How to Use this Document

This section provides a description of how to use the Newberg Dundee Bypass Tier 2 Final Environmental Impact Statement (Tier 2 FEIS). It provides a description of the NEPA tiering process used for the project, an explanation of the use of colored text, definitions of selected terms used in the Tier 2 Draft EIS (Tier 2 DEIS) and/or Tier 2 FEIS, a summary of the contents of the Tier 2 FEIS, and a list of supporting documents.

NEPA TIERING

ODOT conducted the Newberg Dundee Bypass (Bypass) project under a two-tiered National Environmental Policy Act (NEPA) process:

- The Tier 1 process addressed big-picture issues associated with the project and evaluated impacts based on general project information. ODOT and FHWA published the Tier 1 Draft EIS in 2002. The Tier 1 FEIS and its Record of Decision (ROD) were published in 2005. Additional information on the results of the Tier 1 process is found in Section 1.2 of this Tier 2 FEIS.

- The Tier 2 process focuses on the specific alignment of the project, with a detailed investigation of project impacts and ways to avoid, minimize, or provide mitigation for adverse impacts. ODOT and FHWA published the Tier 2 DEIS in June 2010. FHWA will publish a Tier 2 ROD following the 30-day NEPA review period for this Tier 2 FEIS.

DOCUMENT NAVIGATION

The convention and purpose of colored text, watermarks, and other labeling within this Tier 2 FEIS are described below.

Colored Text

This Tier 2 FEIS is based on and reflects project developments since publication of the Tier 2 DEIS. Information from the Tier 2 DEIS that is substantively unchanged is in black type. Substantial new information in this Tier 2 FEIS, which was not included in the Tier 2 DEIS, is presented in green type. Minor text changes and edits to Tier 2 DEIS text, such as corrections or rewording to clarify meaning, are in black type.

Watermarks

Verbatim text, figures, and tables from the Tier 2 DEIS that address the Build Alternative and its options have been included in Chapter 2 Alternatives and Chapter 3 Environmental Consequences of this Tier 2 FEIS. The Build Alternative sections are located after the Preferred Alternative and Phase 1 of the Preferred Alternative (Phase 1) sections in these chapters and are indicated with a red watermark, "No Changes Since Tier 2 DEIS", printed diagonally across the page.
Figure and Table Titles
Because Build Alternative information is presented in this document verbatim, its figure, table, and section numbering is out of sequence with respect to the Preferred Alternative and Phase 1 text that precedes it. Table and figure titles in the Preferred Alternative and Phase 1 sections include PA (Preferred Alternative) to distinguish them from tables and figures in the Build Alternative information.

PROJECT TERMS
This Tier 2 FEIS and the Tier 2 DEIS use a specific set of terms for the project’s alternatives and options. These terms are important in understanding the impact statements.

- **No Build Alternative.** The No Build Alternative includes all transportation facilities that would be in place (built) if the Newberg Dundee Bypass was not constructed. In general, the No Build Alternative is made up of existing transportation facilities and those planned, programmed and funded (excluding the Newberg Dundee Bypass). The No Build Alternative is a baseline against which to compare the other alternatives’ costs and impacts.

- **Build Alternative.** The Build Alternative is the proposed project as defined in the Tier 2 DEIS, including design and local circulation options. Section 2.2.3 of this Tier 2 FEIS provides a description of the Tier 2 DEIS Build Alternative. The projected impacts of the Build Alternative are included in Chapter 3 of this Tier 2 FEIS.

- **Preferred Alternative.** After publication of the Tier 2 DEIS and receiving comments, the Preferred Alternative was identified. The Preferred Alternative is similar to the recommended alternative, but includes one different local circulation option, phasing, and various design refinements. The Preferred Alternative is described in detail in Section 2.2.2. of this Tier 2 FEIS.

- **Phase 1.** The Preferred Alternative will be constructed in phases. Not all phases have been identified; however, funding for a first phase has been identified. Phase 1 will construct a portion of the new roadway improvements included in the Preferred Alternative. Phase 1 will also include some improvements that will be removed at a later date as construction of subsequent phases occurs. All of the permanent and interim facilities and impacts associated with Phase 1 are included within the Preferred Alternative. Phase 1 is described in detail in Section 2.2.2.

- **Bypass.** The Bypass is the 11-mile, access-controlled, four-lane highway that will connect Oregon 99W, just north of Newberg, to Oregon 18 just north of Dayton. The Bypass is a part of the Build Alternative, the recommended alternative and Preferred Alternative. ODOT made several relatively minor design changes to the Bypass for the Preferred Alternative. A detailed description of the Bypass can be found in Section 2.2.2.3.

- **Segments.** ODOT divided the project study area into nine segments (i.e., Segments1 through 7, 8.1 and 8.1A) to more readily gather input on the proposed facility geographically. The nine segments are the same for the Tier 2 DEIS and Tier 2 FEIS. A description of the segments can be found in Section 2.2.2.4.

- **Design Options.** Design options are choices for the design of the Bypass and its interchanges, as described in the Build Alternative. The Preferred Alternative includes selection of preferred design options. Section 2.2.2.4 provides a summary of the rationale for why these options were included in the Preferred Alternative.
Local Circulation Options. Local circulation options are choices for the design of local streets, as described in the Build Alternative. The Preferred Alternative includes selection of preferred local circulation options. Section 2.2.2.5 provides a summary of the rationale for why these options were included in the Preferred Alternative.

Bypass Approved Corridor. The Bypass Approved Corridor (Corridor) is the area of land established in 2005 when the Tier 1 ROD was signed by FHWA. The Corridor reflects the right-of-way needed to construct the Bypass as it was conceptually considered in the Tier 1 EISs and ROD. Since then, ODOT has been working with local jurisdictions to modify the Corridor to reflect inclusion of local roadway improvements and Tier 2 design changes. Figures in Section 2.2.2 illustrate the Corridor and the right-of-way required to construct the Preferred Alternative.

CONTENTS OF THE TIER 2 FEIS

The Tier 2 FEIS includes an executive summary, six chapters, and a set of appendices. The Tier 2 FEIS addresses the following information that was not available for the Tier 2 DEIS.

- Preferred Alternative
- Phase 1 of the Preferred Alternative
- Updated affected environment, environmental consequences and mitigation for the Preferred Alternative and Phase 1
- Updated required permit summary for the Preferred Alternative
- Documentation of substantive comments on the Tier 2 DEIS and responses to those comments

TIER 2 SUPPORTING DOCUMENTS

Tier 2 Final Technical Memoranda on 21 disciplines provide detailed information about the methodologies for impact analyses; existing conditions; results of the impact analyses; mitigation for the Preferred Alternative; as well as updated impact analysis and results and mitigation for the Preferred Alternative and Phase 1. The technical memoranda and addenda disciplines include:

- Transportation
- Land Use
- Right-of-Way
- Socioeconomic
- Environmental Justice
- Cultural Resources
- Parks and Recreation
- Utilities
- Air Quality
- Noise and Vibration
- Visual Resources
- Water Quality and Hydrology
- Wetlands
- Biological Resources
- Geotechnical
- Hazardous Materials
- Energy
- Climate Change
- Archaeological Resources
- Noxious Weeds
- Fish Resources

In addition, the Newberg Dundee Bypass Alternatives Analysis Report, Tier 1 DEIS, FEIS and ROD, Tier 2 DEIS and Section 4(f) Report are available upon request. See the Notice of Availability at the beginning of this Tier 2 FEIS for instructions on how to obtain a copy of these documents.
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