



HB 3516

Timing of construction of Tolbert Overpass

Clackamas—Lawnfield Industrial Area

Exhibit of access from Lawnfield industrial area to SE 82nd Drive.

Existing access versus route during construction.

The functionality of Tolbert overpass prior to closure of Lawnfield Road Crossing is critical to business continuation.

..... : Existing access (1 -2 minutes)

----- : Access without Tolbert Overpass (avg 13 minutes during rush hour)



The Sunrise JTA Project is a phase of the much larger Sunrise Corridor Preferred Alternative that will address existing congestion and safety problems in the Oregon 212/224 corridor by constructing a new road from I-205 to 122nd Avenue.

Project Elements

- New 2-lane highway from the Milwaukie Expressway/I-205 to 122nd Avenue
- Local road improvements – Industrial Way Extension, Lawnfield Reconstruction
- New westbound lane on OR 212/224 (completed in December 2011)

Project Benefits

- Enhance access and improve travel times between the Clackamas Industrial District and I-205
- Reduce the annual delay for motorists by 980,000 hours
- Reduce the cost of congestion per year by \$22.5 million
- Provide significant congestion relief on OR 212/224, I-205 and 82nd Drive

Project Schedule

	2011	2012	2013	2014	2015
Final Engineering					
Right of Way Acquisition	██				
Construction			██		
Public Meetings	■	■	■		

Project Development

(Need a bulleted timeline that captures development and approval of the FEIS, acquisition of the ROD, design of Phase 1, etc.)

- 2004 – SDEIS Work Starts
- October 2008 – SDEIS Published
- November 2008 – Public Hearings Held
- June 2009 HD 2001 (JTA) Passed Including Funding for a Phase of Sunrise
- November 2009 – Sunrise JTA Project Open Houses
- November 2009 to June 2010 – Meetings with County staff and Commissioners, other elected officials, key employers, business associations, etc.
- June 2010 – Sunrise JTA Project Open Houses

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- June 2010 to March 2011 – ODOT and County complete FEIS and prepare for Engineering Design contract
- December 2010 -- FEIS Published
- February 2011 - Record of Decision from FHWA
- March 2011 to current -- staff and consultants preparing design and construction plans
- November 2011 - Sunrise JTA Project Open Houses
- December 2012 – Final Plans to ODOT Contracting Office
- January 2013 – Project out to bid
- February 2013 – Bid Opening
- April 2013 – Project Under Construction

Lawnfield Industrial Area Access

Closure of Lawnfield At-Grade Railroad Crossing

The new road will be grade-separated from Union Pacific Railroad tracks (an overcrossing) and its current design relies on the closure of the existing at-grade crossing at Lawnfield. Changing the project's design this far along in development to keep the crossing open, would result in significant budget impacts and delay the project.

Where and when does ODOT engage with Union Pacific and the Rail Division on this project?

There are three separate processes involved in closure of the at-grade crossing.

1. ODOT must obtain an easement from Union Pacific in order to construct the project.
2. ODOT Region 1 submits a crossing order to ODOT Rail. Submission of the crossing order triggers public notice and potential administrative challenges. This order has not been submitted.
3. ODOT and UP negotiate a construction and maintenance agreement. This agreement does not yet exist.

Access Alternatives Considered as Part of Sunrise JTA Project Development

ODOT and Clackamas County communicated extensively with businesses located within the Lawnfield Industrial Area throughout project development. Below is a list of access alternatives that were considered as a part of that process.

- Grade Separated Crossing at Mather Road (\$15M to 25M)
- Elevated viaduct structure from UPRR to Mather Road (\$20 to \$40M)
- Construct Lawnfield Road EIS realignment between 98th Court and Sunnybrook Road; displacing one business and a building from the Clackamas Education Service District (\$30 to \$40)
- Tolbert over-crossing (\$20M)
- Rebuild Lawnfield Road to address grade issues and provide improved access to and from the Sunnybrook Interchange. (\$6M to \$8M)

Lawnfield Industrial Area Access Alternatives That Advanced

Ultimately, both the County and ODOT agreed that improving the existing Lawnfield Road was the most essential and feasible improvement to assure that truck access to I-205 is maintained to the area.

**New or Re-Examined Access Alternatives Developed in Response to Senator Betsy Johnson's
July 2012 Inquiry**

- Clackamas Road At-Grade Crossing
- Tolbert At-Grade Crossing
- Mather At-Grade Crossing
- (?)

Barrera Nancy

From: WINDSHEIMER Rian M
Sent: Monday, November 14, 2011 2:53 PM
To: EBERLE Frederick C; CRAIG Elizabeth * ODOT; PICCO Thomas J; BUCKLAND Jeffrey G; KIM David; POTTER Nathan K; 'Tom Metcalf'; 'Larry Fox'; 'Mungenast, Terry'; 'Dan Houf'; 'mminor@drnoise.com'; 'Elliott, Jock'; 'Hampson, Kirk'; 'Steve Faust'; 'kathros@co.clackamas.or.us'; 'bkc@dksassociates.com'; 'Bezner, Mike'
Subject: RE: Sunrise Open House - Your Response Needed

In addition to Fred's comments, I heard from a Fed-Ex driver that he was very happy that ODOT and the County would be improving the grade on Lawnfield and the Improved access to 212/224 was "great." He also thanked ODOT for the third westbound lane project, as evening traffic has been difficult to date and he looks forward to the Sunrise to add even more relief to congestion in the area. (I believe he also filled out a comment sheet.)

To add to Fred's comments below, the main reason cited for needing the additional Tolbert Overcrossing now was "people like to go to 82nd Ave. for lunch." After Fred and I explained the access improvements being delivered with the project they said that the grade improvement to Lawnfield was "a must have, and that they also were promised the Tolbert overcrossing." After some investigation we determined they were talking about the promise as part of the FEIS build, not the JTA build. We explained that we were not building the full project today, and that Tolbert is still being developed and funding is being provided by ODOT for the design and that OMD and the County are actively pursuing funding through the DOD appropriations process which will likely not happen within the timeframe of this project phase.

Rian Windsheimer
Policy & Development Manager
Oregon Department of Transportation, Region 1
503-731-8456 (direct line)
503-913-8712 (cell)

From: EBERLE Frederick C
Sent: Monday, November 14, 2011 2:36 PM
To: CRAIG Elizabeth * ODOT; PICCO Thomas J; BUCKLAND Jeffrey G; KIM David; POTTER Nathan K; 'Tom Metcalf'; 'Larry Fox'; 'Mungenast, Terry'; 'Dan Houf'; 'mminor@drnoise.com'; 'Elliott, Jock'; 'Hampson, Kirk'; 'Steve Faust'; 'kathros@co.clackamas.or.us'; 'bkc@dksassociates.com'; WINDSHEIMER Rian M; Bezner, Mike
Subject: RE: Sunrise Open House - Your Response Needed

I heard some of the same comments several others heard...

Two property owners in the Lawnfield Industrial area (Brian Bishop (Lawnfield Business Association), Mark La Noue (Clackamas Commerce Center/between ODOT 2b and OIW)) raised a lot of concern about the Lawnfield RR crossing being severed without the building of the Tolbert Rd. O'xing. They are going to set up a meeting of Lawnfield Business owners to invite us to...

Rian joined the discussion and we talked about getting started on Tolbert PE ASAP – Terry, Mike, want to get going on an RFP/IGA? We suggested ~ 6 months to get NTP on a contract (maybe a little faster if we make it a priority?); 6-9 months to complete PE, so maybe 12-15 months from now have PE and a solid cost estimate?

They suggested keeping Lawnfield open across RR to our new access road – I said that is certainly a non-starter from ODOT, ODOT Rail, UPRR, etc.

They also discussed grades on Tolbert; suggesting making it shorter and steeper if it would cost less and get built sooner...

Fred

From: CRAIG Elizabeth * ODOT

Sent: Wednesday, November 09, 2011 1:35 PM

To: EBERLE Frederick C; PICCO Thomas J; BUCKLAND Jeffrey G; KIM David; POTTER Nathan K; 'Tom Metcalf'; Larry Fox; 'Mungenast, Terry'; 'Dan Houf'; 'mminor@drnoise.com'; Elliott, Jock; 'Hampson, Kirk'; 'Steve Faust'; 'kathros@co.clackamas.or.us'; 'bkc@dksassociates.com'; WINDSHEIMER Rian M

Subject: Sunrise Open House - Your Response Needed

Thanks, everyone, for a productive open house last night. I'd like to put together a meeting report, including a summary of questions, comments and concerns that came up. I know there were a lot of conversations that took place around the room and I need your help in capturing what was discussed. Please take a few minutes to email me a short summary of the discussions you had with attendees by **Friday, November 18**. I'll put everything together and send out a summary after it is all compiled.

Thanks again,
Elizabeth

Elizabeth Craig
Community Affairs Coordinator
ODOT - Region 1
123 NW Flanders
Portland, OR 97209
(503) 731-8237
elizabeth.craig@odot.state.or.us

Radmore Carol

From: Larry Fox <LFox@obec.com>
Sent: Monday, July 30, 2012 2:46 PM
To: POTTER Nathan K
Subject: RE: Sunrise 4 short suspense items

Nathan,

We are going to concentrate our efforts on getting a better handle on the costs for #2. It appears from Fred's and your responses that ODOT is working on #1, #2 and #4. I should have something to you by midday tomorrow. It is likely to characterize a low and high estimate for the new grade crossing and connection to the 82nd Drive Access Rd., depending on what elements are triggered (which cannot be verified definitively without doing some geometric design work, which I assume you do not want us to be doing at this point).

Regards,

Larry

Note my new direct phone number below.



Lawrence H. Fox, P.E.
OBEC Consulting Engineers
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Eugene, OR 97401-6089
www.obec.com

From: POTTER Nathan K [<mailto:Nathan.K.POTTER@odot.state.or.us>]
Sent: Monday, July 30, 2012 8:16 AM
To: Larry Fox
Subject: RE: Sunrise 4 short suspense items

I fully appreciate that your team remains responsive to our needs... I related it to the mantra I had when I commanded a battalion in Afghanistan, we are the who people turn to in crisis, not away from...

To bound the level of effort, we are just trying to provide some measure of detail to the hearsay that is circulating among the political leadership. Internally, this is being described as \$22M for a latte. In the case of the schedule, we are really just looking for the date we are currently planning to close the crossing and why and how far right can this be shifted. With the at grade crossing, we know this is not desired by most but for some reason we are just a reed swaying in the breeze here.

My thoughts, if I was deemed qualified to give them, would be \$300K-\$450K for the signal, \$250K for the additional impact to the District 2B facility (generator relocation, further building modification) to add some width to accommodate the signal and a turn lane, \$300K to tie into the Hebert Court extension. Total \$1M-\$1.5M when you through include sidewalks and illumination, wetland impacts, etc.

Tolbert, I do not know what to do here that would provide a tighter estimate but I am working through with the planners upstairs on how we arrived at the numbers we have.

As for the last one, the project will likely certify a little cleaner, Lawnfield could be constructed before not during, but cost will likely increase, is there a multiplier we can add? Your time, inflation, county, etc.

David is trying to get in front of some electeds before they bite the hook, he is just looking for some details he can take with him.

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<http://www.linkedin.com/pub/nathan-potter/25/851/42>
♻ Before printing, please think about the environment.

From: Larry Fox [<mailto:L.Fox@obec.com>]
Sent: Friday, July 27, 2012 9:06 PM
To: POTTER Nathan K
Cc: Tom Metcalf; EBERLE Frederick C; WOLF John P
Subject: Re: Sunrise 4 short suspense items

Nathan,

This is a pretty tall order to prepare reasonable and fairly accurate responses in a week. We are conferring internally on Monday and then we'll let you know how we think we can respond. I am sure you realize this will detract my team from Advance PSE prep, which is already challenged schedule-wise. As always we will do our best to be responsive to ODOTs needs.

Regards,

Larry

Sent from my iPhone

On Jul 27, 2012, at 4:27 PM, "POTTER Nathan K" <Nathan.K.POTTER@odot.state.or.us> wrote:

Tom, Larry, Fred, Wolf, I need to tap into everyone's expertise because I was just handed a couple of short suspense item I am trying to answer for the bosses here. David apparently attended a meeting with our political wing and a number of scenarios were discussed concerning the Lawnfield at-grade closure. The crossing discussion there has become highly political.

1. Do we have a construction schedule for the JTA that we are comfortable with? Has the draft construction schedule been updated to reflect the constructability meeting discussion? If so, would it be possible to get a copy? The outcome here is a high level/milestone schedule showing the construction sequencing and duration of the major elements and the closing of the Lawnfield crossing. If it is in MS Projects I can collapse the draft schedule into what they are looking for.

2. What is the feasibility with impacts of creating a permanent at-grade connection at Lawnfield for automobile access? I do not think we need to go into a tremendous amount of detail but the cost and impact should probably reflect R/W impacts, realignment of Lawnfield and the Herbert extension access road, improvements of the signal and crossing (would this require further R/W impacts and width into the District offices to accommodate), design modifications, storm water, etc. Again we do not need a lot of detail there but enough to compare this cost with other costs such as Tolbert.

3. Is there anyway to come up with a tighter estimate on Tolbert crossing, R/W, Design, Construction, etc. and durations?

4. And finally my favorite, what would be the implications if we were to delay the project for a year?

Time frame for getting answer back to David for is upcoming meeting with Senator Starr, Representative Shehan, et. al, is the end of next week.

Nathan K. Potter, PE, PMP

Project Manager | Region 1 | Metro West

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Radmore Carol

From: EBERLE Frederick C
Sent: Monday, July 30, 2012 9:24 AM
To: 'Larry Fox'; POTTER Nathan K
Cc: Tom Metcalf; WOLF John P; KIM David
Subject: RE: Sunrise 4 short suspense items
Attachments: Tolbert Cost Estimate.pdf; Tolbert map.doc

1. Assuming using most recent schedule and collapsing it – Lawnfield closes 1 year in – end of May, 2014. Let's stick with that, or any change results in added costs to project by essentially delaying other construction.
2. Does John have something to use here?
3. See attached cost estimate and diagram. Could someone review it and check unit costs, quantities, etc., to see if it a reasonable estimate? Review ROW estimate, given recent appraisals in vicinity? Contingency amount, etc.?
4. For the similar "what ifs" we've been doing, we used the 4% inflation factor we're using in the STIP, CEVP, etc., which results in a cost increase of \$2.4 million in inflation costs due to delaying the project for 1 year. We also have used the congestion reduction/travel time benefit to the public for freight and autos of \$22.5 million per year, so Freight and Auto user benefits lost due to delayed opening of Sunrise by one year is \$22.5 million. Total economic impact is \$24.9 million from those two items alone. Of course the 300+ jobs the project was to create / maintain will also be delayed a year.

From: Larry Fox [mailto:L.Fox@obec.com]
Sent: Friday, July 27, 2012 9:06 PM
To: POTTER Nathan K
Cc: Tom Metcalf; EBERLE Frederick C; WOLF John P
Subject: Re: Sunrise 4 short suspense items

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Regards,

Larry

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Radmore Carol

From: Larry Fox <L.Fox@obec.com>
Sent: Tuesday, August 07, 2012 5:37 PM
To: POTTER Nathan K
Cc: WOLF John P; Tom Metcalf; EBERLE Frederick C
Subject: Re: Sunrise, connection options to 82nd

Tom and I are available.

Regards,

Larry

Sent from my iPhone

On Aug 7, 2012, at 5:31 PM, "POTTER Nathan K" <Nathan.K.POTTER@odot.state.or.us> wrote:

What does everyone's schedule look like Wednesday afternoon after 2:30?

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From: WOLF John P
Sent: Tuesday, August 07, 2012 5:31 PM
To: POTTER Nathan K; 'Larry Fox'; 'Tom Metcalf'; EBERLE Frederick C
Subject: RE: Sunrise, connection options to 82nd

Nathan,

Would it be worth getting this group and maybe an OBEC designer or two together for a "brainstorming session". Is there a meeting in the near future we can piggy back on or should we just set one up.

I think we need to outline what exactly the desired goals of this exercise are, what limitations exist and how to move forward.

Thanks,
John

From: POTTER Nathan K
Sent: Tuesday, August 07, 2012 5:27 PM
To: 'Larry Fox'; 'Tom Metcalf'; WOLF John P; EBERLE Frederick C
Subject: Sunrise, connection options to 82nd

This Lawnfield Business Association access issue is growing again. David met with Senator Betsy Johnson and she is fixated on a crossing at Lawnfield. David has asked for a high level solutions oriented effort to look at essentially a clean slate of what it would take to create an at-grade connection a Lawnfield to 82nd Drive and maybe I-205. The thought here is arriving at a matrix product showing

opportunities and barriers. Larry/Tom, do you have the center line elevation of the concept you developed?

Another example offered is a new grade crossing at Tolbert. I put the attached together based on a conversation with David. We can discuss a little further before everyone implodes.

<< File: Sunrise Matrix.xlsx >>

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Stender Robin

From: EBERLE Frederick C
Sent: Tuesday, August 07, 2012 11:25 AM
To: KIM David
Cc: POTTER Nathan K
Subject: RE: Lawnfield Business Association Responses

I give up for now, since your meeting is soon. I don't really think we have it. It was always the \$28 million element we couldn't afford to add to the JTA project...

From: EBERLE Frederick C
Sent: Tuesday, August 07, 2012 11:13 AM
To: KIM David
Cc: POTTER Nathan K
Subject: RE: Lawnfield Business Association Responses

From the FEIS they're fairly high...

2030 forecast with FULL 6 lane plus auxiliary lanes \$1.4 billion Sunrise to 172nd, carrying ~ 83,000 ADT (8,285 PM PK hour), Tolbert is carrying ~ 6,000 ADT (600 PM PK hour).
This is assuming a lot of growth in Clackamas County, and recent Metro Models have been reduced significantly.

Our 2020 JTA volume factoring is for less than 20,000 ADT on Sunrise – less than 1/4 of 2030 FEIS.

I don't know if the Traffic Engineers would buy quartering the Tolbert volumes similarly, down to 1,500 ADT or 150 cars at peak hour on Tolbert or not...???

I will try to look in one more place – I know your meeting is soon.

Fred

From: KIM David
Sent: Tuesday, August 07, 2012 10:47 AM
To: EBERLE Frederick C
Cc: POTTER Nathan K
Subject: RE: Lawnfield Business Association Responses

Thanks Fred. I suspect the volumes would be pretty low.

From: EBERLE Frederick C
Sent: Tuesday, August 07, 2012 10:46 AM
To: KIM David
Cc: POTTER Nathan K
Subject: RE: Lawnfield Business Association Responses

I'm still looking for Tolbert volumes. I don't have a great one with the JTA only, since we never had the money to construct it, we didn't model it.

From: KIM David
Sent: Monday, August 06, 2012 4:32 PM
To: EBERLE Frederick C
Subject: FW: Lawnfield Business Association Responses

From: KIM David
Sent: Monday, August 06, 2012 9:34 AM
To: WINDSHEIMER Rlan M; TELL Jason A; BROOKS Kelly S
Subject: FW: Lawnfield Business Association Responses

I am working on tracking down the draft agreements we have with UP Railroad on the Lawnfield RR Crossing. Below is information we've put together as follow-up from our last meeting.

David

From: POTTER Nathan K
Sent: Monday, August 06, 2012 9:13 AM
To: KIM David
Subject: Lawnfield Business Association Responses

David, I compiled the answers I got from Larry and Tom from OBEC, John Wolf and Fred Eberle on the questions you asked below:

1. Construction schedule: assuming the most recent schedules, Lawnfield RR grade crossing closes at the end of May, 2014.

- Begin construction spring 2013;
- Shift traffic onto new 82nd Ave overcrossing Spring 2014;
- Complete new Industrial Way extension, close Mather and existing Lawnfield RR crossing early summer 2014
- Traffic on Sunrise late spring 2015

2. Feasibility with impacts of creating a permanent at-grade connection at Lawnfield for automobile access: Connecting a local street connection (even if it is as simple as a driveway style connection) is marginally feasible at best from an engineering perspective. OBEC looked a little better connection which lengthened the bridge and bought more R/W but did provide for a more usable crossing and better grades.

All the options would require a signalized intersection at Lawnfield/Industrial and new crossing arms, a new drainage structure to address the over-capacity drainage system under Lawnfield Rd, additional construction within the RR ROW, additional construction within Dean Creek and associated environmental impacts. Additional impacts to the District 2B facility. It would probably need to have ped accommodations which would also need to be approved by the RR. If ped accommodations are required, additional facilities could be needed on the local access road from 82nd Dr which would result additional retaining walls and potential modifications to the UPRR overcrossing to accommodate the additional width for sidewalk (currently there is a 5.5' sidewalk on one side of the access road, but if there were a RR crossing it would probably create a demand for something larger).

Collectively it was felt that these alternatives would likely not be approved by the RR and could compromise the approval of the Sunrise overcrossing structure RR crossing approval.

The marginal access would result in a 20% profile grade to match the proposed access to 82nd. OBEC's was around the existing grade. In addition the HHPR design was proposing to raise the elevation of Industrial/Lawnfield at this location. Adding an access off the new road would require the RR Crossing to be raised (not very likely due to RR grade transition requirements) or a large sag and vertical grades which are outside of AASHTO would likely be needed.

Approximate cost of the marginal improvements was between \$1M and \$3M. To improve to OBEC's scenario were in the \$10M range.

<< File: at_grade_plan_view.pdf >> << File: at_grade_profile.pdf >>

3. Tolbert crossing, R/W, Design, Construction estimate:

\$7.5M for construction

\$3M in Contingency (assuming 40%)

\$3.5M in PE and CE

\$4.8M in ROW, Env Mitigation, and Utilities

Subtotal = \$18.8M

Inflation = \$2.2M

Total = \$21M (assuming we start design within a year)

I would estimate 2 yrs design and ROW and 1 year construction assuming you have a full construction season.

<< File: Tolbert map.doc >>

4. Implications if we were to delay the project for a year: For the similar "what ifs" we have been doing, we used the 4% inflation factor we're using in the STIP, CEVP, etc., which results in a cost increase of **\$2.4 million** in inflation costs due to delaying the project for 1 year.

We also have used the congestion reduction/travel time benefit to the public for freight and autos of \$22.5 million per year, so Freight and Auto user benefits lost due to delayed opening of Sunrise by one year is **\$22.5 million**.

Of course the **300+** jobs the project was to create / maintain will also be delayed a year.

In addition to inflation and user delay, we are currently in one of the most competitive bidding environments we have had in over a decade. Bid costs are coming in consistently 20% to 40% below historical averages. At some point the competitive bids will stop to due less competition, an improving economy or increased material costs. If they return to a normal bid environment we could see cost increases of **more than \$10M over current bid results** as a result of the delay.

5. Current and JTA Access Lawnfield Business Association area:

<< File: Sunrise Connectivity.ppt >>

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Stender Robin

From: Andy Howe <AHowe@obec.com>
Sent: Friday, August 31, 2012 8:47 AM
To: Baker, Brian R.; Larry Fox; POTTER Nathan K; HUNTER Zackary
Cc: Tom Metcalf; James Stupfel; Douglas Kirkpatrick
Subject: RE: Sunrise - UPRR Submittals
Attachments: 2012_08_31__Sunrise_UPRR_Final_RR_Plans.pdf

All,

Final bridge plans for UPRR coordination are attached. Let me know if you have questions.

Andy

Andrew Howe, PE
Sr. Project Engineer
OBEC Consulting Engineers
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Suite 200
Salem, OR 97302
Office: 503 589-4100
Direct: 503 400-3279
Cell: 503 616-0238

From: Baker, Brian R. [<mailto:Brian.Baker@hdrinc.com>]
Sent: Tuesday, August 28, 2012 1:47 PM
To: Larry Fox; POTTER Nathan K; HUNTER Zackary
Cc: Tom Metcalf; Andy Howe; James Stupfel
Subject: RE: Sunrise - UPRR Submittals

Larry,

I just spoke to Zack. We should be cautious about submitting any plans sheets that may change based on outcome of Lawnfield crossing discussions. It sounds like the mainline structure is not at risk, therefore at a minimum we can submit those sheets. If Industrial Way or Sunrise adjacent to RR ROW have potential to change based on Lawnfield discussions I would hold off on submitting those sheets. Zack, please correct me if I'm wrong.

Thanks,

BRIAN R. BAKER
PE

HDR Engineering, Inc.
Associate | Project Manager

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From: Larry Fox [<mailto:L.Fox@obec.com>]
Sent: Tuesday, August 28, 2012 12:50 PM
To: POTTER Nathan K; HUNTER Zackary
Cc: Tom Metcalf; Andy Howe; James Stupfel; Baker, Brian R.
Subject: RE: Sunrise - UPRR Submittals

Nathan and Zack,

One additional clarification needed on this submittal. For the 30% UPRR submittal we included roadway sheets for Industrial Way and Sunrise adjacent to the RR ROW. Are we submitting the signed roadway plans now as well?

Regards,

Larry

Note my new direct phone number below.



Lawrence H. Fox, P.E.
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From: POTTER Nathan K [<mailto:Nathan.K.POTTER@odot.state.or.us>]
Sent: Tuesday, August 28, 2012 11:30 AM
To: Larry Fox; HUNTER Zackary
Cc: Tom Metcalf; Andy Howe; James Stupfel; Baker, Brian R. (Brian.Baker@hdrinc.com)
Subject: RE: Sunrise - UPRR Submittals

Thanks, Larry, we are still in our tactical pause in submitting the crossing order application until we see the draft MOU from the attorney. Once we see what demands are included we will make a determination on how we are going to proceed.

I just noticed the reply from Zach. I see no reason why the rail cannot conduct their review of the final structure plans to get that out of the way. Similar to the acquisition of the aerial easement, the mainline alignment structure gets constructed in all courses of action.

Nathan K. Potter, PE, PMP
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♻️ Before printing, please think about the environment.

From: Larry Fox [<mailto:L.Fox@obec.com>]
Sent: Tuesday, August 28, 2012 9:20 AM
To: POTTER Nathan K; HUNTER Zackary
Cc: Tom Metcalf; Andy Howe; James Stupfel; Baker, Brian R. (Brian.Baker@hdrinc.com)
Subject: Sunrise - UPRR Submittals

Nathan and Zack,

We are having differing memories internally at OBEC as to whether the decision was made to submit the signed UPRR Bridge plans for review as scheduled (we were supposed to deliver them to ODOT today) or if we are holding off because of the delay in submitting the draft Rail Order. We can submit signed plans within a few days if desired. Let us know.

Regards,

Larry

Note my new direct phone number below.



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TELL Jason A

From: Gilmour, Cam [CamGil@co.clackamas.or.us]
Sent: Thursday, September 27, 2012 11:12 AM
To: TELL Jason A; WINDSHEIMER Rian M
Subject: Sunrise-Lawnfield Closure

Jason and Rian,

I understand that your discussion last week with UPRR did not result in a solution to the threatened legal action on the closure. Two commissioners on my end are very concerned and want to do something. All I can tell them is we have or had an approach all the parties agreed to involving an interim replacement crossing at Clackamas Road and then work towards getting Tolbert funded- but this requires UPRR concurrence which is not happening (apparently).

We should talk on the phone about this in the next couple of days. I need to know what ODOT is planning to do. Your help is appreciated.
Cam