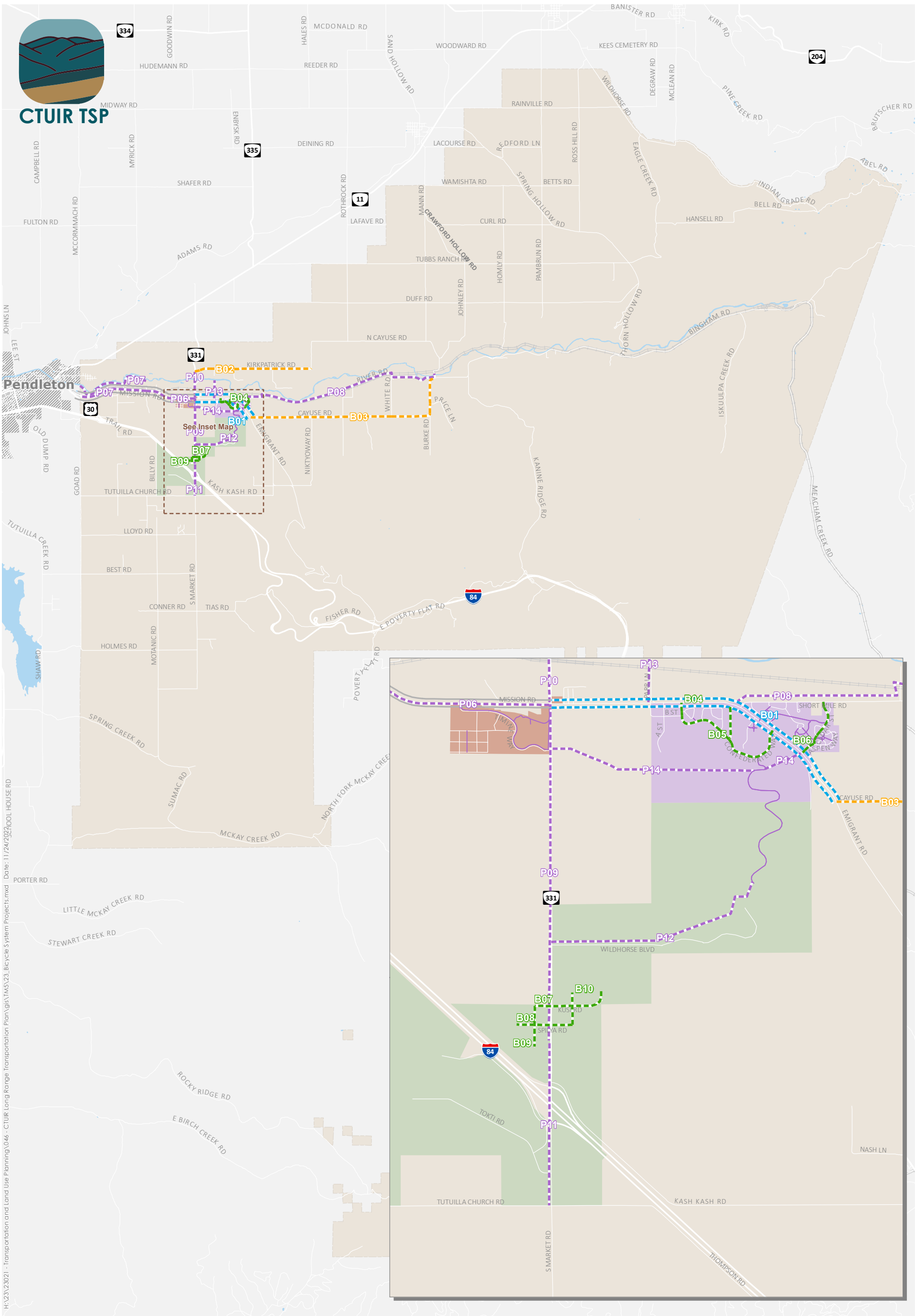
Project ID	Location/ Name	Extents	Description	Roadway Jurisdiction	Priority	Near a School	Cost
B11 ¹	Bicycle Fix-it Stations	Within UIR boundaries	Evaluate where bicycle fix-it stations would be beneficial to install within the UIR, such as trailheads, community hubs, or the school.	CTUIR	High		\$10,000 per station
Total High Priority Cost							\$4,200,000
Total Medium Priority Cost							\$9,270,000
Total Low Priority Cost							\$90,000
Total Cost							\$13,560,000

¹ Project not shown on the project map.

Bicycle Programs and Plans

In addition to identifying potential projects, the project team also identified the following potential bicycle-related item for incorporation into CTUIR programs and plans:

- Coordinate installation of future bicycle fix-it stations as part of construction of projects that will attract bicycle activity, such as commercial development, parks, civic centers, transit hubs, multi-use paths, and bike lanes.



H:\23\23021 - Transportation and Land Use Planning\046 - CTUIR Long Range Transportation Plan\GIS\TMS\23_Bicycle System Projects.mxd Date: 11/24/2022 10:01:50 AM

Figure 23

**Bicycle System Projects
Umatilla Indian Reservation**

TRANSIT SYSTEM

The projects developed for the transit system include bus stop enhancements, modified service, and new service. Table 4 describes the projects for the transit system. The priority levels shown in Table 4 are based on the project evaluation criteria as well as input from the project team. Prioritization was updated based on input from the advisory committees and the community. Figure 24 illustrates the location of the projects. *Attachment B includes assumptions used to develop the planning-level cost estimates shown in Table 4. Attachment C includes summary sheets for each of the high priority projects.*

As CTUIR explores the transit system projects, coordination with other transit providers that serve the reservation and nearby areas will be needed. These other providers include Kayak, SafeT Transportation, Elite Taxi, Wildhorse Resort & Casino Shuttle, Greyhound, and Yellowhawk Tribal Health Center transportation through the Allied Health Service Department.

Table 4: Transit System Projects

Project ID	Location/Name	Description	Priority	Cost
T01 ¹	Park-and-ride Locations	Coordinate with regional transit providers for park-and-ride locations that help facilitate the use of transit by community members and maximize regional connectivity.	High	TBD, depends on partnerships available
T02	Bus Stop Enhancements	Evaluate transit stops for additional amenity needs, such as shelters, lighting, and signage.	High	\$324,000 (\$18,000/stop for 18 bus stops)
T03	OR 331 Transit Hub	Consolidate bus stops at Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus into one pair of transit hubs on OR 331 north of Spilya Road, reducing need for transit vehicles to turn to and from OR 331. Coordinate with Project T04 - Wildhorse Campus Shuttle. If a roundabout is constructed on OR 331 based on development-driven projects, a single transit hub on one side of OR 331 may be appropriate.	High	\$200,000
T04	Wildhorse Campus Shuttle	Partner with adjacent businesses to provide a shuttle to transport people from Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus to the OR 331 Transit Hub. Coordinate with Project T03 - OR 331 Transit Hub.	High	To be determined in conjunction with Kayak
T05	Kayak Transit Hub Expansion	Install public restrooms for passengers at the Kayak Transit Hub.	Low	To be determined in conjunction with Kayak
T06 ¹	Electric Vehicle and Shuttle Pilot	Acquire vehicles, install charging facilities, and begin electric vehicle service for the Metro and campus shuttle routes.	Medium	To be determined in conjunction with Kayak
T07 ¹	More frequent transit service	Explore adding more trips per day on the highest ridership routes including Hopper, Whistler, and Metro.	Low	To be determined in conjunction with Kayak

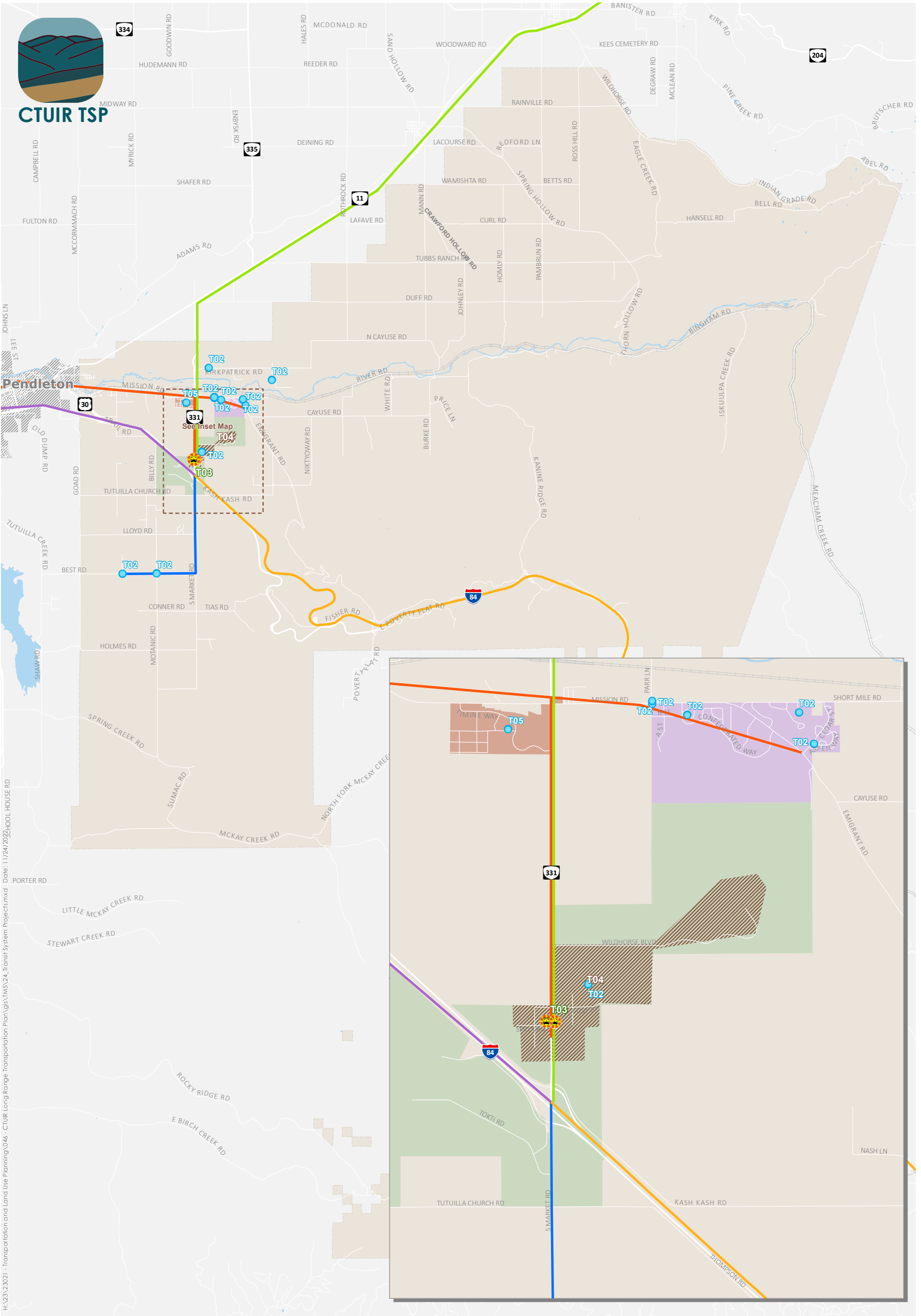
Project ID	Location/Name	Description	Priority	Cost
T08 ¹	Extended hours of service	Explore additional hours of service to serve the morning and evening shifts at Wildhorse Resort & Casino.	Medium	To be determined in conjunction with Kayak
T09 ¹	Extended coverage	Explore extended coverage for transit services to reach residential area near Riverside Avenue, Pendleton Airport, and Walla Walla Airport. Coordinate with surrounding jurisdictions and transit agencies who already provide services to these areas. Coordinate with local health and fitness facilities when locating new bus stops.	Medium	To be determined in conjunction with Kayak
Total High Priority Cost				\$524,000
Total Medium Priority Cost				\$TBD
Total Low Priority Cost				\$TBD
Total Cost				\$TBD

¹ Project not shown on the project map.

Transit Programs and Plans

In addition to identifying potential projects, the project team also identified potential transit-related policy and programmatic direction to support the transportation system based on input from CTUIR staff. Through the TSP update process, the following items were identified for incorporation into CTUIR programs and plans:

- Work with businesses adjacent to existing or planned transit stops to sponsor transit shelters at bus stops. Coordinate with businesses and the proposed Parks and Transportation Coordinator position to determine responsibility for maintenance of transit shelters.
- Work with partner jurisdictions and agencies to ensure that Kayak is part of the development review process where there may be opportunities for new transit facilities or impacts to existing transit service.



Existing Kayak Bus Routes

- Hopper
- Arrow
- Metro
- Rocket
- Tripper
- Whistler

- Bus Stop Enhancement
- Transit Hub
- Shuttle Service Area

- Umatilla Indian Reservation Boundary
- Mission Hub
- July Grounds Hub
- Gateway Hub
- Pendleton UGB



Figure 24

**Transit System Projects
Umatilla Indian Reservation**

RAIL SYSTEM

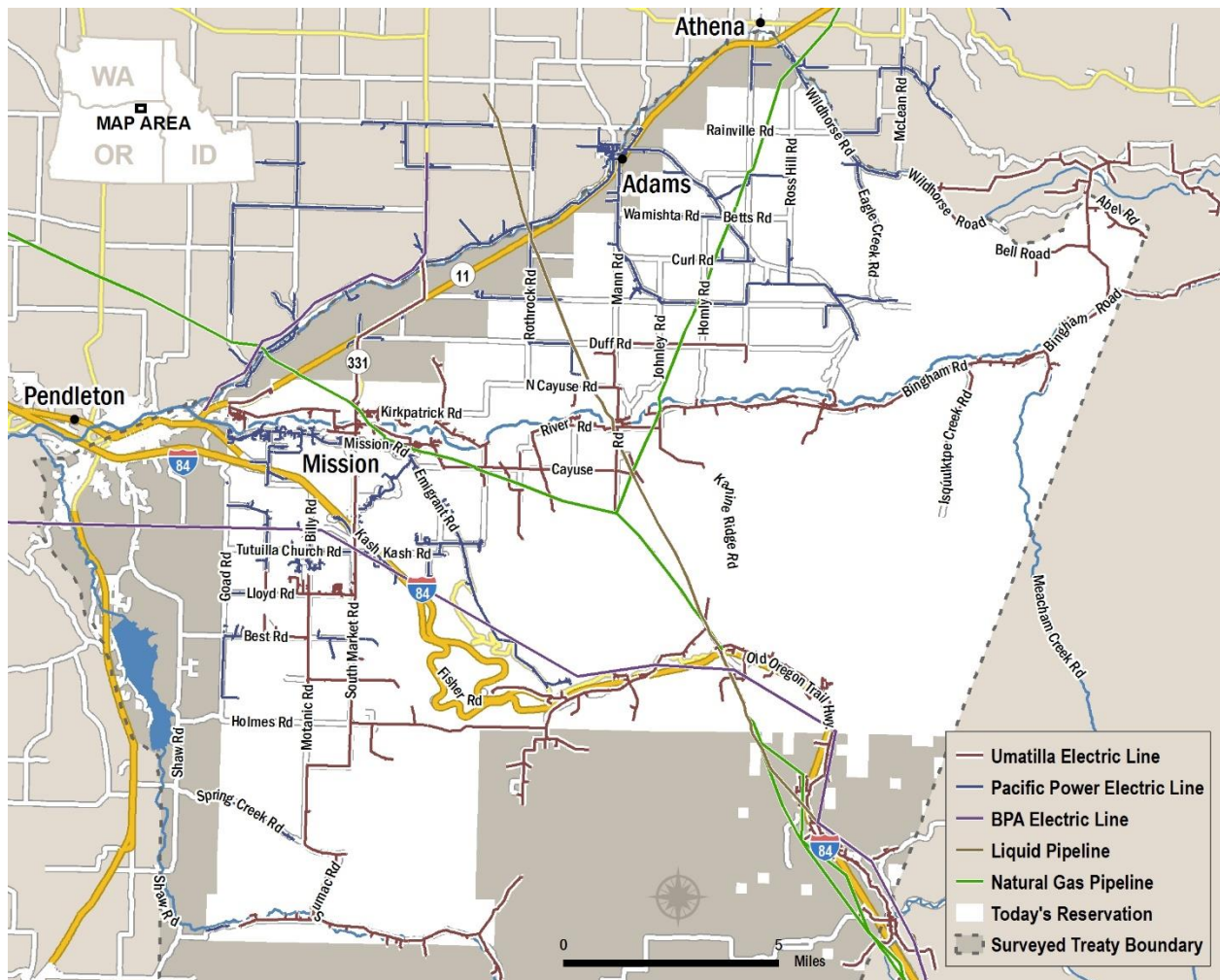
There is one Union Pacific rail line within the UIR boundary, connecting Pendleton and La Grande. The line runs east and west, parallel to Mission Road, Short Mile Road, Cayuse Road, and Bingham Roads before turning south along Meacham Creek Road and into the Blue Mountains. Although no projects were identified to support the rail system, the following plan was identified:

- Safe Rail Crossing Plan
 - Conduct a planning effort to establish a Quiet Zone Agreement for the Union Pacific railroad adjacent to the Mission area. The plan area would extend from the eastern boundary of the Community Water Sewer System service area to the UIR western boundary near Memory Lane.
 - The plan would include recommended safety upgrades for crossings in the plan area, including any recommended closures of specific crossings to enhance safety in the area.

PIPELINE SYSTEM

There are liquid and natural gas pipelines within the UIR boundary. Figure 25 shows the existing pipeline system, in addition to other utility lines within the UIR. No future projects, programs, or plans were identified to support the pipeline system.

Figure 25: Pipeline System (Image provided by CTUIR)



MODIFICATION OF PREVIOUS PLANNING DOCUMENTS

The proposed projects described in this memorandum represent modifications or elimination of the following projects currently found in the adopted 2001 CTUIR TSP, Mission Community Master Plan (MCMP), and the OR 331 Access Management Plan (AMP), described in Table 5. Table 5 does not include completed projects from these planning documents.

Table 5: Modifications to Previous Planning Documents

Planning Document(s)	Previous Project ID(s)	Location/Name	Description	Justification
Roadway System				
2001 CTUIR TSP	6	River Road	Widen, align, and add gravel from the railroad crossing east to White Road. CTUIR to take over ownership of two at-grade railroad crossings and pave crossings with asphalt.	CTUIR requested removal.
2001 CTUIR TSP and OR 331 AMP	9 and 14	Kash Kash Road	Kash Kash Road at Highway 331 – Close existing access to Highway 331 and reroute Kash Kash Road north to a new intersection with the highway. Add exclusive left-turn lanes on the highway approaches to new intersection. Also construct new driveway/street access on the west side of the intersection, opposite of Kash Kash Road. Install new traffic signal when warranted.	Edited project to focus only on Kash Kash Road realignment, since the other elements have mostly been completed
2001 CTUIR TSP and OR 331 AMP	10 and 8	OR 331	Highway 331 Median – Construct a non-traversable landscaped median along Highway 331 from the I-84 westbound ramps to the Wildhorse Resort Entrance Road. This project also includes bicycle/pedestrian improvements.	No longer desired for this roadway.
2001 CTUIR TSP	27	North-South Connector Road	North-South Connector Road – Construct a new north-south connector road from the Wildhorse Resort Entrance Road to “A” Street.	No longer desired by CTUIR. This area is difficult to develop because of cultural sites and topography.
2001 CTUIR TSP	28	East-West Connector Road (Phase II)	East-West Connector Road (Phase II) – Extend rural connector road from proposed North-South Connector Road to Highway 331. Timing for this project will be dictated by planned developments in the area.	No longer desired by CTUIR. This area is difficult to develop because of cultural sites and topography.
2001 CTUIR TSP	3	East-West Connector Road (Phase I)	East-West Connector Road (Phase I) – Construct a new urban/rural connector road from near Aspen Way to proposed North-South Connector Road. Timing for this project will be dictated by planned developments in the area (East Bench Subdivision).	No longer desired by CTUIR. This area is difficult to develop because of cultural sites and topography. MCMP shows a multi-use path instead
2001 CTUIR TSP	22	Wildhorse Creek Bridge	Replace County Bridge #59C401 along Wild Horse Road (County Road #685).	Not under CTUIR jurisdiction. CTUIR staff

Planning Document(s)	Previous Project ID(s)	Location/Name	Description	Justification
				requested removal from project list.
2001 CTUIR TSP	37	Tamástslikt Cultural Institute Connector Road	Tamástslikt Cultural Institute Connector Road – Construct a new connector road from the Tamástslikt Cultural Institute to the proposed east-west connector road, near the Cayuse Road/Emigrant Road intersection.	No longer desired by CTUIR. This area is difficult to develop because of cultural sites and topography.
OR 331 AMP	10	OR 331	Widen OR 331 to a five-lane cross-section in the vicinity of Spilya Road.	New cross-sections established in MCMP and through this TSP update process.
OR 331 AMP	13	Kusi Road	Extend Kusi Road and construct north-south local road for local circulation.	Edited to Spilya Road and without the additional north-south connection based on development that has occurred.
Pedestrian System				
2001 CTUIR TSP	26	Mission Road Bike/Ped Facility (Phase II)	Mission Road Bike/Ped Facility (Phase II) – Complete the extension of a bicycle/pedestrian facility to the City of Pendleton along Mission Road/US Highway 30.	Revised to have first phase along Mission Road and then two options to Pendleton: along Mission Road or along Umatilla River.
2001 CTUIR TSP	31	Highway 331 Sidewalk and Bike Lanes	Highway 331 Sidewalk and Bike Lanes – Provide bike lanes, curb and gutter, and sidewalks along Highway 331 from Mission Road to proposed East-West Connector Road.	Replaced by a multi-use path.
2001 CTUIR TSP	36	Path Across Umatilla River	Path Across Umatilla River – Construct a multi-use path in the vicinity of Parr Lane and extending across the Umatilla River to connect with Kirkpatrick Road.	Edited to remove bridge and only connect Parr Lane to the river based on input from CTUIR staff.
MCMP, TAC1	P2	Mission Road	Complete the sidewalk network along the south side of Mission Road from Confederated Way to Cedar Street. Widen existing sidewalks near the Four Corners area to six feet and address the existing mailbox obstructions located across from Lucky Seven.	Removed because the pedestrian crossing was moved north to Confederated Way, removing the need for sidewalks on both sides of the street to Cedar Street.
MCMP	P3	OR 331	Install sidewalks along the east and west sides of OR 331.	Replaced by a multi-use path.
MCMP	M5	Umatilla River Multi-use Path	Construct a new multi-use trail along the south side of the Umatilla River on in parallel but offset from the river where applicable. Connect to Pendleton Riverwalk.	Revised to have first phase along Mission Road and then two options to Pendleton: along Mission Road or along Umatilla River.

Planning Document(s)	Previous Project ID(s)	Location/Name	Description	Justification
Bicycle System				
2001 CTUIR TSP	32	OR 331	Highway 331 Shoulder Widening – Provide 8-foot paved shoulders along Highway 331 from Wildhorse Resort Entrance Road to proposed East-West Connector Road.	Replaced by a multi-use path.
MCMP	B3	OR 331	Install bicycle lanes along the east and west sides of OR 331.	Replaced by a multi-use path.
Transit System				
MCMP	T1	Multiple Locations	(For multiple locations) Install new transit amenities including new shelters with real-time transit tracking, benches, lighting, etc.	Replaced by more specific suggestions for the bus stop locations.

Attachment A

Description of Evaluation Process and Evaluation Criteria

A qualitative process using the evaluation criteria will be used to evaluate potential modal solutions and prioritize projects developed through the TSP update. The rating method used to evaluate the alternatives is described below.

Most Desirable: The concept addresses the criterion and/or makes substantial improvements in the criteria category. (+2)

Desirable: The concept addresses the criterion and/or makes improvements in the criteria category. (+1)

No Effect: The criterion does not apply to the concept or the concept has no influence on the criteria. (0)

Less Desirable: The concept does not support the intent of and/or negatively impacts the criteria category. (-1)

Least Desirable: The concept does not support the intent of and/or substantially negatively impacts the criteria category. (-2)

Objective	Evaluation Criteria	Evaluation Score
Goal 1: Safety		
Objective 1A: History of Crashes	Improve locations with a history of fatal and/or severe injury crashes	(-2 to +2)
Objective 1B: Reduce crash potential	Implement strategies that systemically reduce the potential for crashes	(-2 to +2)
Goal 2: Environment and Cultural Heritage		
Objective 2A: Respect rural and cultural context	Develop projects that respect the rural landscape and cultural context	(-2 to +2)
Objective 2B: Achieve economic potential	Develop projects that help the community achieve its economic potential	(-2 to +2)
Objective 2C: Culturally sensitive	Establish land-use strategies and policies that support desired development that is culturally sensitive	(-2 to +2)
Goal 3: Health		
Objective 3A: Increase active transportation options	Increase the user-friendliness and comfort of active transportation options available to all members of the Umatilla Indian Reservation community	(-2 to +2)
Objective 3B: Connections to health centers, schools, parks	Provide connections to community health centers, schools, and parks	(-2 to +2)
Goal 4: Equity and Accessibility		
Objective 4A: Access to essential destinations	Provide access to essential destinations for all members of the Umatilla Indian Reservation community	(-2 to +2)
Objective 4B: Responds to range of community needs	Develop a plan that responds to the range of needs within the community	(-2 to +2)
Goal 5: Connectivity		
Objective 5A: Improve multimodal connections between hubs	Improve existing, and/or create new multimodal connections between the Mission, July Grounds, and Gateway hubs	(-2 to +2)
Objective 5B: Improve regional multimodal connections	Improve existing, or create new, regional multimodal connections	(-2 to +2)
Goal 6: Coordination		
Objective 6A: Consistency with partners	Ensure consistency with Federal, State, regional, and local planning rules and regulations	(-2 to +2)
Objective 6B: Partner consensus on planned system for region	Coordinate with partners to gain consensus on the planned system for the region	(-2 to +2)
Goal 7: Financial Stability		
Objective 7A: Maximize benefit and return on investment	Prioritize investments and maximize partnerships to provide maximum benefit and return on investment for the associated cost.	(-2 to +2)
Objective 7B: Realistic, compatible with BIA, and/or positioning for grants	Develop projects that can be realistically achieved given the Tribe's existing, and potential, funding sources, including developing projects that will be compatible with Bureau of Indian Affairs (BIA) requirements and position CTUIR for future grant sources.	(-2 to +2)

Project ID	Location/Name	Extents	Description	Responsible Jurisdiction	Evaluation Criteria (-2 to +2 scoring)																	Evaluation Total	Priority	Safe Routes to School Eligible	Cost	
					Goal 1: Safety		Goal 2: Environment and Cultural Heritage			Goal 3: Health		Goal 4: Equity and Accessibility		Goal 5: Connectivity		Goal 6: Coordination		Goal 7: Financial Stability		Other Criteria						
					Objective 1A: History of Crashes	Objective 1B: Reduce crash potential	Objective 2A: Respect rural and cultural context	Objective 2B: Achieve economic potential	Objective 2C: Culturally sensitive	Objective 3A: Increase active transportation options	Objective 3B: Connections to health centers, schools, parks	Objective 4A: Access to essential destinations	Objective 4B: Responds to range of community needs	Objective 5A: Improve multimodal connections between hubs	Objective 5B: Improve regional multimodal connections	Objective 6A: Consistency with partners	Objective 6B: Partner consensus on planned system for region	Objective 7A: Maximize benefit and return on investment	Objective 7B: Realistic, compatible with BIA, and/or positioning for grants	Right-of-way constraints	Physical barrier constraints					Environmental impacts
Roadway System																										
R01	Kash Kash Road	Kusi Road to east of OR 331	Close existing access to OR 331 and reroute Kash Kash Road north to a new intersection with Kusi Road.	County	1	2	0	0	0	0	1	1	1	0	2	2	2	0	0	-2	0	-2	8	Medium	No	\$ 1,900,000
R02	Spilya Road	Eastern end of roadway to Kash Kash Road realignment	Extend Spilya Road east to Kash Kash Road realignment.	CTUIR	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	-1	0	-1	1	Low	No	\$ 385,000
R03	Emigrant Road	Cayuse Road to Poverty Flat Road	Widen, add shoulders, and repave Emigrant Road (County Road #937) from Cayuse Road to Poverty Flat Road.	County	1	2	0	1	0	1	0	0	1	0	0	0	2	1	0	-1	0	-1	7	Medium	No	\$ 21,800,000
R04	56th Street-Theater Road	Mission Road to US 30	Widen, add shoulders, and pave/repave 56th Street-Theater Road to help support rerouting of trucks and other regional/state traffic during I-84 closures.	County/BIA	0	2	0	2	0	1	0	0	1	0	1	0	2	2	0	-1	0	-1	9	Low	No	\$ 3,900,000
R05	North Cayuse Road	River Road to Mann Road	Widen, add shoulders, and pave North Cayuse Road (County Road #925) from River Road north to Mann Road.	County	0	2	0	1	0	1	0	0	1	0	0	2	1	0	-1	0	-1	6	Low	No	\$ 2,400,000	
R06	Mann Road	Crawford Hollow Road to North Cayuse Road	Widen, add shoulders, and pave Mann Road (County Road #925) from Crawford Hollow Road south to North Cayuse Road.	County	0	2	0	1	0	1	0	0	1	0	0	2	1	0	-1	0	-1	6	Medium	No	\$ 7,000,000	
R07	Motanic Road	Best Road to Spring Creek Road	Widen, add shoulders, and pave Motanic Road (County Road #1031) from Best Road south to Spring Creek Road.	County	1	2	0	1	0	1	0	0	1	0	0	2	1	0	-1	0	-1	7	Medium	No	\$ 10,000,000	
R08	Sumac Road	Spring Creek Road to McKay Creek Road	Widen, add shoulders, and pave Sumac Road (County Road #1050) from Spring Creek Road south to McKay Creek Road.	County	0	2	0	1	0	1	0	0	1	0	0	2	1	0	-1	0	-1	6	Low	No	\$ 6,000,000	
R09	McKay Creek Road	Sumac Road to North Fork McKay Creek Road	Widen, add shoulders, and add gravel along McKay Creek Road (County Road #1050) from Sumac Road east to North Fork McKay Creek Road.	County	0	2	0	1	0	1	0	0	1	0	0	2	1	0	-1	0	-1	6	Medium	No	\$ 4,700,000	
R10	Exit 2016 Truck Overflow Parking	South of I-84 Exit 216	Parking lot for overflow truck parking from I-84 winter closures. Could include a shuttle service from parking lot to Arrowhead during events.	ODOT	0	2	0	0	0	0	0	2	0	0	2	2	2	2	2	0	0	14	High	No	\$ 3,200,000	
R11	OR 331 Speed Study	UIR northern boundary to I-84	Perform a speed study along the OR 331 corridor and determine whether to modify any speed zones.	ODOT	2	2	1	0	0	0	0	0	2	1	0	2	2	1	1	0	0	0	14	High	No	\$ 20,000
R12	Mission Road Traffic Calming	From Mustang Lane to Parr Lane	Install speed feedback signage and other traffic calming measures.	CTUIR/County	1	2	1	0	0	2	0	0	2	1	0	0	2	2	2	0	0	0	15	High	No	\$ 30,000
R13	County Road #900 (Cayuse Road and Bingham Road)	Emigrant Road to UIR eastern boundary	Perform a speed study at key intersections on the County Road #900 corridor to determine potential traffic calming or intersection safety treatments.	County	0	2	1	0	0	1	0	0	1	0	1	0	2	2	2	0	0	0	12	Medium	No	\$ 20,000
R14	Kirkpatrick Road, vertical curve east of McKinley Lane	Intersection extents	Evaluate sight distance and install advisory signage if warranted.	County	0	2	1	0	0	0	0	0	1	0	0	2	2	2	0	0	0	10	Low	No	\$ 25,000	
R15	Cayuse Road/Cayuse River Road intersection	Intersection extents	Reconstruct northern leg to connect at a more perpendicular angle.	County	1	2	0	0	0	0	0	0	1	0	0	2	1	1	-1	0	-1	6	Low	No	\$ 1,200,000	
R16	River Road/White Road intersection	Intersection extents	Reconstruct southern leg to connect at a more perpendicular angle.	County	1	2	0	0	0	0	0	0	1	0	0	2	1	1	-1	0	-1	6	Low	No	\$ 1,200,000	
R17	Confederated Way	B Street to Mission Road (east intersection)	Construct flood remediation projects on Confederated Way from B Street to Mission Road (east intersection). Mitigations may include building a levy, raising the roadway, creating water retention areas, and rerouting the roadway.	BIA	0	2	1	1	0	2	1	2	1	0	0	0	0	2	1	-1	0	-1	11	High	No	\$ -
Development Driven - Roadway System																										

Project ID	Location/Name	Extents	Description	Responsible Jurisdiction	Evaluation Criteria (-2 to +2 scoring)																	Evaluation Total	Priority	Safe Routes to School Eligible	Cost	
					Goal 1: Safety		Goal 2: Environment and Cultural Heritage			Goal 3: Health		Goal 4: Equity and Accessibility		Goal 5: Connectivity		Goal 6: Coordination		Goal 7: Financial Stability		Other Criteria						
					Objective 1A: History of Crashes	Objective 1B: Reduce crash potential	Objective 2A: Respect rural and cultural context	Objective 2B: Achieve economic potential	Objective 2C: Culturally sensitive	Objective 3A: Increase active transportation options	Objective 3B: Connections to health centers, schools, parks	Objective 4A: Access to essential destinations	Objective 4B: Responds to range of community needs	Objective 5A: Improve multimodal connections between hubs	Objective 5B: Improve regional multimodal connections	Objective 6A: Consistency with partners	Objective 6B: Partner consensus on planned system for region	Objective 7A: Maximize benefit and return on investment	Objective 7B: Realistic, compatible with BIA, and/or positioning for grants	Right-of-way constraints	Physical barrier constraints					Environmental impacts
P01	Mission Road	East of Huckleberry Street to Cedar Street	Install six-foot sidewalks along the north side of Mission Road from east of Huckleberry Street to Cedar Street. Consider incorporating bus pull-outs into the project design.	County	2	2	1	1	0	2	2	2	1	2	0	0	2	1	0	-1	0	-1	16	High	Yes	\$ 1,500,000
P02	Mission Road	Confederated Way (western intersection) to Confederated Way (eastern intersection)	Complete the sidewalk network along the south side of Mission Road from Confederated Way (western intersection) to Confederated Way (eastern intersection). Consider incorporating bus pull-outs into the project design.	County	1	2	1	1	0	2	2	2	1	2	0	0	2	1	1	-1	0	-1	16	High	Yes	\$ 680,000
P03	Mission Road	OR 331 to Confederated Way (western intersection)	Widen sidewalks to six feet on the south side of Mission Road from OR 331 to Confederated Way (western intersection) and address the existing mailbox obstructions. Consider incorporating bus pull-outs into the project design.	County	1	2	1	1	0	2	1	1	1	1	0	0	2	1	0	-2	-1	-1	10	High	Yes	\$ 490,000
P04	Confederated Way	East of Whirlwind Drive to Mission Road (east intersection)	Complete the sidewalk network along the north side of Confederated Way from east of Whirlwind Drive to Mission Road (east intersection).	BIA	0	2	1	1	0	2	1	2	1	0	0	0	0	1	1	-1	0	-1	10	High	Yes	\$ 435,000
P05	Cedar Street	Short Mile Road to Mission Road	Widen sidewalks to six feet wide on both sides of Cedar Street from Short Mile Road to Mission Road.	BIA	0	2	1	1	0	2	1	1	1	0	0	0	0	0	0	-2	0	-1	6	Medium	Yes	\$ 580,000
P06	Multi-use Path to Pendleton (Phase I)	Purchase Lane to OR 331	Construct a multi-use path on the south side of Mission Road from Purchase Lane to OR 331. This project is the first phase of a larger multi-use path connection to the City of Pendleton. Further study is needed to determine the ultimate alignment.	CTUIR	1	2	1	2	1	2	2	2	1	0	2	0	2	2	1	-1	0	-1	19	High	Yes	\$ 775,000
P07	Multi-use Path to Pendleton (Phase II)	UIR western boundary to Purchase Lane	Construct the second phase of the multi-use path to Pendleton, connecting at Purchase Lane. West of Purchase Lane, the alignment of the multi-use path connection may follow two potential alignments: 1) Along the south side of the Umatilla River in parallel but offset from the river where applicable. If able, connect to Pendleton Riverwalk. OR 2) Along the north or south side of Mission Road. Further study is needed to determine the ultimate alignment. Include benches, lighting, and safety amenities (such as emergency call boxes and security cameras).	UIR/County/Pendleton	0	2	1	2	1	2	1	2	1	0	2	0	2	2	0	-2	-1	-1	14	High	Yes	\$ 3,500,000
P08	Short Mile Road Multi-use Path	Mission Road to Cayuse Bridge	Construct a multi-use path along Short Mile Road to Sampson Lane adjacent to the Union Pacific Railroad maintenance road to River Road to North Cayuse Road Bridge.	CTUIR	1	2	2	1	1	2	1	2	1	0	0	0	2	0	0	-2	-1	-1	11	Medium	No	\$ 3,900,000

Project ID	Location/Name	Extents	Description	Responsible Jurisdiction	Evaluation Criteria (-2 to +2 scoring)																	Evaluation Total	Priority	Safe Routes to School Eligible	Cost	
					Goal 1: Safety		Goal 2: Environment and Cultural Heritage			Goal 3: Health		Goal 4: Equity and Accessibility		Goal 5: Connectivity		Goal 6: Coordination		Goal 7: Financial Stability		Other Criteria						
					Objective 1A: History of Crashes	Objective 1B: Reduce crash potential	Objective 2A: Respect rural and cultural context	Objective 2B: Achieve economic potential	Objective 2C: Culturally sensitive	Objective 3A: Increase active transportation options	Objective 3B: Connections to health centers, schools, parks	Objective 4A: Access to essential destinations	Objective 4B: Responds to range of community needs	Objective 5A: Improve multimodal connections between hubs	Objective 5B: Improve regional multimodal connections	Objective 6A: Consistency with partners	Objective 6B: Partner consensus on planned system for region	Objective 7A: Maximize benefit and return on investment	Objective 7B: Realistic, compatible with BIA, and/or positioning for grants	Right-of-way constraints	Physical barrier constraints					Environmental impacts
P09	OR 331 Multi-use Path (Phase I)	Mission Road to Arrowhead Travel Plaza driveway	Construct a multi-use path along one or both sides of OR 331 from Mission Road to Arrowhead Travel Plaza driveway. Include benches, lighting, and safety amenities (such as emergency call boxes and security cameras).	CTUIR	2	2	2	2	1	2	2	2	1	2	0	0	2	2	1	-2	0	-1	20	High	No	\$ 1,900,000
P10	OR 331 Multi-use Path (Phase II)	Kirkpatrick Road to Mission Road	Construct a multi-use path along one or both sides of OR 331 from Kirkpatrick Road to Mission Road, depending on feasible options for crossing the Umatilla River Bridge. River access could potentially be included as part of this project.	CTUIR	1	2	2	1	1	2	1	2	1	0	0	0	2	2	0	-2	-2	-1	12	High	Yes	\$ 2,900,000
P11	South Market Road Multi-use Path	Arrowhead Travel Plaza driveway to Tutuilla Church Road	Construct a multi-use path along one or both sides of OR 331-South Market Road from Arrowhead Travel Plaza driveway to Tutuilla Church Road. The Exit 216 overpass may need to be replaced to fit the desired facilities.	CTUIR	2	2	2	2	1	2	0	2	1	0	0	0	2	0	0	-2	-2	-1	11	Medium	No	\$ 3,900,000
P12	Wildhorse Boulevard Multi-use Path	OR 331 to the Tamástlikt Trail	Construct a multi-use path along Wildhorse Boulevard, along the north side of the median or within the median.	CTUIR	0	2	2	2	2	2	0	2	1	0	0	0	0	1	1	-2	0	-1	12	Medium	No	\$ 675,000
P13	Parr Lane Multi-use Path	Umatilla River to Mission Road	Construct a multi-use path in the vicinity of Parr Lane and extending to the Umatilla River.	CTUIR	0	2	2	1	1	2	1	2	1	0	0	0	0	1	1	-2	0	-1	10	Low	No	\$ 305,000
P14	East-West Multi-use Path	OR 331 to Mission Road	Construct a multi-use path along the top of the bluff connecting OR 331 to Mission Road, intersecting the Tamástlikt Trail. Coordinate with Project P19 – OR 331/Timine Way pedestrian crossing and Project P23 - Mission Road/Cedar Street pedestrian crossing.	CTUIR	0	2	2	1	1	2	1	2	1	2	0	0	0	1	0	-2	-2	-1	10	High	Yes	\$ 820,000
P15	Tamástlikt Trail Lighting	Confederated Way to Tamástlikt Cultural Institute	Install lighting and security cameras to existing multi-use path system.	CTUIR	0	2	2	1	2	2	1	1	1	1	0	0	0	1	1	0	0	0	15	High	No	\$ 530,000
P16	Timine Way Multi-use Path Lighting	Mission Road to OR 331	Install lighting and security cameras to existing multi-use path system.	CTUIR	0	2	2	1	2	2	1	1	1	0	0	0	0	1	0	0	0	0	13	Medium	Yes	\$ 320,000
P17	July Ground Multi-use Path System Lighting	n/a	Install lighting and security cameras to existing multi-use path system.	CTUIR	0	2	2	1	2	2	1	1	1	0	0	0	0	1	0	0	0	0	13	Medium	Yes	\$ 480,000
P18	Mission Road Lighting	Short Mile Road to Cedar Street	Install pedestrian-scale lighting.	County	0	2	2	1	1	2	2	2	1	0	0	0	2	1	2	0	0	0	18	High	No	\$ 195,000
P19	OR 331/Timine Way	n/a	Install an enhanced pedestrian crossing. Treatment may include signalization or a pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), or a grade separated undercrossing of OR 331. Coordinate with Project P14 – East-West Multi use Path.	ODOT	1	2	2	2	2	2	1	2	1	2	0	0	2	2	2	0	0	0	23	High	Yes	\$ 2,000,000
P20	Mission Road Mid-block Crossing	n/a	Install enhanced pedestrian crossing treatments at the existing mid-block crossing on Mission Road east of Short Mile Road. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and/or curb extensions.	County	0	2	2	1	1	2	2	2	1	0	0	0	2	1	2	0	0	0	18	High	Yes	\$ 105,000

Project ID	Location/Name	Extents	Description	Responsible Jurisdiction	Evaluation Criteria (-2 to +2 scoring)																	Evaluation Total	Priority	Safe Routes to School Eligible	Cost	
					Goal 1: Safety		Goal 2: Environment and Cultural Heritage			Goal 3: Health		Goal 4: Equity and Accessibility		Goal 5: Connectivity		Goal 6: Coordination		Goal 7: Financial Stability		Other Criteria						
					Objective 1A: History of Crashes	Objective 1B: Reduce crash potential	Objective 2A: Respect rural and cultural context	Objective 2B: Achieve economic potential	Objective 2C: Culturally sensitive	Objective 3A: Increase active transportation options	Objective 3B: Connections to health centers, schools, parks	Objective 4A: Access to essential destinations	Objective 4B: Responds to range of community needs	Objective 5A: Improve multimodal connections between hubs	Objective 5B: Improve regional multimodal connections	Objective 6A: Consistency with partners	Objective 6B: Partner consensus on planned system for region	Objective 7A: Maximize benefit and return on investment	Objective 7B: Realistic, compatible with BIA, and/or positioning for grants	Right-of-way constraints	Physical barrier constraints					Environmental impacts
P21	OR 331/Kusi Road	n/a	Install an enhanced pedestrian crossing. Treatment may include pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), raised median island, high visibility crosswalk markings, and curb extensions.	ODOT	1	2	2	2	2	2	2	1	0	0	0	2	2	2	0	0	0	22	High	No	\$ 105,000	
P22	Mission Road/Confederated Way	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and curb extensions.	County	0	2	2	1	1	2	2	2	1	0	0	0	2	1	2	0	0	0	18	High	Yes	\$ 105,000
P23	Mission Road/Cedar Street	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and curb extensions. Coordinate with Project P14 - East-West Multi-use Path.	County	2	2	2	1	1	2	1	2	1	0	0	0	2	1	2	0	0	0	19	High	Yes	\$ 105,000
Bicycle System																										
B01	Mission Road	OR 331 to Cayuse Road	Widen Mission Road and install buffered or raised bicycle lanes along both sides of the roadway from OR 331 to Cayuse Road. Consider incorporating bus pull-outs into the project design.	County	2	2	1	2	0	2	1	1	1	2	0	0	2	1	0	-1	0	-1	15	High	Yes	\$ 4,200,000
B02	Kirkpatrick Road	OR 331 to McKinley Lane	Widen Kirkpatrick Road and install shoulder bikeways on both sides of the roadway from OR 331 to McKinley Lane.	County	1	2	1	1	0	2	1	2	2	0	0	0	2	1	0	-1	0	-1	13	Medium	Yes	\$ 2,400,000
B03	Cayuse Road	Emigrant Road to River Road	Widen Cayuse Road and install shoulder bikeways on both sides of the roadway from Emigrant Road to River Road.	County	2	2	1	1	0	2	0	2	2	0	0	0	2	1	0	-1	0	-1	13	Medium	No	\$ 6,800,000
B04	Confederated Way	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	BIA	0	1	1	1	0	2	0	0	1	0	0	0	0	2	0	0	0	8	Medium	Yes	\$ 30,000	
B05	Whirlwind Drive	Mission Road to Confederated Way	Install shared roadway signage and/or striping (sharrows).	BIA	0	1	1	1	0	2	0	0	1	0	0	0	0	2	0	0	0	8	Medium	Yes	\$ 5,000	
B06	Cedar Street	Short Mile Road to Mission Road	Install shared roadway signage and/or striping (sharrows).	BIA	0	1	1	1	0	2	0	0	1	0	0	0	0	2	0	0	0	8	Medium	Yes	\$ 35,000	
B07	Kusi Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	1	1	1	1	0	2	0	0	1	0	0	0	0	2	0	0	0	9	Low	No	\$ 25,000	
B08	Spilya Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	1	1	1	1	0	2	0	0	1	0	0	0	0	2	0	0	0	9	Low	No	\$ 30,000	
B09	Coyote Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	0	1	1	1	0	2	0	0	1	0	0	0	0	2	0	0	0	8	Low	No	\$ 20,000	
B10	Arrowhead Road	Full roadway extents	Install shared roadway signage and/or striping (sharrows).	CTUIR	0	1	1	1	0	2	0	0	1	0	0	0	0	2	0	0	0	8	Low	No	\$ 15,000	
B11	Bicycle Fix-it Stations	Within UIR boundaries	Evaluate where bicycle fix-it stations would be beneficial to install within the UIR, such as trailheads, community hubs, or the school.	CTUIR	2	2	1	2	0	2	1	1	1	2	0	0	2	1	0	0	0	17	High	No	\$ -	
Transit System																										

Project ID	Location/Name	Extents	Description	Responsible Jurisdiction	Evaluation Criteria (-2 to +2 scoring)																		Evaluation Total	Priority	Safe Routes to School Eligible	Cost
					Goal 1: Safety		Goal 2: Environment and Cultural Heritage			Goal 3: Health		Goal 4: Equity and Accessibility		Goal 5: Connectivity		Goal 6: Coordination		Goal 7: Financial Stability		Other Criteria						
					Objective 1A: History of Crashes	Objective 1B: Reduce crash potential	Objective 2A: Respect rural and cultural context	Objective 2B: Achieve economic potential	Objective 2C: Culturally sensitive	Objective 3A: Increase active transportation options	Objective 3B: Connections to health centers, schools, parks	Objective 4A: Access to essential destinations	Objective 4B: Responds to range of community needs	Objective 5A: Improve multimodal connections between hubs	Objective 5B: Improve regional multimodal connections	Objective 6A: Consistency with partners	Objective 6B: Partner consensus on planned system for region	Objective 7A: Maximize benefit and return on investment	Objective 7B: Realistic, compatible with BIA, and/or positioning for grants	Right-of-way constraints	Physical barrier constraints	Environmental impacts				
T01	Park-and-ride Locations	n/a	Coordinate with regional transit providers for park-and-ride locations that help facilitate the use of transit by community members and maximize regional connectivity.		0	0	1	2	1	0	2	2	2	0	2	0	0	2	2	0	0	0	16	High	No	\$ -
T02	Bus Stop Enhancements	n/a	Evaluate transit stops for additional amenity needs, such as shelters, lighting and signage.		0	0	1	1	0	1	1	1	2	0	1	0	0	1	2	0	0	0	11	High	No	\$ 324,000
T03	OR 331 Transit Hubs	n/a	Consolidate bus stops at Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus into one pair of transit hubs on OR 331 north of Spilya Road, reducing need for transit vehicles to turn to and from OR 331. Coordinate with Project T04 - Wildhorse Campus Shuttle. If a roundabout is constructed on OR 331 based on development-driven projects, a single transit hub on one side of OR 331 may be appropriate.		0	2	1	2	1	1	2	2	2	0	2	0	1	2	2	0	0	0	20	High	No	\$ 200,000
T04	Wildhorse Campus Shuttle	n/a	Partner with adjacent businesses to provide a shuttle to transport people from Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus to the OR 331 Transit Hub. Coordinate with Project T03 - OR 331 Transit Hub.		0	0	1	2	1	1	1	2	2	0	1	0	1	2	0	0	0	0	14	High	No	\$ -
T05	Kayak Transit Hub Expansion	n/a	Install public restrooms for passengers at the Kayak Transit Hub.		0	0	0	1	0	1	1	1	2	0	1	0	1	0	1	0	0	0	9	Low	No	\$ -
T06	Electric Vehicle and Shuttle Pilot	n/a	Acquire vehicles, install charging facilities, and begin electric vehicle service for the Metro and campus shuttle routes.		0	0	2	1	2	0	0	0	1	0	0	1	0	0	2	0	0	2	11	Medium	No	\$ -
T07	More frequent transit service	n/a	Explore adding more trips per day on the highest ridership routes including Hopper, Whistler, and Metro.		0	0	0	2	0	1	1	2	2	0	1	0	1	0	0	0	0	0	10	Low	No	\$ -
T08	Extended hours of service	n/a	Explore additional hours of service to serve the morning and evening shifts at Wildhorse Resort & Casino.		0	0	0	2	0	1	1	2	2	0	1	0	1	0	1	0	0	0	11	Medium	No	\$ -
T09	Extended coverage	n/a	Explore extended coverage for transit services to reach residential area near Riverside Avenue, Pendleton Airport, and Walla Walla Airport. Coordinate with surrounding jurisdictions and transit agencies who already provide services to these areas. Coordinate with local health and fitness facilities when locating new bus stops.		0	0	0	2	0	1	1	2	2	0	2	0	1	0	0	0	0	0	11	Medium	No	\$ -

MEMO

To: Nick Foster, Kittelson & Associates, Inc.
From: Andy Lindsey, P.E. *AL*
Subject: **Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) Update - Roadway System Projects Cost Estimate Assumptions**
Date: December 9, 2022
Job/File No. 152-200-36
cc: Grant Banister, E.I., Anderson Perry & Associates, Inc.

This memo outlines the assumptions used in estimating costs for the proposed roadway system projects for the CTUIR TSP. Unit costs for specific project elements shown below are construction costs only. Total project costs include a 30 percent contingency and 30 percent for engineering, environmental, and administration. Costs shown are in 2022 dollars.

Project Elements

Roadway Construction/Reconstruction - Rural Collector - Asphalt Concrete Pavement (ACP) **\$320 per linear foot (LF)**
 (Standard Construction)

- Full construction to current CTUIR rural collector standard
- 12-foot ACP travel lane, 6-foot ACP shoulder, 3-foot gravel shoulder
- 4-inch ACP over 10-inch aggregate

Roadway Construction/Reconstruction - Rural Collector - ACP **\$360 per LF**
 (Complex Construction)

- Extensive cut/fill requirements
- Steep grades
- Intersection realignments
- Other complex issues

Widen and Resurface Roadway - Rural Collector - ACP **\$250 per LF**

- Assumes existing 20-foot roadway
- Widen 11 feet on each side
- Resurface ACP full width
- Per CTUIR standards

Widen and Resurface Roadway - Rural Collector - Gravel **\$150 per LF**

- Assumes existing 20-foot roadway
- Widen 11 feet on each side

- Resurface aggregate full width
- Per CTUIR standards

Single Lane Roundabout (RAB) \$2,250,000 Each

- Assumes approximately 180-foot diameter RAB
- Approximately 600 LF roadway each leg
- Per Oregon Department of Transportation (ODOT) standards

Signalized Intersection \$1,750,000 Each

- Full roadway reconstruction
- Approximately 600 LF roadway each leg
- Per ODOT standards

Traffic Calming \$18,000 Each

- Assumes two radar speed signs
- Enhanced striping/signage

Speed Study \$12,000 Each

Proposed Pedestrian System Projects

R01 - Kash Kash Road

- Full Reconstruction - Rural Collector - ACP: 3,700 LF

R02 - Spilya Road

- Full Reconstruction - Rural Collector - ACP: 750 LF

R03 - Emigrant Road

- Widen and Resurface - Rural Collector - ACP: 22,500 LF
 - Relatively flat sections on valley floor and top of hill
- Full Reconstruction - Rural Collector - ACP: 25,000 LF
 - Steep, winding section going up the hill

R04 - 56th Street - Theater Road

- Full Reconstruction - Rural Collector - ACP: 7,500 LF

R05 - North Cayuse Road

- Widen and Resurface - Rural Collector - ACP: 6,000 LF

R06 - Mann Road

- Widen and Resurface - Rural Collector - ACP: 17,500 LF

R07 - Motanic Road

- Widen and Resurface - Rural Collector - ACP: 25,000 LF

R08 - Sumac Road

- Widen and Resurface - Rural Collector - ACP: 15,000 LF

R09 - McKay Creek Road

- Widen and Resurface - Rural Collector - ACP: 19,500 LF

R10 - Exit 216 Truck Overflow Parking

- Design options currently in progress as separate CTUIR project
- Costs based on 5.7-acre improvement area
- Approximately 55 truck parking spaces and ancillary facilities

R11 - OR 331 Speed Study

- Conduct speed study

R12 - Mission Road Traffic Calming

- Two radar speed signs
- Enhanced signing/stripping

R13 - Cayuse Road and Bingham Road Speed Study

- Conduct speed study

R14 - Kirkpatrick Road/McKinley Lane Sight Distance

- Some topographic survey required to facilitate geometric analysis

R15 - Cayuse Road/Cayuse River Road Intersection

- Intersection realignment
- Full Reconstruction - Rural Collector - ACP (Complex): 2,000 LF
 - 750 LF east and west of intersection on Cayuse Road
 - 500 LF for Cayuse River Road and N. Cayuse Road
- Higher unit cost for more complex construction, cut/fill earthwork, etc.

R16 - River Road/White Road Intersection

- Intersection realignment
- Full Reconstruction - Rural Collector - ACP (Complex): 2,000 LF
 - 750 LF east and south of intersection
 - 500 LF north of intersection
- Higher unit cost for more complex construction, cut/fill earthwork, etc.

R17 - Confederated Way Flood Remediation

- Current standalone CTUIR project in planning phase
- Revisit cost after initial hydraulic analysis

AL/ct


G:\Clients\CTUIR\Roads\152-200 TSP Update (Kittelson & Assoc)\Correspondence\TSP Roadway Cost Assumptions.docx

Project ID	Location/Name	Extents	Description	Responsible Jurisdiction	Cost
Roadway System					
R01	Kash Kash Road	Kusi Road to east of OR 331	Close existing access to OR 331 and reroute Kash Kash Road north to a new intersection with Kusi Road.	County	\$ 1,895,000
R02	Spilya Road	Eastern end of roadway to Kash Kash Road realignment	Extend Spilya Road east to Kash Kash Road realignment.	CTUIR	\$ 384,000
R03	Emigrant Road	Cayuse Road to Poverty Flat Road	Widen, add shoulders, and repave Emigrant Road (County Road #937) from Cayuse Road to Poverty Flat Road.	County	\$ 21,800,000
R04	56th Street-Theater Road	Mission Road to US 30	Widen, add shoulders, and pave/repave 56th Street-Theater Road to help support rerouting of trucks and other regional/state traffic during I-84 closures.	County/BIA	\$ 3,840,000
R05	North Cayuse Road	River Road to Mann Road	Widen, add shoulders, and pave North Cayuse Road (County Road #925) from River Road north to Mann Road.	County	\$ 2,400,000
R06	Mann Road	Crawford Hollow Road to North Cayuse Road	Widen, add shoulders, and pave Mann Road (County Road #925) from Crawford Hollow Road south to North Cayuse Road.	County	\$ 7,000,000
R07	Motanic Road	Best Road to Spring Creek Road	Widen, add shoulders, and pave Motanic Road (County Road #1031) from Best Road south to Spring Creek Road.	County	\$ 10,000,000
R08	Sumac Road	Spring Creek Road to McKay Creek Road	Widen, add shoulders, and pave Sumac Road (County Road #1050) from Spring Creek Road south to McKay Creek Road.	County	\$ 6,000,000
R09	McKay Creek Road	Sumac Road to North Fork McKay Creek Road	Widen, add shoulders, and add gravel along McKay Creek Road (County Road #1050) from Sumac Road east to North Fork McKay Creek Road.	County	\$ 4,680,000
R10	Exit 2016 Truck Overflow Parking	South of I-84 Exit 216	Parking lot for overflow truck parking from I-84 winter closures. Could include a shuttle service from parking lot to Arrowhead during events.	ODOT	\$ 3,200,000
R11	OR 331 Speed Study	UIR northern boundary to I-84	Perform a speed study along the OR 331 corridor and determine whether to modify any speed zones.	ODOT	\$ 20,000
R12	Mission Road Traffic Calming	From Mustang Lane to Parr Lane	Install speed feedback signage and other traffic calming measures.	CTUIR/County	\$ 29,000
R13	County Road #900 (Cayuse Road and Bingham Road)	Emigrant Road to UIR eastern boundary	Perform a speed study along the County Road #900 corridor to determine if traffic calming features are necessary.	County	\$ 20,000
R14	Kirkpatrick Road, vertical curve east of McKinley Lane	Intersection extents	Evaluate sight distance and install advisory signage if warranted.	County	\$ 24,000
R15	Cayuse Road/Cayuse River Road intersection	Intersection extents	Reconstruct northern leg to connect at a more perpendicular angle.	County	\$ 1,152,000
R16	River Road/White Road intersection	Intersection extents	Reconstruct southern leg to connect at a more perpendicular angle.	County	\$ 1,152,000
R17	Confederated Way	B Street to Mission Road (east intersection)	Construct flood remediation projects on Confederated Way from B Street to Mission Road (east intersection). Mitigations may include building a levy, raising the roadway, creating water retention areas, and rerouting the roadway.	BIA	\$ -

Full Reconstruction - Rural Collector - ACP (Standard)	Full Reconstruction - Rural Collector - ACP (Complex)	Widen & Re-Surface - Rural Collector - ACP	Widen & Re-Surface - Rural Collector - Gravel	Single Lane Roundabout	Signalized Intersection	Speed Study	Traffic Calming	Project Specific Cost
\$ 320 /LF	\$ 360 /LF	\$ 250 /LF	\$ 150 /LF	\$ 2,250,000 /Each	\$ 1,750,000 /Each	\$ 12,000 /Each	\$ 18,000 /Each	1 /Each
3,700 \$ 1,184,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
750 \$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
25,000 \$ 8,000,000	\$ -	22,500 \$ 5,625,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7,500 \$ 2,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	6,000 \$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	17,500 \$ 4,375,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	25,000 \$ 6,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	15,000 \$ 3,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	19,500 \$ 2,925,000	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000 \$ 2,000,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1 \$ 12,000	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1 \$ 18,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1 \$ 12,000	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000 \$ 15,000
\$ -	2,000 \$ 720,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	2,000 \$ 720,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Base Construction Cost (2022)	Contingency 30%	PE/CE/Env/Etc 30%	Total Estimated Project Cost (2022)
\$ 1,184,000	\$ 355,200	\$ 355,200	\$ 1,894,400
\$ 240,000	\$ 72,000	\$ 72,000	\$ 384,000
\$ 13,625,000	\$ 4,087,500	\$ 4,087,500	\$ 21,800,000
\$ 2,400,000	\$ 720,000	\$ 720,000	\$ 3,840,000
\$ 1,500,000	\$ 450,000	\$ 450,000	\$ 2,400,000
\$ 4,375,000	\$ 1,312,500	\$ 1,312,500	\$ 7,000,000
\$ 6,250,000	\$ 1,875,000	\$ 1,875,000	\$ 10,000,000
\$ 3,750,000	\$ 1,125,000	\$ 1,125,000	\$ 6,000,000
\$ 2,925,000	\$ 877,500	\$ 877,500	\$ 4,680,000
\$ 2,000,000	\$ 600,000	\$ 600,000	\$ 3,200,000
\$ 12,000	\$ 3,600	\$ 3,600	\$ 19,200
\$ 18,000	\$ 5,400	\$ 5,400	\$ 28,800
\$ 12,000	\$ 3,600	\$ 3,600	\$ 19,200
\$ 15,000	\$ 4,500	\$ 4,500	\$ 24,000
\$ 720,000	\$ 216,000	\$ 216,000	\$ 1,152,000
\$ 720,000	\$ 216,000	\$ 216,000	\$ 1,152,000
\$ -	\$ -	\$ -	\$ -

MEMO

To: Nick Foster, Kittelson & Associates, Inc.
From: Andy Lindsey, P.E. 
Subject: **Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) Update - Roadway System Projects Cost Estimate Assumptions Development Driven Projects**
Date: December 9, 2022
Job/File No. 152-200-36
cc: Grant Banister, E.I., Anderson Perry & Associates, Inc.

This memo outlines the assumptions used in estimating costs for the proposed development driven roadway system projects for the CTUIR TSP. Unit costs for specific project elements shown below are construction costs only. Total project costs include a 30 percent contingency and 30 percent for engineering, environmental, and administration. Costs shown are in 2022 dollars.

Project Elements

Roadway Construction/Reconstruction - Rural Collector - Asphalt Concrete Pavement (ACP) \$320 per linear foot (LF)

(Standard Construction)

- Full construction to current CTUIR rural collector standard
- 12-foot ACP travel lane, 6-foot ACP shoulder, 3-foot gravel shoulder
- 4-inch ACP over 10-inch aggregate

Roadway Construction/Reconstruction - Rural Collector - ACP \$360 per LF

(Complex Construction)

- Extensive cut/fill requirements
- Steep grades
- Intersection realignments
- Other complex issues

Widen and Resurface Roadway - Rural Collector - ACP \$250 per LF

- Assumes existing 20-foot roadway
- Widen 11 feet on each side
- Resurface ACP full width
- Per CTUIR standards

Widen and Resurface Roadway - Rural Collector - Gravel	\$150 per LF
<ul style="list-style-type: none">• Assumes existing 20-foot roadway• Widen 11 feet on each side• Resurface aggregate full width• Per CTUIR standards	
Single Lane Roundabout (RAB)	\$2,250,000 Each
<ul style="list-style-type: none">• Assumes approximately 180-foot diameter RAB• Approximately 600 LF roadway each leg• Per Oregon Department of Transportation (ODOT) standards	
Signalized Intersection	\$1,750,000 Each
<ul style="list-style-type: none">• Full roadway reconstruction• Approximately 600 LF roadway each leg• Per ODOT standards	
Traffic Calming	\$18,000 Each
<ul style="list-style-type: none">• Assumes two radar speed signs• Enhanced striping/signage	
Speed Study	\$12,000 Each

Proposed Roadway System Projects - Development Driven

- R18 - OR 331/Mission Road
 - Single lane RABOR
 - Traffic signal with intersection reconstruction
- R19 - Mission Road/Timine Way
 - Single Lane RABOR
 - Traffic signal with intersection reconstruction
- R20 - OR 331/Wildhorse Boulevard
 - Single Lane RABOR
 - Traffic signal with intersection reconstruction
- R21 - OR 331/Spilya Road
 - Single Lane RABOR
 - Traffic signal with intersection reconstruction
- R22 - OR 331/I-84 Eastbound Ramps
 - Single Lane RABOR
 - Traffic signal with intersection reconstruction
- R23 - OR 331/I-84 Westbound Ramps
 - Traffic signal installation

AL/ct

G:\Clients\CTUIR\Roads\152-200 TSP Update (Kittelson & Assoc)\Correspondence\TSP Roadway Cost Assumptions-DevelDrv.n.docx

Project ID	Location/Name	Extents	Description	Responsible Jurisdiction	Cost
Roadway System					
Development Driven - Roadway System					
R18	OR 331/Mission Road	n/a	Construct a single lane roundabout. Realign the northbound and southbound approaches to avoid impacts to the Mission Market. OR Install a traffic signal when warranted. Construct separate left-turn lanes on all four intersection approaches. Construct a separate right turn lane on the northbound approach. Depending on the reconfiguration of the intersection, consider incorporating bus pull-outs into the project design.	ODOT/CTUIR	\$ 3,600,000 \$ 2,800,000
R19	Mission Road/Timine Way	n/a	Construct a single lane roundabout. OR Install a traffic signal when warranted.	ODOT/CTUIR	\$ 3,600,000 \$ 2,800,000
R20	OR 331/Wildhorse Boulevard	n/a	Construct a single lane roundabout. OR Install a traffic signal when warranted.	ODOT/CTUIR	\$ 3,600,000 \$ 2,800,000
R21	OR 331/Spilya Road	n/a	Construct a single lane roundabout. Modify access to right-in, right-out only at Kusi Road and Arrowhead Travel Plaza driveway. OR Install a traffic signal when warranted. Modify access to right-in, right-out only at Arrowhead Travel Plaza driveway. Depending on the reconfiguration of the intersection, consider incorporating bus pull-outs into the project design.	ODOT/CTUIR	\$ 3,600,000 \$ 2,800,000
R22	OR 331/I-84 EB Ramps	n/a	Construct a single lane roundabout. OR Install a traffic signal when warranted. Construct exclusive left- and right-turn lanes on the off-ramp approach. Depending on the reconfiguration of the intersection, the Exit 216 overpass may need to be replaced.	ODOT/CTUIR	\$ 3,600,000 \$ 2,800,000
R23	OR 331/I-84 WB Ramps	n/a	Install a traffic signal when warranted. Construct exclusive left- and right-turn lanes on the off-ramp approach and an exclusive right-turn lane on the north approach. Depending on the reconfiguration of the intersection, the Exit 216 overpass may need to be replaced.	ODOT/CTUIR	\$ 2,800,000

Full Reconstruction - Rural Collector - ACP (Standard)	Full Reconstruction - Rural Collector - ACP (Complex)	Widen & Re-Surface - Rural Collector - ACP	Widen & Re-Surface - Rural Collector - Gravel	Single Lane Roundabout	Signalized Intersection	Speed Study	Traffic Calming	Project Specific Cost
\$ 320 /LF	\$ 360 /LF	\$ 250 /LF	\$ 150 /LF	\$ 2,250,000 /Each	\$ 1,750,000 /Each	\$ 12,000 /Each	\$ 18,000 /Each	1 /Each
\$ -	\$ -	\$ -	\$ -	1 \$ 2,250,000	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	1 \$ 1,750,000	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	1 \$ 2,250,000	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	1 \$ 1,750,000	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	1 \$ 2,250,000	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	1 \$ 1,750,000	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	1 \$ 2,250,000	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	1 \$ 1,750,000	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	1 \$ 1,750,000	\$ -	\$ -	\$ -

Base Construction Cost (2022)	Contingency 30%	PE/CE/Env/Etc 30%	Total Estimated Project Cost (2022)
\$ -		\$ -	\$ -
\$ 2,250,000	\$ 675,000	\$ 675,000	\$ 3,600,000
\$ 1,750,000	\$ 525,000	\$ 525,000	\$ 2,800,000
\$ 2,250,000	\$ 675,000	\$ 675,000	\$ 3,600,000
\$ 1,750,000	\$ 525,000	\$ 525,000	\$ 2,800,000
\$ 2,250,000	\$ 675,000	\$ 675,000	\$ 3,600,000
\$ 1,750,000	\$ 525,000	\$ 525,000	\$ 2,800,000
\$ 2,250,000	\$ 675,000	\$ 675,000	\$ 3,600,000
\$ 1,750,000	\$ 525,000	\$ 525,000	\$ 2,800,000
\$ 1,750,000	\$ 525,000	\$ 525,000	\$ 2,800,000

MEMO

To: Nick Foster, Kittelson & Associates, Inc
From: Andy Lindsey, P.E. *AL*
Subject: **Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) Update - Pedestrian System Projects Cost Estimate Assumptions**
Date: December 9, 2022
Job/File No. 152-200-36
cc: Grant Banister, E.I., Anderson Perry & Associates, Inc.

This memo outlines the assumptions used in estimating costs for the proposed pedestrian system projects for the CTUIR TSP. Unit costs for specific project elements shown below are construction costs only. Total project costs include a 30 percent contingency and 30 percent for engineering, environmental, and administration. Costs shown are in 2022 dollars.

Project Elements

Construct 6-foot Concrete Sidewalk <ul style="list-style-type: none">• Concrete curb and gutter• 6-foot concrete sidewalk• Per CTUIR standards	\$150 per linear foot (LF)
Widen Existing Sidewalk <ul style="list-style-type: none">• Assumes 2-foot widening	\$60 per LF
Construct Multiuse Path <ul style="list-style-type: none">• 10-foot asphalt path• 2-foot gravel shoulder• Per CTUIR standards	\$70 per LF
Multiuse Path Railroad Crossing <ul style="list-style-type: none">• Two concrete Americans with Disabilities Act (ADA) ramps• Two signs per crossing	\$15,000 Each
Multiuse Trail Amenities <ul style="list-style-type: none">• Benches at 1,250-foot spacing• Pedestrian lighting at 100-foot spacing• Security cameras/call boxes at 200-foot spacing	\$60 per LF

Construct Bus Pullout **\$35,000 Each**

- Per Oregon Department of Transportation typical detail
- Accommodates 60-foot bus length

Enhanced Pedestrian Crossing **\$65,000 Each**

- Assumes new curb, gutter, and sidewalk, both sides of roadway
- ADA-compliant curb ramps
- Rectangular rapid flashing beacon
- Two signs per crossing
- Enhanced crosswalk striping

Pedestrian Bridge **\$5,000 per LF**

- Assumes 12-foot bridge

Proposed Pedestrian System Projects

P01 - Mission Road: Huckleberry Street to Cedar Street

- Construct 6-foot sidewalk with concrete curb and gutter: 5,900 LF
- Construct one bus pullout

P02 - Mission Road: Confederated Way (western intersection) to Confederated Way (eastern intersection)

- Construct 6-foot sidewalk with concrete curb and gutter: 2,600 LF
- Construct one bus pullout

P03 - Mission Road: OR 331 to Confederated Way

- Widen existing sidewalk to 6 feet: 4,500 LF
- Construct one bus pullout

P04 - Confederated Way

- Construct 6-foot sidewalk with concrete curb and gutter: 1,800 LF

P05 - Cedar Street

- Construct 6-foot sidewalk: 1,800 LF
- Widen existing sidewalk to 6 feet: 1,500 LF

P06 - Multiuse Path to Pendleton (Phase I)

- Construct multiuse path: 6,900 LF

P07 - Multiuse Path to Pendleton (Phase II)

- Alignment Option 1 - parallel Umatilla River
 - Construct multiuse path: 16,600 LF
 - Multiuse path railroad crossing: one
 - Install multiuse path amenities: 16,600 LF

OR

- Alignment Option 2 - parallel Mission Road
 - Construct multiuse path: 14,200 LF
 - Install multiuse path amenities: 14,200 LF

P08 - Short Mile Road Multiuse Path

- Construct multiuse path: 30,000 LF
- Multiuse path railroad crossing: two
- Pedestrian bridge: 50 LF

- Two small streams
- P09 - OR 331 Multiuse Path (Phase I)
 - Construct multiuse path: 9,000 LF
 - Install multiuse path amenities: 9,000 LF
- P10 - OR 331 Multiuse Path (Phase II)
 - Construct multiuse path: 3,700 LF
 - Multiuse path railroad crossing: one
 - Pedestrian bridge: 300 LF
 - Over Umatilla River
- P11 - South Market Road Multiuse Path
 - Construct multiuse path: 4,200 LF
 - Pedestrian bridge: 425 LF
 - Over I-84
- P12 - Wildhorse Boulevard Multiuse Path
 - Construct multiuse path: 6,000 LF
- P13 - Parr Lane Multiuse Path
 - Construct multiuse path: 2,500 LF
 - Multiuse path railroad crossing: one
- P14 - East-West Multiuse Path
 - Construct multiuse path: 7,300 LF
- P15 - Tamástslíkt Trail Lighting
 - Install multiuse path amenities: 5,500 LF
- P16 - Timine Way Multiuse Path Lighting
 - Install multiuse path amenities: 3,300 LF
- P17 - July Grounds Multiuse Path Lighting
 - Install multiuse path amenities: 5,000 LF
- P18 - Mission Road Lighting
 - Install multiuse path amenities: 2,000 LF
- P19 - OR 331/Timine Way
 - Pedestrian bridge: 250 LF
- P20 - Mission Road Mid-Block Pedestrian Crossing
 - Install enhanced pedestrian crossing: one
- P21 - OR 331/Kusi Road
 - Install enhanced pedestrian crossing: one
- P22 - Mission Road/Confederated Way
 - Install enhanced pedestrian crossing: one
- P23 - Mission Road/Cedar Street
 - Install enhanced pedestrian crossing: one

AL/ct

G:\Clients\CTUIR\Roads\152-200 TSP Update (Kittelson & Assoc)\Correspondence\TSP Pedestrian Cost Assumptions.docx


Project ID	Location/Name	Extents	Description	Responsible Jurisdiction	Cost
Pedestrian System					
P01	Mission Road	East of Huckleberry Street to Cedar Street	Install six-foot sidewalks along the north side of Mission Road from east of Huckleberry Street to Cedar Street. Consider incorporating bus pull-outs into the project design.	County	\$ 1,472,000
P02	Mission Road	Confederated Way (western intersection) to Confederated Way (eastern intersection)	Complete the sidewalk network along the south side of Mission Road from Confederated Way (western intersection) to Confederated Way (eastern intersection). Consider incorporating bus pull-outs into the project design.	County	\$ 680,000
P03	Mission Road	OR 331 to Confederated Way (western intersection)	Widen sidewalks to six feet on the south side of Mission Road from OR 331 to Confederated Way (western intersection) and address the existing mailbox obstructions. Consider incorporating bus pull-outs into the project design.	County	\$ 488,000
P04	Confederated Way	East of Whirlwind Drive Mission Road (east intersection)	Complete the sidewalk network along the north side of Confederated Way from east of Whirlwind Drive to Mission Road (east intersection).	BIA	\$ 432,000
P05	Cedar Street	Short Mile Road to Mission Road	Widen sidewalks to six feet wide on both sides of Cedar Street from Short Mile Road to Mission Road.	BIA	\$ 576,000
P06	Multi-use Path to Pendleton (Phase I)	Purchase Lane to OR 331	Construct a multi-use path on the south side of Mission Road from Purchase Lane to OR 331. This project is the first phase of a larger multi-use path connection to the City of Pendleton. Further study is needed to determine the ultimate alignment.	CTUIR	\$ 773,000
P07	Multi-use Path to Pendleton (Phase II)	UIR western boundary to Purchase Lane	Construct the second phase of the multi-use path to Pendleton, connecting at Purchase Lane. West of Purchase Lane, the alignment of the multi-use path connection may follow two potential alignments: 1) Along the south side of the Umatilla River in parallel but offset from the river where applicable. If able, connect to Pendleton Riverwalk.	JIR/County/Pendle	\$ 3,477,000
			OR 2) Along the north or south side of Mission Road. Further study is needed to determine the ultimate alignment. Include benches, lighting, and safety amenities (such as emergency call boxes and security cameras).		\$ 2,954,000
P08	Short Mile Road Multi-use Path	Mission Road to Cayuse Bridge	Construct a multi-use path along Short Mile Road to Sampson Lane adjacent to the Union Pacific Railroad maintenance road to River Road to North Cayuse Road Bridge.	CTUIR	\$ 3,808,000
P09	OR 331 Multi-use Path (Phase I)	Mission Road to Arrowhead Travel Plaza driveway	Construct a multi-use path along one or both sides of OR 331 from Mission Road to Arrowhead Travel Plaza driveway. Include benches, lighting, and safety amenities (such as emergency call boxes and security cameras).	CTUIR	\$ 1,872,000
P10	OR 331 Multi-use Path (Phase II)	Kirkpatrick Road to Mission Road	Construct a multi-use path along one or both sides of OR 331 from Kirkpatrick Road to Mission Road, depending on feasible options for crossing the Umatilla River Bridge. River access could be included as part of this project.	CTUIR	\$ 2,839,000
P11	South Market Road Multi-use Path	Arrowhead Travel Plaza driveway to Tutuilla Church Road	Construct a multi-use path along the west side of OR 331-South Market Road from Arrowhead Travel Plaza driveway to Tutuilla Church Road. The Exit 216 overpass may need to be replaced to fit the desired facilities.	CTUIR	\$ 3,871,000

6' Sidewalk	Widen Extg Sidewalk	Multi-Use Path	Bus Pullout	Enhanced Ped X-Ing (w/ RRFB)	Multi-Use Path RR X-Ing	Pedestrian Bridge	Multi-Use Path Amenities	Project Specific Cost	Base Construction Cost (2022)	Contingency 30%	PE/CE/Env/Etc 30%	Total Estimated Project Cost (2022)
\$ 150 /LF	\$ 60 /LF	\$ 70 /LF	\$ 35,000 /Each	\$ 65,000 /Each	\$ 15,000 /Each	\$ 5,000 /LF	\$ 60 /LF	1 /Each				
5,900 \$ 885,000	\$ -	\$ -	1 \$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 920,000	\$ 276,000	\$ 276,000	\$ 1,472,000
2,600 \$ 390,000	\$ -	\$ -	1 \$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 425,000	\$ 127,500	\$ 127,500	\$ 680,000
\$ -	4,500 \$ 270,000	\$ -	1 \$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 305,000	\$ 91,500	\$ 91,500	\$ 488,000
1,800 \$ 270,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 270,000	\$ 81,000	\$ 81,000	\$ 432,000
1,800 \$ 270,000	1,500 \$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 360,000	\$ 108,000	\$ 108,000	\$ 576,000
\$ -	\$ -	6,900 \$ 483,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 483,000	\$ 144,900	\$ 144,900	\$ 772,800
\$ -	\$ -	16,600 \$ 1,162,000	\$ -	\$ -	1 \$ 15,000	\$ -	16,600 \$ 996,000	\$ -	\$ 2,173,000	\$ 651,900	\$ 651,900	\$ 3,476,800
\$ -	\$ -	14,200 \$ 994,000	\$ -	\$ -	\$ -	\$ -	14,200 \$ 852,000	\$ -	\$ 1,846,000	\$ 553,800	\$ 553,800	\$ 2,953,600
\$ -	\$ -	30,000 \$ 2,100,000	\$ -	\$ -	2 \$ 30,000	50 \$ 250,000	\$ -	\$ -	\$ 2,380,000	\$ 714,000	\$ 714,000	\$ 3,808,000
\$ -	\$ -	9,000 \$ 630,000	\$ -	\$ -	\$ -	\$ -	9,000 \$ 540,000	\$ -	\$ 1,170,000	\$ 351,000	\$ 351,000	\$ 1,872,000
\$ -	\$ -	3,700 \$ 259,000	\$ -	\$ -	1 \$ 15,000	300 \$ 1,500,000	\$ -	\$ -	\$ 1,774,000	\$ 532,200	\$ 532,200	\$ 2,838,400
\$ -	\$ -	4,200 \$ 294,000	\$ -	\$ -	\$ -	425 \$ 2,125,000	\$ -	\$ -	\$ 2,419,000	\$ 725,700	\$ 725,700	\$ 3,870,400

Project ID	Location/Name	Extents	Description	Responsible Jurisdiction	Cost
P12	Wildhorse Boulevard Multi-use Path	OR 331 to the Tamástslíkt Trail	Construct a multi-use path along Wildhorse Boulevard, along the north side of the median or within the median.	CTUIR	\$ 672,000
P13	Parr Lane Multi-use Path	Umatilla River to Mission Road	Construct a multi-use path in the vicinity of Parr Lane and extending to the Umatilla River.	CTUIR	\$ 304,000
P14	East-West Multi-use Path	OR 331 to Mission Road	Construct a multi-use path along the top of the bluff connecting OR 331 to Mission Road, intersecting the Tamástslíkt Trail. Coordinate with Project P19 – OR 331/Timine Way pedestrian crossing and Project P23 - Mission Road/Cedar Street pedestrian crossing.	CTUIR	\$ 818,000
P15	Tamástslíkt Trail Lighting	Confederated Way to Tamástslíkt Cultural Institute	Install lighting and security cameras to existing multi-use path system.	CTUIR	\$ 528,000
P16	Timine Way Multi-use Path Lighting	Mission Road to OR 331	Install lighting and security cameras to existing multi-use path system.	CTUIR	\$ 317,000
P17	July Ground Multi-use Path System Lighting	n/a	Install lighting and security cameras to existing multi-use path system.	CTUIR	\$ 480,000
P18	Mission Road Lighting	Short Mile Road to Cedar Street	Install pedestrian-scale lighting.	County	\$ 192,000
P19	OR 331/Timine Way	n/a	Install an enhanced pedestrian crossing. Treatment may include signalization or a pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), or a grade separated undercrossing of OR 331. Coordinate with Project P14 – East-West Multi-use Path.	ODOT	\$ 2,000,000
P20	Mission Road Mid-block Crossing	n/a	Install enhanced pedestrian crossing treatments at the existing mid-block crossing on Mission Road east of Short Mile Road. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and/or curb extensions.	County	\$ 104,000
P21	OR 331/Kusi Road	n/a	Install an enhanced pedestrian crossing. Treatment may include pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), raised median island, high visibility crosswalk markings, and curb extensions.	ODOT	\$ 104,000
P22	Mission Road/Confederated Way (east intersection)	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and curb extensions.	County	\$ 104,000
P23	Mission Road/Cedar Street	n/a	Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and curb extensions. Coordinate with Project P14 - East-West Multi-use Path.	County	\$ 104,000

6' Sidewalk	Widen Extg Sidewalk	Multi-Use Path	Bus Pullout	Enhanced Ped X-Ing (w/ RRFB)	Multi-Use Path RR X-Ing	Pedestrian Bridge	Multi-Use Path Amenities	Project Specific Cost	Base Construction Cost (2022)	Contingency 30%	PE/CE/Env/Etc 30%	Total Estimated Project Cost (2022)
\$ -	\$ -	6,000 \$ 420,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,000	\$ 126,000	\$ 126,000	\$ 672,000
\$ -	\$ -	2,500 \$ 175,000	\$ -	\$ -	1 \$ 15,000	\$ -	\$ -	\$ -	\$ 190,000	\$ 57,000	\$ 57,000	\$ 304,000
\$ -	\$ -	7,300 \$ 511,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 511,000	\$ 153,300	\$ 153,300	\$ 817,600
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	5,500 \$ 330,000	\$ -	\$ 330,000	\$ 99,000	\$ 99,000	\$ 528,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3,300 \$ 198,000	\$ -	\$ 198,000	\$ 59,400	\$ 59,400	\$ 316,800
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	5,000 \$ 300,000	\$ -	\$ 300,000	\$ 90,000	\$ 90,000	\$ 480,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2,000 \$ 120,000	\$ -	\$ 120,000	\$ 36,000	\$ 36,000	\$ 192,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	250 \$ 1,250,000	\$ -	\$ -	\$ 1,250,000	\$ 375,000	\$ 375,000	\$ 2,000,000
\$ -	\$ -	\$ -	\$ -	1 \$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ 65,000	\$ 19,500	\$ 19,500	\$ 104,000
\$ -	\$ -	\$ -	\$ -	1 \$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ 65,000	\$ 19,500	\$ 19,500	\$ 104,000
\$ -	\$ -	\$ -	\$ -	1 \$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ 65,000	\$ 19,500	\$ 19,500	\$ 104,000

MEMO

To: Nick Foster, Kittelson & Associates, Inc
From: Andy Lindsey, P.E. 
Subject: **Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) Update - Bicycle System Projects Cost Estimate Assumptions**
Date: December 9, 2022
Job/File No. 152-200-36
cc: Grant Banister, E.I., Anderson Perry & Associates, Inc.

This memo outlines the assumptions used in estimating costs for the proposed bicycle system projects for the CTUIR TSP. Unit costs for specific project elements shown below are construction costs only. Total project costs include a 30 percent contingency and 30 percent for engineering, environmental, and administration. Costs shown are in 2022 dollars.

Project Elements

- | | |
|--|-----------------------------------|
| Construct Raised Bike Lane | \$250 per linear foot (LF) |
| <ul style="list-style-type: none">• 2-foot concrete ribbon curb• 6-foot asphalt bike lane• Concrete curb and gutter• 6-foot concrete sidewalk• Sidewalk component may overlap with some proposed TSP pedestrian projects | |
| Construct Shoulder Bike Way | \$140 per LF |
| <ul style="list-style-type: none">• Widen existing road on both sides• 6-foot asphalt bike lane• 3-foot gravel shoulder | |
| Install Shared Roadway Striping | \$1,500 Each |
| <ul style="list-style-type: none">• Install two "Sharrow" legends per intersection | |
| Construct Bus Pullout | \$35,000 Each |
| <ul style="list-style-type: none">• Per Oregon Department of Transportation typical detail• Accommodates 60-foot bus length | |
| Evaluate Bicycle Fix-It Stations | \$8,000 Each |
| <ul style="list-style-type: none">• Evaluate where Fix-It Stations would be beneficial• Fix-It Stations could include benches, tools, etc., for minor bicycle repair | |

Proposed Bicycle System Projects

B01 - Mission Road

- Construct raised bike lane: 10,200 LF
- Install bus pullout: one

B02 - Kirkpatrick Road

- Construct shoulder bikeways: 10,700 LF

B03 - Cayuse Road

- Construct shoulder bikeways: 30,000

B04 - Confederated Way

- Install shared roadway striping: 12

B05 - Whirlwind Drive

- Install shared roadway striping: two

B06 - Cedar Street

- Install shared roadway striping: 14

B07 - Kusi Road

- Install shared roadway striping: 10

B08 - Spilya Road

- Install shared roadway striping: 12

B09 - Coyote Road

- Install shared roadway striping: eight

B10 - Arrowhead Road

- Install shared roadway striping: six

B11 - Bicycle Fix-It Stations

- Study to evaluate locations for potential bicycle Fix-It Stations

AL/ct

G:\Clients\CTUIR\Roads\152-200 TSP Update (Kittelson & Assoc)\Correspondence\TSP Bicycle Cost Assumptions.docx

Project ID	Location/Name	Extents	Type	Description	Responsible Jurisdiction	Cost
Bicycle System						
B01	Mission Road	OR 331 to Cayuse Road	Buffered bike lane	Widen Mission Road and install buffered or raised bicycle lanes along both sides of the roadway from OR 331 to Cayuse Road. Consider incorporating bus pull-outs into the project design.	County	\$ 4,192,000
B02	Kirkpatrick Road	OR 331 to McKinley Lane	Shoulder bikeway	Widen Kirkpatrick Road and install shoulder bikeways on both sides of the roadway from OR 331 to McKinley Lane.	County	\$ 2,397,000
B03	Cayuse Road	Emigrant Road to River Road	Shoulder bikeway	Widen Cayuse Road and install shoulder bikeways on both sides of the roadway from Emigrant Road to River Road.	County	\$ 6,720,000
B04	Confederated Way	Full roadway extents	Shared roadway	Install shared roadway signage and/or striping (sharrows).	BIA	\$ 29,000
B05	Whirlwind Drive	Mission Road to Confederated Way	Shared roadway	Install shared roadway signage and/or striping (sharrows).	BIA	\$ 5,000
B06	Cedar Street	Short Mile Road to Mission Road	Shared roadway	Install shared roadway signage and/or striping (sharrows).	BIA	\$ 34,000
B07	Kusi Road	Full roadway extents	Shared roadway	Install shared roadway signage and/or striping (sharrows).	CTUIR	\$ 24,000
B08	Spilya Road	Full roadway extents	Shared roadway	Install shared roadway signage and/or striping (sharrows).	CTUIR	\$ 29,000
B09	Coyote Road	Full roadway extents	Shared roadway	Install shared roadway signage and/or striping (sharrows).	CTUIR	\$ 20,000
B10	Arrowhead Road	Full roadway extents	Shared roadway	Install shared roadway signage and/or striping (sharrows).	CTUIR	\$ 15,000
B11	Bicycle Fix-it Stations	Within UIR boundaries	Study	Evaluate where bicycle fix-it stations would be beneficial to install within the UIR, such as trailheads, community hubs, or the school.	CTUIR	\$ 8,000

Raised Bike Lane (one side, incl. new walks)	Construct Shoulder Bikeway (both sides)	Install Shared Roadway Markings	Bus Pullout	Project Specific Cost
\$ 250 /LF	\$ 140 /LF	\$ 1,500 /EA	\$ 35,000 /EA	1 /Each
10,200 \$ 2,550,000	\$ -	\$ -	2 \$ 70,000	\$ -
\$ -	10,700 \$ 1,498,000	\$ -	\$ -	\$ -
\$ -	30,000 \$ 4,200,000	\$ -	\$ -	\$ -
\$ -	\$ -	12 \$ 18,000	\$ -	\$ -
\$ -	\$ -	2 \$ 3,000	\$ -	\$ -
\$ -	\$ -	14 \$ 21,000	\$ -	\$ -
\$ -	\$ -	10 \$ 15,000	\$ -	\$ -
\$ -	\$ -	12 \$ 18,000	\$ -	\$ -
\$ -	\$ -	8 \$ 12,000	\$ -	\$ -
\$ -	\$ -	6 \$ 9,000	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	5000 \$ 5,000

Base Construction Cost (2022)	Contingency 30%	PE/CE/Env/Etc 30%	Total Estimated Project Cost (2022)
\$ 2,620,000	786,000	786,000	4,192,000
\$ 1,498,000	449,400	449,400	2,396,800
\$ 4,200,000	1,260,000	1,260,000	6,720,000
\$ 18,000	5,400	5,400	28,800
\$ 3,000	900	900	4,800
\$ 21,000	6,300	6,300	33,600
\$ 15,000	4,500	4,500	24,000
\$ 18,000	5,400	5,400	28,800
\$ 12,000	3,600	3,600	19,200
\$ 9,000	2,700	2,700	14,400
\$ 5,000	1,500	1,500	8,000



Project ID
R10

Exit 216 Truck Overflow Parking

Description:

Parking lot for overflow truck parking from I-84 winter closures. Could include a shuttle service from parking lot to Arrowhead during events.

Responsible Jurisdiction: ODOT

Potential Project Partners: CTUIR, Kayak, Umatilla County, Trucking Companies, Arrowhead Travel Plaza

Project Type: Roadway

Project Priority: High

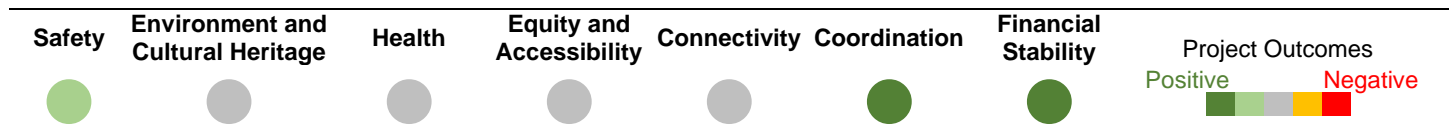
Cost: \$3,200,000

Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – ODOT is currently designing the parking lot.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
R11

OR 331 Speed Study

Description:

Perform a speed study along the OR 331 corridor and determine whether to modify any speed zones.

Responsible Jurisdiction: ODOT

Potential Project Partners: CTUIR, Umatilla County, Local Businesses/Property Owners along OR 331

Project Type: Roadway

Project Priority: High

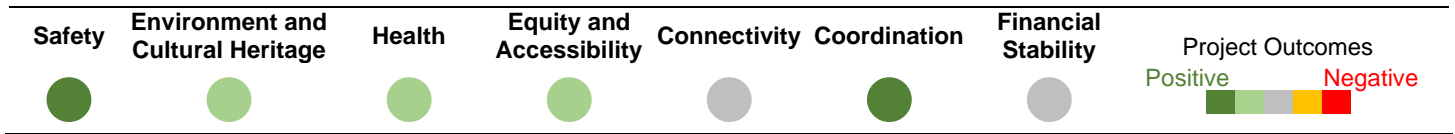
Cost: \$20,000

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

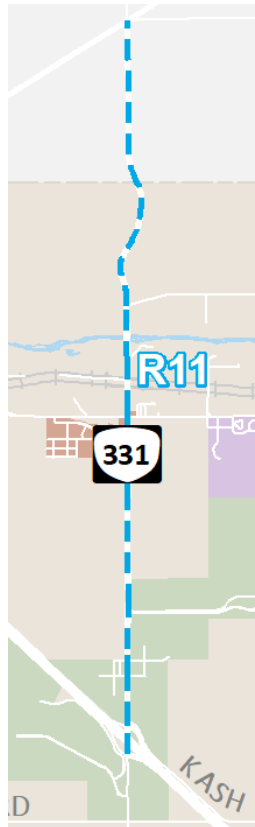
Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – OR 331 is the primary walking and biking route to the Wildhorse complex and other surrounding commercial development.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
R12

Mission Road Traffic Calming

Description:

Install speed feedback signage and other traffic calming measures.

Responsible Jurisdiction: CTUIR, Umatilla County

Potential Project Partners: Local Businesses/Property Owners along Mission Road

Project Type: Roadway

Project Priority: High

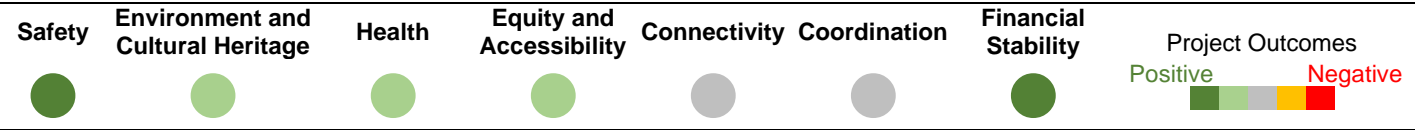
Cost: \$30,000

Considerations:

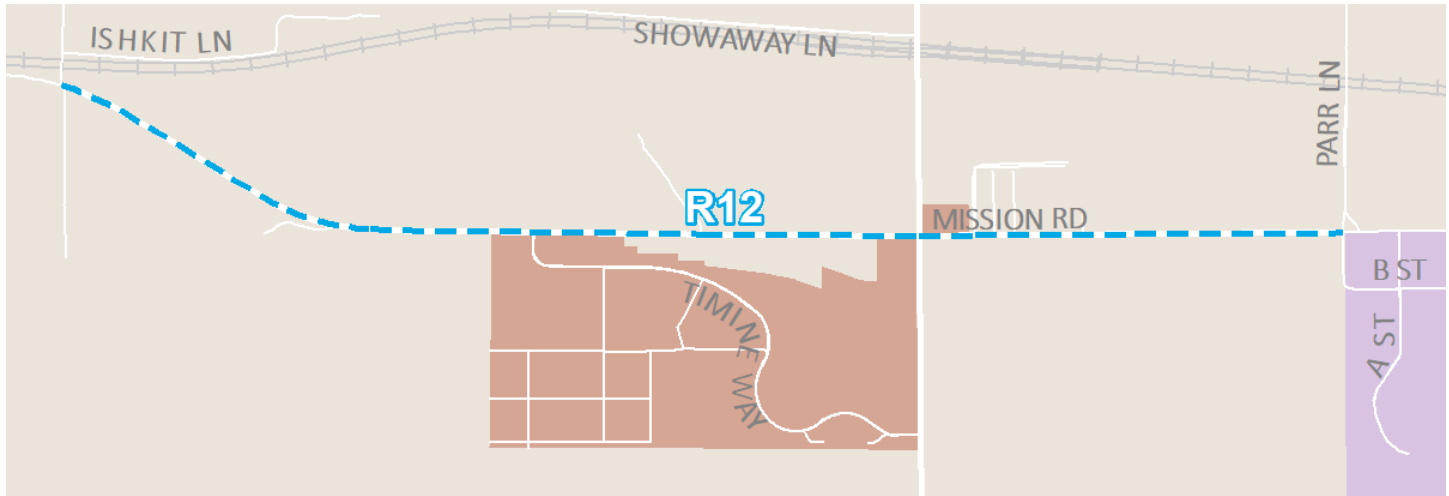
Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – Other planned improvements (P01, P03, and B01) along Mission Road may help with traffic calming.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
R17

Confederated Way Flood Remediation

Description:

Construct flood remediation projects on Confederated Way from B Street to Mission Road (east intersection). Mitigations may include building a levy, raising the roadway, creating water retention areas, and rerouting the roadway.

Responsible Jurisdiction: BIA

Potential Project Partners: CTUIR, Local Businesses/Property Owners along Confederated Way

Project Type: Roadway

Considerations:

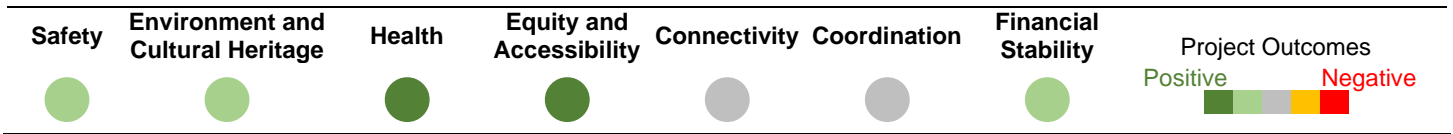
Right-of-way constraints – Potential for significant impacts.
Physical barrier constraints – No known concerns.
Environmental impacts – Project is highly linked to environmental outcomes.
Other – The study to determine which projects would be needed is currently ongoing.

Project Priority: High

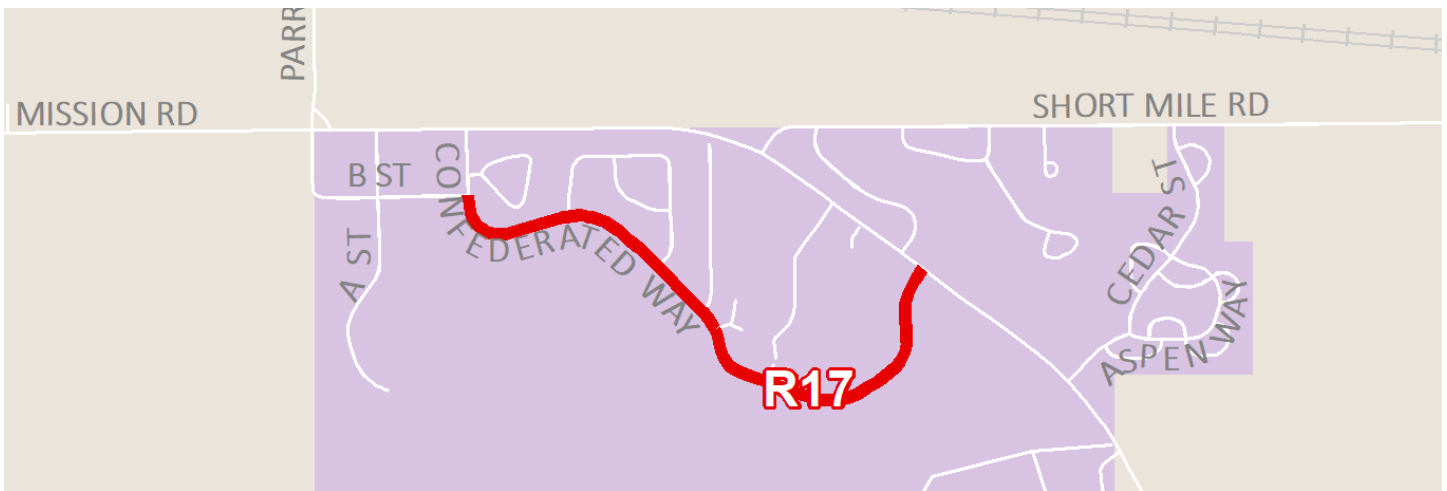
Cost: To be determined by ongoing study

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P01

Mission Road Sidewalks – East of Huckleberry Street to Cedar Street

Description:

Install six-foot sidewalks along the north side of Mission Road from east of Huckleberry Street to Cedar Street. Consider incorporating bus pull-outs into the project design.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR, ODOT, Local Businesses/Property Owners along Mission Road

Project Type: Pedestrian

Project Priority: High

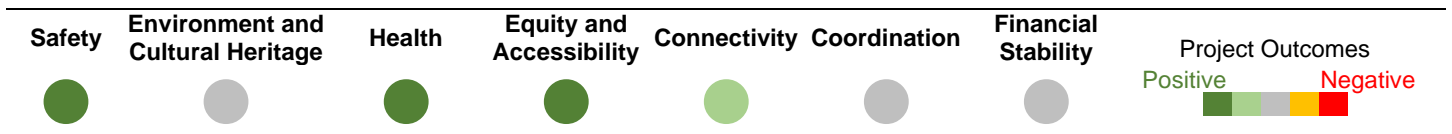
Cost: \$1,500,000

Considerations:

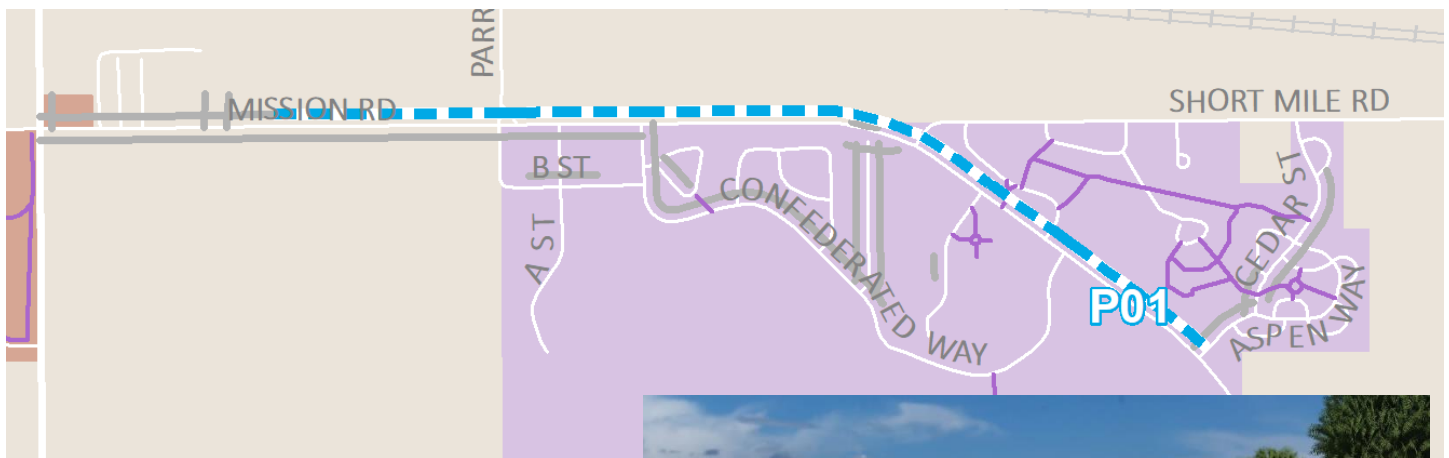
Right-of-way constraints – Potential impacts.
Physical barrier constraints – Potential impacts to culverts.
Environmental impacts – Potential impacts to wetlands.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P02

Mission Road Sidewalk Infill – Between Confederated Way Intersections

Description:

Complete the sidewalk network along the south side of Mission Road from Confederated Way (western intersection) to Confederated Way (eastern intersection). Consider incorporating bus pull-outs into the project design.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR, Property Owners along Mission Road

Project Type: Pedestrian

Project Priority: High

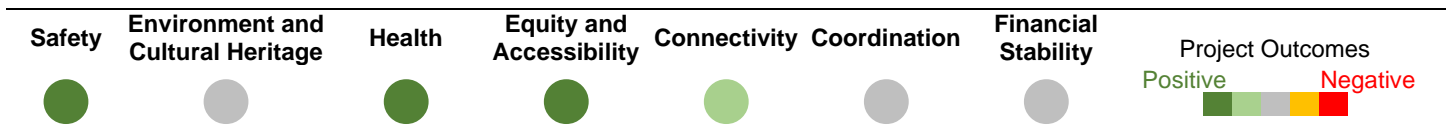
Cost: \$680,000

Considerations:

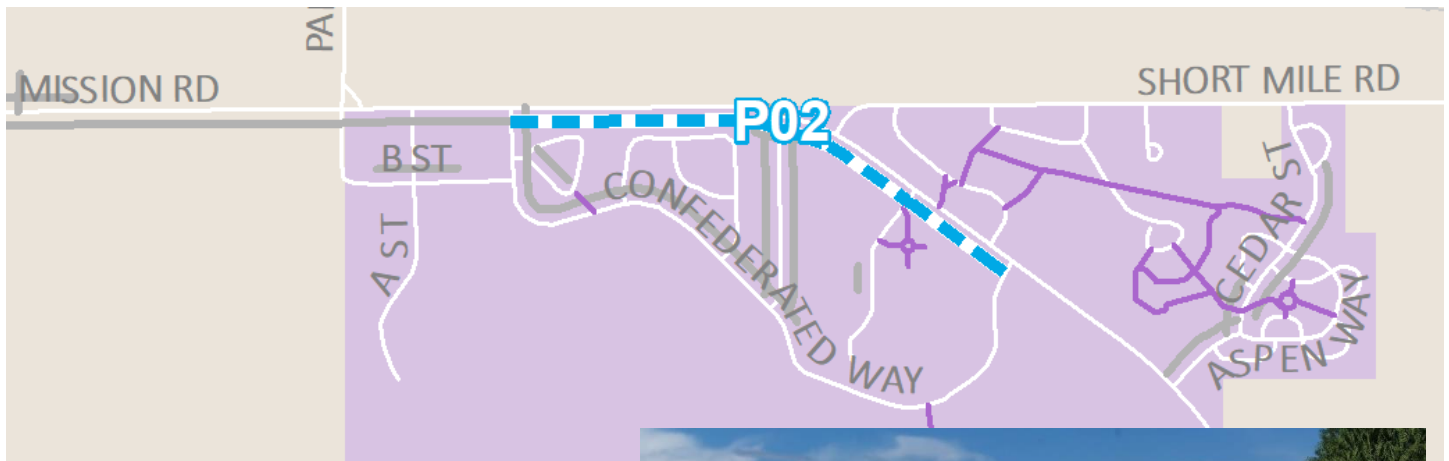
Right-of-way constraints – Potential impacts.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P03

Mission Road Sidewalk Widening – OR 331 to Confederated Way (Western Intersection)

Description:

Widen sidewalks to six feet on the south side of Mission Road from OR 331 to Confederated Way (western intersection) and address the existing mailbox obstructions. Consider incorporating bus pull-outs into the project design.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR, Local Businesses/Property Owners along Mission Road

Project Type: Pedestrian

Project Priority: High

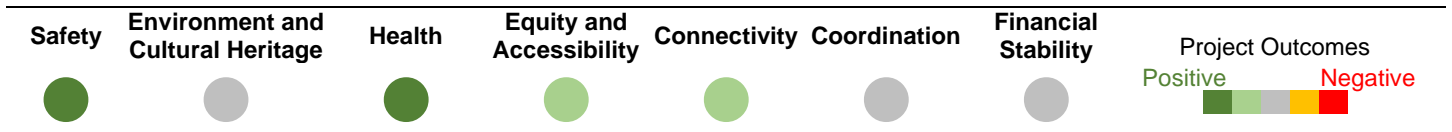
Cost: \$490,000

Considerations:

Right-of-way constraints – Likely impacts. Project may require purchasing R/W or coordination with adjacent property owners for easements or R/W dedication.
Physical barrier constraints – Potential utility impacts.
Environmental impacts – No known concerns.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P04

Confederated Way Sidewalk Infill – East of Whirlwind Drive to Mission Road (east intersection)

Description:

Complete the sidewalk network along the north side of Confederated Way from east of Whirlwind Drive to Mission Road (east intersection).

Responsible Jurisdiction: BIA

Potential Project Partners: CTUIR, Property Owners along Confederated Way

Project Type: Pedestrian

Project Priority: High

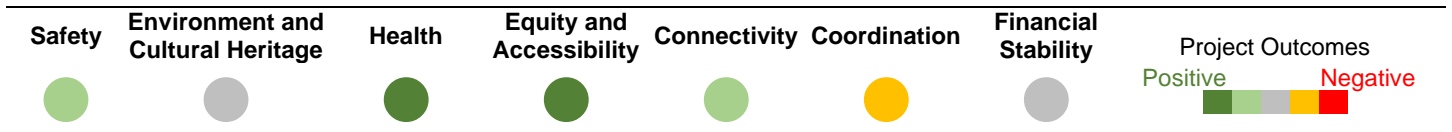
Considerations:

Right-of-way constraints – Potential impacts.
Physical barrier constraints – No known concerns.
Environmental impacts – Potential impacts.

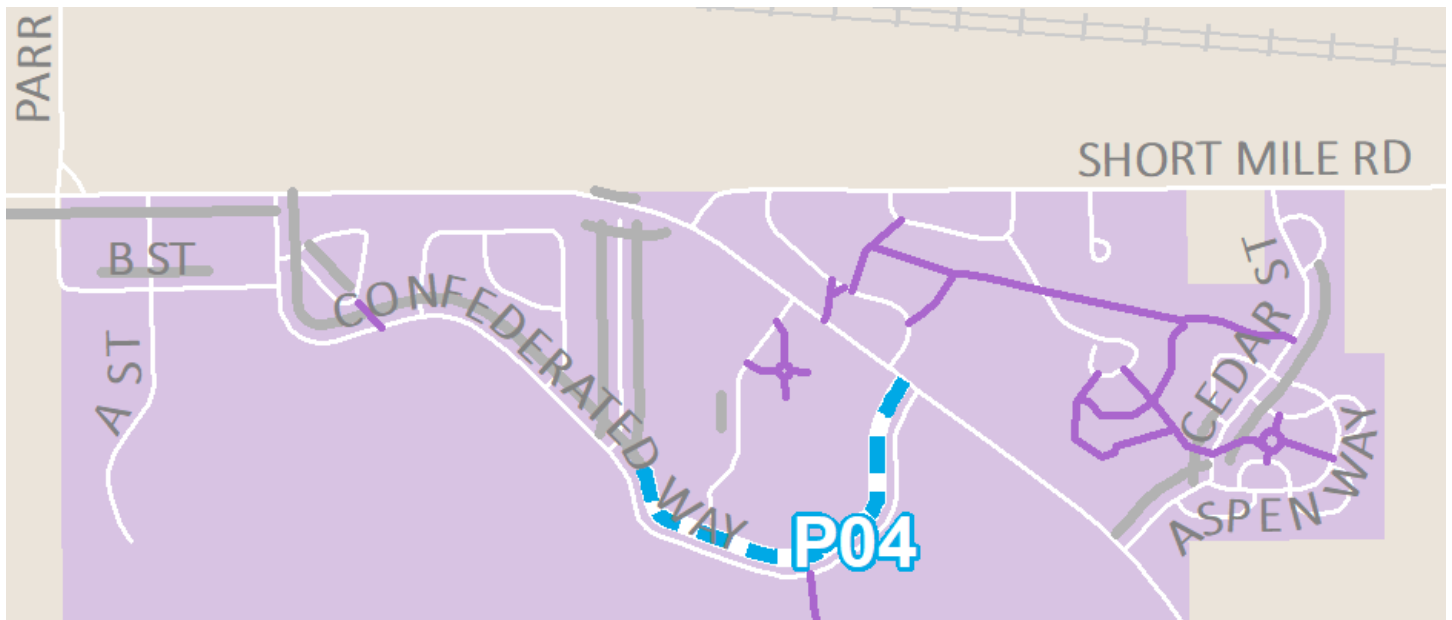
Cost: \$435,000

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P06

Multi-use Path to Pendleton (Phase I)

Description:

Construct a multi-use path on the south side of Mission Road from Purchase Lane to OR 331. This project is the first phase of a larger multi-use path connection to the City of Pendleton. Further study is needed to determine the ultimate alignment.

Responsible Jurisdiction: CTUIR

Potential Project Partners: Local Property Owners within Alignment

Project Type: Pedestrian

Considerations:

Right-of-way constraints – Likely impacts. Project may require purchasing R/W for the path or coordination with adjacent property owners for easements or R/W dedication.

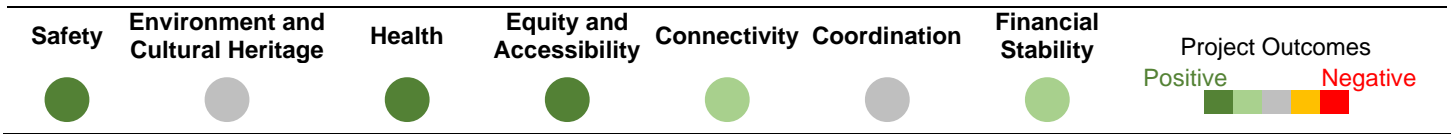
Project Priority: High

Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

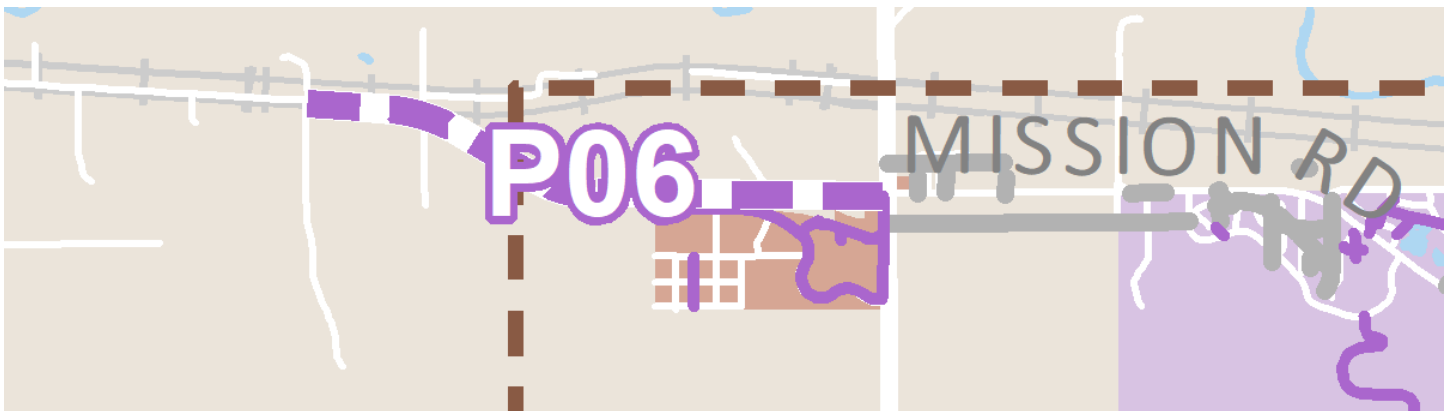
Cost: \$775,000

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P07

Multi-use Path to Pendleton (Phase II)

Description:

Construct the second phase of the multi-use path to Pendleton, connecting at Purchase Lane. West of Purchase Lane, the alignment of the multi-use path connection may follow two potential alignments:
1) Along the south side of the Umatilla River in parallel but offset from the river where applicable. If able, connect to Pendleton Riverwalk.

OR

2) Along the north or south side of Mission Road.

Further study is needed to determine the ultimate alignment. Include benches, lighting, and safety amenities (such as emergency call boxes and security cameras).

Responsible Jurisdiction: CTUIR, Umatilla County, City of Pendleton

Potential Project Partners: Local Property Owners within Alignment

Project Type: Pedestrian

Considerations:

Right-of-way constraints – Likely impacts. Project may require purchasing R/W for the path or coordination with adjacent property owners for easements or R/W dedication.

Project Priority: High

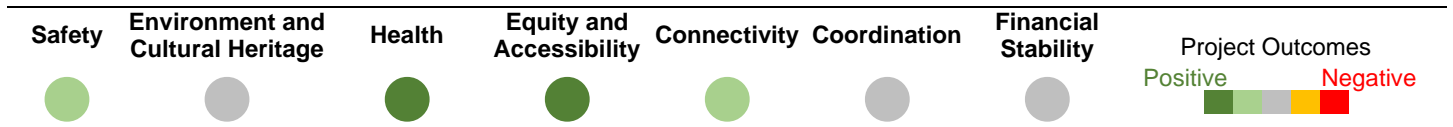
Physical barrier constraints – Potential constraints like bridge structures or water management facilities depending on the alignment.

Cost: 1) \$3,500,000
2) \$3,000,000

Environmental impacts – Likely impacts.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P09

OR 331 Multi-use Path (Phase I)

Description:

Construct a multi-use path along one or both sides of OR 331 from Mission Road to Arrowhead Travel Plaza driveway.

Responsible Jurisdiction: CTUIR

Potential Project Partners: Local Property Owners within Alignment

Project Type: Pedestrian

Project Priority: High

Cost: \$1,900,000

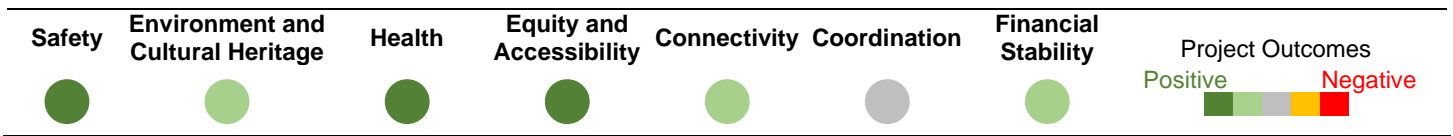
Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

Considerations:

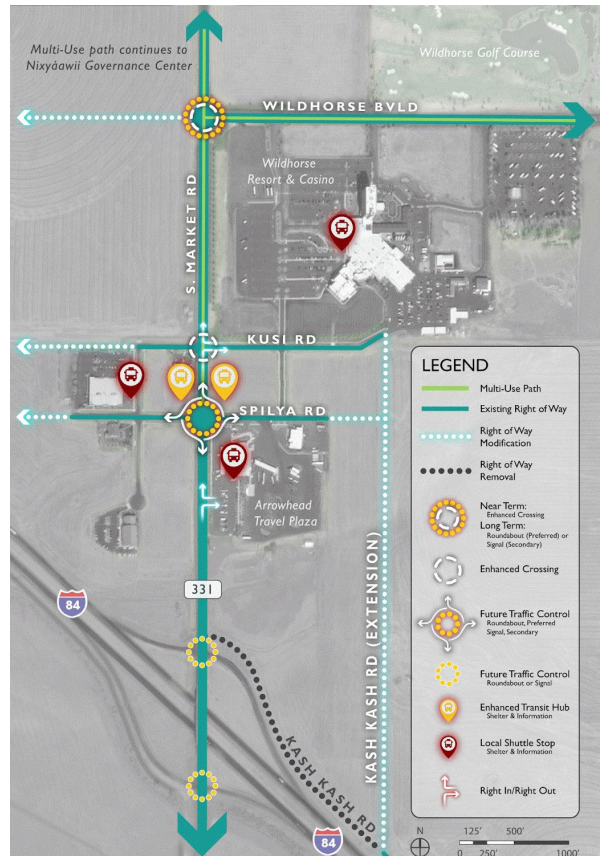
Right-of-way constraints – Likely impacts. Project may require purchasing R/W for the path or coordination with adjacent property owners for easements or R/W dedication.

Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P10

OR 331 Multi-use Path (Phase II)

Description:

Construct a multi-use path along one or both sides of OR 331 from Kirkpatrick Road to Mission Road, depending on feasible options for crossing the Umatilla River Bridge. River access could potentially be included as part of this project.

Responsible Jurisdiction: CTUIR

Potential Project Partners: Local Property Owners within Alignment

Project Type: Pedestrian

Considerations:

Right-of-way constraints – Likely impacts. Project may require purchasing R/W for the path or coordination with adjacent property owners for easements or R/W dedication.

Project Priority: High

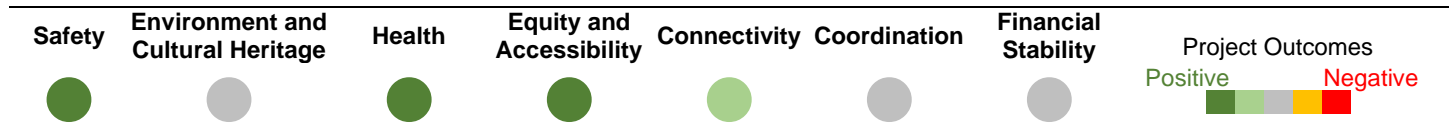
Physical barrier constraints – Likely impacts along Umatilla River Bridge.

Cost: \$2,900,000

Environmental impacts – Potential impacts.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P14

East-West Multi-use Path

Description:

Construct a multi-use path along the top of the bluff connecting OR 331 to Mission Road, intersecting the Tamástslikt Trail. Coordinate with Project P19 – OR 331/Timíne Way pedestrian crossing and Project P23 - Mission Road/Cedar Street pedestrian crossing.

Responsible Jurisdiction: CTUIR

Potential Project Partners: Local Property Owners within Alignment

Project Type: Pedestrian

Considerations:

Right-of-way constraints – Likely impacts. Project may require purchasing R/W for the path or coordination with adjacent property owners for easements or R/W dedication.

Project Priority: High

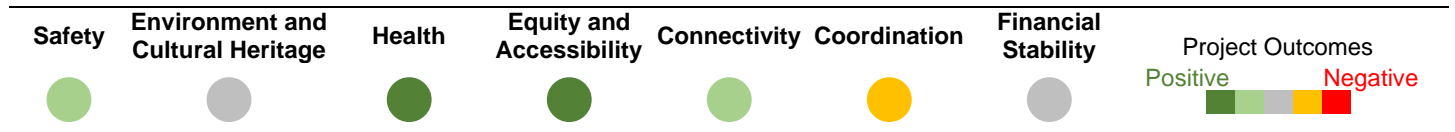
Physical barrier constraints – Likely impacts, depending on alignment. Barriers include significant topography changes and historical sites.

Cost: \$820,000

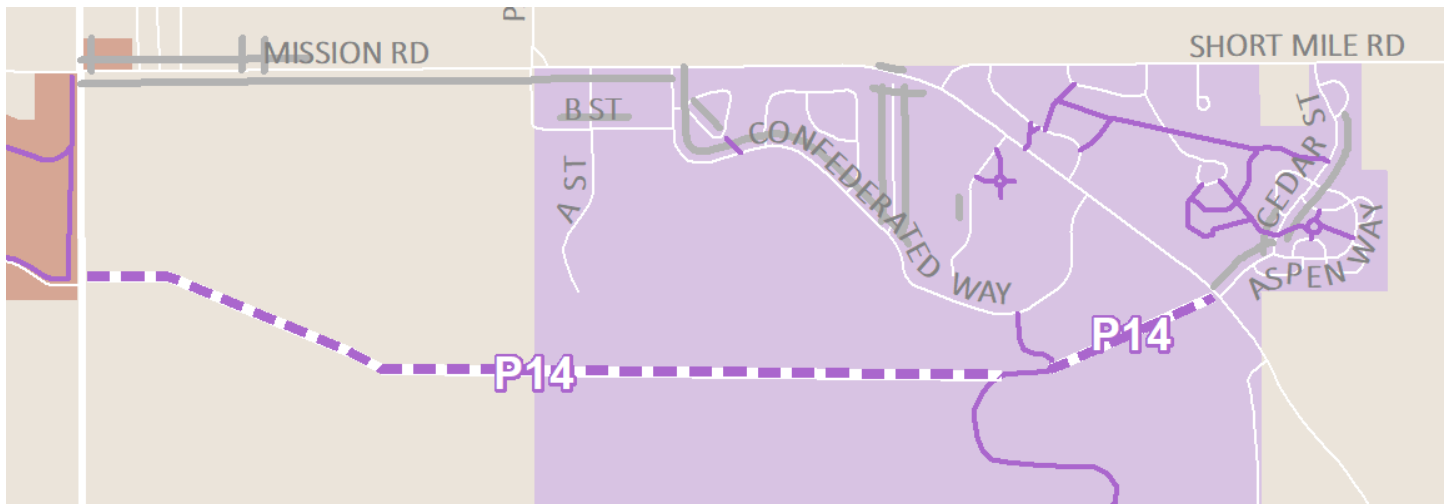
Environmental impacts – Potential impacts.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P15

Tamástslikt Trail Lighting

Description:

Install lighting and security cameras to existing multi-use path system.

Responsible Jurisdiction: CTUIR

Potential Project Partners: None

Project Type: Pedestrian

Project Priority: High

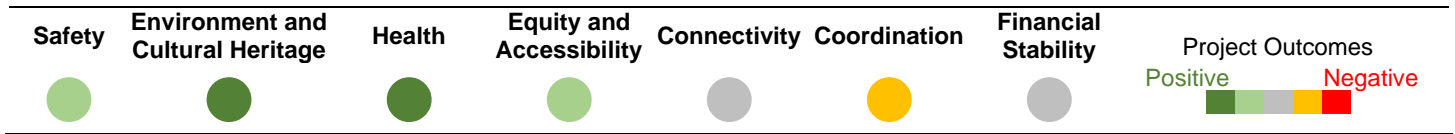
Cost: \$530,000

Considerations:

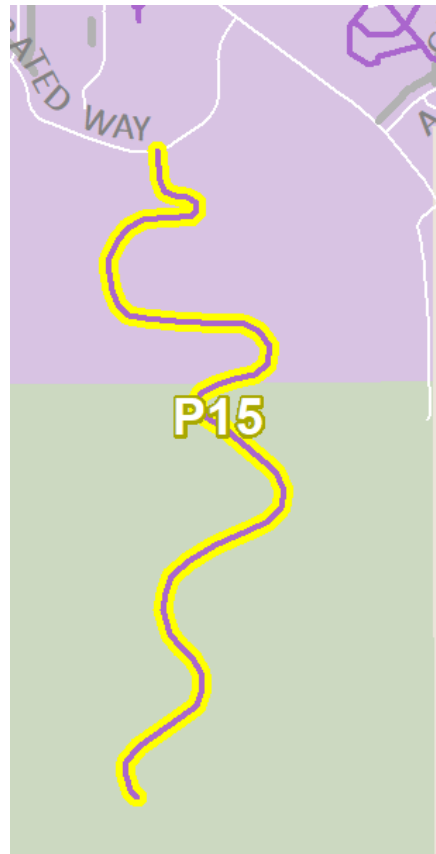
Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – A power source will be needed for this project. Solar may be an option in areas with adequate year-round sun exposure, but not in all areas.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P18

Mission Road Lighting

Description:
Install pedestrian-scale lighting.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR

Project Type: Pedestrian

Project Priority: High

Cost: \$195,000

Considerations:

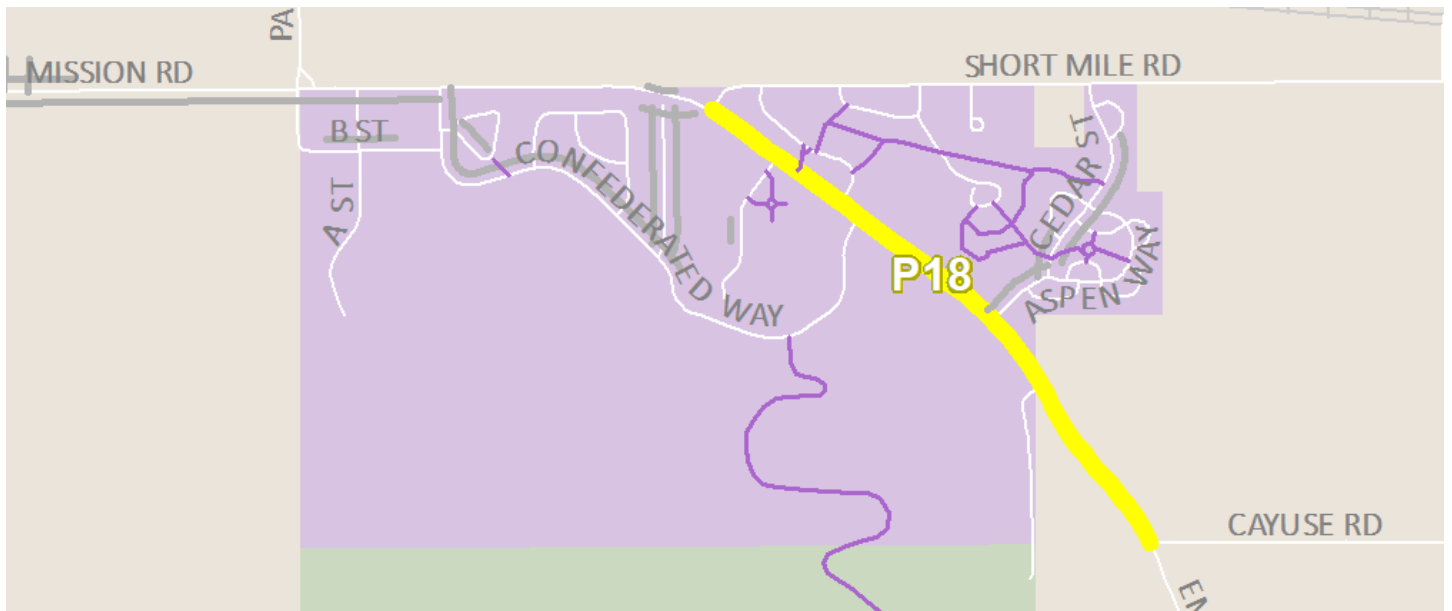
Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – Potential to coordinate this project with other projects in the area (P01, P02, P20, P22, P23, and B01).

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P19

OR 331/Timíne Way Enhanced Pedestrian Crossing

Description:

Install an enhanced pedestrian crossing. Treatment may include signalization or a pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), or a grade separated undercrossing of OR 331. Coordinate with Project P14 – East-West Multi-use Path.

Responsible Jurisdiction: ODOT

Potential Project Partners: CTUIR

Project Type: Pedestrian

Project Priority: High

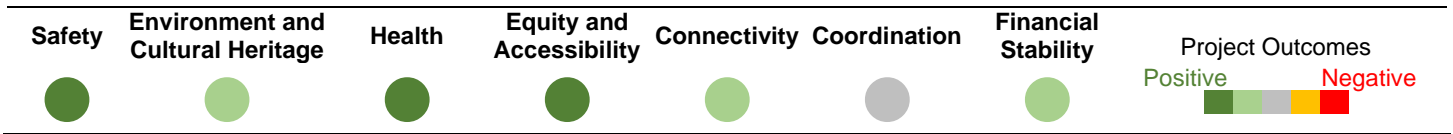
Cost: \$2,000,000

Considerations:

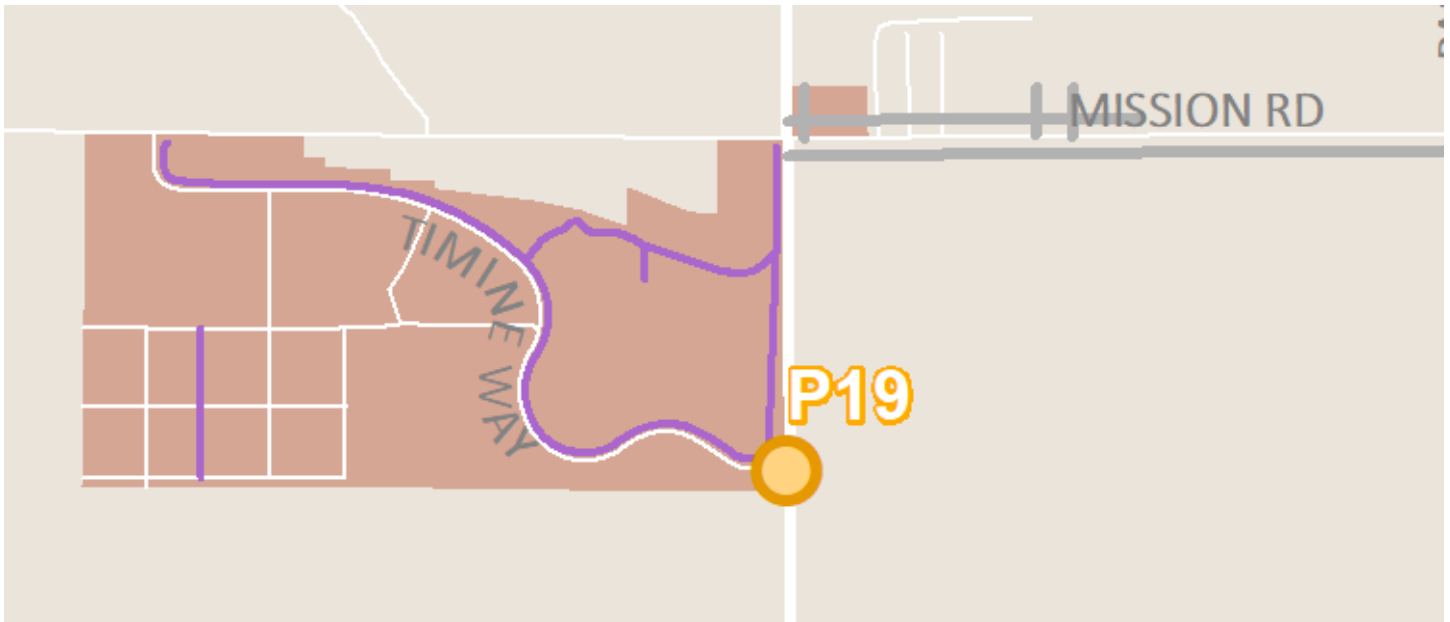
Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – Potential to coordinate this project with other projects in the area (P09).

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P20

Mission Road Mid-block Crossing

Description:

Install enhanced pedestrian crossing treatments at the existing mid-block crossing on Mission Road east of Short Mile Road. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and/or curb extensions.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR

Project Type: Pedestrian

Project Priority: High

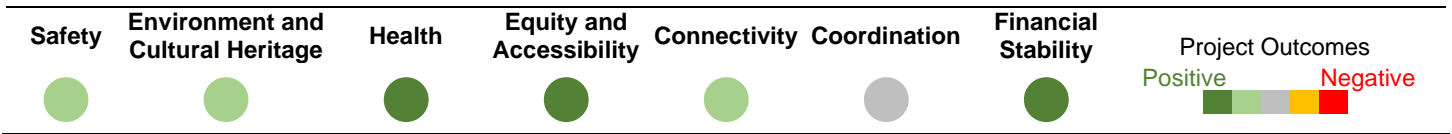
Cost: \$105,000

Considerations:

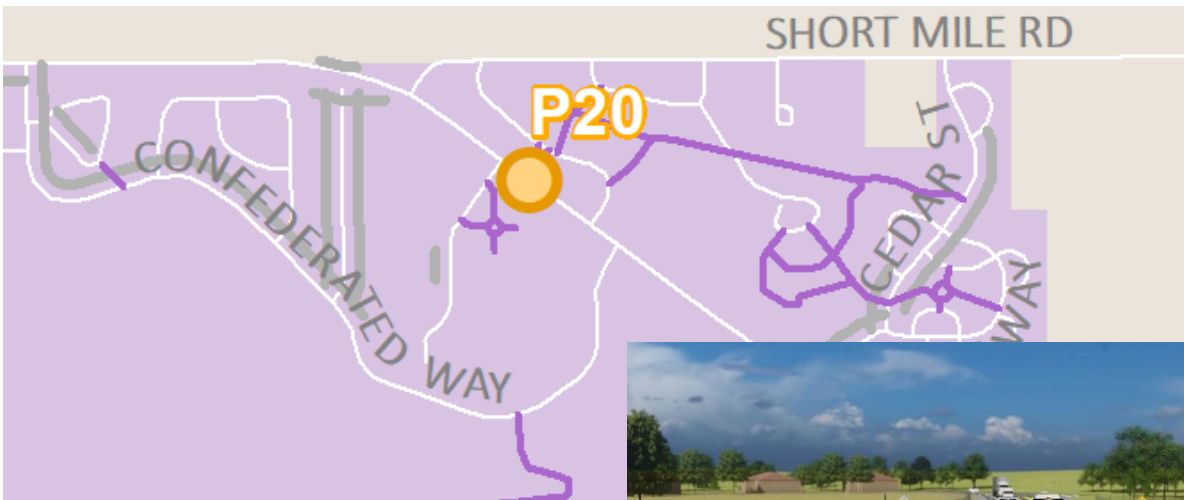
Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – Potential to coordinate this project with other projects in the area (P01, P02, P18, P22, P23, and B01).

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P21

OR 331/Kusi Road Enhanced Pedestrian Crossing

Description:

Install an enhanced pedestrian crossing. Treatment may include pedestrian hybrid beacon (if warranted), rectangular rapid flashing beacons (RRFBs), raised median island, high visibility crosswalk markings, and curb extensions.

Responsible Jurisdiction: ODOT

Potential Project Partners: CTUIR

Project Type: Pedestrian

Project Priority: High

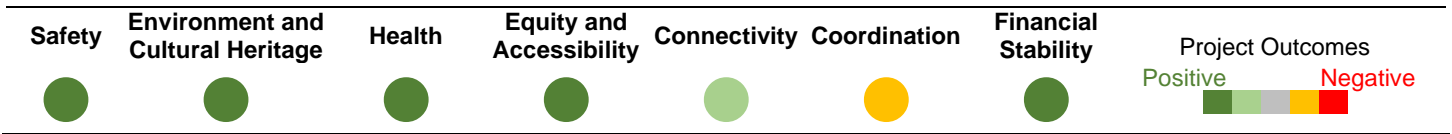
Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

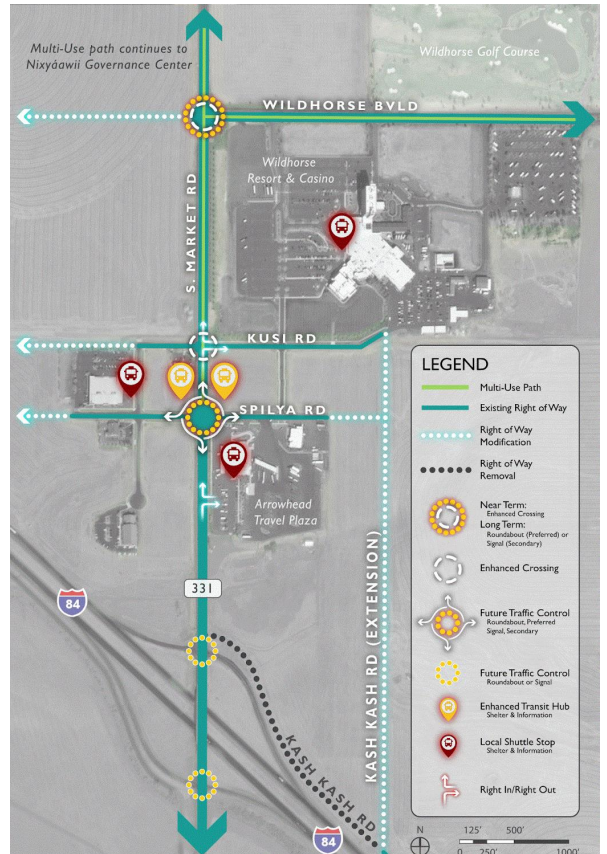
Cost: \$105,000

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P22

Mission Road/Confederated Way Enhanced Pedestrian Crossing

Description:

Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and curb extensions.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR

Project Type: Pedestrian

Project Priority: High

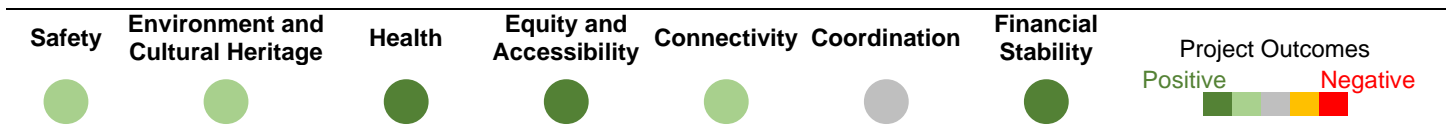
Cost: \$105,000

Considerations:

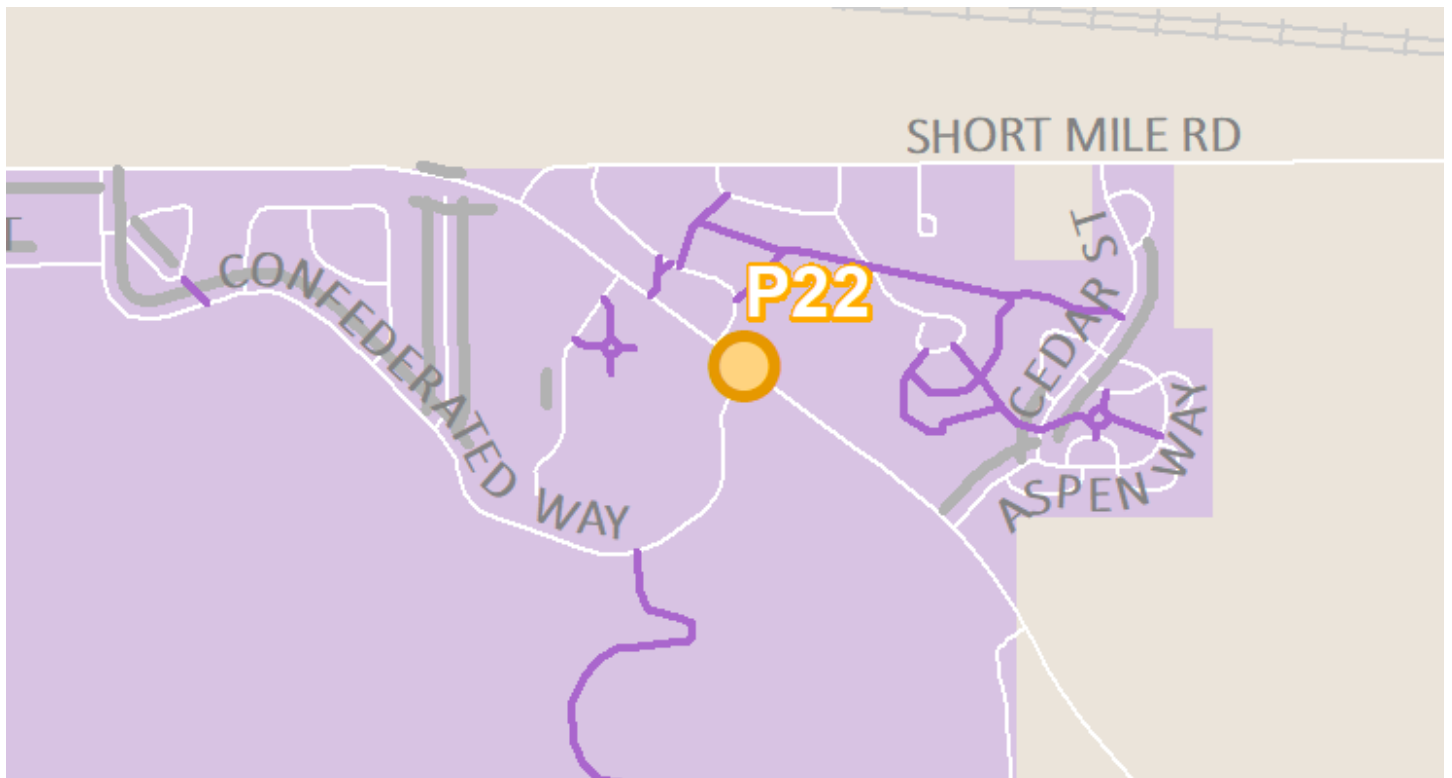
Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – Potential to coordinate this project with other projects in the area (P01, P02, P18, P20, P23, and B01).

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
P23

Mission Road/Cedar Street Enhanced Pedestrian Crossing

Description:

Install an enhanced pedestrian crossing. Treatment may include raised crosswalk, rectangular rapid flashing beacons (RRFBs), high visibility crosswalk markings, and curb extensions. Coordinate with Project P14 - East-West Multi-use Path.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR

Project Type: Pedestrian

Project Priority: High

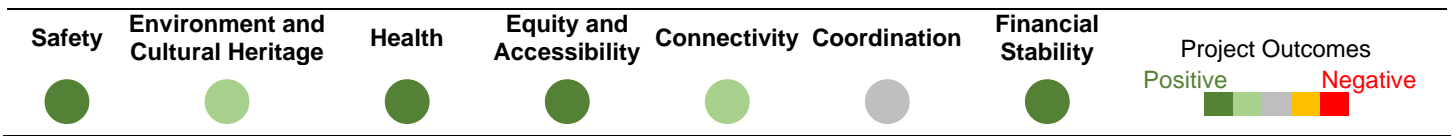
Cost: \$105,000

Considerations:

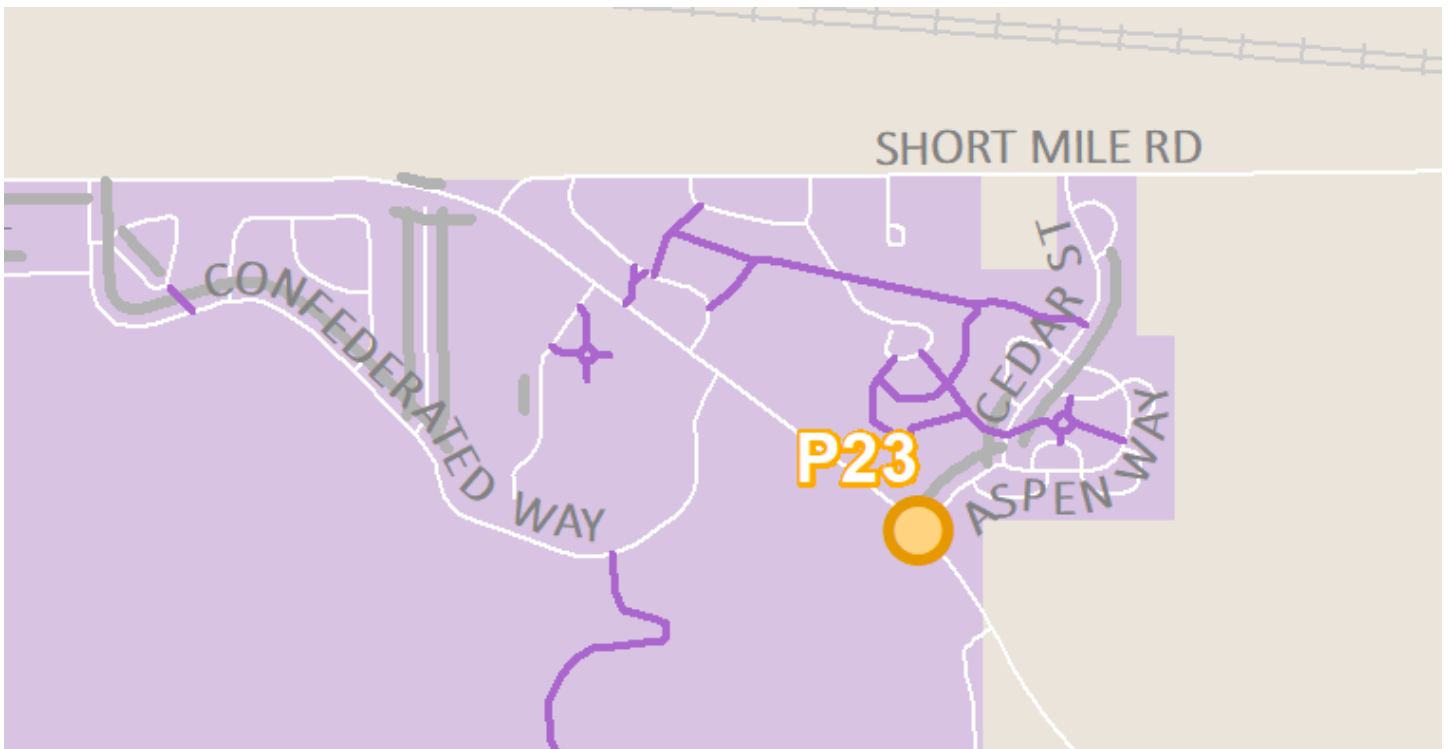
Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – Potential to coordinate this project with other projects in the area (P01, P02, P18, P20, P22, and B01).

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
B01

Mission Road Bicycle Lane Separation – OR 331 to Cayuse Road

Description:

Widen Mission Road and install buffered or separated/raised bicycle lanes along both sides of the roadway from OR 331 to Cayuse Road. Consider incorporating bus pull-outs into the project design.

Responsible Jurisdiction: Umatilla County

Potential Project Partners: CTUIR, Property Owners along Mission Road

Project Type: Bicycle

Project Priority: High

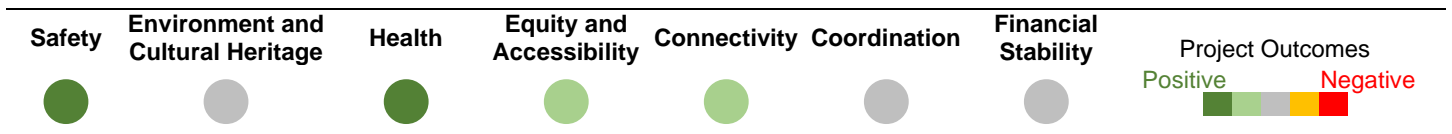
Cost: \$4,200,000

Considerations:

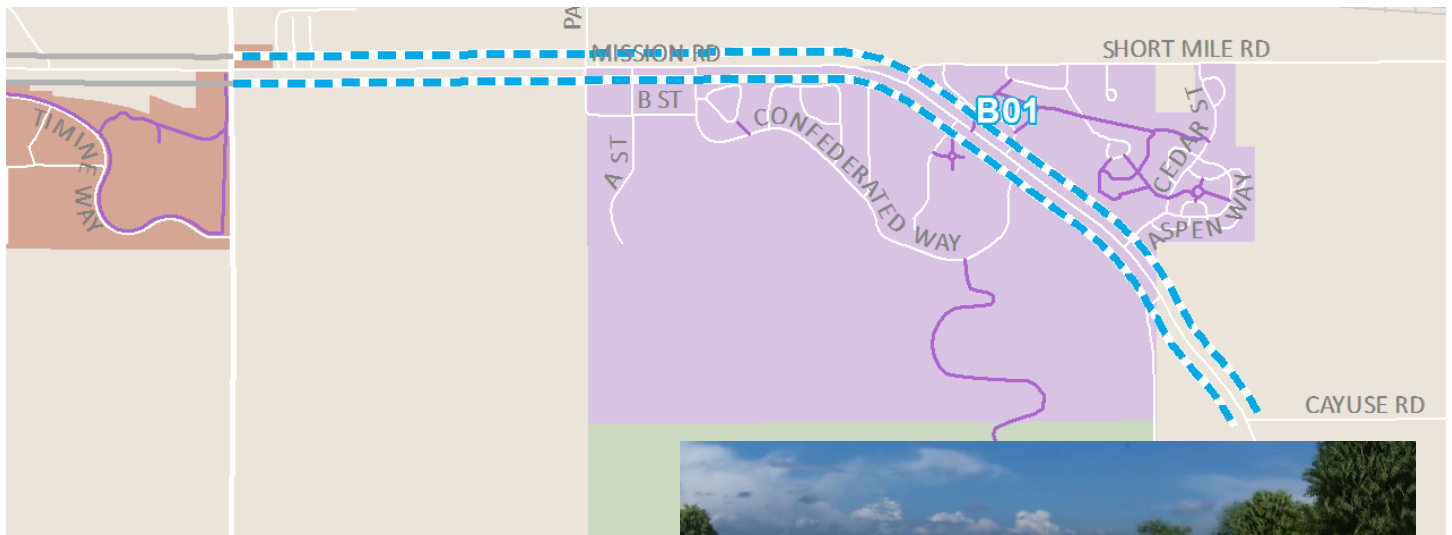
Right-of-way constraints – Potential impacts.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
B11

Bicycle Fix-it Stations

Description:

Evaluate where bicycle fix-it stations would be beneficial to install within the UIR, such as trailheads, community hubs, or the school.

Responsible Jurisdiction: CTUIR

Potential Project Partners: Adjacent Property Owners, Adjacent Transit Providers

Project Type: Bicycle

Project Priority: High

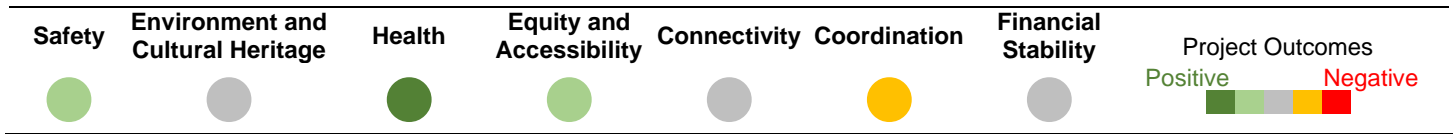
Cost: \$10,000 per station

Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?





Project ID
T01

Park-and-ride Locations

Description:

Coordinate with regional transit providers for park-and-ride locations that help facilitate the use of transit by community members and maximize regional connectivity.

Responsible Jurisdiction: CTUIR, Kayak

Potential Project Partners: Adjacent Property Owners, Adjacent Transit Providers

Project Type: Transit

Project Priority: High

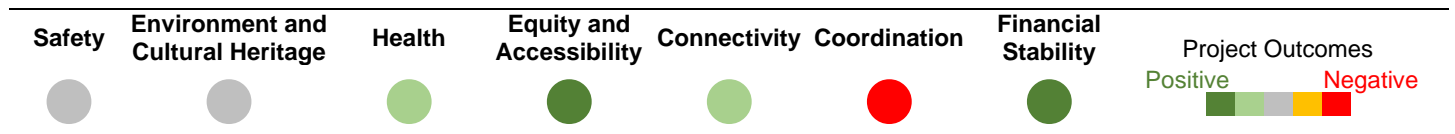
Cost: TBD, depends on partnerships available

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

Considerations:

Right-of-way constraints – Potential impacts. Implementation of specific locations may require partnering with private property owners or purchasing lots. Physical barrier constraints – No known concerns. Environmental impacts – No known concerns.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?





Project ID
T02

Bus Stop Enhancements

Description:

Evaluate transit stops for additional amenity needs, such as shelters, lighting, and signage.

Responsible Jurisdiction: CTUIR, Kayak

Potential Project Partners: Adjacent Property Owners, Adjacent Transit Providers

Project Type: Transit

Project Priority: High

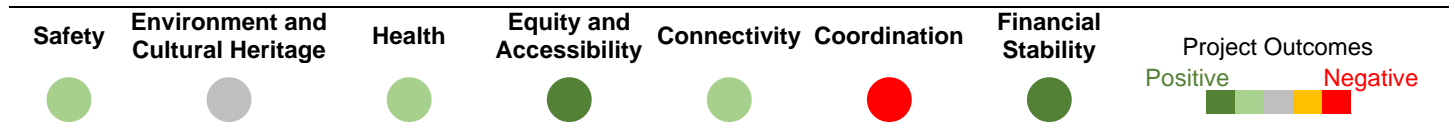
Cost: \$324,000 (\$18,000/stop for 18 bus stops)

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.
Other – A power source will be needed for any enhancements requiring electricity. Solar may be an option if hardwiring is not, especially in areas with adequate year-round sun exposure.

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?





Project ID
T03

OR 331 Transit Hub

Description:

Consolidate bus stops at Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus into one pair of transit hubs on OR 331 north of Spilya Road, reducing need for transit vehicles to turn to and from OR 331. Coordinate with Project T04 - Wildhorse Campus Shuttle. If a roundabout is constructed on OR 331 based on development-driven projects, a single transit hub on one side of OR 331 may be appropriate.

Responsible Jurisdiction: CTUIR, Kayak

Potential Project Partners: Adjacent Property Owners, Adjacent Transit Providers

Project Type: Transit

Project Priority: High

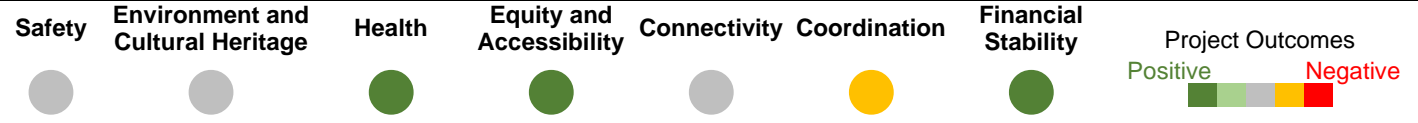
Cost: \$200,000

Considerations:

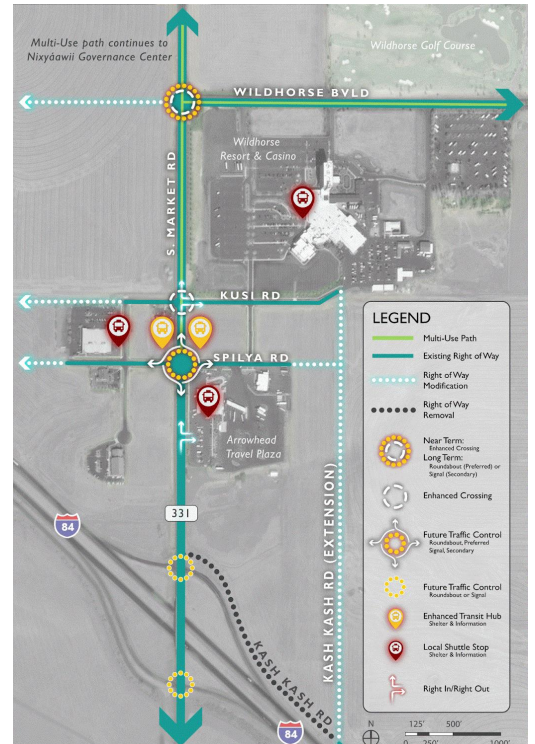
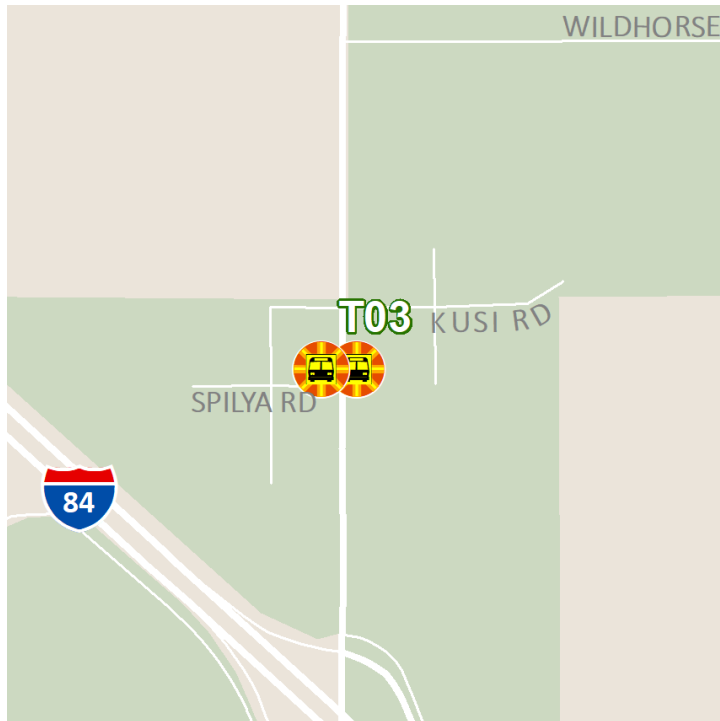
Right-of-way constraints – No known concerns. Assumes project is able to be constructed within CTUIR and/or ODOT right-of-way.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Project ID
T04

Wildhorse Campus Shuttle

Description:

Partner with adjacent businesses to provide a shuttle to transport people from Arrowhead Travel Plaza, Cayuse Holdings, and the Wildhorse Resort & Casino campus to the OR 331 Transit Hub. Coordinate with Project T03 - OR 331 Transit Hub.

Responsible Jurisdiction: CTUIR, Kayak

Potential Project Partners: Adjacent Property Owners, Adjacent Transit Providers

Project Type: Transit

Project Priority: High

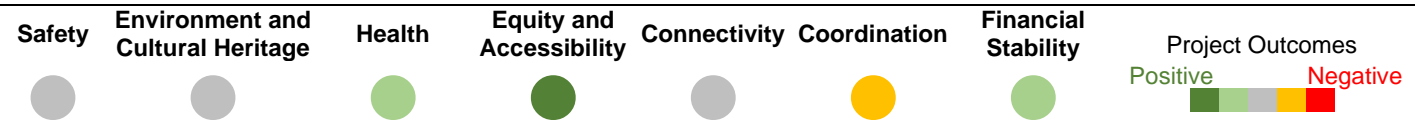
Considerations:

Right-of-way constraints – No known concerns.
Physical barrier constraints – No known concerns.
Environmental impacts – No known concerns.

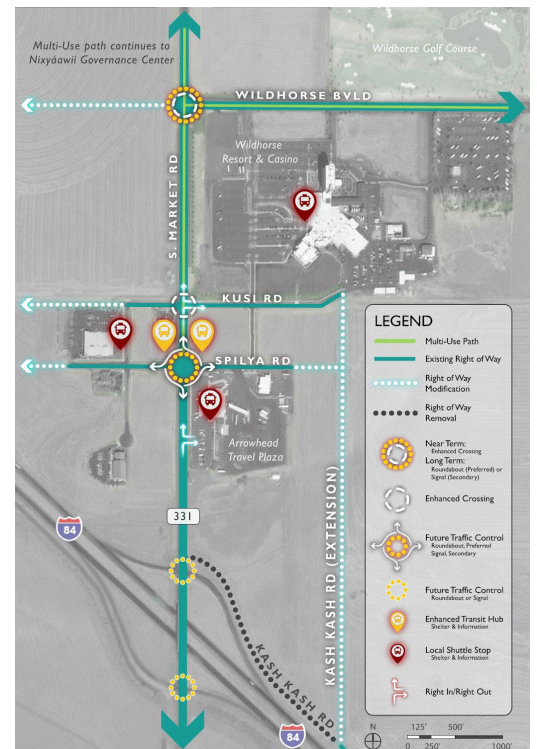
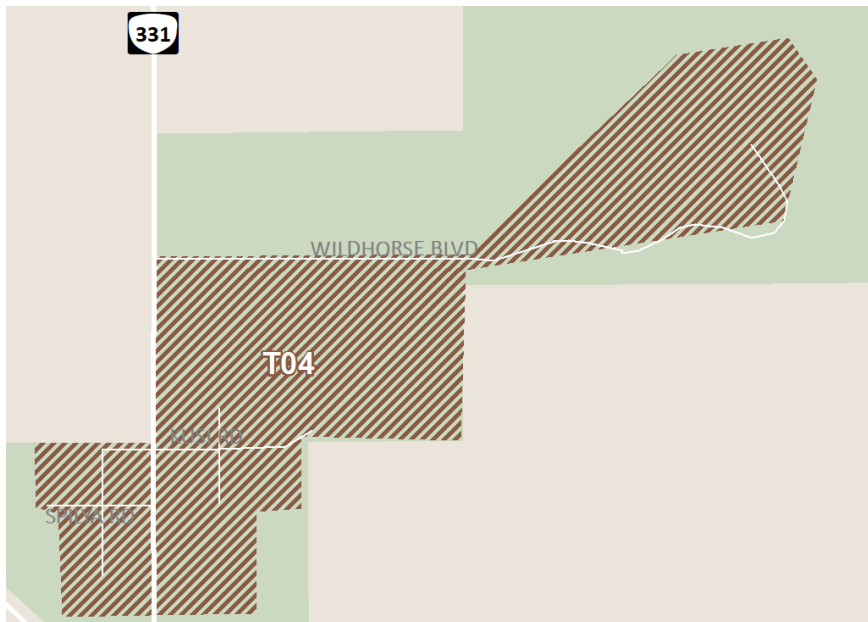
Cost: *To be determined in conjunction with Kayak.*

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

HOW DOES THE PROJECT RANK AGAINST TRANSPORTATION GOALS?



Project Location/Images





Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Kanine R	Confeder	Little J	Forks Ta	Forks Ta	Mckinley	Indian L	Indian L
4-IRR Route Number	0001	0002	0003	0004	0004	0005	0006	0006
5-Section Number	10	10	10	10	20	10	10	20
10-Class	5	4	5	5	5	5	4	4
15-Length of Section	6.6	0.7	4.1	0.8	1.2	0.3	0.1	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	3	1	3	3	2	1	2	3
25-Roadbed Condition	3	7	1	1	2	3	3	2
24-Surface Condition Index	64	68	0	0	0	65	60	60
16-Surface Width	11	28	16	16	10	18	18	18
13-Surface Type	3	5	1	1	1	4	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	3	0	0	0	1	0	0
29-Right of Way Width	40	66	0	0	0	40	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	1	0	0	0	0	0	0
14-Shoulder Type		4						
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	00001		0003		4	0005		
Roadway Width	11	30	16	16	10	18	18	18
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	15	10	15	15	14	13	11	12
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	1	1	0	0	0	2	1	2
36-Shoulder Condition	0	2	0	0	0	1	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	2	3	0	0	0	2	0	0
40-Right of Way Cost		0	0	0	0	0	0	0
26-Level of Maintenance	3	3	1	2	3	3	1	1
27-Snow & Ice Control	0	3	0	0	2	3	1	1
41-Begin Latitude	45.60100000	45.66800000				45.67800000		
42-End Latitude	45.67500000	45.66500000				45.67400000		
43-Begin Longitude	-118.50900000	-118.67000000				-118.64200000		
44-End Longitude	-118.53800000	-118.66100000				-118.64200000		
45-Atlas Map Number [99]	01	64	42	42	42	64	42	42
46-50 Grade/Sight/Curve/Stop / Safe	6 5 0 0 7	7 5 0 0 0	5 3 9	7 4 3 0 9		7 5 0 0 0		
51-Road Category	E	V	B	B	B	A	A	A
52-Year of Construction Change	2011	1959				1959	1959	1959
Update Year	2016	2016	2007	2006	2005	2016	2006	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Indian L	Indian L	Indian L	Indian L	Indian L	Indian L	Indian L	Indian L
4-IRR Route Number	0006	0006	0006	0006	0006	0006	0006	0006
5-Section Number	30	40	50	60	70	80	90	100
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.2	0.3	0.2	0.7	1.0	0.3	1.6	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	3	3	3	3	2	2	2	2
25-Roadbed Condition	3	3	3	3	4	3	2	2
24-Surface Condition Index	30	60	60	60	60	0	0	0
16-Surface Width	18	18	18	18	24	15	10	10
13-Surface Type	3	3	3	3	4	3	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	0	0	0	0	0	0
29-Right of Way Width	0	0	0	0	0	0	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	18	18	18	18	24	15	10	10
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	12	12	12	12	11	11	11	11
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	2	2	2	3	1	1	1
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	0	0	0	0	0	0	0
40-Right of Way Cost					0			
26-Level of Maintenance	1	1	1	1	1	1	1	1
27-Snow & Ice Control	1	1	1	1	1	1	1	1
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	42	42	42	42	42	42	42	42
46-50 Grade/Sight/Curve/Stop / Safe					6 5 4 0 0			
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2006	2006	2006	2006	2006	2006	2006	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Old Oreg	Old Oreg	Old Oreg	B Street	"B" Stre	"A" Stre	"A" Stre	"A" Stre
4-IRR Route Number	0007	0007	0007	0008	0008	0009	0009	0009
5-Section Number	10	20	30	10	20	10	20	30
10-Class	4	4	4	3	3	5	5	5
15-Length of Section	3.7	3.6	1.4	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	3	3	3	1	1	1	1	1
12-Construction Need	2	2	2	1	1	1	1	1
11-Terrain	3	3	3	1	1	1	1	2
25-Roadbed Condition	3	4	4	7	7	7	4	3
24-Surface Condition Index	60	60	60	62	58	64	57	90
16-Surface Width	20	20	20	17	27	22	22	16
13-Surface Type	4	4	4	5	5	5	5	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	66	66	66	66	40
TTAM BIA Share	10.27	10.27	10.27	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	5	5	5	1	1	1	1	0
14-Shoulder Type	2	2	2	4	4	4	3	
22-Existing ADT	62	77	51					
21-ADT Year	2005	2005	2005					
23-Percent Trucks	14	9	14					
34-Owner Route Number	F006	F006	F006	08				
Roadway Width	30	30	30	19	29	24	24	16
TTAM Future ADT	92	114	76	37	37	74	74	74
TTAM ADS Number	12	12	12	18	18	13	13	14
TTAM Future Surface Type	G	G	G	E	E	G	G	G
35-Drainage Condition	2	2	2	2	1	2	2	1
36-Shoulder Condition	2	2	2	2	2	2	2	0
37/38 # RR X I NG/RR X I NG TYPE				0	0	0	0	0
39-Right of Way Utility	1	1	1	3	3	3	3	0
40-Right of Way Cost								
26-Level of Maintenance	4	4	4	3	3	3	3	3
27-Snow & Ice Control	3	3	3	3	3	3	3	1
41-Begin Latitude				45.66800000	45.66700000	45.66700000	45.66700000	45.66600000
42-End Latitude				45.66700000	45.66700000	45.66700000	45.66600000	45.66400000
43-Begin Longitude				-118.67400000	-118.67200000	-118.67200000	-118.67200000	-118.67200000
44-End Longitude				-118.67200000	-118.67000000	-118.67200000	-118.67200000	-118.67200000
45-Atlas Map Number [99]	33	33	33	64	64	64	64	64
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 3	0	0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	J	J	J	J	R
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1960	1959
Update Year	2006	2006	2006	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	"A" Stre	Alder Dr	Oregon W	Oregon W	Oregon W	Oregon W	Oregon W	Oregon W
4-IRR Route Number	0009	0010	0011	0011	0011	0011	0011	0011
5-Section Number	40	10	10	20	30	40	50	60
10-Class	5	3	2	2	2	2	2	2
15-Length of Section	0.1	0.1	0.2		0.8	0.7	0.4	0.5
18-Bridge Number				04697A008 00018				
19-Bridge Condition				9				
20-Bridge Length				308				
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	3	3	3	3	3	3
12-Construction Need	1	1	2	2	2	2	2	2
11-Terrain	2		2	2	2	2	2	2
25-Roadbed Condition	2	7	4		7	4	4	4
24-Surface Condition Index	90	66	60		80	80	80	100
16-Surface Width	12	28	24		24	24	24	24
13-Surface Type	3	5	5		5	5	5	5
9-Federal Aid Category	1	1	3		3	3	3	3
28-Right of Way Status	3	3	3		3	3	3	3
29-Right of Way Width	20	66	120		120	120	120	120
TTAM BIA Share	100	100	10.27	10.27	10.27	10.27	10.27	10.27
30-Additional Incidental Percent								
17-Shoulder Width	0	1	4		6	6	6	6
14-Shoulder Type		4	3		3	3	3	3
22-Existing ADT			8600		8600	4000	4000	4000
21-ADT Year			2004		2004	2004	2004	2004
23-Percent Trucks			11		11	11	11	11
34-Owner Route Number		10	0008		0008	0008	08	08
Roadway Width	12	30	32		36	36	36	36
TTAM Future ADT	74	37	12771		12771	5940	5940	5940
TTAM ADS Number	14	18	5		5	5	5	5
TTAM Future Surface Type	G	E	P		P	P	P	P
35-Drainage Condition	1	2	2		3	3	3	3
36-Shoulder Condition	0	2	2		3	3	2	2
37/38 # RR X I NG/RR X I NG TYPE	0	0						
39-Right of Way Utility	0	1	3			3	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	4		4	4	4	4
27-Snow & Ice Control	1	3	5		5	5	5	5
41-Begin Latitude	45.66400000	45.66800000						
42-End Latitude	45.66400000	45.66700000						
43-Begin Longitude	-118.67200000	-118.66100000						
44-End Longitude	-118.67200000	-118.66000000						
45-Atlas Map Number [99]		64	65	65	65	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	4		0	0	0	0
51-Road Category	R	V	A		A	A	A	A
52-Year of Construction Change	1959	1959	1959		1959	1959	1959	1959
Update Year	2016	2016	2006	2006	2006	2006	2006	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Oregon W	Oregon W	Oregon W	Oregon W	Cayuse D	New Road	New Road	Umatilla
4-IRR Route Number	0011	0011	0011	0011	0012	0013	0013	0014
5-Section Number	70	80	90	100	10	10	20	10
10-Class	2	2	2	2	3	5	5	3
15-Length of Section	14.3		4.3	1.0	0.1	0.3	1.6	0.2
18-Bridge Number		01064A008 01240						
19-Bridge Condition		9						
20-Bridge Length		71						
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	3	3	3	3	1	1	1	1
12-Construction Need	2	2	2	2	1	1	1	1
11-Terrain	2		2	2	2	2	2	
25-Roadbed Condition	4		4	4	7	3	2	7
24-Surface Condition Index	80		80	100	49	72	0	58
16-Surface Width	24		24	36	25	12	10	26
13-Surface Type	5		5	5	5	3	1	5
9-Federal Aid Category	3		3	3	1	1	1	1
28-Right of Way Status	3		3	3	3	1	1	3
29-Right of Way Width	120		120	120	66	40	40	40
TTAM BIA Share	10.27	10.27	10.27	10.27	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	6		8	8	1	0	0	1
14-Shoulder Type	3		3	3	4			4
22-Existing ADT	5300		5100	4900				
21-ADT Year	2004		2004	2004				
23-Percent Trucks	11		11	11				
34-Owner Route Number	8		0008	8	12	13	13	14
Roadway Width	36		40	52	27	12	10	28
TTAM Future ADT	7871		7574	7277	37	74	74	37
TTAM ADS Number	5		5	5	18	14	14	18
TTAM Future Surface Type	P		P	P	E	G	G	E
35-Drainage Condition	3		3	3	2	1	0	2
36-Shoulder Condition	2		3	3	2	0	0	2
37/38 # RR X I NG/RR X I NG TYPE					0	0	0	0
39-Right of Way Utility	3		3	3	1	0	0	1
40-Right of Way Cost								
26-Level of Maintenance	4		4	4	3	3	3	3
27-Snow & Ice Control	5		5	5	3	0	0	3
41-Begin Latitude					45.66700000	45.64600000	45.64600000	45.66700000
42-End Latitude					45.66600000	45.64600000	45.64600000	45.66700000
43-Begin Longitude					-118.66700000	-118.64100000	-118.62200000	-118.67000000
44-End Longitude					-118.66600000	-118.60500000	-118.60500000	-118.67000000
45-Atlas Map Number [99]	27	24	21	22	64	27	27	64
46-50 Grade/Sight/Curve/Stop / Safe	0	0	0	0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	A	V	T	T	V
52-Year of Construction Change	1959		1959	1959	1959	1959		1959
Update Year	2006	2006	2006	2006	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Senior C			Walla Wa	Whirlwin	Willow D	Cottonwo	Aspen Wa
4-IRR Route Number	0014	0015	0015	0016	0017	0018	0019	0020
5-Section Number	15	810	810	10	10	10	10	10
10-Class	9			3	3	3	3	3
15-Length of Section	0.1	3.7	3.7	0.3	0.2	0.2	0.2	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02			02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	3	3	1	1	1	1	1
12-Construction Need	2	2	2	1	1	1	1	1
11-Terrain		1	1					
25-Roadbed Condition		5	5	7	7	7	7	7
24-Surface Condition Index				64	66	49	63	91
16-Surface Width	21			24	36	36	28	22
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	2	2	1	1	1	1	1
28-Right of Way Status	1			3	3	3	3	3
29-Right of Way Width	40			40	40	40	40	40
TTAM BIA Share	0	0	0	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		0	0	1	1	1	1	1
14-Shoulder Type				4	4	4	4	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number				16	17	18	19	20
Roadway Width	21			26	38	38	30	24
TTAM Future ADT				37	37	37	37	37
TTAM ADS Number	20			18	18	18	18	18
TTAM Future Surface Type				E	E	E	E	E
35-Drainage Condition				2	2	2	2	2
36-Shoulder Condition				2	2	2	2	2
37/38 # RR X I NG/RR X I NG TYPE				0	0	0	0	0
39-Right of Way Utility				1	3	1	1	1
40-Right of Way Cost								
26-Level of Maintenance				3	3	3	3	3
27-Snow & Ice Control				3	3	3	3	3
41-Begin Latitude				45.66600000	45.66500000	45.66800000	45.66800000	45.66400000
42-End Latitude				45.66600000	45.66700000	45.66600000	45.66600000	45.66500000
43-Begin Longitude				-118.66800000	-118.66500000	-118.66300000	-118.66000000	-118.65800000
44-End Longitude				-118.66600000	-118.66500000	-118.66100000	-118.65800000	-118.65700000
45-Atlas Map Number [99]				64	64	64	64	64
46-50 Grade/Sight/Curve/Stop / Safe	Z			7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category				V	V	V	V	V
52-Year of Construction Change	1959			1959	1970	1959	1959	1996
Update Year	2016	1974	1974	2016	2016	2016	2016	2016
Status	RETURNED-TO-FIE	CHANGED-AT-REG	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Aspen Wa	Birch Lo	Cedar St	Choke Ch	Elderber	Hawthorn	July Gro	Gym Park
4-IRR Route Number	0020	0021	0022	0023	0024	0025	0026	0026
5-Section Number	20	10	10	10	10	10	10	15
10-Class	3	3	3	3	3	3	3	9
15-Length of Section	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	2
12-Construction Need	1	1	1	1	1	1	1	2
11-Terrain								
25-Roadbed Condition	7	7	7	7	7	7	3	
24-Surface Condition Index	80	89	81	84	91	87	78	
16-Surface Width	22	18	22	18	17	18	30	136
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	1
29-Right of Way Width	40	40	40	40	40	40	40	40
TTAM BIA Share	100	100	100	100	100	100	100	0
30-Additional Incidental Percent								
17-Shoulder Width	1	1	1	1	1	1	1	
14-Shoulder Type	4	4	4	4	4	4	2	
22-Existing ADT	256							
21-ADT Year	2005							
23-Percent Trucks	3							
34-Owner Route Number	20	21	22	23	24	25	26	
Roadway Width	24	20	24	20	19	20	32	99
TTAM Future ADT	380	37	37	37	37	37	37	20
TTAM ADS Number	18	18	18	18	18	18	18	20
TTAM Future Surface Type	P	E	E	E	E	E	E	E
35-Drainage Condition	3	3	3	3	3	3	2	2
36-Shoulder Condition	3	2	2	2	2	2	2	0
37/38 # RR X I NG/RR X I NG TYPE		0	0	0	0	0	0	0
39-Right of Way Utility	1	1	1	1	1	1	3	
40-Right of Way Cost								
26-Level of Maintenance	4	3	3	3	3	3	3	3
27-Snow & Ice Control	4	3	3	3	3	3	3	3
41-Begin Latitude		45.66400000	45.66800000	45.66400000	45.66500000	45.66500000	45.66600000	
42-End Latitude		45.66400000	45.66500000	45.66400000	45.66600000	45.66500000	45.66600000	
43-Begin Longitude		-118.65700000	-118.65600000	-118.65600000	-118.65600000	-118.65500000	-118.66300000	
44-End Longitude		-118.65600000	-118.65700000	-118.65500000	-118.65500000	-118.65500000	-118.66400000	
45-Atlas Map Number [99]	64	64	64	64	64	64	64	64
46-50 Grade/Sight/Curve/Stop / Safe	0	7 5 0 0 0 0	7 5 0 0 0 0	7 5 0 0 0 0	7 5 0 0 0 0	7 5 0 0 0 0	7 5 0 0 0 0	7 5 0 0 0 0
51-Road Category	V	V	V	V	V	V	J	Y
52-Year of Construction Change	1959	1995	1995	1995	1995	1995	1959	1959
Update Year	2005	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Juniper	Lodgepol	Tamarack	Easy Str	Reservoi	Wildhors	Wildhors	Doqwood
4-IRR Route Number	0027	0028	0029	0030	0031	0032	0032	0033
5-Section Number	10	10	10	10	10	10	20	10
10-Class	3	3	3	3	5	2	2	3
15-Length of Section	0.2	0.1	0.1	0.1	0.3	1.1	1.7	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain					2	1	2	
25-Roadbed Condition	7	7	7	7	3	4	4	7
24-Surface Condition Index	87	82	87	63	40	64	67	91
16-Surface Width	22	18	18	24	15	48	24	18
13-Surface Type	5	5	5	5	4	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	1	1	1	3
29-Right of Way Width	40	40	40	40	0	40	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	1	1	1	1	0	0	0	1
14-Shoulder Type	4	4	4	4				4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	27	28	29	30	31	32		33
Roadway Width	24	20	20	26	15	48	24	20
TTAM Future ADT	37	37	37	37	74	149	149	37
TTAM ADS Number	18	18	18	18	14	7	8	18
TTAM Future Surface Type	E	E	E	E	G	P	P	E
35-Drainage Condition	3	3	3	2	0	2	2	3
36-Shoulder Condition	2	2	2	2	0	0	0	2
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	1	1	1	1	3	1	1	1
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	4	3	3	3
27-Snow & Ice Control	3	3	3	3	3	3	3	3
41-Begin Latitude	45.66500000	45.66500000	45.66700000	45.66800000		45.65000000	45.65000000	45.66400000
42-End Latitude	45.66600000	45.66500000	45.66700000	45.66700000		45.65000000	45.65000000	45.66500000
43-Begin Longitude	-118.65700000	-118.65600000	-118.65500000	-118.65800000		-118.68400000	-118.67300000	-118.65500000
44-End Longitude	-118.65600000	-118.65500000	-118.65600000	-118.65800000		-118.67300000	-118.67300000	-118.65500000
45-Atlas Map Number [99]	64	64	64	64		27	27	64
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	2	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	V	V	V	V	K	E	E	V
52-Year of Construction Change	1995	1995	1995	1959	1959	1995	1997	2013
Update Year	2016	2016	2016	2016	2007	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Showaway	Johnson	Johnson	Sheeship	Umbarger	Fowler L	Fenton L	Fenton L
4-IRR Route Number	0034	0035	0035	0036	0037	0038	0039	0039
5-Section Number	10	10	20	10	10	10	10	20
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.4	2.0	3.0	0.1	0.8	1.0	0.2	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	1	3	2	1	2	2	3	2
25-Roadbed Condition	3	3	2	3	3	3	2	2
24-Surface Condition Index	20	20	0	64	44	68	76	76
16-Surface Width	16	12	8	13	22	18	15	15
13-Surface Type	3	3	1	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	0	0	1	1	1	3	3
29-Right of Way Width	30	0	0	40	40	40	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	34	35		36	37	38	39	39
Roadway Width	16	12	8	13	22	18	15	15
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	15	14	13	14	14	15	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	1	1	0	1	1	2	1	1
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	3	0	0	3	3	3	3	2
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	3	3	3	3	3
27-Snow & Ice Control	0	2	1	1	0	0	0	0
41-Begin Latitude	45.67100000			45.68500000	45.63100000	45.66000000	45.58800000	45.59000000
42-End Latitude	45.67200000			45.68300000	45.64200000	45.64600000	45.59000000	45.59100000
43-Begin Longitude	-118.68400000			-118.49100000	-118.72600000	-118.59400000	-118.46200000	-118.45800000
44-End Longitude	-118.69300000			-118.49100000	-118.72600000	-118.58800000	-118.45800000	-118.45800000
45-Atlas Map Number [99]	64	42	42	28	27	27	33	33
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0			7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	B	B	A	A	A	A	A
52-Year of Construction Change	1959	1959		1959	1959	2011	2009	2009
Update Year	2016	2006	2006	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	40th Str	41st Str	41st Str	42nd Str	42nd Str	42nd Str	43rd Str	43rd Str
4-IRR Route Number	0040	0041	0041	0042	0042	0042	0043	0043
5-Section Number	10	10	20	10	20	30	10	20
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain								
25-Roadbed Condition	2	3	3	3	3	3	3	3
24-Surface Condition Index	59	94	80	80	86	60	89	88
16-Surface Width	19	13	18	25	18	16	14	18
13-Surface Type	3	4	3	3	4	3	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	30	40	40	40	40	40	40	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	6	10	0	3	0	12	4
14-Shoulder Type		2	2		2		2	
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	40	41	41	42	42	42	43	43
Roadway Width	19	25	38	25	24	16	38	26
TTAM Future ADT	37	37	37	37	37	37	37	37
TTAM ADS Number	18	18	18	18	18	18	18	18
TTAM Future Surface Type	E	E	E	E	E	E	E	E
35-Drainage Condition	2	1	1	1	1	1	1	1
36-Shoulder Condition	0	2	2	0	2	0	2	2
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	2	2	2	2	2	2	2	1
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	3	3	3	3	3
27-Snow & Ice Control	2	3	3	2	2	2	2	3
41-Begin Latitude	45.67600000	45.67600000	45.67600000	45.67700000	45.67600000	45.67500000	45.67600000	45.67600000
42-End Latitude	45.67700000	45.67600000	45.67700000	45.67600000	45.67500000	45.67500000	45.67700000	45.67500000
43-Begin Longitude	-118.74400000	-118.74200000	-118.74200000	-118.74100000	-118.74100000	-118.74100000	-118.74000000	-118.74000000
44-End Longitude	-118.74400000	-118.74200000	-118.74200000	-118.74100000	-118.74100000	-118.74100000	-118.74000000	-118.74000000
45-Atlas Map Number [99]	63	63	63	63	63	63	63	63
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	2011	2011	2011	2011	2011	2011	2011	2011
Update Year	2016	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	43rd Str	44th Str	45th Str	45th Str	Queen Av	Queen Av	Gopher F	Meadow L
4-IRR Route Number	0043	0044	0045	0045	0046	0046	0047	0048
5-Section Number	30	10	10	20	10	20	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.2	0.2	0.4	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain								
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index	76	72	72	80	96	60	56	56
16-Surface Width	19	18	16	10	19	10	23	18
13-Surface Type	3	3	3	4	4	4	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	3	25	0	0
14-Shoulder Type					2	2		
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	43	44	45	45	46	46	47	48
Roadway Width	19	18	16	10	25	60	23	18
TTAM Future ADT	37	37	37	37	37	37	37	37
TTAM ADS Number	18	18	18	18	18	18	18	18
TTAM Future Surface Type	E	E	E	E	E	E	E	E
35-Drainage Condition	1	1	1	0	1	2	1	2
36-Shoulder Condition	0	0	0	0	2	2	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	1	2	3	2	3	3	3	1
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	4	3	4	3	3
27-Snow & Ice Control	2	0	2	3	3	3	0	3
41-Begin Latitude	45.67500000	45.67500000	45.67500000		45.67500000		45.66600000	45.62200000
42-End Latitude	45.67400000	45.67600000	45.67600000		45.67500000		45.66600000	45.62200000
43-Begin Longitude	-118.74000000	-118.73900000	-118.73800000		-118.74100000		-118.72500000	-118.71000000
44-End Longitude	-118.74000000	-118.73900000	-118.73700000		-118.73800000		-118.71700000	-118.71400000
45-Atlas Map Number [99]	63	63	63	63	63	63	63	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	0	7 5 0 0 0	0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	2011	2011	2011	1959	2011	1959	2011	1959
Update Year	2016	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Minthorn	Minthorn	Weedy La	Brahman	Charolai	Durham P	54th Str	54th Str
4-IRR Route Number	0049	0049	0050	0051	0052	0053	0054	0054
5-Section Number	10	20	10	10	10	10	10	20
10-Class	5	5	5	3	3	3	3	3
15-Length of Section	0.4	0.2	0.5	0.3	0.2	0.1	0.2	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	3	3	3	4	3	3	3	3
24-Surface Condition Index	84	84	60	53	53	49	68	66
16-Surface Width	20	14	18	22	22	20	18	17
13-Surface Type	3	3	3	5	5	5	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	3	3	3	3	3	3	3
29-Right of Way Width	40	30	60	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	49	49	50	51	52	53	54	54
Roadway Width	20	14	18	22	22	20	18	17
TTAM Future ADT	74	74	74	37	37	37	37	37
TTAM ADS Number	13	13	13	18	18	18	18	18
TTAM Future Surface Type	G	G	G	E	E	E	E	E
35-Drainage Condition	1	1	2	1	1	1	1	1
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	3	1	3	1	1	1	0	2
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	0	0	0	3	3	3	0	0
41-Begin Latitude	45.62700000	45.62600000	45.61700000	45.61700000	45.61700000	45.61900000	45.67100000	45.66900000
42-End Latitude	45.62600000	45.62600000	45.62300000	45.62000000	45.61900000	45.62000000	45.66900000	45.66800000
43-Begin Longitude	-118.71000000	-118.70500000	-118.70500000	-118.69300000	-118.69300000	-118.69300000	-118.72800000	-118.72800000
44-End Longitude	-118.70500000	-118.70100000	-118.70500000	-118.69000000	-118.69000000	-118.69200000	-118.72800000	-118.72800000
45-Atlas Map Number [99]	27	27	27	27	27	27	63	63
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	2010	2010	1959	1959	1959	1959	2011	2011
Update Year	2016	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Lavadour	56th Str	56th Str	Trail Dr	Parr Lan	Angus Av	Hucklebe	Baldy Ri
4-IRR Route Number	0055	0056	0056	0057	0058	0059	0060	0061
5-Section Number	10	10	20	10	10	10	10	10
10-Class	5	4	4	3	5	3	5	5
15-Length of Section	0.9	0.4	0.4	0.2	0.6	0.1	0.2	2.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	1	2	3	1	1	1	3	2
25-Roadbed Condition	3	3	3	3	3	3	3	2
24-Surface Condition Index	32	47	56	60	36	44	68	0
16-Surface Width	20	22	20	17	18	20	10	8
13-Surface Type	3	3	3	3	3	5	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	3	1	3	3	0
29-Right of Way Width	40	40	40	60	40	60	60	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	55	56	56	57	58	59	60	61
Roadway Width	20	22	20	17	18	20	10	8
TTAM Future ADT	74	74	74	37	74	37	74	74
TTAM ADS Number	13	11	12	18	13	18	15	14
TTAM Future Surface Type	G	G	G	E	G	E	G	G
35-Drainage Condition	1	1	1	1	1	1	2	0
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR XING TYPE	0	0	0	0	1	0	0	0
39-Right of Way Utility	3	3	2	2	3	1	2	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	1	0	0	0	3	3	0	2
41-Begin Latitude	45.67400000	45.67100000	45.66600000	45.66900000	45.66800000	45.61700000	45.59000000	
42-End Latitude	45.67100000	45.66600000	45.65900000	45.66900000	45.67200000	45.61800000	45.59000000	
43-Begin Longitude	-118.64200000	-118.72600000	-118.72500000	-118.72600000	-118.67400000	-118.69000000	-118.45800000	
44-End Longitude	-118.62800000	-118.72500000	-118.72600000	-118.73000000	-118.67000000	-118.69100000	-118.45300000	
45-Atlas Map Number [99]	64	63	63	63	64	27	33	42
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 8	7 5 0 0 0	7 5 0 0 4	
51-Road Category	V	A	A	A	A	A	A	B
52-Year of Construction Change	1959	2011	2011	1959	2011	1959	2009	
Update Year	2016	2016	2016	2016	2016	2016	2016	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Old Meac	Spilya R	Spilya R	Spilya R	Spilya R	Spilya R	Coyote R	Coyote R
4-IRR Route Number	0062	0063	0063	0063	0063	0063	0064	0064
5-Section Number	10	20	20	30	30	30	10	20
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.5	0.2	0.2	0.3	0.3	0.3	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	2	2	2	2	2	2	2
12-Construction Need	1	4	4	4	4	4	2	2
11-Terrain	3	1	1	1	1	1	1	1
25-Roadbed Condition	3						7	7
24-Surface Condition Index	44						92	90
16-Surface Width	10						24	24
13-Surface Type	3						5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	0	0	0	0	0	1	1
29-Right of Way Width	40	0	0	0	0	0	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0						1	1
14-Shoulder Type							4	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	62							
Roadway Width	10						26	26
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	15	13	13	13	13	13	13	13
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	1						2	2
36-Shoulder Condition	0						2	2
37/38 # RR X I NG/RR X I NG TYPE	0						0	0
39-Right of Way Utility	3						3	3
40-Right of Way Cost								
26-Level of Maintenance	3						3	3
27-Snow & Ice Control	0						3	3
41-Begin Latitude	45.70300000						45.64400000	45.64400000
42-End Latitude	45.69700000						45.64300000	45.64600000
43-Begin Longitude	-118.35400000						-118.68600000	-118.68200000
44-End Longitude	-118.35100000						-118.68600000	-118.68200000
45-Atlas Map Number [99]	25	27	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0						7 5 0 0 0	7 5 0 0 0
51-Road Category	A						A	A
52-Year of Construction Change	1959						2007	2007
Update Year	2016	2007	2007	2007	2007	2007	2016	2016
Status	OFFICIAL	OFFICIALCHANGED-AT-REG	OFFICIALCHANGED-AT-REG	OFFICIALCHANGED-AT-REG	OFFICIALCHANGED-AT-REG	OFFICIALCHANGED-AT-REG	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Arrowhea	Tsimti R	Pendleto	Pendleto	Pendleto	Pendleto	Tela-Quo	Ti'Mine
4-IRR Route Number	0065	0066	0067	0067	0067	0067	0068	0069
5-Section Number	20	10	10	20	30	40	10	10
10-Class	5	5	2	2	2	2	5	5
15-Length of Section	0.1	0.1	0.7		0.3	1.0	1.3	0.1
18-Bridge Number				07751 067 00533				
19-Bridge Condition				1				
20-Bridge Length				242				
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	2	3	3	3	3	2	2
12-Construction Need	2	4	2	2	2	2	4	2
11-Terrain	1	1	3	3	3	3	1	1
25-Roadbed Condition	7	5	5	5	5	5	5	4
24-Surface Condition Index	91		60		80	80		98
16-Surface Width	24		24		36	36		32
13-Surface Type	5		5		5	5		5
9-Federal Aid Category	1	1	2		2	2	1	1
28-Right of Way Status	1	0	3		3	3	0	3
29-Right of Way Width	40	0	250		250	250	0	85
TTAM BIA Share	100	100	10.27	10.27	10.27	10.27	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2		6		6	6		4
14-Shoulder Type	4		3		3	3		3
22-Existing ADT			5300		1600	1600		
21-ADT Year			2004		2004	2004		
23-Percent Trucks			10		10	10		
34-Owner Route Number			67		67	67		
Roadway Width	28		36		48	48		40
TTAM Future ADT	74	74	7871		2376	2376	74	74
TTAM ADS Number	13	13	6		6	6	13	13
TTAM Future Surface Type	G	G	P		P	P	G	G
35-Drainage Condition	2		2		3	3		2
36-Shoulder Condition	2		2		3	3		3
37/38 # RR X I NG/RR X I NG TYPE	0							0
39-Right of Way Utility	3		3		3	1		3
40-Right of Way Cost								
26-Level of Maintenance	3		4		4	4		3
27-Snow & Ice Control	3		5		5	5		3
41-Begin Latitude	45.64600000							45.66400000
42-End Latitude	45.64700000							45.66400000
43-Begin Longitude	-118.68200000							-118.68400000
44-End Longitude	-118.68200000							-118.68500000
45-Atlas Map Number [99]	27	27	24	24	24	24	64	64
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0				0	0		7 5 0 0 0
51-Road Category	A		A		A	A		C
52-Year of Construction Change	2009		1959		1959	1959		2009
Update Year	2016	2007	2006	2006	2006	2006	2007	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Nac Park	Ti"Mine	Ti"Mine	Pond Cem	Red Elk	Red Elk	Minthorn	Old Agen
4-IRR Route Number	0069	0069	0069	0070	0071	0071	0072	0074
5-Section Number	15	20	30	10	10	10	10	10
10-Class	9	5	5	5	5	5	5	5
15-Length of Section	0.2	0.5	0.1	0.1	0.7	0.7	1.0	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	4	4	4	2
11-Terrain		1	1	2	3	3	3	2
25-Roadbed Condition		4	4	3				3
24-Surface Condition Index		96	98	85				78
16-Surface Width	274	24	37	12				12
13-Surface Type	5	5	5	3				3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	3	3	1	0	0	0	1
29-Right of Way Width		69	69	40	0	0	0	40
TTAM BIA Share	0	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		2	2					
14-Shoulder Type		3	3					
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	99	28	41	12	74	74	74	12
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	20	13	13	14	15	15	14	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	2	2	0				2
36-Shoulder Condition	0	3	3	0				0
37/38 # RR X I NG/RR XING TYPE	0	0	0	0				0
39-Right of Way Utility	3	3	3	0				3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	2				2
27-Snow & Ice Control	3	3	3	0				0
41-Begin Latitude		45.66400000	45.66700000	45.57700000				45.66800000
42-End Latitude		45.66700000	45.66800000	45.57700000				45.66800000
43-Begin Longitude		-118.68500000	-118.69300000	-118.78200000				-118.69800000
44-End Longitude		-118.69300000	-118.69300000	-118.78400000				-118.70000000
45-Atlas Map Number [99]		64		67	28	37	27	63
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0				7 5 0 0 8
51-Road Category	Y	C	C	R				R
52-Year of Construction Change	1959	2009	2009	1959				1959
Update Year	2016	2016	2016	2016	2007	2007	2007	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Tokti Wa	Nichtav	Nichtav	Nichtav	Homly Ce	Indian L	Indian L	Indian L
4-IRR Route Number	0075	0076	0076	0076	0077	0079	0080	0081
5-Section Number	10	10	20	30	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.9	0.2	0.5	0.3	0.1	1.0	0.8	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	1	1	2	2	1	1
25-Roadbed Condition	4	4	4	4	3	3	3	3
24-Surface Condition Index	96	98	91	84	82	50	70	86
16-Surface Width	24	29	24	24	20	11	16	14
13-Surface Type	5	5	5	5	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	1	1	1	1	1	1	1
29-Right of Way Width	80	40	40	40	40	40	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	1			0	0	
14-Shoulder Type	3	3	3					
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	28	33	26	24	20	11	16	14
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	13	13	13	14	14	13	13
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	3	3	3	2	2	2	2
36-Shoulder Condition	3	3	3	3	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	1	0	0	0
39-Right of Way Utility	1	1	1	1	0	0	0	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	3	3	3	3	1	0	0	0
41-Begin Latitude	45.63300000	45.63500000	45.63700000	45.64200000	45.68600000	45.37000000	45.37200000	45.37100000
42-End Latitude	45.63900000	45.63700000	45.64200000	45.64300000	45.68500000	45.36600000	45.37200000	45.37100000
43-Begin Longitude	-118.68400000	-118.68600000	-118.68500000	-118.69100000	-118.52000000	-118.57200000	-118.55800000	-118.55700000
44-End Longitude	-118.69800000	-118.68500000	-118.69100000	-118.69500000	-118.52100000	-118.55300000	-118.54800000	-118.55600000
45-Atlas Map Number [99]	27	27	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	C	R	E	F	F
52-Year of Construction Change	2011	2010	2010	2010	2012	2009	1959	1959
Update Year	2016	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Retail C	Old Oreg	Old Oreg	Old Oreg	Old Oreg	Old Oreg	Old Oreg	Old Oreg
4-IRR Route Number	0083	0084	0084	0084	0084	0084	0084	0084
5-Section Number	10	10	20	30	40	50	70	80
10-Class	5	1	1	1	1	1	1	1
15-Length of Section	0.1	1.6	0.5			3.0	2.3	6.3
18-Bridge Number				09525 006 21304	09525A006 21306			
19-Bridge Condition				9	9			
20-Bridge Length				202	230			
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	2	2			2	2	3
25-Roadbed Condition	4	4	4			5	4	4
24-Surface Condition Index	99	100	100			100	100	100
16-Surface Width	24	48	48			48	48	60
13-Surface Type	5	6	6			5	5	5
9-Federal Aid Category	1	4	4			4	4	4
28-Right of Way Status	1	3	3			3	3	3
29-Right of Way Width	40	305	305			305	305	305
TTAM BIA Share	100	10.27	10.27	10.27	10.27	10.27	10.27	10.27
30-Additional Incidental Percent								
17-Shoulder Width		14	14			14	14	14
14-Shoulder Type		3	3			3	3	3
22-Existing ADT		10900	10900			12400	10000	10000
21-ADT Year		2004	2004			2004	2004	2004
23-Percent Trucks		40	40			40	40	40
34-Owner Route Number		0006	184			3	0006	0006
Roadway Width	24	76	76			76	76	88
TTAM Future ADT	74	16187	16187			18414	14850	14850
TTAM ADS Number	13	2	2			2	2	3
TTAM Future Surface Type	G	P	P			P	P	P
35-Drainage Condition	2	3	3			3	3	3
36-Shoulder Condition	0	3	3			3	3	3
37/38 # RR X I N G/RR X I N G TYPE	0							
39-Right of Way Utility	1	1	1			1	1	0
40-Right of Way Cost								
26-Level of Maintenance	3	4	4			4	4	4
27-Snow & Ice Control	3	5	5			5	5	6
41-Begin Latitude	45.64600000							
42-End Latitude	45.64400000							
43-Begin Longitude	-118.68500000							
44-End Longitude	-118.68500000							
45-Atlas Map Number [99]		14	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	0	0	0	0	0	0	0
51-Road Category	A	A	A			A	A	A
52-Year of Construction Change	1959	2001	2001			2001	2001	1989
Update Year	2016	2006	2006	2006	2006	2006	2006	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Old Oreg	Old Oreg	Old Oreg	Brown Tr	Public S	Public S	Longhous	Longhous
4-IRR Route Number	0084	0084	0084	0087	0094	0094	0095	0095
5-Section Number	90	100	110	10	10	15	10	15
10-Class	1	1	1	5	5	9	5	9
15-Length of Section		7.7	1.6	0.2	0.1	0.1	0.1	0.1
18-Bridge Number	09649 006 22405							
19-Bridge Condition	7							
20-Bridge Length	153							
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	3	3	3	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		3	3	1	1		1	
25-Roadbed Condition		4	4	2	4		4	
24-Surface Condition Index		100	100	74	76		58	
16-Surface Width		50	50	8	24	61	20	108
13-Surface Type		5	5	3	5	5	4	5
9-Federal Aid Category		4	4	1	1	1	1	1
28-Right of Way Status		3	3	1	1	1	1	1
29-Right of Way Width		305	305	40	40	40	40	40
TTAM BIA Share	10.27	10.27	10.27	100	100	0	100	0
30-Additional Incidental Percent								
17-Shoulder Width		14	14	0	0		0	
14-Shoulder Type		3	3					
22-Existing ADT		9900	9900					
21-ADT Year		2004	2004					
23-Percent Trucks		40	40					
34-Owner Route Number		0006	0006					
Roadway Width		78	78	8	24	61	20	99
TTAM Future ADT		14702	14702	74	74	20	74	20
TTAM ADS Number		3	3	13	13	20	13	20
TTAM Future Surface Type		P	P	G	G	G	G	G
35-Drainage Condition		3	3	1	2	2	1	2
36-Shoulder Condition		3	3	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE				0	0	0	0	0
39-Right of Way Utility		1	1		1		1	0
40-Right of Way Cost								
26-Level of Maintenance		4	4	2	3	3	3	3
27-Snow & Ice Control		6	6	0	3	3	3	3
41-Begin Latitude				45.63600000	45.66400000		45.66400000	
42-End Latitude				45.63700000	45.66400000		45.66400000	
43-Begin Longitude				-118.70500000	-118.68500000		-118.66400000	
44-End Longitude				-118.70300000	-118.68500000		-118.66400000	
45-Atlas Map Number [99]	32	32	33					
46-50 Grade/Sight/Curve/Stop / Safe		0	0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category		A	A	K	C	X	A	Z
52-Year of Construction Change		1998	1998	2008	1959	1959	1959	1959
Update Year	2006	2006	2006	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Veterans	Cay-Uma-	Daycare	Public S	Usfs 212	Iskuulpa	Iskuulpa	Usfs 210
4-IRR Route Number	0096	0097	0097	0098	0110	0121	0121	0275
5-Section Number	10	10	15	10	10	10	20	10
10-Class	5	5	9	5	5	5	5	5
15-Length of Section	0.1	0.1	0.1	0.1	1.8	0.9	2.4	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	2	2	2	7	2	2	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1		1	3	3	3	2
25-Roadbed Condition	3	3		4	2	3	2	2
24-Surface Condition Index	84	69		76	0	44	0	0
16-Surface Width	30	20	166	24	10	16	10	12
13-Surface Type	4	4	5	5	1	3	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	0	3	3	0
29-Right of Way Width	40	40	40	40	0	40	40	0
TTAM BIA Share	100	100	0	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	1	1		0	0	0	0	0
14-Shoulder Type	2	3						
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number					110			275
Roadway Width	32	22	99	24	10	16	10	12
TTAM Future ADT	74	74	20	13	15	15	15	14
TTAM ADS Number	13	13	20	13	15	15	15	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	1	1	2	2	0	1	1	0
36-Shoulder Condition	2	2	0	0	0	0	0	0
37/38 # RR X I NG/RR XING TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	2	2		1	0	3	3	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	2	3
27-Snow & Ice Control	3	3	3	3	2	0	0	2
41-Begin Latitude	45.66600000	45.66500000		45.66400000		45.69800000	45.68600000	
42-End Latitude	45.66600000	45.66500000		45.66400000		45.68600000	45.65300000	
43-Begin Longitude	-118.66200000	-118.66500000		-118.68700000		-118.39200000	-118.39300000	
44-End Longitude	-118.66200000	-118.66500000		-118.68600000		-118.39300000	-118.40100000	
45-Atlas Map Number [99]					42			43
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0		7 5 0 0 7	7 5 0 0 7	
51-Road Category	A	A	Z	C		B	B	B
52-Year of Construction Change	1959	1959	1959	1959		1959	1959	
Update Year	2016	2016	2016	2016	2006	2016	2016	2007
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Usfs 210	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Flat Lak
4-IRR Route Number	0275	0331	0331	0331	0331	0331	0331	0400
5-Section Number	20	10	20	30	40	50	60	10
10-Class	4	2	2	2	2	2	2	4
15-Length of Section	0.1		2.0	0.5		1.0	1.0	1.0
18-Bridge Number		09567 331 00451			08598 331 00202			
19-Bridge Condition		5		1				
20-Bridge Length		416		294				
32-County	061	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	7	3	3	3	3	3	3	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2		2	1		2	2	3
25-Roadbed Condition	2		5	5		5	5	2
24-Surface Condition Index	0		100	100		100	100	40
16-Surface Width	12		24	24		24	24	15
13-Surface Type	1		5	5		5	5	3
9-Federal Aid Category	1		3	3		3	3	1
28-Right of Way Status	0		3	3		3	3	0
29-Right of Way Width	0		80	80		80	80	0
TTAM BIA Share	100	10.27	10.27	10.27	10.27	10.27	10.27	100
30-Additional Incidental Percent								
17-Shoulder Width	0		3	3		3	3	0
14-Shoulder Type			3	3		3	3	
22-Existing ADT			4400	2500		2300	1900	
21-ADT Year			2004	2004		2004	2004	
23-Percent Trucks			13	13		13	13	
34-Owner Route Number	275		331	331		331	331	400
Roadway Width	12		30	30		30	30	15
TTAM Future ADT	74		6534	3713		3416	2822	74
TTAM ADS Number	11		5	4		5	5	12
TTAM Future Surface Type	G		P	P		P	P	G
35-Drainage Condition	0		3	3		3	3	0
36-Shoulder Condition	0		3	3		3	3	0
37/38 # RR X I NG/RR X I NG TYPE								1
39-Right of Way Utility	0		3	3		3	3	0
40-Right of Way Cost								
26-Level of Maintenance	3		4	4		4	4	3
27-Snow & Ice Control	2		5	5		5	5	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	43	27	27	27	27	27	24	42
46-50 Grade/Sight/Curve/Stop / Safe	■ ■ ■ ■ ■		0	0		3	3	■ ■ ■ ■ ■
51-Road Category	B		A	A		A	A	B
52-Year of Construction Change			2004	2004		1959	1959	1959
Update Year	2007	2006	2006	2006	2006	2006	2006	2006
Status	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Flat Lak	Flat Lak	Flat Lak	Wildhors	Wildhors	Hansell	Hansell	Bell Roa
4-IRR Route Number	0400	0400	0400	0652	0652	0666	0666	0666
5-Section Number	20	30	40	10	20	10	10	20
10-Class	4	4	4	4	4	5	5	5
15-Length of Section	0.3	4.7	0.2	3.1	2.5	2.3	2.3	3.9
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	7	7	7	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	2	3	3	2	2	2
25-Roadbed Condition	2	2	2	3	3	2	2	2
24-Surface Condition Index	0	0	0	40	40	0	0	0
16-Surface Width	15	12	12	20	16	15	15	8
13-Surface Type	1	1	1	3	3	1	1	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	0	3	3	3	3	3
29-Right of Way Width	0	0	0	60	60	40	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT				54				
21-ADT Year				2005				
23-Percent Trucks				21				
34-Owner Route Number	400	400	AAAAA	652	652	0666	0666	0666
Roadway Width	15	12	12	20	16	15	15	8
TTAM Future ADT	74	74	74	80	74	74	74	74
TTAM ADS Number	12	12	11	12	12	14	14	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	0	0	0	2	2	1	1	0
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	1	0	0	3	0	0	0	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	2	2	2
27-Snow & Ice Control	2	2	2	2	2	0	0	1
41-Begin Latitude						45.73200000	45.73200000	
42-End Latitude						45.73500000	45.73500000	
43-Begin Longitude						-118.43700000	-118.43700000	
44-End Longitude						-118.39500000	-118.39500000	
45-Atlas Map Number [99]	38	42	42	25	25	25	25	25
46-50 Grade/Sight/Curve/Stop / Safe				0				
51-Road Category	B	B	B	A	A	B	B	A
52-Year of Construction Change				1959	1959			1959
Update Year	2006	2006	2006	2005	2005	2016	2005	2005
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Bell Roa	Wildhors	Mclean R	Mclean R	Mclean R	Wildhors	Wildhors	Wildhors
4-IRR Route Number	0666	0675	0675	0675	0675	0685	0685	0685
5-Section Number	20	10	20	30	40	10	20	30
10-Class	5	4	4	4	4	4	4	4
15-Length of Section	3.8	1.1		1.9	1.3	0.8		0.5
18-Bridge Number			59C408067500465				59C39867500119	
19-Bridge Condition			6				1	
20-Bridge Length			39				26	
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	3	2	1	1	1
25-Roadbed Condition	2	3	3	3	3	3	3	3
24-Surface Condition Index	0	80	80	80	80	60	60	60
16-Surface Width	8	22	22	22	22	20	20	20
13-Surface Type	1	4	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	40	60	60	60	40	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	1	2	2	2	2	2	2
14-Shoulder Type		2	2	2	2	2	2	2
22-Existing ADT		66	80	191	171	106	106	106
21-ADT Year		2005	2005	2005	2005	2005	2005	2005
23-Percent Trucks		15	13	15	20	20	20	20
34-Owner Route Number	0666	675	675	675	685	685	685	685
Roadway Width	8	24	26	26	24	24	24	24
TTAM Future ADT	74	98	119	284	254	157	157	157
TTAM ADS Number	14	11	12	11	10	10	10	10
TTAM Future Surface Type	G	G	G	P	P	G	G	G
35-Drainage Condition	0	2	1	2	2	2	2	2
36-Shoulder Condition	0	2	1	2	2	2	2	2
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	0	3	3	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	2	4	4	4	4	4	4	4
27-Snow & Ice Control	1	3	3	3	3	3	3	3
41-Begin Latitude	45.73500000							
42-End Latitude	45.74500000							
43-Begin Longitude	-118.39500000							
44-End Longitude	-118.32500000							
45-Atlas Map Number [99]	25	25	25	22	22	22	22	22
46-50 Grade/Sight/Curve/Stop / Safe	■ ■ ■ ■ ■	■ ■ ■ ■ ■ 3	■ ■ ■ ■ ■	■ ■ ■ ■ ■ 4	■ ■ ■ ■ ■ 0	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■ 0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change		1959	1959	1959	1959	1959	1959	1959
Update Year	2016	2005	2006	2005	2005	2005	2006	2005
Status	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Wildhors	Eagle Cr	Eagle Cr	Rainvill	Rainvill	Rainvill	M.Johns	M.Johns
4-IRR Route Number	0685	0685	0685	0692	0692	0692	0692	0692
5-Section Number	40	50	60	10	20	30	40	50
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	2.1	1.6	2.7	0.5	2.0	2.0	0.1	
18-Bridge Number								18102 00059C403
19-Bridge Condition								7
20-Bridge Length								36
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	3	1	2	2	1	
25-Roadbed Condition	3	3	3	3	3	3	3	
24-Surface Condition Index	80	60	60	60	60	60	60	
16-Surface Width	20	18	18	20	20	20	15	
13-Surface Type	4	4	3	3	3	3	3	
9-Federal Aid Category	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	
29-Right of Way Width	60	60	60	40	40	40	40	
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	0	0	0	0	0	0	
14-Shoulder Type	2							
22-Existing ADT	100							
21-ADT Year	2005							
23-Percent Trucks	18							
34-Owner Route Number	685	685	685	692	692	692	692	
Roadway Width	24	18	18	20	20	20	15	
TTAM Future ADT	149	74	74	74	74	74	74	
TTAM ADS Number	11	11	12	10	11	11	10	
TTAM Future Surface Type	G	G	G	G	G	G	G	
35-Drainage Condition	2	2	2	2	2	2	2	
36-Shoulder Condition	2	0	2	0	0	0	0	
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	3	2	2	0	2	
40-Right of Way Cost								
26-Level of Maintenance	4	4	3	3	3	2	3	
27-Snow & Ice Control	3	2	2	2	2	1	2	
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	22	25	25	24	24	25	25	25
46-50 Grade/Sight/Curve/Stop / Safe	3	0	4				0	
51-Road Category	A	A	A	A	A	7	A	
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	
Update Year	2005	2005	2005	2006	2006	2006	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	M. Johns	M. Johns	Wamishta	Wamishta	Wamishta	Wamishta	Wamishta	Ross Hil
4-IRR Route Number	0692	0692	0732	0732	0732	0732	0732	0735
5-Section Number	60	70	10	20	30	40	40	10
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.2	0.4	2.5	0.5	1.0	1.3	1.3	1.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	1	1	5
12-Construction Need	2	2	2	2	2	1	1	2
11-Terrain	2	2	2	1	2	2	2	2
25-Roadbed Condition	3	3	3	3	3	2	2	3
24-Surface Condition Index	60	40	60	60	80	0	0	80
16-Surface Width	15	15	24	22	24	10	12	14
13-Surface Type	3	3	3	3	3	1	1	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	1	0	3
29-Right of Way Width	40	40	60	60	60	40	0	50
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	692	692	732	732	732	732	732	735
Roadway Width	15	15	24	22	24	10	12	14
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	11	11	11	10	11	11	11	11
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	1	2	3	2	0	0	2
36-Shoulder Condition	0	0	0	2	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE						0	0	0
39-Right of Way Utility	2	2	0	0	0	0	0	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	2	2	3	2	2	0	2	2
41-Begin Latitude						45.74600000		
42-End Latitude						45.74600000		
43-Begin Longitude						-118.47800000		
44-End Longitude						-118.45200000		
45-Atlas Map Number [99]	25	25	24	24	25	25	25	25
46-50 Grade/Sight/Curve/Stop / Safe	4	0			0	7 5 0 0 9	9	0
51-Road Category	A	7	A	A	A	7	7	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959		1959
Update Year	2005	2005	2005	2005	2005	2016	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Ross Hil	Ross Hil	Ross Hil	Ross Hil	Ross Hil	Ross Hil	Curl Roa	Curl Roa
4-IRR Route Number	0735	0735	0735	0735	0735	0735	0736	0736
5-Section Number	40	50	60	70	80	10	20	30
10-Class	4	4	4	4	4	5	5	5
15-Length of Section	2.0	1.0	0.4	0.3	0.4	1.8	1.0	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	1	1	5	5	5
12-Construction Need	2	2	2	1	1	2	2	2
11-Terrain	2	2	2	2	2	2	2	1
25-Roadbed Condition	2	2	2	1	2	2	3	3
24-Surface Condition Index	20	0	0	0	0	40	60	80
16-Surface Width	12	12	22	8	10	16	16	22
13-Surface Type	3	1	3	1	1	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	0	0	3	3	3
29-Right of Way Width	50	50	50	0	0	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	735	735	735	735	735	736	736	736
Roadway Width	12	12	22	8	10	16	16	22
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	11	11	11	11	11	14	14	13
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	0	0	0	0	0	0	0	2
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	1	1	1	2	0	2	2	2
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	2	3	3
27-Snow & Ice Control	2	2	2	2	2	1	2	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	25	22	22	25	25	24	24	24
46-50 Grade/Sight/Curve/Stop / Safe	0	9	0	0	0	7	7	0
51-Road Category	7	7	7	7	7	A	7	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Pambrun	Pambrun	Pambrun	Pambrun	Pambrun	Pambrun	Pambrun	Spring H
4-IRR Route Number	0737	0737	0737	0737	0737	0737	0737	0745
5-Section Number	10	20	30	40	50	60	70	10
10-Class	4	4	5	4	4	4	4	4
15-Length of Section	1.0	2.2		1.4	1.3	1.0	0.3	0.4
18-Bridge Number			19584 737 00082					
19-Bridge Condition			9					
20-Bridge Length			20					
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	1	5
12-Construction Need	2	2	2	2	2	2	1	2
11-Terrain	2	2	2	2	2	2	2	1
25-Roadbed Condition	3	3	3	3	3	3	2	3
24-Surface Condition Index	60	80		80	80	60	0	60
16-Surface Width	22	24		24	20	20	10	24
13-Surface Type	4	4		4	4	3	1	4
9-Federal Aid Category	1	1		1	1	1	1	1
28-Right of Way Status	3	3		3	3	3	0	0
29-Right of Way Width	60	60		60	60	60	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2		2	2	0	0	2
14-Shoulder Type	2	2		2	2			2
22-Existing ADT	178	138		100				82
21-ADT Year	2004	2005		2004				2004
23-Percent Trucks	20	19		12				35
34-Owner Route Number	737	737		737	737	737	737	745
Roadway Width	26	28		28	24	20	10	28
TTAM Future ADT	264	205		149	74	74	74	122
TTAM ADS Number	11	11		11	11	11	11	10
TTAM Future Surface Type	P	G		G	G	G	G	G
35-Drainage Condition	2	2		2	2	2	0	2
36-Shoulder Condition	2	2		2	2	0	0	2
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	0		0	2	0	0	3
40-Right of Way Cost								0
26-Level of Maintenance	4	4		4	4	3	3	4
27-Snow & Ice Control	3	3		3	3	2	2	3
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	21	21	24	24	24	24	24	24
46-50 Grade/Sight/Curve/Stop / Safe	4	4		0	0	0	0	0
51-Road Category	A	A		A	A	A	7	A
52-Year of Construction Change	1959	1959		1959	1959	1959		1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Spring H	Spring H	Spring H	Spring H	Spring H	Spring H	Thorn Ho	Thorn Ho
4-IRR Route Number	0745	0745	0745	0745	0745	0745	0745	0745
5-Section Number	20	30	40	50	60	70	80	90
10-Class	4	4	4	4	4	4	4	4
15-Length of Section		0.4	1.6		4.1	0.6	2.5	
18-Bridge Number	59C388			59C386082500638				59C379082501362
19-Bridge Condition	7			1				1
20-Bridge Length	25			25				184
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		1	2		2	2	3	
25-Roadbed Condition		3	4		3	3	3	
24-Surface Condition Index		60	60		60	60	60	
16-Surface Width		24	24		24	20	20	
13-Surface Type		4	4		4	4	4	
9-Federal Aid Category		1	1		1	1	1	
28-Right of Way Status		3	3		3	3	3	
29-Right of Way Width		60	60		60	60	60	
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		3	2		2	4	1	
14-Shoulder Type		2	2		2	2	2	
22-Existing ADT		91	85		70	104	107	
21-ADT Year		2005	2005		2004	2005	2005	
23-Percent Trucks		36	33		31	16	15	
34-Owner Route Number		0745	745		745	745	745	
Roadway Width		30	28		28	28	22	
TTAM Future ADT		135	126		104	154	159	
TTAM ADS Number		10	11		11	11	12	
TTAM Future Surface Type		G	G		G	G	G	
35-Drainage Condition		2	2		2	2	2	
36-Shoulder Condition		2	2		2	2	1	
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility		3	3		3	3	0	
40-Right of Way Cost		0	0					
26-Level of Maintenance		4	4		4	4	4	
27-Snow & Ice Control		3	3		3	3	3	
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	24	24	24	24	25	25	25	25
46-50 Grade/Sight/Curve/Stop / Safe		0	0		0	7	7	
51-Road Category		A	A		A	A	A	
52-Year of Construction Change		1959	1959		1959	1959	1959	
Update Year	2006	2005	2005	2005	2005	2005	2005	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Thorn Ho	Thorn Ho	Thorn Ho	Homly Ro	Homly Ro	Homly Ro	Homly Ro	Crawford
4-IRR Route Number	0745	0745	0745	0747	0747	0747	0747	0751
5-Section Number	100	110	120	10	20	30	40	10
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.1		0.1	1.0	1.0	1.0	1.2	1.7
18-Bridge Number		59C738						
19-Bridge Condition		1						
20-Bridge Length		20						
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1		1	2	2	2	3	2
25-Roadbed Condition	3		3	2	2	2	2	3
24-Surface Condition Index	80		80	60	0	60	60	80
16-Surface Width	22		20	15	20	20	24	22
13-Surface Type	4		4	3	1	3	3	4
9-Federal Aid Category	1		1	1	1	1	1	1
28-Right of Way Status	3		3	3	3	3	3	3
29-Right of Way Width	60		60	50	50	50	50	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2		2	0	0	0	0	0
14-Shoulder Type	2		2					
22-Existing ADT	135		137					
21-ADT Year	2005		2005					
23-Percent Trucks	13		11					
34-Owner Route Number	745		745	747	747	747	747	0751
Roadway Width	26		24	15	20	20	24	22
TTAM Future ADT	200		203	74	74	74	74	74
TTAM ADS Number	10		10	11	11	11	12	11
TTAM Future Surface Type	G		G	G	G	G	G	G
35-Drainage Condition	3		2	1	1	2	1	2
36-Shoulder Condition	2		2	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE							1	
39-Right of Way Utility	3		3	0	0	0	0	3
40-Right of Way Cost								
26-Level of Maintenance	4		4	3	3	3	3	4
27-Snow & Ice Control	3		3	2	2	2	2	3
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	25	25	25	24	24	24	24	24
46-50 Grade/Sight/Curve/Stop / Safe	0		3	0	0	0	7	3
51-Road Category	A		A	7	7	A	A	A
52-Year of Construction Change	1959		1959	1959	1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Johnley	Johnley	Lafave R	Lafave R	Tubbs Ra	Tubbs Ra	Tubbs Ra	Tubbs Ra
4-IRR Route Number	0751	0751	0784	0784	0788	0788	0788	0788
5-Section Number	20	30	10	20	10	20	30	40
10-Class	4	4	5	5	4	4	4	4
15-Length of Section	1.9	1.0	1.0	1.0	1.4	3.9	2.0	2.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	1	2	2	2	2
25-Roadbed Condition	3	3	2	1	3	3	3	3
24-Surface Condition Index	40	80	0	0	60	60	80	80
16-Surface Width	22	22	7	12	22	20	20	20
13-Surface Type	3	3	1	1	4	3	4	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	60	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	1	0	2	0
14-Shoulder Type					2		2	
22-Existing ADT					162			
21-ADT Year					2005		2005	
23-Percent Trucks					21		34	
34-Owner Route Number	0751	0751	784	784	788	788	788	788
Roadway Width	22	22	7	12	24	20	24	20
TTAM Future ADT	74	74	74	74	241	74	74	74
TTAM ADS Number	11	11	14	13	11	11	11	11
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	2	0	0	2	2	1	2
36-Shoulder Condition	0	0	0	0	2	2	2	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	0	0	0	0	1	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	2	3	3	3	3
27-Snow & Ice Control	2	2	1	1	2	2	2	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	24	24	24	24	24	24	24	25
46-50 Grade/Sight/Curve/Stop / Safe	7	0	0	0	0	0	0	0
51-Road Category	A	A	7	7	A	A	A	7
52-Year of Construction Change	1959	1959			1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Duff Roa	Duff Roa	Kirkpatr	Kirkpatr	North Ca	Rothrock	Rothrock	Rothrock
4-IRR Route Number	0794	0794	0798	0798	0798	0857	0857	0857
5-Section Number	10	20	10	20	30	10	20	30
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	2.0	9.7	2.0	1.7	3.0	1.4	1.0	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	2	1	2	2	2	2	1
25-Roadbed Condition	3	3	3	2	2	2	2	2
24-Surface Condition Index	80	60	60	40	60	60	60	0
16-Surface Width	24	20	22	20	20	20	24	14
13-Surface Type	4	3	4	3	3	3	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	50	40	50	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT	60		429					
21-ADT Year	2005		2004					
23-Percent Trucks	23		19					
34-Owner Route Number	794		798	798	798	857	857	857
Roadway Width	24	20	22	20	20	20	24	14
TTAM Future ADT	89	74	637	74	74	74	74	74
TTAM ADS Number	10	11	10	11	11	11	11	10
TTAM Future Surface Type	G	G	P	G	G	G	G	G
35-Drainage Condition	2	2	2	2	2	2	2	2
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	3	0	3	0	0	0
40-Right of Way Cost								
26-Level of Maintenance	4	3	4	3	3	3	3	3
27-Snow & Ice Control	3	2	3	2	2	2	2	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	24	24	27	27	27	24	24	24
46-50 Grade/Sight/Curve/Stop / Safe	8	6	1	3	7	3	0	0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Lacourse	Lacourse	Mission	Mission	Mission	Mission	Misssion	Misssion
4-IRR Route Number	0858	0858	0900	0900	0900	0900	0900	0900
5-Section Number	10	20	10	10	20	20	30	30
10-Class	5	5	2	2	2	2	2	2
15-Length of Section	0.5	1.0	0.3	0.4	2.5	2.5	0.6	0.6
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	3	3	2	2	1	1
25-Roadbed Condition	2	2	3	4	3	3	3	4
24-Surface Condition Index	80	40	88	40	83	40	78	80
16-Surface Width	18	15	22	22	22	22	24	24
13-Surface Type	3	3	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	40	40	60	60	60	60	60	60
TTAM BIA Share	100	100	10.27	10.27	10.27	10.27	10.27	10.27
30-Additional Incidental Percent								
17-Shoulder Width	0	0	2	2	2	2	5	5
14-Shoulder Type			3	3	3	3	3	3
22-Existing ADT			3580	3580	3432	3432	2553	2553
21-ADT Year			2005	2005	2005	2005	2005	2005
23-Percent Trucks			17	17	17	17	13	13
34-Owner Route Number	858	858	900	900	900	900	900	900
Roadway Width	18	15	26	26	26	26	34	34
TTAM Future ADT	74	74	5316	5316	5097	5097	3791	3791
TTAM ADS Number	14	14	6	6	5	5	4	4
TTAM Future Surface Type	G	G	P	P	P	P	P	P
35-Drainage Condition	1	1	2	3	2	2	2	3
36-Shoulder Condition	0	0	2	2	2	1	2	3
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	0	0	3	3	3	3	3	3
40-Right of Way Cost					0	0		
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	2	2	3	3	3	3	3	3
41-Begin Latitude			45.67200000		45.66900000		45.66800000	
42-End Latitude			45.66900000		45.66800000		45.66800000	
43-Begin Longitude			-118.75300000		-118.74700000		-118.69700000	
44-End Longitude			-118.74700000		-118.69700000		-118.68400000	
45-Atlas Map Number [99]	24	24	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	0	3	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	6 5 4 0 8	7 5 0 0 0	7 5 0 0 0
51-Road Category	7	7	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1992	1992
Update Year	2005	2005	2016	2006	2016	2006	2016	2006
Status	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Mission	Mission	Misssion	Mission	Mission	Mission	Mission	Mission
4-IRR Route Number	0900	0900	0900	0900	0900	0900	0900	0900
5-Section Number	40	40	50	50	60	60	70	70
10-Class	2	2	2	2	2	2	2	2
15-Length of Section	0.3	0.3	0.2	0.2	0.2	0.2	0.3	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	7	7	6	6	6	6	4	3
24-Surface Condition Index	80	77	80	76	73	100	80	72
16-Surface Width	24	24	24	24	24	24	24	24
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	10.27	10.27	10.27	10.27	10.27	10.27	10.27	10.27
30-Additional Incidental Percent								
17-Shoulder Width	10	10	10	10	10	10	7	7
14-Shoulder Type	4	4	4	4	4	4	3	3
22-Existing ADT	3740	3740	3719	3719	3705	3705	3288	3288
21-ADT Year	2005	2005	2005	2005	2005	2005	2005	2005
23-Percent Trucks	11	11	11	11	11	11	11	11
34-Owner Route Number	900	900	900	900	900	900	900	900
Roadway Width	44	44	44	44	44	44	38	38
TTAM Future ADT	5554	5554	5523	5523	5502	5502	4883	4883
TTAM ADS Number	4	4	4	4	4	4	4	4
TTAM Future Surface Type	P	P	P	P	P	P	P	P
35-Drainage Condition	3	2	3	2	2	3	3	2
36-Shoulder Condition	3	2	3	2	2	3	3	2
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	3	3	3	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	3	3	3	3	3	3	3	3
41-Begin Latitude		45.66800000		45.66800000	45.66800000			45.66800000
42-End Latitude		45.66800000		45.66800000	45.66800000			45.66700000
43-Begin Longitude		-118.68400000		-118.67800000	-118.67400000			-118.67000000
44-End Longitude		-118.67800000		-118.67400000	-118.67000000			-118.66400000
45-Atlas Map Number [99]	27	27	27	27	27	27	64	64
46-50 Grade/Sight/Curve/Stop / Safe		7 5 0 0 0		7 5 0 0 0	7 5 0 0 0		7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1992	1992	1992	1992	1959	1959
Update Year	2006	2016	2006	2016	2016	2016	2006	2016
Status	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	RETURNED-TO-FIE



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Mission	Mission	Mission	Mission	Cayuse R	Cayuse R	Bingham	Bingham
4-IRR Route Number	0900	0900	0900	0900	0900	0900	0900	0900
5-Section Number	80	80	90	90	100	100	110	110
10-Class	2	2	2	2	2	2	2	2
15-Length of Section	0.4	0.4	0.4	0.2	11.0	11.0	3.4	3.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	2	2	2	2	3	3
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index	80	72	80	56	39	80	80	52
16-Surface Width	22	22	20	20	20	19	22	24
13-Surface Type	5	5	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	66	66	60	60
TTAM BIA Share	10.27	10.27	10.27	10.27	10.27	10.27	10.27	10.27
30-Additional Incidental Percent								
17-Shoulder Width	5	5	2	2	2	2	1	1
14-Shoulder Type	3	3	3	3	2	3	3	2
22-Existing ADT	2576	2576	915	915	770	770	324	324
21-ADT Year	2005	2005	2005	2005	2005	2005	2005	2005
23-Percent Trucks	10	10	16	16	17	17	25	25
34-Owner Route Number	900	900	900	900	900	900	900	900
Roadway Width	32	32	24	24	24	23	24	26
TTAM Future ADT	3825	3825	1359	1359	1143	1143	481	481
TTAM ADS Number	4	4	5	5	5	5	6	6
TTAM Future Surface Type	P	P	P	P	P	P	P	P
35-Drainage Condition	3	2	3	2	1	1	2	2
36-Shoulder Condition	3	2	2	2	1	1	2	1
37/38 # RR X I NG/RR X I NG TYPE					1	1	1	1
39-Right of Way Utility	3	3	3	3	3	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	3	3	3	3	3	3	3	3
41-Begin Latitude		45.66700000		45.66400000	45.66000000			45.68300000
42-End Latitude		45.66400000		45.66000000	45.68300000			45.69800000
43-Begin Longitude		-118.66400000		-118.65800000	-118.65400000			-118.45800000
44-End Longitude		-118.65800000		-118.65400000	-118.45800000			-118.39400000
45-Atlas Map Number [99]	64	64	64	64	27	27	25	25
46-50 Grade/Sight/Curve/Stop / Safe		7 5 0 0 0		7 5 0 0 0	7 5 0 0 0		7 5 0 0 0	
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2006	2016	2006	2016	2016	2006	2006	2016
Status	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	RETURNED-TO-FIE



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Bingham	Mission	Bingham	Bingham	Bingham	Bingham	Bingham	Bingham
4-IRR Route Number	0900	0900	0900	0900	0900	0900	0900	0900
5-Section Number	120	120	130	130	140	140	150	150
10-Class	2	2	2	2	2	2	2	2
15-Length of Section			2.0	2.0			0.9	0.9
18-Bridge Number	P72500000000000	P725			P72600000000000	P726		
19-Bridge Condition	1	1			1	1		
20-Bridge Length	370	60			160	60		
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	1	5	5	5	5	5	5
12-Construction Need	2	1	2	2	2	2	2	2
11-Terrain			3	3			3	3
25-Roadbed Condition			3	3			3	3
24-Surface Condition Index			52	80			52	80
16-Surface Width			22	22			21	21
13-Surface Type			4	4			4	4
9-Federal Aid Category			1	1			1	1
28-Right of Way Status			3	3		1	3	3
29-Right of Way Width			60	60		0	60	60
TTAM BIA Share	10.27	100	10.27	10.27	10.27	10.27	10.27	10.27
30-Additional Incidental Percent								
17-Shoulder Width			1	1			1	1
14-Shoulder Type			3	3			2	3
22-Existing ADT			261	261			203	203
21-ADT Year			2005	2005			2005	2005
23-Percent Trucks			29	29			30	30
34-Owner Route Number			900	900			900	900
Roadway Width			24	24			23	23
TTAM Future ADT			388	388			301	301
TTAM ADS Number			9	9		7	9	9
TTAM Future Surface Type			P	P			P	P
35-Drainage Condition			2	2			2	2
36-Shoulder Condition			1	2			1	2
37/38 # RR X I NG/RR X I NG TYPE			1					
39-Right of Way Utility			2	2		1	3	3
40-Right of Way Cost								
26-Level of Maintenance			3	3			3	3
27-Snow & Ice Control			3	3			3	3
41-Begin Latitude	45.69800000		45.69800000		45.70200000		45.70300000	
42-End Latitude	45.69800000		45.70200000		45.70300000		45.71200000	
43-Begin Longitude	-118.39400000		-118.39400000		-118.35600000		-118.35500000	
44-End Longitude	-118.39400000		-118.35600000		-118.35500000		-118.34300000	
45-Atlas Map Number [99]	25	25	25	25	25	25	25	25
46-50 Grade/Sight/Curve/Stop / Safe			7 5 0 0 0	0			7 5 0 0 0	0
51-Road Category			A	A			A	A
52-Year of Construction Change			1959	1959			1959	1959
Update Year	2016	2006	2016	2006	2016	2002	2016	2006
Status	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Bingham	Umatilla	Bingham	Bingham	Bingham	Bingham	Munra Cr	Jackson
4-IRR Route Number	0900	0900	0900	0900	0900	0900	0900	0902
5-Section Number	160	160	170	170	180	180	10	10
10-Class	2	2	2	2	2	2	5	5
15-Length of Section			1.7	1.6	4.2	4.1	0.1	0.5
18-Bridge Number	P72700000000000	P727						
19-Bridge Condition	1	1						
20-Bridge Length	264	104						
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain			3	3	3	3	2	3
25-Roadbed Condition			3	3	3	3	5	2
24-Surface Condition Index			52	60	52	60	100	20
16-Surface Width			22	22	22	22	32	8
13-Surface Type			4	4	4	4	5	3
9-Federal Aid Category			1	1	1	1	1	1
28-Right of Way Status		1	3	3	3	3	3	3
29-Right of Way Width		0	60	60	60	60	60	60
TTAM BIA Share	10.27	10.27	10.27	10.27	10.27	10.27	100	100
30-Additional Incidental Percent								
17-Shoulder Width			0	0	0	0	3	0
14-Shoulder Type							3	
22-Existing ADT			171	171	136	136		
21-ADT Year			2005	2005	2005	2005		
23-Percent Trucks			33	33	41	41		
34-Owner Route Number			900	900	900	900	901	902
Roadway Width			22	22	22	22	38	8
TTAM Future ADT			254	254	202	202	74	74
TTAM ADS Number		7	9	9	9	9	14	15
TTAM Future Surface Type			P	P	P	P	G	G
35-Drainage Condition			2	2	2	2	3	0
36-Shoulder Condition			0	0	0	0	3	0
37/38 # RR X I NG/RR X I NG TYPE							1	
39-Right of Way Utility		1	3	3	3	3	1	0
40-Right of Way Cost								
26-Level of Maintenance			3	3	3	3	4	1
27-Snow & Ice Control			3	3	3	3	3	1
41-Begin Latitude	45.71200000		45.71200000		45.72300000			
42-End Latitude	45.71200000		45.72300000		45.74300000			
43-Begin Longitude	-118.34300000		-118.34300000		-118.31600000			
44-End Longitude	-118.34300000		-118.31600000		-118.24200000			
45-Atlas Map Number [99]			25	25	25	25	63	27
46-50 Grade/Sight/Curve/Stop / Safe			7 5 0 0 0	0	7 5 0 0 0	0	0	0
51-Road Category			A	A	A	A	A	7
52-Year of Construction Change			1959	1959	1959	1959	2005	1959
Update Year	2016	2002	2016	2006	2016	2006	2005	2006
Status	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Meacham	Meacham	Meacham	Meacham	Meacham	Meacham	Meacham	Meacham
4-IRR Route Number	0911	0911	0911	0911	0911	0911	0911	0911
5-Section Number	30	40	50	60	70	80	90	100
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.4		2.7		0.2	0.7		4.7
18-Bridge Number		P75100000000000		P75200000000000			P75300000000000	
19-Bridge Condition		7		7			7	
20-Bridge Length		67		45			33	
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	8	8	8	8	8	8	8	8
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3		3		3		3	
25-Roadbed Condition	3		3		3		3	
24-Surface Condition Index	40		40		40		40	
16-Surface Width	12		12		12		12	
13-Surface Type	3		3		3		3	
9-Federal Aid Category	1		1		1		1	
28-Right of Way Status	0		0		0		0	
29-Right of Way Width	0		0		0		0	
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0		0		0		0	
14-Shoulder Type								2
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	12		12		12		12	12
TTAM Future ADT	74		74		74		74	74
TTAM ADS Number	12		12		12		12	12
TTAM Future Surface Type	G		G		G		G	G
35-Drainage Condition	0		0		0		0	
36-Shoulder Condition	2		2		2		2	
37/38 # RR X I NG/RR X I NG TYPE	1							
39-Right of Way Utility	2		2		2		2	
40-Right of Way Cost								
26-Level of Maintenance	3		3		3		3	
27-Snow & Ice Control	2		2		2		2	
41-Begin Latitude	45.68900000	45.68400000	45.68400000	45.64700000	45.64700000	45.64500000	45.63600000	45.63600000
42-End Latitude	45.68400000	45.68400000	45.64700000	45.64700000	45.64500000	45.63600000	45.63500000	45.57400000
43-Begin Longitude	-118.35800000	-118.36400000	-118.36400000	-118.35900000	-118.35900000	-118.35800000	-118.35500000	-118.35500000
44-End Longitude	-118.36400000	-118.36400000	-118.35900000	-118.35900000	-118.35800000	-118.35500000	-118.35500000	-118.32500000
45-Atlas Map Number [99]	25	28	28	28	28	28	28	28
46-50 Grade/Sight/Curve/Stop / Safe	■ ■ ■ ■ ■		■ ■ ■ ■ ■		■ ■ ■ ■ ■		■ ■ ■ ■ ■	■ ■ ■ ■ ■
51-Road Category	A		A		A		A	A
52-Year of Construction Change	1959		1959		1959		1959	1959
Update Year	2016	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Meacham	Meacham	Meacham	Meacham	Meacham	Meacham	Meacham	Meacham
4-IRR Route Number	0911	0911	0911	0911	0911	0911	0911	0911
5-Section Number	110	120	130	140	150	160	170	180
10-Class	4	4	4	4	4	4	4	4
15-Length of Section		0.6		1.6		1.8		1.3
18-Bridge Number	P75400000000000		P75500000000000		P75600000000000		P75700000000000	
19-Bridge Condition	7		7		7		7	
20-Bridge Length	161		66		36		163	
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	8	8	8	8	8	8	8	8
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		3		3		3		3
25-Roadbed Condition		3		3		3		3
24-Surface Condition Index		40		40		40		20
16-Surface Width		12		12		12		12
13-Surface Type		3		3		3		3
9-Federal Aid Category		1		1		1		1
28-Right of Way Status		0		0		0		0
29-Right of Way Width		0		0		0		0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		0		0		0		0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width		12		12		12		12
TTAM Future ADT		74		74		74		74
TTAM ADS Number		12		12		12		12
TTAM Future Surface Type		G		G		G		G
35-Drainage Condition		0		0		0		0
36-Shoulder Condition		0		0		0		0
37/38 # RR X I NG/RR X I NG TYPE		1		1		1		1
39-Right of Way Utility		2		2		2		0
40-Right of Way Cost								
26-Level of Maintenance		3		3		3		3
27-Snow & Ice Control		2		2		2		2
41-Begin Latitude	45.57400000	45.57400000	45.56800000	45.56700000	45.54600000	45.54600000	45.52500000	45.52500000
42-End Latitude	45.57400000	45.56800000	45.56700000	45.54600000	45.54600000	45.52500000	45.52500000	45.50900000
43-Begin Longitude	-118.32500000	-118.32500000	-118.31900000	-118.31900000	-118.31000000	-118.31000000	-118.29000000	-118.29000000
44-End Longitude	-118.32500000	-118.31900000	-118.31900000	-118.31000000	-118.31000000	-118.29000000	-118.29000000	-118.28000000
45-Atlas Map Number [99]	33	33	33	33	33	33	33	33
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category		A		A		A		A
52-Year of Construction Change		1959		1959		1959		1959
Update Year	2016	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143	
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	
Road Name	Meacham	Iskuulpa	Iskuulpa	Iskuulpa	Iskuulpa	Iskuulpa	White Ro	Burke Ro	
4-IRR Route Number	0911	0917	0917	0917	0917	0917	0918	0921	
5-Section Number	190	10	10	20	20	20	10	10	
10-Class	4	5	5	5	5	5	5	5	
15-Length of Section		1.0	1.0	2.2	2.2	2.2	1.1	1.0	
18-Bridge Number	P7580000000000								
19-Bridge Condition	1								
20-Bridge Length	47								
32-County	059	059	059	059	059	059	059	059	
33-Congressional District	02	02	02	02	02	02	02	02	
7-State	OR	OR	OR	OR	OR	OR	OR	OR	
8-Ownership	8	5	5	5	5	5	5	5	
12-Construction Need	2	2	2	2	2	2	2	2	
11-Terrain		3	3	3	3	3	2	2	
25-Roadbed Condition		3	3	3	3	3	3	3	
24-Surface Condition Index		40	40	0	0	0	64	60	
16-Surface Width		12	12	10	10	10	27	15	
13-Surface Type		3	3	1	1	1	3	3	
9-Federal Aid Category		1	1	1	1	1	1	1	
28-Right of Way Status		3	3	3	3	3	3	3	
29-Right of Way Width		40	40	40	40	40	50	60	
TTAM BIA Share	100	100	100	100	100	100	100	100	
30-Additional Incidental Percent									
17-Shoulder Width		0	0	0	0	0	0	0	
14-Shoulder Type									
22-Existing ADT									
21-ADT Year									
23-Percent Trucks									
34-Owner Route Number		917	917	917	917	917	921	921	
Roadway Width		12	12	10	10	10	27	15	
TTAM Future ADT		74	74	74	74	74	74	74	
TTAM ADS Number		15	15	15	15	15	14	14	
TTAM Future Surface Type		G	G	G	G	G	G	G	
35-Drainage Condition		0	0	0	0	0	2	2	
36-Shoulder Condition		0	0	0	0	0	0	0	
37/38 # RR XING/RR XING TYPE							0	0	
39-Right of Way Utility		3	3	3	3	3	3	3	
40-Right of Way Cost									
26-Level of Maintenance		3	3	3	3	3	2	3	
27-Snow & Ice Control		2	2	2	2	2	0	2	
41-Begin Latitude	45.50900000						45.66000000	45.66100000	
42-End Latitude	45.50900000						45.67500000	45.64600000	
43-Begin Longitude	-118.28000000						-118.57900000	-118.55900000	
44-End Longitude	-118.28000000						-118.57900000	-118.55900000	
45-Atlas Map Number [99]	33	25	25	28	28	28	27	27	
46-50 Grade/Sight/Curve/Stop / Safe		7	7	7	7	7	6 5 2 0 7	0 7 5 0 0 0	
51-Road Category		7	7	7	7	7	A	A	
52-Year of Construction Change		1959	1959	1959	1959	1959	1959	1959	
Update Year	2016	2005	2005	2005	2005	2005	2016	2005	
Status	OFFICIAL	CHANGED-AT-REG	OFFICIAL	CHANGED-AT-REG	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	RETURNED-TO-FIELD



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Mann Roa	Mann Roa	Mann Roa	Mann Roa	Mann Roa	Mann Roa	North Ca	North Ca
4-IRR Route Number	0925	0925	0925	0925	0925	0925	0925	0925
5-Section Number	10	20	30	40	50	60	70	80
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	1.1	0.7	1.3	1.0	1.0	1.2	0.1	
18-Bridge Number								59C350092500689
19-Bridge Condition								7
20-Bridge Length								245
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	1
25-Roadbed Condition	4	4	3	3	3	3	3	3
24-Surface Condition Index	80	80	60	60	60	60	80	80
16-Surface Width	24	24	20	16	16	30	18	18
13-Surface Type	4	4	3	3	3	3	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	0	0	0	0	0	0
14-Shoulder Type	2	2						
22-Existing ADT	95	56					102	
21-ADT Year	2005	2005					2005	
23-Percent Trucks	30	26					13	
34-Owner Route Number	925	925	925	925	925	925	925	925
Roadway Width	28	28	20	16	16	30	18	
TTAM Future ADT	141	83	74	74	74	74	151	
TTAM ADS Number	11	11	11	11	11	11	10	
TTAM Future Surface Type	G	G	G	G	G	G	G	
35-Drainage Condition	2	2	2	2	2	2	1	
36-Shoulder Condition	2	2	0	0	0	0	0	
37/38 # RR X I NG/RR X I NG TYPE								1
39-Right of Way Utility	3	3	0	0	2	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	4	4	3	3	3	3	4	4
27-Snow & Ice Control	3	3	2	2	2	2	3	3
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	24	24	24	24	24	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	3	0	4	0	0	3	4	
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	North Ca	River Ro	River Ro	River Ro	Wilson R	Pond Roa	Pond Roa	Pond Roa
4-IRR Route Number	0925	0927	0927	0927	0927	0929	0929	0929
5-Section Number	90	10	10	15	20	10	15	20
10-Class	4	4	4	4	4	5	5	5
15-Length of Section	0.1	1.0	1.0	1.2	1.0	0.3	0.3	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	1	1
12-Construction Need	2	2	2	2	2	2	1	1
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	3	3	3	3	3	3	3	2
24-Surface Condition Index	80	40	67	67	40	48	40	0
16-Surface Width	30	18	18	18	20	16	15	8
13-Surface Type	4	3	3	3	3	3	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	1
29-Right of Way Width	60	50	50	50	50	50	60	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	925	927	927		927	929	929	929
Roadway Width	30	18	18	18	20	16	15	8
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	11	11	11	11	11	14	14	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	2	2	2	1	1	1	0
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE		1	1	0	0	0	0	0
39-Right of Way Utility	3	3	3	3	3	3	3	2
40-Right of Way Cost								
26-Level of Maintenance	4	3	2	2	3	3	3	2
27-Snow & Ice Control	3	2	0	0	2	2	0	0
41-Begin Latitude			45.66000000	45.67600000		45.63100000	45.62800000	45.62400000
42-End Latitude			45.67200000	45.67500000		45.62800000	45.62400000	45.61700000
43-Begin Longitude			-118.60500000	-118.57900000		-118.72600000	-118.72600000	-118.72600000
44-End Longitude			-118.60000000	-118.55600000		-118.72600000	-118.72600000	-118.72600000
45-Atlas Map Number [99]	27	27	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	4	3	7 5 0 0 8	7 5 0 0 0	0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 9
51-Road Category	A	A	A	A	A	A	A	7
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	
Update Year	2005	2005	2016	2016	2005	2016	2016	2016
Status	OFFICIAL	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Itallicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Pond Roa	Pond Roa	Pond Roa	Pond Roa	Saint An	Saint An	Saint An	Niktyowa
4-IRR Route Number	0929	0929	0929	0929	0931	0931	0931	0931
5-Section Number	30	40	50	60	10	20	30	40
10-Class	5	5	5	5	4	4	4	4
15-Length of Section	1.0	1.0	1.0	2.2	0.5	0.4	0.1	1.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	5	5	5	5
12-Construction Need	1	1	1	1	2	2	2	2
11-Terrain	1	2	2	2	1	2	2	2
25-Roadbed Condition	2	2	2	2	3	3	3	3
24-Surface Condition Index	0	0	0	0	80	80	60	60
16-Surface Width	0	8	0	0	16	22	16	24
13-Surface Type	1	1	1	1	3	4	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	50	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	3	0	0
14-Shoulder Type						2		
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	929	929	929	929	931	931	931	931
Roadway Width	0	8	0	0	16	28	16	24
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	14	14	14	10	11	11	11
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	0	0	0	0	2	2	2	2
36-Shoulder Condition	0	0	0	0	2	2	2	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0				
39-Right of Way Utility	0	0	0	0	3	3	3	1
40-Right of Way Cost								
26-Level of Maintenance	1	2	1	1	3	4	3	3
27-Snow & Ice Control	0	0	0	0	2	3	2	2
41-Begin Latitude	45.61700000	45.60200000	45.58800000	45.57300000				
42-End Latitude	45.60200000	45.58800000	45.57300000	45.54100000				
43-Begin Longitude	-118.72600000	-118.72500000	-118.72500000	-118.72500000				
44-End Longitude	-118.72500000	-118.72500000	-118.72500000	-118.72500000				
45-Atlas Map Number [99]	27	32	32	32	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 9	7 5 0 0 9	7 5 0 0 9		0	0	0
51-Road Category	7	7	7	7	A	A	A	A
52-Year of Construction Change					1959	1959	1959	1959
Update Year	2016	2016	2016	2016	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Niktyowa	Niktyowa	Nikyoway	Tutuilla	Tutuilla	Thompson	Thompson	Thompson
4-IRR Route Number	0931	0931	0931	0932	0932	0932	0932	0932
5-Section Number	40	50	50	10	20	30	30	40
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	1.8	0.6	0.4	1.7	1.3	0.5	0.5	3.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	1	1	5	5	5	5	1
12-Construction Need	2	1	1	2	2	2	2	1
11-Terrain	2	2	2	2	1	1	1	2
25-Roadbed Condition	3	3	2	3	3	3	3	3
24-Surface Condition Index	74	74	60	60	60	80	60	44
16-Surface Width	24	15	15	18	22	20	20	16
13-Surface Type	3	3	3	4	4	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	1	0	3	3	3	3	1
29-Right of Way Width	50	40	0	50	60	40	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	2	0	0	0
14-Shoulder Type					2			
22-Existing ADT				118	339			
21-ADT Year				2005	2004			
23-Percent Trucks				20	20			
34-Owner Route Number	931	931	931	932	932	932	932	932
Roadway Width	24	15	15	18	26	20	20	16
TTAM Future ADT	74	74	74	175	503	74	74	74
TTAM ADS Number	11	11	11	11	10	10	10	11
TTAM Future Surface Type	G	G	G	G	P	G	G	G
35-Drainage Condition	2	1	2	2	2	2	2	1
36-Shoulder Condition	0	0	0	0	1	0	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	1	0	0	0
39-Right of Way Utility	1	3	3	3	3	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	4	3	3	3
27-Snow & Ice Control	0	0	2	2	3	2	2	0
41-Begin Latitude	45.63500000	45.66000000					45.63100000	45.63100000
42-End Latitude	45.66000000	45.66800000					45.63100000	45.59800000
43-Begin Longitude	-118.62200000	-118.62200000					-118.68400000	-118.67400000
44-End Longitude	-118.62200000	-118.62200000					-118.67400000	-118.64600000
45-Atlas Map Number [99]	27	27	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	0	4	0	3	3	7 5 0 0 4
51-Road Category	A	A	A	A	A	A	A	L
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2016	2016	2005	2005	2005	2005	2016	2016
Status	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Thompson	Patawa R	Kash Kas	Kash Kas	Kash Kas	Kash Kas	Hobby Ro	Hobby Ro
4-IRR Route Number	0932	0933	0934	0934	0934	0934	0934	0934
5-Section Number	40	10	3	6	10	20	30	40
10-Class	4	4	5	5	5	4	5	4
15-Length of Section	3.1	1.0	0.3	0.4	0.9	1.4	0.3	0.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	5	1	1	5	5	5	5
12-Construction Need	1	2	4	4	2	2	2	2
11-Terrain	2	1	2	2	1	1	2	2
25-Roadbed Condition	3	4			3	3	3	3
24-Surface Condition Index	40	60			80	60	60	60
16-Surface Width	16	18			24	16	20	20
13-Surface Type	3	4			4	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	3	0	0	3	3	3	3
29-Right of Way Width	0	50	0	0	40	40	40	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	2			0	0	0	0
14-Shoulder Type		2						
22-Existing ADT		244			127	121		
21-ADT Year		2005			2005	2005		
23-Percent Trucks		19			12	12		
34-Owner Route Number		933			934	934	934	934
Roadway Width	16	22			24	16	20	20
TTAM Future ADT	74	362	74	74	189	180	74	74
TTAM ADS Number	11	10	14	14	13	10	14	11
TTAM Future Surface Type	G	P	G	G	G	G	G	G
35-Drainage Condition	1	3			1	1	2	2
36-Shoulder Condition	0	2			0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3			0	0	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	4			4	3	3	3
27-Snow & Ice Control	2	3			3	2	2	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	27	27	27	27	27	27	27	27
46-50 Grade/Sight/Curve/Stop / Safe	4	0	0	0	3	3	0	0
51-Road Category	L	A			A	A	A	A
52-Year of Construction Change	1959	1959			1959	1959	1959	1959
Update Year	2005	2005	2007	2007	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Lloyd Ro	Lloyd Ro	Emigrant	Emigrant	Emigrant	Old Oreg	Theater	Best Roa
4-IRR Route Number	0936	0936	0937	0937	0937	0937	0939	0950
5-Section Number	10	20	10	20	30	40	10	10
10-Class	4	4	4	4	4	4	5	4
15-Length of Section	1.7	1.3	1.2	1.2	6.5	1.0	0.7	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	1	2	2	3	3	2	1
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index	80	80	60	60	40	60	60	80
16-Surface Width	18	22	24	24	24	20	24	18
13-Surface Type	3	4	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	80	80	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	1	2	2	2	1	3	0
14-Shoulder Type		2	2	2	2	2	3	
22-Existing ADT		408	177	218	135	68		198
21-ADT Year		2005	2005	2005	2005	2005		2005
23-Percent Trucks		13	14	30	48	12		16
34-Owner Route Number	936	936	937	937	937	937	939	950
Roadway Width	18	24	28	28	28	22	30	18
TTAM Future ADT	74	606	263	324	200	101	74	294
TTAM ADS Number	11	10	11	11	12	12	14	10
TTAM Future Surface Type	G	P	P	P	G	G	G	P
35-Drainage Condition	2	2	1	1	1	2	3	2
36-Shoulder Condition	0	1	1	1	1	2	2	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	3	3	3	1	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	4	4	4	4	4	4	4
27-Snow & Ice Control	2	3	3	3	3	3	3	3
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	27	27	27	32	33	32	27	27
46-50 Grade/Sight/Curve/Stop / Safe	1	0	0	0	3	3	3	1
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Best Roa	Best Roa	Best Roa	Best Roa	Best Roa	Best Roa	Northeas	Goad Roa
4-IRR Route Number	0950	0950	0950	0950	0950	0950	0986	0987
5-Section Number	10	20	20	30	30	10	20	10
10-Class	4	4	4	4	4	6	6	4
15-Length of Section	1.1	2.0	2.0	1.0	1.0	0.6	0.3	0.6
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	2	2	2	2	2	2	3
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index	72	60	72	72	60	80	80	80
16-Surface Width	18	22	22	18	18	24	24	24
13-Surface Type	4	4	4	4	4	4	4	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	50	50
TTAM BIA Share	100	100	100	100	100	10.27	10.27	100
30-Additional Incidental Percent								
17-Shoulder Width	0	2	2	0	0	0	0	0
14-Shoulder Type		2	2					
22-Existing ADT	198	270	270	270	270	2327	722	105
21-ADT Year	2005	2005	2005	2005	2005	2005	2005	2004
23-Percent Trucks	16	16	16	13	13	9	10	24
34-Owner Route Number	950	950	950	950	950	986	986	987
Roadway Width	18	26	26	18	18	24	24	24
TTAM Future ADT	294	401	401	401	401	3456	1072	156
TTAM ADS Number	10	11	11	11	11	16	16	12
TTAM Future Surface Type	P	P	P	P	P	P	P	G
35-Drainage Condition	2	2	2	2	2	2	2	2
36-Shoulder Condition	0	2	2	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	3	3	3	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	3	4	3	3	4	4	4	3
27-Snow & Ice Control	2	3	2	2	3	3	3	2
41-Begin Latitude	45.60200000		45.60200000	45.60200000				
42-End Latitude	45.60200000		45.60200000	45.60200000				
43-Begin Longitude	-118.68400000		-118.70500000	-118.74500000				
44-End Longitude	-118.70500000		-118.74500000	-118.76600000				
45-Atlas Map Number [99]	27	27	27	14	14	65	63	14
46-50 Grade/Sight/Curve/Stop / Safe	1	0	0	4	4	0	0	
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2016	2006	2016	2016	2005	2005	2005	2007
Status	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Goad Roa	Goad Roa	Goad Roa	Goad Roa	Goad Roa	Goad Roa	Goad Roa	Goad Roa
4-IRR Route Number	0987	0987	0987	0987	0987	0987	0987	0987
5-Section Number	20	30	40	50	60	70	80	90
10-Class	4	4	4	4	4	4	4	4
15-Length of Section		1.2	0.1		3.1		0.2	0.2
18-Bridge Number	09524 006 21206			18512 098700196		59C329		
19-Bridge Condition	7			9		1		
20-Bridge Length	268			52		20		
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	3	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		3	2		2		2	2
25-Roadbed Condition		3	3		3		3	3
24-Surface Condition Index		80	80		80		60	60
16-Surface Width		24	24		24		24	15
13-Surface Type		3	3		3		3	4
9-Federal Aid Category		1	1		1		1	1
28-Right of Way Status		3	3		3		3	3
29-Right of Way Width		40	60		60		60	60
TTAM BIA Share	10.27	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		0	0		0		0	0
14-Shoulder Type								
22-Existing ADT		76	68		58		60	69
21-ADT Year		2004	2004		2005		2005	2005
23-Percent Trucks		31	34		30		33	37
34-Owner Route Number		987	987		987		987	987
Roadway Width		24	24		24		24	15
TTAM Future ADT		113	101		86		89	102
TTAM ADS Number		12	11		11		11	11
TTAM Future Surface Type		G	G		G		G	G
35-Drainage Condition		2	2		2		2	2
36-Shoulder Condition		0	0		0		0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility		3	3		3		3	3
40-Right of Way Cost								
26-Level of Maintenance		3	3		3		3	4
27-Snow & Ice Control		2	2		2		2	3
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	14	14	27	27	27	27	27	32
46-50 Grade/Sight/Curve/Stop / Safe		7	0		7		0	0
51-Road Category		A	A		A		A	A
52-Year of Construction Change		1959	1959		1959		1959	1959
Update Year	2008	2005	2005	2006	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Goad Roa	Goad Roa	Goad Roa	Goad Roa	Baldwin	Baldwin	Poverty	Poverty
4-IRR Route Number	0987	0987	0987	0987	1019	1019	1021	1021
5-Section Number	100	110	120	130	10	10	10	20
10-Class	4	4	4	4	5	5	4	4
15-Length of Section	0.5		0.2	1.2	0.1	0.1	0.3	
18-Bridge Number		59C330						09648 006F22471
19-Bridge Condition		1						7
20-Bridge Length		20						172
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2		2	2	2	2	2	
25-Roadbed Condition	3		3	3	2	2	4	
24-Surface Condition Index	80		80	80	0	0	60	
16-Surface Width	24		24	24	10	10	20	
13-Surface Type	4		4	3	1	1	4	
9-Federal Aid Category	1		1	1	1	1	1	
28-Right of Way Status	3		3	3	3	3	3	
29-Right of Way Width	60		60	60	60	30	60	
TTAM BIA Share	100	100	100	100	100	100	100	10.27
30-Additional Incidental Percent								
17-Shoulder Width	0		0	0	0	0	2	
14-Shoulder Type							3	
22-Existing ADT	61			58			94	
21-ADT Year	2004			2004			2005	
23-Percent Trucks	29			23			20	
34-Owner Route Number	987		987	987	1019	1019	1021	
Roadway Width	24		24	24	10	10	24	
TTAM Future ADT	91		74	86	74	74	140	
TTAM ADS Number	11		11	11	14	14	11	
TTAM Future Surface Type	G		G	G	G	G	G	
35-Drainage Condition	3		3	2	1	1	2	
36-Shoulder Condition	0		0	0	0	0	2	
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3		3	3	2	2	0	
40-Right of Way Cost								
26-Level of Maintenance	4		4	3	2	2	4	
27-Snow & Ice Control	3		3	2	1	1	3	
41-Begin Latitude					45.55500000	45.55500000		
42-End Latitude					45.55500000	45.55500000		
43-Begin Longitude					-118.60000000	-118.60000000		
44-End Longitude					-118.59900000	-118.59900000		
45-Atlas Map Number [99]	32	32	32	32	32	32	32	32
46-50 Grade/Sight/Curve/Stop / Safe	0	0	0	6	9	9	3	
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959		1959	1959			1959	
Update Year	2005	2005	2005	2005	2005	2016	2007	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Poverty	Poverty	Poverty	Poverty	East Pov	East Pov	Palmer R	South Ma
4-IRR Route Number	1021	1021	1021	1021	1022	1022	1023	1025
5-Section Number	30	40	50	60	10	20	10	10
10-Class	4	4	4	4	5	5	5	4
15-Length of Section	0.1	0.3	1.7	0.5	2.1	1.3	0.5	2.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	3	5	5	5	5	1	5	5
12-Construction Need	2	2	2	2	2	1	2	2
11-Terrain	1	2	2	2	3	3	2	1
25-Roadbed Condition	4	3	3	3	3	2	2	3
24-Surface Condition Index	80	60	40	60	60	0	0	60
16-Surface Width	21	18	18	12	12	10	10	20
13-Surface Type	4	3	3	3	3	1	1	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	0	3	3
29-Right of Way Width	60	60	60	60	60	0	60	60
TTAM BIA Share	10.27	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	0	0	0	0	0	0	4
14-Shoulder Type	3							2
22-Existing ADT		84	84					1259
21-ADT Year		2005	2005					2005
23-Percent Trucks		14	16					18
34-Owner Route Number	1021	1021	1021	1021	1022	1022	1023	1025
Roadway Width	25	18	18	12	12	10	10	28
TTAM Future ADT	74	125	125	74	74	74	74	1870
TTAM ADS Number	10	11	11	11	15	15	14	10
TTAM Future Surface Type	G	G	G	G	G	G	G	P
35-Drainage Condition	3	2	2	2	2	0	0	3
36-Shoulder Condition	3	0	0	0	0	0	0	2
37/38 # RR X I NG/RR X I NG TYPE	0							
39-Right of Way Utility	1	1	3	0	3	3	0	3
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	2	2	4
27-Snow & Ice Control	3	2	2	2	2	1	1	3
41-Begin Latitude	45.57900000							
42-End Latitude	45.57800000							
43-Begin Longitude	-118.58900000							
44-End Longitude	-118.58900000							
45-Atlas Map Number [99]	32	32	32	32	32	32	32	27
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7	7	7	3	7	8	0
51-Road Category	A	A	A	A	A	B	B	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2016	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Conner R	Tias Roa	Fisher R	Fisher R	Fisher R	South Ma	South Ma	Red Hawk
4-IRR Route Number	1026	1026	1026	1026	1026	1027	1027	1027
5-Section Number	10	30	40	50	60	10	20	30
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	1.0	1.1	3.5	0.4	1.1	1.0	2.0	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	3	3	3	1	1	2
25-Roadbed Condition	3	3	2	3	3	3	3	3
24-Surface Condition Index	80	60	0	40	60	80	60	60
16-Surface Width	18	24	10	10	15	20	24	20
13-Surface Type	3	3	1	3	3	4	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	50
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	4	0	0
14-Shoulder Type						2		
22-Existing ADT	100					248	125	
21-ADT Year	2005					2004	2004	
23-Percent Trucks	17					20	25	
34-Owner Route Number	1026	1026	1026	1026	1026	1027	1027	1027
Roadway Width	18	24	10	10	15	28	24	20
TTAM Future ADT	149	74	74	74	74	368	186	74
TTAM ADS Number	10	10	12	12	12	10	10	11
TTAM Future Surface Type	G	G	G	G	G	P	G	G
35-Drainage Condition	2	1	0	1	2	2	2	1
36-Shoulder Condition	0	0	0	0	0	2	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	0	0	3	3	3	2
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	3	3	4	3	3
27-Snow & Ice Control	2	2	0	2	2	3	2	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	32	32	32	32	32	32	32	32
46-50 Grade/Sight/Curve/Stop / Safe	1	0	9			0		
51-Road Category	A	A	T	T	A	A	A	A
52-Year of Construction Change	1959	1959		1959	1959	1959	1959	1959
Update Year	2005	2005	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Cabbage	Cabbage	Cabbage	Cabbage	Cabbage	Motanic	Motanic	Holmes R
4-IRR Route Number	1028	1028	1028	1028	1031	1031	1032	1032
5-Section Number	10	10	20	20	10	20	10	20
10-Class	5	5	5	5	4	4	4	4
15-Length of Section	1.0	1.0	0.5	0.2	1.0	4.7	1.2	2.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	1	2	2	2
25-Roadbed Condition	3	3	2	2	3	3	3	3
24-Surface Condition Index	75	60	0	0	80	60	60	60
16-Surface Width	15	15	8	8	18	20	24	18
13-Surface Type	3	3	1	1	4	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT					104	137		
21-ADT Year					2005	2005		
23-Percent Trucks					13	21		
34-Owner Route Number	1028	1028	1028	1028	1031	1031	1032	1032
Roadway Width	15	15	8	8	18	20	24	18
TTAM Future ADT	74	74	74	74	154	203	74	74
TTAM ADS Number	15	15	15	15	10	11	11	11
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	2	0	0	2	2	1	1
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	0	0	2	3	0	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	2	4	3	3	3
27-Snow & Ice Control	1	2	1	0	3	2	2	2
41-Begin Latitude	45.56900000			45.56600000				
42-End Latitude	45.56600000			45.56600000				
43-Begin Longitude	-118.59000000			-118.57500000				
44-End Longitude	-118.57500000			-118.57000000				
45-Atlas Map Number [99]	32	32	32	32	27	32	31	32
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7	9	7 5 0 0 9	1	7	7	7
51-Road Category	A	A	B	B	A	A	A	A
52-Year of Construction Change	1959	1959			1959	1959	1959	1959
Update Year	2016	2005	2005	2016	2005	2005	2007	2007
Status	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Holmes R	Trail Ro	Billy Ro	Billy Ro	Trail Ro	Trail Ro	North Fo	North Fo
4-IRR Route Number	1032	1041	1043	1043	1043	1043	1049	1049
5-Section Number	30	10	10	10	20	20	10	20
10-Class	4	5	5	5	5	5	5	5
15-Length of Section	1.0	1.0	1.4	1.4	1.4	1.4	0.8	3.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	2	2	2	2	2	2	2
25-Roadbed Condition	3	4	3	3	3	3	3	2
24-Surface Condition Index	60	80	68	80	65	60	40	0
16-Surface Width	18	20	20	20	20	20	15	12
13-Surface Type	3	3	3	3	3	3	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	1032	1041	1043	1043	1043	1043	1049	1049
Roadway Width	18	20	20	20	20	20	15	12
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	10	14	14	14	14	14	14	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	1	3	2	2	2	2	2	1
36-Shoulder Condition	0	3	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	0	0	3	3	3	3	2	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	2
27-Snow & Ice Control	2	2	2	2	2	2	2	0
41-Begin Latitude			45.63100000		45.65800000			
42-End Latitude			45.65100000		45.65100000			
43-Begin Longitude			-118.70500000		-118.72600000			
44-End Longitude			-118.70500000		-118.70500000			
45-Atlas Map Number [99]	32	27	27	27	27	27	37	37
46-50 Grade/Sight/Curve/Stop / Safe	A	A	4	4	3	3	7	9
51-Road Category	A	A	A	A	A	A	A	B
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	
Update Year	2007	2005	2016	2005	2016	2006	2005	2005
Status	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Spring C	Spring C	Spring C	Spring C	Sumac Ro	Mckay Cr	Mckay Cr	Mckay Cr
4-IRR Route Number	1050	1050	1050	1050	1050	1050	1050	1050
5-Section Number	10	20	30	40	50	60	70	80
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.7		1.5	2.4	2.8	1.7		1.8
18-Bridge Number		59C015105000909					59C028105000876	
19-Bridge Condition		9					9	
20-Bridge Length		71					106	
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	3	2	2	2
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index	80	80	80	80	60	60	60	60
16-Surface Width	22	22	22	22	20	20	20	20
13-Surface Type	4	4	4	4	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	60	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT	263	255	136	156	88	2005	2005	82
21-ADT Year	2005	2005	2005	2005	2005	2005	2005	2005
23-Percent Trucks	29	27	29	19	25	26	26	26
34-Owner Route Number	1050	1050	1050	1050	1050	1050	1050	1050
Roadway Width	22	22	22	20	20	20	20	20
TTAM Future ADT	391	379	202	232	131	122	11	11
TTAM ADS Number	11	11	11	12	11	11	11	11
TTAM Future Surface Type	P	P	G	G	G	G	G	G
35-Drainage Condition	2	2	2	2	2	2	2	2
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	1	1	3	3	3	3
40-Right of Way Cost								
26-Level of Maintenance	4	4	4	3	3	3	3	3
27-Snow & Ice Control	3	3	3	2	2	2	2	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	31	31	31	32	32	37	37	37
46-50 Grade/Sight/Curve/Stop / Safe	4	7	7	3	3	3	3	3
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2005	2006	2005	2005	2005	2005	2005	2005
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Mckay Cr	Mckay Cr	Mckay Cr	Mckay Cr	Mckay Cr	Mckay Cr	Mckay Cr	Mckay Cr
4-IRR Route Number	1050	1050	1050	1052	1052	1052	1052	1052
5-Section Number	90	100	110	10	20	30	40	50
10-Class	4	4	4	4	4	4	4	4
15-Length of Section		0.5	3.1	0.2	0.4	2.9		0.1
18-Bridge Number	59C034105001067						59C025105200345	
19-Bridge Condition	1						9	
20-Bridge Length	41						65	
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	1
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index		80	60	60	60	60	60	60
16-Surface Width		20	16	20	20	20	20	20
13-Surface Type		3	3	3	3	3	3	3
9-Federal Aid Category		1	1	1	1	1	1	1
28-Right of Way Status		3	3	3	3	3	3	3
29-Right of Way Width		60	40	40	60	50	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT				75	69	58		65
21-ADT Year				2005	2005	2005		2005
23-Percent Trucks				22	25	28		22
34-Owner Route Number		1050	1050	1052	1052	1052		1052
Roadway Width		20	16	20	20	20		20
TTAM Future ADT		74	74	111	102	86		97
TTAM ADS Number		11	11	11	11	11		10
TTAM Future Surface Type		G	G	G	G	G		G
35-Drainage Condition		2	2	2	2	2		2
36-Shoulder Condition		0	0	0	0	0		0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility		3	3	1	1	3		3
40-Right of Way Cost								
26-Level of Maintenance		3	3	3	3	3		3
27-Snow & Ice Control		2	2	2	2	2		2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	37	37	37	36	37	37	37	37
46-50 Grade/Sight/Curve/Stop / Safe			7	4	4			
51-Road Category		A	A	A	A	A		A
52-Year of Construction Change		1959	1959	1959	1959	1959		1959
Update Year	2005	2005	2005	2005	2005	2005	2006	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Stewart	Rocky Ri	Tutuilla	East Bir	East Bir	East Bir	East Bir	East Bir
4-IRR Route Number	1069	1069	1075	1375	1375	1375	1375	1375
5-Section Number	10	20	10	10	10	10	20	30
10-Class	5	5	5	4	4	4	4	4
15-Length of Section	1.0	15.2	2.7	3.4	3.5			5.7
18-Bridge Number						59C064317500340	59C064317500340	
19-Bridge Condition						1	1	
20-Bridge Length						31	32	
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	3	1	2	2	2	2	3
25-Roadbed Condition	3	2	3	3	3	3	3	3
24-Surface Condition Index	40	0	80	80	60			60
16-Surface Width	18	8	24	22	22			22
13-Surface Type	3	3	4	4	4			4
9-Federal Aid Category	1	1	1	1	1			1
28-Right of Way Status	3	3	3	3	3			3
29-Right of Way Width	60	60	60	60	60			60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	1	2	2			2
14-Shoulder Type			2	2	2			2
22-Existing ADT				1034	1034			190
21-ADT Year				2005	2005			2005
23-Percent Trucks				18	18			26
34-Owner Route Number	1069	1069		1375	1375			1375
Roadway Width	18	8	26	26	26			26
TTAM Future ADT	74	74	74	1535	1535			282
TTAM ADS Number	14	15	13	11	11			12
TTAM Future Surface Type	G	G	G	P	P			P
35-Drainage Condition	1	0	2	3	2			2
36-Shoulder Condition	0	0	2	2	2			2
37/38 # RR X I NG/RR X I NG TYPE			0					
39-Right of Way Utility	3	0		3	3			3
40-Right of Way Cost								
26-Level of Maintenance	3	3	2	4	3			4
27-Snow & Ice Control	2	2	2	3	3			3
41-Begin Latitude			45.60200000		45.47900000	45.43200000		
42-End Latitude			45.63100000		45.43200000	45.43200000		
43-Begin Longitude			-118.76600000		-118.83500000	-118.82100000		
44-End Longitude			-118.79000000		-118.82100000	-118.82100000		
45-Atlas Map Number [99]	36	36		36	36	36	36	36
46-50 Grade/Sight/Curve/Stop / Safe	4	7 5 0 0 0	0	3	7 5 0 0 0	0		3
51-Road Category	7	7	A	A	A			A
52-Year of Construction Change	1959	1959	1959	1959	1959			1959
Update Year	2006	2006	2016	2006	2016	2016	2006	2006
Status	OFFICIAL	OFFICIAL	IN-PROCESS	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	East Bir	East Bir	East Bir	East Bir	East Bir	East Bir	East Bir	East Bir
4-IRR Route Number	1375	1378	1378	1378	1378	1378	1378	1378
5-Section Number	30	10	10	20	20	30	30	40
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	6.1	0.1	0.4	6.2	6.8	0.2	0.6	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	1	1	3	3	3	3	3
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index	60	80	60	40	60	60	40	60
16-Surface Width	22	22	22	20	20	15	15	20
13-Surface Type	4	4	4	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	0	3	3
29-Right of Way Width	60	60	60	60	60	0	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	1	1	0	0	0	0	0
14-Shoulder Type	2	2	2					
22-Existing ADT	190	53	53					
21-ADT Year	2005	2005	2005					
23-Percent Trucks	26	26	26					
34-Owner Route Number	1375	1378	1378	1378	1378	1378	1378	1378
Roadway Width	26	24	24	20	20	15	15	20
TTAM Future ADT	282	79	79	74	74	74	74	74
TTAM ADS Number	12	10	10	12	12	12	12	12
TTAM Future Surface Type	P	G	G	G	G	G	G	G
35-Drainage Condition	2	2	2	2	2	2	2	2
36-Shoulder Condition	2	2	2	0	2	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3	3	3	3	3	0	0	0
40-Right of Way Cost								
26-Level of Maintenance	3	4	3	3	3	3	3	3
27-Snow & Ice Control	3	3	3	1	2	2	0	2
41-Begin Latitude	45.43200000		45.39600000	45.39600000			45.36800000	
42-End Latitude	45.39600000		45.39600000	45.36800000			45.36900000	
43-Begin Longitude	-118.82100000		-118.72000000	-118.71200000			-118.60900000	
44-End Longitude	-118.72000000		-118.71200000	-118.60900000			-118.60000000	
45-Atlas Map Number [99]	36	41	41	41	41	42	42	42
46-50 Grade/Sight/Curve/Stop / Safe	7 5 3 0 3	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	B	B	B	B	B	B	B
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2016	2006	2016	2016	2006	2006	2016	2006
Status	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	East Bir	Usfs 210	Usfs 210	Usfs 210	Usfs 210	Usfs 210	Usfs 210	Mckoy Cr
4-IRR Route Number	1378	2100	2100	2100	2100	2100	2100	2125
5-Section Number	40	10	15	20	30	40	50	10
10-Class	4	4	4	4	4	4	4	5
15-Length of Section	0.2	18.9	1.2	1.5	0.2	0.4	0.8	1.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	061	061	059	061	061	061	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	5	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	2	3	2	3	3	3
25-Roadbed Condition	3	3	3	3	3	3	3	3
24-Surface Condition Index	40	40	20	20	40	40	20	0
16-Surface Width	20	12	12	12	10	12	12	10
13-Surface Type	3	3	3	3	3	3	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	0	0	0	0	0	0	0
29-Right of Way Width	60	0	0	0	0	0	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	1378	2100	2100	2100	2100	2100	2100	2125
Roadway Width	20	12	12	12	10	12	12	10
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	12	12	11	12	11	12	12	15
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	0	0	0	0	0	0	0
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	0	0	0	0	0	0	0	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	0	2	2	2	2	2	2	2
41-Begin Latitude	45.36900000							
42-End Latitude	45.36900000							
43-Begin Longitude	-118.60000000							
44-End Longitude	-118.59500000							
45-Atlas Map Number [99]	42	43	42	42	42	42	42	42
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0							
51-Road Category	B	B	B	B	B	B	B	B
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2016	2006	2006	2006	2006	2006	2006	2006
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Usfs 213	Usfs 213	Johnson	Johnson	Blue Ket	Blue Ket	Usfs 303	Usfs 303
4-IRR Route Number	2135	2135	2136	2136	2136	2136	3030	3030
5-Section Number	10	20	10	20	30	40	10	20
10-Class	4	4	5	5	5	5	5	5
15-Length of Section	0.9	2.6	1.7	0.3	1.8	0.8	9.0	3.6
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	061	059	059	059	059	059	059	
33-Congressional District	02	02	02	02	02	02	02	
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	3	3
25-Roadbed Condition	3	3	3	3	3	1	3	2
24-Surface Condition Index	20	20	40	20	20	0	70	0
16-Surface Width	12	12	10	10	10	8	24	15
13-Surface Type	3	3	3	3	3	1	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	0	0	0	0	3	3
29-Right of Way Width	0	0	0	0	0	0		
TTAM BIA Share	100	100	100	100	100	100		
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0		
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	2135	2135	2136	2136	2136	2136		
Roadway Width	12	12	10	10	10	8	24	15
TTAM Future ADT	74	74	74	74	74	74		
TTAM ADS Number	11	11	14	14	14	14		
TTAM Future Surface Type	G	G	G	G	G	G		
35-Drainage Condition	0	0	1	1	0	0		
36-Shoulder Condition	0	0	0	0	0	0		
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	0	0	0	0	0	0		
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	2		
27-Snow & Ice Control	2	2	2	2	2	0		
41-Begin Latitude							45.49300000	
42-End Latitude							45.56100000	
43-Begin Longitude							-118.41100000	
44-End Longitude							-118.35500000	
45-Atlas Map Number [99]	42	42	42	42	42	42		
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	B	B	B	B	B	B	B	
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	
Update Year	2006	2006	2006	2006	2006	2006	2016	2016
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	IN-PROCESS	IN-PROCESS



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Usfs 303	Usfs 310	Redford	Redford	Indian G	Purchase	Purchase	Kusi Roa
4-IRR Route Number	3030	3100	3142	3142	3147	3172	3172	3177
5-Section Number	50	10	10	20	10	10	20	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	6.7	38.8	1.5	0.4	2.2	0.7	1.5	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County			059	059	059	059	059	059
33-Congressional District			02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	7	7	1	1	1	1	1	2
12-Construction Need	2	2	1	1	1	1	1	2
11-Terrain	3	3	2	2	3	2	2	1
25-Roadbed Condition	2	3	3	3	2	3	1	7
24-Surface Condition Index	0	70	72	60	0	44	0	96
16-Surface Width	15	24	24	15	10	20	10	24
13-Surface Type	1	3	3	3	1	3	1	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	1	0	1	1	3	1
29-Right of Way Width			40	0	40	40	60	40
TTAM BIA Share			100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width			0	0	0	0	0	1
14-Shoulder Type								4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number			3142	3142	3147	3172	3172	3177
Roadway Width	15	24	24	15	10	20	10	26
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	14	14	14	14	15	14	14	13
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition			1	2	1	1	0	3
36-Shoulder Condition			0	0	0	0	0	3
37/38 # RR X I NG/RR X I NG TYPE			0	0	0	0	0	0
39-Right of Way Utility			1	0	0	3	0	3
40-Right of Way Cost								
26-Level of Maintenance			3	3	3	3	2	3
27-Snow & Ice Control			0	2	0	0	1	3
41-Begin Latitude			45.76100000		45.74600000	45.67000000		45.64600000
42-End Latitude			45.75800000		45.73700000	45.66000000		45.64600000
43-Begin Longitude			-118.49800000		-118.38100000	-118.71000000		-118.68400000
44-End Longitude			-118.52200000		-118.35200000	-118.70800000		-118.68200000
45-Atlas Map Number [99]			24	24	25	63	27	27
46-50 Grade/Sight/Curve/Stop / Safe			7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category			A	A	B	T	T	A
52-Year of Construction Change			2011	1959		1959		2008
Update Year	2016	2016	2016	2016	2016	2016	2006	2016
Status	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Kusi Roa	Price La	Shippent	Johnley	Johnley	Johnley	Usfs 542	Usfs 542
4-IRR Route Number	3177	3180	3182	3270	3270	3270	5427	5427
5-Section Number	20	10	10	10	20	30	10	20
10-Class	5	5	5	5	5	5	4	4
15-Length of Section	0.1	0.9	0.2	0.9	1.0	1.0	0.1	1.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	2	1	1	1	1	1	7	1
12-Construction Need	2	1	1	1	1	1	2	1
11-Terrain	1	2	1	2	2	2	2	2
25-Roadbed Condition	7	3	3	3	2	2	3	3
24-Surface Condition Index	86	68	68	60	0	0	60	40
16-Surface Width	24	15	14	24	12	12	15	15
13-Surface Type	5	3	3	3	1	1	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	3	3	1	1	1	3	0
29-Right of Way Width	40	30	30	40	40	40	60	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	1	0	0	0	0	0	0	0
14-Shoulder Type	4							
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number		3180	3182	3270	3270	3270	5427	5427
Roadway Width	26	15	14	24	12	12	15	15
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	14	13	14	14	14	11	11
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	3	2	1	1	0	0	2	0
36-Shoulder Condition	3	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	3	3	3	0	0	0	0	0
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	3	0	0	0	0	0	2	2
41-Begin Latitude	45.64600000	45.66500000	45.67700000	45.71700000	45.73200000	45.74600000		
42-End Latitude	45.64600000	45.65800000	45.67700000	45.73200000	45.74600000	45.74600000		
43-Begin Longitude	-118.68400000	-118.55800000	-118.55600000	-118.53900000	-118.53900000	-118.53900000		
44-End Longitude	-118.68600000	-118.54900000	-118.56100000	-118.53900000	-118.53900000	-118.53900000		
45-Atlas Map Number [99]	27	27	27		24	24	42	42
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0		
51-Road Category	A	A	A	T	T	T	B	B
52-Year of Construction Change	2008	1959	1999	1959			1959	1959
Update Year	2016	2016	2016	2016	2016	2016	2006	2006
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143	P07143	P07143	P07143	P07143	P07143	P07143	P07143
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Reservation	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla	Umatilla
Road Name	Usfs 542	Johnson	Johnson	Johnson	Blue Ket	Blue Ket	Blue Ket	Tama'Sts
4-IRR Route Number	5427	6035	6035	6035	6040	6040	6060	7000
5-Section Number	30	10	10	20	10	20	10	10
10-Class	4	5	5	5	5	5	5	8
15-Length of Section	0.2	0.9	0.9	3.2	0.8	0.5	2.7	1.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	059	059	059	059	059	059	059	059
33-Congressional District	02	02	02	02	02	02	02	02
7-State	OR	OR	OR	OR	OR	OR	OR	OR
8-Ownership	1	1	1	1	7	1	1	2
12-Construction Need	1	1	1	1	2	1	1	2
11-Terrain	2	2	2	2	2	2	2	
25-Roadbed Condition	3	2	2	2	2	2	2	
24-Surface Condition Index	40	0	0	0	0	0	0	
16-Surface Width	15	10	10	10	8	8	8	10
13-Surface Type	3	1	1	1	3	1	1	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	0	0	0	0	0	1
29-Right of Way Width	0	0	0	0	0	0	0	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	5427	035	035	6035	6040	6040	6060	
Roadway Width	15	10	10	10	8	8	8	10
TTAM Future ADT	74	74	74	74	74	74	74	30
TTAM ADS Number	11	14	14	14	14	14	14	19
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	0	0	0	0	0	0	0	2
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								0
39-Right of Way Utility	0	0	0	0	0	0	0	
40-Right of Way Cost								
26-Level of Maintenance	3	3	3	3	3	3	3	3
27-Snow & Ice Control	2	2	2	2	2	2	2	3
41-Begin Latitude								45.66400000
42-End Latitude								45.65400000
43-Begin Longitude								-118.66300000
44-End Longitude								-118.66300000
45-Atlas Map Number [99]	42	42	42	42	42	42	42	
46-50 Grade/Sight/Curve/Stop / Safe	7	B	B	B	9	B	B	7 5 0 0 0
51-Road Category								
52-Year of Construction Change	1959				1959			
Update Year	2006	2016	2006	2006	2006	2006	2006	2016
Status	RETURNED-TO-FIE	IN-PROCESS	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	07	143	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	P07143
Region	Northwes
Agency	Umatilla
Reservation	Umatilla
Road Name	Ti'Mine
4-IRR Route Number	7001
5-Section Number	10
10-Class	8
15-Length of Section	0.8
18-Bridge Number	
19-Bridge Condition	
20-Bridge Length	
32-County	059
33-Congressional District	02
7-State	OR
8-Ownership	2
12-Construction Need	2
11-Terrain	
25-Roadbed Condition	
24-Surface Condition Index	
16-Surface Width	8
13-Surface Type	5
9-Federal Aid Category	1
28-Right of Way Status	1
29-Right of Way Width	40
TTAM BIA Share	100
30-Additional Incidental Percent	
17-Shoulder Width	
14-Shoulder Type	
22-Existing ADT	
21-ADT Year	
23-Percent Trucks	
34-Owner Route Number	
Roadway Width	8
TTAM Future ADT	30
TTAM ADS Number	19
TTAM Future Surface Type	
35-Drainage Condition	2
36-Shoulder Condition	0
37/38 # RR X I NG/RR X I NG TYPE	0
39-Right of Way Utility	3
40-Right of Way Cost	
26-Level of Maintenance	3
27-Snow & Ice Control	3
41-Begin Latitude	45.66400000
42-End Latitude	45.66800000
43-Begin Longitude	-118.68400000
44-End Longitude	-118.69300000
45-Atlas Map Number [99]	
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0
51-Road Category	E
52-Year of Construction Change	2010
Update Year	2016
Status	OFFICIAL



Confederated Tribes of the Umatilla Indian Reservation Safe Routes to School Plan



FINAL PHASE 1 SRTS PLAN

August 2020

NIXYÁAWII COMMUNITY SCHOOL
46250 TIMÍNE WAY, PENDLETON, OR 97801

<https://Nixyáawii.k12.or.us/>



This page intentionally left blank.

Table of Contents

Chapter 1. Introduction	3
Oregon Department of Transportation’s Project Identification Program	3
What is Safe Routes to School (SRTS)?	3
Nixyáawii Community School Overview	5
PIP Outreach Process.....	5
Chapter 2. Vision and Goals for Safe Routes to Schools	7
Chapter 3. Existing Conditions	8
Background Data	8
Nixyáawii Community School Virtual School Safety Assessment	20
Key Themes from Outreach Process	20
Bike and Pedestrian Facility Inventory	21
Chapter 4. Needs & Recommendations	23
Construction Recommendations.....	23
High Priority Improvements for the ODOT Infrastructure Grant Application	28
Chapter 5. Potential Funding & Implementation	34
Statewide Funding Opportunities	34
Federal Funds	36
Local Funding Opportunities	37
Non-Infrastructure Programs Funding Opportunities	37

This page intentionally left blank.

Chapter 1. Introduction

The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Safe Routes to School (SRTS) Plan lays the foundation for school, CTUIR government, Charter School Board, Yellowhawk Tribal Health, Pendleton School District, Umatilla County, Oregon Department of Transportation (ODOT) Region 5, and wider community to work together on reducing barriers for students walking and biking to school. The CTUIR SRTS Plan addresses Nixyáawii Community School, the only school located within the CTUIR boundary.

This Plan is the first deliverable in a phased approach to the planning process, in response to the COVID-19 global pandemic and the need for social distancing and school closures. The Plan documents the process that took place remotely to identify and prioritize construction projects for the ODOT SRTS Competitive Infrastructure Grant Program.

Oregon Department of Transportation's Project Identification Program

This SRTS Plan supports Oregon's state-wide SRTS construction (infrastructure) and education/engagement (non-infrastructure) efforts. The Project Identification Program (PIP) Process is an ODOT technical grant program that connects communities in Oregon with planning assistance to identify needs and opportunities near one or more Schools, **focusing on streets within a quarter-mile of the School, as well as critical issues within a mile of the School.**

The goals of the PIP process are:

- To engage school stakeholders around identifying and prioritizing projects that will improve walking and bicycling routes to Schools.
- To identify and refine specific projects that are eligible for the ODOT SRTS Infrastructure Grants and prepare jurisdictions to apply for the funding.

CTUIR transportation planning staff, Charter School Board members, Yellowhawk Tribal Health staff, ODOT Region 5 staff, and Umatilla County staff worked with a consultant team from Alta Planning + Design to complete the Phase 1 SRTS Plan.

For more information on the program, visit: <https://www.oregon.gov/ODOT/Programs/Pages/SRTS-Project-Identification-Program.aspx>.

What is Safe Routes to School (SRTS)?

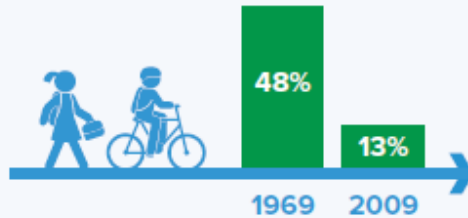
SRTS is a comprehensive program to **make School communities safer** by combining engineering tools and enforcement with education about safety and activities to enable and encourage students to **walk and bicycle to School**. SRTS programs typically involve partnerships among municipalities, school districts, community members, parent volunteers, and law enforcement.

The benefits of implementing a SRTS plan are far-reaching and include improving safety, encouraging physical activity, increasing access to school, and reducing traffic congestion and motor vehicle emissions near schools. Implementing SRTS programs and projects benefit adjacent neighborhoods, as well as students and their families, by reducing traffic conflicts and enabling walking and biking trips for all purposes.

Why Safe Routes to School?

THE PROBLEM

Within the span of one generation, the percentage of children walking or bicycling to school has decreased **73%**.



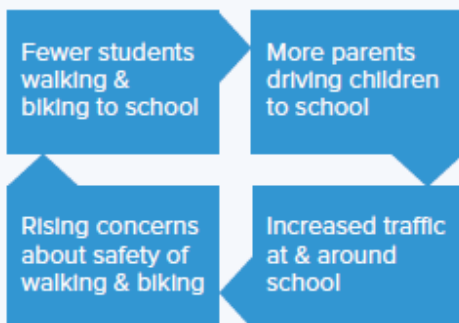
Children and adolescents should have **60 minutes (1 hour)** or more of physical activity daily.



Roads near schools are congested, decreasing safety and air quality for children.



This movement away from active transportation is a **self-perpetuating cycle**.



THE SOLUTION

Safe Routes to School programs and activities help overcome obstacles to walking, biking, and skating by **improving safety** and making it **fun and convenient for everyone**.



SRTS education and encouragement programs can result in a **25% increase** in walking and biking over five years.



When education and encouragement programs are combined with infrastructure improvements, such as sidewalks and safe crossings, SRTS can result in a **45% increase** in walking and biking.



1 mile of walking each way to school equals **2/3 of the daily recommended 60 minutes** of physical activity.



* McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedrosa. 2011. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine. + Centers for Disease Control. www.cdc.gov/physicalactivity/basics/children/index.htm

** McDonald, N., Steiner, R., Lee, C., Rhoulac Smith, T., Zhu, X., and Y. Yang. (2014). Impact of the Safe Routes to School Program on Walking and Bicycling. Journal of the American Planning Association.

Nixyáawii Community School Overview

Nixyáawii Community School

Principal:	Ryan Heinrich	Address:	46250 Timine Way, Pendleton, OR 97801
Enrollment:	93	% students eligible for free or reduced lunch:	65%
Grades Served:	9-12		
Type of School:	Charter		

Table 1: School Demographics

SCHOOL	AMERICAN INDIAN/ ALASKA NATIVE		NATIVE HAWAIIAN/ PACIFIC ISLANDER		BLACK/ AFRICAN AMERICAN	HISPANIC	WHITE, NON- HISPANIC	MULTIRACIAL
	Nixyáawii Community School	80.6%	0.0%	0.0%	0.0%	6.5%	4.3%	8.6%

Source: Oregon Department of Education 2019-2020 School year.

Table 2: Pendleton School District Languages

TOP 5 LANGUAGES SPOKEN (BY SCHOOL DISTRICT)	# STUDENTS
English	3213
Spanish	132
Chinese	5
Other	17
Total Languages Spoken: 15	

Source: Oregon Department of Education 2019-2020 School year.

PIP Outreach Process

In response to the COVID-19 global pandemic and the need for social distancing and school closures, the outreach process for this Plan took place virtually. The outreach process consisted of two components, a Virtual School Safety Assessment and an Online Public Input Tool.

The Virtual School Safety Assessment took place on June 25, 2020 and included representatives from CTUIR Transportation Planning, Nixyáawii School Board, Umatilla County, and ODOT Region 5.

In June and July 2020, community members were invited to provide feedback via an Online Public Input Tool that asked about the best routes to school and challenging locations to walk and bike. CTUIR Transportation Planning, Nixyáawii School Board, and Yellowhawk Tribal Health coordinated to spread the word about the Online Public Input Tool and posted information about the project and online tool, using the following methods to encourage participation:

- CTUIR and YellowHawk Tribal Health website and social media channels

- CTUIR June and July monthly newsletter
- Flyers sent home with school meal pick-up promoting the public input map

A total of 5 comments were provided on the online map, and 6 “likes” of existing comments to indicate support for the comment. These comments informed the construction recommendations on page 24.

Chapter 2. Vision and Goals for Safe Routes to Schools

Chapter will be completed during Phase 2, when public health circumstances allow for a site visit and community meeting to establish shared community goals for SRTS.

Chapter 3. Existing Conditions

Background Data

In advance of the School Safety Assessment, the consultant team collected and compiled existing conditions data and local context information, as well as information about documented community concerns, demographics, travel routes, existing facilities, traffic patterns, school environment, and other relevant details. After the Virtual School Safety Assessment and Online Public Input Tool comment period, the consultant team added contextual details learned from the participants.

Plan Review

CONFEDERATED TRIBES OF THE UMATILLA INDIAN RESERVATION TRANSPORTATION SYSTEM PLAN

The Transportation System Plan (TSP) addresses the transportation needs of the Umatilla Indian Reservation over the next 20 years, and considers key modes of travel including roadway, bicycle, pedestrian, transit, and rail. It is used to guide decisions related to the classification of existing and future roadways on the Reservation, the implementation of roadway design standards when new roads are built or existing ones are improved, the needs of bicyclists and pedestrians and public transit, and the enforcement of access management policies.

Although the Transportation System Plan was adopted in 2001, its prioritized list of transportation improvements remains relevant to SRTS planning efforts today. Notable guidance related to the pedestrian and bicycle systems in particular are highlighted below:

- Provide bicycle/pedestrian facility along Mission Road (County Road #900) from Highway 331 to the west Reservation boundary near Hal's Trailer Park. Construct a multi-use path along the south side of Mission Road.
- When roadway improvements are made to Highway 331, the East-West Connector Road and Mission Road shall consist of two 12-foot travel lanes, with 6-foot bike lanes, 6-foot sidewalks, and underground storm water drainage.
- Full implementation of all improvement projects would result in a safe and continuous pedestrian route along Highway 331 from Mission Road to South Market Road consisting of a combination of paved shoulders, sidewalks, and a multi-use path.
- Sidewalks should be present along all roads located in the urban or urbanizeable areas of the Reservation.
- In cases where bike lanes are proposed, five to six feet of roadway pavement should be provided between the curb and vehicle travel lane. Striping should also be provided to distinguish the bike lane from the travel lane.
- Multi-use paths should be paved and have a minimum width of eight feet.

MISSION COMMUNITY MASTER PLAN

The purpose of the Mission Community Master Plan is to plan and coordinate the future of the Mission Community, the tribal commercial and emerging tribal services center of the reservation, with a focus on the Central Business District and Governance Activity Center Subarea. The Master Plan grew from an analysis of three alternative ways to meet the need for improved connectivity and additional housing for tribal members, and was adopted in

March 2018. It contains recommendations that serve as a technical memo advising recommended changes to the Transportation System Plan (2001) as well as the Mission Community Plan (1998).

The Mission Community Master Plan focuses on the area adjacent to the intersection of Highway 331 and Mission Road, also referred to as the “Four Corners” area. Among its many land use and transportation recommendations, the plan assesses that there is a lack of improved trails and safe pedestrian and bicycle routes to connect areas within the Four Corners, and that the future of the Mission Community’s active transportation network is an expanded and interconnected system of multi-use pathways. Some of the plan’s transportation goals are to:

- Promote a Connected and Healthy Community. Create a more physically connected community that provides viable multi-modal transportation opportunities; strengthens access to natural and cultural assets and other important destinations throughout the community; and improves transportation choices and health outcomes.
- Include pedestrian, bicycle, rolling, horse, and transit facilities while developing street and on-site circulation designs.
- Support the development of a community-wide multi-use path system, which connects residential, commercial/employment, public use/service, and open space areas, specifically those that highlight significant natural and cultural elements.

A few specific proposed improvements to the pedestrian and bicycle transportation networks are detailed below, which help inform the SRTS planning effort:

- P-1: Install six-foot sidewalks along the north side of Mission Road.
- M-4: Construct a new multi-use path connecting the Nixyáawii Governance Center to the Four Corners Area.
- B-1; B-2: Widen Mission Road and install bicycle lanes along the north side all the way east to Cedar Street; Widen Mission Road and install bicycle lanes along the south side from Short Mile Road to Cedar Street.

Figure 1. Mission Community Master Plan Future Pedestrian and Transit Facilities

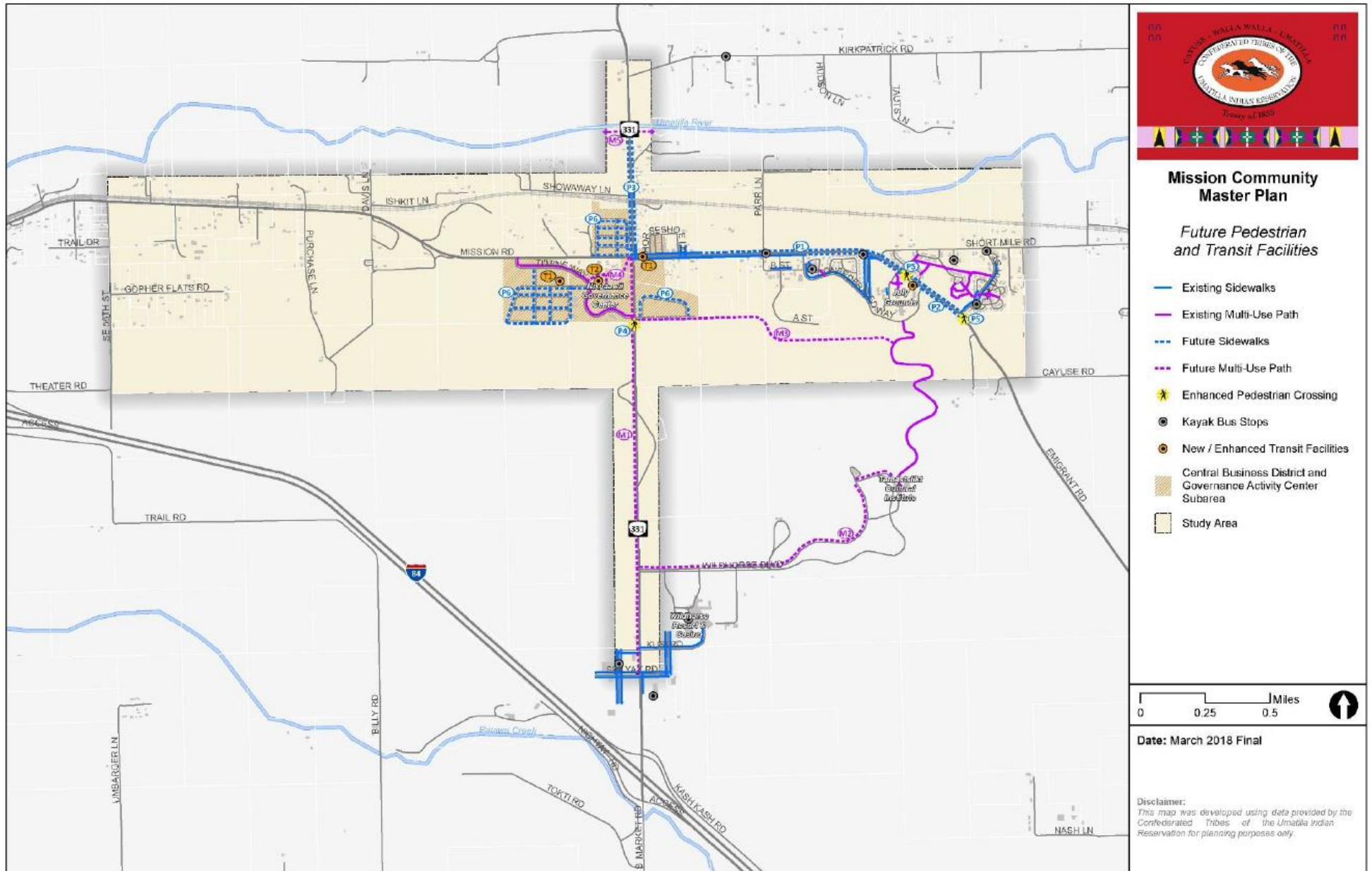
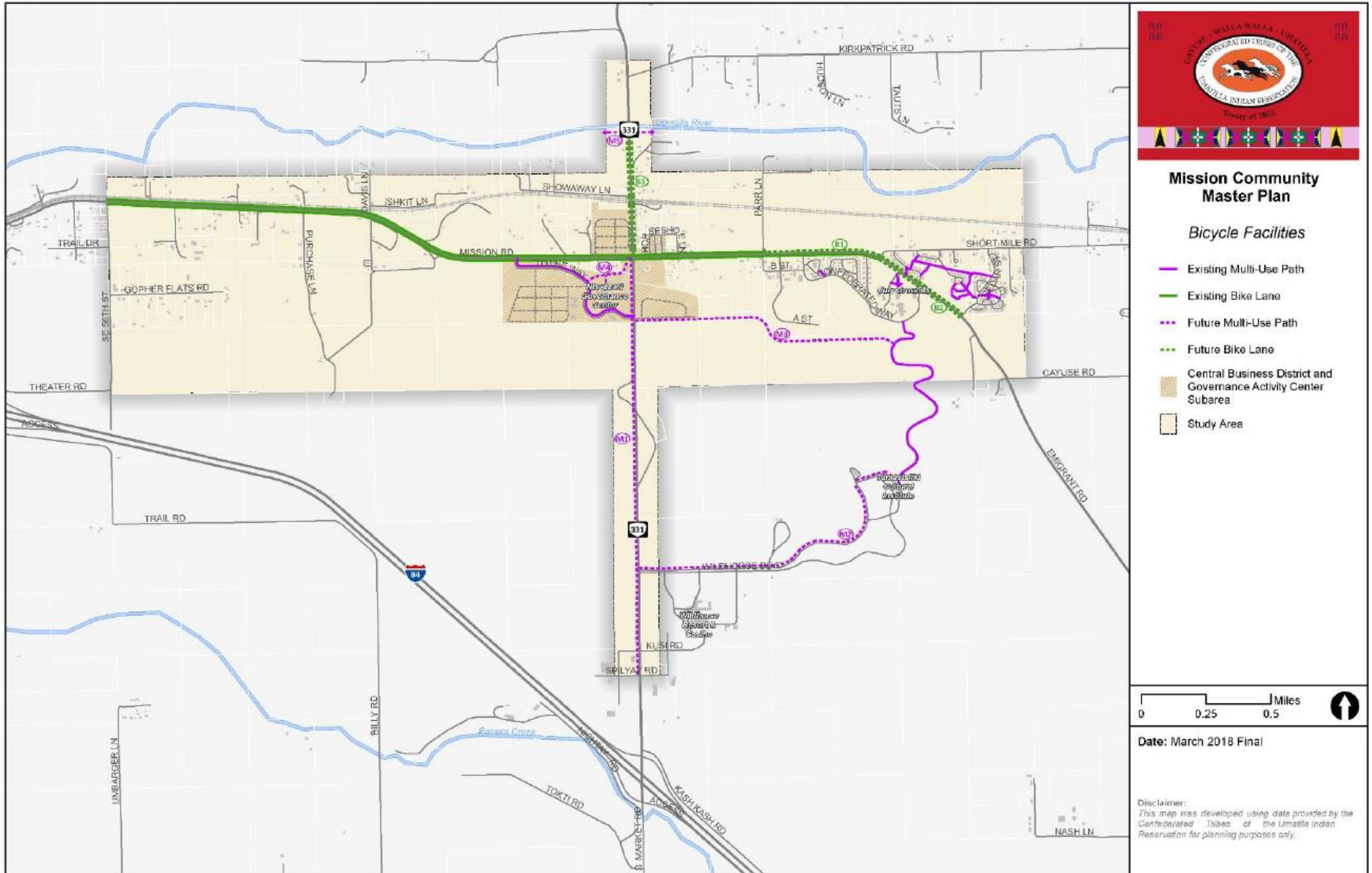


Figure 2. Mission Community Master Plan Bicycle Facilities



The Mission Community Master Plan also identifies the intersection of OR 331 and Mission Rd as a key intersection, which has been similarly identified in planning for safe routes to Nixyáawii Community School (Figure 3).

The plan calls for these improvement alternatives to the OR 331 and Mission Rd intersection:

1. Signalize the intersection
2. Construct separate left-turn lanes on all four intersection approaches
3. Construct a separate right turn lane on the northbound approach.

OR

1. Construct a single lane roundabout (Figure 4)
2. Realign the northbound and southbound approaches to avoid impacts to the Mission Market.

Figure 3. Mission Rd and Highway 331 Concept 1 (Mission Community Master Plan)



Figure 4. Mission Rd and Highway 331 Concept 2 (Mission Community Master Plan)



For a complete list of existing and planned pedestrian and bicycle facilities, as well as engineering design standards see pages 24-35 of the Mission Community Master Plan.

HIGHWAY 331 CORRIDOR PLAN – OREGON DEPARTMENT OF TRANSPORTATION

In 1995, there was a surge in economic and transportation activity along Highway 331 tied to the development of the Wildhorse Gaming Resort, located along the east side of Highway 331 approximately three-quarters of a mile north of Interstate 84. The Highway 331 Corridor Plan was subsequently developed to address the existing and emerging transportation needs of the highway corridor for the following 20 years since its adoption in 2002 and constitutes a public facility plan for ODOT.

The following projects in the prioritized implementation plan set forth in this document are especially relevant to the SRTS planning effort:

- Mission Road at Highway 331 – Modify intersection to include stop control at all four approaches, construct sidewalks and curbing with handicap ramps on all four corners, and provide striping for crosswalks. Must be reviewed by state traffic engineer. (Note that this project has been partially implemented, with sidewalks and curbing with handicap ramps on all four corners and crosswalk striping not done).
- East-West Connector Road – Extend urban connector road from the new intersection at Highway 331 to the west and then north to a new intersection with Mission Road. (Note this project has been implemented.)
- Mission Road Bike/Ped Facility – Provide bicycle/pedestrian facility along Mission Road (County Road #900) from Highway 331 to the west Reservation boundary near Hal’s Trailer Park (Option 1: Construct a multi-use path along the south side of Mission Road. Option 2: Widen roadway to include paved shoulders.)
- Highway 331 Sidewalks and Bike Lanes – Provide bike lanes, curb and gutter, and sidewalks along Highway 331 from Mission Road to proposed East-West Connector Road.

For a complete list and map of the prioritized projects, see page 9 of the Highway 331 Corridor Plan.

CTUIR VISIONING AND BEAUTIFICATION MASTER PLAN

Adopted in July 2009, the CTUIR Visioning and Beautification Master Plan was a conceptual study that sought to:

- Create and further enhance non-motorized connectivity of the land uses in the study area;
- Incorporate safety, exercise and health
- Create and enhance visual and aesthetic continuity between and within the diverse uses currently located on and planned for the most developed reservation lands.

The plan identifies three diverse general areas of current and planned development:

- Mission: the tribal commercial and emerging tribal services center of the reservation.
- July Grounds: the cultural, educational, wellness and housing center.
- Gateway: the economic engine, featuring most of the visitor draws, development and employment opportunities.

The plan notes in its conclusion that there is a unique and valuable opportunity for non-motorized connectivity, aesthetic continuity, entrance definition, recreation/exercise and education/interpretation on the most developed lands of the CTUIR. The plan conceptually indicates a pathway system, as a loop system and otherwise, connecting all three major developed “communities” listed above, which has implications for SRTS planning.

The objectives within the transportation chapter that are especially relevant to the SRTS planning and implementation effort are highlighted below:

- Develop and maintain a transportation asset system that is safe, environmentally sensitive and economically sound and promotes the public health with future transportation in mind.
- Ensure public or personal transportation to meet cultural, economic, personal employment, health and other needs for all residents, particularly at-risk populations.

Finally, the Comprehensive Plan notes that the transportation safety, safety education and law enforcement, public transportation, new or reconstructed roads, and other transportation methods such as sidewalks, and multi-use paths are all needed for modern day transportation systems.

CONFEDERATED TRIBES OF THE UMATILLA INDIAN RESERVATION CAPITAL IMPROVEMENTS PROGRAM 2013-2030

The CTUIR Capital Improvement Plan is a financial tool for scheduling projects needed to accomplish the goals of the Tribes' Comprehensive Plan over time. It identifies projects, establishes and schedules priorities and commits needed funds.

While the plan outlays funding options for a range of transportation projects, there are some that are specifically related to active transportation both in the short term (2012-2015) and mid-term (2016-2020):

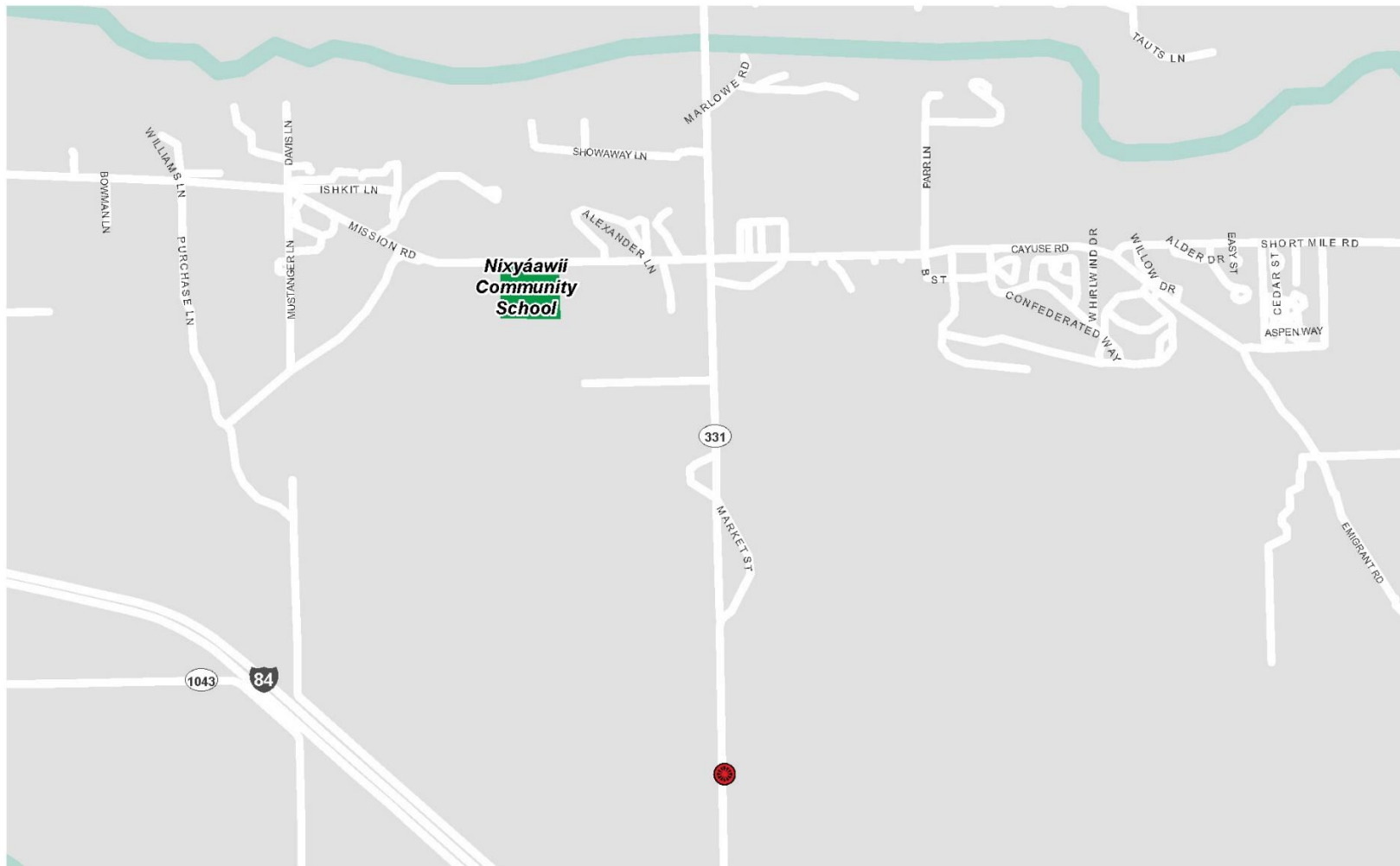
- 1.) M – 5: A trail connecting the CTUIR Governance Center with Mission Market. The trail is envisioned as one piece of a larger trail system connecting the Mission, July Grounds and Gateway neighborhoods.
- 2.) C – 3: A bridge is envisioned across Hwy 331 as part of a larger trail system connecting neighborhoods within the reservation. There is a natural place for the bridge where the topography on each side of the road rises south of the Governance Center.
- 3.) C – 4: A connecting network of trails is envisioned for pedestrians to safely move from the July Grounds and Mission neighborhoods to the Gateway commercial area. Paved and bark components of the trail would allow for ADA access as well as horse travel. The early phase would be an east-west connector between Yellowhawk clinic/ July grounds housing and the Mission Road intersection with Hwy 331; A later phase would be a north south link adjacent to Hwy331 between Mission Road and Coyote Business Park/ Wildhorse.

For a complete list of projects in the Capital Improvements Program, see page 20 of the report.

Crash History

Figure 6 and Figure 7 document all crashes near Nixyáawii Community School from 2012 to 2018. (Note that the most recent vehicle-only collision data is only through 2016). There was a fatal crash with a person biking in June of 2018. While this occurred more than a mile away from the school, the severity of the crash warranted acknowledgement in this report. Also, it is important to note that crash data do not record near misses and unreported incidents.

Figure 6: Crashes near Nixyáawii Community School



Nixyáawii Community School Bicycle and Pedestrian Collisions (2012-2018)

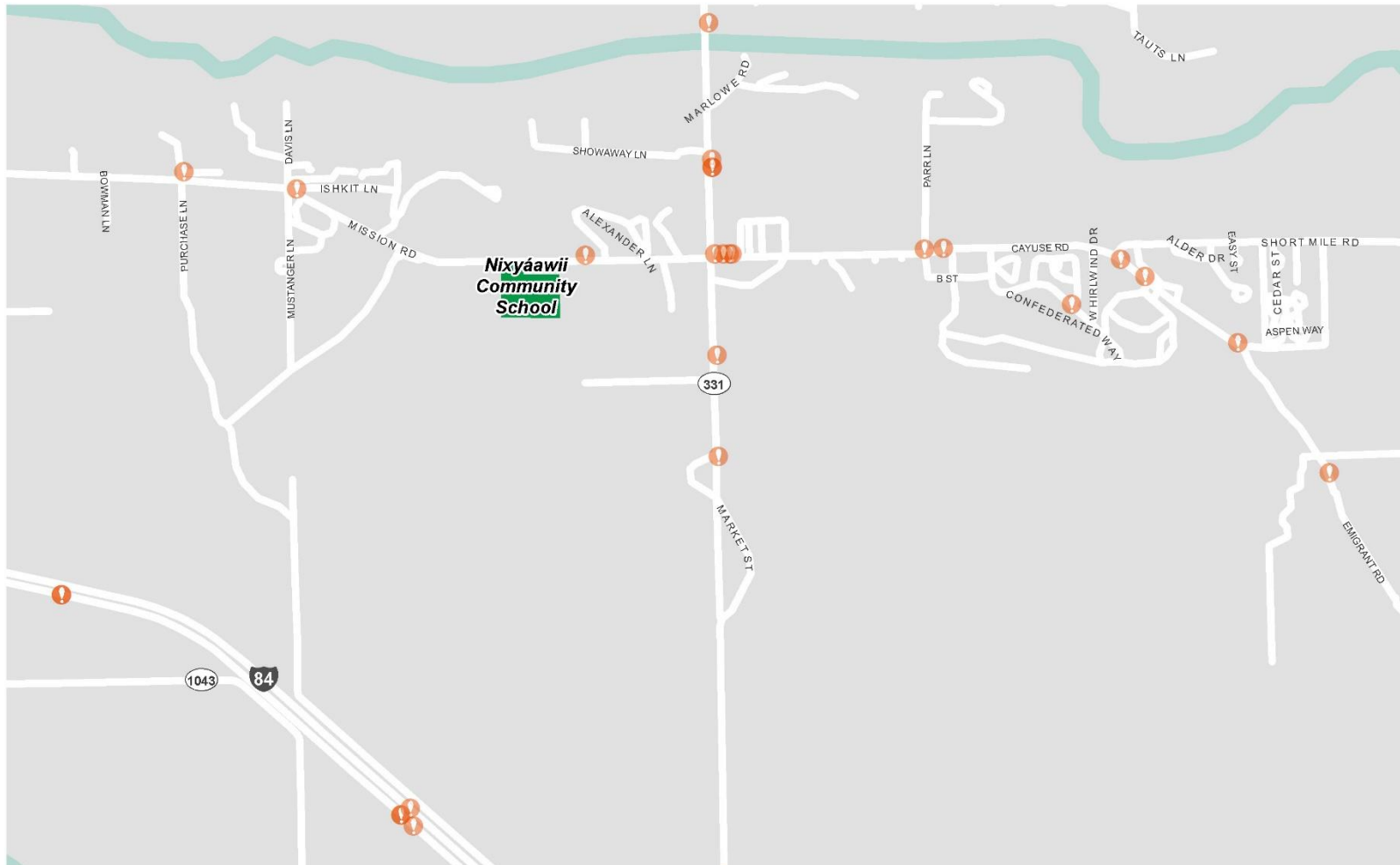


- | | | | | | |
|--|---------------------------|--|------------------------------|--|-------------------------|
| | Bicycle: Fatal Injury | | Pedestrian: Fatal Injury | | Primary Affected School |
| | Bicycle: Non-Fatal Injury | | Pedestrian: Non-Fatal Injury | | Other School |
| | Bicycle: No Injury | | Pedestrian: No Injury | | |




Source: Crash Analysis and Reporting Unit, ODOT (2012-2018)

Figure 7. Vehicle-Only Collisions near Nixyáawii Community School



Nixyáawii Community School Vehicle-Only Collisions (2012-2016)



-  Vehicle-Only Collision
-  Primary Affected School
-  Other School



Source: Crash Analysis and Reporting Unit, ODOT (2012-2016)

School Attendance Area and Transportation Policies

Nixyáawii Community School is a charter school located in the Pendleton School District. Currently, Nixyáawii Community School or Pendleton School District do not have any specific transportation policies in place to address walking and biking to school.

Previous SRTS Efforts or Walking/Biking Engagement Activities

Nixyáawii Community School does not have any existing SRTS efforts. However, Yellowhawk Tribal Health was recently awarded a Federal CDC grant that will fund some SRTS engagement at the school including walk + roll events, pedestrian education, and family outreach.

Nixyáawii Community School Virtual School Safety Assessment

The School Safety Assessment consisted of a Zoom Conference call among project partners, due to social distancing guidelines and School closures in response to the COVID-19 global pandemic. During the Virtual School Safety Assessment, the team discussed potential solutions to identified challenges with a particular focus on construction projects eligible for the ODOT SRTS Competitive Infrastructure Grant.

Date: June 25, 2020

Meeting Time: 10-11:30am

Attendees:

Facilitators

- Dani Schulte, CTUIR
- Randall Melton, Nixyáawii Community School Board
- Kenneth Patterson, ODOT Region 5
- Paul Howland, ODOT Region 5
- Tom Fellows, Umatilla County
- Katie Selin, Alta Planning + Design
- Kirk Paulsen, Alta Planning + Design
- Philip Longenecker, Alta Planning + Design

Key Themes from Outreach Process

Community members were invited to provide feedback via an Online Public Input Tool that asked about the best routes to school and challenging locations to walk and bike. A total of 5 comments were provided on the online map, and 6 “likes” of existing comments to indicate support for the comment. These comments informed the construction recommendations on page 24.

KEY THEMES FROM OUTREACH PROCESS

- Hwy 331 and Mission Rd intersection is a significant barrier for people walking and biking near the Nixyáawii Community School.
- Community members would like to be able to walk longer distances to reach the school and other destinations such as the Senior Center, Wildhorse Casino, and Pendleton.

Nixyáawii Community School Photos (Provided by CTUIR or Google Maps)



Hwy 331 and Mission Rd is the most significant barrier for students walking and biking to school.



Students cross from a bus stop on the south side of Mission Rd at Parr Ln without a marked crossing.



Community members report speeding traffic and lack of visibility for pedestrians and people biking through the Mission Rd curves approaching the school road at Timine Way.



Facing south from Timine Way Trail on campus, new curb ramps and crosswalks provide safe, comfortable crossings for students.

Bike and Pedestrian Facility Inventory

The bike and pedestrian facility inventory confirmed existing infrastructure conditions, and filled gaps in ODOT and CTUIR data focusing on all streets within a quarter mile of the School. In response to the COVID-19 global pandemic and the need for social distancing and School closures, the bike and pedestrian facility inventory was completed virtually to the best of the consultant's ability. An on-site inventory will be completed when circumstances allow for a site visit. As part of the online bike and pedestrian facility inventory, the consultant team collected the following information about general infrastructure deficiencies and needs:

- **Sidewalk deficiencies** – lack of continuity, insufficient width, poor surface condition, non-compliant cross-slopes and driveways, lack of separation from the travel lane, and obstacles (utility/light poles, signs, and vegetation)
- **School area signs and pavement markings** – presence, placement, and condition

- **Paths** – formal or informal, surface material
- **Bike lanes** – lack of continuity, insufficient width or markings, presence of on-street parking, speed and volume of traffic, poor pavement condition
- **Bicycle, scooter, and/or skateboard parking** – presence, location, visibility, degree of security, and utilization
- **Drop-off/pick-up areas** – designated areas, curb paint, and signs
- **Visibility** – insufficient pedestrian lighting, line of sight obstacles (parked cars, vegetation, signs, and poles)

The following types of information about street crossings were collected virtually by the consultant during the bike and pedestrian facility inventory:

- **Traffic signals** – pedestrian signals, push-button location and reach distance, signing, countdown feature, accessible pedestrian signal feature, and sufficient crossing time.
- **Marked crosswalks** – condition, type, signs, visibility, and whether ramp is contained within crosswalk markings.
- **Curb ramps** – presence at corners, ADA-compliant design (tactile domes, ramp and flare slope, level landing).
- **Connections with neighborhood trails or paths and transit** - signage, bike parking, ease of connection to transit hubs, parks, or schools.

Deficiencies and needs identified in the bike and pedestrian facility inventory inform the construction recommendations described in Table 3. *Note: All facilities listed above may not be present in every community, but serve as a general list.*

Chapter 4. Needs & Recommendations

Construction Recommendations

In response to the COVID-19 global pandemic and the need for social distancing and school closures, the recommendations included below are based on a virtual assessment of the site and are focused on short-term construction recommendations that are eligible for ODOT SRTS Competitive Infrastructure Grant Funding. When circumstances allow for an in-person site assessment and community meeting additional recommendations will be provided, including longer-term construction recommendations, construction recommendations on School grounds, and education and encouragement recommendations that complement infrastructure improvements and promote safe walking and bicycling to and from the School and in the community.

The construction recommendations identified below are based on:

- Existing conditions data
- Community feedback from the Online Public Input Tool
- Jurisdiction input

Table 3 lists the needs identified at each location and ensuing infrastructure recommendations, as well as the relative priority of the recommendation, a high-level cost, the agency responsible for implementing the recommendation, and the potential funding source for construction.

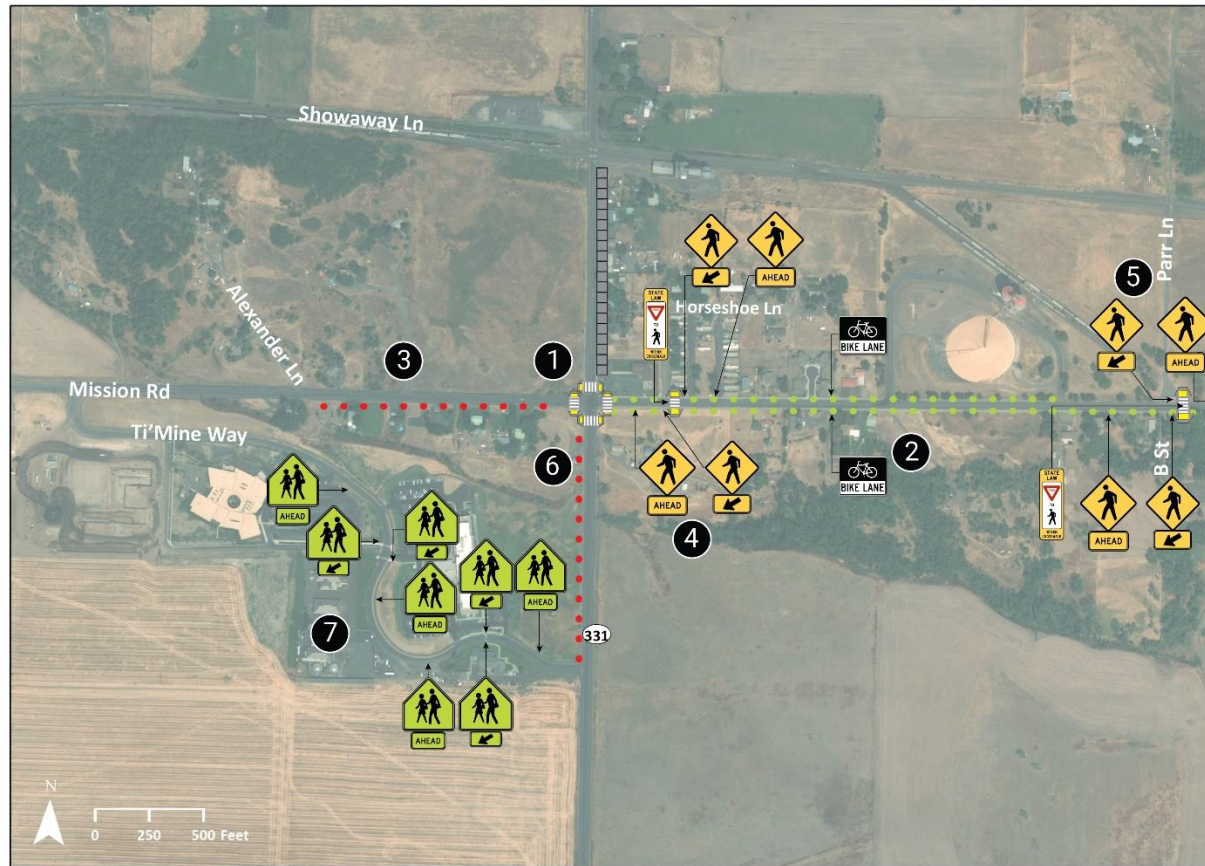
Table 3. Nixyáawii Community School Construction Needs and Recommendations

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
Mission Road					
<i>The intersection of Mission Rd and Hwy 331 (also known as the Four Corners intersection) lacks crossing infrastructure, raising safety concerns for students walking and biking in the area.</i>	<i>Install perpendicular curb ramps on all four corners of the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across each leg of the intersection. Upgrade the stormwater system and review pedestrian lighting needs at the intersection, as necessary.</i>	<i>High priority Near-term</i>	<i>\$\$\$</i>	<i>ODOT, CTUIR, Umatilla County</i>	<i>ODOT SRTS Construction Grant</i>
	<i>Obtain and review speed data east of Four Corners along Mission Rd to determine feasibility of a speed reduction request.</i>	<i>Long-term</i>	<i>\$</i>	<i>ODOT, CTUIR, Umatilla County</i>	<i>NA</i>
<i>Cars and trucks illegally park along Mission Rd in the bike lane, for example to access Mission Market. The existing bike lanes are relatively wide, similar in size to a typical parking lane, and lack signs and markings identifying the intended use of the facility.</i>	<i>Install bike lane symbol pavement markings and stripe a buffer within the existing bike lanes east of the Four Corners intersection about 2,100 feet along the north side of the road and about 4,200 feet along the south side of the road. Install accompanying bike lane signs.</i>	<i>Near-term</i>	<i>\$</i>	<i>Umatilla County</i>	
<i>Students living north of Mission Rd and west of the Four Corners intersection do not have a designated crossing of Mission Rd west of the intersection, despite bus pick up and drop off occurring along this stretch.</i>	<i>Review the community's desire to construct a multi-use path along the south side of the road as had been indicated in previous planning documents. Consider enhanced crossings across Mission Rd, such as at Alexander Ln and Timine Way, based on anticipated crossing demand.</i>	<i>Long-term</i>	<i>\$\$-\$\$\$</i>	<i>CTUIR</i>	
	<i>At Mission Rd and Timine Way, review existing pedestrian crossing demand to determine applicability of installing a Rectangular Rapid Flashing Beacon (RRFB) including 2' wide high</i>				

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
	<p><i>visibility white thermoplastic continental crosswalk markings with associated school crossing warning signage and perpendicular curb ramps.</i></p> <p><i>If existing pedestrian crossing demand is currently deemed insufficient for the suggested improvements, consider requiring future housing development to construct crossing enhancements.</i></p>				
<p><i>Students living along and adjacent to Horseshoe Lane are dropped off by bus on the south side of Mission Rd, and are likely to dash directly across Mission Rd rather than walking to the Four Corners intersection to cross.</i></p>	<p><i>At Mission Rd and Horseshoe Lane, install perpendicular curb ramps on each side of Mission Rd. Install 2' wide high visibility white thermoplastic continental crosswalk markings with associated warning signage across Mission Rd.</i></p>	<p><i>Medium-term</i></p>	<p><i>\$\$-\$</i></p>	<p><i>Umatilla County</i></p>	<p><i>ODOT SRTS Construction Grant</i></p>
<p><i>Students living along and adjacent to Parr Ln and B St are picked up and dropped off at bus stops along Mission Rd and lack crossing infrastructure at this location, raising safety concerns for students walking in the area.</i></p>	<p><i>At Mission Rd and B St, install 2' wide high visibility white thermoplastic continental crosswalk markings with perpendicular curb ramps and associated warning signage, across Mission Rd, on the east leg of the Parr Ln/B St and Mission Rd intersection. Review the feasibility of and need for enhancing the crossing with a RRFB for safety reasons. Designate a formal school bus stop on the south side of Mission Rd at this location.</i></p>	<p><i>Near-term; High priority</i></p>	<p><i>\$\$-\$</i></p>	<p><i>Umatilla County</i></p>	<p><i>ODOT SRTS Construction Grant</i></p>
<p><i>Community input indicated that sidewalk gaps along Mission Road between Confederated Way</i></p>	<p><i>Install 6'sidewalks along the south side of Mission Rd / Cayuse Rd between the western intersection of Confederated Way and Cedar St.</i></p>	<p><i>Long-term</i></p>	<p><i>\$\$-\$\$\$</i></p>	<p><i>Umatilla County</i></p>	

ISSUE/ CHALLENGE	RECOMMENDATION	PRIORITY LEVEL	PLANNING LEVEL COST	RESPONSIBLE AGENCY	POTENTIAL FUNDING SOURCE
<i>and Cedar St are a barrier for students walking and biking to school.</i>	<i>Install 6' sidewalks along the north side of Cayuse Rd between Short Mile Rd and Cedar St, as project budget allows.</i>				
	<i>Upgrade the two existing marked crosswalks to ADA standards within the segment of roadway, and review additional marked crossing locations if installing only south side sidewalks.</i>				
Hwy 331					
<i>There are currently no sidewalks south of the Four Corners intersection, and approximately 175' of sidewalk north of the intersection. There is a history of train-pedestrian crashes at the railroad crossing north of Four Corners.</i>	<i>Install 6' sidewalks along the east side of Hwy 331 north of the existing sidewalk at the Four Corners intersection extending to Showaway Ln.</i>	<i>Near-term</i>	<i>\$\$\$</i>	<i>ODOT</i>	<i>ODOT SRTS Construction Grant</i>
	<i>Install a 12' multi-use path along the west side of Hwy 331 south of the Four Corners intersection extending to Timine Way.</i>	<i>Near-term; High priority</i>	<i>\$\$-\$\$\$</i>	<i>ODOT</i>	<i>ODOT SRTS Construction Grant</i>
Timine Way					
<i>Timine Way is the main road that students utilize to access school, and the current pedestrian crossing signage around the school should be updated.</i>	<i>Install bidirectional Pedestrian Crossing signs (S1-1 and W16-7P, S1-1 and W16-9P) in advance of the crosswalks on Timine Way.</i>	<i>Near-term; High priority</i>	<i>\$</i>	<i>CTUIR</i>	<i>ODOT SRTS Construction Grant</i>

Figure 8. Nixyaawii SRTS Construction Improvements Map



Map produced July 2020

- 1 Mission Road and Hwy 331: Install perpendicular curb ramps on all four corners of the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across each leg of the intersection. Upgrade the stormwater system and review pedestrian lighting needs at the intersection, as necessary.
- 2 Parking along Mission Road: Install bike lane symbol pavement markings and stripe a buffer within the existing bike lanes east of the Four Corners intersection about 2,100 feet along the north side of the road and about 4,200 feet along the south side of the road. Install accompanying bike lane signs.
- 3 Mission Road and Hwy 331: Review the community's desire to construct a multi-use path along the south side of the road as had been indicated in previous planning documents. Consider enhanced crossings across Mission Rd, such as at Alexander Ln and Ti'mine Way, based on anticipated crossing demand.
- 4 Mission Road and Horseshoe Lane: Install perpendicular curb ramps on each side of Mission Rd. Install 2' wide high visibility white thermoplastic continental crosswalk markings with associated warning signage across Mission Rd (R1-6a, W11-2 with 16-7P and W11-2 with 16-9P).
- 5 Mission Road and B St: Install 2' wide high visibility white thermoplastic continental crosswalk markings with perpendicular curb ramps and associated warning signage, across Mission Rd, on the east leg of the Parr Ln/B St and Mission Rd intersection (R1-6a, W11-2 with 16-7P and W11-2 with 16-9P).
- 6 Hwy 331: Install 6' sidewalks along the east side of Hwy 331 north of the existing sidewalk at the Four Corners intersection extending to Showaway Ln. Install a 12' multi-use path along the west side of Hwy 331 south of the Four Corners intersection extending to Ti'Mine Way.
- 7 Ti'Mine Way: Install bidirectional Pedestrian Crossing signs (S1-1 with W16-7P, S1-1 with W16-9P) in advance of the crosswalks on Ti'Mine Way.

Mission Road between Confederated Way and Cedar Street: Install 6' sidewalks along the south side of Mission Rd / Cayuse Rd between the western intersection of Confederated Way and Cedar St (not pictured in map extent).
Install 6' sidewalks along the north side of Cayuse Rd between Short Mile Rd and Cedar St, as project budget allows (not pictured in map extent).
Upgrade the two existing marked crosswalks to ADA standards within the segment of roadway, and review additional marked crossing locations if installing only south side sidewalks (not pictured in map extent).

Legend

- | | | | |
|---|---|--|---|
|  Crosswalk |  Multi-use path |  W11-2 with 16-9P |  S1-1 with 16-9P |
|  Sidewalk Improvements |  Buffered bike lane with pavement markings |  W11-2 with 16-7P |  S1-1 with 16-7P |
|  Curb Ramp |  R1-6a | | |
|  R13-7 | | | |

High Priority Improvements for the ODOT Infrastructure Grant Application

The following are top priority improvements recommended for the Competitive ODOT SRTS Construction Grant Application:

ISSUE/ CHALLENGE	RECOMMENDATION
<p><i>The intersection of Mission Rd and Hwy 331 (also known as the Four Corners intersection) lacks crossing infrastructure, raising safety concerns for students walking and biking in the area.</i></p>	<p><i>Install perpendicular curb ramps on all four corners of the intersection. Install 2' wide high visibility white thermoplastic continental crosswalk markings across each leg of the intersection. Upgrade the stormwater system and review pedestrian lighting needs at the intersection, as necessary.</i></p>
<p><i>There are currently no sidewalks south of the Four Corners intersection, and approximately 175' of sidewalk north of the intersection. There is a history of train-pedestrian crashes at the railroad crossing north of Four Corners.</i></p>	<p><i>Install a 12' multi-use path along the west side of Hwy 331 south of the Four Corners intersection extending to Timine Way.¹</i></p>
<p><i>Students living along and adjacent to Parr Ln and B St are picked up and dropped off at bus stops along Mission Rd and lack crossing infrastructure at this location, raising safety concerns for students walking in the area.</i></p>	<p><i>At Mission Rd and B St, install 2' wide high visibility white thermoplastic continental crosswalk markings with perpendicular curb ramps and associated warning signage, across Mission Rd, on the east leg of the Parr Ln/B St and Mission Rd intersection. Review the feasibility and need to enhance the crossing with a RRFB for safety reasons. Designate a formal bus stop on the south side of Mission Rd at this location.</i></p>
<p><i>Timine Way is the main road that students utilize to access school, and the current pedestrian crossing signage around the school should be updated.</i></p>	<p><i>Install bidirectional Pedestrian Crossing signs (S1-1 and W16-7P, S1-1 and W16-9P) in advance of the crosswalks on Timine Way.</i></p>

Additional details that will be needed to complete the application are provided in Table 4.

¹ The following additional recommendation has been cost-estimated below but has been removed from the near-term list because it is not recommended for the current grant opportunity: Install 6' sidewalks along the east side of Hwy 331 north of the existing sidewalk at the Four Corners intersection extending to Showaway Ln.

Table 4. Project Details for ODOT Competitive Infrastructure Grant

GRANT CRITERIA/QUESTION	RESPONSE FOR CTUIR
<i>Relevant Right of Way ownership</i>	<i>CTUIR transferring right-of-way ownership to ODOT for proposed multi-use path (MUP) adjacent to Hwy 331. No ot</i>
<i>Utility implications and opportunities to mitigate</i>	<i>Location of the proposed multi-use path (MUP) may conflict with the location of existing utility poles. Opportunity to design the MUP to avoid conflict with existing utility poles, dependent on available ROW and/or easements.</i>
<i>Environmental resource implications</i>	<i>Revisions to existing ditches may trigger wetland mitigation requirements because open ditches may be considered as surface water habitat. Proposed improvements have the potential to require archaeological evaluations and determinations.</i>
<i>Stormwater management implications</i>	<i>Revisions to existing ditches may trigger wetland mitigation requirements.</i>
<i>Near a rail road? Or bridge, tunnel, retaining wall affected?</i>	<i>No</i>
<i>AADT</i>	<i>Hwy 331 = 3,400, Mission Rd = 6,500, Timine Way = unknown</i>
<i>Priority Safety Corridor</i>	<i>Yes</i>

Table 5. Competitive Grant Cost Estimates: Four Corners Intersection Upgrades

ITEM DESCRIPTION	UNIT ²	UNIT COST	EST QTY	EST COSTS
Demo existing sidewalk/ramps	SF	\$ 6	600	\$ 3,600
Demo existing curb and gutter	LF	\$ 15	100	\$ 1,500
Remove pavement markings	LF	\$ 3	72	\$ 216
Install perpendicular curb ramp	EA	\$ 10,000	8	\$ 80,000
Install curb and gutter	LF	\$ 25	250	\$ 6,250
Install 6' wide sidewalk	SF	\$ 25	1500	\$ 37,500
Install 4 marked crosswalks with thermoplastic continental markings	SF	\$ 8	432	\$ 3,456
Install 4 stop bars	SF	\$ 8	120	\$ 960
Remove existing catch basin	EA	\$ 500	2	\$ 1,000
Install catch basin	EA	\$ 3,000	2	\$ 6,000
Install 3 luminaires	LS	\$ 37,500	1	\$ 37,500
Relocate street signs	LS	\$ 1,000	1	\$ 1,000
Traffic Mobilization (10%)	EA	\$ 17,367	1	\$ 17,367
Traffic Control (15%)	EA	\$ 26,050	1	\$ 26,050
Erosion Control (2%)	EA	\$ 3,473	1	\$ 3,473

² SF = Square Feet, LF = Linear Feet, EA = Each, LS = Lump Sum, CA/CEI = Construction Administration/Construction Engineering Inspections

			Sub- total	\$225,872
Contingency	%	40%		\$90,349
CA/CEI	%	15%		\$47,433
Total Estimated Construction Costs				\$363,654
Preliminary Engineering/Design Costs (12%)				\$43,638
ODOT Oversight (6%)				\$21,819
Inflation Risks per year (5%)*				\$36,365
Easements				\$0
Right of Way Acquisition				\$0
Utility Relocation				\$0
Other Costs				\$0
Total Estimated Soft Costs				\$101,823
Total Estimated Project Cost:				\$465,477

* Assumes construction by 2022. Additional inflation costs apply if constructed in 2023 or later

Table 6. Competitive Grant Cost Estimates: Highway 331 Path from Four Corners to Timíne Way

ITEM DESCRIPTION	UNIT	UNIT COST	EST QTY	EST COSTS
Clearing and grubbing	LS	\$ 2,000	1	\$ 2,000
Install 1200 LF 12' wide asphalt path	SF	\$ 10	14400	\$ 144,000
Install trail lighting (150' OC)	EA	\$ 3,000	8	\$ 24,000
Install 12x20' bike/ped bridge	SF	\$ 150	240	\$ 36,000
Install trail signs	EA	\$ 300	2	\$ 600
Traffic Mobilization (10%)	EA	\$ 20,660	1	\$ 20,660
Traffic Control (15%)	EA	\$ 30,990	1	\$ 30,990
Erosion Control (2%)	EA	\$ 4,132	1	\$ 4,132
Subtotal				\$262,382
Contingency	%	40%		\$104,953
CA/CEI	%	15%		\$55,100
Total Estimated Construction Costs				\$422,435
Preliminary Engineering/Design Costs (12%)				\$50,692
ODOT Oversight (6%)				\$25,346

Inflation Risks per year (5%)*	\$42,244
Easements**	\$25,478
Right of Way Acquisition	\$0
Utility Relocation	\$0
Other Costs	\$0
Total Estimated Soft Costs	\$143,759

Total Estimated Project Cost: \$566,194*

* Assumes construction by 2022. Additional inflation costs apply if constructed in 2023 or later

** Cost of easement based on an assumed size of 10' wide x 1,185' long, valued at \$2.15/SF. Land valuation based on the average 2019 real market value of land for two properties adjacent to the properties that would be impacted by the proposed path.

Table 7. Competitive Grant Cost Estimates: School Zone Signage

ITEM DESCRIPTION	MEASURE- MENT	COST/UNIT	UNITS	ESTIMATE
Install marked crosswalk warning sign assemblies	EA	\$ 1,000	8	\$ 8,000
Traffic Mobilization (10%)	EA	\$ 800	1	\$ 800
Traffic Control (15%)	EA	\$ 1,200	1	\$ 1,200
Erosion Control (2%)	EA	\$ 160	0	\$ -

Subtotal \$10,000

Total Costs

Preliminary Engineering/Design Costs (12%)	\$1,200
Construction Costs (Subtotal + 40% Contingency + 15% CE)	\$15,500
Right of Way Costs	\$0
Utility Costs	\$0
Other Costs	\$0
Total Project Cost:	\$16,700

Table 8. Summary of Competitive Grant Cost Estimates

PROJECT	ESTIMATED COSTS (SAME AS ABOVE)
Four Corners Intersection Upgrades	\$ 465,477
Highway 331 Path	\$ 566,194
School Zone Signage	\$ 16,700
TOTAL ESTIMATED COMPETITIVE GRANT COSTS:	\$ 1,048,371

Additional Cost Estimates for Near-Term Projects not Included in Competitive Grant Application

Table 9. Highway 331 Sidewalk Mission Road to Showaway Lane

ITEM DESCRIPTION	UNIT	UNIT COST	EST QTY	EST COSTS
Clearing and grubbing	LS	\$ 2,000	1	\$ 2,000
Construct embankment to widen highway by 6'	CUYD	\$ 30	427	\$ 12,810
Implement stormwater improvements associated with sidewalk	LF	\$ 80	1050	\$ 84,000
Install 1050 LF of 6' wide sidewalk	SF	\$ 25	6300	\$ 157,500
Install curb and gutter	LF	\$ 25	1050	\$ 26,250
Install bike lane symbol pavement markings	EA	\$ 250	3	\$ 750
Reconstruct 11 driveway access points	SY	\$ 160	123	\$ 19,680
Install UPRR-approved crossing	LS	\$ 200,000	1	\$ 200,000
Install perpendicular curb ramp	EA	\$ 10,000	6	\$ 60,000
Install 70 LF of 6' wide sidewalk	SF	\$ 25	420	\$ 10,500
Install curb and gutter	LF	\$ 25	70	\$ 1,750
Traffic Mobilization (10%)	EA	\$ 57,524	1	\$ 57,524
Traffic Control (15%)	EA	\$ 86,286	1	\$ 86,286
Erosion Control (2%)	EA	\$ 11,505	1	\$ 11,505
			Subtotal	\$730,555
Contingency	%	40%		\$292,222
CA/CEI	%	15%		\$153,417
Total Estimated Construction Costs				\$1,176,193
Preliminary Engineering/Design Costs (12%)				\$141,143
ODOT Oversight (6%)				\$70,572
Inflation Risks per year (5%)*				\$117,619

Easements	\$0
Right of Way Acquisition	\$0
Utility Relocation	\$0
Other Costs	\$0
Total Estimated Soft Costs	\$329,334

Total Estimated Project Cost: **\$1,505,527**

* Assumes construction by 2022. Additional inflation costs apply if constructed in 2023 or later

Table 10. Mission Street Crossing at B Street

ITEM DESCRIPTION	MEASURE- MENT	COST/UNIT	UNITS	ESTIMATE
Demo existing sidewalk	SF	\$ 6	150	\$ 900
Demo existing curb and gutter	LF	\$ 15	25	\$ 375
Install perpendicular curb ramp	EA	\$ 10,000	2	\$ 20,000
Install marked crosswalk with thermoplastic continental markings	SF	\$ 8	126	\$ 1,008
Install marked crosswalk warning sign assemblies	EA	\$ 1,000	4	\$ 4,000
Install in-street school sign	EA	\$ 500	1	\$ 500
Install solar powered RRFB assembly	EA	\$ 20,000	1	\$ 20,000
Traffic Mobilization (10%)	EA	\$ 4,678	1	\$ 4,678
Traffic Control (15%)	EA	\$ 7,017	1	\$ 7,017
Erosion Control (2%)	EA	\$ 936	1	\$ 936
			Subtotal	\$59,414
Total Costs				
Preliminary Engineering/Design Costs (12%)				\$7,130
Construction Costs (Subtotal + 40% Contingency + 15% CE)				\$92,092
Right of Way Costs				\$0
Utility Costs				\$0
Other Costs				\$0
Total Project Cost:				\$99,222

Chapter 5. Potential Funding & Implementation

This chapter lists a variety of funding sources that could be used to implement the recommendations outlined in Chapter 4. These funding sources are accurate as of February 2020, but may change over time. Please refer to ODOT or other funding jurisdictions' websites for the most up to date information.

Statewide Funding Opportunities

ODOT SRTS Infrastructure Grants:

ODOT currently offers specific Safe Routes to School funding pools for local jurisdictions interested in improving walking and biking conditions near schools, including a competitive infrastructure grant program and a rapid response infrastructure grant.

COMPETITIVE INFRASTRUCTURE GRANT

ODOT's SRTS Competitive Infrastructure Grant program funds roadway safety projects located within a one-mile radius of an educational facility that improves walking and biking conditions for children on their way to school. Funding requests may range between \$60,000 and \$2 million, with a 40% local match (special circumstances may allow a 20% reduction in match requirements). These funds are awarded on a competitive application basis to cities, counties, transit districts, ODOT, any other roadway authority, and tribes are in compliance with existing jurisdictional plans and receive school or school district support. Learn more about the 2021-2022 grant cycle at <https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>.

RAPID RESPONSE INFRASTRUCTURE GRANT

Up to 10% of state SRTS funding will be reserved for projects that can demonstrate serious and immediate need for safety improvements within a one-mile radius of schools. This funding would be awarded outside of the Competitive Infrastructure Grant cycle as a Rapid Response Infrastructure Grant. Eligibility requirements for Rapid Response Infrastructure grants can be found at <https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>.

ODOT STIP Program

Outside of Safe Routes to School programs, ODOT offers general funding opportunities for bicycle and pedestrian improvement projects through the development of ODOT's State Transportation Improvement Program (STIP), which programs funding for three years. Proposed projects should be nominated in coordination with ODOT's Region 2 office. To be eligible for STIP funding, CTUIR projects must be included an adopted Transportation System

Plan. The draft 2021-2024 STIP includes roughly \$115 million for walking and biking projects. Programs include Active Transportation Leverage, which adds walking or biking features to Fix-It projects, and ADA Curb Ramps, to boost accessibility of pedestrian infrastructure.

Learn more: <http://www.oregon.gov/ODOT/STIP/> and find contact info for your ODOT region at www.oregon.gov/ODOT/STIP/Pages/Contacts.aspx

ODOT All Roads Transportation Safety Program (ARTS)

ODOT's STIP process also funds safety improvement projects that reduce traffic related deaths and injuries through the All Roads Transportation Safety Program, which utilizes data collection and analysis to select projects that will maximize traffic safety benefits per investment dollar. For more information on ARTS, visit:

<https://www.oregon.gov/ODOT/Engineering/Pages/ARTS.aspx>.

Oregon Parks and Recreation Grants

Oregon Parks and Recreation manage a number of grants that may help in completing a Safe Routes to School off-road project like the Local Government Grant Program, the Land and Water Conservation Fund, and the Recreational Trails Program. For more information visit:

<https://www.oregon.gov/OPRD/GRANTS/pages/index.aspx>

Oregon Community Paths Program (OCP)

In 2020, ODOT will open solicitation for an off-system path grant program called the Oregon Community Paths Program (OCP) and will fund awarded projects (in 2021) with either the state Multimodal Active Transportation fund or the federal Transportation Alternatives Program funds. Through the OCP, ODOT strives to fund projects for pedestrian and bicycle transportation projects including the development, construction, reconstruction, resurfacing, or other capital improvement of multiuse paths, bicycle paths, and footpaths that improve access and safety for people walking and bicycling. <https://www.oregon.gov/odot/Programs/Pages/OCP.aspx>

Oregon Transportation Infrastructure Bank (OTIB)

Oregon Transportation Infrastructure Bank (OTIB) provides low cost loans for transportation related projects by: reducing total up-front costs; reducing overall interest costs; no prepayment penalties; draw funds only as needed. OTIB loans are processed quickly and a decision is typically received within 60 days, with loan closing between 90-120 days. www.oregon.gov/odot/cs/fs/pages/otib.aspx

State Highway Trust Fund/Bicycle Bill

When roads are constructed or reconstructed, Oregon law requires walkways and bikeways be provided. Additionally, all agencies receiving State Highway Funds are required to spend at least 1% of those funds on bicycle and/or pedestrian infrastructure improvements (ORS 366.514). Currently, cities and counties receive 20% and 30% of the state's highway trust funds, respectively, which can be used for walking and biking projects along roads. For more information contact Jessica Horning, (503) 986-3555.

Sidewalk Improvement Program (SWIP)

ODOT's SWIP builds pedestrian and bicycle facilities on state roads and local roads that help people moving across or around the state system. For more information contact Jessica Horning, (503) 986-3555.

Transportation and Growth Management (TGM) Funds

TGM offers grants for improving transportation system plans and planning efforts that integrate land use and transportation. TGM also offers Quick Response grants when pending development will impact the city's goals, Code Assistance to help with specific code questions, Transportation System Plan (TSP) Assessments to look at city TSPs, and Education and Outreach projects to move community conversations forward. www.oregon.gov/lcd/tgm/

State Transportation Improvement Fund (STIF)

Walking and biking connections to transit are eligible under ODOT's STIF Discretionary and Statewide Network Program, a new fund for transit started in 2018.

<https://www.oregon.gov/odot/RPTD/Pages/Funding-Opportunities.aspx>

Congestion Mitigation and Air Quality (CMAQ) program

The CMAQ program is jointly administered by the FHWA and FTA, with projects selected by local jurisdictions in high pollution areas. Bike/pedestrian projects make up a significant portion of the funded projects, which must focus on air quality improvement. www.fhwa.dot.gov/environment/air_quality/cmaq/

Federal Funds

Some federal funding sources may be available to certain communities and can be used for Safe Routes to School projects. Such as:

- Community Development Block Grant Program, <https://www.orinfrastructure.org/Infrastructure-Programs/CDBG/>
- Rural Development Grant Assistance Program, <https://www.usda.gov/topics/farming/grants-and-loans>
- FHWA Tribal Transportation Program, <https://highways.dot.gov/federal-lands/programs-tribal#:~:text=of%20transportation%20programs,-,Tribal%20Transportation%20Program,Established%20in%2023%20U.S.C.&text=The%20purpose%20of%20the%20TTP,and%20Alaska%20Native%20Village%20communities>
- FHWA Tribal Transportation Bridge Program, <https://highways.dot.gov/federal-lands/programs-tribal/bridge>
- FHWA Tribal Transportation Safety Fund, <https://highways.dot.gov/federal-lands/programs-tribal/safety>

Local Funding Opportunities

Potential School Bond Opportunities

Localities can leverage school bonds to collect funding for transportation educational programming and School-zone pedestrian/bicycle infrastructure improvements. School bonds may be sufficient to cover the cost of low to mid cost projects or could be utilized to collect local match dollars for state awarded grants.

SRTS Projects & the TSP

Cities and counties undergoing transportation system plan updates should consider including a section on their plans and priorities for Safe Routes to School infrastructure upgrades and programming to identify project expenses well in advance and allow ample time to gather project funding.

Demonstration Projects

Demonstration projects are temporary roadway improvement installments that utilize temporary barriers (such as traffic cones, planters, hay barrels, etc.) to test and demonstrate how a street would operate with bicycle and/or pedestrian infrastructure improvements. These low-cost projects can serve as an immediate term temporary solution to traffic issues while local jurisdictions build support and funding for permanent infrastructure improvements. Depending on specific site conditions and the nature of materials used, demonstration projects can last for several hours to several months.

Non-Infrastructure Programs Funding Opportunities

ODOT SRTS Non-Infrastructure Grant

In addition to funding infrastructure improvements for Safe Routes to School programs, ODOT reserves \$300,000 annually for funding of non-infrastructure SRTS projects that encourage children in grades K-8 to walk and bike to school. This competitive grant program distributes funding to a project over the course of three years (to allow for advanced planning) with a maximum award of \$50,000 per year with a 12% match requirement. For more information, visit <https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

Appendix J. Transportation Technical Standards Coordination Memorandum

Technical Memorandum

June 27, 2022

Project# 23021.046

To: Cheryl-Jarvis Smith, ODOT Region 5
From: Molly McCormick and Nick Foster AICP, RSP₁
CC: Dani Schulte, CTUIR
RE: Confederated Tribes of Umatilla Indian Reservation Transportation System Plan Update

This memorandum documents the methodologies and assumptions to be used in preparation of analyses for the Confederated Tribes of Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) update. The methodologies and assumptions included in this memorandum are based on guidance provided in the Oregon Department of Transportation (ODOT) Transportation System Plan Guidelines (Reference 1), the ODOT Analysis Procedures Manual (APM – Reference 2), and direction provided by CTUIR and ODOT staff. The methodologies and assumptions described in this memorandum will help identify potential deficiencies in the transportation system, including:

- Traffic operations at the study intersections under existing and future traffic conditions,
- Traffic safety at the study intersections and along study area roadways,
- Gaps and deficiencies in bicycle and pedestrian facilities,
- Gaps and deficiencies in transit facilities and services, and
- Gaps and deficiencies in other travel modes.

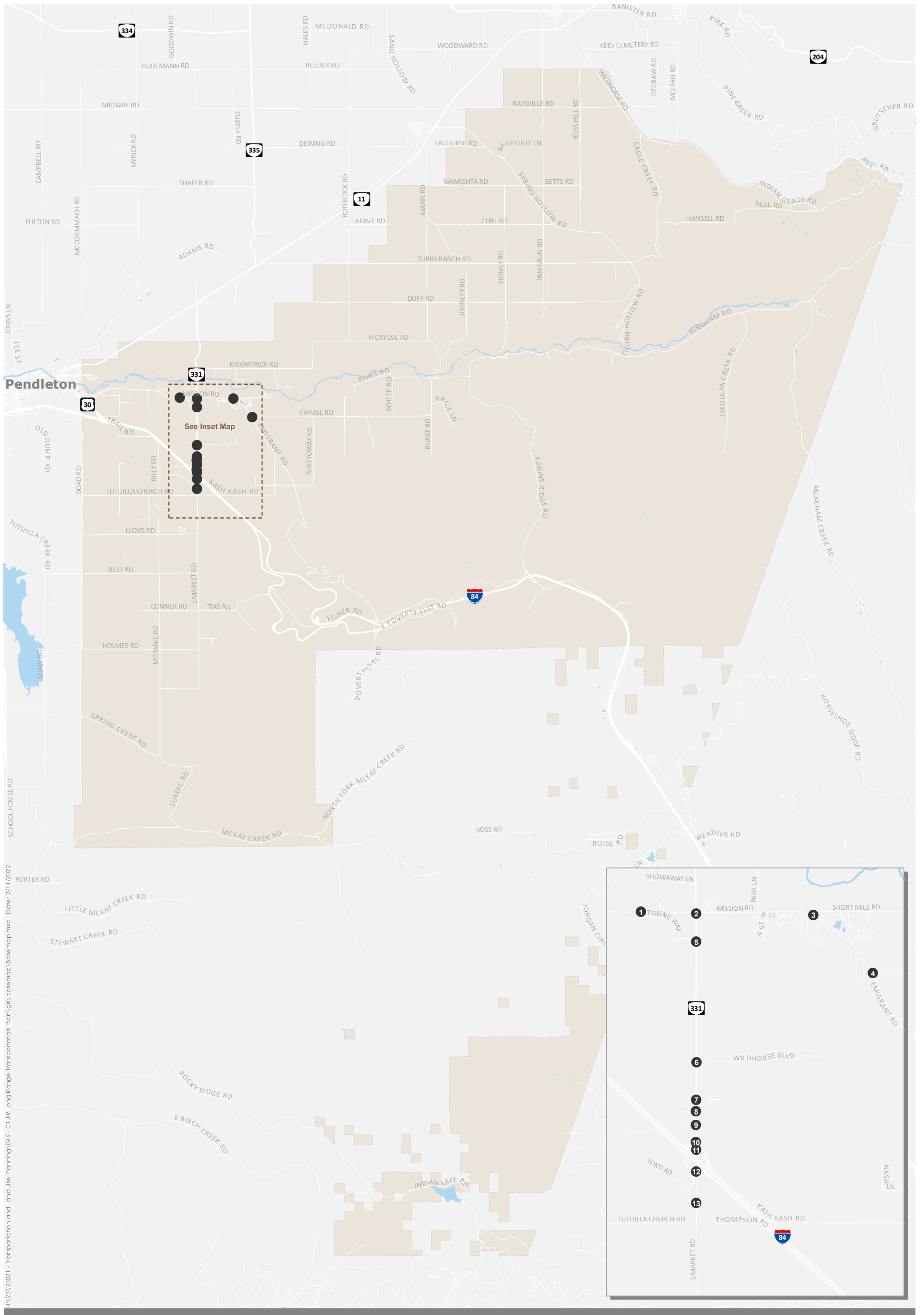
This information will serve as a baseline for identifying a comprehensive list of multi-modal transportation system needs to be addressed as part of the TSP update. It will also serve as a baseline for identifying and evaluating potential solutions and developing a prioritized list of improvements for the TSP update.

STUDY AREA

The study area for the CTUIR TSP update encompasses all lands within the boundaries of the Umatilla Indian Reservation (UIR), including several roads on off-reservation Trust lands. The primary focus of the project will be on areas within the UIR. The project will describe the location and access management conditions for off-reservation Trust lands. Figure 1 illustrates the primary study area.

FREIGHT MOBILITY ROUTES AND LOCAL TRUCK ROUTES

A summary map and description will be provided for the freight mobility routes, local truck routes, and snowplow routes in the study area. This information will be obtained from CTUIR documents and GIS files and ODOT's TransGIS database.



H:\23\23021 - Transportation and Land Use Planning\046 - CTUIR Long Range Transportation Plan\gis\basemap\Basemap.mxd Date: 2/11/2022

- Study Intersections
- CTUIR Boundary



Figure 1

STUDY INTERSECTIONS

The study intersections for the TSP update were determined by CTUIR in coordination with ODOT. There is a total of 13 study intersections located along tribal, County, and ODOT facilities, all of which are unsignalized. Figure 1 illustrates the location of the study intersections, which include:

1. Mission Road/Timíne Way
2. Mission Road/OR 331
3. Mission Road/Short Mile Road
4. Mission Road/Emigrant Road-Cayuse Road
5. OR 331/Timíne Way
6. OR 331/Wildhorse Boulevard
7. OR 331/Kusi Road
8. OR 331/Spilya Road
9. OR 331/Arrowhead Travel Plaza Access
10. OR 331/Kash Kash Road
11. I-84/OR 331 Interchange Westbound Ramps
12. I-84/OR 331 Interchange Eastbound Ramps
13. S Market Road/Tokti Road

VOLUME DEVELOPMENT

Traffic Counts

Turning movement counts were conducted by ODOT at the study intersections on March 24th, March 31st, April 1st, and April 13th, 2021. The counts were conducted on mid-weekdays. All counts were conducted over a 16-hour period (6:00 AM to 10:00 PM) and include the total number of pedestrians, bicyclists, and motor vehicles that entered the study intersections in 15-minute intervals.

Peak Hour Development

The counts will be post-processed to determine system-wide PM peak hour. A system-wide peak hour will be utilized since the study intersections are generally closely spaced with limited access in between. The PM peak hour counts will be adjusted to develop analysis volumes as discussed below.

SEASONAL ADJUSTMENT FACTORS

30th Hour Volumes (30 HV) for the project will be developed based on the traffic counts collected at the study intersections and the application of seasonal adjustment factors consistent with the methodology identified in the APM. The APM provides three methods for identifying seasonal adjustment factors for highway traffic volumes. All three methods utilize information provided by Automatic Traffic Recorders (ATRs) positioned in select locations throughout the State Highway System that collect traffic data 24-hours a day, 365 days a year. Each method was evaluated to determine the most appropriate method for the study intersections. As discussed below, the seasonal adjustment factor shown in Table 1 will be used to

derive 30 HV volumes at the I-84 Ramp Terminals, while the average seasonal adjustment factors for Commuter and Summer facilities from Table 2 will be used to derive 30 HV at all other ODOT study intersections.

I-84

For I-84, ATR #30-026 was reviewed to see if it was able to be applied for this project. The project team does not recommend moving forward with using this ATR because it has had equipment failures and incomplete data for several of the most recent count years and would suggest a seasonal factor greater than 30% if the estimated data is utilized. There is another ATR available west of the study area that was reviewed for determining a seasonal adjustment factor for I-84 ramps in the study area. ATR 30-004 is an interstate non-urbanized ATR location on I-84 approximately 12.7 miles northwest of the OR 311 interchange. Because this ATR is west of the Pendleton interchange but is within the ten percent volume limitation, ODOT suggested its use for the west leg of the interchange only. The ODOT ATR Characteristic Table indicates this location has a weekend traffic trend, therefore the average daily traffic based on days of the week was used. Table 1 shows the calculated seasonal factor.

Table 1: Seasonal Adjustment Factor for ATR #30-004 (Pendleton)

	2016	2017	2018	2019	2020	Average
Peak Month (July)	119*	123*	119	121	123	121
Count Month (March)	97*	96	96	96	88*	96
Seasonal Adjustment Factor = 121 (Peak)/96 (Count) = 1.26						

*Indicates values that were discarded from the average as indicated in the APM.

For the east leg of the interchange, the Seasonal Trend Table Method was used to calculate the seasonal adjustment factor. The Seasonal Trend Table Method is used when there is not an ATR nearby or nearby ATRs do not meet the requirements outlined in the APM, and when there are no ATRs with similar characteristics to the study road segment. The corresponding factors were calculated using the 2019 Seasonal Trend Table¹ for the late March and early April 2021 counts. Table 2 shows the values for the count month, peak period seasonal factor, and the calculated seasonal factors that will be used for I-84 based on the interstate non-urbanized trend.

Table 2: Seasonal Adjustment Factors for I-84 Counts East of OR 331

Trend	Late March/Early April 2021 Count Date Season Factor	Peak Period Seasonal Factor	Seasonal Adjustment
Interstate Non-urbanized	1.0382	0.8139	1.0382/0.8139= 1.28

¹ The Seasonal Trend Table accessed in February 2022 is based off the 2019 values due to the irregularity caused by the Covid-19 pandemic.

OR 331

The Seasonal Trend Table Method was used to calculate the seasonal adjustment factor along OR 331. The Seasonal Trend Table Method is used when there is not an ATR nearby or nearby ATRs do not meet the requirements outlined in the APM, and when there are no ATRs with similar characteristics to the study road segment. The recently completed CTUIR Mission Community Master Plan was conducted in coordination with ODOT and reviewed some of this project’s study intersections. The Mission Community Master Plan used an average of the Commuter and Summer seasonal trends for this segment of OR 331.

This project proposes to use a similar method. The corresponding factors were calculated using the 2019 Seasonal Trend Table² for the late March and early April 2021 counts. Table 3 shows the values for the count month, peak period seasonal factor, and the calculated seasonal factors that will be used for OR 331.

Table 3: Seasonal Adjustment Factors for OR 331 Counts

OR 331 Counts Conducted in Late March/Early April 2021				
Trend	March 2021 Count Date Season Factor	Peak Period Seasonal Factor	Seasonal Adjustment	Average of Commuter and Summer Seasonal Factors
Commuter	1.0014	0.9355	1.0014/0.9355= 1.07	1.17
Summer	1.0620	0.8299	1.0620/0.8299= 1.28	
OR 331 Counts Conducted in Mid April 2021				
Trend	April 2021 Count Date Season Factor	Peak Period Seasonal Factor	Seasonal Adjustment	Average of Commuter and Summer Seasonal Factors
Commuter	0.9759	0.9355	0.9759/0.9355= 1.04	1.13
Summer	1.0100	0.8299	1.0100/0.8299= 1.22	

FORECAST TRAFFIC VOLUMES

Forecast traffic volumes for the study intersections will be developed based on the methodology identified in the National Cooperative Highway Research Program (NCHRP) Report 255 Highway Traffic Data for Urbanized Area Project Planning and Design. The methodology combines the year 2021 30 HV developed at the study intersections with the base year and future year traffic volume forecasts from the current Pendleton travel demand model, which covers the study area.

TRAFFIC ANALYSIS

Per the project scope, volume-to-capacity (V/C) ratio will be used to review performance thresholds/targets for the study intersections. This information will be provided in tables, figures, and/or technical appendices,

² The Seasonal Trend Table accessed in February 2022 is based off the 2019 values due to the irregularity caused by the Covid-19 pandemic.

but where possible will be provided in figures to give the general public a more clear and relatable understanding of the analysis results.

Table 6 of the Oregon Highway Plan (OHP) provides volume-to-capacity targets for facilities outside the Metro area. The OHP ratios are used to evaluate existing and future no-build conditions, while Table 10-2 of the ODOT 2012 Highway Design Manual (HDM) provides V/C ratios used to assist in evaluating future alternatives on State highways. Table 4 summarizes the classifications and applicable performance thresholds for study intersection roadways.

Table 4: Roadway Classification and Mobility Targets

Roadway	Existing Roadway Ownership	Functional Classification	Mobility Target/ Standard	HDM 20-year Design Mobility Target
I-84	ODOT	Interstate	0.70	0.60
OR 331	ODOT	District Highway	0.75 ¹	0.70
Mission Road east of OR 331	Umatilla County	Major Collector	LOS E	N/A
Cayuse Road	Umatilla County	Major Collector	LOS E	N/A
Short Mile Road	Umatilla County	Minor Collector	LOS E	N/A
Emigrant Road	Umatilla County	Minor Collector	LOS E	N/A
Market Road	Umatilla County	Minor Collector	LOS E	N/A
Mission Road west of OR 331	CTUIR	-	-.2	N/A
Timíne Way	CTUIR	-	-.2	N/A
Wildhorse Boulevard	CTUIR	-	-.2	N/A
Kusi Road	CTUIR	-	-.2	N/A
Spilya Road	CTUIR	-	-.2	N/A
Arrowhead Travel Plaza Access	Private Driveway	-	-.2	N/A
Kash Kash Road	Public Use Road	-	-.2	N/A
Tokti Road	CTUIR	-	-.2	N/A

¹ ODOT assesses intersection operations based on volume-to-capacity ratios. Table 6 of the Oregon Highway Plan identifies maximum volume-to-capacity targets for all intersections outside the Portland Metro area. Based on the OHP, OR 331 is classified as a District Highway and designated Freight Route. The resulting volume-to-capacity target for all intersections along OR 331 is a maximum volume-to-capacity ratio of 0.75.

² For intersection operations, the major road standard will apply.

TRAFFIC ANALYSIS PARAMETERS

The bullets below identify the specific sources of data and methodologies proposed to conduct the operational analyses. Analyses of all state facilities will be conducted according to the APM, unless otherwise agreed upon by CTUIR and ODOT.

1. Intersection/Roadway Geometry (lane numbers and arrangements, cross-section elements, signal phasing, etc.) will be collected through aerial photography and confirmed through a site visit. Available as-built data may also be used to verify existing roadway geometry. The analysis models will be built on scaled roadway line work from GIS or aerial photography.
2. Operational Data (such as posted speeds, intersection control, parking, transit stops, rail crossings, right-turn on red, etc.) will be collected through a site visit.

3. Peak Hour Factors (PHF) will be calculated for each intersection and applied to the existing conditions analyses. Per the APM, PHFs of 0.95 will be used for the year 2040 analysis for high-order facilities (arterials), with 0.90 applied to medium-order facilities (collectors) and 0.85 applied to local roads. If the existing PHF is greater than these default future values, the existing PHF will be applied.
4. Traffic Operations
 - a. The methodologies identified in the Highway Capacity Manual, 6th Edition (HCM – Reference 4) will be used to analyze traffic operations at the study intersections.
 - b. Synchro 11 will be used to conduct the traffic operations analyses. Synchro 11 is a software tool designed to assist with operations analyses in accordance with HCM 6th methodologies. The analysis results will be reported for the overall intersection at signalized intersections and the critical movement at unsignalized intersections – overall intersection v/c ratios will be developed for the signalized intersections in accordance with the methodologies identified in the APM.

Traffic Analysis Software and Input Assumptions

Synchro 11 software will be used for the intersection analysis. The reported results will be the level of service and intersection delay generated by the HCM report. Analysis assumptions are listed in Table 5.

Table 5: Synchro Operations Parameters/Assumptions

Arterial Intersection Parameters	Existing Conditions
Peak Hour Factor	From traffic counts
Conflicting Bikes and Pedestrian per Hour	From traffic counts, as available
Area Type	Other
Ideal Saturation Flow Rate (for all movements)	1,750 passenger cars per hour green per lane
Lane Width	12 feet unless field observations suggest otherwise
Percent Heavy Vehicles	From traffic counts by movement, as available
Percent Grade	Estimated based on field observations
Parking Maneuvers per Hour	Estimated based on field observations
Bus Blockages	Estimated based on frequency of service
95th percentile vehicle queues	Synchro 11 summary output

SAFETY ANALYSIS

Safety analyses will include reviewing historical crash data and examining roadway crossings, as described in the following sections.

Crash Analyses

The five most recent years of crash data will be obtained from ODOT’s crash database and reviewed at the study intersections and along the study roadway segments, consistent with the methodologies outlined in the APM. In addition, the five most recent years of bicyclist and pedestrian-related crash data will be obtained from ODOT’s crash database and reviewed.

The crash data will be analyzed to identify potential crash patterns (such as crash types and locations). Crash rates and critical crash rates will be developed as applicable at study intersections. Intersection crash rates will be compared to the published 90th percentile crash rates in Exhibit 4.1 of the APM, and segment crash rates will be compared to Table II in the current ODOT Crash Rate Tables. In addition, ODOT's Safety Priority Index System (SPIS) sites will be reviewed, as appropriate. At intersections or segments where the critical threshold is exceeded, a crash diagram will be prepared, and crash trends will be reviewed to identify contributing factors and potential countermeasures. Particular attention will be paid to the details of crashes involving pedestrians and bicyclists.

The risk factor screening methodology from ODOT's Pedestrian and Bicycle Safety Implementation Plan (2020) will be applied to the Project Area roadway network (to the extent sufficient data is available to apply the risk factors). This analysis will be used to identify areas with the greatest potential for bicycle and pedestrian crashes.

Identified potential countermeasures (and resulting crash percentage reduction) will be taken from the All Roads Transportation Safety (ARTS) Crash Reduction Factors (CRF) listing or the CRF Appendix when available. If no CRF is available from the ARTS database, then the FHWA CMF Clearinghouse may be reviewed to identify a suitable CRF. Only CMFs with a quality rating of three stars or greater and within 10% of the study roadway's/intersection's volume will be used.

Pedestrian Crossing Review

Key pedestrian crossings identified through the public involvement process, past work in the area, or the project team's review of the system will be evaluated to determine whether the type of crossing currently presented may warrant an enhancement. This review will include assessing the crossing using National Cooperative Highway Research Board (NCHRP) Report 562 procedures. If the crossing is not currently marked and is located on an ODOT Highway, it will be reviewed against ODOT's Criteria for Establishing Marked Crosswalks on State Highways (Section 6.6.2 of the ODOT Traffic Manual).

LEVEL OF TRAFFIC STRESS

The existing pedestrian, bicycle, and trail network will be reviewed to identify gaps and deficiencies. A gap is defined as a missing link in the network, such as a missing sidewalk on a collector or arterial roadway. A deficiency, or obstacle, is defined as a bicycle or pedestrian facility that is not up to standards or sufficient to meet users' needs. Examples of deficiencies include:

- On-street connection on a collector or arterial roadway that has a Bicycle Level of Traffic Stress rating greater than 2 (to support the Interested but Concerned bicyclists)
- Arterial or collector roadway crossing where enhancement may be warranted according to the Pedestrian Crossing Review analysis described previously
- Sidewalks that are too narrow to meet ADA standards or crossings without a curb ramp

Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS) analyses will be performed on significant roadways within the CTUIR water/sewer service area. Roadways to be studied include

Mission/Cayuse Road, Cedar Street, Confederated Way, Short Mile Road, Ti'mine Way, Wildhorse Blvd, A Street, B Street, Whirlwind Drive, Kusi Road, Spilya Road, Coyote Road, Kirkpatrick Road, and OR 331 between Showaway Lane and the I-84 Interchange. The analyses will be conducted in accordance with the procedures outlined in Chapter 14 of the ODOT APM.

The target level of traffic stress for the bicycle system will be LTS 2, as this target most closely appeals to most of the potential bicycle riding population and maximizes the available bicycle mode share. The target level of traffic stress for the pedestrian system will also be LTS 2, as this target will generally be acceptable to the majority of users; however, the project team may also review areas within a quarter mile of schools, and other routes heavily used by children, to determine what improvements may be necessary to achieve LTS 1 on these routes.

QUALITATIVE MULTIMODAL ASSESSMENT

A Qualitative Multimodal Assessment (QMA) will be used to evaluate the transit facilities and services within the study area to identify potential issues in transit connectivity that can be addressed as part of the Active Transportation Update. The QMA uses context-based subjective ratings of Excellent, Good, Fair, and Poor.

As outlined in the ODOT APM, the following factors are considered within the QMA:

- Frequency and on-time reliability
- Schedule speed/travel times
- Transit stop amenities
- Connecting pedestrian/bike network

Table 6 outlines the methodology that will be used for determining transit QMA within the study area.

Table 6: QMA Methodology

Category	Excellent	Good	Fair	Poor
Frequency and on-time reliability	<15-minute headways	15 to 30-minute headways	30 to 60-minute headways	60+ minute headways
Schedule speed/travel times	<20% slower than driving	20% to 40% slower than driving	40% to 60% slower than driving	>60% slower than driving
Transit stop amenities	Shelter	Bench	Sign with waiting area	No waiting area and/or no sign
Connecting pedestrian/bike network	BLTS and PLTS 2 or better and crossing	BLTS and PLTS 2 or better with no crossing	BLTS or PLTS >2 and no crossing	BLTS and PLTS >2 and no crossing

REFERENCES

1. Oregon Department of Transportation. Analysis Procedures Manual, 2020.
2. Oregon Department of Transportation. Oregon Highway Plan, 2015.
3. Oregon Department of Transportation. Highway Design Manual, 2012.
4. Transportation Research Board. Highway Capacity Manual, 6th Edition, 2016.



CTUIR TSP

SPRING 2022 OUTREACH SUMMARY

Date: June 14, 2022

Project #: 23021.046

To: Dani Schulte, CTUIR
Cheryl-Jarvis Smith, ODOT Region 5

From: Molly McCormick and Nick Foster AICP, RSP₁

Project: Confederated Tribes of Umatilla Indian Reservation Transportation System Plan Update

Subject: Spring 2022 Outreach Summary

TABLE OF CONTENTS

Table of Contents	1
Introduction	1
Senior Center Outreach.....	2
Mission Market Outreach.....	3
July Grounds Gym Outreach	4
General Council Meeting Tabling	4
Yellowhawk Tribal Health Center Tabling.....	5
Tribal Youth Council Meeting	6
Online Input	7

INTRODUCTION

The project team recently completed outreach efforts to guide the development of the Confederated Tribes of Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) Update, with the support of CTUIR and ODOT staff. These efforts included:

- Senior Center Outreach
- Mission Market Outreach
- Yellowhawk Tribal Health Center Tabling
- General Council Meeting Tabling
- Nixyaawii Gym Outreach
- Tribal Youth Council Meeting
- Treaty Day Outreach
- Online Input

Spring 2022 Outreach

Overall, a total of approximately 75 people were reached in person during the Spring 2022 outreach events, with 54 providing comments.

This memorandum summarizes the feedback received from these events as of June 14, 2022. Key and recurring themes from the feedback included:

- Road maintenance and condition are a concern, especially when I-84 is closed and trucks and other traffic try to reroute onto local roads.
- Additional lighting is desired on Mission Road, in the July Grounds Hub, and on multi-use paths.
 - There was concern about cougars along the TCI trail.
- People would like dedicated space for walking and biking along OR 331 and on Mission Road.
- Focus on safety improvements and connections near schools and other essential destinations (e.g., Nixyawii Government Center, Wildhorse Resort & Casino).
- Desire for additional river access.
- People would like more frequent transit service and extended coverage.
 - Many people get rides from relatives when transit service is not an option.
- There is interest in a walking and biking connection to Pendleton.

SENIOR CENTER OUTREACH

Members of the project team and CTUIR staff visited the Senior Center during lunch on May 18, 2022 from 11:30 AM to 12:30 PM. This provided the opportunity to introduce the project to attendees, answer questions related to the vision and goals, and solicit input via a handout. There were approximately 20 people present, with about 4 people providing comments.

Comments included:

- Bus system is not close enough to housing and only comes twice a day.
- Roads in Tutuilla need to be paved or maintained more efficiently. Very hard on vehicles and floods often. It is a County road but a lot of tribal members use it.
- Need safe places for kids to go to school.
- Thorn Hollow Road bridge washed away, still being replaced.
- Kanine Ridge Road not actually open to public travel.
- N Cayuse Road – shoulders need to be wider, and road is eroding.
- Bike trails from housing areas to Nixyaawii Governance Center, school, and clinic that are not along the main road.
- Transit needs – more frequent routes, express lines so you can go to Safeway/Walmart directly, dial-a-ride, and student routes.
- Top destinations include TCI, Yellowhawk, Wildhorse Casino, Pendleton, housing, clinic, Walmart, Safeway, Walla Walla.
- County roads need more attention.
- People still ride horses sometimes. Mostly through fields and sometimes you'll see them near Nixyaawii Governance Center. One thing that prevents people from riding more is the lack of places to hitch their horses at their destinations.
- Like the greenery in the area and the care CTUIR puts into things.
- Kids need more things to do. Traditions are fading.
- Services for homeless kids would be good. They often walk places.
- Transportation is generally good. Roads need to be repaired upriver.
- They no longer give out tokens for the bus. Miss this. Taxi rides are expensive and so is gas.
- There was interest in a new road connecting Burke Road to Kanine Ridge Road near I-84. There is less snow there than on I-84.

MISSION MARKET OUTREACH

The project team and CTUIR staff solicited public input at Mission Market during two time periods: 3:00 to 5:00 PM on May 18, 2022 and 11:30 AM to 1:30 PM on May 19, 2022. Community members were able to provide verbal comments or mark comments on a poster board of the study area. Six people provided input to the project team on May 18th and nine provided input on May 19th.

Comments included:

- Food pantry on Tokti Road. Public transport to here or delivery services.
- Parked cars occur on Kash Kash Road.
- Need transit to airport/hotels from Wildhorse.
- Tourists ride e-bikes around Wildhorse.
- Need lighting in July Grounds.
- Bears and cougars are present in July Grounds.
- Need walking/biking access along OR 331.
- Mission Road/OR 331 intersection can get busy.
- E-scooters on Rothrock Road.
- Near Kusi Road and Spilya Road east of OR 331, expanded parking would be safer than on street with casino shuttle.
- Trail in July Ground needs maintenance (cracks).
- Used to have access to river from Parr Lane. Would be good to have a park on river.
- East-west off-road path connecting Mission and July Grounds.
- Wildlife was a common theme for July Grounds.
- Fill sidewalk gaps in July Grounds.
- Biking on Mission is tough, especially on way to Pendleton and by Cayuse.
- On Mission Road, stopping downhill is a challenge in the winter (approaching OR 331).
- Trail to Pendleton along Mission Road. Trails to walk in Riverside.
- Mountain bike trails on undeveloped CTUIR land.
- Public transportation to Wildhorse on holidays.
- Kayak – more frequent trips; stops throughout UIR (especially for Mission service and new transitional housing by BIA building on B street)); service to Riverside area.
- Kayak coverage is generally excellent.
- Lots of people get rides from relatives when other options aren't available.



JULY GROUNDS GYM OUTREACH

Member of the project team and CTUIR staff were available at the July Grounds Gym during afterschool programs on May 18, 2022 from 3:00 to 5:00 PM, soliciting feedback via a handout. Six people provided input to the project team.

Comments included:

- Johnson Creek area.
- Horse trailers hard on roundabouts.
- How to deal with truck traffic and parking during snow events? Unsafe driving/walking conditions during snow events currently.
- Need to run buses more often for those that can't drive.
- Stop sign at Mission/Short Miles bus stop would be nice.
- Mission Road sidewalks from July Grounds to Yellowhawk are heavily used.
- Trails in July Ground are not safe at night.
- GIS plant trail connection to community garden in July Grounds.
- Sidewalks on Mission Road/Emigrant Road.
- Sidewalk needed along OR 331.
- Better bike/pedestrian connection to casino from Mission area.
- Horses need to cross I-84 just east of OR 331.

GENERAL COUNCIL MEETING TABLING

CTUIR staff manned a table in the rotunda outside the General Council meeting at the Nixyaawii Governance Center on May 19, 2022 from 1:00 to 3:00 PM. This provided the opportunity to introduce the project to attendees, answer questions related to the vision and goals, discuss the transportation system history in the area, and solicit input via a handout and larger maps. Approximately 18 people provided input.

Comments included:

- Connect to Levy Trail to the west.
- Steep on Mytinger Lane. Need help at assisted living.
- Need better bike lane eastbound on Mission Road at west CTUIR boundary.
- Bike lane on Mission Road east of 56th Street is dirty and feels unsafe.
- River near OR 331 – pull out for river, ADA platform for fishing.
- Distance markers on walking path in Mission.
- Walk path and bike lanes along OR 331 – very scary with pedestrians, especially just south of Timine Way where there is a narrow shoulder.
- Nixyaawii Governance Center labeled incorrectly on map.
- Trails feel unsafe. Too dark at night and need lighting.
- Trail access on river.
- Transportation needs for young people near Short Mile Road and railroad area.
- Walkability over I-84.
- Truck left turns from Kusi Road.
- Truck parking north of Kash Kash Road.

- Kayak has improved.
- Expand transit routes and service hours for WRC staff. Coordinate service with WRC.
- Need notifications for cancelled transit pickups.
- UPRR drivers can cause issues and drive dangerously.
- Lack of school bus signs and follow-up with Umatilla County Roads staff.
- Fix roads in the southern area of the reservation boundary (south of E Birch Creek Road).
- Guard rails on Sumac Road.
- Frequently washed out on Spring Creek Road.
- Emigrant Road – signage to turn around sooner, sinking of road surface and bad road conditions.
- Maintenance issues on Kash Kash Road.
- Thornhollow Road Bridge.
- Snow and ice south of railroad near Butcher Creek Road and Weather Road.
- Need Kayak routes to St. Anthony and Les Schwab.
- Info hub for regional transit, other agencies, transfers (Arrowhead, senior center).
- Links at bottom of page.
- Mile point 12.2 – raise road grade.
- Mile point 16 – add guard rail.
- Paint fog stripe on all paved roads.
- Do D.E.M. analysis and add guard rails wherever needed.
- People walking along OR 331.
- Transit for outlying residences.
- Google maps aren't accurate.
- School trail near Mission.
- Add bus stop signs on Mission Road and Short Mile Road.
- Truck traffic on Mission Road/Emigrant Road when I-84 closes is dangerous, and noise is irritating to residents.
- Kanine Ridge Road is gated and not open to the public.
- Like walking paths in housing projects.
- Security cameras on trails with lighting.
- More signs where kids may be near roads (slow, kids at play, etc.). Traffic calming too.
- Improvements nears schools/places kids go, especially 4 Corners.
- Vision and Goals
 - Coordinate with other transit agencies in the region.
 - 70% of CTUIR energy costs are transport fuel.
 - Awareness of drivers/other roadway users.
 - Awareness of cyclist rights and needs.

YELLOWHAWK TRIBAL HEALTH CENTER TABLING

During May 19, 2022 from 2:00 to 4:00 PM, members of the project team and CTUIR staff manned a table with handouts and larger maps in the lobby of the Yellowhawk Tribal Health Center to solicit public comment on the existing transportation system and future needs. Seven members of the public provided input.

Comments included:

- Improvements to roads and sidewalks for biking in July Grounds.
- Need sidewalks where you turn into housing/Whirlwind.
- Sidewalks on Short Mile.
- Need more parking near Arrowhead for when I-84 closes. Could provide shuttle to enjoy amenities while waiting for road.

TRIBAL YOUTH COUNCIL MEETING

CTUIR staff attended an engagement session with the Tribal Youth Council on May 22, 2022 from 1:15 to 2:00 PM. Staff led a conversation with the seven youth council members in attendance and solicited additional feedback via a handout.

Discussion around what projects the students think of when envision meeting each of the Technical Memo #3 goals:

- Safety
 - More lighting.
 - New crosswalks and sidewalks.
 - More space to ride bikes and keep away from vehicular traffic.
 - Repaint speed bumps or have “speed bumps ahead” signs for Whirlwind Drive and Confederated Way.
 - Safety of railroad crossings has improved greatly. Need more pedestrian access, and all of the crossings should have traffic-blocking arms.
 - CTUIR prompted discussion of new funding for reduction of at-grade rail crossings. Potential useful for the heavier traffic roads, such as OR 331 and Memory Lane.
- Environment and Cultural Heritage
 - There used to be a path down to the river by Parr Lane. It might have been shut down prior to the 2020 flood by the property owner, but the flood washed it out. It would be nice to have trails that are official and maintained to access the river for fishing and swimming. Interested in public access and potentially some locations with gravel parking areas.
 - Extension of the levy trail.
 - Can there be walkways along the river? Potential negative impact on environmental protection; might be better to have access points and with a multi-use trail along the Mission Road.
 - River access off of Parr Lane and Short Mile Road (near housing).
- Health
 - Cross country team runs near Nixyaawii Governance Center and July Grounds; safer trails needed.
 - Official and maintained scenic trails.
 - Add trail features, like benches, for elders/disabled people who exercise.
- Equity & Accessibility
 - More benches and shade along existing walkways.
 - Golf cart or other electric device check-out system (i.e. e-bikes and e-scooters) to get around the Mission-to-Wildhorse area. Could include a couple designated pick-up/drop-off locations.
- Connectivity

- Connect with the levy trail.
- Extended taxi or dial-a-ride service to help seniors to do time-sensitive errands with limited mobility (e.g. can't get to a Kayak stop).
- CTUIR plane out of Pendleton's airport. Add another destination like Spokane, Las Vegas, or other place CTUIR community has connections with.
- No comments on goals around Coordination and Financial Stability.

Handout comments included:

- Safety concerns with traffic around Arrowhead gas station.
- Add crosswalks on all legs at Mission Market intersection.
- Provide better pathway to Nixyaawii Governance Center.
- Sidewalks up the hill to Wildhorse.
- Repaint speed bumps.
- New paths to river.
- New walking path along the river.
- On the TCI trail, need light to allow youth and elders to walk at night and improve safety.
- Provide path between school and Mission Market.
- Top destinations include school, grocery store, neighborhoods, and Mission Market.

ONLINE INPUT

Members of the public were encouraged to provide input via an interactive map on the project website (<https://www.ctuir.org/departments/tribal-planning-office/transportation-system-plan-update-2022/>) from May 5 to June 14, 2022. Comments received include:

- Short Mile Road – River access.
- Parr Lane – River access.
- Mission Road near A Street – More crosswalks and signs for pedestrian on Mission, traffic is fast.
- Mission Road & OR 331 – Lighting at intersection. It's dark at night!
- Mission Road & OR 331 – Crosswalks across Mission and Highway 331.
- Mission Road – Sidewalk or trail to Pendleton.
- OR 331 – Sidewalk or trail along Highway 331.
- Theater Road, 56th Street – Heavy trucks cut through here when there's bad weather and the freeway is closed. Is there any way to get Google to stop directing traffic that way? It destroys the dirt and gravel road.

TREATY DAY OUTREACH

CTUIR staff set up a table at the annual Treaty Day celebration on June 9, 2022. Comments received include:

- Goathead seeds (spiked vine) on the shoulder of roads in the July Grounds area, it causes pedestrians to walk in the middle of the road.
- There are no sidewalks in the neighborhoods northeast of Mission Road, south of Short Mile (including both of those roads).
- Would like to see the sidewalk continued on Confederated Way all the way to the east end.

- Would like to see a pedestrian crossing on the Umatilla River bridge (Highway 331) and an ADA accessible fishing platform there.
- Lots of pedestrians on the shoulder near Wildhorse on Highway 331.
- Connect to Pendleton Riverwalk
- Two people thought the youth council comment regarding a sidewalk or trail on Mission Road to Pendleton was a good idea



CTUIR TSP

FALL 2022 OUTREACH SUMMARY

Date: December 22, 2022

Project #: 23021.046

To: Dani Schulte, CTUIR
Cheryl-Jarvis Smith, ODOT Region 5

From: Molly McCormick and Nick Foster AICP, RSP₁

Project: Confederated Tribes of Umatilla Indian Reservation Transportation System Plan Update

Subject: Spring 2022 Outreach Summary

TABLE OF CONTENTS

Table of Contents	1
Introduction	1
Mission Market Outreach.....	2
After School Program Outreach	3
Kayak Driver Outreach	4
Senior Center Lunch.....	4
General Council Meeting Tabling	5
Umatilla County Staff Meeting	5
Commission and Committee Meetings.....	6
Online Input	9
Other Input.....	9

INTRODUCTION

The project team recently completed a second round of outreach efforts to guide the development of the Confederated Tribes of Umatilla Indian Reservation (CTUIR) Transportation System Plan (TSP) Update, with the support of CTUIR and ODOT staff. These efforts included:

- Mission Market Outreach
- After School Program Outreach
- Kayak Driver Outreach
- Senior Center Outreach
- General Council Meeting
- Umatilla County Staff Meeting
- Land Protection & Planning Commission
- Law & Order Commission
- Fish & Wildlife Commission
- Capital Improvements Committee
- Health Commission
- Online Input

Fall 2022 Outreach

Overall, a total of approximately 83 people were reached in person during the Fall 2022 outreach events, between project-specific outreach events and attendance at council, commission, and committee meetings.

This memorandum summarizes the feedback received from these events as of December 22, 2022. Key and recurring themes from the feedback included:

- CTUIR and the project team received a lot of general support for the project list as a whole.
- Adding more walking and biking options was well received, especially along Mission Road and OR 331 and in support of student trips.
- People are supportive of adding lighting to multi-use paths and Mission Road.
- Projects R07, R08, and R09 had mixed reviews. Some members of the public were worried about attracting more traffic on these roadways, while more comments supported updates to the roadways to help during rainy conditions.
- People support the OR 331 transit hub project.
- Bus stop enhancements were well received, especially providing shelters and lighting.
- Roundabouts were discussed by different groups, both in support and in concern.
- There were conflicting opinions about the idea to construct a multi-use path along the river. Many people want access to the river and a route further west, while others are concerned about litter and vandalism if access is publicly provided. Umatilla County may have applicable experience to share with the community to further consider when P06 and P07 move forward.

MISSION MARKET OUTREACH

The project team and CTUIR staff solicited public input at Mission Market during two time periods: 12:00 to 3:00 PM on September 21, 2022 and 12:00 to 1:00 PM on September 22, 2022. Community members were able to provide verbal comments or mark comments on two poster boards showing proposed projects for the study area. 21 people provided input to the project team on September 21st and six provided input on September 22nd.

Comments included:

- Symbol for intersection reconfiguration is confusing.
- Will R03 include adding drainage?
- Four people liked projects R07, R08, and R09. Those roads get washed out during rainy conditions.
- Two people are worried about projects R07, R08, and R09 bringing additional traffic to those roadways.
- Is project R10 necessary?
- Straighten the River Road/White Road intersection.
- One person liked project R06.
- Kanine Ridge Road is not a good detour route when there are events on I-84.
- Two people liked project R01.
- Whirlwind Drive and Willow Lane need maintenance for potholes.
- Add a southbound truck lane on OR 331 from Mission Road to I-84.
- One person liked the transit hub concept.
- One person liked the traffic control concept at the OR 331/Spilya Road intersection.
- Within Arrowhead area, can trucks and passenger vehicles be separated?
- If roundabouts move forward, the community will need education.



- One person liked project P07.
- Four people noted that more biking and walking options are good, especially trails.
- One person liked the walking options connecting the school to Mission Market. Students walk between these locations frequently.
- Four people liked project P09 and three noted how dark that corridor currently is for walking at night.
 - Can a rest area be included with project P09?
- Three people liked project P14 and creating a walking/biking loop.
- One person liked projects filling sidewalk and bicycle facility gaps on Mission Road in the July Grounds area, noting the facilities are currently narrow or non-existent.
- Two people liked project P12.
- One person liked project P22.
- Two people liked project P18.
- Can there be a road connection from Wildhorse Boulevard to Cayuse Road?
- The current Arrowhead bus stop is dangerous with drivers speeding through the parking lot.
- The Wildhorse shuttle serves Mission area at the top of the hour and can be in the way of Kayak vehicles.
- Bring back 4 PM Walla Walla bus service.

AFTER SCHOOL PROGRAM OUTREACH

Members of the project team and CTUIR staff were available at the July Grounds Gym during afterschool program pickup on September 21, 2022 from 3:00 to 4:30 PM, soliciting feedback via two poster boards showing proposed projects. A traffic safety maze was set up for kids to explore when the adults were providing feedback. Nine people provided input to the project team.

Comments included:

- One person liked project R03.
- One person liked projects R07, R08, and R09. These roads are bumpy and difficult for emergency response access.
- One person liked roundabouts as the long-term traffic control at the OR 331 intersections with Wildhorse Boulevard and Spilya Road.
- One person liked the concept of reducing access at Kusi Road to right-in, right-out only.
- There are near-misses often at the Kusi Road/Arrowhead Road intersection.
- With development up the hill, like the idea of more sidewalks and walkability.
- Two people noted that Riverside Avenue needs sidewalks.
- One person liked project P07 and noted how it can connect to the levy.
- One person liked project P10 and noted that it will support the high school running team.
- Two people liked projects filling sidewalk and bicycle facility gaps on Mission Road in the July Grounds area.
- Mission Road is too dark to walk at night and during the winter season.
- Trains that go through the community are supposed to go 40 MPH but most travel faster.



KAYAK DRIVER OUTREACH

The project team and CTUIR staff solicited input from Kayak drivers on September 22, 2022. Eight people provided input to the project team.

Comments received include:

- Need more signs/shelters so passengers know where the stops are located. Signs get vandalized.
- Like the Arrowhead area transit shelter. Going into the Arrowhead area is tough, especially during summertime.
 - Put one shelter on either side of OR 331, instead of only on east side.
- Safe crossings of OR 331 are needed. Please improve any existing crossings of OR 331.
- Could there be a truck right-in into Arrowhead?
- Interested in pullouts for stops.
- Ridership in Tutuilla, McKinley, and other rural areas is close to zero.
- Turning onto OR 331 from Timine Way is challenging. Will go to Mission instead.
- Turning onto Timine Way from the bus barn is challenging. People drive fast on Timine Way and people walking don't use crosswalks.
- July Grounds is dark at night. Can the shelter be moved to other entrance? Lots of elders ask to be dropped off at other entrance.

SENIOR CENTER LUNCH

CTUIR staff visited the Senior Center during lunch in November 2022. There were approximately 25 people attendees.

Comments included:

- Are you going to bring back taxi tickets?
- Are you going to get any new trails? Like up to the casino?
- When is the Thornhollow Bridge going to be finished?
- Concerns about lights, safety on TCI trail, and young cottonwood trees falling over in the Wetlands Park area, causing trail maintenance issues.

- Kayak used to go to Thornhollow, it would be nice if they did again. Maybe the flood buyouts mean there's not enough houses there anymore.
- Sheltered bus stops are a good idea, especially this time of year.
- Umatilla County is difficult, they don't care when we ask for road maintenance on their roads. They don't plow Thornhollow grade.
- Mission – better lighting on mission between 4-corners and Wetlands Park. "I'm an elder, it's scary driving there at night."

GENERAL COUNCIL MEETING TABLING

CTUIR staff manned a table in the rotunda outside the General Council meeting at the Nixyaawii Governance Center on October 20, 2022. This provided the opportunity to provide project updates to attendees and solicit input via larger maps. Due to community circumstances, the meeting was covering three months' worth of agendas, and many attendees did not take time to stop to discuss the TSP. No comments were received.

UMATILLA COUNTY STAFF MEETING

CTUIR staff met with Umatilla County staff in September 2022 to gather feedback on the proposed projects from Technical Memo #4. Four County staff were present.

Comments received include:

- Generally thought it is a good list. Suggested that they should incorporate this project list into their County TSP update. The County recently won a TGM award for, so might get rolling in a year or so.
- Called out R04 and R12 as not being on County roads, and CTUIR staff noted that they were partially on county roads but not completely. Is there enough room in the column to list both owners in the project table? R04 is County/BIA, R12 is County/CTUIR.
- The County didn't think that R13 was necessary because there's a stop sign just north of the river at the railroad crossing. Thought it was unlikely people could travel too fast between the sharp curve coming down off Cayuse and the railroad stop sign.
- The group was able to answer the question of whether the Wildhorse Creek bridge is on or off the reservation. Technically Wildhorse Creek is the reservation boundary, so it's both. However, the bridge is really just someone's driveway bridge, it only serves one house, and our GIS system doesn't even identify the road it's on as a road, tribal county or otherwise. So R16 can be removed from the project list.
- CTUIR noted that had previously listed the Highway 11/331 intersection and removed it since it's off-reservation but nearby and is important to the community. The County didn't have a preference either way, so keep out of the project list for now.
- The County had questions about the alignment of P07. CTUIR discussed prioritizing the path of least resistance during the project design process, and that some of the floated ideas are the road, the river, and the sewer main easement. This was a good conversation to establish some coordination with their part of the trail, since it will have to cross county land before it reaches Pendleton.
- County staff asked about cross sections for bus pull outs. CTUIR noted that there aren't that many bus stops and it might be a bit much, but it could be worth including in the next proposal for the road standards - what width of pavement should be provided to accommodate bus pull-outs. Currently, mostly stop in-lane unless that's prohibited or not safe, which is pretty much just on Mission Road and Highway 331.
 - It could also be included in the text of the Mission Road pedestrian improvements, to incorporate bus pull-outs into the improvement designs for cost efficiency.

COMMISSION AND COMMITTEE MEETINGS

Land Protection & Planning Commission

Four CTUIR planning staff attended the September 2022 commission meeting to gather feedback on community needs and the proposed projects from Technical Memo #4. Four commission members were present.

Comments received include:

- One commissioner took issue with the exclusion of transit that's outside the reservation boundary since it's outside our jurisdiction. Concerned about the removal of the bus stop on the east end of Pendleton which was removed without our knowledge when construction began for a new gas station, next door to Tum-a-Lum Lumber. Kayak is currently working with ODOT and the City of Pendleton to re-establish the bus stop.
- Pleased with the improvement to bus stops and shelters. Suggested that we add lighting.
- The commission was generally favorable to roundabouts. They initiated a conversation about how much safer they are, and how they just take some getting used to. CTUIR staff noted that have received some negative opinion through public comment, and a few of members had heard about their proposal from disapproving friends and family members.

Law & Order Commission

CTUIR staff attended the October 4, 2022 commission meeting to gather feedback on community needs and the proposed projects from Technical Memo #4. Four commission members were present.

Comments received include:

- One member expressed concern about horses on Mission, safety, spooking & proximity to cars.
- People speed on Mission, concerned about pedestrian safety.
- In response to possible speed reductions on Mission/331: "my brothers are gonna hate that."
- Suggest a signal at Timíne Way and Mission intersection

Fish & Wildlife Commission

CTUIR staff attended the October 11, 2022 commission meeting to gather feedback on community needs and the proposed projects from Technical Memo #4. Five commission members were present.

Comments received include:

- Public river access – one member expressed staunch opposition to that. Concern about protecting treaty rights, fishing poachers, protecting fisheries and water quality, and restricted access as a means to manage fish resources.
- When CTUIR raised the topic of official facilities to make fishing accessible to community members with disabilities, they seemed more amenable, but wanted to make sure any program like that would consider policing and prevention of poaching.
- One member stated that they were anti-lighting because of protecting lamprey and fisheries in general.
- Concerns about who is responsible for policing any new trail alignments – TPD is already spread thin.
- Suggest emergency phones on trails as a safety feature.

Capital Improvements Committee

CTUIR staff attended the October 11, 2022 commission meeting to gather feedback on community needs and the proposed projects from Technical Memo #4. Ten commission members were present.

Comments received include:

- One member noted concern about mapping affecting negotiations with property owners. not liking roundabouts, and that ODOT should pay for the Kash Kash road fix.
 - One proposal for a fix for the land negotiation impact – incorporate the “grid” mandate component into the site plan process that’s required for subdivisions, PUD, and large commercial development. This would make sure that any major new use of land would be required to grid out as part of the zoning permitting process, rather than requiring an extra reviewer (which is anticipated for things like the cross sections adherence).
- There was a lot of discussion about roundabouts.

Health Commission

CTUIR staff was scheduled to present the 20-Year Transportation Plan at the October 11, 2022 regular commission meeting. Due to unforeseen circumstances, the commission had to cancel that meeting, and chose to email a comment document instead. Commissioners were provided a Planning PowerPoint Presentation and the website link to develop comments. The commission voted to provide the following comments to CTUIR staff at their November 2, 2022 meeting.

- We would like to preface that a walk or bicycle ride is a great, simple and free preventative action patients can do on their own. There are multiple deterrents that make a simple walk or bike ride difficult in our community, and we are focusing on those in our preliminary comments.
- Responding to the PowerPoint “TSP Update Presentation” is a little confusing without staff dialogue. Commissioners attempted to reflect on whether changes were made and reactions to environmental and social events that may have impacted the 2001 plan.
- Projects from 2001 TSP: Road to access Agency Cemetery would improve access for community.
 - Suggestion: add parking lot (gravel or paved) to Agency cemetery, and make remainder of path beyond cemetery going west (28) a bike path only
 - Concern: if used in 2022 update, road would reopen concern about “East Bench” development, building a road could unearth more human remains, and if area west of cemetery were a bike path you would not have to dig into potential garbage from the old dump site.
 - All areas of additional develop should include proper lighting and more lighting is needed for existing neighborhoods and walking paths for safety reasons and to encourage healthy choices
 - Warning signs about wildlife should be added to current and future walking paths; bears, cougars, coyotes and even raccoons.
 - Identify transportation changes and improvements over time that were completed and have to be redone now. The projects that were in this plan, were they funded, since this was passed by previous committees and commissions and BOTs –are there resolutions to accompany previous decisions?
- Greater UIR area projects from 2001 TSP
 - Were the “reservation wide” transportation projects a reaction to flooding incidents or were these infrastructure updates? Where did the funds come from? What does this map look like now since at least one of the bridges is out right now due to flooding?
 - Safety for drivers should be a priority in plan development of prioritizing: sections on North Cayuse Road continue to have limited visibility and road must be widened or adjusted to protect families who use this road
 - Bike Path options for reservation-wide map. Existing partnership with UPRR could make it so a “bike route” exists along River Road, to Sampson Lane and Short Mile Road to reach Mission and Wildhorse areas. Goatheads must be exterminated. The 2001 transportation plan excluded community members who want to have a “green” or healthy transportation option to ride their

- bicycles to work or appointments. If managing goatheads is a part of the URPP Agreement, this would suffice for local non-Mission area residents, so bicycles are a transportation option.
- Identify transportation changes over time to show community how much change has occurred for RESERVATION-WIDE map. How much work has been “reactionary” to environmental changes and how much has been done due to partnerships (landowners, UPRR, federal and state)?
 - Commissioner comments regarding an updated Transportation Plan
 - More community engagement to ensure decisions being made are for the good of people who actually live in and use this area
 - What looks good on paper or sounds good to reduce a carbon footprint may not always work for the ones who live here now
 - Understand the need to build more so more tribal members can move home, please don't forget about those who have lived here
 - Streetlights need improvement and there needs to be more
 - Consider the safety needs at bus stops; lights and signage
 - Contact Pendleton, Athena and Pilot Rock school districts to coordinate with their transportation managers to ensure bus routes are safe for students reservation-wide
 - Lots of pedestrians right now, lights will improve safety
 - More bike paths and walkways
 - Work with departments to prioritize extinguishing goat heads from roads and pathways (Housing, Public Works, DNR, DECD [TERF and Coyote Biz Park])
 - Create A Weed/Invasive Plant Management Plan specifically for roads and pathways
 - Having A Plan available for community members, departments or partners to reference could enable community-sponsored activities. Example: sports teams could address invasive plants per A Plan in return for a donation from a private tribal member or department. Also having A Plan could be a tool for tribal court to reference for restorative justices sentencing options
 - If we are separating transportation options into “Mission Area” and “Reservation Wide” suggest expanding Reservation Wide into subsections. Get those residents' comments, dedicate meetings and comments for those areas, and identify per subsection any partnerships (state, federal, private, NGOs) the tribe has regarding transportation options and hurdles
 - Riverside-Pendleton
 - North Reservation (Johnley Rd to Adams-Weston areas)
 - Cayuse-N. Cayuse Road Route
 - Up-River-Bingham
 - The Flats (Tutuilla-Holmes-Reservoir)
 - South Reservation (Upper Spring Creek Road-McKay Creek-Pilot Rock)
 - Foothills-Meacham (Emigrant Hwy past Cayuse Rd to Meacham)
 - Although Tribes are exempt from ADA, we should follow it in good faith to provide adequate access to our ever increasing disabled or handicap population. Easy access to sidewalks, properly designated handicap parking and signage to inform the public of accessibility are vital. We have a large population of Baby Boomers who are aging, and easy access will be important in the near future.
 - Partner with CTUIR departments to add permanent restrooms on or near TCI path.

- Add safety features like fencing around playgrounds or recreation buildings, so children and families can play outside day or night to address fear of strangers entering play zones without parental knowledge.

ONLINE INPUT

Members of the public were encouraged to provide input via an interactive map on the project website (<https://www.ctuir.org/departments/tribal-planning-office/transportation-system-plan-update-2022/>) from September 19 to October 19, 2022. There were over 300 item views.

The one comment received was:

- T02 – Bus Stop Enhancements: It would seem to be a priority to ensure that each bus stop is well lit (not the case in several); safe and kept clean. Some of the stops do not even have shelter for people waiting in the rain or other weather.

OTHER INPUT

CTUIR staff conducted door-to-door outreach with ODOT during November 2022 to discuss the Exit 216 project.

One comment was received that was related more to the CTUIR TSP than to the Exit 216 project:

- Thompson Road gets flooded by Patawa Creek; it's getting worse each year. This issue may be exacerbated by the new truck traffic on Thompson Road during winter weather events on Cabbage Hill, as it's already creating unsafe conditions with the trucks that travel from the gravel mine at the end of Thompson Road.

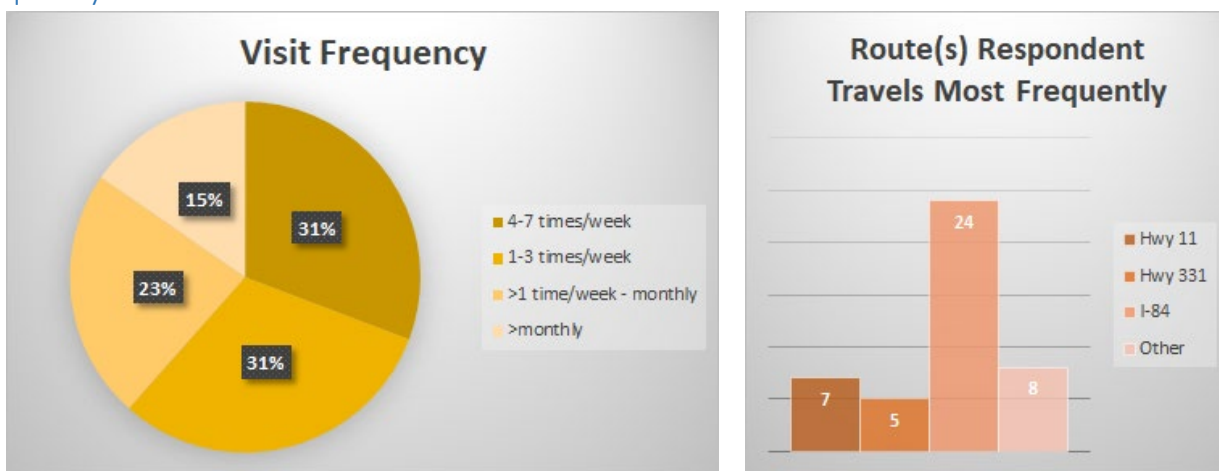
January 10, 2023 – TSP Update Freight Survey Summary

The Freight Survey was conducted from 1pm-4pm on Tuesday, January 10th at the Arrowhead Travel Plaza. We received 26 responses. A few staff members took a survey or asked questions about the project in addition to the target population of truck drivers. The survey had 4 questions:

1. How often do you travel through the Umatilla Indian Reservation?
2. What routes do you travel most frequently on the Umatilla Indian Reservation?
3. What feedback would you like to share about your general experience driving in the area?
4. What feedback would you like to share about the proposed improvements in this area of Highway 331?

Most respondents did not look at the map in detail, and were provided by the surveyors with a summary of the suggested Highway 331 improvements. Improvements highlighted included pedestrian amenities like trails, sidewalks, and crosswalks, and intersection improvements like traffic signals or roundabouts.

Frequency of UIR Travel

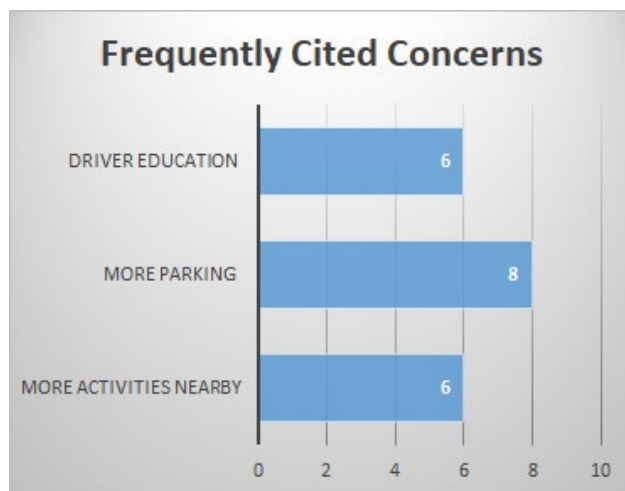


62% of respondents travel through the UIR at least once a week. The route most frequently used by all but two respondents (who did not respond to this question) was I-84. This question allowed respondents to “select all that apply” so additional routes identified included Highway 331 and Highway 11. One respondent specified “Other: Mission Road”, however all other “other” routes identified were not located on the Umatilla Indian Reservation.

General Feedback

The word cloud below shows the top 50 topic-relevant words (i.e. excluding “and” and “the” type connector words) recorded in the surveys. The most frequently cited concern was parking. Five respondents replied “none” to the question about general feedback, which we interpret to mean they’re generally satisfied with the facilities available. The most frequently repeated topics were:

1. More parking (8);
2. Driver education (6);
- and; 3. More activities nearby (6).



Of the desired activities nearby, some cited the proposed Highway 331 trail as a possible recreation facility, as they would like to be able to exercise during

PUBLIC HEARING NOTICE DISSEMINATION RECORD

File #: Transportation System Plan 20-Year Update filed by CTUIR Tribal Planning Office, 46411 Timine Way, Pendleton, OR 97801

Land Protection Planning Commission Public Hearing Date: March 14, 2023

Newspaper and Date Published; East Oregonian: March 4, 2023
CUJ: March 2, 2023

Posted in six public Places;

1. Mission Market: March 1, 2023
2. Yellowhawk Tribal Health Clinic: March 1, 2023
3. BIA Umatilla Agency: March 1, 2023
4. CTUIR Housing Department: March 1, 2023
5. Nixyáawii Governance Center March 3, 2023
6. CTUIR web site: <https://ctuir.org/events/lppc-public-hearing-v-23-001-tsp-20-year-update/>

Attached are copies of the public hearing notices that were posted, published and mailed to all interested parties, subject property owners and adjacent property owners, as required by Land Development Code Section 13.020.

Transportation System Plan 20-Year Update Hearing Public Notice Recipients

Agency Recipients

Contact	Agency	Address
Bob Waldher, Planning Director	Umatilla County	416 SE 4 th Street Pendleton, OR 97801
Public Works Director	Umatilla County	3920 Westgate Pendleton, OR 97801
Superintendent	BIA	via e-mail
District #12	ODOT	1327 SE 3 rd Street Pendleton, OR 97801
Rob Corbett, City Manager	City of Pendleton	500 SW Dorion Avenue Pendleton, OR 97801
Eric Watrud, Forest Supervisor	United States Forest Service	72510 Coyote Road Pendleton, OR 97801

PUBLIC HEARING NOTICE

NOTICE IS HEREBY GIVEN that the Land Protection Planning Commission of the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) will hold the following public hearings:

Conditional Use File #CU-23-001 – Applicant, CTUIR Department of Natural Resources – Range, Agricultural and Forestry Program seeks approval from the Land Protection Planning Commission to complete a timber harvest on multiple lots owned by the CTUIR in fee and trust. The subject properties are identified as Tax Lots 110, 133, 140, 4660, 4670, 4690, 4800, 4900, 5000, 6300, 6400, 6500, 6600, 6800, 6900, and 7000 within Umatilla County Tax Map 2N35 in sections 20, 21, 22, 30, 31, and 32 along with trust lots 513, 514, 547, 548, 550, 694, 764, 765, 766, 767, 768, 808, 890, 892, 893, 896, 898, 912, 916, 956, 1021, 1178, 1191, 1278, 1043-A, 1057-A, 766-A, T1017, T1018, T1125, T2110, T2111, T2121, T546, T844-C, T844-D, and T897 all within the external boundaries of the Umatilla Indian Reservation. The proposed harvest would be a timber harvest within the taxlots to reduce fire danger and improve forest health. The subject property is zoned G-1, Big Game Grazing, where a timber harvest to remove more than 5,000 board foot gross is listed as a Conditional Use. Conditional Use approvals are subject to the CTUIR Land Development Code Chapters 6 and 13. This hearing is rescheduled from the February 28, 2023 meeting of the LPPC.

Variance File #V-23-001 – Applicant, Verizon Wireless through agent Kimberly Spongberg of Blackrock LLC, P.O. Box 1744 Tualatin, OR 97062, seeks approval from the Land Protection Planning Commission for a variance to the height standard in the C-D, Commercial zone to construct a new wireless communications facility consisting of a 150' monopole with antennas (up to a height of 154') within lot 12 of Coyote Business Park North, a portion of Tribal Trust property T2103-A. The proposed location is at 72544 Coyote Road, and is located within Township 2N Range 33E, Section 21 on the Umatilla Indian Reservation. The allowed height limit within the C-D zone is 120'. Variance approvals are subject to the CTUIR Land Development Code Chapters 8 and 13.

Transportation System Plan 20-Year Update – Applicant, Tribal Planning Office, seeks a recommendation from the Land Protection & Planning Commission that the Board of Trustees adopt the updated Transportation System Plan (TSP) to replace the 2001 TSP. This plan updates the 2001 project list based on research of past plans; traffic analysis; and community input and feedback. It also develops criteria for evaluating future proposed projects based on seven (7) proposed goals: Safety; Environment and Cultural Heritage; Health; Equity and Accessibility; Connectivity; Coordination; and Financial Stability. More information about the plan can be found at: <https://ctuir.org/departments/tribal-planning-office/transportation-system-plan-update-2022/>

These hearings will be held on **Tuesday, March 14, 2023 beginning at 9:00 a.m.** Individuals may attend the meeting in the Walúula and Wanaqit conference rooms at the Nixyáawii Governance Center, virtually, or by phone. Information on joining the meeting online is available at <https://ctuir.org/events/lppc-public-hearing-v-23-001-tsp-20-year-update/>. Participation in the hearing will also be available by phone at 321-754-9526 starting at 9:00 a.m. on the day of the hearing. The conference ID will be 586 048 574#.

Staff reports and other materials pertaining to the hearing are available for review at the link above, or can be requested from the Tribal Planning Office by calling 541-276-3099.

The public is entitled and encouraged to participate in the hearing and submit testimony regarding the request. Written comments may be sent to tpo@ctuir.org or to the Tribal Planning Office at 46411 Timíne Way Pendleton, OR 97801 for receipt by 4:00 p.m. March 13, 2023.

PUBLIC HEARING NOTICE

NOTICE IS HEREBY GIVEN that the Land Protection Planning Commission of the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) will hold the following public hearings:

Conditional Use File #CU-23-001 – Applicant, CTUIR Department of Natural Resources – Range, Agricultural and Forestry Program seeks approval from the Land Protection Planning Commission to complete a timber harvest on multiple lots owned by the CTUIR in fee and trust. The subject properties are identified as Tax Lots 110, 133, 140, 4660, 4670, 4690, 4800, 4900, 5000, 6300, 6400, 6500, 6600, 6800, 6900, and 7000 within Umatilla County Tax Map 2N35 in sections 20, 21, 22, 30, 31, and 32 along with trust lots 513, 514, 547, 548, 550, 694, 764, 765, 766, 767, 768, 808, 890, 892, 893, 896, 898, 912, 916, 956, 1021, 1178, 1191, 1278, 1043-A, 1057-A, 766-A, T1017, T1018, T1125, T2110, T2111, T2121, T546, T844-C, T844-D, and T897 all within the external boundaries of the Umatilla Indian Reservation. The proposed harvest would be a timber harvest within the taxlots to reduce fire danger and improve forest health. The subject property is zoned G-1, Big Game Grazing, where a timber harvest to remove more than 5,000 board foot gross is listed as a Conditional Use. Conditional Use approvals are subject to the CTUIR Land Development Code Chapters 6 and 13. This hearing is rescheduled from the February 28, 2023 meeting of the LPPC.

Variance File #V-23-001 – Applicant, Verizon Wireless through agent Kimberly Sponberg of Blackrock LLC, PO Box 1744 Tualatin, OR 97062, seeks approval from the Land Protection Planning Commission for a variance to the height standard in the C-D, Commercial zone to construct a new wireless communications facility consisting of a 150' monopole with antennas (up to a height of 154') within lot 12 of Coyote Business Park North, a portion of Tribal Trust property T2103-A. The proposed location is at 72544 Coyote Road, and is located within Township 2N Range 33E, Section 21 on the Umatilla Indian Reservation. The allowed height limit within the C-D zone is 120'. Variance approvals are subject to the CTUIR Land Development Code Chapters 8 and 13.

Transportation System Plan 20-Year Update – Applicant, Tribal Planning Office, seeks a recommendation from the Land Protection & Planning Commission that the Board of Trustees adopt the updated Transportation System Plan (TSP) to replace the 2001 TSP. This plan updates the 2001 project list based on research of past plans; traffic analysis; and community input and feedback. It also develops criteria for evaluating future proposed projects based on seven (7) proposed goals: Safety; Environment and Cultural Heritage; Health; Equity and Accessibility; Connectivity; Coordination; and Financial Stability. More information about the plan can be found at: <https://ctuir.org/departments/tribal-planning-office/transportation-system-plan-update-2022/>

These hearings will be held on **Tuesday, March 14, 2023 beginning at 9:00 a.m.** Individuals may attend the meeting in the Walúula and Wanaqit conference rooms at the Nixyáawii Governance Center, virtually, or by phone. Information on joining the meeting online is available at <https://ctuir.org/events/lppc-public-hearing-v-23-001-tsp-20-year-update/>. Participation in the

hearing will also be available by phone at 321-754-9526 starting at 9:00 a.m. on the day of the hearing. The conference ID will be 586 048 574#.

Staff reports and other materials pertaining to the hearing are available for review at the link above, or can be requested from the Tribal Planning Office by calling 541-276-3099.

The public is entitled and encouraged to participate in the hearing and submit testimony regarding the request. Written comments may be sent to tpo@ctuir.org or to the Tribal Planning Office at 46411 Timine Way Pendleton, OR 97801 for receipt by 4:00 p.m. March 13, 2023.

MEMORANDUM

DATE: February 8, 2023
TO: Tribal Staff Review Committee (TSRC)
FROM: Holly Anderson, Associate Planner, Tribal Planning Office
REGARDING: Meeting Wednesday, February 15, 2023, 10:30 am, in the Waluula and Wanaqit Conference Room at the Nixyáawii Governance Center or via Microsoft Teams

The Tribal Staff Review Committee will meet on **Wednesday, February 15, 2023** at 10:30 am to review the following application:

Variance Application File #V-23-001 – Applicant, Verizon Wireless through agent Kimberly Spongberg of Blackrock LLC seeks approval from the Land Protection Planning Commission for a variance to the height standard in the C-D, Commercial zone to construct a new wireless communications facility consisting of a 150' monopole with antennas (tip height 154') within lot 12 of Coyote Business Park North, a portion of Tribal Trust property T2103-A. The allowed height limit within the C-D zone is 120'. The proposed location is at 72544 Coyote Road, and is located within Township 2N Range 33E, Section 21 on the Umatilla Indian Reservation. Variance approvals are subject to the CTUIR Land Development Code Chapters 8 and 13.

Note, this application was originally submitted in 2019 and a TSRC Meeting held December 9, 2019. Since then the Cultural Resources review and NEPA analysis have been completed with a Finding of no Significant Impact (FONSI) issued by the BIA on March 4, 2021.

You may attend this TSRC meeting in person or through Microsoft Teams Video Conference:

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 224 772 351 497 | Passcode: Pm3eVK

Or call in (audio only)

[+1 321-754-9526,,251582954#](#) | phone conference ID: 251 582 954#

The application and supporting materials for this request are posted on the **Free4all shared Drive** in the **TPO** folder. If you have questions or need further information, please contact Holly Anderson at 541-429-7517.

Each committee member should review the proposals:

- To determine its compatibility with the Tribes' Comprehensive Plan, Land Development Code, and other Tribal Statutes, Resolutions, and Policies;
- To determine the overall impacts this request may impose on Tribal services and utilities, the environment, wildlife, and on the Reservation

Please see application materials on the Z:/drive. Written comments will be accepted until the end of the day on Tuesday, February 21, 2023.

A public hearing with the Land Planning Protection Commission (LPPC) is proposed to be scheduled for March 14, 2023 at 9.