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 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.

INTERCHANGES BEGIN TO TAKE SHAPE

In March and April 2006, ODOT convened a series of open public meetings that included local residents, business representatives, emergency services providers and elected officials. The meetings were an opportunity to discuss how four interchanges would connect the proposed Newberg-Dundee Bypass to the existing network of roads and highways. “One of the main goals of the effort is to keep communities as connected as possible when the interchanges and Bypass are complete,” said Terry Cole, ODOT Senior Planner on the project.

Meeting participants were asked to help staff develop Interchange Area Management Plans (IAMPs). The purpose of an IAMP is to:

- Identify an interchange’s function;
- Create a strategy to keep traffic from overwhelming the interchange;
- Ensure local land uses will not negatively affect the interchange; and
- Ensure interchange traffic will not negatively affect local land uses.

The community conversations have been productive, resulting in a number of possible interchange concepts. The discussions have also produced ideas on how to maintain or replace local roads that may be affected by the interchanges. ODOT will continue meeting with advisory groups through the summer to further develop the interchange concepts.

Interested citizens are encouraged to attend the upcoming Bypass Open House and Design Workshop on Tuesday, May 23, at the Newberg Christian Church. At the Open House, the interchange and local traffic circulation concepts under consideration will be on display for public comment and discussion. After the public comments are gathered, the concepts will be evaluated to determine which ones will be studied in detail in the Design Draft Environmental Impact Statement (Design DEIS). The Design DEIS is required by federal law and will analyze the potential environmental impacts of building the interchanges and Bypass.
**INTERCHANGE FACTS:**

**Dayton Interchange:**

The new Dayton Interchange will be located at the junction of Oregon 99W and Oregon 18, at the western end of the Bypass. The interchange will provide access between the City of Dayton, the Bypass and communities west of Dayton. This interchange will provide free flow traffic connections from the Bypass westbound onto Oregon 99W and Oregon 18, and eastbound from those highways onto the Bypass. The interchange will not provide a free flow connection from eastbound on Oregon 18 to westbound on Oregon 99W, nor from eastbound Oregon 99W to westbound Oregon 18.

**East Dundee Interchange:**

The East Dundee Interchange will be located between Dundee and Newberg on the Bypass. Its purpose is to provide access between the City of Dundee, Oregon 99W and the Bypass facility. A new road, called a connector road, will link the Bypass interchange and Oregon 99W just east of the Dundee city limits. The connector road will not connect to any other roads. An overcrossing will carry the connector road over Oregon 99W and the railroad tracks.

**Oregon 219 Interchange:**

The Oregon 219 Interchange will be located in south Newberg along Oregon 219. This interchange, which is located inside Newberg’s Urban Growth Boundary (UGB), will offer full turning movements. Its purpose is to provide access between the Bypass and Newberg (including the adjacent industrial land) and portions of Yamhill and Marion Counties.

The interchange will support existing development within the city limits and rural activities in south Newberg. The interchange is not intended to encourage development of designated farmland outside the UGB.

**East Newberg Interchange:**

The East Newberg Interchange will be located southwest of Rex Hill at the eastern end of the Bypass. It will provide access between east Newberg and the Bypass facility. Like the Dayton Interchange, the East Newberg Interchange will provide free flow connections from the Bypass onto Oregon 99W eastbound and from Oregon 99W to westbound onto the Bypass. The interchange will not provide a free flow connection from eastbound Oregon 99W to the westbound Bypass, nor from the eastbound Bypass to westbound Oregon 99W.

**TOLLS COULD HOLD THE KEY TO FINANCING THE NEWBERG-DUNDEE BYPASS**

The Oregon Transportation Improvement Group (OTIG) released a preliminary feasibility report in April, which indicated that highway tolling may be the most financially viable source of funding for the Newberg-Dundee Bypass. The preliminary report provided recommendations on how to proceed and identified issues that will require further study. Among the issues identified were funding, tolling, design and construction costs and possible extension options for the project.

“This is a significant transportation project with strong local support,” said Jim Whitmy, manager of the Office of Innovative Partnerships at ODOT. “With no state or federal funding available to finance this type of project, we must seek out innovative solutions.”

If the Bypass were built, local users and communities would benefit from safer and more reliable travel in the area. Current estimates put the price tag for the Newberg-Dundee Bypass between $325 million and $425 million, with no public funds available to construct it.

In June, OTIG’s work will include an Oregon 99W roadside survey to obtain information about how motorists are using this busy road. The interviews will take about a minute and will be conducted in different locations in the area over two or three days. The survey is voluntary—drivers need not participate—and the information collected will remain confidential. Every effort will be made to minimize traffic disruptions during the interviews. Officials are asking for the public’s patience and cooperation.

OTIG is a consortium of companies with extensive experience and success in the financing, design, engineering, construction and operation of state-of-the-art transportation facilities. OTIG is comprised of the Macquarie Infrastructure Group of Australia; Hatch Mott MacDonald, a North American engineering and transportation consulting firm; and several local subconsultants and subcontractors.

Those interested in OTIG’s efforts 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/oiipp.

**BYPASS DESIGN EFFORT CONTINUES**

ODOT and its consultants have been actively analyzing public feedback from the December 2005 community workshop to see how it can be incorporated into the Bypass design. The information gathered will be shared with the public at the upcoming Open House on Tuesday, May 23. The information will include:

- The latest Bypass roadway alignment options;
- Interchange design, local circulation and access issues;
- Historic resources, park resources and wetlands in the project area; and
- Cost and noise considerations.

Staff will be on hand to provide updates on the Design Draft Environmental Impact Statement (Design DEIS) process, the public/private effort to investigate project funding and the process of purchasing property for the project.

The Newberg-Dundee Bypass Coordination Plan outlines opportunities for public and agency input on the Design DEIS. As required by Section 6002 of the 2005 Federal Transportation Reauthorization Bill, copies of this Coordination Plan will be available at the Open House.