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## 2. ALTERNATIVES

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A no-build alternative and two build alternatives are being evaluated. Design options within each of the build alternatives are also being considered. Several design options and both build alternatives and all design options would incorporate an improved interchange at I-205 and an interchange at Rock Creek Junction. The alignment of the facility would generally follow a natural bluff-line that extends from Mt. Talbert east to Rock Creek on the north side of Highway 212/224. Associated improvements to address local circulation are also included.

### 2.1 Alternative 1: No-Build

The National Environmental Policy Act (NEPA), Oregon Department of Transportation (ODOT), and Federal Highway Administration (FHWA) guidelines require that a no-build option be evaluated. The No-Build Alternative (see **Figure 2-1**) would maintain the existing roadway except for committed improvements scheduled in ODOT's four-year Statewide Transportation Improvement Program (STIP) and Metro's Financially Constrained Projects listed in the Regional Transportation Plan (RTP). These listed projects include the following:

- Widen SE 82<sup>nd</sup> Drive between Lawnfield Road and Highway 212/224).
- Improve the Highway 212 connection to Mather Road via SE 102<sup>nd</sup> Avenue and Industrial Way.
- Construct a new northerly extension of Highway 224 at Rock Creek Junction that curves east to connect to SE 162<sup>nd</sup> and SE 172<sup>nd</sup> Avenues.
- Create a climbing lane on Highway 212 between Rock Creek Junction and SE 172<sup>nd</sup> Avenue.
- Widen SE 172<sup>nd</sup> Avenue between Foster Road and Highway 212.
- Widen Highway 224 between Rock Creek Junction and the Carver Bridge.
- Widen the Carver Bridge to five lanes.

### 2.2 Alternative 2: Build with Midpoint Interchange

This alternative is distinguished by the inclusion of a midpoint interchange in the vicinity of SE 122<sup>nd</sup> Avenue, which would connect the expressway to the existing Highway 212/224 (see **Figure 2-2**).

### 2.3 Alternative 3: Build with No Midpoint Interchange

In contrast to Alternative 2, this alternative would not have a midpoint interchange, resulting in no access to the expressway between I-205 and Rock Creek Junction (see **Figure 2-3**).

### 2.4 Design Options

In addition to the two build alternatives described above, a number of design options are under consideration. These options are organized by geographic zones, as described below.

- **Zone A** is the westernmost portion of the corridor and represents the I-205 Interchange Area and the Lawnfield Business Area, with a western terminus aligned with SE Johnson Road and an eastern terminus bisecting Camp Withycombe. The north and south boundaries extend from Clackamas Town Center to south of SE Jennifer Street.
- **Zone B** is the “Midpoint Area” and extends from Camp Withycombe to SE 135<sup>th</sup> Avenue, north to Clackamas High School and south to SE Jennifer Street.
- **Zone C** has the same north and south boundaries as Zone B and extends from SE 135<sup>th</sup> Avenue east to the Rock Creek area.
- **Zone D** represents the eastern end of the corridor and stretches east to SE 172<sup>nd</sup> Avenue with the same north and south boundaries as Zones B and C.

Many design options were considered, but only a few were carried forward for study. The design options described below retain their original numbering system.

#### 2.4.1 Design Option A-2: Modified 1996 Design

This design option, located in Zone A, would extend SE Lawnfield Road west and south toward SE Clackamas Road (see **Figures 2-4, 2-5 and 2-6**). A further change would be to route SE Mather Road west to the SE Lawnfield Road extension, instead of south along SE Industrial Way.

#### 2.4.2 Design Option B-2: 1996 Split Interchange (Modified)

Located in Zone B, this design option for the midpoint interchange would incorporate a modified split interchange involving both SE 122<sup>nd</sup> Avenue and SE 135<sup>th</sup> Avenue. This option would be applicable only to Alternative 2, as displayed in **Figures 2-4, 2-5, and 2-7**.

#### 2.4.3 Design Option C-2: Central Alignment

This design option, located in Zone C and displayed in **Figures 2-4, 2-5, and 2-8**, would adjust the corridor alignment in the vicinity of Rock Creek closer to the existing Highway 212/224 alignment.

#### 2.4.4 Design Option C-3: Modified Follow Tree-Line Alignment

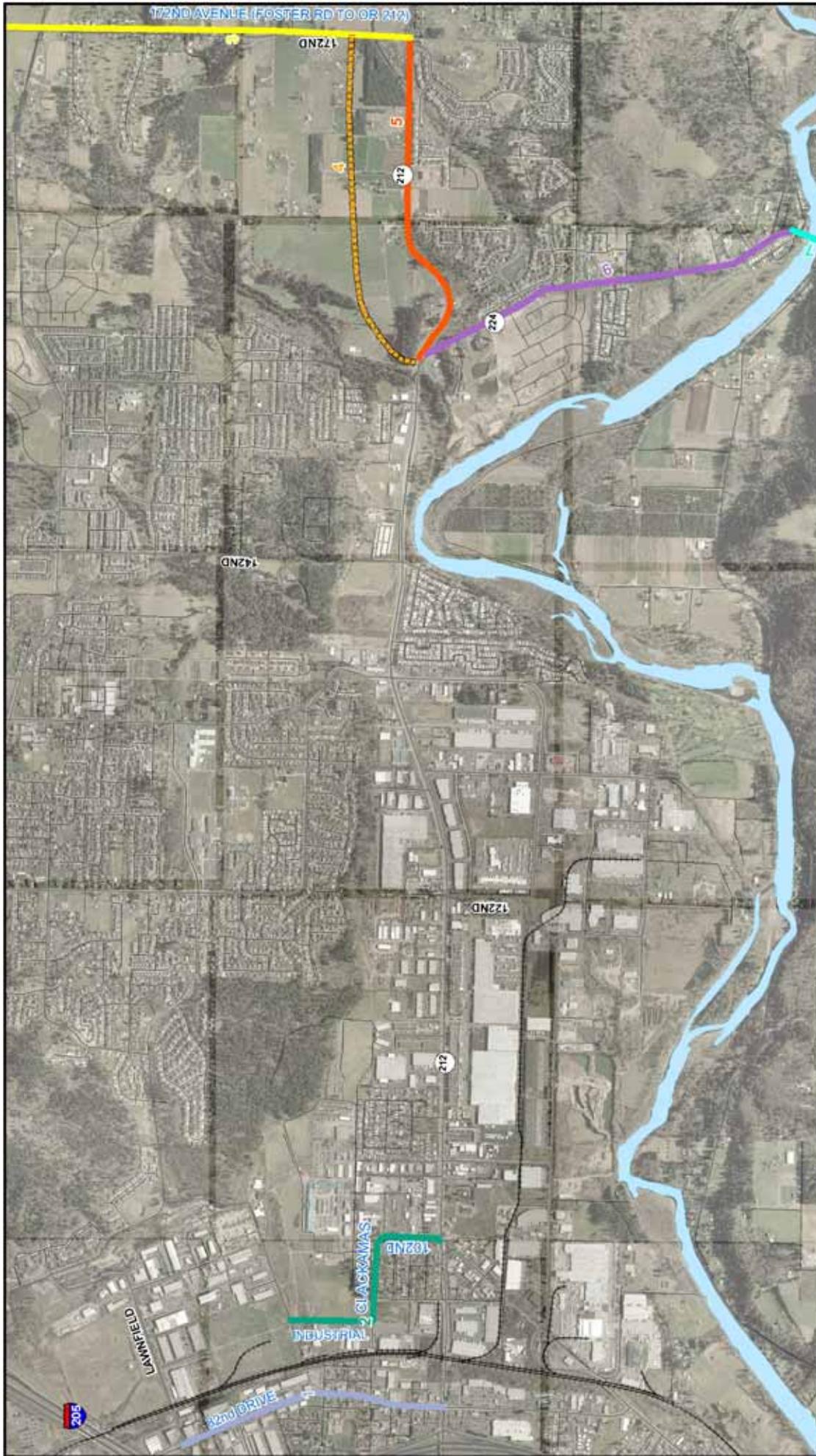
In contrast to Option C-2, this option would more closely follow the existing tree line to the north, as shown in **Figures 2-4, 2-5, and 2-9**.

#### 2.4.5 Design Option D-2: Alignment through Knoll (Folded Diamond Interchange)

Instead of incorporating a folded diamond interchange north of a natural knoll in Zone D, this option would place the alignment through the knoll, as depicted in **Figures 2-4, 2-5, and 2-10**.

#### 2.4.6 Design Option D-3: Single-Point Diamond Interchange

This design option replaces the folded diamond interchange with a single-point diamond- design interchange situated farther south in Zone D, as shown in **Figures 2-4, 2-5, and 2-11**.



**Figure 2**

**Alternative 1: No-Build**

**Future Funded Projects**

- 1 Widen to 5 Lanes
- 2 Upgrade Roadway
- 3 Widen to 5 Lanes
- 4 New Roadway
- 5 Widen to 5 Lanes
- 6 Hwy 212 Widening
- 6 Hwy 224 Widening
- 7 Widen to 5 Lanes

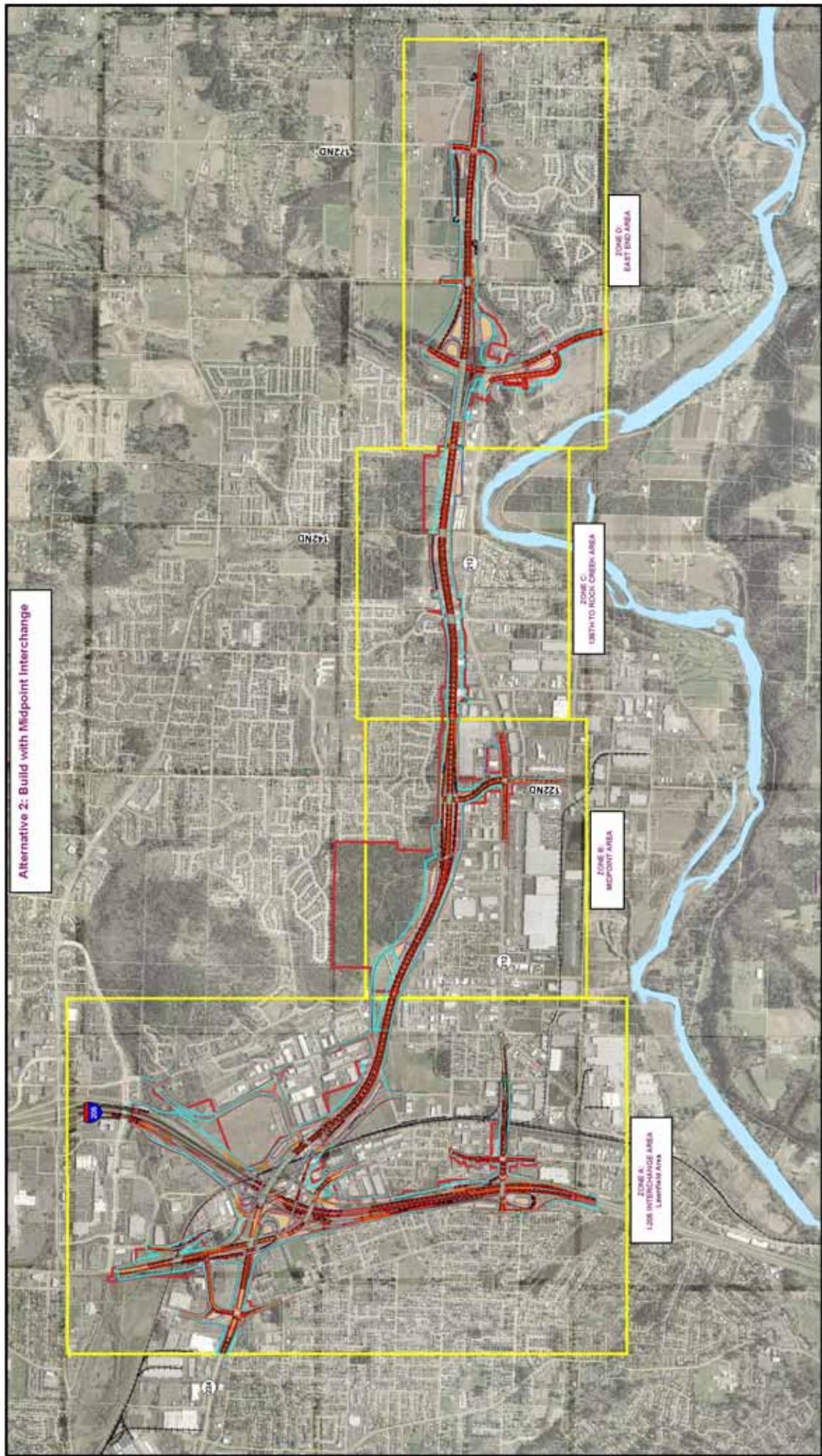
**Legend**

- Railroad

2,000 1,000 0 2,000 Feet

Sources: ODOT and Metro, Portland OR

Sunrise Project, I-205 to Rock Creek Junction



Alternative 2: Build with Midpoint Interchange

ZONE K  
LOS INTERCHANGE AREA  
Laurelhurst Area

ZONE J  
MIDPOINT AREA

ZONE C  
58TH TO ROCK CREEK AREA

ZONE D  
EAST END AREA



**Legend**

- Zone Boundary
- Construction Impact Line
- Lane Lines
- Lane Striping
- Median
- Proposed Signal/Way Line
- Fire Lane
- Wall
- Vehicle Queue/Retardant
- See Report
- Structure

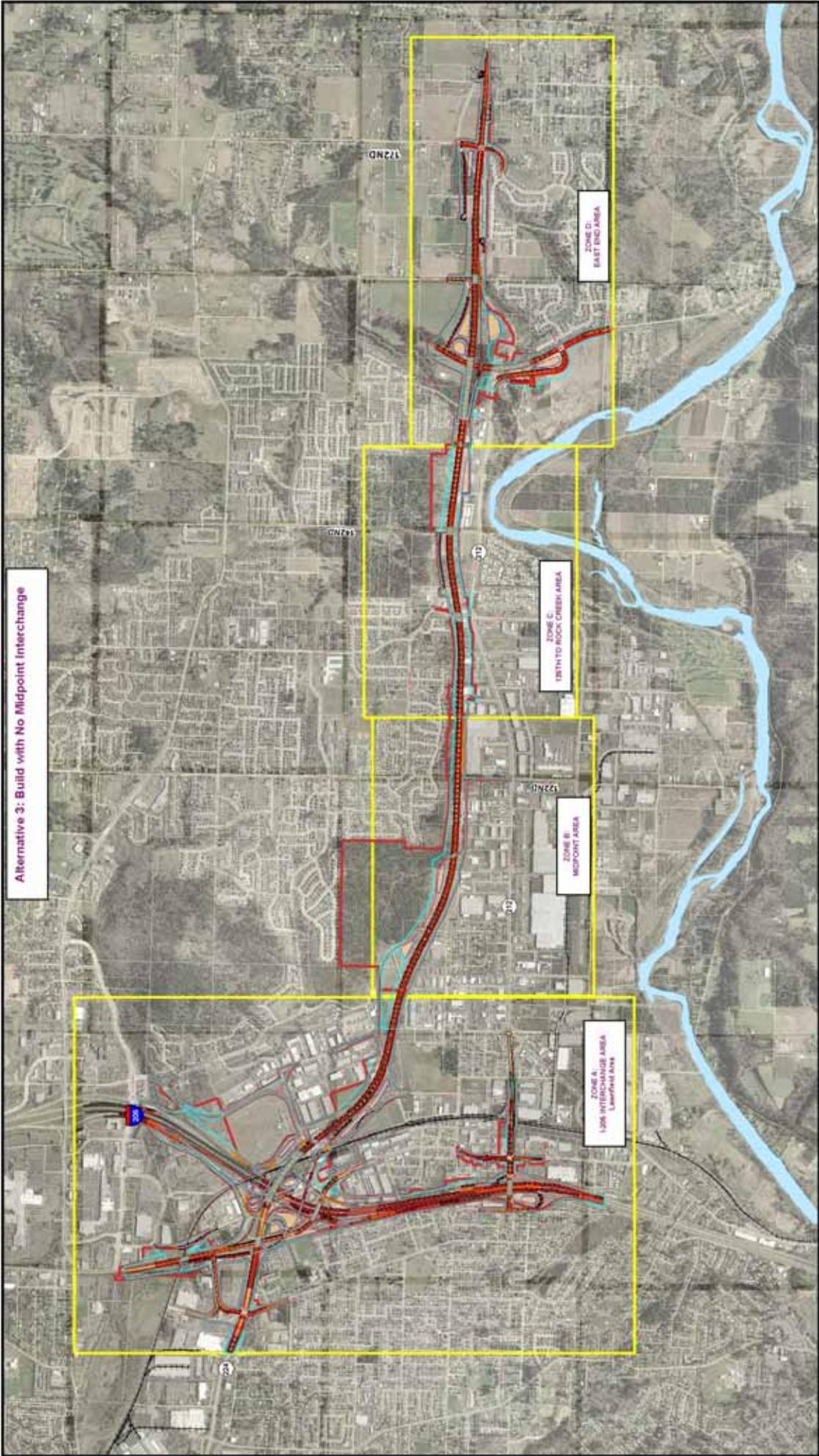
Sources: ODOT and Metro, Portland OR

**Figure 3**

**Alternative 2: Build with Midpoint Interchange**

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

**Alternative 3: Build with No Midpoint Interchange**

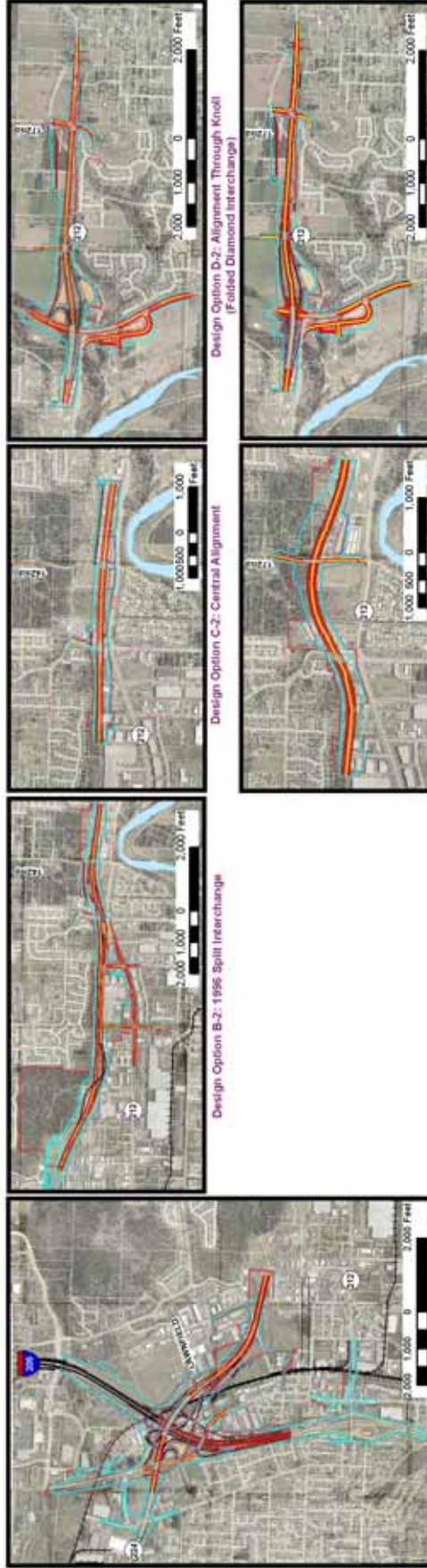
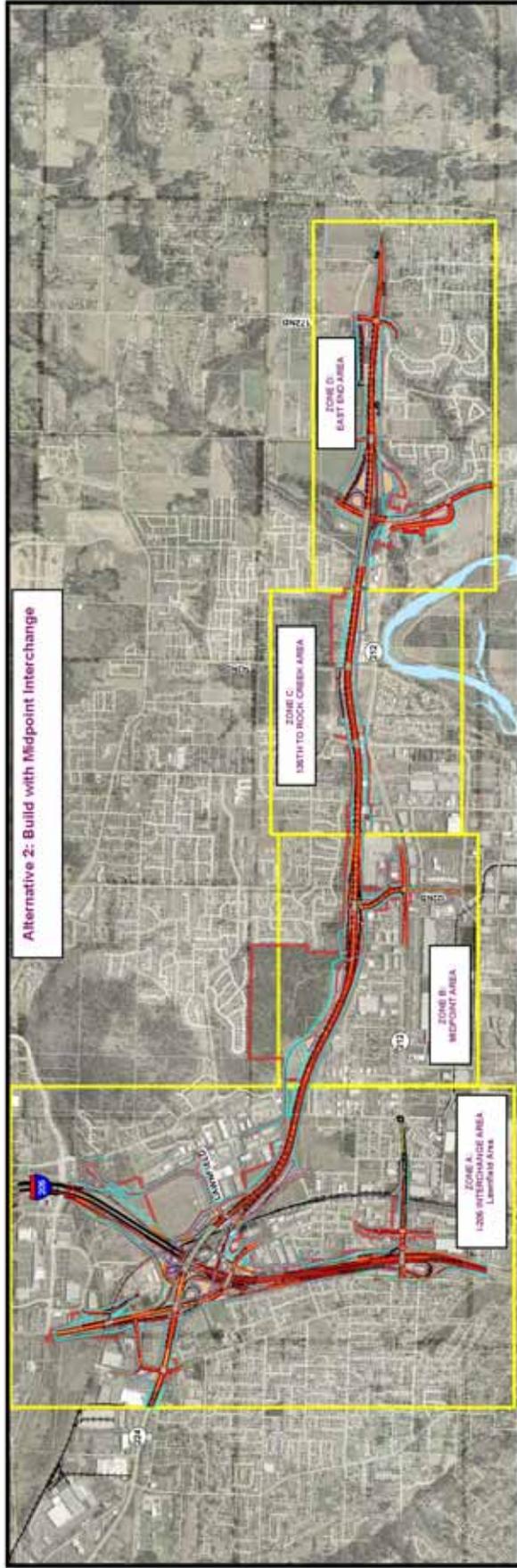


**Figure 4**  
**Alternative 3: Build with No Midpoint Interchange**  
*Sunrise Project, I-205 to Rock Creek Junction*



2,000 1,000 0 2,000 Feet

Sources: ODOT and Metro, Portland OR



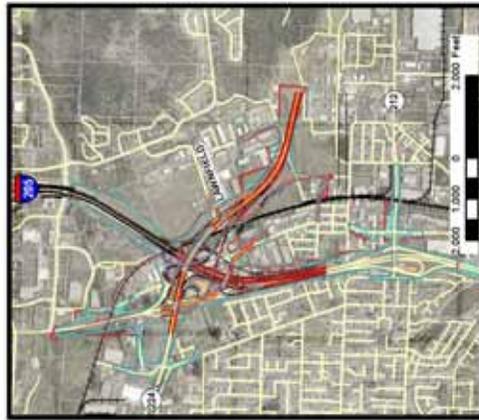
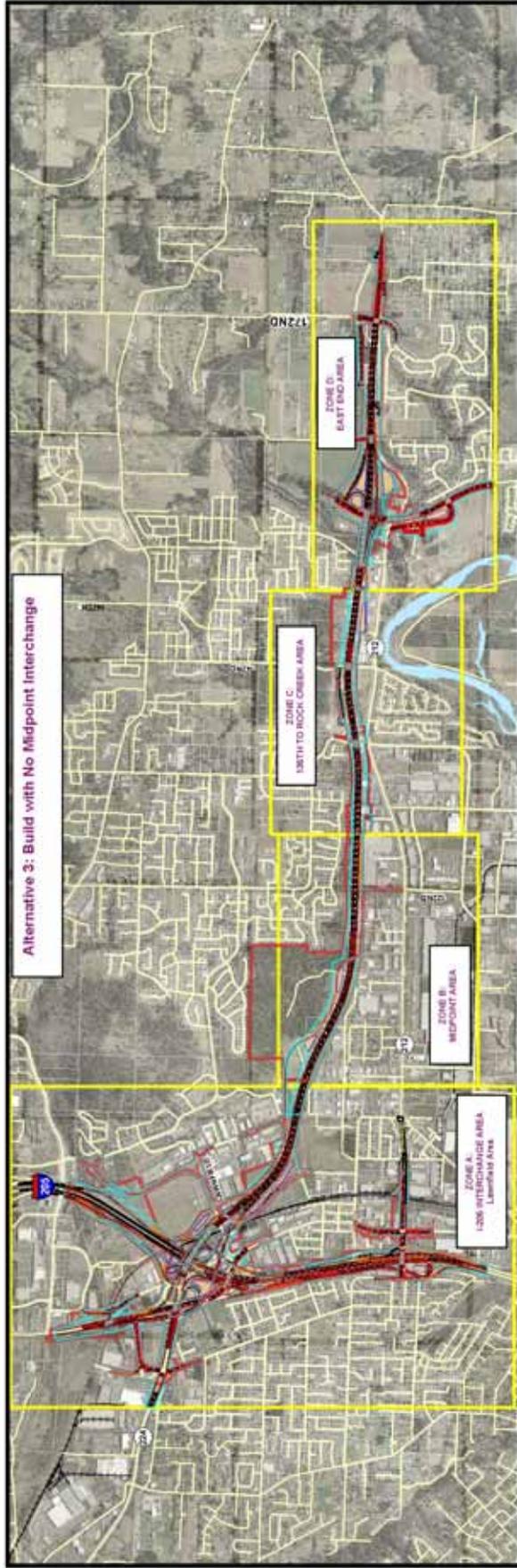
**Legend**

- Zone Boundary
- Construction Impact Line
- Landline
- Median
- Proposed Right-of-Way Line
- Tax Lot
- Well
- Water Quality Measure
- Signal
- Structure

**Figure 5**  
**Alternative 2 with Design Options**

Sources: ODOT and Metro, Portland OR

Summit Project, 1-2015 to Rock Creek Junction



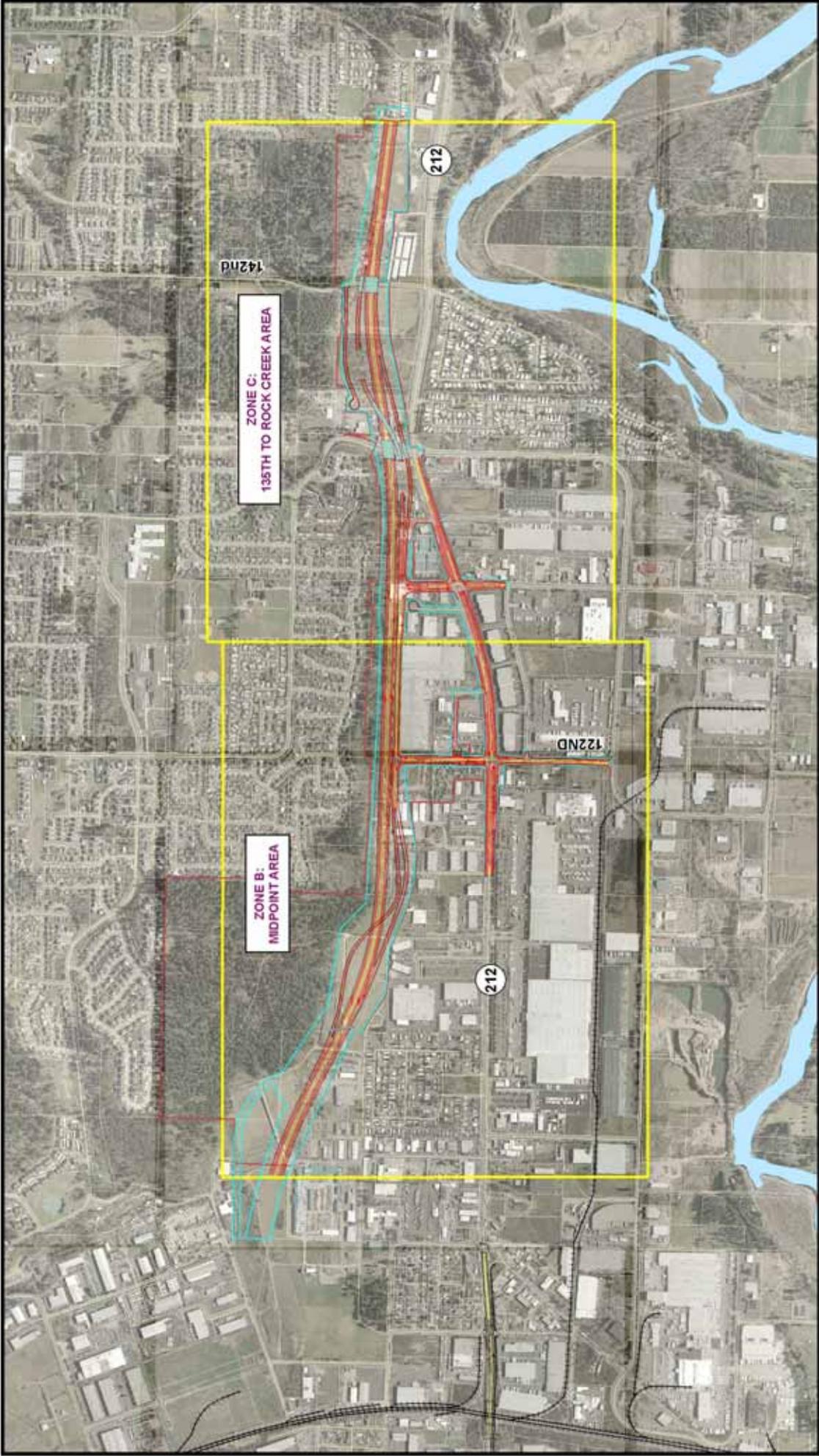
**Legend**

- Zone Boundary
- Construction Impact Line
- Limiting
- Median
- Proposed Right-of-Way Line
- Tree Line
- Wall
- Water Quality/Retention
- Subroad
- Structure

**Figure 6**  
**Alternative 3 with Design Options**

Sources: ODOT and Metro, Portland OR

Summit Project, I-205 to Rock Creek Junction



**Figure 8**  
**Option B-2: 1996 Split Interchange**  
*Sunrise Project, I-205 to Rock Creek Junction*



Sources:  
 ODOT and Metro, Portland OR



**ZONE C:  
135TH TO ROCK CREEK AREA**

- Legend**
- Zone Boundary
  - Contribution Impact Line
  - Limbs
  - Median
  - Proposed Right-of-Way Line
  - Tax Lot
  - Well
  - Water Quality/Retention
  - Right-of-Way
  - Structure



Sources:  
ODOT and Metro, Portland OR

**Figure 9**

**Option C-2: Central Alignment**

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

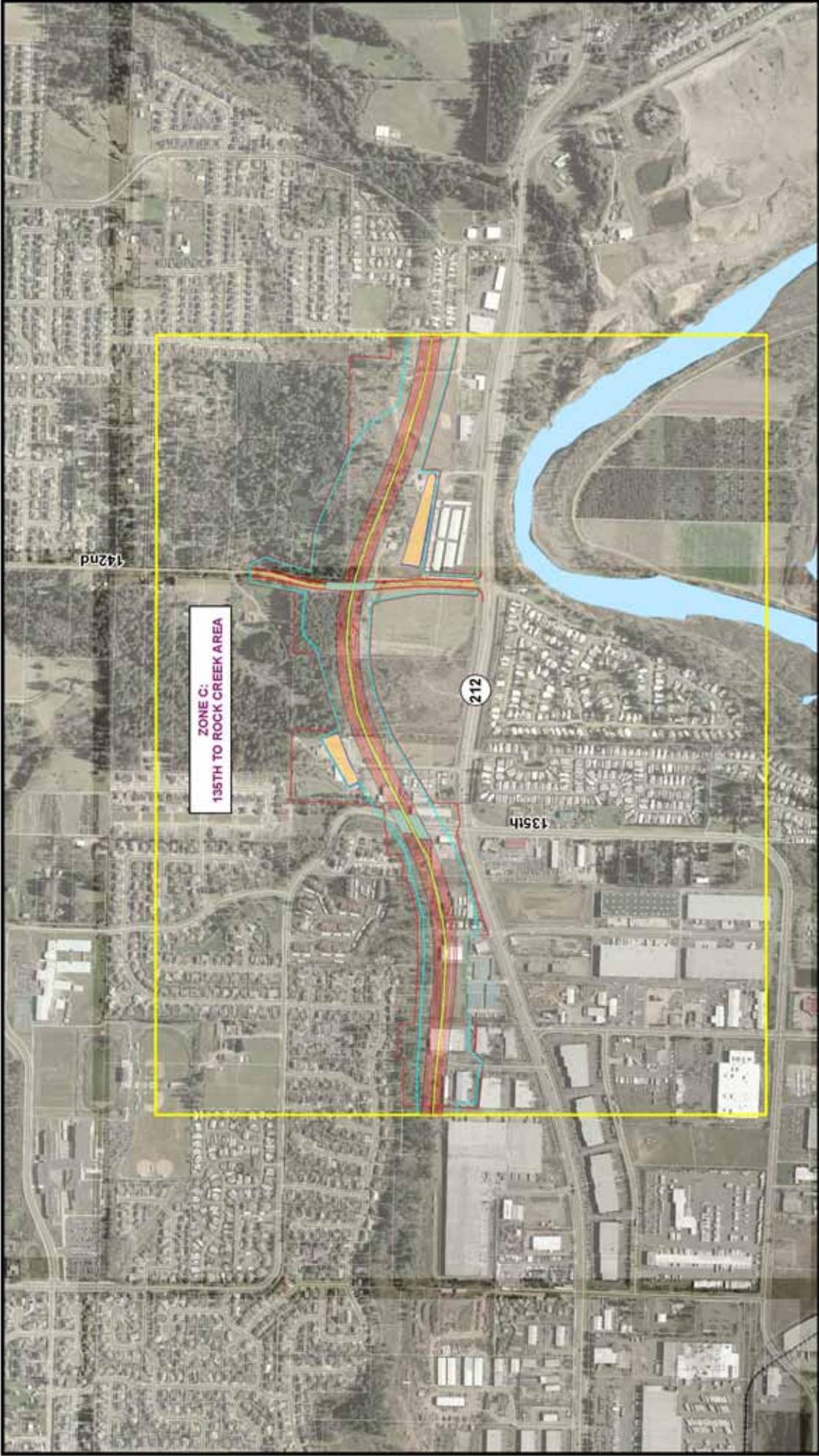
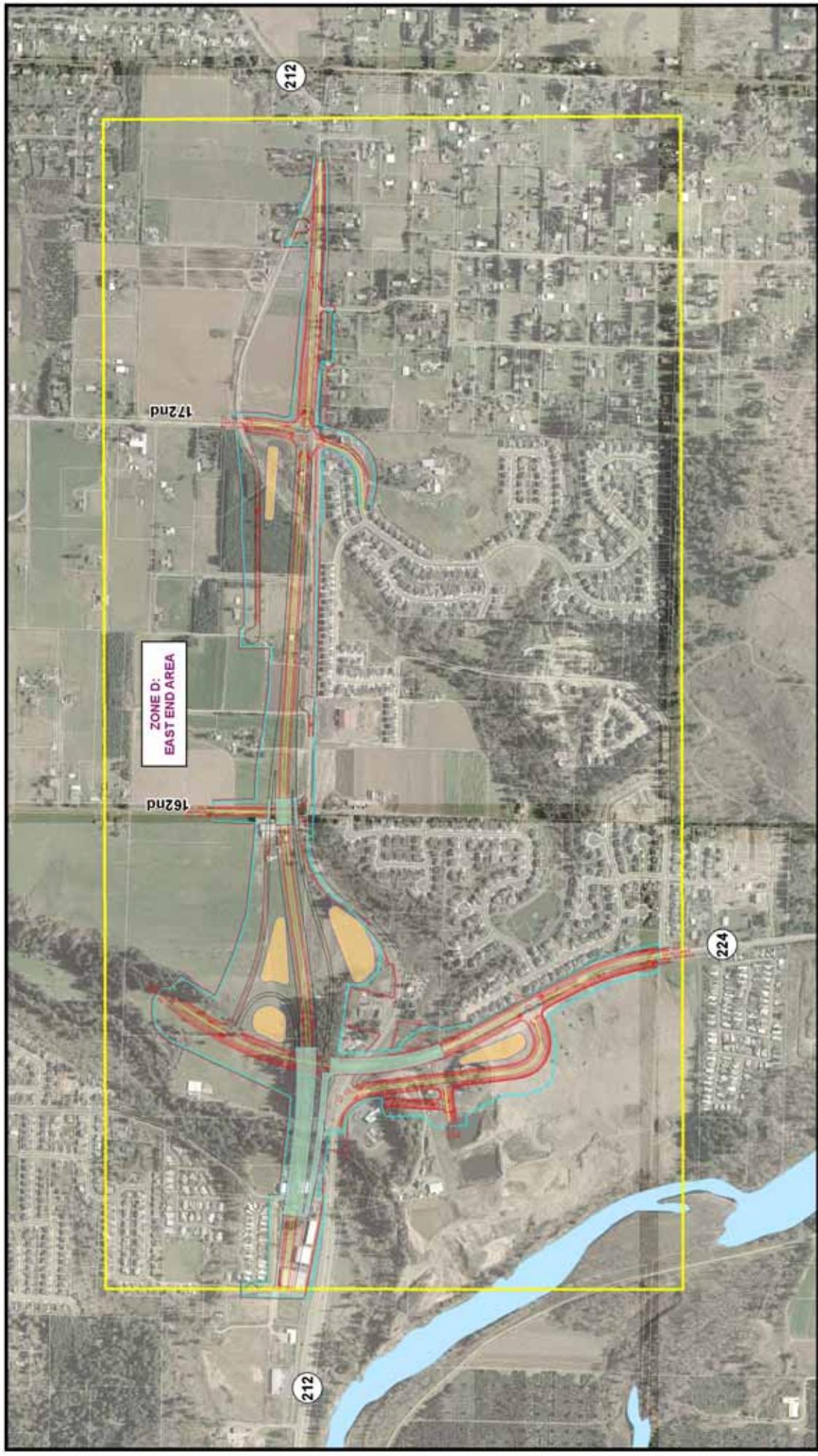


Figure 10

Option C-3: Modified Follow Tree-line Alignment

Summit Project, I-205 to Rock Creek Junction



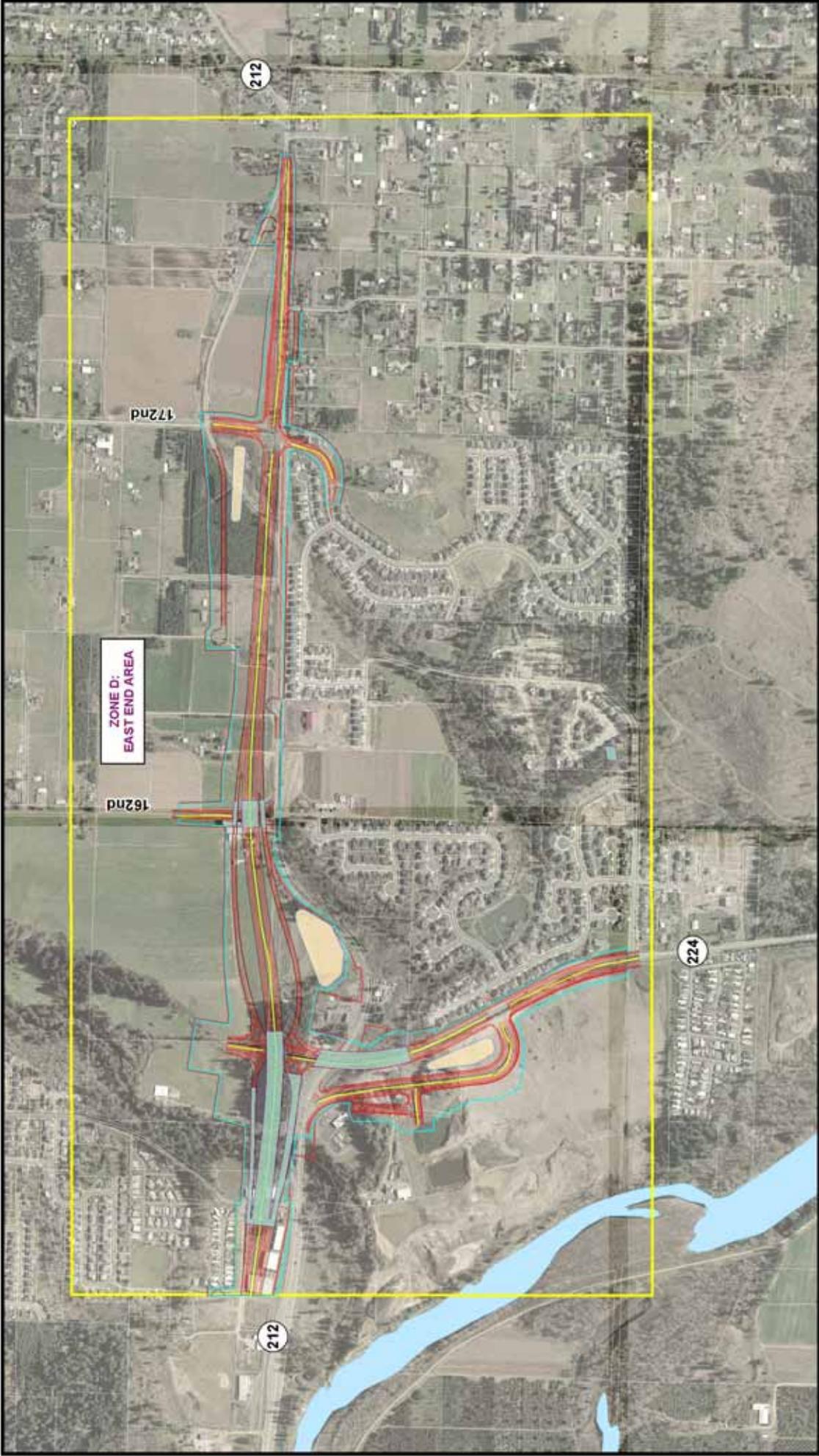
**Figure 11**  
**Option D-2: Alignment Through Knoll**  
**(Folded Diamond Interchange)**  
*Summit Project, I-205 to Rock Creek Junction*

**Legend**

- Zone Boundary
- Water Quality Measure
- Construction Impact Line
- Lane
- Median
- Proposed Right of Way Line
- Tree Line
- Well
- Water Quality Measure
- Right of Way
- Structure

800 400 0 800 Feet

Source: ODOT and Metro, Portland OR



**ZONE D:  
EAST END AREA**

172nd

162nd

212

212

224



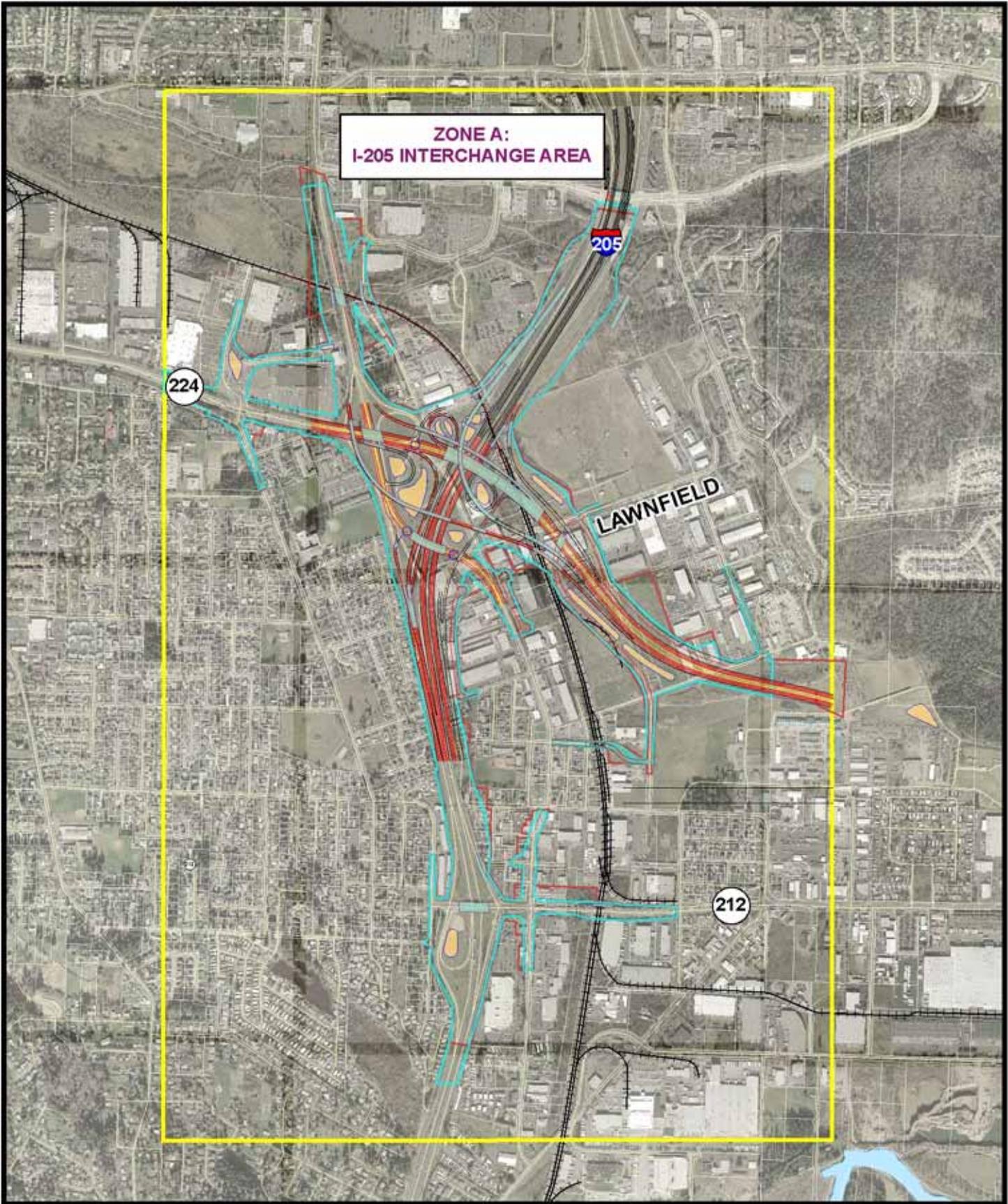
Sources:  
ODOT and Metro, Portland OR

- Legend**
- Zone Boundary
  - Well
  - Construction Impact Line
  - Lane
  - Right-of-Way
  - Right-of-Way
  - Proposed Right-of-Way Line
  - T&E Limit
  - Water Quality Measure
  - Right-of-Way
  - Structure

**Figure 12**

**Option D-3: Single Point Diamond Interchange**

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



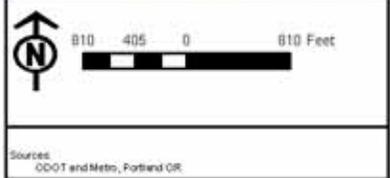
**ZONE A:  
I-205 INTERCHANGE AREA**

**LAWNFIELD**

224

205

212



| Legend   |   |
|--|---|
| <span style="color: yellow;">—</span> Zone Boundary            | <span style="color: orange;">—</span> Wall                  |
| <span style="color: cyan;">—</span> Construction Impact Line   | <span style="color: blue;">—</span> Water Quality/Retention |
| <span style="color: red;">—</span> Lane/line                   | <span style="color: black;">—</span> Railroad               |
| <span style="color: yellow;">—</span> Median                   | <span style="color: grey;">—</span> Structure               |
| <span style="color: pink;">—</span> Proposed Right-Of-Way Line |   |
| <span style="color: black;">—</span> Tax Lots                  |   |

**Figure 7**  
**Option A-2:  
Modified 1996 Design**

Sources:  
ODOT and Metro, Portland OR

Sunrise Project, I-205 to Rock Creek Junction