

**DATE:** February 14, 2007  
**TO:** Oregon Transportation Commission  
**FROM:** Mathew L. Garrett  
Director  
**SUBJECT:** March 2007 OTC Consent Agenda Item  
Adoption of the Stanfield Access Management Plan

**Requested Action**

Region 5 requests that the Oregon Transportation Commission (OTC) adopt the Stanfield Interchange Access Management Plan (AMP). Adoption of this Plan will amend the Oregon Highway Plan (OHP) to include an Access Management plan for the Stanfield/Echo interchange area (Exit 188) along I-84. OTC adoption will establish policies for the interchange area to guide Oregon Department of Transportation (ODOT) and local governments for managing the interchange facility. This access management plan has been adopted into all relevant local comprehensive plans and transportation system plans.

**Background**

In 2005, ODOT placed the Stanfield/Echo interchange over-pass bridge on the OTIA III bridge replacement list. As required for replacing interchanges, Region 5 Planning commenced a planning study to ensure that the new interchange would function as designed. Oregon State University instigated a study to determine if the bridges listed on the bridge replacement list for OTIA III needed replacement or if they could be rehabilitated. The study determined that the Stanfield/Echo interchange over-pass would be rehabilitated.

The Stanfield Interchange is located on Interstate 84 at exit 188 near the cities of Stanfield and Echo, Oregon. The interchange bridge was constructed in 1967 and widened in 1987 to better accommodate pedestrian and bicycle travel. The need to reconstruct the interchange was previously identified due to structural issues, sight distance deficiencies attributed to the horizontal curvature of the bridge and substandard geometric design. However, a recent interchange bridge evaluation has concluded the overpass does not require reconstruction at this time. Instead, a structural repair project is proposed to mitigate the structural issues without modifying the interchange bridge. The existing sight distance limitations will remain.

The Stanfield AMP was prepared in cooperation with state and local jurisdictions to identify transportation improvements needed to serve forecasted long-range growth and access management strategies in the interchange area. The purpose of the Stanfield AMP is to maintain the capacity of the interchange area while providing safe access to adjacent properties and the connecting roadway system.

The Stanfield – Echo interchange is developing around the Pilot Truck facility located in the Northwest quadrant of the interchange.

The Oregon Highway Plan policies direct ODOT to plan and manage interchange areas for safe and efficient operation. The Stanfield Access Management Plan for an Interchange is a joint effort between the City of Stanfield, the City of Echo, Umatilla County, and ODOT to ensure the safe function of the I-84/Stanfield interchange area and to meet the future needs of the interchange and the adjacent roadway system.

The transportation benefits of implementing the Stanfield AMP include:

- Timely planning to assure suitable placement and spacing of roads before development occurs.
- A plan for the City(s) and County to use as a tool to work with developers for orderly improvements that is consistent with the transportation facility's function, capacity, and performance standards.
- TSPs and implementing ordinances that safely and efficiently accommodate expected traffic in the Interchange Area.

The recommended roadway improvement plan works to protect the function of the interchange and the adjacent roadway system. Recommended improvements to the interchange overpass are separated into short-term and long-term projects to meet the financial restrictions of ODOT. Other recommended improvements would provide traffic control at study intersections for safe and efficient operations between connecting roadways and pedestrian/bicycle facilities along Thielson and US 395 as identified in figure 5 of the plan.

A series of plan, policy, and ordinance amendments were adopted by the cities of Echo, Stanfield, and Umatilla County during the fall of 2005 in support of this plan. OTC adoption of this Facility Plan will affirm its compatibility with the local comprehensive plans. Adoption of this Facility Plan will make the local actions already taken consistent with the state transportation plan. Adoption into the state plan also helps protect the decisions made locally consistent with The Planning Rule (TPR) requiring local plans be consistent with the state plan. Adoption by the OTC is the complimentary action to support the legal proceedings and actions that have been completed by the local agencies.

The Facility Plan is attached as exhibit "A." ODOT findings of fact that demonstrate compliance with the modal plan amendment process and the facility plan adoption process are attached as exhibit "B." Letters of compatibility from affected local jurisdictions are attached as exhibit "C." Additional copies of the Facility Plan may be requested from ODOT Region 5 Planning (541) 963-1345. Notification of this OTC action has been provided to each affected local jurisdiction and the DLCD.