Community Input Sought for Phase 1 of Bypass

Phase 1 Improvements

Tier 2 Final Environmental Impact Statement (FEIS)

Right of Entry and Ongoing Bypass Field Work

PROJECT OPEN HOUSES

Tuesday, September 27, 2011
Dundee Community Center
1026 Oregon Highway 99W
Dundee, Oregon 97115
5:00 – 8:00 p.m.

Wednesday, September 28, 2011
Public Safety Building
401 E. Third Street
Newberg, Oregon 97132
5:00 – 8:00 p.m.

ODOT mailed right of entry requests to property owners for additional field work to analyze impacts of Phase 1 of the Bypass. The two new Phase 1 areas are in East Newberg — along Springbrook Road and Oregon 219 — and south of Fulquartz Landing Road south of Dundee.

After the owners grant entry, ODOT staff and/or project consultants are conducting surveys on foot. The surveys include looking for features such as wetlands and historic buildings that might be present on the property. Most of the field work will be completed by the end of August 2011.

ODOT is also conducting geotechnical investigations in Phase 1 locations. These investigations will continue for the next few years. If you have questions about the fieldwork for Phase 1, please contact Katie Castelli, Senior Engineering Geologist, ODOT Region 2, (503) 986-5782, Kathryn.castelli@odot.state.or.us. Kathryn Castelli is the project geotechnical consultant for Phase 1 of the Bypass.

PROJECT INQUIRIES
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FOR MORE INFORMATION
WEBSITE ADDRESS
www.NewbergDundee.org

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 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.

CITIES AND COUNTY ADOPT LAND USE AMENDMENTS

Yamhill County and the cities of Newberg, Dundee, and Dayton recently adopted a series of local land use approvals related to the Bypass project. While these actions are considered routine, they were necessary to address the local road relocations required by the Bypass and to adjust the Bypass Corridor footprint to reflect changes in project design. These approvals clear the way for the Bypass project to move forward and ensures consistency between local land use laws and the Tier 2 FEIS Preferred Alternative.

In May, Yamhill County approved modifications to existing goal exceptions and adopted new goal exceptions, where needed, to allow parts of the Bypass to be built on land zoned for exclusive farm use. Most notably, the goal exceptions allow the project to minimize impacts to an existing mobile home park near Oregon 219 and for the re-routing of Fulquartz Landing Road south of Dundee. In addition, the County amended their Comprehensive Plan, Transportation System Plan, and Land Use Regulations.

In March and April 2011, the city councils and planning commissions of Newberg, Dundee, and Dayton adopted amendments to their comprehensive plans to incorporate slight modifications in the Bypass corridor and local street relocations. In some cases, comprehensive plan amendments were also needed to address changes in allowed land uses surrounding the future Bypass interchanges, ensuring compatibility between the Bypass and future private development. Two of the major amendments included acknowledging re-routing of Wynooski and Wilsonville Roads in Newberg’s Urban Growth Area (near Oregon 219) and connectivity to Dayton’s industrial park through construction of a Yamhill River Bridge at some future date, when needed. Information about these local plan and ordinance amendments is available on the Newberg Dundee Bypass website at www.NewbergDundee.org.

Right of Entry and Ongoing Bypass Field Work

Bypass

September 2011

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Phase 1 Improvements

**PHASE 1** of the Bypass will begin at a new signalized intersection on Oregon 219, traveling through south Newberg into Dundee. South of Dundee, Phase 1 will leave the eventual full Bypass alignment, proceeding west, parallel to the Dundee city limits, and cross over the Willamette and Pacific Railroad and Oregon 99W. After crossing over Oregon 99W, Phase 1 of the Bypass will loop around and connect to Oregon 99W at a new signalized intersection. The Phase 1 connection between the Bypass and Oregon 99W will be removed when the Bypass is extended to Oregon 18 in Dayton. Phase 1 will not include construction of the East Dundee Connector Road or interchange. Other Phase 1 improvements include:

- Additional southbound left turn lane on Oregon 99W at Springbrook Road.
- Widening Springbrook Road to three lanes (one northbound lane, one southbound lane, and a center left turn lane between Oregon 99W and Oregon 219).

**Community Input**

As mentioned, JTA funding is not enough to build the entire Bypass, but has been earmarked to build one lane in each direction between Oregon 219 in Newberg and Oregon 99W south of Dundee. Phase 1 will be located on the westbound travel lanes of the eventual full Bypass. Local roads disrupted by Phase 1 will be reconnected using the same locations as in the Preferred Alternative described in the Tier 2 DEIS (see February 2011 newsletter).

**Phase 1 Other Improvements**

- Adding a southbound left turn lane on Springbrook Road at Oregon 219.
- Widening Oregon 219 to five lanes between Springbrook Road and the new Bypass signalized intersection on Oregon 219.
- Connecting Wilsonville Road to the new Bypass signalized intersection on Oregon 219.
- Widening westbound Oregon 99W west of the new Bypass intersection to two travel lanes.
- Widening eastbound Oregon 99W west of the new Bypass intersection to include two left turn lanes onto the Phase 1 Bypass.

**Community Input**

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ODOT recognizes that traffic between Oregon 99W in East Newberg and the Bypass could cause congestion on other roadways. To help relieve this congestion, ODOT will also use JTA funding to construct local roadway improvements that are already identified in the City of Newberg’s Transportation System Plan as well as improvements to Oregon 99W (see list of improvements above).

**Tier 2 Final Environmental Impact Statement (FEIS)**

ODOT is in the process of completing the Tier 2 Final Environmental Impact Statement (Tier 2 FEIS) for the Newberg Dundee Bypass. The Tier 2 FEIS will describe the Preferred Alternative’s effects to the community and environment and will include detailed information on Phase 1 of the Bypass project, including identifying:

- Geographic areas not previously analyzed in the Tier 2 DEIS
- New, additional or different environmental impacts
- Specific mitigation for Phase 1 impacts

The Tier 2 FEIS is scheduled for publication in early 2012. ODOT will provide opportunities to comment on the impacts of Phase 1 before they publish the Tier 2 FEIS, with open houses planned for September (see related story on page 1).

Following publication of the Tier 2 FEIS, the Federal Highway Administration will publish a Record of Decision (ROD), a formal decision whether to move forward with the Bypass project. If the ROD supports the Preferred Alternative for the Bypass project, ODOT will complete engineering, implement a finance plan, and construct Phase 1 of the Newberg Dundee Bypass.