Newberg-Dundee Bypass Project

Dundee City Council Presentation
November 20, 2007
Brief Recap

- Preferred alternative chosen
- Location EIS
- Conceptual design selected
- Land use approval
- No public/private concession
**Regional Bypass**

- Cost – 33% higher with long Willamette River crossing – double if additional improvements considered
- Not as effective as Southern Bypass at relieving downtown Dundee traffic and still requires widening 99W though Dundee
- Additional improvements needed to maintain systemic performance levels:
  - Widening OR 219 intermittently
  - Widening OR 219 bridge
  - Widening I-5
- Marion County objections
- Environmental and land use obstacles
Current Status

- Cost reduction review
- Reviewing preliminary results with community leaders
**Best Case Scenario (in Millions)**

$450 – 650  Construction
$110 – 150  Right of way
**$560 – 800**  Total project cost
($80)  Cost reductions*
($200)  Tolling revenue*
$280 – 520  Total shortfall*

* Best possible case from preliminary information
Funding Outlook

- Insufficient funding for system maintenance now
- Gas tax purchasing power decline
- Cost escalation
- Highway trust fund
- Modernization reductions
  - ACTs will recommend reductions
  - Future minimal modernization
Community Leader Response

• Verify cost reduction information
• Review toll feasibility of reduced bypass
• Look at improvements to 99W
• Long term, project still crucial
• In the meantime, what can we do?
Next Steps

• Look at reduced scope bypass
• Review other improvement options
• Finish EIS
• Preserve corridor
Interim Measures Report Options

- Five lane cross section
- Four lanes with jughandles and loop
- Sunken grade
- Reversible lanes
- Relocation of downtown
-Couplet (various alternatives)
- Local road connectivity
- Rail and bus options
Remaining Issues

• Community
  – Community concerns about the effect of adding capacity in Dundee

• Funding
  – Still face funding issues
  – ACT and OTC policy choices
**Land Use Changes and Development**

- Allowed land uses (already planned and zoned) must meet ODOT permit requirements (OAR 734-51)
- If no direct access is requested, ODOT may request local conditions be added to address safety or capacity issues at local road intersections with the state highway
- Plan amendments and zone changes must comply with the Transportation Planning Rule (OAR 660-12)
Questions? Comments?