SEGMENT 6: Oregon 219 Interchange

Description: Partial Cloverleaf Interchange

Local Circulation: Re-aligns Wynooski and Wilsonville Roads and creates a cul-de-sac at Sandoz Road and Industrial Parkway; Adolf Road closed.

SEGMENT 7: East Newberg to East Newberg Interchange

Local Circulation: Fernwood Road structure over Bypass.
SEGMENT 8.1: East Newberg Interchange

Description: Directional Interchange, connects Bypass and Oregon 99W at the bottom of Rex Hill.

Local Circulation: Re-establishes connections from Corral Creek Road and Veritas Lane through underpass under Oregon 99W ramps/Bypass to frontage road; re-aligns Harmony and Klimek Lanes to have access to Providence Drive rather than to Oregon 99W.

SEGMENT 8.1A: Rex Hill

Description: Widening of Oregon 99W to accommodate Bypass.

Local Circulation: Connects Old Parrett Mountain and Quarry Roads with overcrossing of Bypass. Constructs a new frontage road to consolidate Old Parrett Mountain and Haugen Roads; new frontage road will intersect Oregon 99W east of existing Haugen Road intersection.
WHAT IS PHASE 1?

The Preferred Alternative will be constructed in multiple phases. This section provides a description of the first construction phase or Phase 1. All improvements included in Phase 1 are also included in the Preferred Alternative. FHWA completed a re-evaluation of the Tier 2 DEIS prior to publishing the Tier 2 FEIS, to consider if the impacts from Phase 1 were of the level of significance that would require a supplemental DEIS. The re-evaluation concluded that a supplemental Tier 2 DEIS was not needed, because there were no new significant impacts.

Phase 1 will include construction of one lane of the Bypass in each direction, between Oregon 219 and Oregon 99W south of Dundee (about 4 miles in length). Phase 1 will also include required local circulation changes needed to accommodate construction of this phase of the project. The Bypass in Phase 1 will only have access points at the two ends: Oregon 219 in Newberg and Oregon 99W south of Dundee. For Phase 1, ODOT will build what will become the westbound travel lanes of the Bypass within a portion of Segment 2; within all of Segments 3, 4 and 5; and within a portion Segment 6. Those lanes will be striped for two-way traffic on Phase 1 of the Bypass. See Figure ES-8. A subsequent phase will construct the eastbound lanes in these segments. Phase 1 will not include construction of the East Dundee Connector or the associated local circulation improvements in Segment 4.

Phase 1 will have the following characteristics:

- Operating speed of 55 mph
- Two 12-foot travel lanes (one in each direction)
- Paved shoulders\(^6\) (approximately 7 feet wide)
- Full access control between Oregon 219 and Oregon 99W
- Stormwater treatment facilities

---

\(^6\) Oregon 99W will remain the designated bicycle route through the Newberg and Dundee areas after Phase 1 is constructed. Bicycles will be allowed to use the Bypass’s outside shoulders.
leave the eventual full Bypass alignment, proceed west (generally parallel to the Dundee
city limits), and cross over the Willamette and Pacific Railroad and Oregon 99W. After
crossing over Oregon 99W, the Bypass will loop around and connect to Oregon 99W at a
new signalized intersection. ODOT will remove the Phase 1 connection between the
Bypass and Oregon 99W when the Bypass is extended to Oregon 18 in Dayton. Phase 1
will not include construction of the East Dundee Connector Road or the East Dundee
Interchange.

Phase 1 will include two new project areas that were not previously included in the Tier 2
DEIS Build Alternative. These new areas are located in East Newberg and south of
Dundee. See Figure ES-8. With Phase 1, roadway improvements are needed in these
new areas to provide vehicular access between the Bypass and Oregon 99W. These
areas will include improvements to Springbrook Road in East Newberg and an interim
connection between the Bypass and Oregon 99W south of the Dundee city limits and
UGB, next to Parks Drive and Niederberger Road.

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7 Some of the improvements made in the vicinity of Oregon 219 and Phase 1 of the Bypass will be removed
and reconstructed when the Bypass is extended north to Oregon 99W (e.g., Oregon 219 at the Bypass will be
reconstructed to an elevated structure to accommodate extension of the Bypass over Oregon 219).

8 See Section 3.1 for a summary of the opening year (2016) traffic analysis that ODOT used to identify these
needed roadway improvements for Phase 1.
Figure ES-8 Phase 1 Location and Segments

Phase 1 Segments 2, 4, and 6
Phase 1 Segments 3 and 5
New Areas not Previously Analyzed in Tier 2 DEIS
City Limits
Urban Growth Boundary (UGB)

Roadway Improvements in East Newberg

Willamette & Pacific Railroad

Segment 6
Segment 5
Segment 4
Segment 3
Segment 2

Phase 1 Interim Connection to OR 99W

SPRINGBROOK RD
PARKS DR
NIEDERBERGER RD

File Path: N:\B_TaskProcessing\Revised_DEIS_08\MXD\EIS_07\Chapter2_Alternatives\DEIS_Segments Index.mxd, Date: April 11, 2008 11:09:43 AM
WHAT OTHER ALTERNATIVES ARE INCLUDED IN THE TIER 2 FEIS?

The Tier 2 FEIS also includes the No Build Alternative. The No Build Alternative represents the transportation facilities that would be in the project area if the project was not constructed. In general, the No Build Alternative is made up of existing transportation facilities and those planned, programmed, and funded (excluding the proposed project). The No Build Alternative provides a baseline against which other alternatives' costs and impacts can be compared. The No Build Alternative was recently updated to reflect the removal of completed transportation projects from the list and the addition of newly funded transportation projects.

HOW WAS THE PREFERRED ALTERNATIVE IDENTIFIED?

After reviewing the Tier 2 DEIS and the public and agency comments (see the Tier 2 FEIS Appendix N for the substantive comments and responses), the following criteria were considered in the identification of the Preferred Alternative:

- The Purpose and Need
- Community and local government preferences
- Built and natural environmental impacts, avoiding or minimizing adverse impacts
- Impacts to sensitive and/or resource land that could result in a goal exception, required by Oregon state land use planning regulations
- ODOT standard design practices
- Operational safety
- Engineering requirements that would increase costs
- Current regulatory requirements

During selection of the Preferred Alternative, ODOT began the local land use approval process and a review of the preliminary engineering design to ensure that the Bypass met current design standards so that the Tier 2 FEIS would capture all project impacts.

The following preliminary engineering design changes took place as part of the local land use approval process.

The frontage road west of Riverwood Road, which was included in the Tier 2 DEIS Build Alternative, is not included in the Preferred Alternative. The cost to build the frontage road would have been greater than the value of the properties to be served. As a result, ODOT will purchase up to four properties west of Riverwood Road that will be landlocked by the Bypass. This approach is more cost effective and results in fewer impacts to natural resources than building a frontage road as was envisioned in the Tier 2 DEIS.

The local circulation connection for Fulquartz Landing Road to Oregon 99W was redesigned prior to the Yamhill County land use approval process in February 2011. Changes were made due to impacts on exclusive farm use (EFU) land and farm practices. The redesigned Fulquartz Landing Road connection to Oregon 99W intersection will be about 400 feet south of its current location. The redesigned connection will use less than half the amount of EFU land and have less impact to farm practices than it would have as conceptually designed for the Tier 2 DEIS. The changed design of the connection will also avoid impacts to EFU land and farm practices west of Oregon 99W.

The following preliminary engineering design changes or additions took place as part of a review of the preliminary engineering design and regulatory requirements.
The Tier 2 DEIS included stormwater water quality treatment facilities; however, it did not include stormwater detention facilities to control the flow of stormwater from the Bypass into adjoining rivers and creeks. After release of the Tier 2 DEIS, the ODOT stormwater design requirements and procedures were revised to require flow control facilities in all ODOT projects. The addition of stormwater detention facilities will add about 31 acres to the amount of right-of-way needed for the Preferred Alternative.

In some areas, ODOT refined the preliminary engineering design of the Preferred Alternative. Refinements were made to the roadway geometry of both the Bypass and local circulation. In most cases these refinements reduced the amount of right-of-way needed for the project.

The Tier 2 DEIS included the location of potential noise walls. The Tier 2 DEIS also stated that a more detailed analysis of the Preferred Alternative would be required to determine specific noise mitigation measures. The Tier 2 FEIS includes likely noise wall locations based on the new analysis.

Phasing the project construction was mentioned in the Tier 1 FEIS and Tier 2 DEIS, but specific location or design details of construction phases were not discussed. During the Preferred Alternative identification process, ODOT determined that the project would be phased and identified the location and extent of Phase 1. Phase 1 will require about 27 additional acres of right-of-way to the Preferred Alternative, compared to the Build Alternative evaluated in the Tier 2 DEIS. See each resource section in Chapter 3 of the Tier 2 FEIS for a discussion of specific Phase 1 impacts.

**WHAT ARE THE PROJECT’S MAJOR ADVERSE IMPACTS?**

The Preferred Alternative will impact the built and natural environments. Table ES-1 provides a summary of the major impacts for the Preferred Alternative. Major adverse impacts of the Preferred Alternative will include the conversion of about 510 acres of land to highway use, the potential displacement of 101 residences and 26 businesses, an estimated 11.85 acres of displaced or spanned wetland, an increase of up to 25 decibels (A-weighted) in sound levels for some residential areas adjacent to the Bypass, new Oregon land use goal exceptions for impacts to farm land, displacement of 80 acres of wildlife habitat, an increase of up to 175 acres of pavement to the watershed area, and visual impacts due to retaining and noise walls, structures and a new roadway facility in rural areas. Other adverse impacts will involve utility relocation, the risk of encountering archaeological resources, hazardous materials and geologic hazards, and various construction-related impacts of the project. The project includes committed mitigation measures to address adverse impacts.

Based on the analysis of adverse impacts and consideration of mitigating measures and offsetting benefits, ODOT and FHWA have concluded that the Preferred Alternative (including Phase 1) will not cause disproportionate high and adverse effects on any minority or low-income population as per Executive Order 12898 regarding environmental justice (EJ) populations (see Section 3.5 of the FEIS for additional detail).

See Chapter 3 of the Tier 2 FEIS for more detail on environmental impacts and on avoidance, minimization and mitigation measures included in the Preferred Alternative.

**WHAT ARE THE PROJECT’S MAJOR BENEFITS?**

The Preferred Alternative would have benefits directly related to the proposed project’s Purpose and Need, compared to the No Build Alternative in 2035, including:

- **Fewer Vehicles on Oregon 99W:** A decrease in traffic volume between 9,000 and 37,000 vehicles per day would improve mobility and safety and relieve congestion.
throughout the corridor. Decreased congestion would also reduce noise along Oregon 99W, particularly in Newberg and Dundee, contributing to increased livability.

- **Shorter Travel Times on Oregon 99W:** A time savings for drivers on Oregon 99W of 17 to 21 minutes, depending on the direction of travel, would also mean improved mobility and reduced congestion, which both contribute to community livability.

- **Fewer Vehicles in Newberg and Dundee Downtowns:** Decreased daily traffic volumes in the downtown areas of Dundee and Newberg by 30,000 and 13,000, respectively, would provide a more pedestrian-friendly environment with fewer cars and increased safety. The Preferred Alternative would also reduce freight trips in each of the downtown areas by over 2,700 vehicles per day.

- **Fewer Failing Intersections:** With the Preferred Alternative, 3 local intersections would fail to meet mobility standards by 2035, as compared to the No Build Alternative, which would have 23 local intersections that would fail.

- **Safer Traffic Operations:** The forecast reduction in traffic volumes along Oregon 99W is expected to enhance safety as a result of improved traffic operations and to reduce the potential for conflicts between vehicles. This would be particularly evident in Newberg and Dundee where there are many existing congested intersections and, respectively, recent crash rates are 173 percent and 244 percent of the average crash rate for similar Oregon highways. The Bypass is expected to have 2035 daily traffic volumes ranging from 27,000 to 35,000 vehicles and to operate with traffic volumes at or below 75 percent of capacity. This could have a positive impact on safety due to lower vehicle densities and reduced conflicts.

- **Beneficial Impacts to EJ Populations:** Dayton has a higher percentage of minority and Hispanic residents than either Newberg or Dundee. These populations would have increased access to employment, commercial, and service destinations in Newberg and Dundee through the improved mobility and access provided by the Bypass.

- **Creates Construction Jobs:** Construction of the Preferred Alternative is estimated to support over 3,800 temporary construction jobs.

**WHAT ARE THE PROJECT’S MOST CONTROVERSIAL ISSUES?**

Controversial issues related to the proposed project that continue to be discussed include the following concerns:

- Overall funding sources and cost of the proposed project.
- Loss of farmland because of the proposed project.
- Geotechnical instability in the Chehalem Creek area.
- Noise impacts and particularly noise increases impacting property adjacent to the Bypass.
## Table ES-1. Summary of Major Preferred Alternative Impacts by Segment and Resource

**Segment 1: Dayton Interchange – Partial cloverleaf interchange connecting to Kreder Road**

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

<table>
<thead>
<tr>
<th>IMPACTS</th>
<th>Land Use</th>
<th>Socioeconomic and Environmental Justice</th>
<th>Parks</th>
<th>Noise</th>
<th>Visual</th>
<th>Wetlands</th>
<th>Biological Resources</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

### COST (MILLIONS) RIGHT-OF-WAY ESTIMATED RELOCATIONS

<table>
<thead>
<tr>
<th>Construction</th>
<th>ROW</th>
<th>Total</th>
<th>Total Acres</th>
<th>Residential</th>
<th>Business</th>
</tr>
</thead>
<tbody>
<tr>
<td>$67.1</td>
<td>$3.1</td>
<td>$70.2</td>
<td>55</td>
<td>0</td>
<td>2</td>
</tr>
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</table>

**Primary Type:**
- Agricultural – 53 EFU acres
- Industrial – 2 acres

2 business relocations
No transportation use of Alderman Park and Dayton Landing
No noise impacts
Moderate to Moderately High
1.43 acres in Preferred Alternative
5.9 acres of wildlife habitat directly impacted

### Segment 2: Dayton Interchange to Dundee UGB – At-grade Expressway

Local Circulation: Reconects some local roads to Oregon 99W that are disrupted by the Bypass (Riverwood Road, Fulquartz Landing Road West/East, Crawford Lane, etc.).

Required Land Use Actions by Dundee for Phase 1:
- Comprehensive Plan Amendment
- TSP Amendment

<table>
<thead>
<tr>
<th>IMPACTS</th>
<th>Land Use</th>
<th>Socioeconomic and Environmental Justice</th>
<th>Parks</th>
<th>Noise</th>
<th>Visual</th>
<th>Wetlands</th>
<th>Biological Resources</th>
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</table>

### COST (MILLIONS) RIGHT-OF-WAY ESTIMATED RELOCATIONS

<table>
<thead>
<tr>
<th>Construction</th>
<th>ROW</th>
<th>Total</th>
<th>Total Acres</th>
<th>Residential</th>
<th>Business</th>
</tr>
</thead>
<tbody>
<tr>
<td>$112.3</td>
<td>$21.6</td>
<td>$133.9</td>
<td>138</td>
<td>4</td>
<td>2</td>
</tr>
</tbody>
</table>

**Primary Type:**
- Agricultural – 118 EFU acres
- Industrial – 8 acres
- Low-Density Residential – 11 acres

4 owner-occupied residential relocation
2 business relocations
No parks in this segment
3 residential impacts
Moderate to Moderately High
1.83 acres in Preferred Alternative
9.6 acres of wildlife habitat directly impacted

### Segment 3: Dundee UGB to East Dundee Interchange

Local Circulation: Bypass overcrossing at 8th Street.

DESIGN OPTION 3.B2: At-grade with berms

<table>
<thead>
<tr>
<th>IMPACTS</th>
<th>Land Use</th>
<th>Socioeconomic and Environmental Justice</th>
<th>Parks</th>
<th>Noise</th>
<th>Visual</th>
<th>Wetlands</th>
<th>Biological Resources</th>
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</table>

### COST (MILLIONS) RIGHT-OF-WAY ESTIMATED RELOCATIONS

<table>
<thead>
<tr>
<th>Construction</th>
<th>ROW</th>
<th>Total</th>
<th>Total Acres</th>
<th>Residential</th>
<th>Business</th>
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<tr>
<td>$26.2</td>
<td>$11.9</td>
<td>$38.1</td>
<td>31</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**Primary Type:**
- Future Residential – 31 acres
- Required Land Use Actions by Dundee for Phase 1:
  - Comprehensive Plan Amendment
  - TSP Amendment

No relocations
No transportation use of planned Dundee River Park
58 residential impacts
Moderately High – Berms provide visual screening
No wetlands
2.3 acres of wildlife habitat directly impacted

### Segment 4: East Dundee Interchange

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

<table>
<thead>
<tr>
<th>IMPACTS</th>
<th>Land Use</th>
<th>Socioeconomic and Environmental Justice</th>
<th>Parks</th>
<th>Noise</th>
<th>Visual</th>
<th>Wetlands</th>
<th>Biological Resources</th>
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</table>

### COST (MILLIONS) RIGHT-OF-WAY ESTIMATED RELOCATIONS

<table>
<thead>
<tr>
<th>Construction</th>
<th>ROW</th>
<th>Total</th>
<th>Total Acres</th>
<th>Residential</th>
<th>Business</th>
</tr>
</thead>
<tbody>
<tr>
<td>$117.3</td>
<td>$32.6</td>
<td>$149.9</td>
<td>80</td>
<td>10</td>
<td>3</td>
</tr>
</tbody>
</table>

**Primary Type:**
- Agricultural – 37 EFU acres
- Industrial – 2 acres
- Medium/Low-Density Residential – 38 acres

7 owner-occupied and 3 renter-occupied residential relocations
3 business relocations
No parks in this segment
Included in Segment 3
Moderate to High
5.72 acres in Preferred Alternative
23.9 acres of wildlife habitat directly impacted

### Segment 5: West Newberg to Oregon 219 Interchange

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

<table>
<thead>
<tr>
<th>IMPACTS</th>
<th>Land Use</th>
<th>Socioeconomic and Environmental Justice</th>
<th>Parks</th>
<th>Noise</th>
<th>Visual</th>
<th>Wetlands</th>
<th>Biological Resources</th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
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</tbody>
</table>

### COST (MILLIONS) RIGHT-OF-WAY ESTIMATED RELOCATIONS

<table>
<thead>
<tr>
<th>Construction</th>
<th>ROW</th>
<th>Total</th>
<th>Total Acres</th>
<th>Residential</th>
<th>Business</th>
</tr>
</thead>
<tbody>
<tr>
<td>$75.5</td>
<td>$41.1</td>
<td>$116.6</td>
<td>50</td>
<td>52</td>
<td>7</td>
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</tbody>
</table>

**Primary Type:**
- Commercial – 8 acres
- Industrial – 13 acres
- Medium-Density Residential – 28 acres

33 owner-occupied and 19 renter-occupied residential relocations
7 business relocations
EJ Impact in Mill Neighborhood north of SP Newsprint
No transportation use of Scott Leavitt Park and Ewing Young Park
No transportation use of Scott Leavitt Park and Ewing Young Park
Moderately High – Above-grade has greater visual impact
0.33 acres in Preferred Alternative
7.5 acres of wildlife habitat directly impacted

Source: Newberg Dundee Bypass Tier 2 FEIS, ODOT 2011.

* Construction costs include an estimate of relocation costs for utilities. Construction costs are in 2015 dollars.


NOTE: Table covers only major impacts. See Chapter 3 of the Tier 2 FEIS for direct, indirect, and cumulative impacts for all resources.
### Segment 6: Oregon 219 Interchange – Partial cloverleaf interchange

<table>
<thead>
<tr>
<th>Local Circulation</th>
<th>Notes: Re-aligns Wynooski and Wilsonville Roads and creates a cul-de-sac at Sandus Road and Industrial Parkway; Adolfs Road closed.</th>
</tr>
</thead>
<tbody>
<tr>
<td>COST (MILLIONS)</td>
<td>RIGHT-OF-WAY</td>
</tr>
<tr>
<td>Constructiona</td>
<td>ROWb</td>
</tr>
<tr>
<td>$51.2</td>
<td>$21.6</td>
</tr>
<tr>
<td><strong>Primary Type:</strong></td>
<td></td>
</tr>
<tr>
<td>Agricultural – 11 EFU acres</td>
<td>Commercial – 2 acres</td>
</tr>
<tr>
<td><strong>Required Land Use Actions by Newberg for Phase 1:</strong></td>
<td></td>
</tr>
<tr>
<td>TSP Amendment</td>
<td>Comprehensive Plan Amendment</td>
</tr>
<tr>
<td><strong>20 owner-occupied and 3 renter-occupied residential relocations</strong></td>
<td>6 business relocations</td>
</tr>
<tr>
<td><strong>EJ Impact to Springbrook Estates and Avalon Park</strong></td>
<td></td>
</tr>
<tr>
<td><strong>No parks in this segment</strong></td>
<td>41 residential impacts</td>
</tr>
</tbody>
</table>

### Segment 7: East Newberg to East Newberg Interchange

<table>
<thead>
<tr>
<th>Local Circulation</th>
<th>Notes: Forwood Road structure over bypass.</th>
</tr>
</thead>
<tbody>
<tr>
<td>COST (MILLIONS)</td>
<td>RIGHT-OF-WAY</td>
</tr>
<tr>
<td>Constructiona</td>
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<tr>
<td>$61.8</td>
<td>$32.7</td>
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<tr>
<td><strong>Primary Type:</strong></td>
<td></td>
</tr>
<tr>
<td>Agricultural – 22 EFU acres</td>
<td>Industrial – 3 acres</td>
</tr>
<tr>
<td><strong>Impacts the Chehalem Glenn Golf Course</strong></td>
<td>2 owner-occupied residential relocations</td>
</tr>
<tr>
<td><strong>5 acres of Chehalem Glenn Golf Course, Area #1 and Area #2 purchased</strong></td>
<td></td>
</tr>
<tr>
<td><strong>22 residential impacts</strong></td>
<td></td>
</tr>
<tr>
<td><strong>EJ Impacts:</strong></td>
<td></td>
</tr>
<tr>
<td>Chehalem Glenn Golf Course</td>
<td>Recreation Center at Springbrook Meadows</td>
</tr>
<tr>
<td><strong>No parks in this segment</strong></td>
<td>19 residential impacts</td>
</tr>
</tbody>
</table>

### Segment 8.1: East Newberg Interchange – Directional interchange connects Bypass and Oregon 99W at the bottom of Rex Hill

<table>
<thead>
<tr>
<th>Local Circulation</th>
<th>Notes: Extends Providence Drive to a new frontage road; re-establishes connections from Corral Creek Road and Veritas Lane through tunnel under Oregon 99W ramps/Bypass to frontage road; re-aligns Harmony and Klimsk Lanes to have access to Providence Drive rather than to Oregon 99W.</th>
</tr>
</thead>
<tbody>
<tr>
<td>COST (MILLIONS)</td>
<td>RIGHT-OF-WAY</td>
</tr>
<tr>
<td>Constructiona</td>
<td>ROWb</td>
</tr>
<tr>
<td>$47.9</td>
<td>$16.0</td>
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<tr>
<td><strong>Primary Type:</strong></td>
<td></td>
</tr>
<tr>
<td>Agricultural – 8 EFU acres</td>
<td>Low-Density Residential – 17 acres</td>
</tr>
<tr>
<td><strong>2 owner-occupied and 2 renter-occupied residential relocations</strong></td>
<td>1 business relocation</td>
</tr>
<tr>
<td><strong>No parks in this segment</strong></td>
<td></td>
</tr>
<tr>
<td><strong>19 residential impacts</strong></td>
<td></td>
</tr>
<tr>
<td><strong>EJ Impacts:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>No parks in this segment</strong></td>
<td>19 residential impacts</td>
</tr>
</tbody>
</table>

### Segment 8.1A: Rex Hill – Widening of Oregon 99W to accommodate Bypass

<table>
<thead>
<tr>
<th>Local Circulation</th>
<th>Notes: Extends to Old Parram Mount and Quamay Roads with overcrossing of Bypass; Constructs a new frontage road to consolidate Old Parram Mount and Haugen Roads; new frontage road will intersect Oregon 99W east of existing Haugen Road intersection.</th>
</tr>
</thead>
<tbody>
<tr>
<td>COST (MILLIONS)</td>
<td>RIGHT-OF-WAY</td>
</tr>
<tr>
<td>Constructiona</td>
<td>ROWb</td>
</tr>
<tr>
<td>$14.2</td>
<td>$6.5</td>
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<tr>
<td><strong>Primary Type:</strong></td>
<td></td>
</tr>
<tr>
<td>Low-Density Residential – 13 acres</td>
<td></td>
</tr>
<tr>
<td><strong>6 owner-occupied residential relocations</strong></td>
<td>4 business relocations</td>
</tr>
<tr>
<td><strong>No parks in this segment</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Included in Segment 8.1</strong></td>
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</tr>
<tr>
<td><strong>Low</strong></td>
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</tr>
<tr>
<td><strong>13.55 acres in Preferred Alternative</strong></td>
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</tr>
<tr>
<td><strong>6.9 acres of wildlife habitat directly impacted</strong></td>
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### TOTAL

<table>
<thead>
<tr>
<th>COST (MILLIONS)</th>
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<th>ESTIMATED RELOCATIONS</th>
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<tr>
<td>$573.5</td>
<td>$187.1</td>
<td>$760.6</td>
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<td><strong>Primary Type:</strong></td>
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</tr>
<tr>
<td><strong>74 owner-occupied residential relocations</strong></td>
<td>27 renter-occupied residential relocations</td>
<td>26 business relocations</td>
</tr>
<tr>
<td><strong>5 acres of Chehalem Glenn Golf Course, Area 1 and Area 2 purchased</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>320 residential impacts</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>EJ Impacts:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scott Lavall and Ewing Young Parks</td>
<td>Chehalem Glenn Golf Course Recreation Center at Springbrook Meadows</td>
<td>PCC The Garden of Arbor Oaks</td>
</tr>
<tr>
<td><strong>No parks in this segment</strong></td>
<td>13.55 acres in Preferred Alternative</td>
<td></td>
</tr>
<tr>
<td><strong>80.1 acres of wildlife habitat directly impacted</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Source:** Newberg Dundee Bypass Tier 2 FEIS, ODOT 2011.

* Construction costs include an estimate of relocation costs for utilities. Construction costs are in 2015 dollars.

**Right-of-Way (ROW):** Segment right-of-way cost includes right-of-way for local circulation. Right-of-way costs are in 2013 dollars.

**NOTE:** Table covers only major impacts. See Chapter 3 of the Tier 2 FEIS for direct, indirect, and cumulative impacts for all resources.

ES-20
WHAT PERMITS, APPROVALS, AND AGENCY COORDINATION WILL BE NEEDED?

The following permits, approvals and agency coordination are anticipated for the Preferred Alternative. For additional information on these permits and approvals, see the Tier 2 FEIS, Chapter 6. There are no major unresolved project-related issues with other agencies. The cumulative impacts analyses for the Preferred Alternative in Chapter 3 of the Tier 2 FEIS (by resource) address the reasonably foreseeable actions by others that are likely to occur within the project study area. No federal agencies are expected to take a major action in the project’s study area within the foreseeable future.

**Federal**

**FHWA**
- Newberg Dundee Bypass Record of Decision

**U.S. Army Corps of Engineers**
- Federal Clean Water Act (CWA): Section 404 Permit/Fill Removal Permit (Joint Permit Application)
- Pre-Construction Assessment for in-water work (with the Oregon Department of State Lands)

**Environmental Protection Agency**
- Hazardous Material Coordination

**Federal Aviation Administration (FAA)**
- FAA Form 7460

**State of Oregon**

**Department of State Lands**
- Federal CWA: Section 404 Permit/Fill Removal Permit (Joint Permit Application)
- Pre-Construction Assessment Permit for in-water work (with the U.S. Army Corps of Engineers)

**Department of Transportation**
- Permit for relocation of utility lines in a state road right-of-way

**Department of Environmental Quality**
- Clean Water Act, Section 401: Water Quality Certification
- CWA 402: National Pollution Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit
- Hazardous Material Coordination

**State Historic Preservation Office**
- Archaeological permit for site investigations
Permits and Approvals Required by Local Jurisdictions

Land Use
- See the Tier 2 DEIS, Chapter 6, Table 6.3-1, which lists each jurisdiction’s anticipated land use permit and approval requirements.

Utilities
- Requirements vary with each jurisdiction and will be determined at the time of project construction.

Noise

Yamhill and Washington Counties
- Noise variance for construction activities

PUBLIC AND AGENCY COORDINATION

ODOT makes public and agency involvement a priority for every project, not only because some involvement is required by regulation, but also because better projects are built through collaboration. This collaboration has taken many forms since the first Tier 2 project newsletter was released and a steering committee meeting was held in September 2005. Collaboration and coordination will continue throughout the NEPA process and through final design and construction.

The project team has engaged the public and met with elected officials, tribal representatives, and local, state, and federal agencies at key project milestones to obtain input and to inform and educate stakeholders about the project.

Opportunities for public and agency involvement have included open houses, comment forms, news releases in local newspapers and on radio, agency field trips, meetings, workshops, newsletters, and a project Web site. See Chapter 5, Public Involvement and Agency Coordination, of the Tier 2 FEIS for additional information.