TECHNICAL MEMORANDUM

March 10, 2025 Project# 27852

To: Jamie Stasny, Regional Transportation and Land Use Policy Coordinator

Clackamas County 150 Beavercreek Road Oregon City, OR 97045

From: Marc Butorac, PE, Darren Hippenstiel, PE, Caleb Cox, PE, Eza Gaigalas

CC: Ana Jovanovic, Jamey Dempster, and Maulsri Jha – Jacobs

RE: Sunrise Gateway Corridor – Cost Estimates

INTRODUCTION

Kittelson, with support from Jacobs, has prepared planning-level cost estimates for the Sunrise Gateway Corridor Refinement Plan alternative (Sunrise Parkway Concept – 162nd/172nd Couplet, October 2024 Roll map). This concept expands and refines the work that was completed in 2020. The estimates for Phase 2 (SE 122nd Avenue to SE 172nd Avenue) are divided into 4 stages to align with the stages identified in the refinement plan. The stages are as follows:

- Stage 1 Construct local transportation network between 135th and 152nd, including OR212 realignment, 142nd overcrossings, and the 135th-152nd backage road.
- Stage 2 Construct expanded signalized intersection at Rock Creek Junction (OR212/OR224) including widening the existing bridge on OR212 west of Rock Creek Junction.
- Stage 3 Construct and develop two one-way streets between 162nd and 172nd that will be compatible with a future stage 4 expansion to a split-diamond interchange.
- Stage 4 Construct the Sunrise Gateway between 122nd and 172nd including a diverging diamond interchange at 122nd, a split-diamond interchange at 162nd/172nd, and a pedestrian path and bridge over Sunrise at 135th.

The December 2024 Concept design is included in Appendix D and a conceptual staging plan is included in Appendix E.

PLANNING LEVEL COST ESTIMATES

The planning cost estimates include an itemized breakdown of major work items for the project, including earthwork, pavement structure, bridges, retaining walls, curb, sidewalk, signing, striping, street lighting, signals and other associated work. Groups of items (such as work zone traffic control, staging, and drainage) are presented as lump sum items, and the estimates are a percentage multiplier on the construction subtotal based on similar work from other recent projects.

The assumptions used in developing the cost estimates are as follows:

- All roadway construction areas were assumed to be full depth reconstruction with pavement sections varying based on the functional classification of the roadway.
- Private utilities in conflict with the project will relocate at their own cost.
- Public water and sanitary sewer improvements or relocations will not be included with this project.
- Retaining wall and bridge quantities are based on a preliminary grading analysis. These quantities are likely to change as the project considers impacts to individual taxlots more closely.
- Traffic control and staging costs are medium impact and assumed at 7% of constructed items, each.
- Contingency, inclusive of bid item contingency and construction contingency, is varied between 30% and 40% to present a high and low estimate range.

Table 1 below includes a summary of the planning level project costs in 2025 dollars. Detailed cost breakdowns are included in Appendices A, B, and C.

Table 1. Sunrise Gateway Corridor Project Cost Summary

	PROJECTS								
WORK TASK		Stage 1		Stage 2		Stage 3	Stage 4	T/	ASK SUBTOTALS
Construction Costs	\$	66,458,000.00	\$	11,977,000.00	\$	54,958,000.00	\$ 274,062,000.00		\$407,455,000
Right-of-Way Costs	\$	34,411,000.00	\$	465,000.00	\$	38,023,000.00	\$ 18,033,000.00		\$90,932,000
Engineering Support	\$	13,922,000.00	\$	2,456,000.00	\$	13,655,000.00	\$ 55,308,000.00		\$85,341,000
Construction Management	\$	11,298,000.00	\$	2,037,000.00	\$	9,343,000.00	\$ 46,591,000.00		\$69,269,000
2025 Project Subtotals		126,089,000		16,935,000		115,979,000	393,994,000		
2	202	5 TOTAL COI	ИΒ	INED CONST	RU	CTION COST			\$652,997,000
PRICE ESCALATION									
30% Construction and Bid Item Contingency	\$	37,830,000.00	\$	5,081,000.00	\$	34,794,000.00	\$ 118,198,000.00	\$	195,903,000.00
2025 Project Subtotals		163,919,000		22,016,000		150,773,000	512,192,000		
2	025	5 TOTAL EST	IM <i>i</i>	ATED PROJE	СТ	COST (LOW)			\$848,900,000
PRICE ESCALATION									
40% Construction and Bid Item Contingency	\$	50,440,000.00	\$	6,774,000.00	\$	46,392,000.00	\$ 157,598,000.00	\$	261,204,000.00
2025 Project Subtotals		176,529,000		23,709,000		162,371,000	551,592,000		
20	25	TOTAL ESTI	MA	TED PROJEC	T (COST (HIGH)			\$914,201,000

APPENDICES

- A. Combined Cost Estimate Summary
- B. Detailed Cost Breakdowns
- C. Bridge and Wall Cost Details
- D. Sunrise Gateway Corridor Refinement Plan Alternative (Oct. 2024)
- E. Sunrise Gateway Conceptual Staging Plan



Appendix A-	Combined	Cost Estimate	Summary
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Cost Estimate Summary

Clackamas County



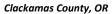
Engineer's Conceptual Estimate

Engineer's Conceptual Estimate									
Prepared By: Caleb Cox, PE, Eza Gaigalas, Sam Godon			Dat	e: 03/07/2025					
Reviewed By: Darren Hippenstiel, PE									
				PROJ	ECT	S			
WORK TASK		Stage 1		Stage 2		Stage 3	Stage 4	T	ASK SUBTOTALS
Construction Costs	\$	66,458,000.00	\$	11,977,000.00	\$	54,958,000.00	\$ 274,062,000.00		\$407,455,000
Right-of-Way Costs	\$	34,411,000.00	\$	465,000.00	\$	38,023,000.00	\$ 18,033,000.00		\$90,932,000
Engineering Support	\$	13,922,000.00	\$	2,456,000.00	\$	13,655,000.00	\$ 55,308,000.00		\$85,341,000
Construction Management	\$	11,298,000.00	\$	2,037,000.00	\$	9,343,000.00	\$ 46,591,000.00		\$69,269,000
2025 Project Subtotals		126,089,000		16,935,000		115,979,000	393,994,000		
2	2025	TOTAL CON	ИΒΙ	NED CONSTI	RU	CTION COST			\$652,997,000
PRICE ESCALATION									
30% Construction and Bid Item Contingency	\$	37,830,000.00	\$	5,081,000.00	\$	34,794,000.00	\$ 118,198,000.00	\$	195,903,000.00
2025 Project Subtotals		163,919,000		22,016,000		150,773,000	512,192,000		
20	025	TOTAL EST	IM <i>A</i>	ATED PROJE	CT	COST (LOW)			\$848,900,000
PRICE ESCALATION									
40% Construction and Bid Item Contingency	\$	50,440,000.00	\$	6,774,000.00	\$	46,392,000.00	\$ 157,598,000.00	\$	261,204,000.00
2025 Project Subtotals		176,529,000		23,709,000		162,371,000	551,592,000		
20	25	TOTAL ESTI	MA	TED PROJEC	T	COST (HIGH)			\$914,201,000



Appendix B - Detailed Cost Breakdowns

Stage 1 - 135th, 142nd, 152nd, Backage Road, OR 212/OR224

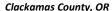




Engineer's Conceptual Estimate

Prepared By: Caleb Cox, PE, Eza Gaigalas, Sam Godon	Date: 03/07/2025				
Reviewed By: Darren Hippenstiel, PE					
This Estimate ha	s a Ratina of:	2B	(See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST	
Mobilization	LS	ALL	\$5,338,000.00	\$5,338,000.00	
Traffic Control	LS	ALL	\$3,753,000.00	\$3,753,000.00	
Construction Staging	LS	ALL	\$3,753,000.00	\$3,753,000.00	
Erosion Control	AC	23.9	\$10,000.00	\$239,000.00	
Removal of Structures and Obstructions	LS	ALL	\$1,525,000.00	\$1,525,000.00	
Clearing and Grubbing	LS	ALL	\$1,017,000.00	\$1,017,000.00	
General Earthworks (Net Fill)	CY	157,000	\$44.00	\$6,908,000.00	
Asphalt Section - Full Depth - Arterial	SF	509,696	\$12.50	\$6,371,195.63	
Asphalt Section - Full Depth - Collector	SF	158,872	\$10.70	\$1,699,930.40	
Subgrade Geotextile	SY	74,286	\$1.50	\$111,429.00	
Concrete Curbs - Standard Curb & Gutter	LF	31,058	\$70.30	\$2,183,377.40	
Raised Concrete Island	SF	4,746	\$27.10	\$128,616.60	
Truck Apron (Concrete)	SF	4,072	\$19.60	\$79,811.20	
Concrete Walks	SF	201,902	\$14.10	\$2,846,818.20	
Detectable Warnings	EA	42	\$500.00	\$21,000.00	
Extra for Pedestrian Ramps	EA	33	\$1,500.00	\$49,500.00	
Retaining Walls, Wall No. 4	SF	3,010	\$200.00	\$602,000.00	
Retaining Walls, Wall No. 5	SF	3,180	\$200.00	\$636,000.00	
Retaining Walls, Wall No. 6	SF	10,820	\$200.00	\$2,164,000.00	
Retaining Walls, Wall No. 7	SF	2,120	\$200.00	\$424,000.00	
Retaining Walls, Wall No. 8	SF	6,090	\$200.00	\$1,218,000.00	
Retaining Walls, Wall No. 11	SF	16,020	\$200.00	\$3,204,000.00	
Bridge Structure No. 7 (142nd/Sunrise)	LS	ALL	\$3,700,000.00	\$3,700,000.00	
Bridge Structure No. 8 (142nd/OR212)	LS	ALL	\$2,400,000.00	\$2,400,000.00	
Guardrail System, Complete	LF	4,000	\$80.00	\$320,000.00	
Storm Water Conveyance System, Complete	LS	ALL	\$6,120,000.00	\$6,120,000.00	
Regional Water Quality and Hydromodification System, Complete	SF	95,700	\$28.00	\$2,679,600.00	
Permanent Landscaping	SF	80,000	\$4.20	\$336,000.00	
Pavement Markings, Complete	LS	ALL	\$408,000.00	\$408,000.00	
Signage, Complete Illumination System, Complete	LS	ALL	\$816,000.00	\$816,000.00	
Traffic Signal Modifications, Complete	LS	ALL	\$2,856,000.00	\$2,856,000.00	
<u> </u>	LS	1	\$350,000.00	\$350,000.00	
Traffic Signal System, Complete	EA	4	\$550,000.00	\$2,200,000.00	
	T	OTAL CONSTR	UCTION COST	\$ 66,458,000	
PLOUE OF WAY ACCES					
RIGHT-OF-WAY COSTS					
Right-of-Way Acquisition; By Zone:	05	4.000	045.00	#404.070.00	
C2 FU10	SF	4,266	\$45.00	\$191,970.00	
F010 IC	SF	4,746	\$20.00	\$94,920.00	
IC LI	SF	1,675,798	\$12.00	\$20,109,576.00	
Li MR1	SF SF	1,035,764 0	\$12.00 \$30.00	\$12,429,168.00	
R7				\$0.00	
R.5	SF SF	0 6,777	\$12.00	\$0.00	
R6.5 R15	SF SF	357	\$12.00	\$81,324.00	
R15 RC	SF	13,728	\$12.00 \$18.00	\$4,284.00 \$247,104.00	
10	51	13,128	\$18.00	\$247,104.00	

Stage 1 - 135th, 142nd, 152nd, Backage Road, OR 212/OR224





Engineer's Conceptual Estimate

Prepared By: Caleb Cox, PE, Eza Gaigalas, Sam Godon		Date: 03/07/2025			
Reviewed By: Darren Hippenstiel, PE					
This Es	stimate has a Rating of:	2B	(See rating scale gu	ide bei	low.)
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE		TOTAL COST
Permanent Easement; By Zone:					
C2	SF	1,415	\$22.50		\$31,837.50
FU10	SF	4,791	\$10.00		\$47,910.00
IC	SF	0	\$6.00		\$0.00
LI	SF	18,369	\$6.00		\$110,214.00
MR1	SF	0	\$15.00		\$0.00
R7	SF	0	\$6.00		\$0.00
R8.5	SF	11,079	\$6.00		\$66,474.00
R15	SF	7,280	\$6.00		\$43,680.00
RC	SF	32,309	\$9.00		\$290,781.00
Temporary Easement; By Zone:					
C2	SF	4,125	\$11.25		\$46,406.25
FU10	SF	19,779	\$5.00		\$98,895.00
LI	SF	3,855	\$3.00		\$11,565.00
MR1	SF	42,374	\$7.50		\$317,805.00
MURM1	SF	5,936	\$7.50		\$44,520.00
R7	SF	8,284	\$3.00		\$24,852.00
R8.5	SF	5,766	\$3.00		\$17,298.00
R15	SF	4,313	\$3.00		\$12,939.00
RC	SF	19,433	\$4.50		\$87,448.50
RIGHT-OF-WAY SUBTOTAL				\$	34,411,000
ENGINEERING SUPPORT					
Engineering	20.0%	ALL	\$13,292,000.00		\$13,292,000.00
Construction Management	17.0%	ALL	\$11,298,000.00		\$11,298,000.00
Right-of-Way Support	EA	42	\$15,000.00		\$630,000.00
ENGINEERING SUPPORT SUBTOTAL				\$	25,220,000
		TOTAL PROJ	ECT SUBTOTAL	\$	126,089,000
40% Construction and Bid Item Contingency					50,440,000
	2025 TOTAL	ESTIMATED P	ROJECT COST	\$	176,529,000

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Stage 2 - Rock Creek Junction

Clackamas County, OR



Engineer's Conceptual Estimate

repared By: Caleb Cox, PE, Eza Gaigalas, Sam Godon Reviewed By: Darren Hippenstiel, PE		Date: 03/07/2025		
	has a Rating of:	iting of: 2B (See rating		de helow.)
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
			1	****
Mobilization	LS	ALL	\$964,000.00	\$964,000.0
Traffic Control	LS	ALL	\$677,000.00	\$677,000.0
Construction Staging	LS	ALL	\$677,000.00	\$677,000.
Erosion Control	AC	2.2	\$10,000.00	\$22,000.
Removal of Structures and Obstructions	LS	ALL	\$276,000.00	\$276,000.
Clearing and Grubbing	LS	ALL	\$184,000.00	\$184,000.
General Earthworks (Net Cut)	CY	5,894	\$44.00	\$259,352.
Asphalt Section - Full Depth - Arterial	SF	62,330	\$12.50	\$779,125.
Subgrade Geotextile	SY	6,926	\$1.50	\$10,389.0
Concrete Curbs - Standard Curb & Gutter	LF	1,560	\$70.30	\$109,668.0
Raised Concrete Island	SF	1,900	\$27.10	\$51,490.
Concrete Walks	SF	15,625	\$14.10	\$220,312.
Detectable Warnings	EA	6	\$500.00	\$3,000.0
Extra for Pedestrian Ramps	EA	6	\$1,500.00	\$9,000.0
Commercial Driveway Reconstruction	EA	3	\$5,000.00	\$15,000.0
Bridge Structure No. 3 (OR212/Rock Creek Junction)	LS	ALL	\$6,460,000.00	\$6,460,000.
Storm Water Conveyance System, Complete	LS	ALL	\$433,000.00	\$433,000.
Regional Water Quality and Hydromodification System, Complete	SF	8,400	\$28.00	\$235,200.
Permanent Landscaping	SF	9,200	\$4.20	\$38,640.
Pavement Markings, Complete	LS	ALL	\$29,000.00	\$29,000.0
Signage, Complete	LS	ALL	\$22,000.00	\$22,000.0
Illumination System, Complete	LS	ALL	\$202,000.00	\$202,000.0
Traffic Signal Modifications, Complete	LS	1	\$300,000.00	\$300,000.0
	20	·	\$600,000.00	Ψοσο,σσο.
	T	OTAL CONSTR	UCTION COST	\$ 11,977,00
RIGHT-OF-WAY COSTS				
Right-of-Way Acquisition; By Zone:				
C2	SF	3,022	\$45.00	\$135,990.
FU10	SF	2,613	\$20.00	\$52,260.
R7	SF	2,626	\$12.00	\$31,512.
Temporary Easement; By Zone:	5.	_,,,	Ţ.Z.55	ψ0.,012.·
C2	SF	14,997	\$11.25	\$168,716.
FU10	SF	9,121	\$5.00	\$45.605.
R7	SF	10,189	\$3.00	\$30,567.
RIGHT-OF-WAY SUBTOTAL	51	10,109		\$ 465,00
ENGINEERING SUPPORT				
Engineering	20.0%	ALL	\$2,396,000.00	\$2,396,000.
Construction Management	17.0%	ALL	\$2,037,000.00	\$2,037,000.
Right-of-Way Support	EA	4	\$15,000.00	\$60,000.
ENGINEERING SUPPORT SUBTOTAL				\$ 4,493,00
		TOTAL PROJ	ECT SUBTOTAL	\$ 16,935,00
	40% Constru	ction and Bid It	em Contingency	\$ 6,774,00
	2025 TOTAL	ESTIMATED P	ROJECT COST	\$ 23,709,00

Stage 2 - Rock Creek Junction

Clackamas County, OR



Engineer's Conceptual Estimate

Prepared By: Caleb Cox, PE, Eza Gaigalas, Sam Godon		Date: 03/07/2025		
Reviewed By: Darren Hippenstiel, PE				
This Estimate has	a Rating of:	2B	(See rating scale gu	uide below.)
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Stage 3 - 162nd - 172nd Interim Couplet

Clackamas County, OR



Engineer's Conceptual Estimate

eviewed By: Darren Hippenstiel, PE						
	has a Rating of:	2B	(See rating scale guide below.)			
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST		
Mobilization	LS	ALL	\$4,414,000.00	\$4,414,000		
Fraffic Control	LS	ALL	\$3,104,000.00	\$3,104,000		
Construction Staging	LS	ALL	\$3,104,000.00	\$3,104,000		
Erosion Control	AC	19.7	\$10,000.00	\$197,00		
Removal of Structures and Obstructions	LS	ALL	\$1,238,000.00	\$1,238,00		
Clearing and Grubbing	LS	ALL	\$1,651,000.00	\$1,651,00		
General Earthworks (Net Cut)	CY	346,000	\$44.00	\$15,224,00		
Asphalt Section - Full Depth - Arterial	SF	334,500	\$12.50	\$4,181,25		
Asphalt Section - Full Depth - Collector	SF	206,000	\$10.70	\$2,204,20		
Subgrade Geotextile	SY	60,056	\$1.50	\$90,08		
Concrete Curbs - Standard Curb & Gutter	LF	6,070	\$70.30	\$426,72		
Raised Concrete Island	SF	14,738	\$27.10	\$399,39		
Concrete Walks	SF	132,100	\$14.10	\$1,862,61		
Detectable Warnings	EA	32	\$500.00	\$16,00		
Extra for Pedestrian Ramps	EA	32	\$1,500.00	\$48,00		
Commercial Driveway Reconstruction	EA	2	\$3,000.00	\$6,00		
Retaining Walls, Wall No. 3	SF	4,140	\$200.00	\$828,00		
Retaining Walls, Wall No. 9	SF	3,920	\$200.00	\$784,00		
Guardrail System, Complete	LF	11,000	\$80.00	\$880,00		
Storm Water Conveyance System, Complete	LS	ALL	\$7,336,000.00	\$7,336,00		
Regional Water Quality and Hydromodification System, Complete	SF	70,300	\$28.00	\$1,968,40		
Permanent Landscaping	SF	155,500	\$4.20	\$653,10		
Pavement Markings, Complete	LS	ALL	\$490,000.00	\$490,00		
Signage, Complete	LS	ALL	\$367,000.00	\$367,00		
Illumination System, Complete	LS	ALL	\$3,423,400.00	\$3,423,40		
Fraffic Signal System, Complete	EA	4	\$550.00	\$2,20		
Fiber Optic Interconnect System Complete	LS	ALL	\$60,000.00	\$60,00		
and option intercommost cyclem complete						
	T	OTAL CONSTR	RUCTION COST	\$ 54,958,0		
RIGHT-OF-WAY COSTS Right-of-Way Acquisition; By Zone:			T			
-C2	SF	7,312	\$45.00	\$329,04		
-IC	SF	614,511	\$12.00	\$7,374,13		
-IPU	SF	50,374	\$12.00	\$503,74		
-r-0 -R10	SF	,				
-R.10 -R.A.2		0	\$12.00	\$		
-RC	SF		\$8.00	\$24.514.54		
	SF	1,361,919	\$18.00	\$24,514,54		
-RRFF5	SF	434,745	\$8.00	\$3,477,96		
Permanent Easement; By Zone:		4.655				
-C2	SF	1,980	\$22.50	\$44,55		
-IC	SF	15,105	\$6.00	\$90,63		
-IPU	SF	0	\$5.00	\$		
-R10	SF	0	\$6.00	\$		
-RA2	SF	0	\$4.00	\$		
			†			
rva2 RC RRFF5	SF SF	0 1,980	\$9.00 \$4.00	\$7,92		

Stage 3 - 162nd - 172nd Interim Couplet

Clackamas County, OR



Engineer's Conceptual Estimate

Prepared By: Caleb Cox, PE, Eza Gaigalas, Sam Godon		Date: 03/07/2025			
Reviewed By: Darren Hippenstiel, PE					
This Estimate has	a Rating of:	2B	(See rating scale gu	iide below.)	
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL	соѕт
Temporary Easement; By Zone:					
C2	SF	12,885	\$11.25	,	\$144,956.25
IC	SF	124,436	\$3.00	(\$373,308.00
IPU	SF	35,106	\$2.50		\$87,765.00
R10	SF	41,577	\$3.00		\$124,731.00
RA2	SF	7,992	\$2.00		\$15,984.00
RC	SF	182,378	\$4.50		\$820,701.00
RRFF5	SF	56,478	\$2.00		\$112,956.00
RIGHT-OF-WAY SUBTOTAL				\$ 38	8,023,000
ENGINEERING SUPPORT					
Engineering	24.0%	ALL	\$13,190,000.00	\$13	,190,000.00
Construction Management	17.0%	ALL	\$9,343,000.00	\$9	,343,000.00
Right-of-Way Support	EA	31	\$15,000.00	(\$465,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 22	2,998,000
		TOTAL PROJ	ECT SUBTOTAL	\$ 11	5,979,000
40	% Constru	ction and Bid It	em Contingency	\$ 40	6,392,000
202	25 TOTAL	ESTIMATED P	ROJECT COST	\$ 162	,371,000

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Sunrise Gateway Corridor Stage 4 - Sunrise 122nd-172nd, 135th Ped Bridge



Clackamas County, OR

Engineer's Conceptual Estimate

UNIT LS LS	2B TOTAL QUANTITY	(See rating scale guid	e below.)	
UNIT	TOTAL	(See rating scale guid	'e below.)	
LS			? below.)	
		UNIT PRICE	TOTAL COST	
1.0	ALL	\$22,053,000.00	\$22,053,000.0	
LS	ALL	\$15,475,000.00	\$15,475,000.0	
LS	ALL	\$15,475,000.00	\$15,475,000.0	
AC	53.7	\$10,000.00	\$537,000.0	
LS	ALL	\$6,301,000.00	\$6,301,000.0	
LS	ALL	\$4,201,000.00	\$4,201,000.0	
CY	559,000	\$44.00	\$24,596,000.0	
SF	1,364,000	\$15.90	\$21,687,600.0	
SF	235,000	\$12.50	\$2,937,500.0	
SY	177,667	\$1.50	\$266,500.5	
LF	32,730	\$70.30	\$2,300,919.0	
SF	19,430	\$27.10	\$526,553.0	
SF	202,246	\$14.10	\$2,851,668.60	
EA	20	\$500.00	\$10,000.0	
EA	20	\$1,500.00	\$30,000.0	
LF	17,149	\$1,300.00	\$1,972,135.0	
SF	4,620	\$200.00	\$924,000.0	
SF	41,310	\$200.00	\$8,262,000.0	
SF	12,710	\$200.00	\$2,542,000.0	
SF	4,560	\$200.00	\$2,542,000.0	
SF	55,200	\$45.00	\$2,484,000.0	
LS	55,200 ALL	\$5,800,000.00	\$5,800,000.0	
LS	ALL	\$5,800,000.00	\$5,800,000.0	
LS	ALL	\$3,400,000.00	\$3,400,000.0	
LS	ALL			
	ALL	\$38,900,000.00	\$38,900,000.0	
LS LF		\$1,258,000.00	\$1,258,000.0 \$1,371,000.0	
	17,149	\$80.00	\$1,371,920.0	
LS	ALL	\$16,563,000.00	\$16,563,000.0	
SF	190,300	\$28.00	\$5,328,400.0	
SF	434,000	\$4.20	\$1,822,800.0	
LS	ALL	\$1,105,000.00	\$1,105,000.0	
LS	ALL	\$2,209,000.00	\$2,209,000.0	
LS	ALL	\$7,729,000.00	\$7,729,000.0	
	3	\$300,000.00	\$900,000.0	
EA	1	\$550,000.00	\$550,000.0	
LS	ALL	\$80,000.00	\$80,000.0	
	OTAL CONSTR	LICTION COST S	\$ 274,062,00	
	EA EA LS	EA 3 EA 1 LS ALL	EA 3 \$300,000.00 EA 1 \$550,000.00	

Stage 4 - Sunrise 122nd-172nd, 135th Ped Bridge

Clackamas County, OR



Engineer's Conceptual Estimate

Prepared By: Caleb Cox, PE, Eza Gaigalas, Sam Godon			Date: 03/07/2025			
Reviewed By: Darren Hippenstiel, PE						
	This Estimate has a R	ating of:	2B	(See rating scale guide below.)		low.)
ITEM		UNIT	TOTAL QUANTITY	UNIT PRICE		TOTAL COST
RIGHT-OF-WAY COSTS						
Right-of-Way Acquisition; By Zone:						
IC		SF	283,603	\$12.00		\$3,403,236.00
LI		SF	791,508	\$12.00		\$9,498,096.00
MR1		SF	9,631	\$30.00		\$288,930.00
R8.5		SF	102,375	\$12.00		\$1,228,500.00
RC		SF	127,007	\$18.00		\$2,286,126.00
Permanent Easement; By Zone:						
IC		SF	0	\$6.00		\$0.00
LI		SF	994	\$6.00		\$5,964.00
MR1		SF	1,315	\$15.00		\$19,725.00
R8.5		SF	2,106	\$6.00		\$12,636.00
RC		SF	65,679	\$9.00		\$591,111.00
Temporary Easement; By Zone:			·			
IC		SF	1,332	\$3.00		\$3,996.00
LI		SF	76,335	\$3.00		\$229,005.00
MR1		SF	30,674	\$7.50		\$230,055.00
R8.5		SF	14,649	\$3.00		\$43,947.00
RC		SF	42,594	\$4.50		\$191,673.00
RIGHT-OF-WAY SUBTOTAL					\$	18,033,000
ENGINEERING SUPPORT						
Engineering		20.0%	ALL	\$54,813,000.00		\$54,813,000.00
Construction Management		17.0%	ALL	\$46,591,000.00		\$46,591,000.00
Right-of-Way Support		EA	33	\$15,000.00		\$495,000.00
ENGINEERING SUPPORT SUBTOTAL					\$	101,899,000
			TOTAL PROJ	ECT SUBTOTAL	\$	393,994,000
	40% (Constru	ction and Bid It	em Contingency	\$	157,598,000
	2025	TOTAL	ESTIMATED P	ROJECT COST	\$	551,592,000

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.



Appendix C - Bridge and Wall Cost Details

NOTE: The bridge lengths assumed in this 10/21/2024 bridge cost summary do not match all of the bridge lengths assumed for the revised sunrise gateway concept included in Appendix D. While the total cost has changed, the unit cost assumptions remain the same and the estimates in the "Sunrise Gateway Corridor - Cost Estimates" memo dated January 21, 2025 were updated accordingly.

Sunrise Parkway Concept

M. Moncada 10/21/2024 Rev. 11/7/2024

Summary of Bridge Costs - Using shorter bridge lengths (all except Bridges 4, 6 & 7)

Bridge	Bridge Length (FT)	Superstructure Depth (FT)	Bridge Cost (M\$)	Wall/Fill Costs (M\$) for comparison - see notes	Approx. Cost (M\$)
1	100	4.5	3.6	1.0	4.6
2	880	11.1	50.7	1.9	52.6
3	200	9	6.5	0.6	7.1
4	115	4.5	3.4	0.8	4.2
5	800	11.4	38.9		38.9
6	125	7	0.9	1.8	2.7
7	159	7.9	3.7		3.7
8	136	6.9	2.4		2.4
Total					116.2

Summary of Bridge Costs - Using original bridge lengths and comparison

Bridge	Bridge Length (FT)	Superstructure Depth (FT)	Bridge Cost (M\$)	Difference in Cost from shorter bridges, more fill/walls (M\$)	Difference in Cost from shorter bridges, more fill/walls (%)
1	200	8	10.8	6.2	57%
2	1100	11.1	63.4	10.8	17%
3	287	12.6	12.4	5.3	43%
4	201	9	8.9	4.7	53%
5	800	11.4	38.9	0	0%
6	767	8	5.2	2.5	48%
7	159	7.9	3.7	0	0%
8	136	6.9	2.4	0	0%
Total			145.7	29.5	20%

Notes and assumptions:

- These costs do not include contingencies, mobilization, utilities, inflation to any year beyond 2024.
- Costs do not include temporary works bridges or structures.
- Wall and fill costs have not been added beyond the limits of the original structure length in Kittelson's concepts in the 2024-10-15_Sunrise Bridge Profiles.pdf. Wall and fill costs are included within those original bridge lengths as a comparison against the original structure length
- Typical assumptions were for spans less than 160' to be prestressed beam bridges and greater than this to be steel girder bridges.
- Assumed MSE walls for all walls
- Costs are approximated using 2023 and 2024 ODOT bid prices, as well as inflating 2019 cases 11% year on year (reference: National Highway Construction Cost Index Narrative Article 2024 Quarter 1). Construction costs are highly variable and these costs are just for high-level early planning purposes. Used the following unit costs:
 - \$340/SF of bridge deck area for prestressed beam bridges
 - \$510/SF of bridge deck area for steel girder bridges
 - \$170/SF of wall area for MSE walls
 - \$120/CUYD for fill costs

Dridge #1	Sumise over SE 122ma		
	Road width below		84 FT
Rev. 11/7/2024	Set back to abutment 1		5 FT
. ,	Set back to abutment 2		5 FT
	Abutment width 1		4 FT
	Abutment width 2		4 FT
	Ctr to Ctr span (MIN)		98 FT
	,		
	Use Span (Round up nearest 5' mark)		100 FT
	Bridge Width		106 FT
	Bridge Deck Area		10,600 SF
	Superstructure Type	48" Precast Concrete B	Box Beams
	Deck area unit cost (2024)	\$	340.00
	Cost	\$	3,604,000
			, ,
	Costs of Fill & Walls where previously	assumed structure:	
	Previous Bridge length		200 FT
	Balance of length to be fill & walls		
	each end of bridge		50 FT
	Assumed wall height (average)		15 FT
	Wall area		750 SF
	# of walls		4
	MSE Wall Area cost		170 \$/SF
	Wall cost	\$	510,000
	Fill cost between walls:		
	Assumed width of each wall		15 FT
	Fill width between walls		76 FT
	Fill depth between walls		15 FT
	Fill volume between walls (includes		
	both ends of the bridge)		4222 CY
	Fill unit cost	\$	120.00 \$/CY
	Fill cost	\$	506,667
		•	,
	Total Cost within the 200' length	\$	4,620,667 <go td="" this<="" with=""></go>
	VS		
	Total Length		200 FT
		Steel plate girders con	nposite with
	Superstructure Type	deck	
	Girder Depth		8 FT
	Deal, delegante all contestes		4 00 FT

\$ \$ 1.00 FT

9.00 FT

106 FT

21,200 SF

510.00 10,812,000.00

Deck slab depth + 3" variation

Superstructure Depth

Bridge Width

Cost

Bridge Deck Area

Deck area unit cost

Bridge #2 152nd (over Creek)

Middle spans (2)	250 FT
End spans (2)	190 FT
Total Length	880 FT

Span/Depth Ratio 25 AASHTO 2.5.2.6.3

Curved steel plate girders composite

Superstructure Type with deck

Girder Depth 10 FT Deck slab depth + 3" variation 1.08 FT Superstructure Depth 11.08 FT Bridge Width 113 FT Bridge Deck Area 99,440 SF Deck area unit cost \$ 510.00 \$ Cost 50,714,400.00

Costs of Fill & Walls where previously assumed structure:

Previous Bridge length 1100 FT

MSE Walls Area **1**S 560 SF 560 SF 1N 2S 1,600 SF 2N 1,600 SF **Total Area** 4,320 SF Wall area unit cost 170.00 Wall cost 734,400.00

Fill cost between walls:

Assumed width of each wall (average) 15 FT
Fill width between walls 83 FT
Fill depth between walls 15 FT
Fill volume between walls (includes

 both ends of the bridge)
 10,144 CY

 Fill unit cost
 \$ 120.00 \$/CY

 Fill cost
 \$ 1,217,333

Total Cost within the 1,100' length \$ 52,666,133 <---go with this

VS

Total Length 1100 FT Curved steel plate girders composite

Superstructure Type with deck

Girder Depth 10 FT Deck slab depth + 3" variation 1.08 FT Superstructure Depth 11.08 FT Bridge Width 113 FT Bridge Deck Area 124,300 SF \$ Deck area unit cost 510.00 \$ Cost 63,393,000.00

Bridge #3 OR 212 Rock Creek Junction

New bridge to match existing bridge
length (ctr-ctr abutment)

200 95 FT Bridge Width

Span/Depth Ratio 25 AASHTO 2.5.2.6.3

Steel plate girders composite with

Superstructure Type deck

Girder Depth 8 FT Deck slab depth + 3" variation 1.08 FT Superstructure Depth 9.08 FT Bridge Deck Area 19,000 SF Deck area unit cost \$ 340.00 \$ Cost 6,460,000.00

Costs of Fill & Walls where previously assumed structure:

287 FT Previous Bridge length Balance of length to be fill & walls each end of bridge 43.5 FT Assumed wall height (average) 10 FT Wall area 435 SF # of walls 4 MSE Wall Area cost 170 \$/SF \$ Wall cost 295,800

Fill cost between walls:

Assumed width of each wall 10 FT Fill width between walls 75 FT Fill depth between walls 10 FT

Fill volume between walls (includes

both ends of the bridge) 2417 CY Fill unit cost \$ 120.00 \$/CY Fill cost \$ 290,000

Total Cost within the 287' length \$ 7,045,800 <---go with this

VS

Total Length 287 FT (scaled)

Steel plate girders composite with

Superstructure Type deck

Girder Depth 11.41666667 FT Deck slab depth + 3" variation 1.17 FT Superstructure Depth 12.58 FT Bridge Width 95 FT Bridge Deck Area 27,265 SF Deck area unit cost \$ 510.00 Cost \$ 13,905,150.00

Bridge #4 Sunrise over SE 162nd

Road width below	98 FT
Set back to abutment 1	5 FT
Set back to abutment 2	5 FT
Abutment width 1	4 FT
Abutment width 2	4 FT
Ctr to Ctr span (MIN)	112 FT

Use Span (Round up nearest 5' mark)

Bridge Width

87 FT

Bridge Deck Area

10,005 SF

Superstructure Type

48" Precast Concrete Box Beams

Superstructure Type 48" Precast Concrete Box Beams
Deck area unit cost \$ 340.00
Cost \$ 3,401,700.00

Costs of Fill & Walls where previously assumed structure:

Balance of length to be fill & walls
each end of bridge 44.425 FT
Assumed wall height (average) 15 FT
Wall area 666.375 SF
of walls 4
MSE Wall Area cost 170 \$/SF

\$

Fill cost between walls:

Wall cost

Previous Bridge length

Assumed width of each wall 15 FT
Fill width between walls 57 FT
Fill depth between walls 15 FT

Fill volume between walls (includes

 both ends of the bridge)
 2814 CY

 Fill unit cost
 \$
 120.00 \$/CY

 Fill cost
 \$
 337,630

Total Cost within the 200.85' length \$ 4,192,465 <---go with this

VS

Total Length 200.85 FT

Steel plate girders composite with

200.85 FT

453,135

Superstructure Type deck

 Girder Depth
 8 FT

 Deck slab depth + 3" variation
 1.00 FT

 Superstructure Depth
 9.00 FT

 Bridge Width
 87 FT

 Bridge Deck Area
 17,474 SF

 Deck area unit cost
 \$ 510.00

 Cost
 \$ 8,911,714.50

Bridge #5 Sunrise over SE 172nd and Ravine

Span 1	100 FT
Span 2	300 FT
Span 3	300 FT
Span 4	100 FT
Total length	800 FT
Max Girder Depth (300' span)	11.41666667 FT
Deck slab depth + 3" variation	1.17 FT
Max. Superstructure Depth	12.58 FT
Bridge Width - segment 1	87 FT
Bridge Length - segment 1	460 FT
Bridge Width - segment 2	106.5 FT
Bridge Length - segment 2	340 FT
Bridge Deck Area	76,230 SF
Superstructure Type	Steel plate girders composite w/ deck
Deck area unit cost	\$ 510.00
Cost	\$ 38,877,300.00 <go td="" this<="" with=""></go>

Note: The location that this bridge has been placed, through deepest part of ravine, requires the long structure. Suggest exploring alternate alignments to reduce the structure need.

Bridge #6 135th Pedestrian Bridge

Road width below	111 FT
Set back to abutment 1	5 FT
Set back to abutment 2	5 FT
Abutment width 1	4 FT
Abutment width 2	4 FT
Ctr to Ctr span (MIN)	125 FT

Use Span (Round up nearest 5' mark)130 FTBridge Width20 FTBridge Deck Area2,600 SF

Superstructure Type Precast Concrete Girder, BT72

Deck area unit cost \$ 340.00

Cost \$ 884,000.00

Costs of Fill & Walls where previously assumed structure:

Walls at north side of bridge 200		200 FT
Assumed wall height (average)		10 FT
Wall area		2000 SF
# of walls		2
MSE Wall Area cost		170 \$/SF
Wall cost	\$	680,000

No fill needed between walls at north

side

Walls at south side of bridge 200 FT
Assumed wall height (average) 10 FT
Wall area 2000 SF
of walls 2
MSE Wall Area cost \$ 170 \$/SF
Wall cost \$ 680,000

Fill cost between walls at south side:

Assumed width of each wall 10 FT Fill width between walls 20 FT Fill depth between walls 10 FT

Fill volume between walls (includes

 both ends of the bridge)
 2963 CY

 Fill unit cost
 \$
 120.00 \$/CY

 Fill cost
 \$
 355,556

Total Cost within the 767' length \$ 2,599,556 <---go with this

VS

Total Length 767 FT

Prestressed girders - max span
Superstructure Type across the highway using BT72s

 Bridge Width
 20 FT

 Bridge Deck Area
 15,340 SF

 Deck area unit cost
 \$ 340.00

 Cost
 \$ 5,215,600.00

Bridge #7 SE 142nd over Sunrise

Cost

Road width below		110	FT
Set back to abutment 1		5	FT
Set back to abutment 2		5	FT
Abutment width 1		4	FT
Abutment width 2		4	FT
Ctr to Ctr span (MIN)		124	FT
Use Span (Round up nearest 5' mark)		130	FT
Bridge Width		69	FT
Bridge Deck Area		8,970	SF
Superstructure Type	Precast Concrete Gi	rder, BT72	
Deck area unit cost	\$	340.00	
Cost	\$	3,049,800.00	
Costs of Fill & Walls where previously a Previous Bridge length	ssumed structure:	158.8	ET
Balance of length to be fill & walls		138.8	
each end of bridge		14.4	FT
Assumed wall height (average)		22	FT
Wall area		316.8	SF
# of walls		4	
MSE Wall Area cost		170	\$/SF
Wall cost	\$	215,424	
Fill cost between walls:			
Assumed width of each wall		22	FT
Fill width between walls			FT
Fill depth between walls		_	FT
Fill volume between walls (includes			
both ends of the bridge)		587	CY
Fill unit cost	\$	120.00	\$/CY
Fill cost	\$	70,400	
Total Cost within the 158.8' length	\$	3,335,624	
VS			
Total Length		158.8	ET
Total Length	Prestressed girders		
Superstructure Type	girders	(104) 01 30001	
Girder Depth	0	7	FT
Deck slab depth + 3" variation		0.92	
Superstructure Depth		7.92	
Bridge Width			FT
Bridge Deck Area		10,957	
Deck area unit cost	\$	340.00	
Cook	*	2 725 440 00	a and a state at

\$

3,725,448.00 <---go with this

Bridge #8 SE 142nd over OR212

Road width below		96	FT
Set back to abutment 1			FT
Set back to abutment 2		5	FT
Abutment width 1		4	FT
Abutment width 2		4	FT
Ctr to Ctr span (MIN)		110	FT
. , ,			
Use Span (Round up nearest 5' mark)		115	FT
Bridge Width		52	FT
Bridge Deck Area		5,980	SF
Superstructure Type	48" Precast Co	oncrete Box Beams	
Deck area unit cost	\$	340.00	
Cost	\$	2,033,200.00	
	_		
Costs of Fill & Walls where previously	assumed structu		
Previous Bridge length		136.14	FT
Balance of length to be fill & walls			
each end of bridge		10.57	
Assumed wall height (average)			FT
Wall area		264.25	SF
# of walls		4	4.0-
MSE Wall Area cost			\$/SF
Wall cost	\$	179,690	
Fill cost between weller			
Fill cost between walls: Assumed width of each wall		25	FT
Fill width between walls		_	FT
Fill depth between walls			FT
Fill volume between walls (includes		25	гі
both ends of the bridge)		20	CY
Fill unit cost	¢	120.00	
Fill cost	\$ \$	4,698	۶/С۱
· cost	7	4,030	
Total Cost within the 158.8' length	\$	2,217,588	
VS			
Total Length		136.14	FT
Superstructure Type	Prestressed gi		
Girder Depth			FT
Deck slab depth + 3" variation		0.92	
Superstructure Depth		6.92	
Bridge Width			FT
Bridge Deck Area	*	7,079	5F
Deck area unit cost	\$ \$	340.00	a manufali alif
Cost	Ş	2,406,955.20	<go td="" this<="" with=""></go>

NOTE: The wall quantities assumed in this 10/21/2024 wall cost summary do not match all of the wall quantities assumed for the revised sunrise gateway concept included in Appendix D. While the total cost has changed, the unit cost assumptions remain the same and the estimates in the "Sunrise Gateway Corridor - Cost Estimates" memo dated January 21, 2025 were updated accordingly.

Sunrise Parkway Concept - Walls Review M. Moncada 10/21/2024

Approximate wall areas and costs as graphed. Does not include missing sections. See notes.

Wall #	Area (SF)	Cost	Notes
1	4,600.00	\$ 920,000.00	More wall needed beyond end of wall 1
2	40,200.00	\$ 8,040,000.00	More wall needed before beginning and after the end of wall 2. After end of wall 2, would become a minor wall (<4') quickly
3	4,400.00	\$ 880,000.00	Wall needs to start earlier. As shown, it is 15' tall to start
4	3,570.00	\$ 714,000.00	Minor wall will be needed before start of this wall
5	3,400.00	\$ 680,000.00	
6	7,520.00	\$ 1,504,000.00	
7	?		The wall extents shown don't seem to be where the wall is needed. Wall appears to be needed starting around 2+50
8	6,800.00	\$ 1,360,000.00	
9	4,050.00	\$ 810,000.00	Minor wall will be needed after end of this wall
10		\$ -	Verify a wall isn't needed at the forested area slope near SE 172nd (see graphic below)
Total	74.540.00	\$ 15.000.000.00	

Approx.
Wall Unit
Cost

200.00 \$/SF





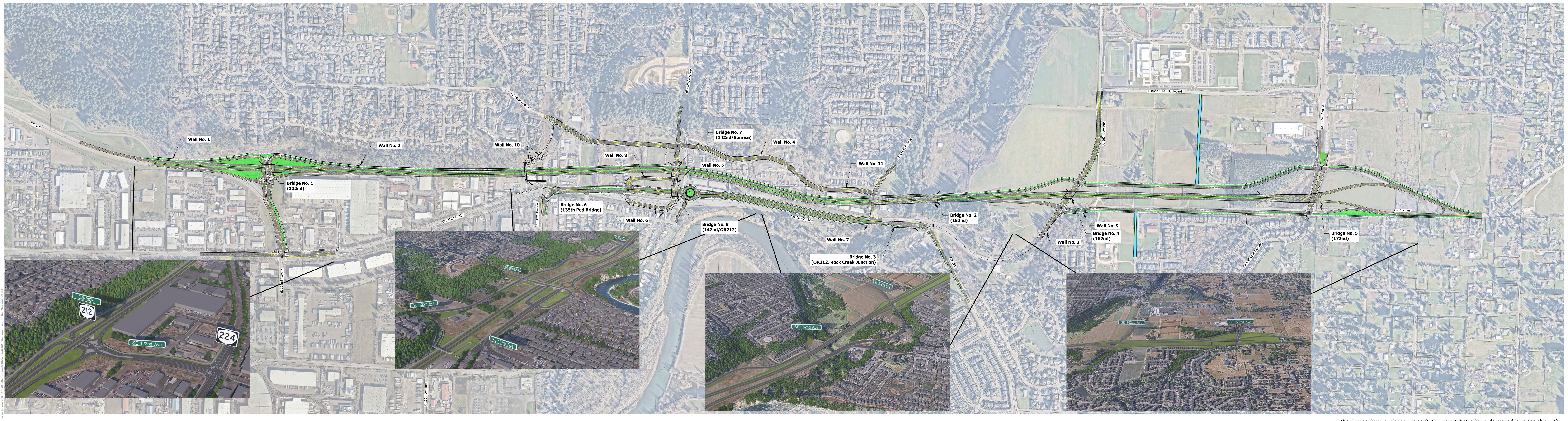


Notes and assumptions:

- These costs do not include contingencies, mobilization, utilities, inflation to any year beyond 2024.
- Other walls in bridge zones not included.
- Costs are approximated using 2023 and 2024 ODOT bid prices. Construction costs are highly variable and these costs are just for high-level early planning purposes. Used the following unit costs:



Appendix D - Sunrise Gateway Corridor Refinement Plan Alternative (Oct. 2024) Sunrise Parkway Concept - 162nd/172nd Couplet



The Sunrise Gateway Concept is an ODOT project that is being developed in partnership with Metro, Clackamas County and the City of Happy Valley. Clackamas County is leading public engagement on the broader vision, known as the Sunrise Visioning Project, to ensure it meets the needs of those who live, work, recreate, and travel through the Sunrise Corridor.





Appendix E Sunrise Gateway Conceptual Staging Plan Sunrise Parkway Concept - 162nd/172nd Couplet

The Sunrise Gateway Concept is an ODOT project that is being developed in partnership with Metro, Clackamas County and the City of Happy Valley. Clackamas County is leading public engagement on the broader vision, known as the Sunrise Visioning Project, to ensure it meets the needs of those who live, work, recreate, and travel through the Sunrise Corridor.

