Executive Summary

INTRODUCTION

The Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) are proposing to build the Newberg Dundee Bypass, an 11-mile, four-travel lane, access-controlled expressway around the cities of Newberg and Dundee in Yamhill County, Oregon. The project will reduce traffic volumes and congestion on Oregon 99W through Newberg and Dundee by routing through-traffic to the Bypass. The overall flow of traffic through this area will be improved and travel times will be substantially reduced compared to conditions under the No Build Alternative. By reducing truck volumes on Oregon 99W, the Bypass will also make the downtown areas of Newberg and Dundee safer and more enjoyable places for pedestrians. Text that has been updated since the Tier 2 DEIS was published is shown in green in this Executive Summary and in the FEIS.

The project will include the alignment (the specific location) of the Bypass, four interchanges, and required changes to local roads and streets that will be relocated to accommodate the Bypass. Figure ES-1 shows the general project location and proposed roadway improvements. The four interchanges will provide access to and from the Bypass. Interchanges will be located at each end of the Bypass connecting to Oregon 99W and Oregon 18; two intermediate interchanges will be located in Newberg at Oregon 219 and just north of Dundee, via a connection to Oregon 99W.

This Executive Summary provides a description of the Preferred Alternative and Phase 1 of the Preferred Alternative (Phase 1). While this summary also provides a brief overview of the major environmental impacts of the Preferred Alternative, it is not intended to be a substitute for the Newberg Dundee Bypass Tier 2 Final Environmental Impact Statement (Tier 2 FEIS), which provides a comprehensive and detailed description of the environmental impacts and mitigation for the Preferred Alternative and for Phase 1. Copies of the Tier 2 FEIS may be obtained by contacting:

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Also included in the Tier 2 FEIS is the Section 4(f) de minimis impact finding for the Chehalem Glenn Golf Course and SP Newsprint Company made by FHWA (see Tier 2 FEIS Appendix A).

To learn more about the project please visit the Newberg Dundee Bypass Web site at: http://www.NewbergDundee.org.

**WHERE WILL THE PROJECT BE LOCATED?**

The project will be located along the south sides of Newberg and Dundee, extending from the Oregon 99W/Oregon 18 junction near Dayton (Oregon 18 approximately mile point 51.6) to just past the top of Rex Hill, east of Newberg (Oregon 99W approximately mile point 19.6). Most of the project will be located in Yamhill County, with about 1000 feet extending east of Newberg along Oregon 99W into Washington County.

**WHAT IS THE PURPOSE AND NEED?**

The Purpose and Need explains why the project is needed and identifies the problems the project intends to solve.

The **Purpose of the project is to improve mobility and safety for vehicle trips through Newberg and Dundee and to reduce congestion with fewer truck and passenger vehicle trips on Oregon 99W in these communities.**

The **Need for the project includes relieving the increasing traffic congestion in the project area, thereby making Newberg and Dundee better places to live. This includes making the Newberg and Dundee downtowns more pedestrian-friendly and therefore more enjoyable places to spend time.**

Over the past two decades, traffic on Oregon 99W in downtown Newberg and Dundee has increased over 40 percent. Between 2011 and 2035, average daily traffic (ADT) is estimated to increase another 25–75 percent on Oregon 99W and 60 percent on Oregon 219. Throughout the week, traffic on Oregon 99W backs up for more than a mile in both directions through Dundee, where Oregon 99W has only one travel lane in each direction. On weekends, traffic frequently backs up on Oregon 99W as drivers travel to and from the Oregon Coast. Congestion makes it hard for drivers to enter or cross Oregon 99W in both Newberg and Dundee. Trucks add to the congestion problem, increasing noise and creating additional safety problems for pedestrians.

It now takes about 30 minutes to drive 11 miles on Oregon 99W from East Newberg to Dayton during the heaviest congestion. By 2035, it is estimated that it will take over 50 minutes if the project is not built. In 2035, with the project, travel time is estimated to take 12 minutes on the Bypass. With the Bypass, in 2035, downtown traffic would be reduced by over 15 percent in Newberg and by 60 percent in Dundee (compared to the No Build Alternative).

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1 See Chapter 1 of the Tier 2 FEIS for the full Purpose and Need statement.

2 See Section 3.1, Transportation, of the Tier 2 FEIS for additional detail.
WHAT IS THE PROJECT’S HISTORY TO DATE?

This project is being conducted under a tiered National Environmental Policy Act (NEPA) process. NEPA studies can be carried out in two stages or tiers. The Tier 1 process\(^3\) addressed big-picture issues for the proposed project and evaluated impacts based on general project information. The Tier 2 process concentrates on more design detail, evaluates the potential project impacts in greater detail, and looks at ways to avoid or minimize impacts and to provide mitigation for unavoidable adverse impacts.

The Tier 1 process began in January 2000. This process considered the benefits and impacts of alternative corridors for locating the Bypass around Newberg and Dundee, and it identified proposed mitigation for adverse impacts created by the project. The Tier 1 process ended in 2005 when FHWA issued a Record of Decision (ROD) on the Tier 1 FEIS. The ROD explains why FHWA made the decision to advance the proposed project to Tier 2 and use the Bypass Approved Corridor (Corridor) as the location to build the proposed project (see Figure ES-1). FHWA completed a re-evaluation of Tier 1, prior to publishing the Tier 2 DEIS, to consider if changes in the project alternative footprint were of the level of significance that would require a supplemental Tier 1 document. The re-evaluation concluded that a supplemental Tier 1 document was not needed, because none of the impacts where the alternative footprint widened were significant.

ODOT, FHWA, stakeholders, regulatory agencies, and the public worked together to develop the Tier 2 Build Alternative for the project using a workshop process called Context Sensitive and Sustainable Solutions (CS\(^3\)).\(^4\) The goal was to find a Bypass concept that best met the project Purpose and Need and that was based on local public input and ideas. The resulting conceptual design of the proposed Bypass forms the basis of the proposed project, termed the Build Alternative. ODOT and FHWA also developed the No Build Alternative, which is based on the study area’s existing road network and other roadway improvements that are likely to be constructed in approximately the next 20 years.

The Tier 2 DEIS evaluated the No Build Alternative and the Build Alternative, which were divided into nine segments. Using segments allowed easier identification of particular proposed improvements and surrounding features. The nine segments are shown on Figure ES-1 and Figure ES-2. The Tier 2 DEIS Build Alternative included multiple design options for the Bypass and local circulation options in some segments. Other segments did not have options but had just one Bypass design and one plan for local circulation for the entire segment.

ODOT and FHWA released the Tier 2 DEIS for review in June 2010. During the public and agency comment period (June 4 to July 19, 2010), comments were received at a public hearing or in writing. Copies of the comments, responses, and a transcript of the public hearing testimony are included in Appendix N of the Tier 2 FEIS. After reviewing the comments on the Tier 2 DEIS, and considering the tradeoffs between the alternatives and options, the Preferred Alternative was identified and is included in the Tier 2 FEIS.

Additional information about the project’s history can be found in Chapter 2, Alternatives, of the Tier 2 FEIS.

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\(^3\) For additional project information, visit the project Web site at http://www.oregon.gov/ODOT/HWY/REGION2/newbergdundee2.shtml, or contact Kelly Amador, Senior Project Leader, Region 2, Oregon Department of Transportation, Mid-Willamette Valley Area, 885 Airport Road SE, Building P, Salem, OR 97301-4788, kelly.l.amador@odot.state.or.us.

\(^4\) See the Tier 2 FEIS, Chapter 5, Public and Agency Involvement, for more information on the CS\(^3\) process.
WHO MAKES THE FINAL DECISION?

FHWA is the federal decision-making authority that approves the Preferred Alternative through a Tier 2 Record of Decision (ROD). As FHWA considers that decision, it is important that the public and interested agencies have access to the same information and understand how the proposed project could affect their communities and the environment. The Tier 2 FEIS provides FHWA, other agencies and the public with that one set of information about the beneficial and adverse impacts of the alternatives under consideration, including the Preferred Alternative.

WHAT IS THE TIER 2 FEIS?

The Tier 2 FEIS includes a description of and impact analysis for the No Build Alternative, Preferred Alternative, and Phase 1. The Tier 2 FEIS also includes information presented in the Tier 2 DEIS for the Build Alternative and its options. New information in the Tier 2 FEIS, not previously discussed in the Tier 2 DEIS, includes:

- The Preferred Alternative
- Project construction phasing and Phase 1
- Updated affected environment, environmental consequences and mitigation measures for the Preferred Alternative and Phase 1
- Required permits for the Preferred Alternative
- Documentation of substantive comments made on the Tier 2 DEIS during the comment period and ODOT’s and FHWA’s responses to those comments

WHAT IS THE PREFERRED ALTERNATIVE?

Of the alternatives that have been evaluated, the Preferred Alternative represents the project that ODOT will construct. The Preferred Alternative will include the Bypass, four Bypass interchanges, modifications to local streets needed to accommodate the Bypass and phased construction. The Bypass will be an 11-mile, access-controlled expressway, located in Yamhill and Washington Counties, Oregon, that will run along the south sides of Newberg and Dundee and that will extend from the Oregon 99W/Oregon 18 junction near Dayton (Oregon 18 approximately mile point 51.6) to just past the top of Rex Hill, east of Newberg (Oregon 99W approximately mile point 19.6). See Figure ES-2.

The Bypass will include the following characteristics:

- Approximately 11 miles long
- Operating speeds of 55 miles per hour
- Four mainline travel lanes (two in each direction), each 12 feet wide
- Paved shoulders (4 feet wide inside and 10 to 12 feet wide outside)

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5 Oregon 99W will remain the designated bicycle route through the Newberg and Dundee areas after the Preferred Alternative is constructed. Bicycles will be allowed to use the Bypass’s outside shoulders.
- Full access control along the Bypass
- An average median width of approximately 42 feet
- Stormwater treatment facilities

**Preferred Alternative**

The interchanges will provide access to and from the Bypass. Four new interchanges will be located one at each end of the Bypass and at two intermediate locations in Newberg and Dundee.

The interchanges are:

- **Dayton Interchange:** Located at the Oregon 99W/Oregon 18 junction, just north of Dayton.
- **East Dundee Interchange (and connector road):** Located between Dundee and Newberg.
- **Oregon 219 Interchange:** Located at the south edge of the Newberg urban growth boundary (UGB) on Oregon 219.
- **East Newberg Interchange:** Located on the east side of Newberg at Rex Hill.

Existing local roads in the vicinity of where the Bypass will be located will typically require changes to their design. Local roads include both those owned by local jurisdictions on public right-of-way and local circulation roads on private property, which provide internal access for one or more parcels. For example, because the Bypass will be access controlled, existing local streets will not be allowed to intersect with the Bypass. Instead, existing local roads that currently cross where the Bypass will be located will generally need to either cross over or under the Bypass (with either the Bypass or the local road to be placed on a new structure, respectively), be rerouted to connect to another road, or truncated as a dead end or cul-de-sac. Changes to local roads to accommodate the Bypass will be constructed to applicable city or county design standards, which will include bicycle and pedestrian facilities where required.

See Figure ES-3 through Figure ES-7 for a description of each of the nine segments of the Bypass that make up the Preferred Alternative.

**Phasing** will be used by ODOT to implement the Preferred Alternative, starting with completion of Phase 1 by approximately 2016 and completion of the full Preferred Alternative as soon as financial resources are available and no later than 2035.

See the Tier 2 FEIS, Chapter 2, Alternatives, Section 2.2.2.4, for the reasons why the specific options were identified for the Preferred Alternative and a more detailed description of the Preferred Alternative.
SEGMENT 1: Dayton Interchange
Description: Partial Cloverleaf Interchange

Extends Ferry Street across Yamhill River connecting to Kreder Road (new bridge).

SEGMENT 2: Dayton Interchange to Dundee UGB
Description: At-Grade
Local Circulation: Reconnects Riverwood Road, Fulquartz Landing Road West/East and Crawford Lane to Oregon 99W that are disrupted by the Bypass.
**Figure ES-4** Preferred Alternative, Segments 3 and 4

**SEGMENT 3**

- Dundee
- Newberg
- Willamette River

**SEGMENT 4**

- East Dundee Interchange
- Local Circulation: Re-aligns Fox Farm Road and Dayton Avenue to connect with Oregon 99W.

**Bypass at-grade with 6-8 foot berms**

**Local Circulation:**
- Re-aligns Fox Farm Road and Dayton Avenue to connect with Oregon 99W.

**SEGMENT 4:**

- East Dundee Connector Road
- Local Circulation: Re-aligns Fox Farm Road and Dayton Avenue to connect with Oregon 99W.

Legend:
- Segment 3 Right-of-Way
- Segment 3 Local Circulation
- Segment 4 Right-of-Way
- Segment 4 Local Circulation
- Bypass Approved Corridor
- Right-of-Way in Other Segments
- Urban Growth Boundary
- Bridges/Crossings
- City Limits

Key:
- 0 0.5 MILES
- 0 500 FEET
- Newberg
- Dayton
- Dundee
- Willamette River
- Fox Farm Rd
- Dayton Ave
- Columbia Empire Farms
- East Dundee Connector Road
- Diamond Interchange
- 99W
**Figure ES-5** Preferred Alternative, Segment 5

**SEGMENT 5: West Newberg to Oregon 219 Interchange**

Local Circulation:
- River and College Streets and Wynooski Road are connected over the railroad/Bypass.
- Waterfront and 14th Streets are relocated and reconnected to College Street.