Sunrise Corridor Project

Background

Constructing a new road east of I-205 to reduce congestion and serve business and residential growth has been a regional priority for decades. The Sunrise Corridor Project has been studied since the 1980s. It has been thoroughly vetted and adopted in local, regional and statewide plans. The project received funding from Congress and the Oregon Transportation Commission to pay for project development. Recently, with the passage of the Jobs and Transportation Act (JTA) in 2009, the Oregon Legislature provided funding to build a portion of the originally planned Sunrise Corridor. Since the passage of the JTA, ODOT has conducted additional public outreach and secured Federal Highway Administration (FHWA) approval of project's environmental document. The project was advertised for construction on March 28, 2013. An Oregon company is the apparent low bidder that will build the project starting this summer. When completed, the project will reduce congestion in the area and encourage additional economic development.

Public Outreach

- Public outreach has been conducted since 1987
    - Project and Citizen Advisory Committees.
    - Three open houses, attended by 100-200 people.
    - Two day design workshop, attended by 100 people.
    - Presentations to community/business groups, Clackamas Board of Commissioners.
    - Six newsletters and three postcards mailed to 5,000 (2004) to 9,500 (2009) addressees.
    - Project website.
    - Another round of public outreach was conducted after JTA (123 attendees).
    - Second JTA project open house in 2011 (80 attendees).
    - Over 11 stakeholder outreach meetings (Nov. 2011 - Dec. 2012).

- The closure of the Lawnfield Road crossing of the Union Pacific Railroad tracks has been planned to be closed for 20 years
    - 1993 Draft Environmental Impact Statement (DEIS).
    - 2008 Supplemental Draft Environmental Impact Statement (SDEIS).
    - 2010 Final Environmental Impact Statement (FEIS).
    - 2011 Record of Decision.
    - 2012 Re-Evaluation of the Sunrise JTA approved by FHWA.

- Lawnfield businesses participated in public process and their concerns were heard
    - ODOT received both written and oral comments at multiple open houses.
    - Desire for both Lawnfield and Tolbert overcrossing to be built.

- In response to concerns raised by Lawnfield businesses
    - In the summer of 2012, ODOT met with Lawnfield businesses four times: listening to their concerns, answering questions and exploring options, none of which were acceptable to the UPRR.
    - ODOT has a standing offer to work collaboratively with Clackamas County and Lawnfield businesses to both reconstruct Lawnfield Road and the Tolbert overcrossing to provide improved access in the area. Clackamas County agreed to work with ODOT. Some Lawnfield businesses instead chose to take legal action.
    - The offer to work together to fund the Tolbert overcrossing remains.

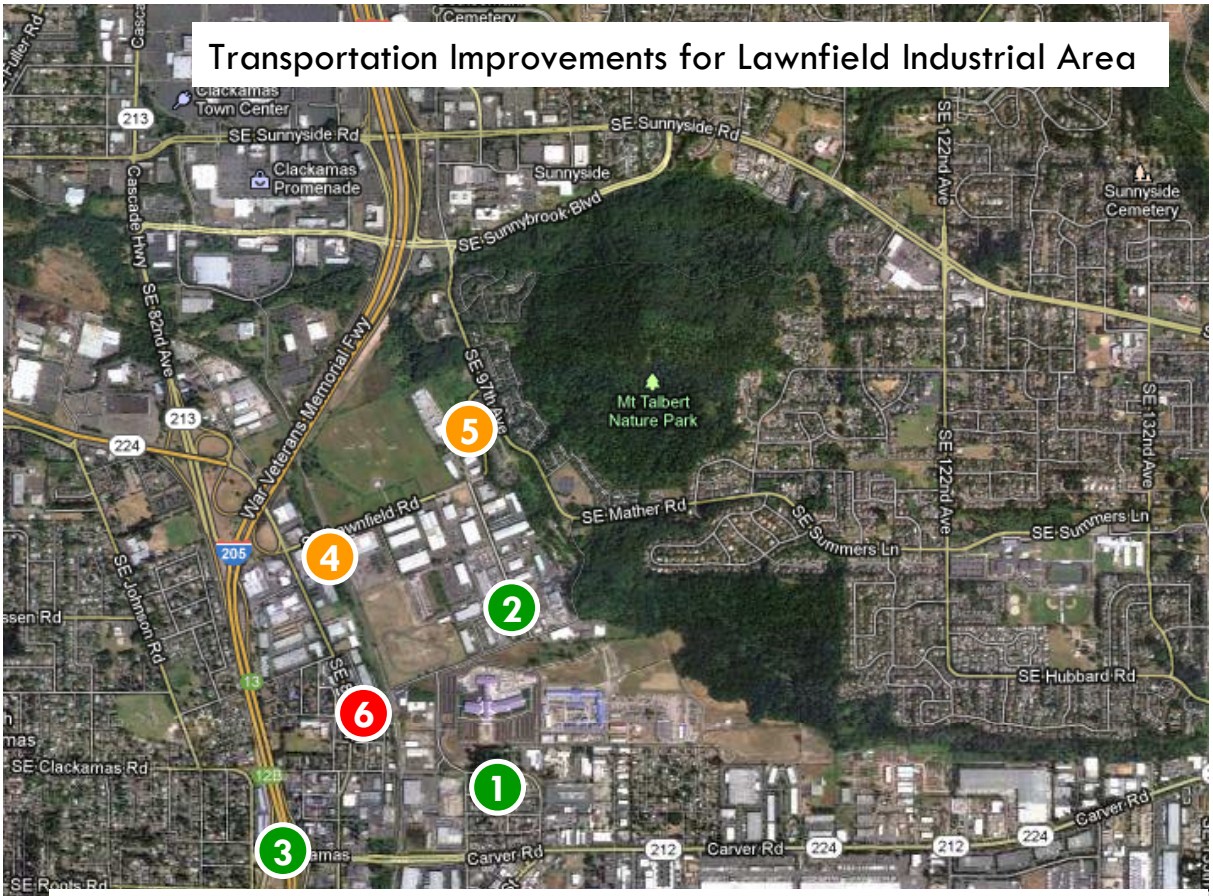
Sunrise Corridor Project Facts

- When built, the JTA Project will reduce congestion in the area, benefiting businesses and commuters
  - Total annual delay is reduced by 930,000 hours for cars and 50,000 hours for trucks.
  - Total annual benefit in the year 2020 from reduced delay is $22.5 million.
  - 9,000 fewer daily trips on OR224.
  - 3,000 fewer daily trips on 82nd Drive.
  - 2,000 fewer daily trips east of the Lawnfield Business Area.

- The project will support Oregon jobs
  - Nearly 1,000 Oregon jobs (over 330 per year for three years).
  - Construction contract award will be in excess of $50 million.
  - Apparent low bidder is an Oregon based contractor.

- The Lawnfield Industrial Area will have good access compared to existing conditions
  - Today trains often block Lawnfield Road making it unreliable.
  - An average blockage time for a train crossing is 3.5 minutes.
  - Drivers familiar to the area already use alternative routes to avoid the crossing.
  - Existing grades for Lawnfield Road are at 12% and 16-17%.
  - A series of improvements have been made and are planned to improve access to the Lawnfield Industrial Area. Lawnfield Road up the hill grade will be reduced from 16-17% to 8.75%. The 12% grade for Lawnfield Road at the railroad crossing would be eliminated with traffic using the new Industrial Way which has no grade.
  - Most alternate routes do not add any significant travel time. ODOT analyzed five different routes and found only a few minutes difference for some routes, while others were improved.

Transportation Improvements for Lawnfield Industrial Area



1. **COMPLETED 12/2010:** Phase 1 (Clackamas County - ~$5 million) - 102nd Avenue, Clackamas Road, Industrial Way, Mather Road, from OR 212/224 to Bordeaux Lane

2. **COMPLETED 12/2011:** Phase 2 (Clackamas County - ~$5 million/ODOT - $1 million IOF grant from ODOT) - 98th Court Extension and reconstruction from Mather Road to Lawnfield Road; Mather Road from 98th Court to Bordeaux Lane

3. **COMPLETED 12/2011:** (ODOT - $3 million) OR224: I205 to UPRR, 3rd WB Lane

4. Construction 2013: Sunrise JTA – I-205 to 122nd , including new Industrial Way from Mather to Lawnfield Road and other local access improvements

5. Construction 2013: Phase 3 (Clackamas County ~$1 million/ODOT – estimated $7-9 million from ODOT JTA) - Lawnfield Road from 97th Avenue to 98th Avenue (reduces grade from 16-17% to 8.75%

6. Tolbert Road from 82nd Drive to Industrial Way (unfunded)