Upcoming Meetings

- **Bypass Open House and Design Workshop**
  
  Tuesday, May 23, 2006
  Time: to be determined
  Location: Newberg Christian Church
  2315 Villa Road, Newberg

- **Interchange Area Master Plan (IAMP) Meetings**

  From March to June 2006, Stakeholder Working Group meetings and Local Access Forums will be held to help develop the Dayton, East Dundee, Oregon 219 and East Newberg IAMPs.

For more information:

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The proposed Newberg-Dundee Bypass will reduce congestion along Oregon 99W by diverting through traffic to a new road that would run from east of Newberg along a northern route to Oregon 18 near Dayton. The Bypass corridor was selected after extensive public involvement, a detailed technical study 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 protects neighborhoods, the environment and scenic resources.

**COMMUNITY HELPS DESIGN BYPASS**

In December 2005, over 115 people attended a workshop at the Newberg Christian Church to help develop design alternatives for the Newberg-Dundee Bypass Project. At the workshop, the Oregon Department of Transportation (ODOT) presented a series of Bypass design options that reflected public comments received since the beginning of the project. For example, many of the comments received in earlier workshops suggested that the roadway between Dundee and Dayton should have a wide median with an opportunity for trees and plants, so one design included a wide median. However, there were also requests for a narrow roadway, to minimize effects on farmland, so a smaller median was also presented.

“The workshop was a great opportunity to show our partners, the community, that their comments are making a difference,” said Lisa Ansell, the Project Manager for the Bypass project.

The meeting included interactive table discussions, where participants were able to focus on specific sections of the proposed Bypass. These Bypass sections are shown in the attached map.

At the tables, project staff used a map of the design options to encourage discussion. Each table also had a booklet showing roadway cross-sections paired with photographs of example roadways built in other communities.

At the meeting, requests from the public included:

**Section: Dayton to Dundee**

- A Bypass that provides views of the countryside
- A design for the Dayton Interchange that is smaller and more consistent with the rural landscape
- Wider and narrower medians. Some felt that a wider median was a better fit for this rural area, while others thought a narrower median helped avoid encroaching on farmland

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The Oregon Department of Transportation

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STATE TRANSPORTATION COMMISSION APPROVES ODOT’S REQUEST TO INVESTIGATE OPTIONS TO PAY FOR THE BYPASS

The Oregon Transportation Commission in January approved ODOT’s request to proceed with “pre-development” work on three significant highway projectsthree significant highway projects — including the Newberg-Dundee Bypass — in partnership with a private consortium called the Oregon Transportation Improvement Group (OTIG). Pre-development work will take approximately 12-18 months to complete and involves analyzing the technical and financial options for the projects. Throughout the process, OTIG must adhere to all applicable state and federal environmental, public outreach and other regulations and requirements. Those interested can keep up-to-date and learn about public meetings and opportunities for input by visiting the Innovative Partnerships web site at www.oregon.gov/odot/hwy/otig.

OTIG was awarded the opportunity to work with ODOT to explore the feasibility of the Bypass project through a competitive process last year. The other two projects are the Sunrise project in Clackamas County and the Interstate 205 southern expansion project. Reasons why OTIG was selected include:

• OTIG proposed to provide the funding up front that is needed to build the projects. This is crucial because there aren’t enough public funds to build these projects.
• The Macquarie Infrastructure Group, one of OTIG’s members, has significant U.S. and international experience financing, building and operating high quality transportation facilities. It is currently developing the South Bay Expressway (SR-125) in San Diego.

Of interest to Oregonians is OTIG’s proposal to use tolls to help pay for construction, operation and maintenance of the Bypass. In 1999, the Oregon Legislature directed ODOT to examine tolling as a way to help finance highways (ORS 366.292). This has been reinforced by the Oregon Transportation Commission, as studies continue to show that the current gas tax does not provide enough revenue to meet Oregon’s transportation needs or pay for the more than $5 billion in significant state highway projects.

What’s next?
In the next year, ODOT and OTIG will be working side-by-side with the local communities as they investigate the feasibility of the Bypass project. At the conclusion of the pre-development work, if it is determined that the projects are both technically and financially viable, ODOT will request Oregon Transportation Commission approval to enter into negotiations with OTIG to implement the projects.

ODOT BEGINS FIELD STUDIES FOR THE BYPASS PROJECT

Field crews are conducting studies on and near private property in the proposed Newberg-Dundee Bypass corridor and along Oregon 99W. The field work is necessary to understand how communities and the natural environment may be affected by the Bypass project. The Oregon Department of Transportation (ODOT) has hired four consulting firms to help with this field work, which will continue until August 30, 2006.

“The Bypass project is important to ODOT and the community, and we appreciate people understanding our need to access their property,” said Lisa Ansell, Project Manager for the Bypass project. “ODOT staff and consultants engaged in field work will show full respect for the property they survey.”

The field work generally involves visual surveys of property, conducted on foot. The project staff will not disturb buildings on property, but photographs of the areas may be taken. The fact that the Bypass corridor crosses or is adjacent to your property does not necessarily mean ODOT will need to acquire it for the proposed Bypass. The corridor is generally wider than the actual road will be once it is designed.

Section: Dundee to Chehalem Creek

• Depressing, or lowering, the Bypass through Dundee, to reduce noise or visual effects on the community
• Landscaping the median and side slopes of the Bypass roadway
• More local roads crossing over the Bypass, to provide better access to developable land and the river
• Pedestrian, bicycle and equestrian pathways along the Bypass
• Gateway treatments, such as flags or art, on the road connecting the Bypass to Oregon 99W
• Lowering posted speeds on the connector road, to reduce noise
• Convenient access to Fox Farm from Oregon 99W

Section: Chehalem Creek to Oregon 219 Interchange

• Shifting the Bypass alignment north, between Chehalem Creek and College Street, to maximize developable land in the riverfront area
• Shifting the alignment south, from College Street to the airport, to preserve 11th Street
• Minimizing the amount of land needed for the Bypass by depressing the roadway and building retaining walls
• Maintaining the College, River and Wynoooshi Street road connections
• Providing a third road connection to the riverfront area
• Connecting the County parks that are north and south of the Bypass

Section: Oregon 219 Interchange to Oregon 99W

• Designing the Bypass to travel under Fernwood Road
• Keeping the Fernwood Road – Brutscher Street intersection at grade
• Depressing the Bypass north of Fernwood Road to minimize visual and noise effects
• Maintaining the existing and planned golf courses

• Moving the Bypass alignment to follow the edge of the golf course
• Designing the Bypass for slower speeds so its alignment can follow the east side of the corridor
• Exploring the possibility of more local street connections between Corral Creek Road and the Bypass
• Addressing traffic circulation and property access issues along Oregon 99W from the Oregon 219 Interchange to Parrett Mountain Road

ODOT is analyzing the advantages and disadvantages of these comments, and is developing new Bypass design options that address them. The new designs will be shared with the community at the next workshop, which will occur in May 2006. You can get additional information on the project, and provide comments, at www.newbergdundeebypass.org.

ODOT MOVES FORWARD WITH INTERCHANGE AREA MANAGEMENT PLANNING

The Newberg-Dundee Bypass will be a free flowing facility with no signals or traffic lights. The Bypass will have four interchanges: the East Newberg Interchange, the Dayton Interchange, the Oregon 219 Interchange and the East Dundee Interchange (see map insert). Through the creation of Interchange Area Management Plans (IAMPs), ODOT will develop strategies to ensure future development does not cause traffic to overwhelm the interchanges, requiring further, costly improvements.

ODOT looks forward to extensive involvement by residents, property owners, community stakeholders and local government officials in developing the IAMPs. There will be two types of IAMP meetings — Stakeholder Working Group (SWG) meetings and Local Access Forums. The SWG was formed to provide feedback to ODOT on IAMP issues related to land use, interchange form and transportation access and circulation. Local Access Forums are an opportunity for those who own land near the proposed interchanges to provide information on how they are affected by the project.

These meetings will be open to the public.

Individuals may also provide input on any of the interchanges through the website at www.newbergdundeebypass.org/contacts/. The website will also feature periodic IAMP updates at www.newbergdundeebypass.org/otherplanningprojects/iampasps.