

Region 2
2010-2013 Development STIP
Modernization Project Criteria Summary Report

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Project Name: OR-18: Newberg – Dundee Bypass

Key Number: 12819

Project Location: Bypass of the Cities of Newberg and Dundee, leaving OR 99-W (Pacific Highway West) north of the City of Newberg and connecting to OR-99W and OR-18 (Salmon River Highway) near the City of Dayton (MP 21.00-29.79).

Total Estimated Project Cost for the Identified Milestone: \$27,390,000

Project Description: The Newberg – Dundee Transportation Improvement Project (NDTIP) includes a variety of transportation and land use actions needed to solve congestion problems in the Newberg/Dundee area. A Location Environmental Impact Statement (LEIS) has been completed and a Record of Decision (ROD) issued which identifies the corridor in which the bypass will be located. Oregon Department of Transportation (ODOT) has initiated preparation of four Interchange Area Management Plans (IAMP) for the interchanges proposed as part of the bypass. These IAMPs will ultimately be adopted by the affected jurisdictions and incorporated into their comprehensive plans. ODOT has also initiated the preparation of a design/construction level environmental impact statement (EIS). Sufficient funding has been programmed to complete this task. The funding for this project will be used to purchase right of way to preserve strategic locations in the corridor adopted through the LEIS.

Project Eligibility

Supports Development STIP definition: This is a Development Section, Statewide Transportation Improvement Program (D-STIP) project. The milestone to be completed with this project is strategic right of way acquisition. This milestone can be pursued while the design/construction EIS is in preparation.

Addresses unmet need identified in an existing plan, or mode and function of a need, or is a statewide significant or federal discretionary project: All affected cities and Yamhill County have incorporated the corridor identified in the LEIS into their respective comprehensive plans, including the adoption of necessary exceptions to statewide planning goals. The LEIS, along with local agency approvals, establishes the need, mode, function, and location for the project.

Milestone to be completed: Right of way acquisition.

Project Prioritization

D-STIP suitability, milestones already completed, identified funding scenario through construction: This project proposes additional funding for right of way acquisition which is an approved D-STIP milestone. The LEIS has been completed and the ROD issued. All necessary land use actions have been taken by the affected local agencies to incorporate the project into their respective comprehensive plans. The 2008-2011 STIP identifies funding from a variety of sources (federal earmarks, Oregon Transportation Improvement Act III, National Highway System, local) for development and right of way acquisition for this project.

Support of OHP policies: The bypass project will improve livability in the downtown areas of Newberg and Dundee (OHP Policy 1B). OR-99W in this area is designated as a freight route and improvement in this corridor will benefit freight mobility and efficiency (OHP Policies 1C and 4A). Finally, access management standards will be implemented on the bypass and in the area of the interchanges (OHP Policies 3A and 3C).

Leverage of other funds or benefits: As described above, several funding sources, including local contributions (\$225,000). The funding provided in the 2006-2009 STIP was used as leverage to obtain the SAFETEA-LU earmark. Given the magnitude of this project, it is anticipated that full funding (over \$500 million) will only be derived through additional earmarks or other funding sources.

Support of additional ACT criteria: In addition to the prioritization factors adopted by the OTC, the MWACT adopted two additional factors: 1) Congestion; and 2) Transportation Safety.

OR-99W is currently operating above levels specified in the 1999 OHP Mobility Policy. The selected project will improve highway operations in Newberg and Dundee. Several top 10% crash sites, as identified in the Safety Priority Index System (SPIS) are located in the study area on OR-99W. Improving road geometry and reducing congestion will improve vehicle movements through the corridor, thus improving traffic safety.