

Region 1 : US 26 Glencoe Rd

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Region 1 Major Projects



US 26 Glencoe Rd: Practical Design in ODOT Region 1

- 1) Practical Design introduction**
- 2) Practical Design and the JTA**
- 3) Practical Design and the US 26:
Glencoe Rd Interchange improvement
project**
- 4) Conclusion**

Definition of Practical Design

Practical Design is a strategy to **deliver focused benefits** for the State's transportation system while working with the realities of a fiscally **constrained funding environment**



Key Values of Practical Design

Ssafety

Corridor Context

Optimize the System

Public Support

Efficient Cost



Applying the Practical Design Strategy

- **Before the project started:**
 - Develop Project Purpose and Need
 - What are we trying to fix?
 - Develop project goals and objectives
 - How do we define success?
 - Get Project Sponsor's Support

Documenting Decisions

- **Project Charter documented purpose and need, scope, schedule and budget**
- **Design Teams will use the criteria outlined in the Project Charter**
 - Design decisions will be evaluated against the project's purpose and need
 - Documentation/confirmation of SCOPE values at major milestones

Applying ODOT's Practical Design Strategy

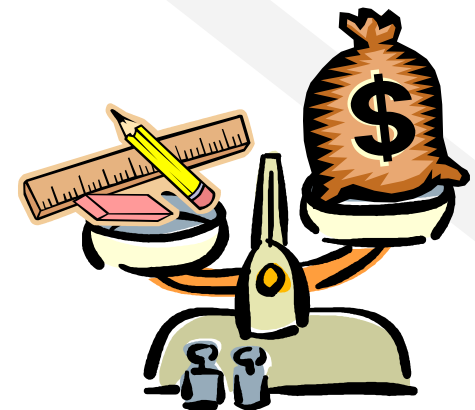
- **Clearly define Purpose and Need**
- **Know the project parameters**
- **Understand the vision for the corridor**
- **Address SCOPE Values**
- **Project support from Stakeholders, Project Team and Project Sponsors**

2) Practical Design and the JTA



Region 1's Application of Practical Design on JTA Projects

- **Project Budget outlined in the JTA legislation**
- **JTA Projects could not address “Full Standard” within budget**



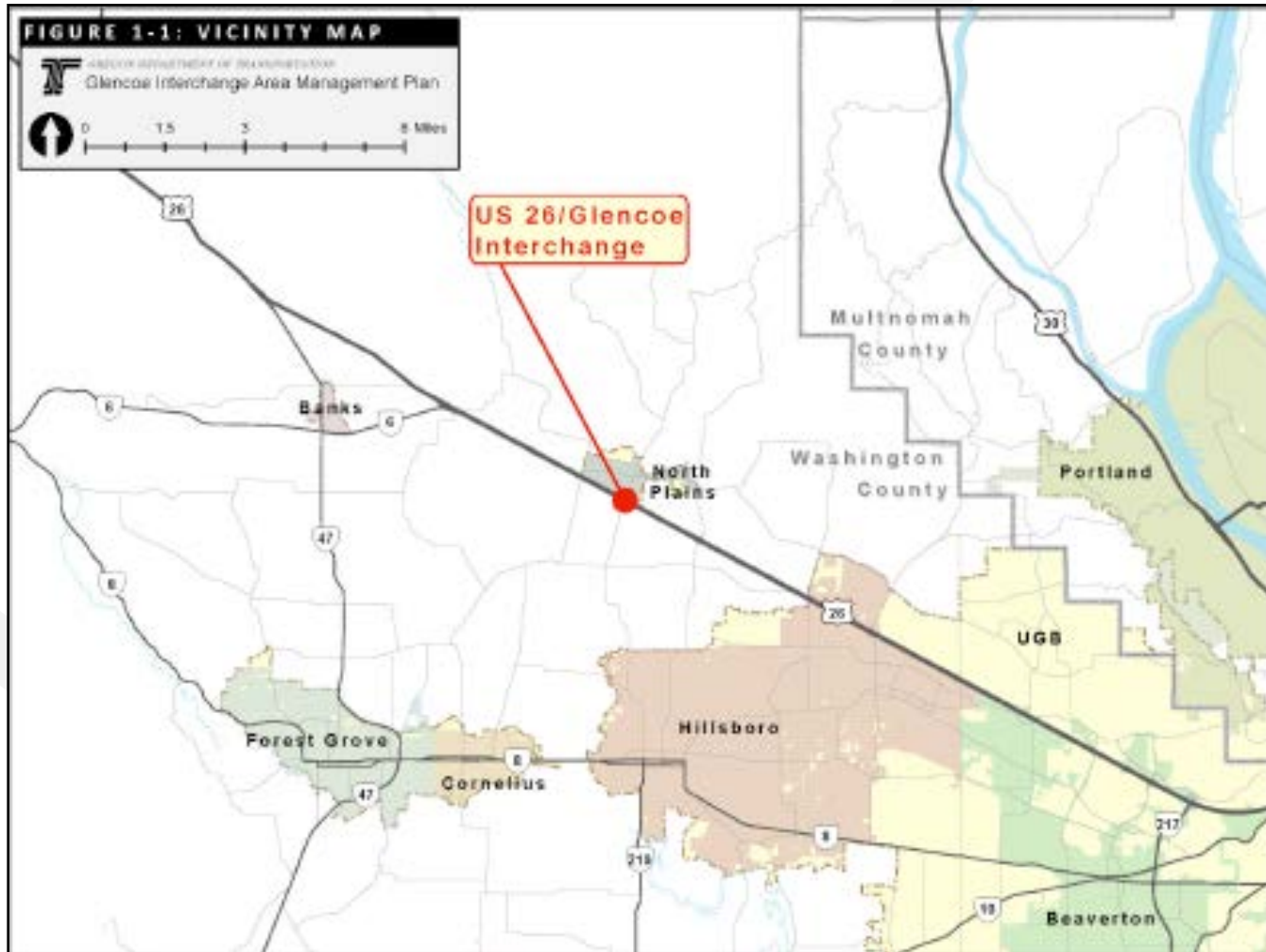
Region 1 JTA Project Development

- **Develop project scope using the Purpose & Need and Project Goals**
- **All JTA projects had a similar theme to Project Goals:**
 - #1 – Deliver within available funding
 - #2 – Address the Purpose and Need

3) Practical Design and US 26: Glencoe Interchange



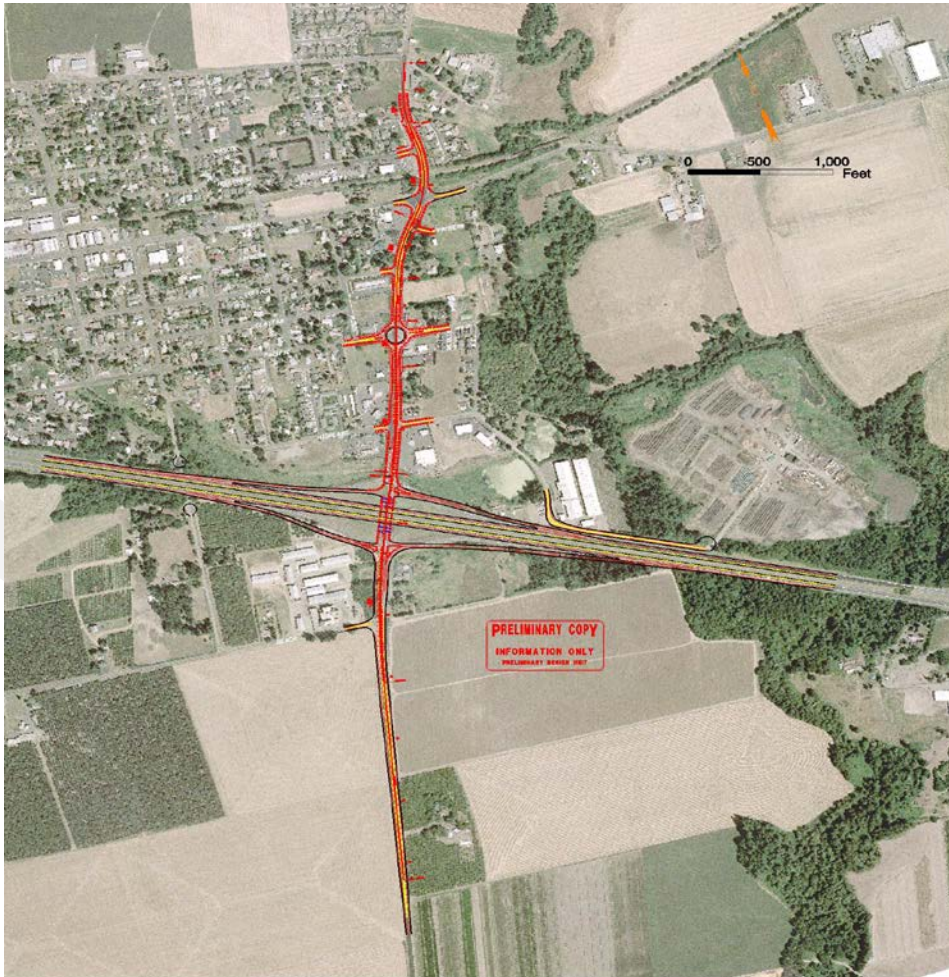
Glencoe JTA – Vicinity Map



Glencoe JTA – R1 Case Study

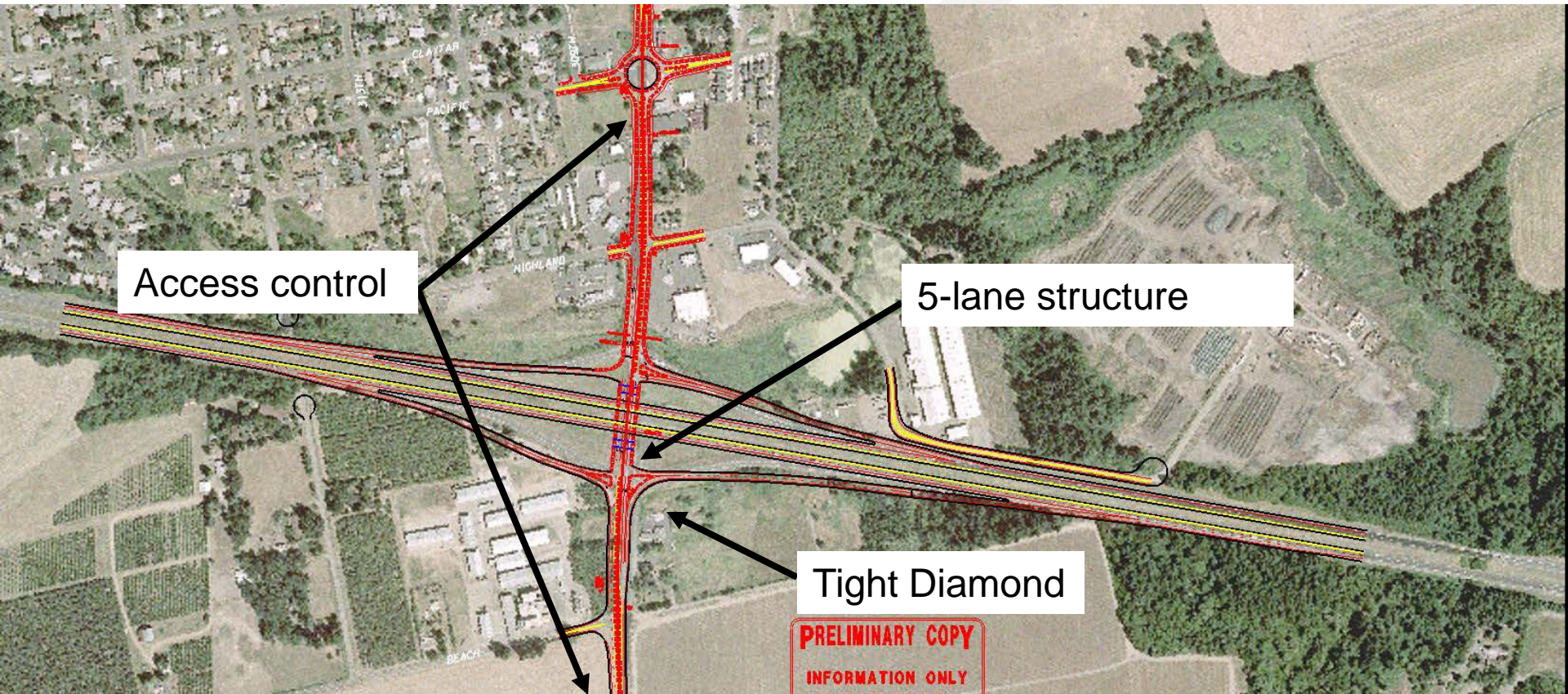


Glencoe IAMP Project History



- Process began in 2005
- ~ \$70-90M in improvements identified

Glencoe IAMP Project History



Glencoe JTA Background

- **JTA Legislation provided approximately half of funds**
- **Project had to match the \$32M JTA**
- **ODOT, working with partners, developed a list of project priorities**

Glencoe JTA Draft Goals

Project Purpose:

Increase vehicular capacity and safety of the West to the South movement at the Glencoe Rd. Interchange within the proposed JTA budget.

JTA Priorities (or Goals):

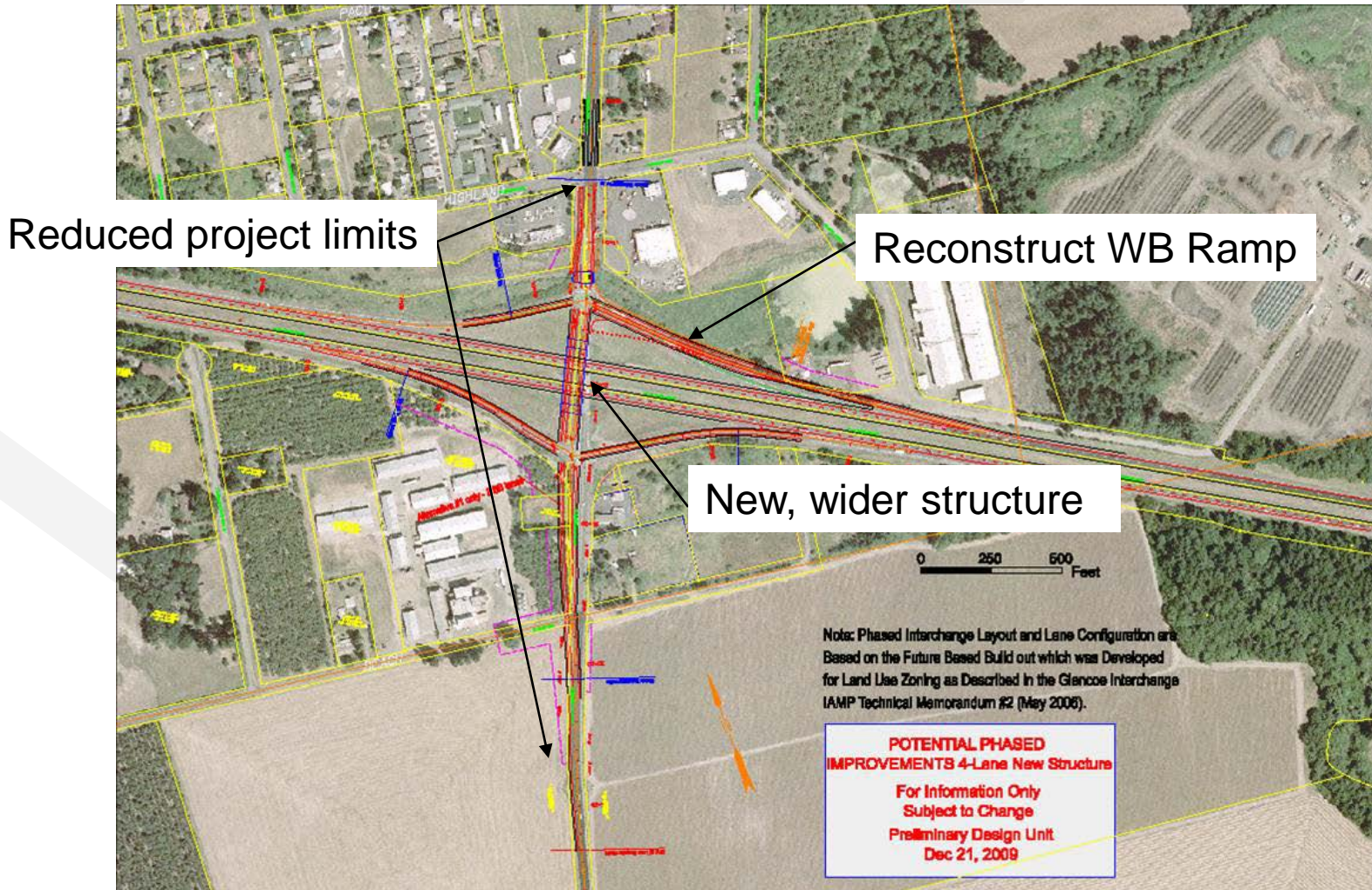
- Increase interchange vehicular capacity to meet the needs for existing and future land use to the extent possible
- Improve the primary movement of WB to SB, secondary movement of NB to EB
- Consider freight mobility and vertical clearance on US 26

Note: Information was taken from the JTA Partnering Agreement for Glencoe Rd Interchange dated November 30, 2009

Glencoe JTA Priorities cont. (from Glencoe MOU)

- **Minimize construction impacts on North Plains traffic**
- **Minimize property impacts to Highland Court and properties facing Glencoe Road**
- **Examine opportunity for a right turn lane from eastbound Highland Court to southbound Glencoe Road**
- **Examine opportunity for right turn lane from SB Glencoe Road to WB US 26**

Glencoe JTA Practical Design



Major Cost Savings

- **Build structures for 5-lanes**
 - Partner with Washington County to provide for future side-by-side left turn lanes
- **Limit Access Management**
 - Restrict access where reasonable, but does not meet 1320' spacing
- **Maintain lower half of 3 the existing ramps**
 - Only reconstruct WB ramp to provide storage length, retain existing ramps up to the Gorge

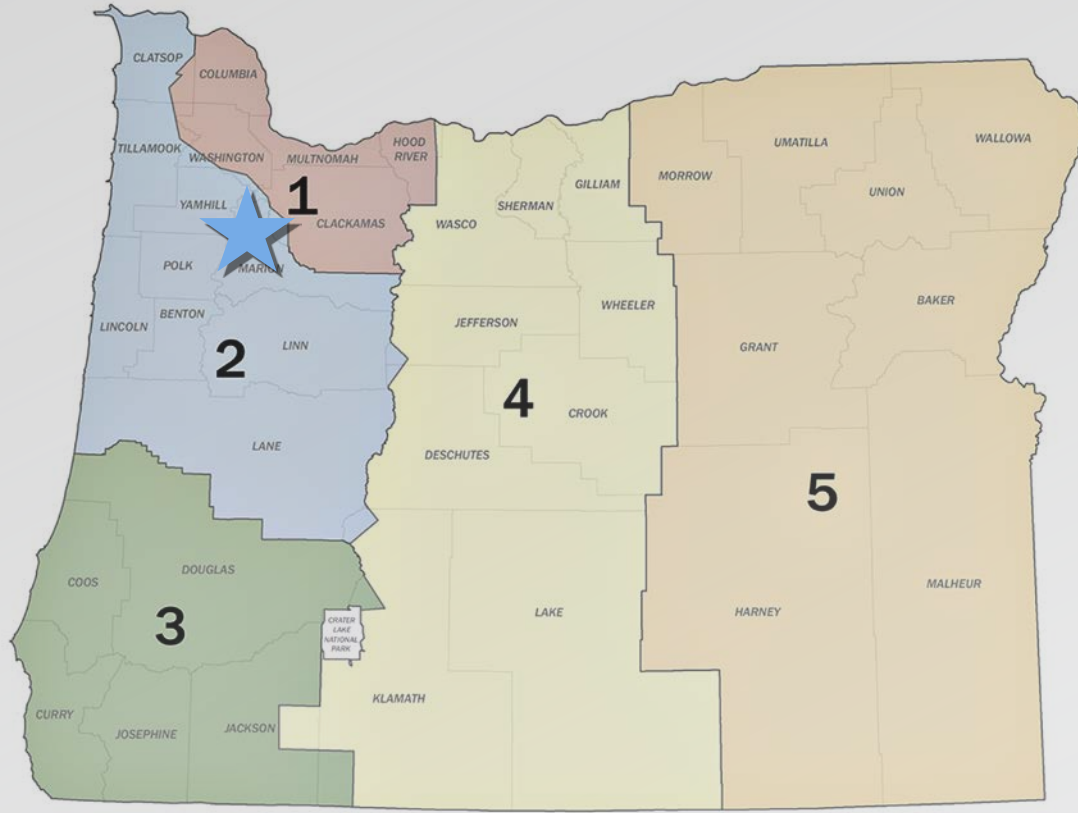
Other Practical Elements

- **Limit impacts to North Plains**
 - Match existing roadway at Highland Ct and maintain access during construction
- **Accommodate North Plains future trail**
 - Design new structure to accommodate future City trail

Conclusion

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Final Questions?



Region 2 : Woodburn Interchange

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