

## APPENDIX F. PUBLIC INVOLVEMENT MATERIALS

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## Members of the PRC, PAC, and CETAS

### Project Advisory Committee (PAC) Roster

The Project Advisory Committee, composed of citizens representing neighborhoods, business and civic advocacy groups, emergency services, and other stakeholder agencies throughout the Sunrise Project area, is the central focus of the public involvement effort.

Representative	Representing	Email
George Allen (2004-2007)	Rock Creek CPO	<a href="mailto:gallen@abiteq.com">gallen@abiteq.com</a>
Jim Cameron (2004-2006)	Clackamas CPO	<a href="mailto:no55mph@comcast.net">no55mph@comcast.net</a>
Rick Hall (2007-2009)		
Greg DeGrazia (2004-2009)	North Clackamas Chamber of Commerce	<a href="mailto:info@gregdegrazia.com">info@gregdegrazia.com</a>
Peggy Gayheart (2004-2006)	Bluff Drive Neighbor	<a href="mailto:edwar@nwstucco.com">edwar@nwstucco.com</a>
Edwar Ghores (2008-2009)		
Joel Halloran (2004-2005)	Fred Meyer Distribution Center	<a href="mailto:don.forrest@fredmeyer.com">don.forrest@fredmeyer.com</a>
Don Forrest (2006-2009)		
John Hartsock (2004-2006)	Damascus Neighbor (Community Coordination Committee)	<a href="mailto:dave.rouse@ci.gresham.or.us">dave.rouse@ci.gresham.or.us</a>
Dave Rouse (2008-2009)		
Ed Kirchoffer (2004-2009)	Clackamas County Fire District	<a href="mailto:edkir@ccfd1.com">edkir@ccfd1.com</a>
Ted Kyle (2004-2009)	Clackamas County Water Environment Services	<a href="mailto:tedkyl@co.clackamas.or.us">tedkyl@co.clackamas.or.us</a>
Renate Mengelberg (2004-2009)	Clackamas County Business & Economic Development Team	<a href="mailto:renatem@co.clackamas.or.us">renatem@co.clackamas.or.us</a>
Bob Minor (2004-2009)	Ped/Bike Advisory Committee (former member)	<a href="mailto:bminor@warn.com">bminor@warn.com</a>
Bear Morris (2004-2009)	Environmental Justice issues	<a href="mailto:tbibear@netzero.net">tbibear@netzero.net</a>
Darrell Neet (2004-2009)	Camp Withycombe	<a href="mailto:Darrell.Neet@or.ngb.army.mil">Darrell.Neet@or.ngb.army.mil</a>
Phil Selinger (2004-2006)	TriMet	<a href="mailto:lehto@trimet.org">lehto@trimet.org</a>
Allen Lehto (2007-2009)		
Dick Shook (2004-2009)	Friends of Kellogg and Mt. Scott Creeks	<a href="mailto:dicksallyshook@juno.com">dicksallyshook@juno.com</a>
Al Suh (2004-2005)	Lawnfield Area	<a href="mailto:brian@bishoptrust.com">brian@bishoptrust.com</a>
Brian Bishop (2005-2009)		
Susan Tong (2004)	North Clackamas CPO	<a href="mailto:flanagan112@hotmail.com">flanagan112@hotmail.com</a>
Chuck Serface (2004-2005)		
Pat Russell (2008-2009)		
Martha Waldemar (2004-2009)	Sunnyside CPO	<a href="mailto:mellowmartha@aol.com">mellowmartha@aol.com</a>

<b>Representative</b>	<b>Representing</b>	<b>Email</b>
Steve Gaschler (2009)	City of Damascus	<a href="mailto:sgaschler@ci.damascus.or.us">sgaschler@ci.damascus.or.us</a>
Rob Wheeler (2004-2009)	City of Happy Valley	<a href="mailto:robwheelerhv@comcast.net">robwheelerhv@comcast.net</a>
Ron Weinman (2004-2009)	Clackamas County	<a href="mailto:ronw@co.clackamas.or.us">ronw@co.clackamas.or.us</a>
Thomas Picco (2004-2009)	ODOT	<a href="mailto:Thomas.J.PICCO@odot.state.or.us">Thomas.J.PICCO@odot.state.or.us</a>
John Cullerton (2004-2005)		
Tim Collins (2006-2009)	Metro	<a href="mailto:collinst@metro.dst.or.us">collinst@metro.dst.or.us</a>
Michelle Eraut (2004-2009)	FHWA (non-voting)	<a href="mailto:michelle.eraut@fhwa.dot.gov">michelle.eraut@fhwa.dot.gov</a>

### **Policy Review Committee (PRC) Members**

The Policy Review Committee has participated in the development of evaluation criteria for the alternatives, considered public comments, and considered Project Advisory Committee recommendations. The group was originally comprised of senior level policy staff from each jurisdiction, but the group was expanded in 2007 to include elected officials from each jurisdiction. Representatives from the Cities of Happy Valley and Damascus were added to the committee as each city incorporated/ann into the Sunrise Project Area.

All members sit at the table and participate in discussions. Although the group typically operates through consensus, each jurisdiction officially has one vote, which will be given by the elected representative when present. The Policy Review Committee’s final task was to recommend a Preferred Alternative for the Final EIS..

<b>Partner Jurisdiction</b>	<b>Elected/Appointed Representative (Dates on PRC)</b>	<b>Staff Representative (Dates on PRC)</b>
Clackamas County	Lynn Peterson, County Commissioner (2007-2009)	Cam Gilmour, Director of Dept. of Transportation and Development (2004-2009)
ODOT	Jason Tell, Region Manager (2005-2009)	Robin McArthur (2004-2005) Fred Eberle (2005-2009) RianWindsheimer (2009)
FHWA (non-voting)	David Cox, former Oregon Division Administrator (2004-2008) Phillip Ditzler, Oregon Division Administrator (2008-2009)	Emily Lawton, Assistant Division Administrator (2005-2007) Michelle Eraut (2008-2009)
Metro	Carlotta Collette, Metro Council, District 2 (including Clackamas area) (2007-2009) Rod Park, Metro Council, District 1 (including Rock Creek interchange area) (2007-2009)	Andy Cotugno, Planning Director (2004-2008)  Ross Roberts (2008-2009)
City of Damascus	Dee Westcott, former Mayor (2007) Jim Wright, Mayor (2008-2009)	James Bennett, City Manager (2009) Steve Gaschler (2009)
City of Happy Valley	Rob Wheeler, Mayor (2004-2009)	Cathy Daw, City Manager (former) (2007-2009)
City of Milwaukie (ex officio, does not	Jim Bernard, former Mayor (2007)	

officially have jurisdiction within the corridor)

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## CETAS

The **Collaborative Environmental and Transportation Agreement for Streamlining (CETAS)** was signed by Oregon's state and federal transportation and environmental agencies in 2001 to support environmental stewardship and advance procedural improvements to streamline the environmental review process for ODOT's major transportation projects. The goal of this group is to identify and implement collaborative opportunities to help each participating agency realize its mission through sound environmental stewardship, while providing for a safe and efficient transportation system.

CETAS member agencies are:

- Federal Highway Administration (FHWA)
- National Marine Fisheries Service (NMFS)
- Oregon Department of Land Conservation and Development (DLCD)
- Oregon Department of Environmental Quality (ODEQ)
- Oregon Department of Fish and Wildlife (ODFW)
- Oregon Department of State Lands (DSL)
- Oregon Parks and Recreation Department, State Historic Preservation Office (SHPO)
- Oregon Department of Transportation (ODOT)
- U.S. Army Corps of Engineers (USACE)
- U.S. Environmental Protection Agency (EPA)
- U.S. Fish and Wildlife Service (USFWS)



## Public Involvement Materials

This section documents the public involvement materials that have been produced for the Sunrise Project between 2004 and 2010. Following the summary and bulleted lists are copies of the documents.

### Summary of Public Information and Notices

#### Newsletters & Postcards

Project newsletters have been mailed on a periodic basis to inform the public and serve as an invitation to public meetings. The mailing list has grown from approximately 6,000 to nearly 10,000 addresses. The following are the main mailings that were distributed to the larger mailing lists.

- A project newsletter was mailed in May 2004 to introduce the SDEIS process and invite the community to a public scoping meeting.
- A postcard and newsletter were mailed in November 2004 inviting the public to an alternatives workshop.
- A postcard in October 2005 invited the public to an open house showing potential alternatives that the PAC/PRC were recommending for study in the SDEIS.
- A newsletter in January 2007 showed full maps of the alternatives and design options that were being studied in the SDEIS.
- A project newsletter was mailed in April 2008 which included a self-mailer postcard for the public to send back requesting that they receive a paper copy or CD of the SDEIS when released.
- A project newsletter was mailed in early October 2008 to carrier routes in the study area as well as members of our interested party's mailing list (9,687 at this mailing). The newsletter announced the release of SDEIS and details for the two public hearings. A reminder postcard was also mailed in November.
- A newsletter was mailed October 2009 showing the Preferred Alternative.
- Additional letters & postcards have been mailed for related area projects and have highlighted information about the Sunrise Project. Most specifically, the Interchange Area Management Plan meetings always had up-to-date Sunrise Project information included and available at meetings. (Targeted area mailing lists.)

#### Press Releases and Newspaper Display Ads (Attached are copies of the display ads)

- Press releases were sent periodically and the local papers periodically covered major Sunrise milestones or referenced the Sunrise Project.
- Newspaper display ads were purchased in the East County Gazette, Damascus/Boring Observer, and Oregonian East Metro in early December to advertise the December 2004 Design workshop.

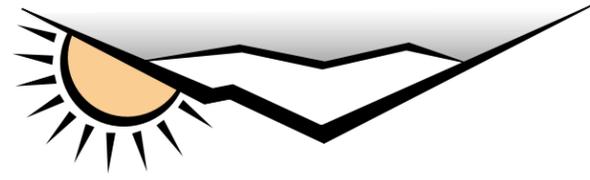
- Newspaper display ads were purchased to advertise the SDEIS and the public hearings. Ads ran in the Oregonian, Clackamas Review, and Damascus Boring Observer the first week in November 2008. (Oregonian: Ran in the East and SE Metro editions on November 6 and 7, 2008; Clackamas Review: Ran Nov 5, 2008; Damascus/Boring Observer: Ran in the November 2008 edition.)
- Clackamas County distributed a news release announcing the SDEIS release and announcing the two public hearings.
- An article about the SDEIS release and public hearings was featured in the Citizen News, the county newsletter that is mailed to every county residence.

### Email Announcements

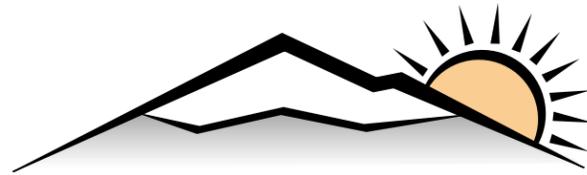
- Email announcements were sent periodically to update interested parties about the project and announce public meetings.
- Email announcements (three total) of the SDEIS release, public comment period and reminder of public hearings were mailed to our interested parties email list (705).

### Project web site

- In 2004, a project website was developed for the project and information kept updated throughout the process. Maps of the Preferred Alternative have been on the website since fall 2009.
- In 2008, SDEIS release information and an online request to receive the SDEIS was posted. The entire SDEIS document was posted to the web on the release date as well as location information where hard copies of the document could be reviewed. Public hearings information was posted. An on-line survey that mirrors the hearings' comment form was also posted from the date of the SDEIS release date through the last day of the public comment period.
- Both the County and ODOT had links to the Sunrise Project website.
- Public hearing information was posted on the County's web calendar. The SDEIS release and public hearings were highlighted on the county's transportation web pages.



Sunrise Unit 1 Project  
PO 14631  
Portland, Oregon 97293



## Project Partners

Following are the partners for this project:

- Clackamas County, which has jurisdiction over the project area, has provided project funding, and is managing the study.
- Oregon Department of Transportation, has responsibility for the state highway and has provided funding for the project. Along with the County, they are co-sponsors of the study.
- Federal Highway Administration, is the lead federal agency for the EIS process and will likely fund much of the construction.
- Metro must ensure that the final plan is consistent with the Regional Transportation Plan and may be responsible for assigning regional transportation funds to the project.

For more information, please contact:

**Ron Weinman**  
Project Manager  
Clackamas County  
9101 SE Sunnybrook Blvd.  
Clackamas, OR 97015  
(503)353-4533  
ronw@co.clackamas.or.us

**Kristen Kibler**  
Public Involvement Coordinator  
Jeanne Lawson Associates, Inc.  
1110 SE Alder Street, Suite 301  
Portland, OR 97214  
(503) 235-5881  
kkibler@jlainvolve.com



# Sunrise Unit 1 Project

from I-205 to Rock Creek Junction

## Open House to Kick Off New Study

On June 8th, an open house will be held to kick off a new study of Sunrise Unit 1 Project—a proposed new limited access highway between I-205 and the Rock Creek Junction (see map). This study, which is to prepare a Supplemental Draft Environmental Impact Statement (EIS), will re-examine and build on the information developed for the original Draft EIS, completed in 1993.

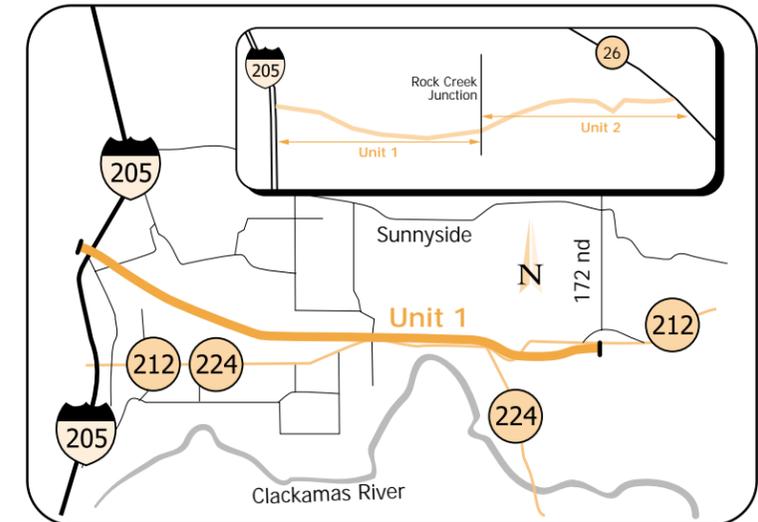
Because there have been changes in the corridor since the original study, this new study will:

- Verify the project's purpose and need.
- Explore design alternatives for the new highway, and select the alternatives to be studied in greater detail.
- Evaluate the potential environmental impacts (natural resources, social, economic, etc.) of the alternatives, including a do-nothing alternative.

A Final Environmental Impact Statement and a Record of Decision must be signed before a decision is approved on an alignment and design for the proposed highway.

**You're invited!**

**Sunrise Unit 1 Project Public Open House**  
**Tuesday, June 8, 2004**  
Drop by anytime between 6:00 and 8:00 p.m.  
**Sunnybrook Service Center Auditorium**  
**9101 SE Sunnybrook Blvd., Clackamas**



## What is the Sunrise Corridor?

The Sunrise Corridor is a proposed new highway corridor that would provide a direct connection between I-205 and U.S. Hwy 26. Two separate sections of highway have been discussed over the years: Unit 1, which would connect I-205 with the Rock Creek Junction (the junction of highways 212 and 224) to the east; and Unit 2, which would continue from Rock Creek Junction through Damascus and Boring to US 26.

In the late 1980s, Clackamas County, the Oregon Department of Transportation (ODOT), and other public stakeholders began a process to identify the best location for this highway. In 1993, a Draft Environmental Impact Statement was issued and in 1996, the Clackamas County Board of Commissioners approved a conceptual alignment for the highway. The Sunrise Unit 1 Project is included in Metro's Regional Transportation Plan, which is the blueprint that guides transportation investments in the Portland metropolitan region for the next 20 years.

## Why is the Sunrise project needed?

The Sunrise Unit 1 Project has been on the state's list of top priorities for at least 15 years because of congestion, safety and economic needs.

The intersections of Highway 212/224 with 82nd Drive and I-205 have been among the state's most congested locations for many years. This is especially a problem because the Clackamas Industrial Area is one of the state's busiest and most critical trucking centers.

The recent expansion of the urban growth boundary to include the Damascus area has increased the need to improve the capacity of transportation facilities serving this part of Clackamas County.

## Why hasn't this project been built yet?

Over the last decade, there has been very little funding available for major new highway projects. This project is one of the more expensive projects on the state's list. Also, final decisions were postponed on this corridor until the metropolitan region completed its planning efforts to identify where the future urban growth expansion areas would be. That planning is now complete, and the Damascus area has been designated as an area for urban growth expansion.

## What is an Environmental Impact Statement?

An Environmental Impact Statement (EIS) is a document that results from a public and scientific process where both the positive and negative social, economic, and environmental impacts of constructing a project are evaluated. It is required by federal law. Through the EIS process, the partner agencies identify community concerns and issues, develop alternative solutions, evaluate the impacts of those alternatives, and select a preferred alternative.

## How will the final alternative be selected?

Ultimately, the decision must be the one alternative that best meets the project's purpose and need and minimizes unavoidable negative environmental and community impacts. A Project Advisory Committee of citizens, businesses, community and environmental organizations and other public stakeholders will review the technical analysis and the public input and then will advise a Policy Review Committee. The Policy Review Committee is made up of one representative of each of the four partner agencies (see back page). This group will forward a recommendation to the official decision-making bodies: the County Board of Commissioners, the Oregon Transportation Commission, the Federal Highway Administration, and Metro, which must each approve the final decision.

## How will the public be involved?

At this early stage in the process, we are asking you to help identify what should be studied and how you feel the community may be affected. The first public open house will be a time to gather your ideas and concerns before alternatives are developed (see front page). As we continue there will be additional meetings with the community. We will inform you of these meetings through mailings, e-mails, the website and news media

## What about Unit 2?

As we work on this Supplemental Draft EIS for Unit 1, there will be a separate planning process to examine the area east of the Rock Creek Junction to determine land use patterns and transportation infrastructure needs. Metro and Clackamas County are currently conducting the Damascus/Boring Concept Plan Study for Unit 2 to answer some of these questions. (visit <http://www.co.clackamas.or.us> and click on Damascus/Boring Concept Plan for more information).

## Cut-out Response Form

What issues will be important for ODOT and Clackamas County to be aware of as they begin this Supplemental Draft EIS process?

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Name: \_\_\_\_\_

Affiliation/Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City, State Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Return to:  
Sunrise Unit 1 Project  
PO 14631  
Portland, Oregon 97293

### Target Schedule

Identify public issues and concerns  
Establish purpose and need and goals  
Develop Alternatives  
Prepare Supplemental Draft EIS document  
Formal public review of Supplemental Draft EIS  
Select preferred alternative  
Prepare Final EIS  
Record of Decision (ROD) from FHWA

2004	2005	2006
Summer 2004		
Fall 2004		
	Spring 2005	
	Fall 2005	
		Spring 2006
		Spring 2006
		Summer 2006
		Fall 2006

Final Design  
Right of way acquisition  
Construction

pending approval & funding



You are invited to a  
Design Workshop  
December 4th & 6th

Sunrise Project  
I-205 To Rock Creek Junction  
Clackamas County  
PO Box 14631  
Portland, OR 97293



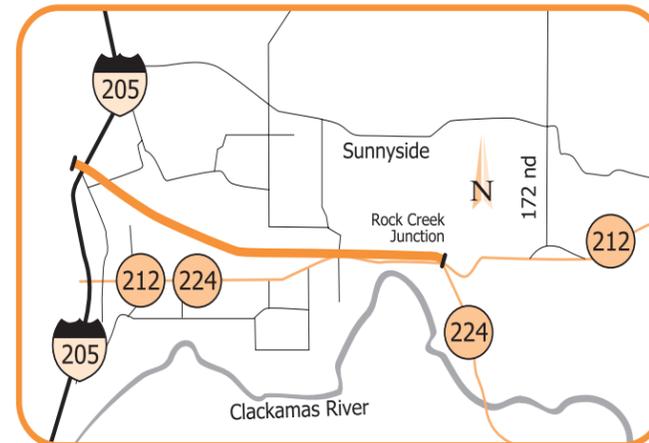
## How would you update the design for the Sunrise Project?

In 1996, Clackamas County Commissioners approved a preferred alignment for a limited access highway to be built from I-205 to the Rock Creek Junction.

- Is the proposed 1996 design still the best solution?
- How might it need to change?
- Are there other design ideas to be considered?

At a special two-day public workshop on December 4th and December 6th (see back page), Clackamas County and the Oregon Department of Transportation (ODOT) will be asking the public to help answer these questions.

The approved design was the result of a Draft Environmental Impact Statement (EIS) and several years of public consensus building; however, funding was never acquired to pursue construction. More than a decade has now passed since the last study began, and this area has seen a number of changes such as continued population and job growth and a significant expansion of the Urban Growth Boundary (UGB) in the Damascus/Pleasant Valley area. The County and ODOT (in conjunction with Metro and the Federal Highway Administration) are now revisiting this project and will be completing a Supplemental Draft EIS. The upcoming workshop will help determine which alternatives are evaluated in the Supplemental Draft EIS. We need your input as we develop alternatives and update the project to meet existing and future needs.



General area for the 1996 alignment. A detailed design concept from 1996 can be viewed on the project website. [www.deainc.com/sunrise](http://www.deainc.com/sunrise)



## What are the issues?

In June 2004, area residents, business representatives, and others attended an open house to discuss issues and concerns they would like to have considered as the Supplemental Draft EIS gets underway. The 140 participants asked questions and shared concerns about the project.

Key issues raised by the public:

- Private property impacts
- Noise and visual impacts
- General livability
- Neighborhood access to the local street network
- Business access to move goods
- Maximizing the existing transportation infrastructure
- Environmental impacts, such as air quality, wildlife habitat, wetlands, and forested areas
- Coordination with the Damascus/Boring Concept planning process

The project team will analyze these and other issues in a Supplemental Draft EIS. The process will examine how the proposed project addresses transportation needs in the area and what impacts it would have. The proposed 1996 alignment (or variations of it) will be analyzed along with other feasible alternatives in the project area, including a “no-build” alternative.

## How will alternate designs (alternatives) be developed?

This requires you. A two-day Design Workshop is being held on December 4th and December 6th to gather design ideas for the project. The project area extends from I-205 at the Milwaukie Expressway to the Rock Creek Junction—where Hwy 212 and Hwy 224 split. We want to know your ideas on addressing the transportation problems in the area. Where would you place interchanges? How would you provide for neighborhood and business access? We invite you to bring your ideas and issues to discuss and draw possible designs for the project.

## You're invited! Sunrise Project, I-205 to Rock Creek Junction Two-Day Design Workshop

### Day 1

**Saturday December 4, 2004**

Alder Creek Middle School  
13801 SE Webster Road in Milwaukie

**9:00 a.m. to 2:30 p.m.**

Workshop session to brainstorm design ideas

Please arrive at 9 a.m. for this public workshop to gather alternatives and design options for the Sunrise Project, I-205 to Rock Creek Junction. Bring your ideas! Neighbors, businesses, and other community members are all invited.

Lunch will be provided. The workshop includes:

- Learning about important elements to consider when designing for this area
- Developing design ideas
- Discussing the design ideas
- Reviewing and commenting on design ideas

### Day 2

**Monday, December 6, 2004**

OIT Conference Center  
7726 SE Harmony Road in Clackamas

**11:00 to 3:30 p.m.—Technical Review by Staff**

The technical staff will analyze design ideas for general feasibility. The product will be a narrowed set of design ideas to consider. (The public is invited to observe.)

**4:00 to 6:00 p.m.—Project Advisory Committee (PAC) Meeting**

The PAC will review the results of the technical analysis. Then they will apply project goals and objectives to the remaining design ideas. (The public is invited to observe.)

**6:30 p.m. to 8:30 p.m.—Public Meeting**

The public will review and discuss the narrowed set of design ideas with the PAC. The PAC will then recommend how to move forward with design ideas. Time will be available after the meeting to talk with the project team and look at design ideas.

### For more information, please contact:

**Ron Weinman**  
Project Manager  
Clackamas County  
503-353-4533  
ronw@co.clackamas.or.us

**Kristen Kibler**  
Public Involvement Coordinator  
Jeanne Lawson Associates, Inc.  
503-235-5881  
kkibler@jlainvolve.com

**Project Website:**  
[www.deainc.com/sunrise](http://www.deainc.com/sunrise)

## What is the history of this project?

The Sunrise Corridor was proposed as a new highway corridor that would provide a direct connection between I-205 and U.S. 26, the Mount Hood Highway. Two separate sections of highway have been discussed over the years: Unit 1, which would connect I-205 with Rock Creek Junction (the junction of Highways 212 and 224) to the east; and Unit 2, which would continue from Rock Creek Junction to U.S. 26.

In the late 1980s, Clackamas County, ODOT and other public stakeholders began a process to identify the best location for this highway. In 1993, a Draft Environmental Impact Statement (DEIS) was issued, and in 1996 the Clackamas County Board of Commissioners approved a conceptual alignment for Unit 1 of the highway.

The Federal Highway Administration has determined that the Unit 1 portion of the Sunrise Corridor has its own independent purpose, and can be advanced as a separate project—the Sunrise Project, I-205 to Rock Creek Junction. The area east of the Rock Creek Junction requires further land use planning to identify future transportation needs. Both of these efforts are now underway.

## How will this workshop affect the Damascus/Boring Concept Planning?

This work is being structured so as to not pre-determine any Damascus/Boring options. The Sunrise Project team includes Clackamas County, ODOT, and Metro and they are working closely with the Damascus/Boring Concept Planning team. The Sunrise Project from I-205 to Rock Creek Junction will not pursue any design alternative that is incompatible with the Damascus/Boring Concepts developed at public workshops in October. Both projects will use the same forecast for future traffic, population, and employment growth when the detailed transportation analysis begins. The Federal Highway Administration is allowing ODOT and the County to conduct a Supplemental Draft EIS for this project because a preferred alignment had been selected in the 1990s.

## What is the purpose of the Sunrise Project, I-205 to Rock Creek Junction?

The purpose of this project is to effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and the Rock Creek Junction, and to serve growing demand for regional travel and access to the state highway system.

## What is the transportation problem?

The intersections of Highway 212/224 with 82nd Drive and I-205 have been among the state's most congested locations for many years. This is especially a problem because the Clackamas Industrial Area is one of the state's busiest and most critical trucking centers.

### Currently:

- Highway 212/224 near I-205 is ranked in the top 10% of state routes for vehicle crash rate. From 1998-2002, there were over 500 vehicle collisions reported.
- Long delays are being reported for trucks accessing I-205 from the Clackamas Region Industrial area, which is a major freight distribution center for the Northwest.

### By 2030:

- The projected traffic volume will far exceed the volume that the existing Highway 212/224 can be expected to handle.
- The number of households and jobs in the area served by this section of Highway 212/224 is forecast to increase significantly in the next 25 years.

## What will be important as we study alternative designs?

Project "Goals and Objectives" will help influence the preferred alternative that is scheduled for selection in the spring of 2006. The "Goals and Objectives" incorporate public comments we have heard and additional input from the Project Advisory Committee, Policy Advisory Committee, and the various regulating agencies. The full set of "Goals and Objectives" can be seen on the website at [www.deainc.com/sunrise](http://www.deainc.com/sunrise).

### Project Goals

- Provide east-west transportation improvements from I-205 at the Milwaukie Expressway to the Rock Creek Junction to meet existing and future safety, connectivity, and capacity needs for statewide and regional travel within the Hwy 212/224 Corridor
- Provide transportation improvements that support the viability of the Clackamas area for industrial uses.
- Support community livability and protect the quality and integrity of residential uses within and adjacent to the corridor.
- Provide a facility that minimizes and effectively mitigates adverse impacts to natural and cultural resources within the project corridor.

## How will a final alternative be selected?

Ultimately, the decision must be the one alternative that best meets the project's purpose and need and minimizes unavoidable negative environmental and community impacts. A Project Advisory Committee of citizens, businesses, community and environmental organizations and other public stakeholders will review the technical analysis and public input and then will make a recommendation to the Policy Review Committee. The Policy Review Committee is made up of one representative of each of the four partner agencies. This group will forward a recommendation to the official decision-making bodies: the Clackamas County Board of Commissioners, the Oregon Transportation Commission, the Joint Policy Advisory Committee on Transportation (JPACT), Metro Council, and the Federal Highway Administration.

### Policy Advisory Committee

Clackamas County  
Oregon Department of Transportation  
Federal Highway Administration  
Metro

### Project Advisory Committee

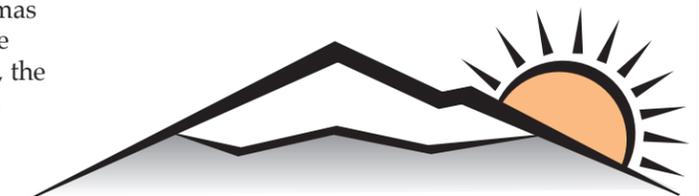
Rock Creek CPO  
Clackamas CPO  
North Clackamas CPO  
Sunnyside CPO  
Pedestrian/Bikeway Advisory Committee  
Diversity Leadership Council  
Friends of Kellogg and Mt. Scott Creeks  
City of Happy Valley  
Damascus/Boring Concept Plan Advisory Committee  
North Clackamas Chamber of Commerce  
Fred Meyer  
Oregon Iron Works  
Clackamas County Business and Economic Development  
Clackamas County Fire District  
Clackamas County Water Environment Services  
Camp Withycombe  
TriMet

### Target Schedule

	2004	2005	2006
Identify public issues and concerns	Summer 2004		
Establish purpose and need and goals	Fall 2004		
Develop Alternatives		Spring 2005	
Prepare Supplemental Draft EIS document		Fall 2005	
Formal public hearing on Supplemental Draft EIS			Spring 2006
Select preferred alternative			Spring 2006
Prepare Final EIS			Summer 2006
Record of Decision (ROD) from FHWA			Fall 2006
Final Design	pending approval & funding		
Right of way acquisition			
Construction			

## What happens next?

After the workshop, the Project Advisory Committee and agency partners will further narrow down the possible alternatives. This coming spring, we will seek your input about which of the alternatives should be thoroughly analyzed over the next year.



# ***Two-Day Project Design Workshop*** for the Sunrise Project, I-205 to Rock Creek Junction

## *Day 1: Develop Design Ideas*

**Saturday, December 4th, 2004**

**9:00 a.m.—2:30 p.m.**

Alder Creek Middle School, 13801 SE Webster Road

Please arrive at 9 a.m. for this public workshop to gather alternatives and design options for the Sunrise Project, I-205 to Rock Creek Junction. Bring your ideas! Neighbors, businesses, and other community members are all invited. Lunch will be provided. Please attend to discuss:

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## *Day 2: Analyze & Narrow Design Ideas*

**Monday, December 6th, 2004**

OIT Conference Center, 7726 SE Harmony Road

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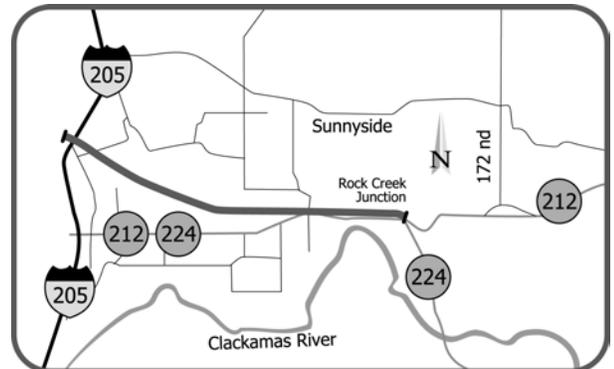
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### **For more information, please contact:**

Kristen Kibler, Public Outreach Coordinator  
(503) 235-5881 / [kkibler@jlainvolve.com](mailto:kkibler@jlainvolve.com)

Visit the project website at:  
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# ***Two-Day Project Design Workshop*** for the Sunrise Project, I-205 to Rock Creek Junction

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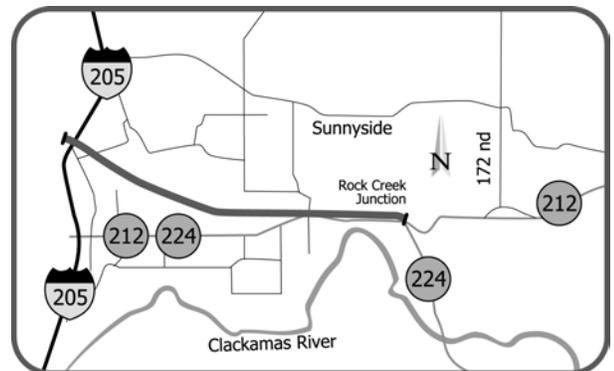
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Clackamas County  
9101 SE Sunnybrook Blvd  
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**You are invited to a  
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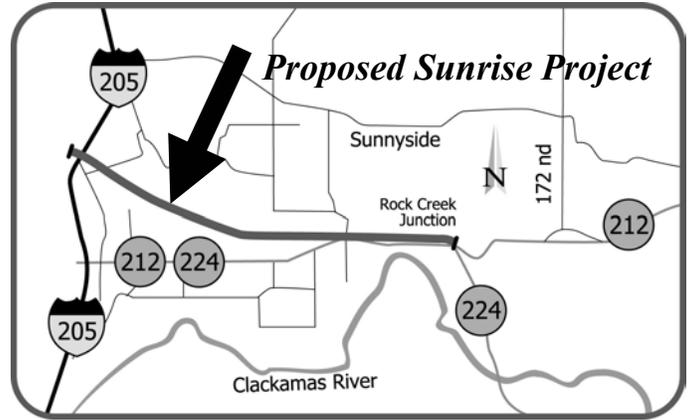
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In November, Advisory Committee and partner agencies will recommend which design options move forward in the Environmental Impact Statement (EIS) phase. The EIS will evaluate the impacts of building the project. By late 2006, a preferred alternative should be selected. Construction could begin as early as 2009.

**Join us to view the alternatives and give feedback.**



## ***Public Open House***

*Wednesday, October 26, 2005  
Drop in between 5:30—8:00 p.m.  
Clackamas Elementary School  
15301 SE 92nd Avenue, Clackamas*

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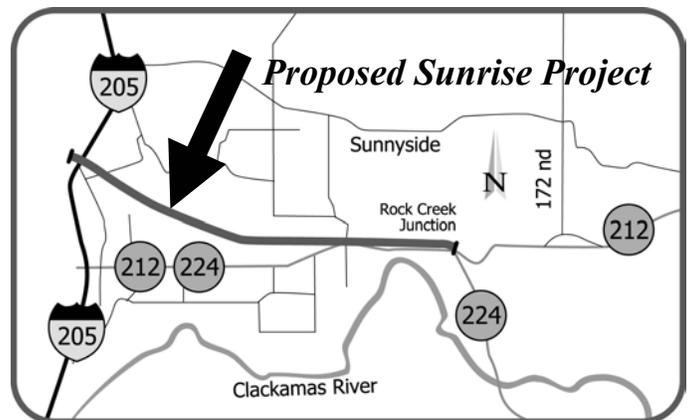
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**Clackamas County**

Department of Transportation & Development  
c/o PO Box 14631  
Portland OR 97293

**Don't miss the open house!**

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## Sunrise Project, I-205 to Rock Creek Junction

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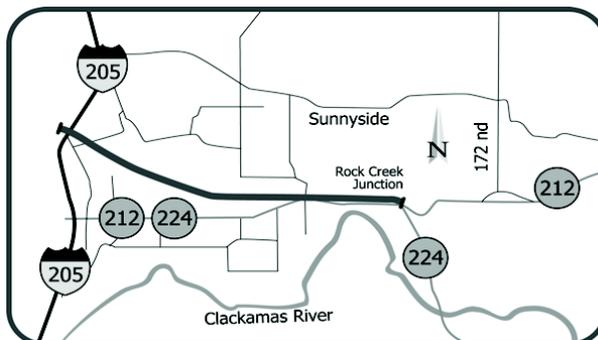
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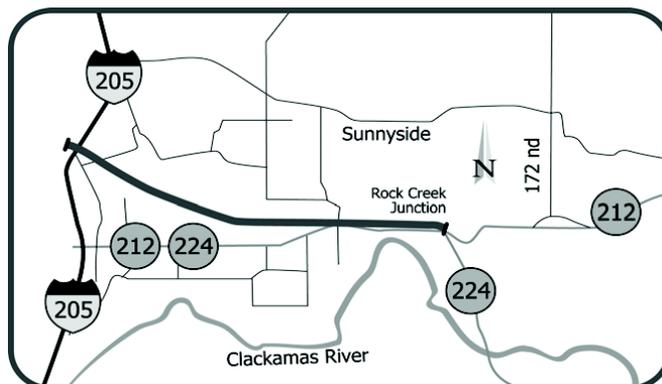
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# Sunrise Project, I-205 to Rock Creek Junction

## Sunrise alternatives selected, environmental study underway!

### Project Update

Based on public input and early technical information, project committees narrowed the range of alternatives for the Sunrise Project this summer. Two “build” alternatives and one “no build” (or “do nothing”) alternative were selected for thorough study in a Supplemental Draft Environmental Impact Statement (EIS).

Environmental teams have been in the field collecting information about soils, wetlands, wildlife habitat, aesthetics, historic and archaeological sites, the location of businesses and homes, and more. This data will help determine the potential positive and negative impacts of each alternative. This will be documented in the Supplemental Draft EIS, allowing the partner agencies, project committees, and the public to evaluate and compare the different alternatives. After public review in 2007, project committees will recommend a preferred alternative.

### What we are hearing from the public

Most public concern we have heard relates to the following:

- Potential property and access impacts to businesses and developable industrial land
- Potential property, noise, visual, and access impacts to residential neighborhoods
- Potential impacts to the environment
- Addressing transportation problems in the area
- Coordination with planning efforts to the east in Damascus

We will know more about the potential impacts specific to the alternatives and design options later in 2007. Stay tuned for more opportunities to let us know what you think.

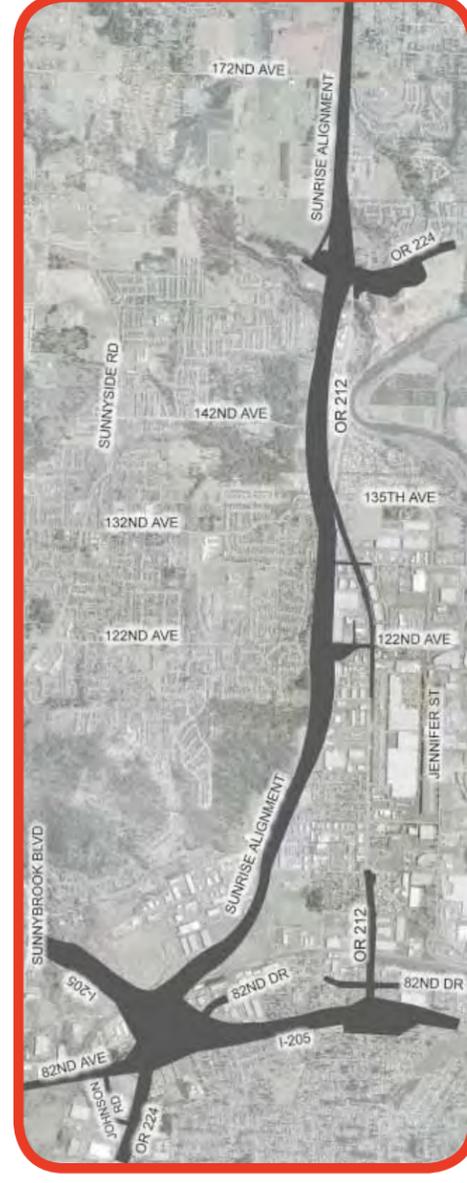
### What are the alternatives?

The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to OR 212 and 224 at the Rock Creek Junction. While several alignments were considered, there is one remaining general alignment for the two build alternatives. This alignment parallels the existing OR 212/224. There are three alternatives being studied.

- No Build
- Build Alternative with a Midpoint Interchange
- Build Alternative with No Midpoint Interchange

Design options at interchange areas within the two build alternatives are also being studied.

### Look Inside for maps of the alternatives and design options



*Sunrise Project Alignment—The two build alternatives have the same general alignment. The shaded area on the map approximates the properties that may be directly affected by the build alternatives.*



*ODOT Photo and Video Services, March 2005  
Aerial photo looking southeast on existing OR 212 and OR 224 at the Rock Creek Junction. In this area, engineers had to carefully consider how to create connections from the Sunrise Project south to OR 224 and to the existing OR 212 at 172nd Avenue. Maps inside this newsletter show these connections.*

### Project History

In the late 1980s, Clackamas County, ODOT, and other public stakeholders began a process to identify the best location for the Sunrise Corridor, a new highway corridor that would provide a direct connection between I-205 and U.S. 26. In 1993, a Draft Environmental Impact Statement (EIS) was issued, and in 1996, the Clackamas County Board of Commissioners approved a conceptual alignment for the western piece of the project from I-205 to the Rock Creek Junction (formerly known as Sunrise Corridor, Unit 1). The EIS was never finalized and the project never funded. An alignment for the eastern portion (formerly known as Unit 2) from the Rock Creek Junction to U.S. 26 could not be decided at that time because of land use planning uncertainties related to the future of rural lands in the Damascus and Boring areas.

The Sunrise project has been on the state’s list of top priorities for at least 15 years because of congestion, safety and economic needs.

Today’s Sunrise Project, I-205 to Rock Creek Junction, Supplemental Draft EIS is verifying and updating the work that was done, but not completed in 1996. The end result of the Supplemental Draft EIS is to get a Record of Decision from the Federal Highway Administration on whether a project can be built from I-205 to the Rock Creek Junction at OR 212/224 (with transition to 172nd Avenue).

The new City of Damascus will study the Sunrise Parkway concept to provide connection from the Sunrise Project to U.S. 26. These are two separate but coordinated processes.



Sunrise Project, I-205 to Rock Creek Junction

Clackamas County  
Department of Transportation and Development  
9101 SE Sunnyside Blvd  
Clackamas, OR 97015

# Sunrise Project Build Alternatives: Design Options

## I-205 Area

The Sunrise interchange at I-205 would accommodate major movements anticipated with 2030 traffic volumes. High volume movements are accommodated with free-flowing ramps, while the lower-volume movements pass through signalized intersections. The proposed braided ramps along the mainline of I-205 provide more efficient and safer traffic operations but require expanding the I-205 right-of-way to the east.

There are two design options for serving local access: 1) connecting the Lawfield area to I-205 via 97th Avenue and the Sunnybrook Interchange; and 2) creating a new connection to 82nd Drive and existing OR 212. The full interchange is shown below in the 97th/Sunnybrook Connection graphic. The difference in local access options is shown on the second map. Several Lawfield Area businesses have expressed interest in seeing both options included.



### 97TH AVE/SUNNYBROOK CONNECTION

This design would provide the Lawfield Area with local circulation and more direct access to I-205 via a new local street connection to SE 97th Avenue and then to the Sunnybrook Interchange.



### NEW LAWFIELD AREA CONNECTION TO 82ND DRIVE

(showing only the difference in Lawfield Area access, interchange is same as above)

This design option would provide the Lawfield Area with improved local circulation and a new access to 82nd Drive.



## Rock Creek Interchange Area

Each of the design options for this area include an interchange at the Rock Creek Junction and a transition that dovetails the Sunrise Project into existing OR 212 at a signalized intersection at 172nd Avenue. This transitional intersection at 172nd Avenue is assumed to be an interim connection that will allow flexibility for the future planning of the Sunrise Parkway concept east to U.S. 26. At that time, a full interchange would likely need to be located farther east and not at 172nd Avenue, due to the proximity to the Rock Creek interchange. If development occurs as assumed for the area, this transitional intersection at 172nd Avenue would be insufficient to serve the forecasted traffic volumes in 2030. The City of Damascus will soon be looking at these issues as they develop the City's first Comprehensive Plan.

For each of these options, existing OR 212 dead ends in a cul de sac just east of the junction with OR 224. Other local access changes are being studied, such as a possible closure of Goosehollow Drive. The study will examine those changes, but adjustments to the design options can be made based on information about impacts or community input.

The design options for this area vary by the location and type of interchange at the Rock Creek Junction. The interim connection with OR 212 is shown in the first option only but applies to all three design options.



### ALIGNMENT WITH FOLDED DIAMOND INTERCHANGE

(showing transition area to 172nd Avenue)

This design provides the greatest distance buffer between residential areas to the south and east. However, the interchange encroaches on prime developable lands designated as a Regionally Significant Industrial Area (RSIA) and a wetland area adjacent to Rock Creek.



### ALIGNMENT THROUGH KNOLL WITH FOLDED DIAMOND INTERCHANGE

(includes transition area to 172nd Avenue)

This design option impacts the isolated wooded area of the knoll, but avoids most of the wetlands to the north. It may preserve more developable land in the area to the north. There is a potential for more visual and noise impacts to neighborhoods to the south and east.



### ALIGNMENT WITH SINGLE POINT DIAMOND INTERCHANGE

(includes transition area to 172nd Avenue)

This design option considers a tight urban interchange with extensive use of retaining walls. Although more expensive to construct, this type of interchange uses the least amount of space and may preserve even more developable land to the north.

## Midpoint Area

For the build alternatives, the project is studying whether or not to build a midpoint interchange in the vicinity of SE 122nd Avenue. Two interchange options as well as not having a midpoint interchange area are being studied.



### NO MIDPOINT INTERCHANGE

Providing no midpoint would have the least physical impact to the wooded wildlife corridor in this area. The Clackamas Industrial Area would still access the regional highway system via existing OR 212/224. Business displacements within this area would be fewer under this option.



### SINGLE INTERCHANGE

A single interchange, with an access point on OR 212/224 at SE 122nd Avenue, provides access to/from the Clackamas Industrial Area and the state highway system. This option would have more business displacements than if there were no interchange. Some turning movements at OR 212/224 and SE 122nd Avenue would be limited.



### SPLIT DIAMOND INTERCHANGE

A split diamond interchange with access points on OR 212/224 at SE 122nd and SE 130th avenues and a frontage road between distributes traffic over two intersections on existing OR 212/224, minimizing overloading just one intersection. This type of interchange allows full turning movements at 122nd and 130th avenues. However, it takes up the most space of all midpoint options and would likely displace the most businesses.

## West of Rock Creek Area

Although there is one general alignment, the roadway can be shifted south or north. This creates different impacts through this area.



### FOLLOW TREE LINE ALIGNMENT

The alignment in this design option curves north away from OR 212/224 to preserve industrial property access to the existing highway and minimize business displacements. There would be substantial residential displacements, including an entire manufactured home community. There would be moderate impacts to wetlands and the wildlife corridor.



### CENTRAL ALIGNMENT

The alignment in this design option follows a straighter course to minimize impacts to the manufactured home community, but it creates more business displacements than the above option. There would be moderate wetlands impacts, but less impact to the wildlife corridor than the above option.



### MODIFIED FOLLOW TREE-LINE ALIGNMENT

The alignment in this design option has similar impacts to the Follow Tree Line alignment, but it may preserve more developable industrial property. Because it is pushed further north, there may be more noise and visual impacts to the residential area on the bluff.

## What is the No Build Alternative?

The No Build Alternative means the Sunrise Project—the connection from I-205 to Rock Creek Junction—would not be constructed.

The No Build Alternative, as well as the Build Alternatives, assumes normal maintenance of existing OR 212/224. The No Build and Build Alternatives also assume that several programmed projects in the direct vicinity would be built. This list of projects is available on the project web site.

These assumptions are used in computer modeling to help forecast population growth and create a more realistic understanding of future travel demand. This helps us better compare the Build Alternatives with the No Build Alternative.



## Purpose of the Sunrise Project

The purpose of the Sunrise Project is to effectively address the existing congestion and safety problems in the OR 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

## Goals of the Sunrise Project

- Provide for future safety, connectivity, and capacity needs for statewide and regional travel.
- Support the viability of the Clackamas area for industrial uses.
- Support community livability and protect quality and integrity of residential uses.
- Minimize and mitigate adverse impacts to natural and cultural resources.

## Anticipated Schedule

Scoping of issues	Summer-Fall 2004
Establish Purpose and Need	Fall 2004
Develop & refine project alternatives	Winter 2005- Spring 2006
Select alternatives to be studied	Summer 2006
<b>Analyze alternatives</b>	<b>Summer 2006- Spring 2007</b>
Prepare Supplemental Draft EIS document	Spring 2007- Summer 2007
Public review of findings	Summer 2007
Public hearing	Fall 2007
Select preferred alternative(s)	Fall 2007
FHWA Record of Decision	Winter 2008
Final EIS completed	
Final design, permitting, right of way acquisition	2008 at earliest
Construction begins (pending approval and funding)	2010 at earliest

We are here

## How will the final alternative be selected?

Ultimately, the final alternative will be the one that best meets the project's purpose and need and minimizes unavoidable negative environmental and community impacts. A Project Advisory Committee of citizens, businesses, community and environmental organizations and other public stakeholders will review the Supplemental Draft EIS and public input and then make recommendations to a Policy Review Committee. The Policy Review Committee is made up of one representative of each of the partner agencies. This group will forward a recommendation to the official decision-making bodies: the cities within the project area, the Clackamas County Board of Commissioners, the Oregon Transportation Commission and the Federal Highway Administration.

## What is studied in the Supplemental Draft EIS?

The following will be studied in the Supplemental Draft EIS:

- Air Quality
- Biological Resources (wildlife, fisheries & aquatic, botanical, endangered species)
- Cultural Resources (archaeological, historic)
- Energy
- Geology & Soils
- Hazardous Materials
- Land Use (existing & planned land uses, approved local/regional/state plans)
- Noise
- Socioeconomics (residences, businesses, minority & disadvantaged populations, emergency & community services)
- Transportation (vehicular traffic, non-motorized traffic, transit)
- Water Quality & Hydrology
- Wetland & Other Waters of the U.S. & State
- Utilities
- Visual

The findings will be available for your review in the Supplemental Draft EIS document later in 2007.

## Will this project be tolled?

The feasibility and impact of congestion pricing (tolling) the Sunrise Project from I-205 to the Rock Creek Junction will be examined. Tolling the 4.9 mile Sunrise Project would likely not generate enough revenue to fund construction, but tolling this new facility could provide other benefits. Tolling could have the potential to minimize the footprint (the number of lanes) of the facility or improve performance. Charging tolls on the new road may also have negative consequences, such as diverting traffic onto other roads or creating negative economic and social impacts. These issues will be assessed.

## When will I know about specific property impacts?

In the early spring of 2007, we will better understand the extent of the potential impacts, including those impacts to private properties. Some impacts will be able to be mitigated (lessened or eliminated). One-on-one types of impacts that can be mitigated will be worked through during the final design process, where exact lines are drawn on the maps and plans for construction finalized. Examples of this might be access to property or the placement of soundwalls or new landscaping. This level of detail is several years away.

## How will the project acquire property?

ODOT has the responsibility of acquiring private property for public use related to the State transportation system. This responsibility includes recognizing and protecting the individuals who are affected by acquisition of land, as well as providing competent and efficient service to the public. The right of way acquisition process is guided by strict Federal Regulations and must offer just compensation (fair market value) for the required right of way. **ODOT will not begin the right of way acquisition process until the Federal Highway Administration approves the project. This Administration approves the project. This is not anticipated any earlier than 2008.** Clackamas County has purchased some key properties as they have come up for sale over the last decade.

## How can you stay involved and informed?

Get on the mail and e-mail lists. E-mail notices are sent regarding the Project Advisory Committee (PAC) meetings, which are open to the public and offer a public comment period. The mailing list is used to invite the public to open houses and the public hearing. If you have any questions about this project or would like to schedule a presentation for your business or community organization, please contact us.

### Contact Info:

#### Kristen Kibler Public Involvement and Outreach

Jeanne Lawson Associates  
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#### Ron Weinman Project Manager

Clackamas County  
(503) 353-4533, [ronw@co.clackamas.or.us](mailto:ronw@co.clackamas.or.us)

#### Project Web site:

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and click on the project name.



*At the west end, the project is examining a new connection from Lawnfield Road to I-205 via the existing interchange at Sunnybrook Boulevard, just north of the radio towers.*

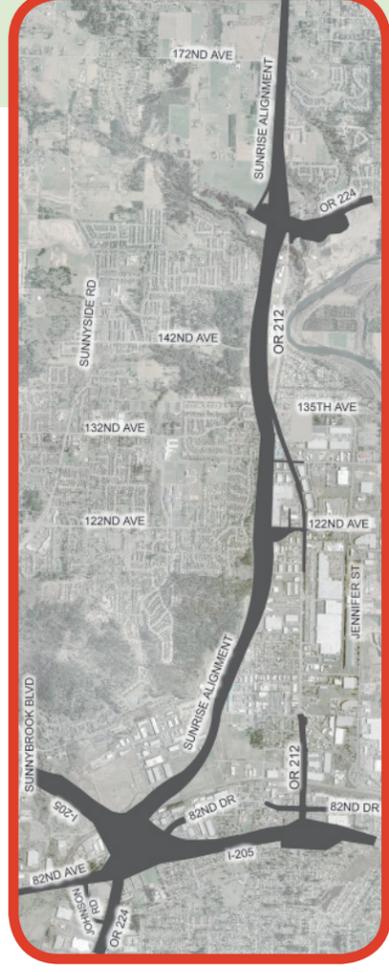


# Sunrise Project, I-205 to Rock Creek Junction

## Major Project on the Horizon

Clackamas County and the Oregon Department of Transportation (ODOT) are nearing completion of an analysis of the Sunrise Project, I-205 to Rock Creek Junction and will be looking for your review and comments this spring. **The Sunrise Project is a proposed new limited-access highway or expressway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 near the Rock Creek Junction.**

The proposed new project is a high priority for both the County, the region and the State because of the existing safety and congestion problems on Highway 212. In fact, this project has been included in County, Regional, and State transportation plans for the last 15 years.



### Existing Conditions

#### TRAFFIC CONGESTION

- Approximately 60,000 vehicles use this travel corridor on an average day.
- The existing I-205/Highway 212/82<sup>nd</sup> Drive area has been one of the most congested areas in the state for nearly 20 years.
- Key intersections on Highway 212 are over capacity and failing, resulting in congestion and delays.

#### SAFETY

- Highway 212/224 near I-205 is ranked in the top 10% of routes in the state with safety concerns.

#### JOBS AND ECONOMY

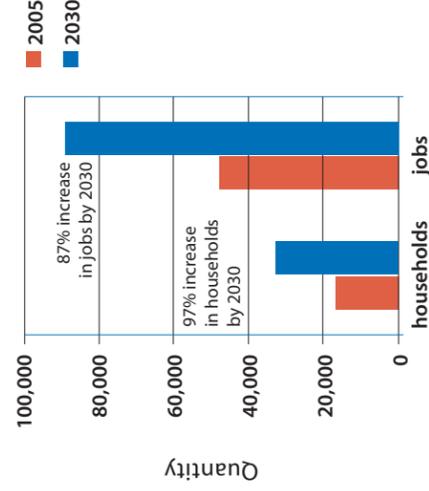
- Highway 212/224 serves one of our region's most important industrial and distribution centers, which currently provides nearly 25,000 jobs.
- Truckers report frequent delays of 20 to 45 minutes to get from local distribution centers in the area to I-205; long delays are costly for business and consumers.

**Project Purpose:** To effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

Traffic in 2030 will look much different than today. On Highway 212/224, without the Sunrise Project...

- Total vehicle traffic will increase by about 40%.
- Large truck traffic will double.
- Average daily congestion will more than double, from approximately 4 hours now to 9 hours per day.
- There will be long waits at nearly all the intersections.
- Westbound traffic waiting to access I-205 will back up as far as 162<sup>nd</sup> Avenue.

### Projected household and job increases in the Sunrise Project Area for 2030



As more growth occurs in the Clackamas Industrial Area and to the east in Damascus, traffic problems will continue to grow.

### Supplemental Draft Environmental Impact Statement (SDEIS) will be available this spring

An Environmental Impact Statement (EIS) is a process required by the federal government under the National Environmental Policy Act. The EIS process for the Sunrise Project is called “supplemental” because conceptual alignment for the western piece of the project (from I-205 to the Rock Creek Junction) was approved in 1996, but the EIS was never finalized and the project was never funded. The process resumed in 2004.

A Draft EIS compiles data and documents the potential impacts of proposed actions or alternatives with a “no action” or “no build” approach. The document includes information about expected impacts and mitigation for the following:

- Transportation
- Land use
- Communities and businesses
- Environmental justice
- Visual character and resources
- Noise
- Air quality
- Energy
- Biology
- Wetlands
- Geology and soils
- Cultural resources
- Hazardous materials
- Utilities
- Historic and recreation
- Temporary construction impact

This data is used to identify the potential impacts of the proposed project. The process helps partner agencies, project committees, and the public to evaluate and compare the different alternatives that have been studied.

*See inside for a quick summary of the alternatives studied and a brief preview of the potential impacts. The Supplemental Draft EIS document will provide a full listing of impacts and will be available for review at several public locations and on the project website, or it can also be mailed upon request (see inside).*



Sunrise Project, I-205 to Rock Creek Junction

Clackamas County  
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9101 SE Sunnybrook Blvd  
Clackamas, OR 97015

## What are the alternatives?

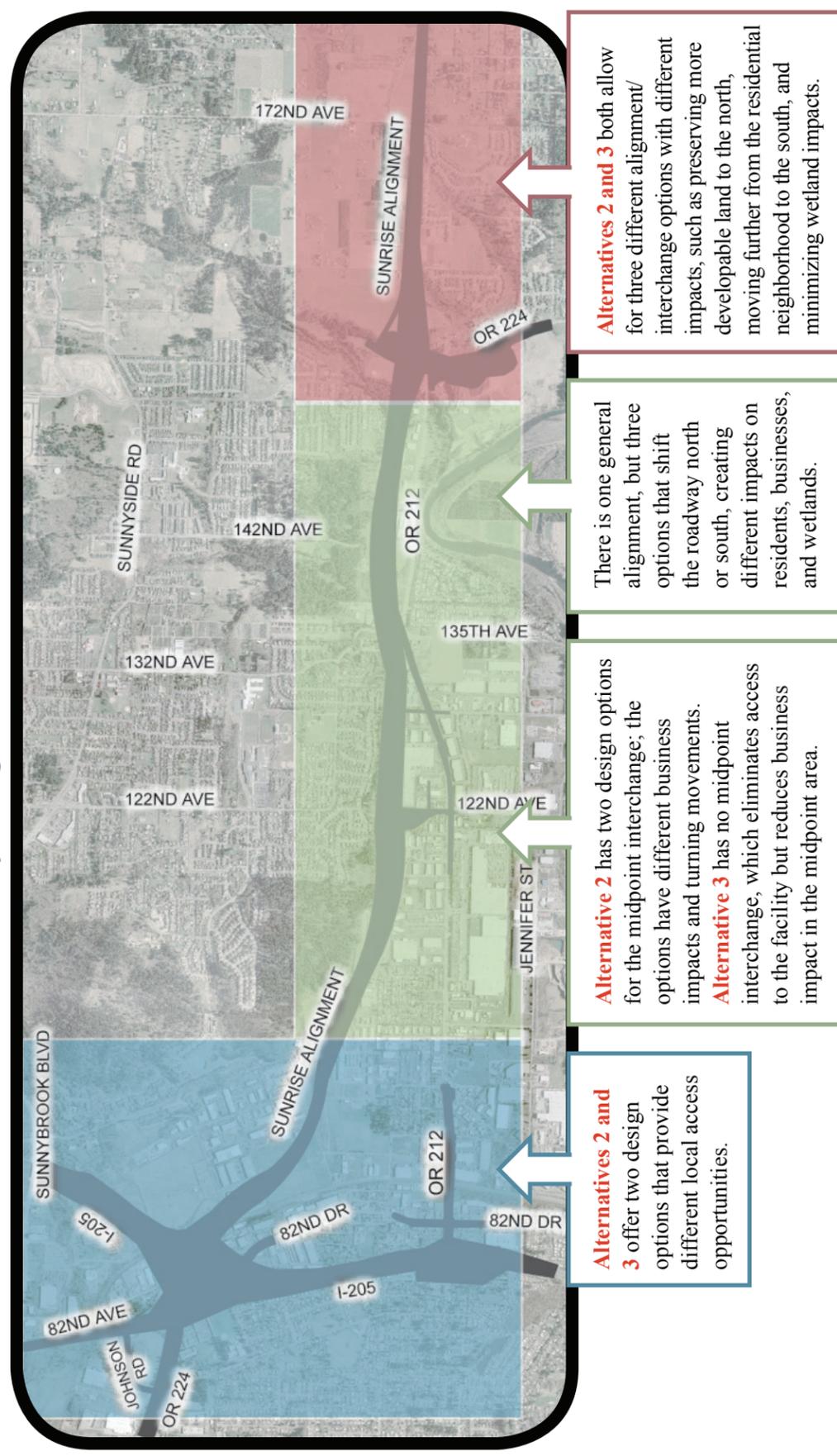
The Sunrise Project is a proposed new limited-access expressway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and OR 224 near the Rock Creek Junction (the junction of Highway 212 and 224). In addition, the Sunrise Project will modify I-205, the Clackamas Interchange and a variety of local roads. While several alignments were originally considered, the one remaining parallels Highway 212/224. With two build alternatives for this alignment and one “no-build” alternative, there are a total of three alternatives being studied in the Supplemental Draft EIS.

- **Alternative 1:** No Build
- **Alternative 2:** Build with a Midpoint interchange near 122<sup>nd</sup> Avenue
- **Alternative 3:** Build with no Midpoint interchange near 122<sup>nd</sup> Avenue

### And there are options.

Several design options for the build alternatives (#2 and #3) are also being studied. They include different types of interchanges at the midpoint and Rock Creek Junction, different local access for the Lawnfield area to I-205, and slight variations in the alignment. See below for a quick summary of the design options.

### General Sunrise Project Alignment for the Build Alternatives



## Preview of the Sunrise Project Supplemental Draft EIS

A project of this size and magnitude will impact the area in many ways. The purpose of an Environmental Impact Statement is to collect information about what those impacts may be and compare them with what would result if nothing is built.

Following is a preview of some identified impacts for the Sunrise Project build alternatives and a brief description of suggested mitigation. Both build alternatives have different design options that vary the alignment and change the type or level of impacts. More information and greater details, including maps of the build alternatives and design options will be in the Supplemental Draft EIS. Maps of the two build alternatives and the various design options that are being studied can be viewed today at: [www.sunrise-project.org](http://www.sunrise-project.org).

### Transportation and Access

**Impacts:** Current traffic conditions and projected growth are a major factor in the need for the proposed Sunrise Expressway. Key roads in the project area have multiple hours of congestion and delay each weekday, which adversely affects reliability, efficiency and safety. Growth predicted for the Portland metropolitan region will make these

problems worse. The Sunrise Project would allow more people to travel to, from, within and through the Clackamas Industrial Area. The project would help accommodate the anticipated travel demand so today's traffic problems do not worsen.

Access to some properties would be affected by construction of the expressway. Some of the more notable changes would be where direct accesses to major streets are moved to frontage roads or where currently full-access turning movements would be limited to right-in/right-out only. These would generally be the same for both build alternatives and apply primarily to some sections of Deer Creek Lane, SE Johnson Road (south of Milwaukie Expressway), SE 82<sup>nd</sup> Drive, Highway 212/224 near SE 122<sup>nd</sup> Avenue, and on the proposed Sunrise Expressway at the east end. Access changes around interchanges will be evaluated over the next year. Some may require working with property owners to maintain appropriate access.

The build alternatives would include new traffic signals and new bicycle and pedestrian connections. The project could provide better bicycle





and pedestrian accommodation by connecting the I-205 multi-use path between SE 82<sup>nd</sup> Drive and SE Roots Road and providing a new multi-use path that parallels the proposed Sunrise Expressway to the existing on-street facilities at SE 122<sup>nd</sup> Ave.

### Communities and Businesses

**Impacts:** New roads can affect the social and economic characteristics of a community, such as neighborhood connectivity and cohesion, the local business environment, noise, travel patterns and access to facilities and local property tax revenues. Acquiring right-of-way or land to construct the project would unfortunately displace some businesses and residences.

The Sunrise Project would not bisect or isolate neighborhoods or business districts that are currently contiguous, so it is unlikely to change their overall character. However, property acquisition and changes to travel patterns can affect the cohesion and viability of neighborhoods. The only major difference between the two build alternatives is the lack of an interchange in the midpoint area. Therefore, that is the only location where right-of-way impacts are different.

**Residential Impacts:** Both build alternatives would displace 72 dwelling units, although one design option (available with either alternative) could reduce that total number to 42.

**Business impacts:** Building the Sunrise Project would directly affect approximately 60 businesses. Some businesses would be displaced while others would likely need to be reconfigured to continue operations. The improved mobility and capacity anticipated with the Sunrise Project are considered extremely important to maintaining and improving the business environment and creating more jobs. However, removing individual businesses would have a negative impact on the businesses and their approximately 1,000 employees. This trade-off will be considered as the Supplemental Draft EIS is reviewed.

**Other community impacts:** Noise and visual impacts are scattered throughout the project area, depending on location. Mitigation for some of these impacts will be identified in the Supplemental Draft EIS. In some cases, such as noise, solutions will continue to be explored as the EIS process progresses.

**Mitigation:** Compensation to displaced residents and businesses is provided through the Real Property Act of 1970. This act provides protections and assistance for people affected by the acquisition, rehabilitation or demolition of real property for federally-funded projects. Federal law also addresses partial acquisition of property, addressing how payment and assistance to reconfigure each business and residence must take place. Both renters and owners have rights under these regulations. In addition to those required provisions, Clackamas County Business and Economic Development will work with businesses to help them relocate.



### Natural Resources – wetlands, biology

The area around the proposed Sunrise Project has already undergone considerable development and disturbance with associated adverse or negative impacts to its wildlife, fish and botanical habitats. Most of the impact to wildlife and fish is due to the loss of habitat resulting in a few large habitat patches connected by narrow corridors bisected by numerous roads.

**Impacts:** Stormwater runoff from impervious surfaces can carry pollutants that affect the health of surface and ground waters. The Sunrise Project would affect water quality in four drainage basins: Dean Creek, Cow Creek, Sieben Creek and Rock Creek.

As part of the Supplemental Draft EIS, wetland biologists reviewed previous studies, maps and aerial photographs, and visited most of the properties within the Sunrise Project area. Both build alternatives would remove the same amount, 32.3 acres of wetlands, leaving less than 9 acres of the original total of 41 acres in the study area.

**Mitigation:** A comprehensive wildlife mitigation strategy is being developed. Possible mitigation measures include preserving wildlife corridors, creating new and enhancing existing wetlands, building bridges instead of culverts, planting additional vegetation, and more.

### These are just a few of the topics discussed in the Draft Supplemental Draft EIS!

The Supplemental Draft EIS includes many more topics and additional detail. We encourage you to review and comment on the document when it is released late this spring. Opportunities for the public to review and comment on the SDEIS will include an open house with maps, displays and technical staff available to answer questions, and a formal public hearing

## Schedule

Scoping of issues	Summer-Fall 2004
Establish Purpose and Need	Fall 2004
Examine range of alternatives	Fall 2004/Winter 2005
Develop and refine project alternatives	Winter 2005-Spring 2006
Select alternatives to be studied	Summer 2006
Collect technical information/analyze alternatives	Summer 2006-Fall 2007
Release Supplemental Draft EIS	Spring 2008
Public review of findings in the Supplemental Draft EIS Public hearing	45 day period after the release of the Supplemental Draft EIS
Select preferred alternative(s)	Fall 2008
Local jurisdictions adopt preferred alternative(s)	Early 2009
FHWA Record of Decision/ complete Final EIS	Fall 2009
Identify funding	2009-2010
Obtain permits for final design, acquire right-of-way	2010-2011 (pending funding)
Begin construction (pending approval and funding)	2012 at the earliest (pending funding)





# Frequently Asked Questions

## What is the history of this project?

In the late 1980s, Clackamas County, ODOT and other public stakeholders began a process to identify the best location for the Sunrise Corridor, a new expressway corridor to provide a direct connection between I-205 and U.S. 26. In 1993, a Draft Environmental Impact Statement (EIS) was issued, and in 1996 the Clackamas County Board of Commissioners approved a conceptual alignment for the western piece of the project from I-205 to Rock Creek Junction (formerly known as Sunrise Corridor, Unit I).

## How big is the proposed project?

The project being studied is a six-lane limited-access facility, like a freeway. Limited-access means that drivers can only access the roadway through an interchange. Interchanges would be located at I-205 and Rock Creek. One alternative under study would include a midpoint interchange near 122<sup>nd</sup> Avenue. If a midpoint interchange is included, the project may also include auxiliary or add-on lanes to improve the roadway function and safety between the interchanges. The Supplemental Draft EIS looks at the ultimate footprint of the facility as it would be completely constructed by 2035. It is possible, given transportation needs and funding availability, that a smaller or shorter roadway could be built in the interim with the goal of a six-lane footprint in place by 2035.

The expressway would be elevated or higher than the land around it (above grade) between approximately 112<sup>th</sup> and 152<sup>nd</sup>. At some locations, the roadway would be at the same level as land around it (at grade). Many existing north-south County roads would need to go over or under the Sunrise Project to maintain local access between the Clackamas Industrial Area, the neighborhoods and the Sunnyside Road area.

## How will the Sunrise Project be funded?

At this time, there is no funding identified for construction of the project. The Federal Highway Administration is expected to issue a Record of Decision on the Final EIS, which would authorize the local state and county agencies to move forward with design and construction. Having a Record of Decision from the FHWA may help in acquiring federal and state funds for construction. If approved, the total cost of the project may require that the project be constructed in phases over a period of years.

## Glossary

**EIS** Environmental Impact Statement

**FHWA** Federal Highway Administration

**IAMP** Interchange Area Management Plan

**Mitigation** Measure or measures taken to reduce or limit adverse impacts caused by constructing of the project

**ODOT** Oregon Department of Transportation

**PAC** Project Advisory Committee

**PRC** Policy Review Committee

**SDEIS** Supplemental Draft Environmental Impact Statement

## When will I know whether my property is directly impacted?

During the Supplement Draft EIS process, the build alternatives have been refined to identify where the project might require the purchase of private property. These can be seen on the large project maps. You are welcome to visit the County offices or the project website and view these maps now.

There may be other impacts that cannot be easily shown on a map, such as noise, visual, air quality, access changes and more. These potential impacts will be described in the Supplemental Draft EIS document. Please fill out the enclosed form to get the Supplemental Draft EIS this spring or request a copy on the project website. Some project impacts will require mitigation that can be addressed during the final design phase, when exact lines are drawn on the maps and plans for construction are finalized.

## How will the project acquire private property?

ODOT is responsible for acquiring private property for public use related to the State transportation system. This includes recognizing and protecting the individuals who are affected by acquisition of land, as well as providing competent and efficient service to the public. Clackamas County has purchased some key properties in the project area as they have come up for sale over the last decade, and ODOT already owns much of the right of way just west of the Camp Withycombe area.

## Will there be access changes?

There will be access changes throughout the project area and businesses and neighbors may access routes in different ways.

As part of the Sunrise Project, Interchange Area Management Plans (IAMP) will be developed. ODOT is required to develop IAMPs in cooperation with local governments when the state invests significant funds into constructing new interchanges or makes significant investments in existing interchanges. The primary purpose of an IAMP is to protect the function of the interchange and, consequently, the public investment in the facility.



This often means that access onto local streets or private property is limited within a quarter of a mile of an interchange. These agreements are documented in the IAMP. The County and ODOT have just begun working with the property owners, businesses and neighbors within a quarter of a mile of the interchanges. The IAMPs are being developed concurrently with the Supplemental Draft EIS process this year so they can be adopted in 2009 and included in the Final EIS document.

## What is happening east of the proposed project?

The Sunrise Project ends at the Rock Creek Junction with a transition area that blends the project back into existing Highway 212 at a new signalized intersection at 172<sup>nd</sup> Avenue. The City of Damascus is currently working with the community to develop its first Comprehensive Plan and Transportation System Plan. The City of Damascus and Clackamas County are coordinating their efforts. The City's work will shape the transportation network to the east and determine the future permanent solution at 172<sup>nd</sup> Avenue and Highway 212 and any new roadway that extends beyond. Please contact the City of Damascus at (503) 658-8545 or visit their website at [www.ci.damascus.or.us](http://www.ci.damascus.or.us) to learn more or to participate in that process.

## Contact Info:

### Kristen Kibler

Public Involvement and Outreach  
Jeanne Lawson Associates

(503) 235-5881,  
kkibler@jlawinvolve.com

### Ron Weinman

Project Manager  
Clackamas County

(503) 353-4533,  
ronw@co.clackamas.or.us

### Project Website:

[www.sunrise-project.org](http://www.sunrise-project.org)



Clackamas County and the Oregon Department of Transportation (ODOT) are jointly managing the Supplemental Draft EIS process.



# How will the final alternative be selected?

A Project Advisory Committee (PAC) of citizens, businesses, community and environmental organizations and other public stakeholders will review the technical analysis and public input and then make recommendations on a preferred alternative to a Policy Review Committee. The project goals and objectives (see right) will help guide their recommendations. The Policy Review Committee (PRC) is made up of representatives from the following federal, state, regional, and local jurisdictions.

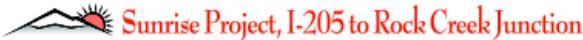
- Federal Highway Administration (FHWA)
- Oregon Department of Transportation (ODOT)
- Clackamas County
- Metro
- Cities of Damascus and Happy Valley

The PRC will forward a recommendation to the official decision-making bodies: the city councils, the Clackamas County Board of Commissioners, the Oregon Transportation Commission and the Federal Highway Administration.

## Goals of the Sunrise Project

The following goals were developed at the beginning of the project. They provide the basis of evaluating the various alternatives. There are several objectives for each goal that can be reviewed on the project website.

- Provide for future safety, connectivity and capacity needs for statewide and regional travel.
- Support the viability of the Clackamas area for industrial uses.
- Support community livability and protect quality and integrity of residential uses.
- Minimize and mitigate adverse impacts to natural and cultural resources.



Emily Moshofsky, Environmental Project Manager  
Oregon Department of Transportation  
123 NW Flanders ST  
Portland, OR 97209



POSTAGE WILL BE PAID BY ADDRESSEE

**SUNRISE PROJECT ATTN EMILY MOSHOFSKY  
OREGON DEPARTMENT OF TRANSPORTATION  
355 CAPITOL ST NE  
SALEM OR 97301-9996**

NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES



# Comment on the Draft EIS this spring.

An important element of the Environmental Impact Statement is the opportunity for citizens and other agencies to review and comment on proposals. Such comments help the process by clarifying information, identifying missing information, and suggesting ideas for additional mitigation. There will be a 45-day public comment period after the release of the Supplemental Draft EIS, scheduled for Spring 2008. A notice will be mailed regarding the document release date and providing information about where to find the document and how to comment. If you would like a copy of the document mailed to you, please return this card.



*Clackamas County businesses, neighbors, and other stakeholders have participated in several public meetings for this project over the years.*

## Sunrise Project, I-205 to Rock Creek Junction

I would like a copy of the Sunrise Project Supplemental Draft Environmental Impact Statement mailed to the address below.

**Please select one of the following:**

- Please mail a paper copy of the Supplemental Draft EIS document. The document is very large (approximately 200 pages), so we encourage you to save resources by requesting an electronic copy on a compact disc.
- Please mail the Supplemental Draft EIS document to me on a CD to save resources.

Name: \_\_\_\_\_

Organization/Business: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

ZIP: \_\_\_\_\_

Email: \_\_\_\_\_

Phone: \_\_\_\_\_

Please return this card or submit a request through the project website at [www.sunrise-project.org](http://www.sunrise-project.org) by April 14<sup>th</sup> to receive your SDEIS by mail, as soon as it is available.

The Supplemental Draft EIS document will be mailed to those who request it. The document will also be available at several public locations for viewing.

## Comment Form Draft Supplemental Environmental Impact Statement

The Sunrise Project welcomes your comments on the Supplemental Draft Environmental Impact Statement or any other aspect of the project or process. Thank you for participating – your input is important to us. Use additional sheets of paper if necessary.

### IF MAILING:

- Cut form along center of page
- Fold and tape with JLA Public Involvement address showing
- Affix postage and mail

### YOU MAY ALSO:

- Fax to 503-230-4877
- Email to [comments@sunrise-project.org](mailto:comments@sunrise-project.org)

**COMMENTS MUST BE RECEIVED BY FRIDAY, NOVEMBER 28, 2008**

### TELL US ABOUT YOURSELF:

What is your name and address (optional)?

What is your home zip code?

You work zip code?

Do you (check all that apply):

- Live in project area?  Work in project area?  Own a business in the project area?  Other?

Comments:

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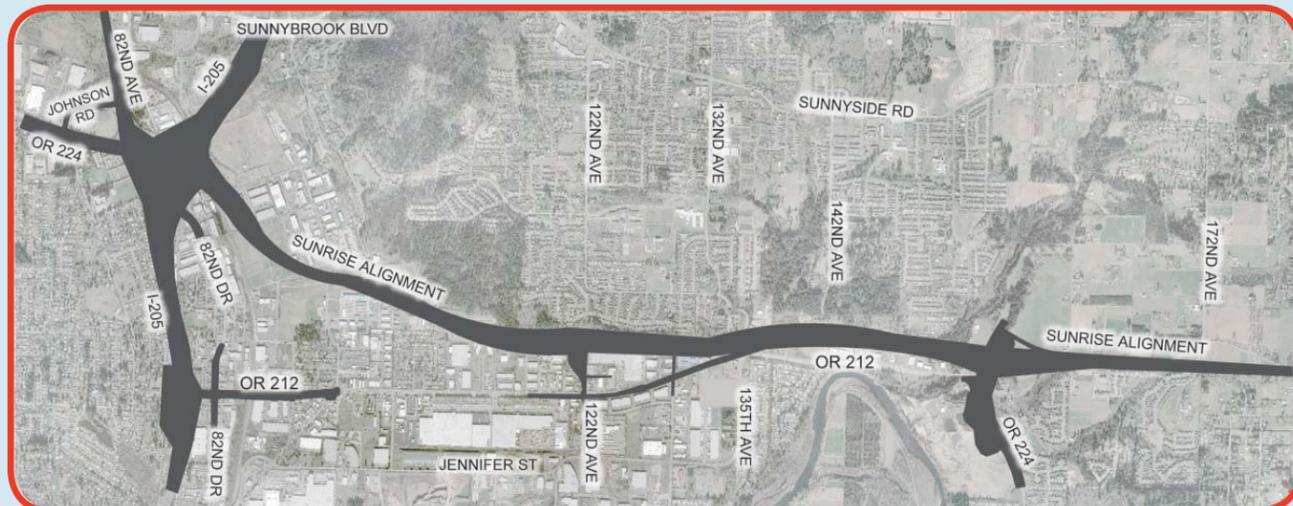
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## EIS Released

For several years, Clackamas County and the Oregon Department of Transportation (ODOT) have been working together with the community to study a proposed new limited-access highway, the Sunrise Project. The project would extend from the Milwaukie Expressway at I-205 and reconnect to Highway 212 and 224 near the Rock Creek Junction.

The process is reaching an important milestone with the release of the Supplemental Draft Environmental Impact Statement (EIS) on October 13, 2008. The EIS describes why the project is being proposed, the project alternatives, examines the potential social, economic and environmental impacts of the alternatives, and the proposed avoidance, minimization and/or mitigation measures.

### How You Can Review the EIS

Copies of the EIS are available for review at these locations (for a complete list, please visit [www.sunrise-project.org](http://www.sunrise-project.org)):

**Clackamas County Planning Department**  
Sunnybrook Service Center  
9101 SE Sunnybrook Boulevard  
Clackamas, OR 97015

**Clackamas Corner Library**  
(near Clackamas Town Center)  
11750 SE 82nd Avenue, Suite D  
Portland, OR 97266

**City of Happy Valley**  
12915 SE King Road  
Happy Valley, OR 97236

**Camp Withycombe**  
10101 SE Clackamas Road  
Clackamas, OR 97015

**City of Damascus**  
19920 SE OR 212  
Damascus, OR 97015

**North Clackamas Chamber of Commerce**  
7740 SE Harmony Road  
Milwaukie, Oregon 97222

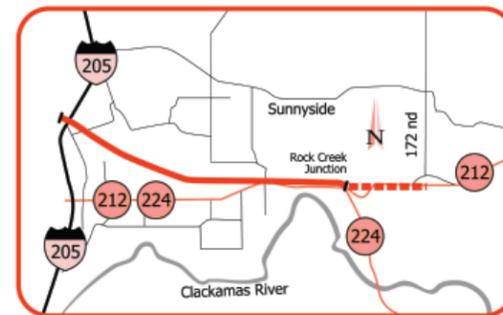
The entire EIS, technical reports and executive summary can also be viewed at [www.sunrise-project.org](http://www.sunrise-project.org).

To request a CD of the EIS or a hard copy of the EIS executive summary, contact Stacy Thomas at [stacy@jlainvolve.com](mailto:stacy@jlainvolve.com) or 503-235-5881, ext.118.



### Sunrise Project, I-205 to Rock Creek Junction

Clackamas County  
Department of Transportation and Development  
9101 SE Sunnybrook Blvd  
Clackamas, OR 97015



**Attend a Public Hearing on the EIS**  
November 12<sup>th</sup> or 13<sup>th</sup> (See Inside)

# Public Comment and Review – We Need Your Input

A formal public review and comment period accompanies the release of the EIS. It runs from October 13<sup>th</sup> to November 28, 2008. Comments received during the comment period will be used to aid in the selection of a preferred alternative and will be formally responded to in the Final EIS, expected to be published in Summer 2009.

Current traffic conditions and projected growth are driving the need for the proposed Sunrise Project. Key area roadways experience multiple hours of congestion and delay each weekday, which adversely affect system reliability, efficiency and safety.

## Public Hearings and Open Houses

You are invited to learn more about the project and share your comments at two public hearings held in conjunction with informational open houses. Oral and written comments will be received at any time during both events.

### Wednesday, November 12, 2008

4:00 p.m. – 7:00 p.m.  
Milwaukie Center  
5440 SE Kellogg Creek Drive  
Milwaukie, OR 97222

### Thursday, November 13, 2008

6:00 p.m. – 9:00 p.m.  
Clackamas High School  
14486 SE 122<sup>nd</sup> Avenue  
Clackamas, OR 97015

## Can't Attend a Public Hearing?

If you are not able to give your comments in-person at one of the hearings, there are several options you have to comment:

### ONLINE

[www.sunrise-project.org](http://www.sunrise-project.org)

### EMAIL

[comments@sunrise-project.org](mailto:comments@sunrise-project.org)

### FAX

503-230-4877

### MAIL

JLA Public Involvement  
Attn: Stacy Thomas  
1110 SE Alder Street, Suite 301  
Portland, Oregon 97214

## Schedule

Public review of EIS	October 13- November 28
Public hearings on EIS	November 12 & 13
Select Preferred Alternative	Winter 2009
Study Preferred Alternative, respond to comments	Winter 2009
Local jurisdictions adopt Preferred Alternative	Spring 2009
Complete the Final EIS	Summer 2009
FHWA Record of Decision	Fall 2009
Complete final design, permitting, right-of-way acquisition	2010-2012
Begin construction (pending approval and funding)	2013 at the earliest

## Contact Info:

### Ron Weinman

Project Manager  
Clackamas County  
(503) 353-4533  
[ronw@co.clackamas.or.us](mailto:ronw@co.clackamas.or.us)

### Stacy Thomas

Public Involvement and Outreach  
JLA Public Involvement  
(503) 235-5881, ext. 118  
[stacy@jlainvolve.com](mailto:stacy@jlainvolve.com)

Clackamas County and the Oregon Department of Transportation (ODOT) are jointly managing the Supplemental Draft EIS process.



**Project Website:** [www.sunrise-project.org](http://www.sunrise-project.org)

**Comments on the EIS must be received  
by Friday, November 28, 2008.**

**JLA PUBLIC INVOLVEMENT  
ATTN: STACY THOMAS  
1110 SE ALDER STREET, SUITE 301  
PORTLAND, OR 97214**

**AFFIX  
POSTAGE  
HERE**

## **Public Notice for Newspaper**

Sunrise Project: I-205 to Rock Creek Junction

The Oregon Department of Transportation (ODOT) and Clackamas County propose to build a new, east-west oriented, limited-access highway- called the Sunrise Project-from Interstate 205 (I-205) to the Rock Creek Junction in Clackamas County. The proposed highway would have six through-lanes plus two auxiliary lanes.

The Sunrise Project Supplemental Draft Environmental Impact Statement (SDEIS) is now available for public review and comment. The comment period is open from October 13 to November 28, 2008. Two Section 4(f) *de minimis* impact findings are also proposed for the Sunrise Project. The public will have the opportunity to comment on these minimal impacts to the affected resources at the public hearings.

Two public hearings will be held to receive public comment and testimony: Wednesday, **November 12, 2008**, at the Milwaukie Center, 5440 SE Kellogg Creek Drive, Milwaukie, OR 97222 from 4:00pm-7:00 pm; and Thursday, **November 13, 2008**, at Clackamas High School, 14486 SE 122<sup>nd</sup> Avenue, Clackamas, OR 97015, 6:00pm-9:00pm.

For additional information, please see the project website: <http://www.sunrise-project.org/> or contact Emily Moshofsky at (503) 731-8535, or [emily.a.moshofsky@odot.state.or.us](mailto:emily.a.moshofsky@odot.state.or.us).



## Sunrise Project, I-205 to Rock Creek Junction

# Two Public Hearings

Two public hearings are scheduled for the Sunrise Project to provide project information and receive public comment on the Supplemental Draft Environmental Impact Statement (SDEIS). Oral and written comments will be received at any time during both events.

**Wednesday, November 12, 2008**

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Clackamas High School  
14486 SE 122nd Avenue  
Clackamas, OR 97015

The Sunrise project is a proposed new limited-access highway – the project would extend from the Milwaukie Expressway at I-205 and reconnect to Highway 212 and 224 near the Rock Creek Junction. The SDEIS was released on October 13th and the public comment period runs through November 28, 2008.

Two Section 4(f) de minimis impact findings are proposed for the Sunrise Project. You will have the opportunity to comment on these minimal impacts to the affected resources at the hearings.

Visit the project web site: [www.sunrise-project.org](http://www.sunrise-project.org)

For more information, contact Stacy Thomas at  
[stacy@jlainvolve.com](mailto:stacy@jlainvolve.com) or 503-235-5881



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# Public Hearings Reminder

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[stacy@jlainvolve.com](mailto:stacy@jlainvolve.com) or 503-235-5881

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Sunrise Project, I-205 to Rock Creek Junction

Clackamas County  
Department of Transportation and Development  
9101 SE Sunnybrook Blvd  
Clackamas, OR 97015

.....  
**We need to hear from you!**  
.....



# Sunrise Project, I-205 to Rock Creek Junction

Project Website: [www.sunrise-project.org](http://www.sunrise-project.org)

## Preferred Alternative Recommended by PRC Build WITH a Midpoint Interchange and 82nd Drive Improvements

A Preferred Alternative (see map inside) has been recommended by the Project Committees for the Sunrise Project and will now be forwarded to the Federal Highway Administration for approval in the Final Environmental Impact Statement (FEIS).

The Sunrise Project is a proposed east-west, limited-access highway between I-205 and the Rock Creek Junction. The area around the interchange of Highway 212 and I-205 is one of the most congested in the state, and this project is critical to improving traffic mobility now and in the future. It would address traffic and access issues while supporting economic development in one of the state's most important industrial areas.

This past summer, Governor Kulongoski signed the Jobs and Transportation Act, providing partial funding for the Sunrise Project. Even with additional state and local project funds, there is insufficient funding for the entire project. Like many large transportation projects, the Sunrise Project will likely be constructed in phases. As elected officials discuss how to spend the available funding, Clackamas County and the Oregon Department of Transportation (ODOT) are preparing the official FEIS planning document. Without an FEIS approved by the FHWA, federal money cannot be spent on the project.

### What alternatives were studied?

The National Environmental Policy Act (NEPA) requires that the potential impacts of a large project like this be studied, including a range of alternatives. An EIS is a statement of all the estimated environmental effects of a proposed action or project.



Three alternatives were analyzed in the Supplemental Draft Environmental Impact Statement (SDEIS). These alternatives were: 1) No Build, 2) Build with a Midpoint Interchange, and 3) Build without a Midpoint Interchange. Both "build" alternatives would include construction of a new highway that extends from the Milwaukie Expressway at I-205 east to the Rock Creek Junction.

Variations in the alignment and how to provide access in some areas were analyzed as "design options" in the SDEIS. After the technical analysis and public comments were reviewed, some additional design refinements were made to respond to public concerns and to avoid various impacts. The Preferred Alternative is shown and described in detail inside. The Final EIS (FEIS) will document all of the estimated impacts of building this Preferred Alternative.

### Why was the build with a midpoint interchange alternative recommended as the Preferred Alternative?

Based on the data collected in the SDEIS, the Preferred Alternative (shown inside) was found to best meet the Project Purpose and Need and Goals and Objectives (these can be found on the project website). The no build alternative was determined to not adequately address the Purpose and Need, with traffic congestion not addressed and access to the state highway system constrained. Both build alternatives have similar transportation benefits. Although the midpoint interchange alternative has slightly higher property and natural resource impacts, it provides the highest level of access to and from the Clackamas Industrial Area. Local, regional and through trips from the I-205 area and east to Damascus will have three access points to the Sunrise facility; removing these trips from the existing roads will provide relief to the transportation system. The midpoint interchange also offers an additional access point to serve emergency vehicles and incident response. The midpoint alternative received a lot of support by the public and a majority of the Project Advisory Committee because the interchange would serve current and future industrial area businesses.



Freight movement is slowed by traffic congestion along Highway 212/224.

[More Information on Back](#)

## INTERCHANGE AREA MANAGEMENT PLANS (IAMP) OPEN HOUSES

Two open houses are being held for the three draft Sunrise IAMPs. The latest maps on the Sunrise Project Preferred Alternative, which will be published in the Final Environmental Impact Statement in 2010 will also be on display. Please join us at either of the following meetings to view information and talk to staff. The information provided will be the same each night.

**Monday, November 9, 2009** 4:00 p.m. - 7:00 p.m.  
Fire District #1 Training Center (next to the training tower)  
15990 SE 130<sup>th</sup> Avenue, Clackamas

**Tuesday, November 10, 2009** 5:00 p.m. - 7:30 p.m.  
Clackamas Banquet and Catering Center (at Denny's)  
15815 SE 82<sup>nd</sup> Drive, Clackamas

Accommodations will be provided to persons with disabilities. If a sign language interpreter is needed, please call (503) 235-5881 x118 or TTY 800-735-2900 48 hours prior to the open house.

¿Habla usted español? Podemos proveer la información en esta publicación en español. Para recibir la información en español, por favor llámé al (503) 731-4128.

## Interchange Area Management Plans (IAMP)

Interchange Area Management Plans are being developed for each of the three interchange areas that are part of the Sunrise Project Preferred Alternative. The IAMPs are separate from the SDEIS and FEIS. The SDEIS and FEIS are required by the National Environmental Policy Act. The IAMP is required by the State of Oregon.

The purpose of an IAMP is to protect the function of the interchange. Possible outcomes of the IAMP could include property access and local access changes within a quarter of a mile of an interchange. ODOT is required to develop IAMPs in cooperation with local governments when the state invests in constructing new interchanges or making significant investment in existing interchanges, such as the Sunrise Project. The proposed Sunrise Project has three interchange areas, including a midpoint interchange in the 122<sup>nd</sup> Avenue area. Several open houses and small group meetings on the Sunrise IAMPs were held as the plans were developed and refined. The latest IAMP documents and maps will be available for review at the November open houses.

IAMPs are also required to be included in local plans. For this area, an amendment to the Clackamas County Comprehensive Plan and the City of Happy Valley Comprehensive Plan are required. The City of Damascus is also expected to include provisions relating to the Rock Creek IAMP in its new Transportation System Plan, currently being developed.

For more information on the project IAMPs, contact Larry Conrad at Clackamas County (503) 742-4539 or Larrycon@co.clackamas.or.us.

## Sunrise Project Update (continued from front)

### Who Recommended the Preferred Alternative?

The Project Advisory Committee (PAC) is made up of neighbor, business, and community representatives. The PAC recommendations on the Preferred Alternative were forwarded to the Policy Review Committee (PRC) for consideration.

The PRC is made up of management staff and elected officials from each of the jurisdictions – Cities of Damascus and Happy Valley, Clackamas County, Oregon Department of Transportation (ODOT), Metro, and Federal Highway Administration (FHWA). The final PRC recommendation of the Preferred Alternative will be forwarded to the FHWA in the Final Environmental Impact Statement (FEIS) document. FHWA makes the final decision on the project (Record of Decision or ROD).

### What was heard from the public?

Nearly 190 people, organizations and agencies commented on the Sunrise Project Supplemental Draft EIS during the public comment period, and over 150 people attended the public hearings last year. Of those who stated their preference for an alternative, almost 90% supported the build with a midpoint interchange alternative. Many people had questions and concerns about impacts to private property, business and neighborhood access, wetlands and wildlife habitat. There were also many comments unrelated to any specific alternative, such as timing and funding.



The public reviewed and commented on the Supplemental Draft EIS last year.

To address some of the impacts and also to respond to public concerns, the project design engineers revisited their work and, where possible, made refinements to the designs. They were able to improve the transportation performance in some areas, avoid impacts to wetlands, historical and archeological properties and resolve some local access issues. Several public meetings were held this year to share the refinements and gather public feedback in those areas. The refinements that were made and included in the Preferred Alternative are highlighted inside.

### Does everyone support the Preferred Alternative?

Like any large public process, there were many opinions. During the public comment period, the project did receive some comments specifically in support of the No Build alternative and the Build without a Midpoint Interchange alternative. Four Project Advisory Committee members also expressed specific preferences for these two alternatives in order to minimize some impacts to the environment or private property, or to better address local connectivity. However, a significant majority of the PAC and the public who submitted comments supported building the project with a midpoint interchange. The PRC unanimously followed the PAC's recommendation.

### How will the project acquire property?

ODOT has the responsibility of acquiring private property for public use related to the state transportation system. This responsibility includes recognizing and protecting the individuals who are affected by acquisition of land, as well as providing competent and efficient service to the public. The right of way acquisition process is guided by strict federal regulations and must offer fair market value for the required right of way. Clackamas County has purchased some key properties as they have come up for sale over the last decade. The County and ODOT already own many properties between I-205 and 122<sup>nd</sup> Avenue, but many additional properties will need to be acquired to build the Sunrise Project.

### Do the Preferred Alternative maps show the specific impacts to properties?

These maps are high-level conceptual drawings that show the magnitude of impacts from building the Sunrise Project. Individual property impacts and plans for construction will be specified and issues resolved during the final design process. Examples of issues addressed during final design include access to properties, the placement of soundwalls and new landscaping. There may also be minor changes to right of way and property acquisition needs during this process.

### For More Information on the Sunrise Project SDEIS and FEIS:

<b>Stacy Thomas</b> Public Involvement JLA Public Involvement (503) 235-5881 x118 stacy@jla.us.com	<b>Ron Weinman</b> Project Manager Clackamas County (503) 742-4533 RonW@co.clackamas.or.us	<b>Thomas Picco</b> Project Manager ODOT (503) 731-8230 Thomas.J.PICCO@odot.state.or.us
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Project Website: [www.sunrise-project.org](http://www.sunrise-project.org)



### Today...

The Sunrise project area faces traffic problems. There is:

- Recurring morning and afternoon congestion along Highway 212/224 lasting up to 4 hours
- High number of freight trucks slowed down by traffic congestion
- Mixing of through, regional, and local trips on Highway 212/224
- High number of auto crashes every year

### With the No Build Alternative these problems get worse. By 2030, there will be:

- Recurring morning and afternoon congestion along Highway 212/224 increasing to 9 or more hours daily
- A 175% increase in freight trucks likely to be slowed down by traffic congestion on Highway 212/224 (14% of the traffic will be trucks- nearly 7,300 daily)
- Continued mixing of through, regional, and local trips on Highway 212/224
- More crashes

### Both of the Build Alternatives provide transportation benefits in 2030.

Both the build alternatives would improve industrial area local access and circulation needs along Highway 212 and help accommodate anticipated regional growth. The build alternatives help:

- Three times more vehicles/people access and move to, from and through the corridor daily, compared to today
- Regional and local trips align with appropriate facilities
- Transportation system users travel faster
- Reduce the duration of congestion compared to today's levels
- Preserve mid-day traffic flow for truck freight movement
- Enhance bicycle, pedestrian, and transit facilities/service
- Enhance industrial area accessibility

### Milwaukie Expressway Area Refinements

After the SDEIS was released and public comments received, several design refinements were looked at to improve the function of the I-205 interchange with the Milwaukie Expressway and the new Sunrise Project. Some of these refinements were included in the final Preferred Alternative. The major elements of the Sunrise Project Preferred Alternative shown here include: a third westbound lane on the Milwaukie Expressway from Johnson Road to Webster Road, a new arterial connection using Deer Creek Lane to link 82nd Avenue (Highway 213N) to the Milwaukie Expressway (Highway 224) at the existing intersection, and the Lake Road intersection with Johnson Road will be closed with a cul-de-sac extending westward to the Lake Road/ Webster Road intersection.

Some additional improvements in this area are still being pursued by the County and ODOT in separate planning efforts (Regional Transportation Plan, County Transportation System Plan, and the Interchange Area Management Plan for this area). These changes, which will be listed in the FEIS as "identified future improvements," include: widening Milwaukie Expressway to 6-lanes from Johnson Road to Webster Road, a revised connection of Johnson Road to Milwaukie Expressway via Lake Road and a new intersection to the Milwaukie Expressway at Pheasant Court, and the closure of the Webster Road / Lake Road intersection with a cul-de-sac on Lake Road. These future proposed changes are not part of the Preferred Alternative and are not shown on this map, but may be found in other planning documents.

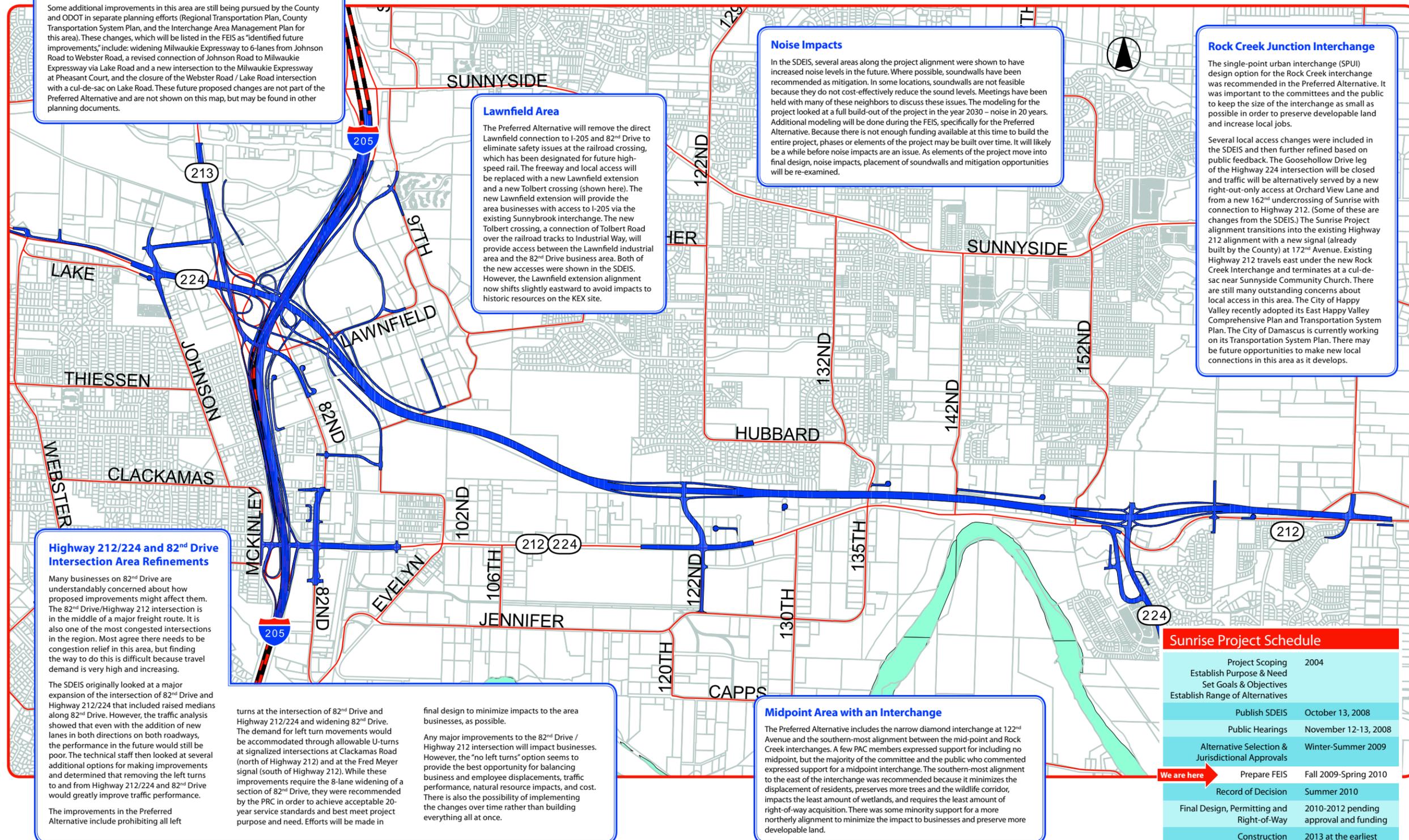
### New multi-use path from I-205 to the Rock Creek Interchange

The SDEIS included a 2.25 mile multi-use trail from I-205 to approximately SE 122nd Avenue. During the public comment period, residents and agencies asked to see the trail extended to the Rock Creek Junction. The project team reviewed the trail and refined the design to extend it. The Sunrise Project will now include a new multi-use path that provides an alternate route for bicyclists and pedestrians to travel to and from the I-205 area and the new Rock Creek Interchange area. The trail now extends an additional 1.5 miles for a total length of 3.75 miles.

Based on the technical information, public support, and PAC recommendations, the PRC recommended the build with a midpoint interchange alternative as its Preferred Alternative to be forwarded to the Federal Highway Administration. This map shows the Preferred Alternative, which includes the preferred design options and design refinements. The design options were studied in the SDEIS. The design refinements are changes that were made after the SDEIS was released.

### More in the FEIS...

The FEIS document will show all the estimated impacts of the Preferred Alternative – to land uses, natural resources, transportation and other elements. Along with maps and data, the FEIS will have responses to all the public comments that were submitted during the public comment period last fall. The FEIS will be published in 2010.



### Lawnfield Area

The Preferred Alternative will remove the direct Lawnfield connection to I-205 and 82nd Drive to eliminate safety issues at the railroad crossing, which has been designated for future high-speed rail. The freeway and local access will be replaced with a new Lawnfield extension and a new Tolbert crossing (shown here). The new Lawnfield extension will provide the area businesses with access to I-205 via the existing Sunnybrook interchange. The new Tolbert crossing, a connection of Tolbert Road over the railroad tracks to Industrial Way, will provide access between the Lawnfield industrial area and the 82nd Drive business area. Both of the new accesses were shown in the SDEIS. However, the Lawnfield extension alignment now shifts slightly eastward to avoid impacts to historic resources on the KEX site.

### Noise Impacts

In the SDEIS, several areas along the project alignment were shown to have increased noise levels in the future. Where possible, soundwalls have been recommended as mitigation. In some locations, soundwalls are not feasible because they do not cost-effectively reduce the sound levels. Meetings have been held with many of these neighbors to discuss these issues. The modeling for the project looked at a full build-out of the project in the year 2030 – noise in 20 years. Additional modeling will be done during the FEIS, specifically for the Preferred Alternative. Because there is not enough funding available at this time to build the entire project, phases or elements of the project may be built over time. It will likely be a while before noise impacts are an issue. As elements of the project move into final design, noise impacts, placement of soundwalls and mitigation opportunities will be re-examined.

### Rock Creek Junction Interchange

The single-point urban interchange (SPUI) design option for the Rock Creek interchange was recommended in the Preferred Alternative. It was important to the committees and the public to keep the size of the interchange as small as possible in order to preserve developable land and increase local jobs.

Several local access changes were included in the SDEIS and then further refined based on public feedback. The Goosehollow Drive leg of the Highway 224 intersection will be closed and traffic will be alternatively served by a new right-out-only access at Orchard View Lane and from a new 162nd undercrossing of Sunrise with connection to Highway 212. (Some of these are changes from the SDEIS.) The Sunrise Project alignment transitions into the existing Highway 212 alignment with a new signal (already built by the County) at 172nd Avenue. Existing Highway 212 travels east under the new Rock Creek Interchange and terminates at a cul-de-sac near Sunnyside Community Church. There are still many outstanding concerns about local access in this area. The City of Happy Valley recently adopted its East Happy Valley Comprehensive Plan and Transportation System Plan. The City of Damascus is currently working on its Transportation System Plan. There may be future opportunities to make new local connections in this area as it develops.

### Highway 212/224 and 82nd Drive Intersection Area Refinements

Many businesses on 82nd Drive are understandably concerned about how proposed improvements might affect them. The 82nd Drive/Highway 212 intersection is in the middle of a major freight route. It is also one of the most congested intersections in the region. Most agree there needs to be congestion relief in this area, but finding the way to do this is difficult because travel demand is very high and increasing.

The SDEIS originally looked at a major expansion of the intersection of 82nd Drive and Highway 212/224 that included raised medians along 82nd Drive. However, the traffic analysis showed that even with the addition of new lanes in both directions on both roadways, the performance in the future would still be poor. The technical staff then looked at several additional options for making improvements and determined that removing the left turns to and from Highway 212/224 and 82nd Drive would greatly improve traffic performance.

The improvements in the Preferred Alternative include prohibiting all left

turns at the intersection of 82nd Drive and Highway 212/224 and widening 82nd Drive. The demand for left turn movements would be accommodated through allowable U-turns at signalized intersections at Clackamas Road (north of Highway 212) and at the Fred Meyer signal (south of Highway 212). While these improvements require the 8-lane widening of a section of 82nd Drive, they were recommended by the PRC in order to achieve acceptable 20-year service standards and best meet project purpose and need. Efforts will be made in

final design to minimize impacts to the area businesses, as possible.

Any major improvements to the 82nd Drive / Highway 212 intersection will impact businesses. However, the "no left turns" option seems to provide the best opportunity for balancing business and employee displacements, traffic performance, natural resource impacts, and cost. There is also the possibility of implementing the changes over time rather than building everything all at once.

### Midpoint Area with an Interchange

The Preferred Alternative includes the narrow diamond interchange at 122nd Avenue and the southern-most alignment between the mid-point and Rock Creek interchanges. A few PAC members expressed support for including no midpoint, but the majority of the committee and the public who commented expressed support for a midpoint interchange. The southern-most alignment to the east of the interchange was recommended because it minimizes the displacement of residents, preserves more trees and the wildlife corridor, impacts the least amount of wetlands, and requires the least amount of right-of-way acquisition. There was some minority support for a more northerly alignment to minimize the impact to businesses and preserve more developable land.

### Sunrise Project Schedule

Project Scoping	2004
Establish Purpose & Need	
Set Goals & Objectives	
Establish Range of Alternatives	
Publish SDEIS	October 13, 2008
Public Hearings	November 12-13, 2008
Alternative Selection & Jurisdictional Approvals	Winter-Summer 2009
Prepare FEIS	Fall 2009-Spring 2010
Record of Decision	Summer 2010
Final Design, Permitting and Right-of-Way	2010-2012 pending approval and funding
Construction	2013 at the earliest

We are here →

## Contact with KEX Radio

Initial contact with KEX Radio occurred in late 1991, regarding potential impacts to the KEX facility and radio signal from construction of proposed Sunrise Corridor Project, during the preparation of a Draft Environmental Impact Statement (DEIS) on the Sunrise Corridor Project, I-205 to US 26. Numerous discussions and correspondence occurred between ODOT and KEX throughout the process leading to the adoption of the 1993 DEIS, and in the subsequent preparation of the 1996 Final EIS, I-205 to Rock Creek Junction (not adopted). The DEIS was published 1993, and the FEIS initiated in 1996.

KEX concerns during the preparation of the DEIS were primarily focused on one of the project alignments (Central Alignment), and the potential for adverse impacts on the KEX radio signal clarity and range. At that time, there was acknowledgement by both KEX Radio and ODOT that there was no predictive computer model available to quantify and assess the impacts to KEX's signal from the proposed highway construction. KEX and ODOT staff engaged in continuing discussions throughout the DEIS and FEIS to resolve these issues.

In March 1996, understandings were reached between ODOT and KEX Radio on how the concerns and issues raised by KEX would be addressed in the EIS process. In a letter to KEX, ODOT committed to include in the FEIS a comprehensive discussion of the issues and potential mitigation measures, as follows:

**1) Probable Adverse Effects.** It was agreed by all parties that the Central Alignment as proposed in the DEIS (7/95) would significantly disrupt the KEX signal

**2) Appropriate Mitigation Measures.** It was agreed by all parties that design and material modifications were not likely to significantly mitigate impacts to KEX's signal.

It was acknowledged that there was a scarcity of 40- to 50-acre flat sites within the Portland metropolitan area, and it was unlikely that a new site could be found for relocation of KEX's 50,000 watt transmitter facility.

**3) Procedural safeguards.** In order to maintain the viability of KEX's signal before, during and after construction of the Central Alignment, ODOT agreed to hire a radio expert and recognized real estate appraiser to determine the value and compensable impacts to KEX's property at the time of property acquisition for the project.

**4) Regional Significance of KEX.** It was acknowledged that KEX was a unique resource because it was the only radio station licensed to provide area-wide service to the Portland area. KEX's regional significance qualifies it as a "wide-area" radio station.

**5) Probable Costs.** Costs to relocate the KEX three tower directional array and transmitter facility on-site, in order to accommodate the Central Alignment, were estimated to be \$1M–\$2M, excluding wetlands mitigation costs. Relocation off-site would be approximately \$3M–\$5M, excluding land costs.

Representatives of KEX stated in an April 1996 letter to ODOT that they were satisfied with the acknowledgements and mitigation measures outlined above.

The initiation in 2004 of the Sunrise Project Supplemental Draft EIS, I-205 to Rock Creek Junction, also prompted the resumption of conversations with KEX on potential adverse impacts to their facility. The commitments proposed by ODOT in 1996 were revisited, and reconfirmed. Additional issues regarding new design options (the extension of SE 97<sup>th</sup> Avenue from Lawnfield Road to Sunnybrook Boulevard) have been raised, and discussions have continued between ODOT, Clackamas County, and KEX representatives to address these concerns.