

**Bypass #5 - Noti-Veneta Bypass, OR 126W, Florence-Eugene Highway,
Highway 62 (MP 40.78-42.29)**

Description: OR 126 West is a principal arterial in the National Highway System from US 101 in Florence to I-5 in Eugene. The corridor is primarily used for travel from Eugene to Veneta and Florence, destinations for tourism and recreational travel. Most of OR 126W is a two-lane highway.

Draft Environmental Impact Statement: 1979

Proposed project: The facility proposed in the Draft Environmental Impact Statement would replace a narrow two-lane roadway on a curving, rolling alignment with no passing lanes. The existing roadway was the main street of Noti. The proposed highway was to be almost entirely on a new alignment 7.16 miles long.

Construction: The project was built in two phases. The 1.22-mile bypass section was constructed in 1996.

Purpose and need:

- To replace a substandard roadway system with a shorter highway facility of modern standards,
- To increase capacity, particularly for traffic with regional destinations, and
- To improve safety by reducing the number of potential traffic conflicts.

Land Use: The prominent land uses are forest and agricultural. Residential uses are concentrated in communities, but also scattered along public roads on large parcels. Noti is a rural unincorporated community and had about 110 residences and several businesses and a large lumber mill in 1997. The City of Veneta has residential, commercial and industrial uses and an elementary school.

Traffic volumes: The highway had a moderate ADT of 3,600 vehicles, well within the capacity in 1979. In 2000 ADT was 5,300. Traffic can double on summer weekends. Peak volumes are in July.

Crash rates: There was an average accident rate of 2.89 per million vehicle miles of travel in this section for 1972-1976. This was substantially higher than the statewide average of 1.60. Many of the accidents were the type associated with numerous accesses or intersections with a highway. In 1998-2000, the average crash rate was 0.91 per million vehicle miles traveled, slightly higher than other rural highways. The primary types of collision were fixed or other object, sideswipe/overtaking and parking movement.

Population: At the time of the DEIS, the area of the project was experiencing rapid population growth. In 1979 Veneta's population was 2,240; Noti's 450; and Elmira's 620.

Analysis: According to the *Florence to Eugene Interim Corridor Strategy for OR 126 West*, the

east and west segments of the Noti-Veneta Bypass have substantially increased capacity and reduced congestion in those areas. No development is evident along the bypass.

Primary sources:

Florence to Eugene Corridor, Oregon Highway 126 West, U.S. 101 to I-5 Interim Corridor Strategy, Draft, September 1997 Noti-Veneta Section, Florence-Eugene Highway, No. 126, Draft Environmental Impact Statement, October 1979