POST MEETING SUMMARY
May 26, 2010

POST Members in Attendance: Dan Danicic (alternate for Bob Andrews, City of Newberg); Phil Ditzler (Federal Highway Administration); David Haugeberg (Yamhill County Parkway Committee); Leslie Lewis (Yamhill County); Patti Milne (Marion County); Rick Olson (City of McMinnville); Tim Potter (ODOT Region 2); Don Sundeen (City of Dundee)

POST Members not in Attendance: Bob Andrews (City of Newberg); Kim Thatcher (Oregon House of Representatives, District 25); Jim Weidner (Oregon House of Representatives, District 24); Jolie White (City of Dayton); Richard Whitman (Department of Land Conservation and Development)

Staff: Kelly Amadour, Rod Thompson (ODOT); Bill Ciz, Lauren Golden, Donna Robinson (Parametrix)

Other Attendees: Floyd Aylor, John Bridges, Ted Crawford, Charlie Harris, and Elizabeth Sundeen,

Welcome & Introductions
- Kelly Amadour began the meeting with introductions of the POST members, staff, and other attendees.

Public Comment
- Elizabeth Sundeen requested that people on the mailing list receive notice of the POST meeting.

Meeting Purpose and Agenda Overview
- Tim explained that the purpose of the meeting is to provide the POST with a project update, review the Bypass segments and design options, present ODOT’s Recommended Alternative, and review the project schedule.

Project Status Update
- ODOT responded to FHWA’s comments on the Tier 2 DEIS and is finalizing the document for publication in the Federal Register. The scheduled release date is either June 4 or June 11. Following the release date, there will be a 45-day public comment period.
- During the Tier 2 DEIS public comment period, ODOT will continue to work on Goal Exceptions and land use actions. For areas outside of the Corridor, ODOT will need modifications to existing goal exceptions or new goal exceptions for portions of the Bypass that extend outside of the Corridor.
- Interchange Area Management Plans (IAMPs) will not be completed prior to the FEIS/Rod for the Bypass. IAMPs for the four Bypass interchanges will be completed prior to construction of the interchange.
- FHWA is currently reviewing the Biological Assessment. After ODOT responds to FHWA’s comments, FHWA will send the Biological Assessment to National Marine Fisheries for their review and concurrence.

Bypass Segment and Design Option Review
- Bill and Tim described the Bypass Segments, design options, local circulation options, and ODOT’s Recommended Alternative. A detailed description of each segment is included below.

Tiered Approach
- The proposed project is being conducted under a tiered NEPA process.
- The Tier 1 process for the proposed project began in January 2000. This process considered the impacts of alternative corridors for locating the Bypass around Newberg and Dundee, and identified opportunities for proposed mitigation for adverse impacts created by the project. Tier 1 ended in 2005
when FHWA issued a Record of Decision (ROD) on the Tier 1 FEIS. The ROD explains why FHWA made the decision to advance the proposed project to Tier 2 and use the Bypass Approved Corridor (Corridor) as the location to build the proposed project.

- The Tier 2 DEIS presents more detailed information on existing conditions in the project area, and evaluates potential project impacts of the No Build Alternative and the Build Alternative with its various design options and local circulation options. The design options in the Build Alternative provide choices for the Bypass roadway and interchanges, while local circulation options provide choices for the changes to local roads and streets that would be needed because of the Bypass.

General Bypass Description

- The proposed project is a four-lane, 11-mile, access-controlled expressway (the Bypass) located along the south sides of Newberg and Dundee, extending from the Oregon 99W/Oregon 18 junction near Dayton (approximately Oregon 18 milepost 51.6) to just past the top of Rex Hill, east of Newberg (approximately Oregon 99W milepost 19.6). Most of the proposed project is located in Yamhill County, but about 1,000 feet extends east of Newberg, along Oregon 99W, into Washington County.

Segment 1: Dayton Interchange

- There are no design options, but there are two local circulation options in this segment. Local Circulation Option A includes a connection of Kreder Road to the interchange. Local Circulation Option B includes a Ferry Street extension and a new bridge across the Yamhill River, instead of a direct connection of Kreder Road.

- The Dayton Interchange provides connections between Oregon 99W and the Bypass (Oregon 18). This is a partial cloverleaf interchange that serves all vehicle movements to and from the Bypass (Oregon 18) and Oregon 99W. The interchange has a single loop on-ramp in the southwestern quadrant for traffic entering the Bypass eastbound. The other three ramps provide access for all other traffic movements to and from the Bypass, Oregon 18, and Oregon 99W.

- Bill noted that a previous design option for Segment 1, which included a system interchange, was removed because of right-of-way and construction costs, and required approximately 30 acres of additional EFU land. Additionally, there was not much support from the public about the interchange design.

- Tim said that ODOT recommends Local Circulation Option A. This option costs less than Local Circulation Option B because it does not require that ODOT build the bridge over the Yamhill River. Tim noted that local service providers prefer Location Circulation Option A because of a quicker response time (about 3 minutes).

Segment 2: Dayton Interchange to Dundee Urban Growth Boundary

- The Bypass is at-grade with a landscaped (grass and shrubs) median about 42 feet wide. A frontage road will provide access to the Gun Club and nearby properties. Overcrossing structures and bridges in Segment 2 include:
  
  - From west to east, the Bypass crosses over Yamhill River Tributary G, Unnamed Stream 1, Hess Creek, and Hess Creek Tributary A.
  - Local road crosses over the Bypass and the railroad at Riverwood Road and Fulquartz Landing Road (west).
  - Fulquartz Landing Road (west) over Oregon 99W (providing a connection to Trunk Road).
  - Fulquartz Landing Road (east) over the Bypass (providing a connection to Parks Road).

- Tim said that there are no design options for Segment 2; therefore, Segment 2 is the Recommended Alternative.

- Tim also noted that DLCD is concerned about the frontage road from Riverwood Rd on west end of Bypass providing too high a level of service for planned uses.

Segment 3: Dundee UGB to East Dundee Interchange

- There are four design options in Segment 3. Design Options 3.A and 3.A2 are below-grade and Design Options 3.B and 3.B2 are at-grade. 3.A2 and 3.B2 have berms for visual screening. There are three
Bypass crossing options from Dundee to other side of the Bypass. The options are at 6th, 8th, and 10th Streets.

- Tim explained that ODOT prefers Design Option 3.B2. The below-grade design options are not advisable because of the high ground water levels in the area. ODOT recommends the 8th Street crossing because 8th street is an existing street.

**Segment 4: East Dundee Interchange**

- There are two design options in Segment 4. Design Option 4.1 is a diamond interchange and Design Option 4.2 is a partial cloverleaf. In both design options, an East Dundee connector road is proposed between Oregon 99W and the Bypass. The East Dundee connector road will connect to Oregon 99W with a loop ramp and end in an intersection. A structure over Oregon 99W would be in the location of existing Fox Farm Road. Fox Farm Road would be relocated adjacent to the vineyard. Hagey Road would also be relocated. There will be an overcrossing over the Bypass to connect the northern and southern portions of Columbia Empire Farms. The Bypass extends outside of the Corridor so that ODOT can stabilize soils near the Bypass.

- Tim explained that ODOT recommends Design Option 4.1 to minimize impacts to farmland.

- Leslie said that she remembered that Design Option 4.2 was preferable because of greater acceleration capacity and it would require a smaller ramp near the unstable soils area. Tim and Bill said that both design options provide sufficient capacity for future travel demand, and that ODOT choose the alternative that minimizes impact to farmland.

- Don asked about the size and height of the East Dundee connector road overcrossing. Tim said that the Tier 2 DEIS includes simulations for East Dundee connector road crossing.

**Segment 5: West Newberg to Oregon 219 Interchange**

- Segment 5 has three design options and no local circulation options. Design Options 5.1.C.2 and 5.1.D.2 have the same horizontal alignment. Design Option 5.1.C.2 is fully depressed and Design Option 5.1.D.2 is above grade on fill between College and River Streets and the railroad. 11th Street is closed. The SP Newsprint railroad spur, College and River Streets, and Wynooski Road cross over the Bypass. These design options avoid more of SP Newsprint and extend into the Hess Creek drainage area more than Design Option 5.2.D.

- Design Option 5.2.D is the same as 5.1.D.2 with the exception of the area near SP Newsprint. Design Option 5.2.D is closer to SP Newsprint than Design Option 5.1.D.2. Design Option 5.2.D allows ODOT to keep 11th Street open, limits fill in the Hess Creek area compared with other options, and requires fewer right-of-way takes on north side of Bypass.

- In this segment, the Bypass is near the end of the Sportsman Airpark runway. A truck traveling on Bypass is below the flight path of Sportsman Airpark. ODOT has coordinated with the Sportsman Airpark about their runway extension. The alignment of the Bypass will accommodate the extension. The Bypass right-of-way will determine the length of the extension.

- ODOT recommends 5.2.D. ODOT did not select the depressed design options because there are groundwater concerns with the all the below grade design options.

**Segment 6: Oregon 219 Interchange**

- Segment 6 is a partial cloverleaf connection between the Bypass and Oregon 99W. The partial cloverleaf design eliminates impacts to mobile homes in northeast and southwest quadrants. Wynooski and Wilsonville Roads are realigned. The total number of residential impacts is in the Tier 2 DEIS.

- A goal exception is required because the realignment of Wynooski road goes outside of the Corridor. Leslie commented that this area is within Newberg’s urban reserve area, and may be within the urban growth boundary at the time of construction and subsequently not require a goal exception modification. Tim responded that ODOT is pursuing the goal exception to stay on schedule.

**Segment 7: East Newberg to East Newberg Interchange**

- There are two design options in Segment 7. Design Option 7.4.C is closer to Providence Hospital and Design Option 7.5.C is closer to the golf course. The design options have identical horizontal alignments.
• ODOT recommends Design Option 7.5C. This design option is consistent with Chehalem Park and Recreation Department’s master plan and has fewer noise and vibration impacts to Providence Hospital. This option retains developable land at the hospital.

**Segment 8.1: East Newberg Interchange**

• There are no design options or local circulation options in Segment 8.1. This segment includes a directional interchange that provides free-flow movements between the Bypass and Oregon 99W. Westbound traffic heading toward Newberg on Oregon 99W (north of the Bypass) stays in the left lanes and continues onto the Bypass or exits in the right lanes via a new ramp to Oregon 99W. The ramp connects to existing Oregon 99W west of Benjamin Road.

• Eastbound traffic on Oregon 99W leaving Newberg is rerouted south of existing Oregon 99W to an entrance ramp that crosses under the Bypass and reconnects to Oregon 99W near Corral Creek Road. Traffic traveling on the Bypass continues through the interchange and enters Oregon 99W in the left lanes.

• A separate eastbound truck lane is provided going up Rex Hill for slow-moving trucks. The truck lane merges with eastbound Oregon 99W traffic entering Oregon 99W and continues up Rex Hill.

• Drivers cannot make movements from eastbound Oregon 99W to the westbound Bypass.

• Providence Road is extended. A frontage road will serve Rex Hill Winery and other local properties.

• ODOT recommends Segment 8.1

**Segment 8.1A: Rex Hill**

• There are no design options or local circulation options in Segment 8.1A. Oregon 99W is two-way separate by a barrier. Drivers cannot make u-turns on Oregon 99W. All access will be eliminated except for Quarry Road. Lanes are added to Oregon 99W in both directions to provide safe merging and separation of traffic movements at the interchange.

• ODOT recommends Segment 8.1A.

• A POST member asked if there is a signalized intersection at Quarry Road. Tim said that it is not currently in the design.

**Project Schedule**

• Tim reviewed the project schedule, included below.

  **June 2010**
  - Newsletter and website updates
  - Release Tier 2 DEIS
  - Public comment period begins
  - Public Hearing (June 29)

  **July 2010**
  - Public comment period ends
  - Select Preferred Alternative
  - CETAS concurrence point on preferred alternative

  **Summer/Fall 2010**
  - Respond to public comments
  - Prepare Tier 2 FEIS
  - Goal Exception and Land Use Actions
  - Newsletter

  **Fall 2010**
  - Biological Opinion
  - Recommendation Document

  **Winter 2010**
  - POST meeting
  - Newsletter
  - Release Tier 2 FEIS
  - Issue ROD

**Miscellaneous comments**
• A POST member asked what the relationship will be between FHWA and ODOT when addressing public comments. Rod said that ODOT will respond to comments and FHWA will review the responses.
• Bill and Tim explained that it is not uncommon for there to be some deviations from Tier 1 EIS Record of Decision to the Tier 2 DEIS. These deviations are discussed in Tier 2 DEIS.
• Charlie Harris asked why ODOT did not reconsider Option 4, which was considered in the Tier 1 EIS and included a slow truck climbing lane at Rex Hill (similar to Segment 8.1A). David said that Option 4 (Northern Corridor) was not rejected simply because of Rex Hill climbing lane, but because of other reasons as well. Tim added that in a tiered EIS process, the decision made in the Tier 1 EIS is a baseline for the Tier 2 EIS. Agencies do not reevaluate options dismissed in the Tier 1 process during the Tier 2 process.
• ODOT explained that the public hearing will include an open house area where the public can review boards about the project and visit with staff. There will be two short presentations, followed by public testimony. The public can also provide one-on-one testimony to a court report.
• Charlie Harris expressed concern about having only one public hearing. He suggested that there should be more than one.
• Rick Olson said that he appreciates the work of ODOT and FHWA towards getting the Tier 2 DEIS to publication. Leslie Lewis added that she would also like to thank ODOT, Parametrix, and FHWA. David Haugeberg expressed thanks to Phil Ditzler.
• Charlie Harris asked about how phasing, as described in HB 2001, will be addressed in the Tier 2 DEIS. Tim said that FHWA and ODOT made a decision to not address phasing as described in HB 2001 in the Tier 2 DEIS. They want to conclude this process of analyzing the Bypass in its entirety. Phil Ditzler added that he believes that the NEPA process is advancing properly.

Wrap-up
• The next POST meeting will be held before the Tier 2 DEIS is released.