

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: 10/10/17 **Approx. Start Time:** 1:30 PM **Approx. Length:** 60 minutes

Presentation Title: An Update on the Sunrise Highway

Department: Department of Transportation and Development

Presenters: Barb Cartmill- Director, Mike Bezner- Assistant Director, Karen Buehrig- Planning Supervisor

Other Invitees:

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

No action is being requested. The purpose of this policy session is to update the BCC on the history and status of the Sunrise Highway.

EXECUTIVE SUMMARY:

After almost 30 years of planning, in December of 2010 the Sunrise Corridor Final Environmental Impact Statement (FEIS) was published. It outlined a Preferred Alternative for addressing the existing congestion and safety problems in the OR 212/224 corridor, as well as the anticipated employment and household growth in the area. At full build-out, the preferred alternative was estimated to cost \$1.49 Billion (2013 dollars).

Since that time, there has been over \$200 million committed to the project from a variety of sources including the 2009 Jobs and Transportation Act (JTA) legislation, Clackamas County Development Agency right of way (ROW) contributions, federal grants, statewide transportation improvement program (STIP) and other ODOT and County contributions. This initial investment funded the construction of Phase 1 of the Sunrise, also known as the Sunrise JTA project.

The Sunrise JTA project, as well as other investments in the Sunrise system of projects in the area, included the following elements:

- A new four-lane highway (two lanes each direction) from the Milwaukie Expressway (OR 224) at I-205 to SE 122nd Avenue at OR 212/224. It is 2.5 miles in length.
- A new I-205 overcrossing to connect 82nd Drive and 82nd Avenue.
- Bicycle and pedestrian improvements in the area.
- Intersection improvements at SE 122nd Avenue and OR 212/224.
- Local road improvements including Lawnfield Road, 98th Court, Minuteman Way (formerly Industrial Way) and 102nd Ave.
- Tolbert Street Overcrossing

With cost savings from the Sunrise JTA project, ODOT is currently designing an auxiliary lane along I-205 near the Sunnybrook on ramp as well as an auxiliary lane westbound on Hwy 224. Construction for these two auxiliary lane projects remains unfunded. But, ODOT is also using

some cost savings to buy ROW for Sunrise Phase 2 and has already purchased three properties.

Sunrise Phase 2 will extend the Sunrise from 122nd Ave to 172nd Ave. Initial estimates for a 2-lane extension of the Sunrise is approximately \$250 Million. A significant portion of the investment will be in ROW costs.

Given the high expense of a complete Phase 2, staff from ODOT, Happy Valley and Clackamas County have discussed a variety of approaches to moving pieces of the Phase 2 project forward. In 2018 ODOT plans to further study what the most beneficial near term investments are between Rock Creek junction and 172nd Ave. A key issue to address within the Sunrise Phase 2 project area is the need to provide access to employment land in the Rock Creek junction area. Nearly 90 acres of regionally significant industrial land are located in the Rock Creek Employment site. Another issue is that the existing Hwy 212 east of Hwy 224 is a rural road, but is now being used for urban level of traffic. Finally, the Sunrise Phase II project is needed to support the 172nd Ave corridor, which is an area currently experiencing significant residential growth.

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? YES NO

What is the cost? \$ 250,000,000 What is the funding source? Unknown at this time

STRATEGIC PLAN ALIGNMENT:

- How does this item align with your Department's Strategic Business Plan goals?

This is consistent with DTD's goal that Clackamas County will have a program in place that will identify transportation system improvements and funding to support expected needs for the next five years.

- How does this item align with the County's Performance Clackamas goals?

This is information about the Board's Performance Clackamas goal "By 2022, Sunrise Phase II will be scheduled for federal, state, and/or regional funding within the next five years".

LEGAL/POLICY REQUIREMENTS: N/A

PUBLIC/GOVERNMENTAL PARTICIPATION: N/A

OPTIONS: N/A

RECOMMENDATION: N/A

ATTACHMENTS: Power Point presentation.

SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval _____

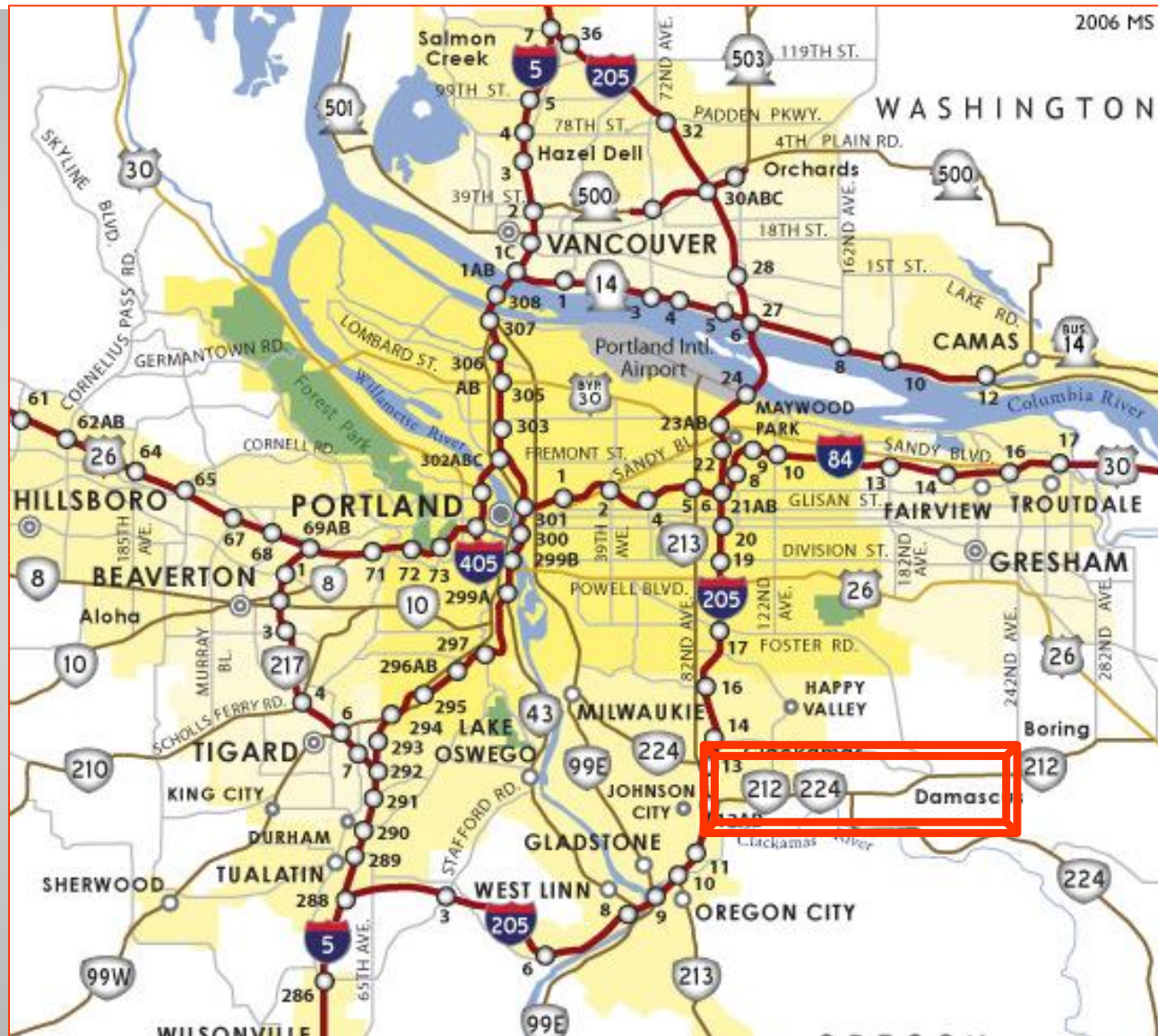
County Administrator Approval _____

For information on this issue or copies of attachments, please contact Mike Bezner @ 503-742-4651

Sunrise Project

Board of County Commissioners
Policy Session
October 10, 2017 | 1:30 p.m.





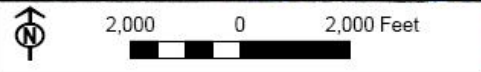
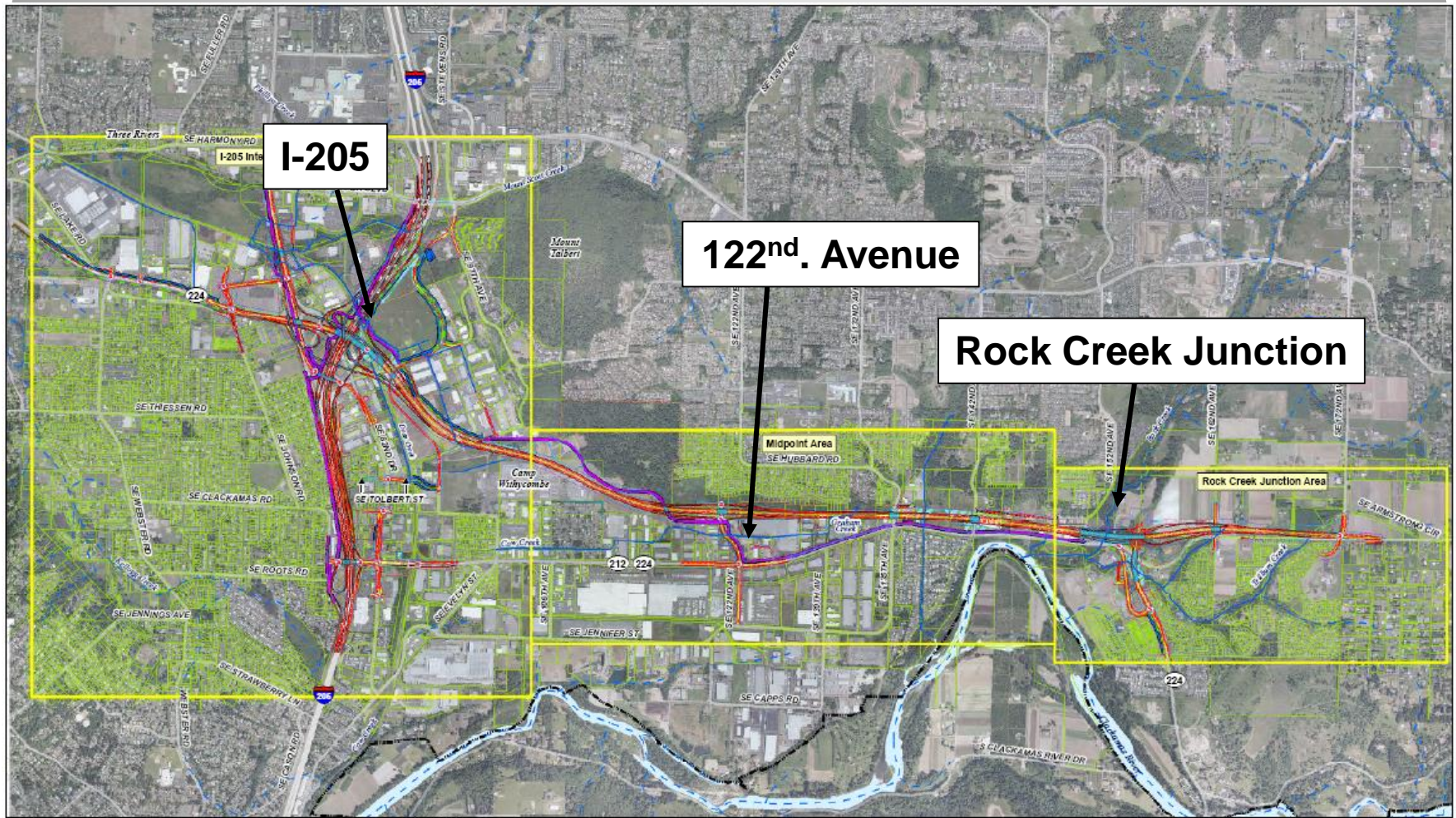
Project vicinity

- 1980s: began planning I-205 to US 26
- 1993: DEIS (Draft Environmental Impact Statement)
- Paused for regional land use considerations (Damascus)
- 1996: Clackamas County adopted Preferred Alternative
- ODOT and Clackamas County acquired land:
 - “Superfund” site and other properties
 - Camp Withycombe property
 - ODOT District Office

Project history

- 2004: SDEIS (Supplemental Draft Environmental Impact Statement) begins, I-205 to Rock Creek Junction
- 2008: SDEIS published
- 2009: Preferred Alternative selected
- 2010: FEIS (Final Environmental Impact Statement) published with Preferred Alternative to address:
 - Congestion problems
 - Safety problems
 - Anticipated employment and residential growth
 - Estimated cost: \$1.4 billion
- 2011: Record of Decision (ROD) issued

FEIS timeline



Legend	
Access Closure	Lane Line
Bridge Structure	Lane Striping
Bridge Footing	Median
Construction Impact Line	Multi-Use Path
Edge of Pavement (with curb)	Proposed Right-of-Way Line
Edge of Pavement (with no curb)	Retaining Wall
Sound Wall	Traffic Signal
Storm Water Treatment/Detention	Urban Growth Boundary (UGB)
Flood Plain Mitigation Site	Boundary (LUGB)
Sloislope	Swale
ODOT Verified Wetlands	Streams
Metro Non-Verified	ODOT Verified

Figure PA-1
Project Area
 Sunrise Project, I-205 to Rock Creek Junction

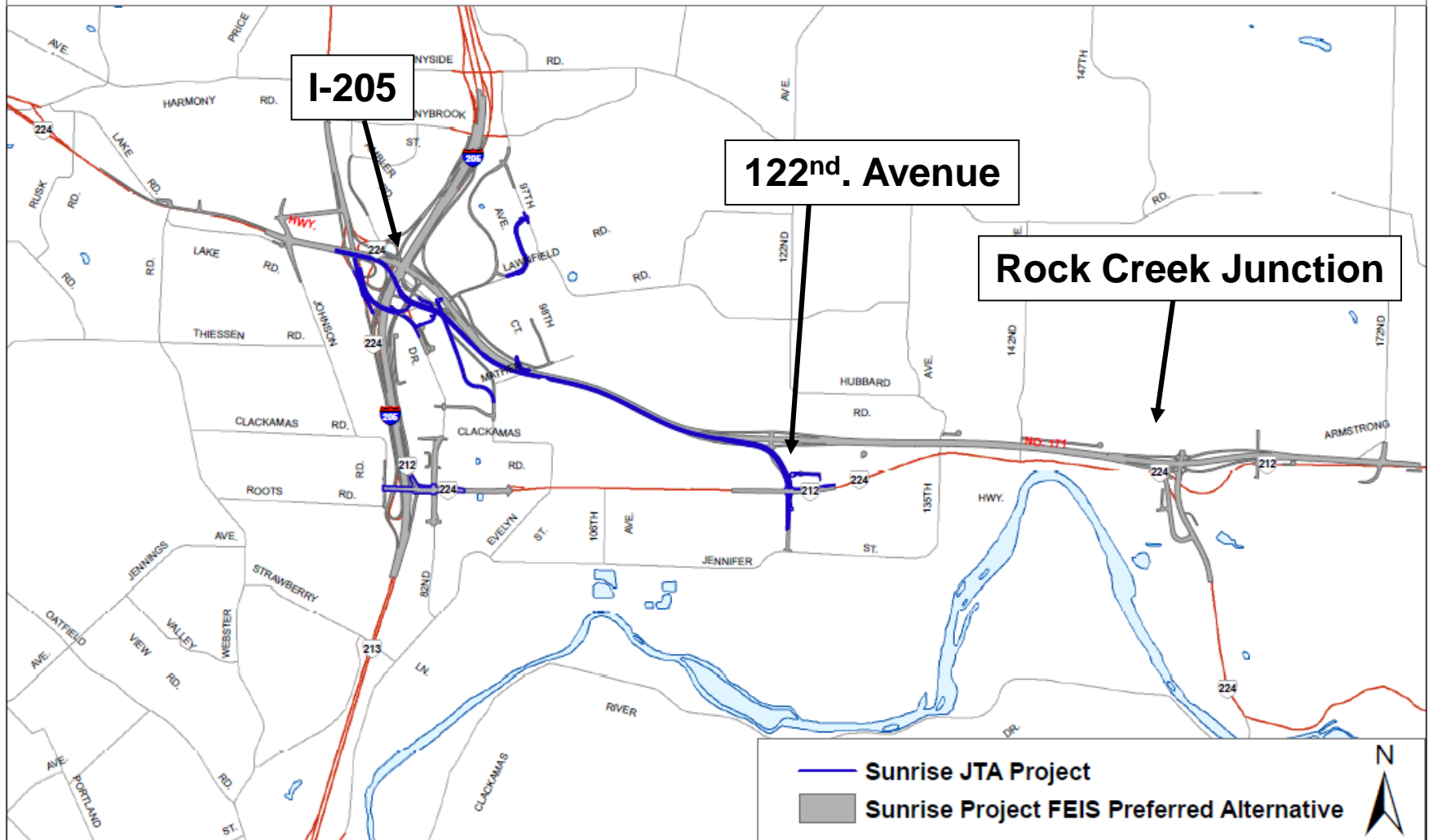
Source: ODOT and Metro, Portland OR (2006-09)

Sunrise FEIS

- 2009 Legislature: HB 2001 (JTA)
 - Dedicated \$100 million for design & construction
 - \$130 million total available
 - \$30 million right of way acquired / available
 - Practical design emerged



Jobs and Transportation Act (JTA)



JTA Projects compared to FEIS

- August 2013: Groundbreaking
- July 2016: Opening
 - 2.15 miles
 - Four lanes
 - \$130 million



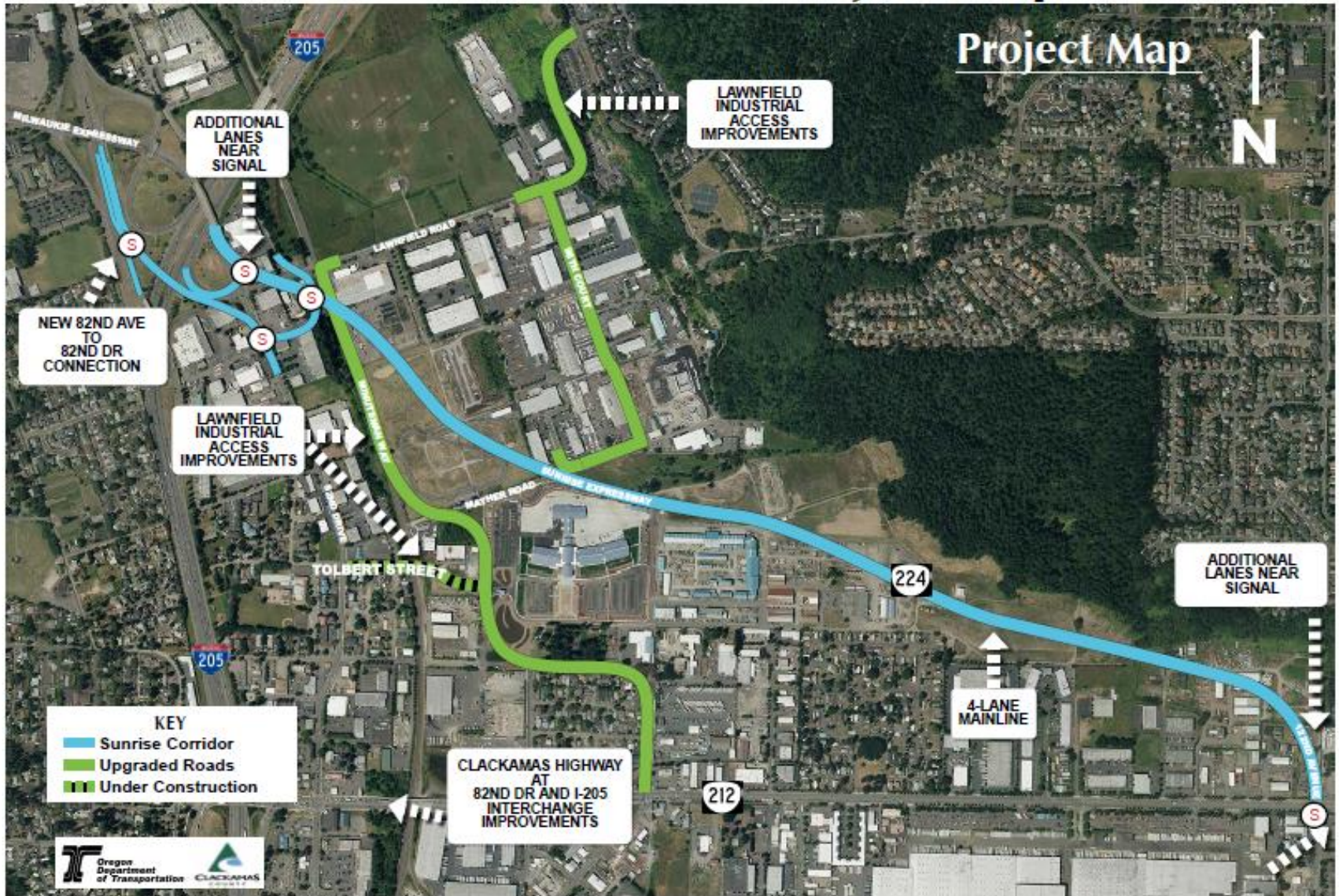
- Related projects
 - Connect 212/224 to SE Lawnfield by way of 102nd Ave, Clackamas Rd and Minuteman Way
 - Improve 98th Ct/Lawnfield Rd/97th Ave intersection
 - Extend SE Industrial Way from Mather Rd to Lawnfield Rd on east side of Union Pacific tracks
 - Tolbert Overcrossing

Sunrise Expressway



Project Improvements

Project Map



Project improvements



Looking east



82nd over I-205 Bridge



Tolbert Overcrossing



Looking west

- Next Steps

- Auxiliary lane design on I-205 and 224
- ROW purchases
- Development of design for near-term investments between Rock Creek junction and 172nd Ave
- Happy Valley Carver / Pleasant Valley Land Use and Transportation Plan



Questions?

