Right-of-Way Acquisition Status
ODOT is continuing to purchase right of way for the Bypass based on the approval of the Tier 1 Final Environmental Impact Statement and Record of Decision. Since the publication of the Tier 2 DEIS, ODOT has continued to pursue purchase of right of way, from willing sellers, within the proposed project footprint. ODOT currently owns 13 properties with other properties in process or being considered for acquisition. Preliminary right-of-way acquisition estimates published in the Tier 2 DEIS included property needed for the Bypass, interchange, geotechnical stabilization, water quality treatment facilities and noise barriers.

Funding authorized by Oregon Legislature for First Bypass Construction Phase
The Oregon Jobs and Transportation Act (HB 2001), passed by the 2009 Oregon Legislature, authorizes bonds to be issued as early as 2011 to be used to finance all or any portion of a number of the 2009 Oregon Legislature, authorizes bonds to be issued as early as 2011 to be used to finance all or any portion of a number of projects. This bill includes $192 million for the Newberg Dundee Bypass.

FOR MORE INFORMATION
PROJECT INQUIRIES
Tim Potter, Area 3 Manager
James.T.Potter@odot.state.or.us
Kelly Amdor, Senior Project Leader
Kelly.L.Amdor@odot.state.or.us
Oregon Department of Transportation, Region 2
885 Airport Road SE, Bldg. P
Salem, OR 97301-4788
WEBSITE ADDRESS
www.oregon.gov/ODOT/HWY/REGION2/newbergdundee2.shtml
Newberg Dundee Bypass Preferred Alternative Description and Map

The Preferred Alternative will be an 11-mile, four-lane, access-controlled expressway around the cities of Newberg and Dundee, extending from the Oregon 99W/Oregon 18 junction near Dayton to just past the top of Rex Hill, east of Newberg. About 1,000 feet of the Bypass will extend from Yamhill County into Washington County. The Preferred Alternative will include the Bypass, four interchanges, and required changes to local streets to accommodate the Bypass. The Bypass will have operating speeds of 55 mph, paved shoulders, an average median width of 42 ft, and stormwater quality control features. The Build Alternative is divided into segments for analysis and easier identification of specific locations in the project area.

SEGMENT 1: Dayton Interchange
Segment 1 will include the Dayton Interchange, which will provide connections between Oregon 99W and the Bypass. ODOT selected Local Circulation Option B, which will include an extension of Ferry Street and a new bridge across the Yamhill River instead of a direct connection of Kreder Road. ODOT selected this option because it will:
- Better serve the citizens of Dayton and is the City’s preference.
- Use less land that is classified as Exclusive Farm Use (EFU) and will not require a Goal Exception, and will also limit access to EFU land south of the Dayton Interchange.
- Provide better emergency response time with a bridge over 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). Local circulation changes will realign local roads where the Bypass disrupts connections to Oregon 99W.

SEGMENT 3: Dundee UGB to East Dundee Interchange
Segment 3 is within the Dundee UGB. ODOT selected Design Option 3.B2, an at-grade facility that will include 6- to 8-foot-tall berms on both sides of the Bypass. The Bypass includes a landscaped, 42-foot-wide median. Local circulation changes include an overcrossing at 8th Street to access property between the Bypass and the Willamette River. ODOT selected Design Option 3.B2 because it will:
- Minimize visual impacts with barrier/screening berms. The berms will also provide on-site locations for disposal of excess soil material.
- Avoid potential drainage problems due to high groundwater.
- Cost $12 million less to construct than the two below-grade options. ODOT will continue to coordinate with the City of Dundee on the overcrossing and would consider another location if a new local road is built that would serve the property between the Bypass and the Willamette River.

SEGMENT 4: East Dundee Interchange
Segment 4 is the East Dundee Interchange. ODOT selected Design Option 4.1, a diamond interchange with ramps that will serve the East Dundee Connector Road in all directions. ODOT selected this option because it will use 2 acres less of land that is classified as EFU land with no significant difference in operational characteristics. Local circulation changes will include the relocation of Fox Farm Road, Dayton Avenue, and Hagey Road for the East Dundee connector road. Dayton Avenue will connect to Oregon 99W at the new Fox Farm Road intersection, the railroad crossing will be relocated, and a signalized intersection will be installed. A private overcrossing (over the Bypass) will reconnect an existing internal roadway located on Columbia Empire Farms that is used to travel between two parts of their farm operation.

SEGMENT 5: West Newberg to Oregon 219 Interchange
Segment 5, located in west Newberg, extends to the Oregon 219 Interchange. ODOT selected Design Option 5.2D, which will be closer to SP Newsprint, allowing 11th Street to remain open. ODOT selected this design option because it will:
- Require fewer property acquisitions, with fewer residential displacements.
- Preserve 11th Street and retain eight housing units of the north side of 11th Street.
- Best preserve the connections between neighborhoods.
- Move the Bypass farther away from Scott Leavitt Park, reducing noise for park users.
- Minimize the acres of wildlife habitat that would be removed compared to other design options.

Local circulation changes will keep connections across the Bypass for River and College Streets, the railroad spur, and Wynooski Road, provide a new frontage road for driveways, reconnect local roads, and reconfigure the north road entrance to SP Newsprint.

SEGMENT 6: Oregon 219 Interchange
Segment 6 will include the Oregon 219 Interchange, a partial cloverleaf interchange that will serve vehicle movements to and from the Bypass and Oregon 219. Local circulation changes will realign Wynooski and Wilsonville Roads to the south to connect with Oregon 219 at a new signalized intersection, construct cul-de-sacs on Sandou Road and Industrial Parkway, and eliminate Adolf Road.

SEGMENT 7: East Newberg to East Newberg Interchange
Segment 7 is between the Oregon 219 Interchange and the East Newberg Interchange. ODOT selected Design Option 7.5C, which will shift the Bypass east to minimize impacts to property owned by Providence Newberg Medical Center. This option will cross a portion of Chehalem Glenn Golf Course, owned by the Chehalem Park and Recreation District (CPRD). Providence and CPRD support this option. Local circulation changes will raise the intersection of Fernwood Road and Bruncher Street to accommodate the Fernwood structure over the Bypass.

ODOT selected Design Option 7.5C because it will:
- Allow future expansion of the golf course and medical center, consistent with their master plans.
- Locate the Bypass about 200 feet farther away from the medical center, lowering noise and vibration impacts.

SEGMENT 8.1: East Newberg Interchange
Segment 8.1 will include the East Newberg Interchange, a directional interchange that will connect the Bypass and Oregon 99W at the bottom of Rex Hill. Local circulation changes will extend Providence Drive north of Oregon 99W to connect with a new frontage road. Cordal Creek and Veritas Lane will be connected to the frontage road under the Oregon 99W ramps and Bypass. Harmony and Klinke Lanes will be realigned to connect to Providence Drive.

SEGMENT 8.1A: Rex Hill
In Segment 8.1A, the Bypass connects with Oregon 99W on Rex Hill. Additional lanes on Oregon 99W (both directions) will 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 of Oregon 99W connects Old Parrett Mountain and Haugen Roads. The Quarry Road intersection would be limited to right-in/right-out movements for westbound traffic on Oregon 99W.