

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 130th Avenue, Clackamas

Tuesday, November 10, 2009
5:00 p.m. - 7:30 p.m.
Clackamas Banquet and Catering
Center (at Denny's)
15815 SE 82nd 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 122nd 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, I-205 to Rock Creek Junction

Project Website: www.sunrise-project.org

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

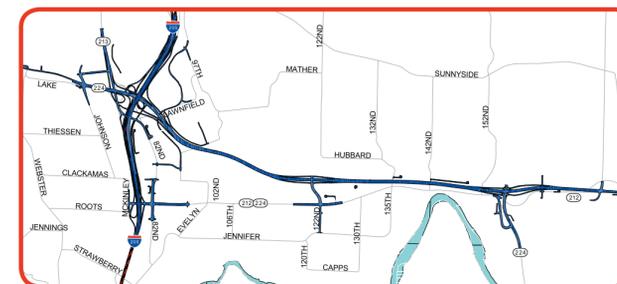
A Preferred Alternative (see map inside) has been recommended by the Project Committees for the Sunrise Project and will now be forwarded to the Federal Highway Administration for approval in the Final Environmental Impact Statement (FEIS).

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.

[More Information on Back](#)

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.

Project Website: www.sunrise-project.org

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 122nd 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:

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

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

