



Glencoe Interchange Project
Interchange Design Workshop Summary
June 8, 2006

The Oregon Department of Transportation (ODOT) hosted an interchange design workshop on June 8, 2006 to engage community members in brainstorming designs for the Glencoe Interchange Project. Thirty-six people attended the meeting and eleven submitted comment forms. There were also many interchange designs submitted that were generally categorized into about twenty unique designs.

Of those who completed comment forms, eight lived in the interchange area, one owned property in the interchange area, two owned businesses in the interchange area and one represented an agency. Five respondents noted that their property could be affected by the interchange project (Nature's Needs, Mc Donald's, Beach Road resident and Gordon Road resident).

Objectives

Participants were asked to mark the objectives that are most important.

The three objectives that the most participants said were important were transportation and access objectives: reduce congestion and improve traffic flow in the interchange area (9); provide improvements that are safe for all modes (7); provide reasonable access to interchange area businesses (7).

Six participants thought that minimizing impacts to existing businesses and residences in the interchange area was important. Five participants thought that supporting continued economic development in North Plains and providing timely solution that performs as designed throughout its design life were important.

Other objectives that were noted as important included:

- Provide good response time for emergency vehicles (4)
- Minimize impacts to the livability, quality and integrity of established residences (4)
- Consider aesthetics in the design of the interchange and Glencoe Road (4)
- Minimize and mitigate adverse impacts to surface and groundwater resources (4)
- Interchange will accommodate future widening of Sunset Highway (US 26) (4)
- Minimize impacts to lands zoned Exclusive Farm Use (EFU) (3)
- Avoid or minimize impacts to habitat systems (3)
- Provide a solution that minimizes construction impacts (3)
- Meet sound engineering practices and safety requirements (3)
- Avoid impacting cultural sites and resources where practicable (2)
- Provide a project that is affordable and cost-effective (2)
- Develop land use measures to protect the operational integrity of the project from land use impacts. (1)

Designs

Twenty-seven unique designs were compiled from the ideas submitted at the Stakeholder Working Group/Project Development Team workshop and the public workshop. Key interchange forms suggested at the workshop included:

- Diamonds
- Single point urban interchanges
- Parclo B forms for westbound US 26 to southbound Glencoe Road
- Parclo A forms for southbound Glencoe Road to eastbound US 26
- Split Diamonds (Glencoe Road and 313th, Glencoe Road and Gordon Road)
- Tight diamonds
- Parclo B forms on Glencoe Road

Other comments

- Maintain access to Nature's Needs property.
- Consider an interchange at Gordon Road.
- Four lane overpass would be great.
- Consider diamond interchange like Helvetia/Shute Road.
- Do not consider an interchange at Gordon Road.