

**Region 1  
2008-2011 Construction STIP  
Modernization Project Identification and Summary Report**

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**Project Name:** US 26: Sunset Highway @ Glencoe Road

**Key Number:** 12885, 15192

**Project Location:** US 26 @ Glencoe Road Interchange (MP 57.16); Washington County

**Total Estimated Project Cost:** \$7.0 million

**PE:** \$3.2 million Interchange and Glencoe Road

**ROW:** \$2.0 million Interchange and Glencoe Road

**Construction:** \$2.3 million for the Glencoe Road phase of the project.

**'08-'11 STIP:** \$ 4,727,000

**Project Description:** This project is a continuation of the EA and IAMP 2006-2009 STIP project to rebuilding and widening the Glencoe Road interchange to correct existing horizontal clearance and seismic deficiencies while providing for a flatter and less hazardous grade for truck traffic. Widening the interchange would allow for bike lanes and sidewalks on both sides of the overpass and a 350-foot-long southbound turn lane needed to serve 2015 travel demand.

In addition, the EA and IAMP included Glencoe Road from the interchange to West Union Road. This project will widen the existing two-lane road to a new three-lane road to include bike lanes, sidewalks, and drainage system improvements. The County and ODOT partnered to combine the two projects. This 2008-2011 STIP allocation is to provide PE and ROW funds for the future development of the interchange and provide construction funds to the County for the construction of Glencoe Road.

The 2006-2009 STIP completed the EA and IAMP for the combined interchange and road projects. The 2004-2007 STIP contained the safety improvements and final planning for ramp improvements at the Glencoe Interchange.

**Project Eligibility:**

*Consistency with OHP Action 1G1:* The project is consistent with OHP Action 1G1, which prioritizes system preservation and efficiency improvements over adding new capacity and facilities. This project was vetted during the North Plain's TSP process which focused on a multi-modal strategy with a strong land use component.

*Consistency with Existing Plans:* The project was identified and listed as a solution in the adopted 1999 Portland to Cannon Beach Junction Plan. The following are the key themes reflected in the Corridor Strategy objectives.

This proposed project or variations of it have been included in numerous state, regional and local plans including:

- 2000-03 STIP – Included as project Key No. 10869 to signalize the ramp terminal intersection, construct a free right-turn to eastbound US 26, and provide access control. Listed for funding in 2003 with a total cost of \$1,007,000.
- 2002-05 STIP – Included as project Key No. 10869 to signalize the ramp terminal intersection, construct a free right-turn to eastbound US 26, and provide access control. Proposed for funding in 2005 at an estimated cost of \$1,369,000.
- 2004-07 STIP – Included as Key No. 10869 to signalize the ramp terminal intersection, construct a free right-turn to eastbound US 26, and provide access control. Proposed for funding in 2005 at an estimated cost of \$850,000.
- US 26: Portland to Cannon Beach Junction Corridor Plan – Project #007 to construct new interchange in intermediate term (5-10 years) at estimated cost of \$12 million.
- Hillsboro Transportation System Plan (1999) – Full interchange improvement is included on proposed Table II-6 Motor Vehicle Project List in the lowest category of priorities for the city of Hillsboro.
- North Plains Transportation System Plan – The full interchange improvement is proposed in two separate projects listed on Table 7-9 Future Projects list.

**Project Prioritization:**

*Project Readiness and Milestones Completed:* As indicated above, the project was identified in numerous plans. An EA is now under way for the project, and a FONSI is anticipated to be issued in the fall of 2007 that will establish environmental and land use requirements. An interchange area management plan (IAMP) will be developed in the fall of 2007 for the selected alternative that will establish access management standards, local circulation, and land use requirements.

*Support of OHP Policies:* The project will further these OHP policies: 1B, 1C, 1F, 1G, 2A, 2D, 3C, 4A, 4C, 5A.

*Support of Freight Mobility:* The Glencoe Interchange is a #1 OFAC priority for freight projects in the state. US 26 is designated a freight route in the OHP. The project will address LOS “F” at the ramp terminals during peak hours, and will address sight distance, horizontal clearance on the overpass, and inadequate truck turning radii.

*Leverage of other funds and benefits:* The interchange project will support an additional 4000 jobs expected nearby in Hillsboro and North Plains by 2020.

*Support of Additional ACT criteria:* This project is the highest ranked NW ACT project for Western Washington County. The NW ACT recommended Glencoe Interchange as

its highest project for the 2004-2007 STIP, but has changed the scope of the request. The recommended refinement plan is submitted based on the traffic analysis for the safety project in 2004, which indicated the ramp improvements would fail shortly after they were completed. The NW ACT recommended the refinement plan for Glencoe Interchange because it is a key transportation facility for freight and the agriculture interests in the county and will assist in preserving jobs in the agricultural sector of the economy.