

# I-84 Chenoweth Interchange Area Management Plan



*The Chenoweth Interchange on I-84 west of The Dalles, OR.*

The Final Report for the I-84 Chenoweth Interchange Area Management Plan was completed fall 2010. The Dalles city ordinance, the Oregon Transportation Commission's approval as well as the Final Report can be found on [ODOT's Transportation Planning Online Database](#).

## **Background**

The Chenoweth Interchange on Interstate 84 was built in 1997. It was designed to be a service level interchange that would safely and efficiently accommodate traffic associated with The Port of The Dalles and other industrial properties in the area, and visitors to the Columbia Gorge Discovery Center.

In 2006, the City of The Dalles (City) adopted a zoning change from industrial land to commercial/light industrial land for 67 acres near the Chenoweth Interchange. Soon thereafter, WM3, a local land developer, submitted a site plan for 25 acres of the newly rezoned land. Additionally, through an intergovernmental agreement between the City, the Oregon Department of Transportation (ODOT), and WM3, property covenants were placed on the remaining 42 acres which prohibit “non-industrial” development until an Interchange Area Management Plan (IAMP) is adopted by the City.

## **What is an IAMP?**

An Interchange Area Management Plan is a planning document used to help protect the function of an interchange over time, and consequently the state’s investment in the facility. In general, an IAMP:

- Is a joint plan between ODOT and local government.
- Manages the relationship between transportation and land use.
- Is the primary tool to protect the function of state highway interchanges.
- Is the commitment by ODOT to provide the state transportation facilities
- Is the commitment by the local government to 1) provide the supporting local street network and 2) ensure future land uses protect the interchange function.
- Serves as the long-term (20+-year) plan for interchange area.

Building new interchanges or modifying existing interchanges is very costly. Therefore, it is in the interest of the state, local governments and citizens to ensure that an interchange functions as it was designed, for as many years as possible. Without proper land use planning and

management of the access to the interchange and the local street system, the amount of traffic the interchange was design to handle could be exceed causing congestion and safety concerns in the area surrounding the interchange.

The Oregon Administrative Rules (OAR) 734-051-0155 established a requirement for IAMP's for new or substantially modified interchanges. In addition, Oregon Highway Plan (OHP) policies direct the Oregon Department of Transportation (ODOT) to plan and manage interchange areas for safe and efficient operation. Development of an IAMP is part of a planning process intended to evaluate existing conditions, assess limitations, identify long-range needs, and recommend potential management actions to protect the function of the interchange.

### **Project Schedule**

Technical Advisory Committee and Steering Committee Meetings	December 2008 – July 2009
Public Workshop 1	March 2009
Public Workshop 2	June 2009
Final IAMP	August 2009
Public Hearings on Plan Adoption	September 2009 - April 2010
Oregon Transportation Commission adoption	March 2010
Plan adoption by The Dalles and Wasco County	July 2010
System Development Charges (SDC) hearings and adoption	September - October 2010

### **Public Involvement**

Two public Open Houses were held; one was on Thursday, March 5, 2009 and the other on June 11, 2009. Public hearings were held on October 26, 2009 and November 4, 2009.

### **Contacts**

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**LEGEND**

-  Minimum 1,320-foot IAMP Limits
-  IAMP Operation/Access Study Area
-  Land Use Study Area



**INTERCHANGE MANAGEMENT STUDY AREA  
THE DALLES, OREGON**

**FIGURE  
3-2**