The proposed Newberg-Dundee Bypass will reduce congestion along Oregon 99W by connecting through traffic to a new road that would run from east of Newberg along a southern route to Oregon 18 near Dayton. The Bypass corridor was selected after extensive public involvement, a detailed technical study of the effects of several alternate routes and public hearings. The Oregon Department of Transportation is now working with local citizens to design a Bypass and interchanges that provide needed roadway capacity and that protect neighborhoods, the environment and scenic resources.

In December 2006, ODOT acquired the first of many properties that will be needed for the Bypass. The property, on 11th Street in Newberg, is approximately 11,800 square-feet in size. The owner had plans to build two homes on the property, but hearing of the Bypass project earlier this year, he asked ODOT to consider buying it. Although questions remain regarding the design of the Bypass, this property is impacted by all the design options under consideration. ODOT decided to go ahead with this strategic purchase to avoid higher property and relocation costs in the future.

In addition to buying strategically important properties, ODOT has limited funds available to buy voluntary and hardship properties. You may qualify for a hardship acquisition if:

• You own and live on property inside the Bypass corridor,
• You have tried and been unable to sell your property because of the Bypass project, and
• You can show that you need to move because of health, safety or financial reasons, and that remaining on your property poses an undue hardship for you.

Reasons for hardship acquisition may include:

• Needing to move to be closer to family care, the hospital, or because of a new disability.
• Needing to downsize because you are unable to keep up a large property due to age or disability.
• Having a doctor’s recommendation that you move for your health.

If you move as a result of a hardship acquisition, you remain eligible for relocation benefit payments as long as you do not move prior to receiving ODOT’s offer.

If you have questions about the acquisitions process or would like ODOT to consider purchasing your property, please contact:

Melissa Mallott, SR/WA
Senior Right of Way Project Manager
Oregon Department of Transportation
(503) 986-2772 or (888) 769-7342
melissa.j.mallott@odot.state.or.us

For more information:

Project Inquiries:
Lisa Ansell, Project Manager
ODOT Region 2
Phone: (503) 986-2688
e-mail: lisa.m.ansell@odot.state.or.us

Mailing List/Public Meeting Inquiries:
Lauren Golden
Parametrix
Phone: (503) 963-7017
e-mail: lgolden@parametrix.com

Web Site:
www.newbergdundeebypass.org
The Oregon Department of Transportation is analyzing the community and environmental impacts of several possible Bypass designs. The environmental analysis covers a broad spectrum of impacts to the human and natural environment, including Water Quality, Air Quality, Noise, Archaeology, Historic Resources, Socioeconomics, Wildfire, Hazardous Materials, Visual, and Land Use.

The results of this analysis will be discussed at the Draft Design Environmental Impact Statement public hearing, tentatively scheduled for early fall 2007. After the hearing, the best Bypass design can be selected (see project progress timeline, front page).

**Water Quality**

For Water Quality, project scientists are analyzing how building the Bypass will affect local streams and tributaries, and the fish and wildlife that rely on these water bodies for survival.

Today, most drivers in this area of Yamhill County use the heavily congested Oregon 99W. Cars along this route leave pollutants on the road, pollutants that pose a danger to fish. One such pollutant is copper, which results from wear and tear on car brakes – brakes which are used more because of the stop and go traffic on the congested highway. Oregon 99W doesn’t have a stormwater treatment system, meaning that rain washes these pollutants directly into ditches, which lead to rivers and streams.

The Bypass will provide for free-flowing travel and will reduce traffic congestion on Oregon 99W. Minimizing braking on both roads will limit copper on both roadways. Unlike Oregon 99W, stormwater from the Bypass will be treated before it enters streams and tributaries. Therefore, the Bypass is expected to reduce the overall level of copper in local streams and rivers, resulting in a reduction in the health risks to fish and other water life caused by dissolved copper.

While all stormwater from the Bypass will be treated in roadside, grassy swales (low-lying or depressed areas of land), areas of the Bypass that are near fish-bearing streams will receive a more intense level of treatment called “bioinfiltration.” Bioinfiltration uses grassy swales with an amended soil layer that is better equipped to filter pollutants from stormwater (see image below). Bioinfiltration has been shown to reduce the level of pollutants entering rivers and streams, including the removal of copper by approximately 90 percent.

“For most people driving along the Bypass, the swales will look like grassy depressions or ditches,” said Dawn Nilson, an ecologist working on the project team, “but they are, in fact, critical tools to protect water quality, not just in the neighboring stream, but downstream in the Willamette River as well.”

Bioinfiltration has been shown to reduce the level of pollutants entering rivers and streams, including the removal of copper by approximately 90 percent.

**TOLLING REPORT**

Consideration of Bypass funding issues are moving forward. The Oregon Transportation Commission received a report on December 12, 2006, that lays out a menu of funding options, cost reductions and tolling concepts that state and local decision makers can consider for constructing the Bypass. While the report (known as the Milestone One Report) provides an analysis of project costs, available funding sources and potential funding gaps, it does not make recommendations regarding any specific funding alternative.

To learn more about Bypass funding options, visit ODOT’s Oregon Innovative Partnerships Program web site at: www.oregon.gov/ODOT/HWY/OIPP/inn_whatssa.htm. For a complete list of POST members and to read the notes from previous POST meetings, go to www.newbergdundeebypass.org/contactus/oversightsteeringteam.aspx. POST meetings are held on a quarterly or as needed basis and are open to the public.