
Regional Industrial Lands

Transportation Infrastructure

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SITE 2 TIME OIL COMPANY (PORTLAND), MAP 1

Site 2 access to the north is via N Lombard Street and N Rivergate Boulevard and from the south is via N Burgard Street and N Time Oil Road. Access to the site from the north includes three at-grade railroad spur crossings, suggesting a risk of occasional blockage.

N Time Oil Road is privately-owned and maintained by a consortium of land owners. The road does not meet public standards, does not have shoulders and has a series of speed bumps limiting truck mobility. The N Time Oil Road/Burgard Street intersection is stop-controlled with sight distance concerns related to curves and elevation change. The existing access to the Time Oil site via Time Oil Road has a sharp skew, making it too tight a turn for trucks to access from the north. Improved truck access could be accommodated via Time Oil Road by reconstructing the intersection so it has a less severe angle.

The City of Portland Transportation System Plan (TSP) does not identify the need for any transportation infrastructure improvements in the immediate project area. Information provided by PBOT staff indicates Time Oil site development will not require public street improvements to Rivergate or Burgard, unless land use review is required triggering a transportation analysis (not likely) or if there is a land division process triggering the need to address public right-of-way access. It should be noted the private owners of Time Oil Road could require improvements independent of City requirements.

In the previously prepared July 2007 Working Harbor Reinvestment Strategy: Transportation Infrastructure Analysis, \$6-\$9M was identified to improve Time Oil Road to public standards and transfer jurisdiction to the City. Based on discussions with Port staff, it was agreed \$1M of these improvements would be assessed to the Time Oil property.

Based on the conceptual site plan, anticipated transportation infrastructure improvements necessary to serve immediate subject property development are limited to site access improvements. The \$1M of Time Oil Road improvements would be assessed to the development and constructed by others as a separate project.

TIER 3 TO TIER 1 IMPROVEMENTS

Improvements and Estimated Cost

The following transportation infrastructure improvements are minimally necessary to: 1) provide acceptable/good property access to the public roadway system, and 2) mitigate off-site transportation impacts.

1. Realign site access/intersection to fix skew
 - Cost: ≈\$80k
2. Time Oil Road improvement assessment
 - Cost: ≈\$1M

Improvement Timeline: Zero to Site Ready

Frontage and direct property access improvements are anticipated to be constructed concurrent with property development. If done in advance, anticipate 3 months for design and permitting and 3 months for construction.

**SITE 13
ICDC LLC (PORTLAND), MAP 3**

Site 13 has direct access to NE Cameron Boulevard along the entire southern property boundary. Cameron provides access to NE Airport Way via NE 166th Avenue and to NE 158th Avenue which extends between NE Marine Drive and NE Sandy Boulevard (OR30).

The City of Portland Transportation System Plan (TSP) does not identify the need for any transportation infrastructure improvements in the immediate project area.

Based on the conceptual site plan, anticipated transportation infrastructure improvements necessary to serve immediate subject property development are limited to frontage roadway (NE Cameron Boulevard) improvements and direct property access improvements.

TIER 2 TO TIER 1 IMPROVEMENTS**Improvements and Estimated Cost**

No off-site transportation infrastructure improvements are necessary.

Improvement Timeline: Zero to Site Ready

Frontage and direct property access improvements are anticipated to be constructed concurrent with property development. If done in advance, anticipate 6 months for design and permitting and 8 months for construction.

SITES 15/16**BT PROPERTY LLC (UPS)/MICHAEL CEREGHINO (GRESHAM), MAP 3**

Taken together, Sites 15 and 16 have direct access to NE Riverside Drive to the north and NE Portal Way at the southeast corner. Access to NE Interlachen Lane to the northeast can also occur but is not anticipated as the roadway is not necessarily intended to support industrial traffic. It is anticipated direct access will be NE Riverside Drive and NE Portal Way.

The City of Gresham Transportation System Plan (TSP) identifies a roadway connection between Portal and Riverside (i.e., Portal extending to intersect with Riverside). It is anticipated this public roadway connection will need to be provided if Sites 15 and 16 are developed independently or with smaller individual industrial uses. However, if the properties are developed by a single large user, connectivity may only need to be provided via internal development circulation.

Based on discussion with agency staff, near term property development can occur without the need to construct significant off-site transportation infrastructure improvements. Again, if Sites 15 and 16 are developed independently developed or have smaller uses, a public roadway (industrial collector) will need to be constructed between Portal and Riverside. If developed by a single large user the public connection may not be necessary.

Based on the conceptual site plan, anticipated transportation infrastructure improvements necessary to serve immediate subject property development are limited to direct property access improvements.

TIER 3 TO TIER 1 IMPROVEMENTS**Improvements and Estimated Cost**

An industrial collector roadway will need to be constructed between Portal and Riverside if properties are independently developed. If developed by a single large user, it is not anticipated that any off-site transportation infrastructure improvements are necessary.

Improvement Timeline: Zero to Site Ready

Frontage and direct property access improvements are anticipated to be constructed concurrent with property development. If done in advance, anticipate 6 months for design and permitting and 8 months for construction.

SITE 19 TRIP PHASE 2 (TROUTDALE), MAP 3

Site 19 (Trip Phase 2) is bound by Graham Road to the south, Swigert Way to the north and east, and Sundial Road to the east. Direct access to Sundial may be restricted and access will be to Swigert Way and Graham Road.

The Troutdale Transportation System Plan (TSP) did not identify any transportation System Plan improvements for TRIP Phase 2. In Phase 1, the following transportation improvements were made:

- Widen Sundial Road to 3 lanes from Marine Drive to Graham Road
- Construct a traffic signal at the Marine Drive/Sundial Road intersection

Based on the conceptual site plan and discussions with City and Port staff, anticipated transportation infrastructure improvements necessary to serve immediate subject property development are limited to direct property access improvements and the following:

- Construct extension of Swigert Way to Graham Road. Based on Port estimates, \$825,000 of the total \$2.37M project cost will be assessed to this property.
- Reconstruct Graham Road and complete ½ street improvements (overlay, bike lane, sidewalk and other frontage improvements) on Graham Road along property frontage. The Port of Portland is also pursuing grant funding to reconstruct Graham Road, including structural roadway improvements, to accommodate truck traffic from Sundial Road to Frontage Road. Based on Port estimates, \$3.5M of the total \$10.09M project cost will be assessed to this property for these improvements.
- Construct possible traffic signal at the Swigert Way/Graham Road intersection of the Swigert Way/Sundial Road intersection. If signalization is required, the cost is estimated at \$500,000.
- Development may also be required to participate in the widening of Sundial Road. A portion of these improvement costs will be required for property development by the Port, but are not required for subdivision by the City of Troutdale.

TIER 3 TO TIER 1 IMPROVEMENTS

Improvements and Estimated Cost

The following transportation infrastructure improvements are minimally necessary to: 1) provide acceptable/good property access to the public roadway system, and 2) mitigate off-site transportation impacts.

1. Construct extension of Swigert Way to Graham Road
 - Cost: ≈\$825K
2. Construct ½ street improvements on Graham Road along property frontage and total roadway improvement assessment
 - Cost: ≈\$3.5M
3. Construct traffic signal at the Sundial Road/Graham Road intersection
 - Cost: ≈\$500k

Improvement Timeline: Zero to Site Ready

Frontage and direct property access improvements are anticipated to be constructed concurrent with property development. If done in advance, anticipate 12 months for design and permitting and 24 months for construction.

SITE 24 JEAN JOHNSON (GRESHAM), MAP 4

Site 24 is bound by SE 267th Avenue/Anderson Road to the west. SE Carl Street extends to the property boundary on the east. It is anticipated direct access will be oriented to SE 267th Avenue/Anderson Road which connects directly to US26 to the south.

The most recent relevant transportation planning documents include the Springwater Transportation System Plan (TSP) and the US26: Access to the Springwater Community Interchange Area Management Plan (IAMP). Both documents identify the need for long range infrastructure improvements; however, none are programmed or funded. More specifically, the IAMP identifies two grade separated US26 overcrossings; one connecting SE Orient Drive to SE Rugg Road including a US26 interchange. Based on the IAMP Figure 14 schematic roadway alignment, the proposed collector roadway impacts the northeast corner of the subject property. It is important to note this layout is schematic and it not likely to affect a near-term development application.

Based on discussion with agency staff, near term property development can occur without the need to construct significant off-site transportation infrastructure improvements. However, the SE 267th Avenue/Anderson Road (minor roadway) connection to US26 is anticipated to operate poorly until improvements are constructed. While immediate property development can occur without off-site improvements, it is agency intent for all properties in the IAMP-benefitted area to monetarily participate in funding of long-range improvements via a yet-to-be determined assessment structure.

Based on the conceptual site plan, anticipated transportation infrastructure improvements necessary to serve immediate subject property development are limited to direct property access improvements and the following:

- Possible short-term US26/ SE 267th Avenue/Anderson Road improvements such as a southbound right-turn lane.

TIER 3 TO TIER 1 IMPROVEMENTS

Improvements and Estimated Cost

The following transportation infrastructure improvements are minimally necessary to: 1) provide acceptable/good property access to the public roadway system, and 2) mitigate off-site transportation impacts.

1. Possible short-term US26/ SE 267th Avenue/Anderson Road improvements such as a southbound right-turn lane.
 - Cost: ≈\$250k
2. Potential, proportional assessment of IAMP-identified improvements
 - Cost: unknown

Improvement Timeline: Zero to Site Ready

Frontage and direct property access improvements are anticipated to be constructed concurrent with property development. If done in advance, anticipate 6 months for design and permitting and 8 months for construction.

**SITE 29
CLACKAMAS COUNTY DEVELOPMENT (CLACKAMAS), MAP 5**

Site 29 has direct access to SE Capps Road to the north and SE Wilde Road to the east; however, access to Wilde Road is limited by topography. Direct property access can be oriented to SE Capps Road which connects to OR212 via SE 120th Avenue, SE Jennifer Street and SE 122nd Avenue.

Near term property development can occur with minimal need to construct off-site transportation infrastructure improvements. However, OR212 mobility will generally be poor until planned and programmed Sunrise Corridor improvements are constructed. These improvements include construction of a new east-west roadway (Sunrise corridor) north of the existing OR212 alignment. The Sunrise Jobs and Transportation Act (JTA) Project is constructing a smaller phase of the larger Sunrise Corridor project by 2014. These improvements will address the existing congestion and safety problems in the OR212/224 corridor by constructing a new road from I-205 to 122nd Avenue and some local roadway connections serving the Lawnfield Industrial District.

Based on the conceptual site plan, anticipated transportation infrastructure improvements necessary to serve immediate subject property development are limited to direct property access improvements and the following:

- Construct ½ Capps Road improvements from eastern property edge to 122nd Avenue.

TIER 2 TO TIER 1 IMPROVEMENTS**Improvements and Estimated Cost**

The following transportation infrastructure improvements are minimally necessary to: 1) provide acceptable/good property access to the public roadway system, and 2) mitigate off-site transportation impacts.

1. Construct ½ Capps Road improvements from eastern property edge to 122nd Avenue
 - Cost: $\approx 950\text{LF} @ \$1,400/\text{LF} \times \frac{1}{2}\text{Roadway} = \665k

Improvement Timeline: Zero to Site Ready

Direct property access roadway improvements are anticipated to be constructed concurrent with property development. If done in advance, anticipate 6 months for design and permitting and 8 months for construction.

SITE 33 COFFEE CREEK INDUSTRIAL AREA (WILSONVILLE), MAP 6

Site 33 is bound by SW Day Road to the north and SW Garden Acres Road to the west. The property has direct access to both roadways. A portion of the property also extends to SW Boones Ferry Road; however, direct access to this roadway may be limited/restricted to the individual property at the southwest corner of the Boones Ferry Road/Day Road intersection.

The Wilsonville Transportation System Plan (TSP) identifies a several recently constructed transportation infrastructure improvements including the widening of Day Road to 3 lanes from Grahams Ferry to Boones Ferry and constructing traffic signals at both ends. The Coffee Creek Industrial Master Plan also identifies two new roadways to be constructed in the project area including: Kinsman Road – a north-south roadway on the east side of the property extending south from Day Road, and; Java Road – an east-west roadway extending between Garden Acres and Kinsman.

Because the proposed development contemplates aggregated properties, roadway connectivity shown in the TSP and the Coffee Creek Industrial Master Plan is assumed to include the need to construct Kinsman as a public roadway and the connectivity provided by Java will be accomplished via internal development circulation. It should be noted a portion of Kinsman Road improvements can be incorporated into property development and are not necessarily in addition to site development costs.

Based on the conceptual site plan, anticipated transportation infrastructure improvements necessary to serve immediate subject property development are limited to direct property access improvements and the following:

- Construct $\frac{1}{2}$ street improvements on Garden Acres Road along property frontage
- Construct $\frac{2}{3}$ street improvements on Kinsman Road along property frontage

TIER 3 TO TIER 1 IMPROVEMENTS

Improvements and Estimated Cost

The following transportation infrastructure improvements are minimally necessary to: 1) provide acceptable/good property access to the public roadway system, and 2) mitigate off-site transportation impacts.

1. Construct $\frac{1}{2}$ street improvements on Garden Acres Road along property frontage
 - Cost: $\approx 2,400\text{LF} @ \$1,400/\text{LF} \times \frac{1}{2}\text{Roadway} = \1.68M
2. Construct $\frac{2}{3}$ street improvements on Kinsman Road along property frontage
 - Cost: $\approx 2,400\text{LF} @ \$1,400/\text{LF} \times \frac{2}{3}\text{Roadway} = \2.24M (can be part of site development)

Improvement Timeline: Zero to Site Ready

Frontage and direct property access improvements are anticipated to be constructed concurrent with property development. If done in advance, anticipate 6 months for design and permitting and 12 months for construction.

SITE 37
ORR FAMILY FARM LLC (SHERWOOD), MAP 6

Site 37 is bound by SW Tualatin-Sherwood Road to the north. It is anticipated direct access property will be to this roadway at the SW Cipole Road intersection and to the future extension of SW 124th Avenue to the east.

The 2005 City of Sherwood Transportation System Plan (TSP) indicates the subject property is outside of the Urban Growth Boundary (UGB); therefore, no long-range transportation infrastructure was identified to serve the property. The 2010 Tonquin Employment Area Concept Plan identifies SW 124th Avenue as being the primary north-south arterial roadway connection extending between US99W and SW Tualatin-Sherwood Road. It is anticipated 124th will be extended south of Tualatin-Sherwood Road to serve the subject property and properties further to the south. The Tonquin Employment Area Concept Plan also identifies an east-west collector roadway (referred to as the Internal Connector (SW Blake Road Extension)) being constructed to provide connectivity

With property development, it is anticipated primary development access will be to the north (Tualatin-Sherwood Road at Cipole) and on (124th). Based on City access spacing requirements, access on 124th (an arterial roadway) has to be at least 600' from T-S Road. It should be noted that even with good direct property access, overall Tualatin-Sherwood Road and US99W corridor mobility is poor.

Based on the conceptual site plan, property development is anticipated to occur in two phases and require the following transportation infrastructure improvements in addition to direct property access improvements:

North Phase – assumed to be developed by a single industrial user

- Construct $\frac{2}{3}$ street improvements on SW 124th Avenue along east property frontage between Tualatin-Sherwood Road and the southern development edge (1,150 feet)
- Construct SW Tualatin-Sherwood Road/SW 124th Avenue intersection improvements
- Construct SW Tualatin-Sherwood Road/SW Cipole Road intersection improvements

South Phase – assumed to be developed as an industrial business park

- Construct $\frac{2}{3}$ street improvements on SW 124th Avenue along east property frontage between the North Phase development edge and the east-west Internal Connector (SW Blake Road Extension) (600 feet)
- Construct full street improvements on the east-west Internal Connector (SW Blake Road Extension) between the SW 124th Avenue extension and the west property line (1,700 feet).

TIER 3 TO TIER 1 IMPROVEMENTS**Improvements and Estimated Cost**

The following transportation infrastructure improvements are minimally necessary to: 1) provide acceptable/good property access to the public roadway system, and 2) mitigate off-site transportation impacts.

North Phase

1. Construct $\frac{2}{3}$ street improvements on SW 124th Avenue along east property frontage between Tualatin-Sherwood Road and the southern edge of the North Phase development.
 - Cost: $\approx 1,150\text{LF} @ \$1,400/\text{LF} \times \frac{2}{3}\text{Roadway} = \1.08M
2. Construct SW Tualatin-Sherwood Road/SW 124th Avenue intersection improvements
 - Cost: $\approx \$200\text{k}$
3. Construct SW Tualatin-Sherwood Road/SW Cipole Road intersection improvements
 - Cost: $\approx \$200\text{k}$

South Phase

4. Construct $\frac{2}{3}$ street improvements on SW 124th Avenue along east property frontage between the North Phase development edge and the east-west Internal Connector (SW Blake Road Extension)
 - Cost: $\approx 600\text{LF} @ \$1,400/\text{LF} \times \frac{2}{3}\text{Roadway} = \560k
5. Construct full street improvements on the east-west Internal Connector (SW Blake Road Extension) between the SW 124th Avenue extension and the west property line
 - Cost: $\approx 1,700\text{LF} @ \$1,400/\text{LF} = \$2.38\text{M}$

Improvement Timeline: Zero to Site Ready

Frontage and direct property access improvements are anticipated to be constructed concurrent with property development. If done in advance, anticipate 12 months for design and permitting and 12 months for construction.

SITES 55/56

SPOKANE HUMANE SOCIATY/EAST EVERGREEN (HILLSBORO), MAP 7

Taken separately, Site 55 (Spokane Humane Society property) does not have direct access to a public roadway and Site 56 (East Evergreen Site) has direct access to NW Evergreen Road and to NW Mier-Jurgen Road (an unimproved roadway).

The Hillsboro Transportation System Plan (TSP) identifies a number of transportation infrastructure improvements necessary to the serve the area in the plan year, including:

- Widen Evergreen Road to 5 lanes – Current being constructed by Washington County
- Extend Huffman Street west of Brookwood Parkway (Shute Road) to 253rd Avenue
- Extend 253rd Avenue to the north and adding a southbound right-turn lane.

It should be noted future roadway alignments are not specifically defined or programmed. Rather, the TSP generally contemplates the extension of roadways in the area to meet future development needs.

The conceptual site plan prepared by Group Mackenzie contemplates the extension of 253rd and 264th Avenues to the north and Huffman Street between 253rd and 264th Avenues. Discussions with City staff have further clarified the transportation infrastructure improvements necessary to serve immediate subject property development including:

- Construct $\frac{2}{3}$ street improvements on 253rd along property frontage.
- Construct $\frac{2}{3}$ street improvements on 264th along property frontage. It is assumed 264th between the south property edge and Evergreen will be constructed by others.
- Construct $\frac{2}{3}$ street improvements on Huffman along property frontage.
- Construct traffic signal at the Evergreen/264th intersection
- Construct traffic signal at the Evergreen/Site access intersection. (Intersection is located near the western property edge at Evergreen)

TIER 2 TO TIER 1 IMPROVEMENTS

Improvements and Estimated Cost

The following transportation infrastructure improvements are minimally necessary to: 1) provide acceptable/good property access to the public roadway system, and 2) mitigate off-site transportation impacts.

1. Construct $\frac{2}{3}$ street improvements on 253rd along property frontage.
 - Cost: $\approx 2,300\text{LF} @ \$1,400/\text{LF} \times \frac{2}{3}\text{Roadway} = \2.15M
2. Construct $\frac{2}{3}$ street improvements on 264th along property frontage
 - Cost: $\approx 1,400\text{LF} @ \$1,400/\text{LF} \times \frac{2}{3}\text{Roadway} = \1.31M
3. Construct $\frac{2}{3}$ street improvements on Huffman along property frontage
 - Cost: $\approx 2,800\text{LF} @ \$1,400/\text{LF} \times \frac{2}{3}\text{Roadway} = \2.61M
4. Construct traffic signal at the Evergreen/264th intersection
 - Cost: $\approx \$500\text{k}$
5. Construct traffic signal at the Evergreen/Site access intersection
 - Cost: $\approx \$500\text{k}$

Improvement Timeline: Zero to Site Ready

Frontage and direct property access improvements are anticipated to be constructed concurrent with property development. If done in advance, anticipate 9 months for design and permitting and 18 months for construction.

**SITE 62
ROCK CREEK (HAPPY VALLEY), MAP 5**

Site 62 (Rock Creek) directly fronts OR212 (Clackamas Highway); however, direct access will be limited to other roadways. This includes an east-west collector to the north, 162nd Avenue to the west, and a north-south collector to the east. If this sites develops without adjacent property development occurring, all access will be to 162nd Avenue.

The Sunrise Corridor planning effort (presented in Figure 8-7 of the Happy Valley Transportation System Plan (TSP)) identifies a number of transportation infrastructure improvements significantly impacting the subject property. Because these improvements are long-range and unfunded, property development is assumed to be generally consistent with roadway alignments presented in TSP Figure 8-3. It should be further noted, because the proposed development contemplates aggregated properties, local street connectivity shown in the TSP is not necessary. Resulting anticipated improvements include:

- Construct ½ street improvements on 162nd along property frontage
- Construct an east-west collector roadway for the width of the property (internal)
- Construct a north-south collector mid-property (internal)
- Construct ½ street improvements (north-south collector) on eastern property edge
- Construct OR212/162nd Avenue intersection improvements (including traffic signal)

The subject property is anticipated to have good access to adjacent north/south collector roadways; however, overall OR212 corridor mobility is poor and will remain so until major TSP-identified improvements are constructed.

TIER 2 TO TIER 1 IMPROVEMENTS**Improvements and Estimated Cost**

The following transportation infrastructure improvements are minimally necessary to: 1) provide acceptable/good property access to the public roadway system, and 2) mitigate off-site transportation impacts. Based on the conceptual site plan, the following improvements include:

1. Dedicate property necessary to accommodate widening of OR212 to 5 lanes
2. Construct ½ street improvements on 162nd Avenue along property frontage
 - Cost: $\approx 1,000\text{LF} @ \$1,400/\text{LF} \times \frac{1}{2}\text{Roadway} = \700k
3. Construct a ½ street improvement (north-south collector) on eastern property edge
 - Cost: $\approx 400\text{LF} @ \$1,400/\text{LF} \times \frac{1}{2}\text{Roadway} = \280k
4. Construct OR212/162nd Avenue intersection improvements (including traffic signal)
 - Cost: $\approx \$500\text{k}$

Improvement Timeline: Zero to Site Ready

Frontage and direct property access improvements are anticipated to be constructed concurrent with property development. If done in advance, anticipate 9 months for design and permitting and 18 months for construction

**SITE 104
HILLSBORO URBAN RESERVES (AGGREGATE) (HILLSBORO), MAP 7**

The site has direct access to NW Meek Road which will require improvement to urban standards. The property has recently been brought into the Urban Growth Boundary (UGB) but is located outside of the Hillsboro City limits.

It should be noted any future roadway alignments are not specifically defined or programmed in the City of Hillsboro Transportation System Plan (TSP). Rather, the roadway alignments have been identified via recent long-term transportation infrastructure planning efforts occurring in the immediate area.

Discussions with City staff have further clarified the transportation infrastructure improvements necessary to serve immediate subject property development including:

- Construct full-width street improvements on 253rd from Meek to south property line.
- Construct full-width street improvements on 264th from Meek to south property line. (It should be noted the conceptual site plan shows the roadway alignment adjacent the west property line; however, full-width improvements are assumed).
- Improve/reconstruct Meek from east property edge to 264th Avenue
- Construct shoulder improvements on Meek from 264th to Jackson School
- Construct 264th/Sewell intersection improvements and connection
- Long-term plans also contemplate realigning Meek to intersect with Brookwood north of OR26. This realignment will require a grade separated overcrossing and is believed necessary to accommodate future year traffic volumes. This improvement is not assumed to be necessary to serve Site 104.

TIER 3 TO TIER 1 IMPROVEMENTS**Improvements and Estimated Cost**

The following transportation infrastructure improvements are minimally necessary to: 1) provide acceptable/good property access to the public roadway system, and 2) mitigate off-site transportation impacts.

1. Construct full-width street improvements on 253rd from Meek to south property line
 - Cost: $\approx 1,800 @ \$1,400 / LF = \$2.52M$
2. Construct full-width street improvements on 264th from Meek to south property line
 - Cost: $\approx 2,100 @ \$1,400 / LF = \$2.94M$
3. Improve/reconstruct Meek from east property edge to 264th Avenue
 - Cost: $\approx 4,500 LF @ \$1,400 / LF = \$6.3M$
4. Construct shoulder improvements on Meek from 264th to Jackson School
 - Cost: $\approx \$250k$
5. Construct 264th/Sewell intersection improvements and connection
 - Cost: $\approx \$300k$

Improvement Timeline: Zero to Site Ready

Extensive transportation infrastructure improvements will need to be constructed to facilitate property development, including additional agency planning and programming efforts. If done in advance, anticipate 18 months for design and permitting and 24 months for construction.