

# South East Area Commission on Transportation (SEACT)

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January 14, 2004

HBRR Local Bridge Committee  
ATTN: Doug Tindall, Interim Chair  
800 Airport Rd SE  
Salem, Oregon 97301-4798

Dear Mr. Tindall,

The South East Area Commission on Transportation (SEACT) has reviewed the HB 2041 local bridge selection list and would like to take this opportunity to make some further comments on those bridges in the SEACT's region.

The same body serves as both the SEACT and the regional economic development alliance (Southeast Regional Alliance). Hence, we are very aware of the impacts that highways have on our economy. Our commodities of timber, lumber, row crops, alfalfa and livestock cross every one of the bridges on the attached list. For our large part of the state to be successful, we need these bridges to be maintained or replaced in a manner that prevents weight restrictions from being placed on them. In many cases, those same commodities end up on the interstate highway system and contribute to the truck volumes you see on that system.

Even on an environmental level, these bridges are important. In many cases, cattle are "trailed" between pastures and use these bridges. In at least one case, the actual closing of a bridge is being considered. The loss of this bridge or others will put the cattle into the river to accomplish this trailing activity. I would also doubt that average daily truck traffic includes these 4-legged travelers.

A major part of the freight traffic in our area, is the movement of commodities from fields and forests to markets and production facilities. Often this activity is seasonal in nature, but having functional transportation systems is just as important to Eastern Oregon's economy, as it is anywhere in the state. It can be years between timber harvesting activities, but again, a properly functioning road system is necessary to allow these operations to occur. While logging activities in the region's National Forests has been severely curtailed in the last few years, with the enactment of the Healthy Forest legislation by Congress, we will see a marked increase in activity in the next few years. It will be important to recognize the potential of this activity in your selection process.

While we understand that our roads do not generate the comparable numbers of daily trips for truck traffic as the more populated areas of the state, transportation is just as important to our economies as anywhere in Oregon. As you go forward in your selection process, we feel it is important that equal consideration be given to the economic impacts of transportation throughout out the state.

Sincerely,

Steven E. Grasty  
Harney County Judge & SEACT Chair

# **SOUTH EAST AREA COMMISSION ON TRANSPORTATION**

## **OTIA III LOCAL BRIDGE SELECTION RECOMMENDATION**

### **NORTH DREWSEY SLOUGH (DREWSEY RD) BRIDGE #25E10**

Harney County

This structure provides a link to State Highway 20 for freight movement of agricultural commodities such as hay (approx. 7500 ton), cattle (approx. 10,000 head), and timber (quantity has not been determined). The freight route is currently used year round with the majority of use during the summer months. This structure is located within 300 feet of the South Drewsey Slough (Drewsey Rd) Bridge #25E11 and it is recommended that both structures be replaced simultaneously.

### **VALE CANAL (HARPER-WESTFALL RD) BRIDGE #08754**

Malheur County

This structure provides a link for freight movement of agricultural commodities such as cattle (approx. 1000 head), hay (approx. 1200 ton), mineral mining (3000 ton), grain (approx. 1500 ton), corn (approx. 3500 ton), potatoes (approx. 4500 ton), and sugar beets (approx. 1000 ton) from farms in the north area of Malheur County and is the only direct connection to State Highway 20.

### **SOUTH DREWSEY SLOUGH (DREWSEY RD) BRIDGE #25E11**

Harney County

This structure provides a link to State Highway 20 for freight movement of agricultural commodities such as hay (approx. 7500 ton), cattle (approx. 10,000 head), and timber (quantity has not been determined). The freight route is currently used year round with the majority of use during the summer months. This structure is located within 300 feet of the North Drewsey Slough (Drewsey Rd) Bridge #25E10 and it is recommended that both structures be replaced simultaneously.

### **DRY CREEK (CATLOW VALLEY) BRIDGE #25D01**

Harney County

This structure provides a link for freight movement from one end of the county to the other and is the only such paved road in the county. Freight is mainly cattle (approx. 8,000 head) and hay (approx. 20,000 ton), but is also used by commercial freight haulers from Nevada to Idaho and/or Washington. This is the only direct connection to State Highway 205.

### **DRAIN DITCH (HARPER-WESTFALL RD) BRIDGE #15521A**

Malheur County

This structure provides a link for freight movement of cattle (approx. 1000 head), hay (approx. 1200 ton), mineral mining (3000 ton), grain (approx. 2000 ton), corn (approx. 3500 ton), potatoes (approx. 6000 ton), onions (approx. 6000 ton), and sugar beets (approx. 8000 ton) from farms in the north area of Malheur County and connects State Highway 20.

### **NINEMILE SLOUGH (SOUTH HARNEY ROAD) BRIDGE #25A82**

Harney County

This structure provides a link for freight movement of agricultural products such as cattle (approx. 2000 head) and hay (approx. 10,000 ton) as well as the movement of rock and construction products. It is utilized by commercial freight haulers moving goods through Oregon. This road connects State Highway 78 to State Highway 20.

### **SILVER CREEK SLOUGH (SILVER CREEK ROAD) BRIDGE #25A16**

Harney County

This structure provides a link for freight movement of agricultural products such as cattle (approx. 4000 head) and hay (approx. 3000 ton) as well as the movement of timber (approx. 4 million board feet) from both Malheur and Ochoco National Forests. Silver Creek Road is the only access from the Silver Creek Valley to State Highway 20.

### **MALHEUR RIVER (GLENN STREET) BRIDGE #45C120**

Malheur County

This structure provides a link for freight movement of cattle (approx. 25,000 head), hay (approx. 15,000 ton), grain (approx. 40,000 ton), corn (approx. 40,000 ton), potatoes (approx. 65,000 ton), onions (approx. 75,000 ton), seed (approx. 12,000 ton), and sugar beets (approx. 50,000 ton) from farms in Malheur County and connects State Highway 201 and State Highway 20. This road also provides for freight movement to the City of Vale.

### **MIDDLE FORK JOHN DAY RIVER (COUNTY RD 15) BRIDGE #08481**

Grant County

This structure provides a link for freight movement of cattle (approx. 1000 head) and timber (approx. 5 million board feet) from the north area of Grant County and connects to State Highway 395. This structure is calculated to have no capacity and is recommended for closure. This structure is in very close proximity of Middle Fork John Day River (County Rd 15) Bridge #07969A and it is recommended that the structures be replaced simultaneously.

### **NORTH FORK JOHN DAY RIVER (COUNTY RD 15) BRIDGE #23C151**

Grant County

This structure provides a link for freight movement of cattle (approx. 1000 head) and timber (approx. 8 million board feet) from the north area of Grant County and connects to State Highway 395. County Road 15 is also the only access for many year round inhabitants of this area.

### **CLOVER CREEK (CLOVER CREEK RD) BRIDGE #45C147**

Malheur County

This structure provides a link for freight movement of agricultural commodities such as cattle (approx. 500 head), hay (approx. 800 ton), and provides access to and from grazing land in the north area of Malheur County and connects State Highway 20.

### **POISON SLOUGH (OLD EXPERIMENT STATION ROAD) BRIDGE #25A58**

Harney County

This structure provides a link for freight movement of agricultural products such as cattle (approx. 1000 head) and hay (approx. 3500 ton) as well as the movement of farm and construction equipment. This county road provides access to both State Highway 78 and State Highway 20.

### **NINEMILE SLOUGH (AIRPORT ROAD) BRIDGE #25A56**

Harney County

This structure provides a link for freight movement of agricultural products such as cattle (approx. 1000 head) and hay (approx. 3500 ton) as well as the movement of farm and construction equipment. This county road provides direct access to and from the only airport in proximity of Burns and to State Highway 78.

### **JOHN DAY RIVER (MORGAN ROAD) BRIDGE #23C571**

Grant County

This structure provides a link for freight movement of cattle (approx. 700 head), hay (approx. 700 tons), and timber (approx. 7 million board feet) and connects to State Highway 7. Morgan Road is also the only access to year round inhabitants of this area.

### **MALHEUR RIVER (NW 36TH STREET) BRIDGE #045R16**

Malheur County

This structure provides a link for freight movement of agricultural commodities such as cattle (approx. 15,000 head), hay (approx. 15,000 ton), grain (approx. 50,000 ton), potatoes (approx. 30,000 ton), corn (approx. 50,000 ton), seed (approx. 8000 ton), onions (approx. 50,000 ton), milk (and sugar beets (approx. 75,000 ton) from farms and is the main access road for rock (approx. 255,000 ton), concrete (approx. 30,000 cu. yds.), asphalt (approx. 100,000 ton) and construction products in Malheur County. This road also provides for freight movement to the City of Ontario.

### **MIDDLE FORK JOHN DAY RIVER (COUNTY RD 15) BRIDGE #07696A**

Grant County

This structure provides a link for freight movement of cattle (approx. 1500 head) and timber (5 million board feet) from the north area of Grant County and connects to State Highway 395. This structure is calculated to have a very restricted load capacity and is recommended for posting. County Road 15 is also the only access for many year round inhabitants of this area. This structure is in very close proximity of Middle Fork John Day River (County Rd 15) Bridge #08481 and it is recommended that the structures be replaced simultaneously.

### **CLOVER CREEK (BULLY CREEK RD) BRIDGE #45C146**

Malheur County

This structure provides a link for freight movement of cattle (approx. 250 head), of hay (approx. 800 ton), and grain (approx. 1500 ton) to ranches in the north area of Malheur County and connects State Highway 20.

### **SILVIES RIVER (WEST LOOP ROAD) BRIDGE #25A22**

Harney County

This structure provides a link for freight movement of agricultural products such as cattle (approx. 500 head), and hay (approx. 1000 ton) as well as the movement of farm and construction equipment. This county road provides access to Burns and to State Highway 20/395.

### **VALE MAIN CANAL (9<sup>TH</sup> AVE WEST) BRIDGE #45C110**

Malheur County

This structure provides a link for freight movement of agricultural commodities such as cattle (approx. 800 head) and hay (approx. 700 ton) from farms in Malheur County, provides access to grazing land, and connects State Highway 26.

**SOUTH FORK JOHN DAY RIVER (COUNTY RD 42) BRIDGE #09447**

Grant County

This structure provides a link for freight movement of agricultural products such as cattle (approx. 1000 head) and timber (estimated 15 million board feet) will be harvested from this area of Grant County. This road provides access to grazing allotments and connects to State Highway 19.

**VALE MAIN CANAL (LITTLE VALLEY RD) BRIDGE #45C143**

Malheur County

This structure provides a link for freight movement of agricultural products such as cattle (approx. 1000 head), hay (approx. 2500 ton), grain (approx. 2500 ton), potatoes (approx. 4000 ton), corn (approx. 3500 ton), onions (approx. 6000 ton), and sugar beets (approx. 8000 ton) from farms in Malheur County and connects State Highway 26. This structure also provides access for the maintenance of the Vale Main Canal that provides water to the area farmers.