

## Mobility Summary

Performance Measure	No-Build	Sunrise JTA Improvements
Avg. Speed (cars)	18 mph	26 mph +8 mph (44%)
Avg. Speed (trucks)	16 mph	23 mph +7 mph (44%)
Stopped Delay (cars)	930 hrs	530 hrs -400 hrs (-43%)
Stopped Delay (trucks)	54 hrs	33 hrs -21 hrs (-39%)

## Economic Summary of User Benefits\*

Performance Measure	Sunrise JTA Improvements
Total Daily Vehicle Hours of Delay Reduced	Autos – 3,720 Trucks – 200
Total Annual Vehicle Hours of Delay Reduced	Autos – 930,000 Trucks – 50,000
Total Annual Benefit in 2020 of Reduced Delay	\$22.5 million (2010 dollars)

\*Preliminary cost of congestion numbers developed by ECONorthwest; preliminary calculations assume annual weekday travel only

## Project Schedule

	2011	2012	2013	2014	2015
Final Engineering	[Green bar]				
Right of Way Acquisition	[Blue bar]				
Construction			[Red bar]		
Public Meetings	[Orange square]	[Orange square]	[Orange square]		

## Proposed Funding Plan

Project Elements	Proposed Budget	Funding Plan
Sunrise Mainline	\$130 M \$20 M	Funded (JTA, OTIA, HPP) Existing right of way acquired by ODOT & Clackamas County
Lawnfield Extension and other improvements	\$18.5 M*	TIGER IV Grant Application
<b>Total</b>	<b>\$168.5 M</b>	*\$18.5 M - funding not currently secured



# Sunrise JTA Project

Jobs and Transportation Act Improvements

## Sunrise JTA Improvements

- New roadway serves approximately 19,600 daily users
- Provides enhanced regional and local mobility and connectivity
- Provides significant congestion relief on OR 212/224, I-205 and 82nd Drive



# Sunrise JTA Project Improvements

In 2009 the Oregon Legislature passed the Jobs and Transportation Act (JTA), providing \$100 million for transportation improvements to the Sunrise Corridor. ODOT and Clackamas County have developed an affordable package of improvements - consistent with the Sunrise Corridor Preferred Alternative - that will reduce congestion and enhance economic development opportunities in Clackamas County.

## 1 Lawnfield Industrial Access Improvements

Enhances economic opportunities in the Lawnfield industrial district with improved access and by minimizing impacts to industrial lands

- Improves access to the Sunnybrook Interchange to and from I-205 north and the Clackamas Highway Interchange to and from I-205 south
- Eliminates the at-grade rail crossing
- Improves existing 17% grades to 8.75%
- Improves grade at intersection with 97th Avenue from 8% to 2%

## 2 Clackamas Highway at 82nd Drive and I-205 Interchange Improvements (completed)

This project added a third westbound lane on OR 212/224 from just west of the UPRR crossing to I-205; added a second right-turn lane from OR 212/224 to I-205 northbound; installed a signal at the I-205 southbound ramps; and added a bicycle/pedestrian activated signal for crossing I-205 on-ramp

COMPLETED



## 3 Mainline Improvements

Enhances access and improves travel times to and from the Clackamas industrial district to I-205

- Reduces the annual hours of delay in the area by 980,000 hours
- Reduces the cost of congestion per year by \$22.5 million
- Provides an alternative route to and from areas east of 122nd Avenue

## 4 Highway 212 at 162nd Avenue - Develop Future Improvements

Provides for future safe and convenient access to the Rock Creek Mixed Employment area and adjacent Happy Valley Industrial Campus



## Bicycle/Pedestrian Improvements

- Provides two miles of shoulder bikeway from 122nd to I-205 along the Sunrise Mainline
- Relocates Multi Use Path onto new 82nd Drive overcrossing
- Provides sidewalk and bike lanes along Industrial Way extension from Mather Road to Lawnfield Road
- Provides sidewalks and bike lanes along Lawnfield Road from 98th Court to 97th Avenue

