Neighbors to Vote on Noise Walls

When planning a noise wall to mitigate noise impacts, ODOT must consider the viewpoints of the residents and property owners that benefit from the proposed wall, the cost-effectiveness of the wall, and the noise reduction design goal for the wall. All three criteria must be met to satisfy a requirement that the wall is reasonable.

ODOT will send out noise survey letters to the affected residents and property owners to understand how the affected people feel about the noise walls. A majority of the residents and property owners must be in favor of the noise wall for the wall to be built.

There are four noise walls proposed in Phase 1. ODOT will survey the residents and property owners in south Newberg in the vicinity of SP Newsprint, in the Mountain View Estates and Nut Tree Ranch along Springbrook Road, and the Avalon neighborhood along Oregon 219 before constructing that portion of Phase 1 in south Newberg.

PROPERTY ACQUISITION CONTINUES

By the end of May 2012, ODOT has acquired 44 properties to date needed for the project. Property acquisitions will continue through 2014. The current acquisitions are primarily in south Newberg. If you have questions regarding property acquisition or whether your property is inside the project area, please review the FEIS on the project website and/or contact David Thiessen, ODOT Senior Right of Way Agent, at 503-986-2618. Mr. Thiessen can provide information on the right-of-way acquisition process, including the rights and benefits provided to businesses, homeowners, and tenants impacted by property acquisition.

FOR MORE INFORMATION

PROJECT INQUIRIES
Kelly Amador, Senior Project Leader
Kelly.L.Amador@odot.state.or.us
Oregon Department of Transportation, Region 2
Mid-Willamette Valley Area
885 Airport Road SE, Bldg. P
Salem, OR 97301-4788

WEBSITE ADDRESS
www.NewbergDundee.org

RETURN SERVICE REQUESTED

IN THIS ISSUE
• Tier 2 FEIS Completed and Record of Decision Signed by FHWA
• Local Land Use Actions
  • First Phase of Construction (Phase 1)
  • Property Acquisition Continues
  • Neighbors to Vote on Noise Walls

The Oregon Department of Transportation (ODOT), has been working closely with the local communities for several years on the proposed Newberg Dundee Bypass, an 11-mile, four-lane, access-controlled expressway around the cities of Newberg and Dundee. The purpose of the Bypass is to:
• Reduce congestion on Oregon 99W through Newberg and Dundee by redirecting traffic to the Bypass.
• Improve downtown livability in Newberg and Dundee and the overall flow of traffic through this area.

The Newberg Dundee Bypass project is moving ahead into a new phase, and this newsletter concludes the project planning/environmental phase of the project. ODOT has started final design and will begin the first phase of project construction in 2013. At ODOT begins construction of Phase 1 of the Newberg Dundee Bypass, ODOT will continue to send out project updates.

Tier 2 FEIS Completed and Record of Decision Signed by FHWA

The Tier 2 Final Environmental Impact Statement (Tier 2 FEIS) for the Newberg Dundee Bypass was signed by the Federal Highway Administration on April 2, 2012, and published in the Federal Register on April 27, 2012. Publication marks a milestone in the project that has been many years coming and clears the way for the project to proceed to construction. The Federal Highway Administration (FHWA) issued the Record of Decision (ROD) on June 5, 2012. Issuing the ROD for the Tier 2 FEIS is the last step in the project’s planning/environmental phase required by the National Environmental Policy Act.

The Tier 2 FEIS describes the Bypass project's selected alternative, also known as the Preferred Alternative, and includes an analysis of the impacts of the Preferred Alternative and Phase 1, the project’s first construction phase. The Tier 2 FEIS can be viewed at the project website www.NewbergDundee.org. A disc or hard copy may be requested by contacting Kelly Amador.

LOCAL LAND USE ACTIONS

This summer, ODOT will finish preparing two additional local land use amendment requests to support the Phase 1 interim Bypass connection to Oregon 99W, south of Dundee. ODOT will request a Yamhill County goal exception to allow this connection to be built on land zoned for exclusive farm use. ODOT also will request that the City of Newberg amend its transportation system plan for the connection of Wilsonville Road to Oregon 219. ODOT anticipates Yamhill County and Newberg will hold a public hearing for these land use amendments later this summer or early next fall. Although needed for Phase 1, these two connections are considered interim, because they will be removed when later phases of the project extend the Bypass to Oregon 18 in Dayton and to Oregon 99W in northeast Newberg.
First Phase of Construction (Phase 1)

Phase 1 is the first construction phase of the Preferred Alternative. It is about 4 miles in length and will include construction of one lane of the Bypass in each direction, between Oregon 219 and Oregon 99W south of Dundee. Phase 1 will also include required local circulation changes in East Newberg and south of Dundee needed to accommodate the construction. Phase 1 will have access points only at Oregon 219 in the north and Oregon 99W in the south. See map below.

Phase 1 will be divided into four construction contracts with anticipated dates shown at right. A description of the contract and the estimated schedule is also listed. All construction for Phase 1 is anticipated to be complete by the end of 2016.

PHASE 1 CONSTRUCTION SCHEDULE

<table>
<thead>
<tr>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CONTRACT 1</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construct some stormwater detention ponds, one box culvert, and fill slopes for several future bridge structures.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CONTRACT 2</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construct the Phase 1 Bypass from the Oregon 99W connection south of Dundee to about the Newberg City limits.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CONTRACT 3</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construct the Phase 1 Bypass from the end of contract #2 to Oregon 219, widen Oregon 219, reconnect Wilsonville Road.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CONTRACT 4</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construct Springbrook Road widening and turn lanes on Oregon 99W.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PHASE 1 IMPROVEMENTS IN EAST NEWBERG

- Adding southbound left turn lane on Oregon 99W at Springbrook Road
- Widening Springbrook Road to three lanes generally between Oregon 99W and Oregon 219
- Constructing a traffic signal at the intersection of Springbrook and Fernwood Roads
- Adding a second southbound left turn lane on Springbrook Road at Oregon 219
- Widening Oregon 219 to five lanes between Springbrook Road and the new Bypass
- Connecting Wilsonville Road to the new Bypass
- Restricting Oregon 219 at 2nd Street to right-in/right-out
- Adding a right turn lane on Wynooski Road at Oregon 219
- Adding stormwater treatment facilities

PHASE 1 IMPROVEMENTS SOUTH OF DUNDEE

- Constructing interim connection of the Bypass to Oregon 99W, on a new structure over the Willamette & Pacific Railroad and Oregon 99W and connecting to Oregon 99W at a signalized intersection
- Widening westbound Oregon 99W west of the new intersection to two travel lanes
- Widening eastbound Oregon 99W west of the new intersection to include two left turn lanes onto the Bypass
- Changing access for several properties fronting Oregon 99W south of Dundee
- Adding stormwater treatment facilities

New interim Phase 1 Bypass connection to widened Oregon 99W

Phase 1 Bypass has one travel lane in each direction

Widen Oregon 219 to five lanes

Widen Springbrook Road to three lanes

Widen Oregon 219 to five lanes

ODOT’s Preferred Alternative (in orange) with Phase 1 (in red)