The Oregon Department of Transportation (ODOT), working closely with the local communities, is proposing to build the Newberg Dundee Bypass, an 11-mile, four-lane, access-controlled expressway around the cities of Newberg and Dundee. The proposed project is needed to reduce congestion on Oregon 99W through Newberg and Dundee by redirecting traffic to the Bypass. The Bypass is also needed to improve downtown livability in Newberg and Dundee, and the overall flow of traffic through this area.

ODOT is now finalizing the Tier 2 Draft Environmental Impact Statement (Tier 2 DEIS). The document will be ready for public review and comment in June/July 2010.

Newberg Dundee Tier 2 DEIS complete and ready for Public Review in June 2010

ODOT is finalizing the Newberg Dundee Tier 2 DEIS and will release it for public review in June 2010. The Tier 2 DEIS will help the public and decision makers choose the design of the Newberg Dundee Bypass (proposed project). The public will have an opportunity to review and comment on the document at a public hearing or in writing. Detailed information about how to review and comment on the Tier 2 DEIS is given in the Opportunities to Review and Comment on the Tier 2 DEIS article in this newsletter.

The proposed project is being conducted under a tiered National Environmental Policy Act (NEPA) process. NEPA studies for large, complex projects, like the proposed project, can be carried out in two stages or tiers. The Tier 1 process addressed “big picture issues” for the proposed project, and evaluated impacts based on general project information. Tier 1 also considered the benefits and impacts of alternative corridors for the Bypass around Newberg and Dundee. Tier 1 concluded in 2005 when the Federal Highway Administration (FHWA) issued a Record of Decision (ROD) on the Tier 1 Final EIS. The ROD explains FHWA’s decision to advance the proposed project to Tier 2, and identifies the Bypass Approved Corridor (Corridor) where the Bypass would be located.

Building on Tier 1, the Tier 2 process develops more design detail, evaluates the potential project impacts in greater detail, and looks at ways to avoid or minimize impacts or to provide mitigation for adverse impacts that cannot be avoided. The Tier 2 DEIS for the proposed project focuses on the alignment of the Bypass and presents information on the following:

- Existing conditions in the project area,
- Impacts of the No Build Alternative,
- Potential impacts of the Build Alternative, and
- Proposed mitigation and conservation measures.

ODOT is recommending a Build Alternative, with specific design and local circulation options, as the Preferred Alternative that best meets the proposed project’s Purpose and Need.

Following the public hearing and comment period, ODOT and FHWA will review, consider, and address all substantive comments and select a Preferred Alternative. Responses to comments will be provided in the Tier 2 Final Environmental Impact Statement (Tier 2 FEIS). The Tier 2 FEIS is anticipated to be completed later this year.
The Build Alternative is an 11-mile, access-controlled expressway around the cities of Newberg and Dundee. This new expressway has the following characteristics:

- Operating speeds of 55 mph.
- 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).
- Full access control along the Bypass.
- Four interchanges.
- An average median width of 42 feet.
- Stormwater quality control features.

The Build Alternative is divided into segments for analysis and easier identification of specific locations in the project area. In some segments only one design is proposed because decisions about the best roadway design or how to handle local roads disrupted by the Bypass project are clear. In other segments, there are choices still under consideration that are evaluated in the Tier 2 DEIS.

FOR MORE INFORMATION

More detailed drawings and segment descriptions are available in the Tier 2 DEIS. Detailed drawings are also available on the project website at www.oregon.gov/ODOT/HWY/REGION2/newbergdundee2.shtml.

SEGMENT 1
Dayton Interchange
The Dayton Interchange provides connections between Oregon 99W and the Bypass. This is a partial cloverleaf interchange that serves all vehicle movements to and from the Bypass and Oregon 99W. There are two local circulation options for Segment 1. Local Circulation Option A connects Kreder Road to the interchange. Local Circulation Option B includes a Ferry Street extension and a new bridge across the Yamhill River.

SEGMENT 2
Dayton Interchange to Dundee UGB
Segment 2 begins east of the Dayton Interchange and continues to the Dundee city limits and urban growth boundary (UGB). There are no design options or local circulation options in this segment. The local circulation changes in Segment 2 realign local roads where the Bypass disrupts connections to Oregon 99W. The Bypass will be at-grade.

SEGMENT 3
Dundee UGB to East Dundee Interchange
Segment 3 has four design options and three local circulation options. All design options are within the Dundee UGB. The design options are either at-grade or below-grade and either include or do not include berms to screen views of the Bypass from adjacent locations. There are three Bypass overcrossing options at either 6th, 8th, or 10th Street. One crossing location will be chosen.

SEGMENT 4
East Dundee Interchange
Segment 4 has two design options for the East Dundee Interchange and no local circulation options. The design options include either a diamond interchange or a partial cloverleaf interchange. For both design options, an East Dundee connector road will connect Oregon 99W with the Bypass. The East Dundee connector road requires the relocation of Fox Farm Road, Dayton Avenue, and Hagey Road.

SEGMENT 5
West Newberg to Oregon 219 Interchange
Segment 5 is located in southwestern Newberg, east of Chehalem Creek, and extends to the Oregon 219 Interchange. This segment has three design options and no local circulation options. Two of the design options have the same alignment, but have different Bypass roadway heights between Columbia and Waterfront Streets. Eleventh Street would be closed. The third option is above-grade on fill. In this design option, the section of the Bypass roadway between River Street and the relocated Wynooski Road is closer to SP Newsprint than in the other two design options, allowing 11th Street to remain open.

SEGMENT 6
Oregon 219 Interchange
Segment 6 has no design options or local circulation options. This is a partial cloverleaf interchange that serves all vehicle movements to and from the Bypass and Oregon 219. Wynooski and Wilsonville Roads are realigned to the south to connect with Oregon 219 at a new signalized intersection, providing a safer distance for the roads from the interchange. Cul-de-sacs are constructed on Sandoe Road and Industrial Parkway, and Adolf Road is closed.

SEGMENT 7
East Newberg to East Newberg Interchange
Segment 7 has two design options and no local circulation options. The segment begins east of the Oregon 219 Interchange and continues to the East Newberg Interchange. Both design options have the same Bypass roadway locations and heights, except in the vicinity of Newberg Providence Hospital and Chehalem Glenn Golf Course. Between Oregon 219 and Fernwood Road, the Bypass is in the same location for both design options, but the alignment differs slightly by option north of Fernwood Road.

SEGMENT 8.1
East Newberg Interchange
Segment 8.1 includes the East Newberg Interchange, improvements to existing Oregon 99W, and local circulation improvements. A directional interchange connects the Bypass and Oregon 99W at the bottom of Rex Hill. There are no design options or local circulation options.

SEGMENT 8.1A
Rex Hill
In Segment 8.1A, there are no design options and no local circulation options. The Bypass reconnects with Oregon 99W on Rex Hill. Lanes are added to Oregon 99W in both directions to provide safe merging and separation of traffic movements at the interchange. Local circulation changes include connecting Old Parrett Mountain and Quarry Roads together on a bridge over Oregon 99W. A frontage road south and parallel to Oregon 99W connects Old Parrett Mountain and Haugen Roads. The Quarry Road intersection would also be limited to right-in/right-out movements for westbound traffic on Oregon 99W.