

Public Hearing September 12, 2012. Please join us!

Date: Wednesday, September 12

Time: 7 p.m. to 9 p.m.

Place: Lockwood Middle School, Commons (Eileen Johnson Building),
1932 U.S. Hwy 87 E, Lockwood

Copies of the Draft EIS are available for review at:

- MDT Billings District Office, 424 Morey Street, Billings, MT
- Montana State University Billings Library, 1500 University Drive, Billings, MT
- City-County Planning Department, 4th Floor Parnly Billings Library, 510 N. Broadway, Billings, MT
- Yellowstone County Commissioners Office (County Courthouse), 217 N. 27th Street, Room 403, Billings, MT
- MDT Environmental Services Bureau, 2960 Prospect Avenue, Helena, MT
- Lockwood Water & Sewer District, 1644 Old Hardin Road, Lockwood, MT

The Draft EIS may also be viewed and comments may be submitted on the MDT website at:

http://www.mdt.mt.gov/pubinvolve/cis_ca.shtml

Comments are due by October 1, 2012, and should be sent to Tom Martin, P.E., Environmental Services Bureau Chief, at Montana Department of Transportation Environmental Services, 2701 Prospect Avenue, PO Box 201001, Helena, Montana 59620-1001.

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BILLINGS BYPASS EIS

NCPD 56(55)CN 4199

Issue No. 6

What is the Billings Bypass Environmental Impact Statement?

The Environmental Impact Statement (EIS) summarizes the results of the evaluation of a No Build Alternative and three "build" alternatives to improve access and connectivity between I-90 and Old Hwy 312, and to improve mobility in the eastern area of Billings. Each build alternative must meet the following needs:

- Reduce physical barrier impacts to the transportation system
- Improve connectivity between Lockwood and Billings
- Improve mobility to and from Billings Heights
- Improve truck/commercial vehicle access to and through Billings

Based upon this evaluation, the Final EIS will identify a Preferred Alternative for a new roadway alignment between I-90 and Old Hwy 312.

Project Phasing

The recommended Preferred Alternative would likely include two phases of construction. The first phase is anticipated to consist of construction of a two-lane facility. The two-lane facility would be an interim solution that meets the traffic needs within the 20-year planning horizon. The second phase of the recommended Preferred Alternative would consist of the construction of the remaining two lanes of the alignment, in order to achieve a four-lane facility. Completion of the full four-lane roadway would serve as a long-term solution that would meet the projected traffic needs outside of the 20-year planning horizon.



See inside this newsletter for detailed information on the alternatives.



Billings Bypass EIS

NCPD 56(55) CN 4199

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Summer 2012

Alternatives under consideration have been narrowed down to three!

The Alternatives Screening process resulted in three build alternatives that were advanced for detailed analysis in the Draft EIS. The elements of each of these alternatives are discussed in this newsletter on the following pages:

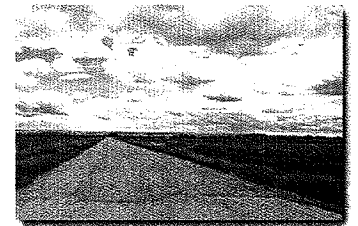
- Mary Street Option 1 (page 3)
- Mary Street Option 2 (page 4)
- Five Mile Road (page 5)

A map of all three alternatives is shown inside on page 2.

What are "primary" and "secondary" corridors?

Each of the proposed alternatives consists of a "primary" corridor, which is the proposed alternative alignment, and a "secondary" corridor, which is an existing roadway that would undergo improvements to accommodate traffic that would be attracted to the alternative.

The need for secondary corridor improvements was identified during the alternatives screening process, which included an analysis of alternative-related traffic impacts to the existing roadway network. The analysis revealed that improvements to existing routes north of the Yellowstone River would be necessary to accommodate the increase in traffic generated by each of the alternatives.



This segment of Five Mile Road would be improved under all build alternatives

Proposed Alternatives

Mary Street Option 1:

Approximately 5 miles long, the primary corridor connects I-90 to Old Hwy 312 with a new bridge across the Yellowstone River. Proceeding north from I-90 along Johnson Lane, the alternative continues northeast along Coulson Road, crosses the railroad, and continues northwest to the Yellowstone River.

North of the Yellowstone River, the alternative proceeds directly west to Mary Street and parallels the existing road, terminating at Old Hwy 312. The existing Mary Street would be used as an access road for local residents.

Mary Street Option 2:

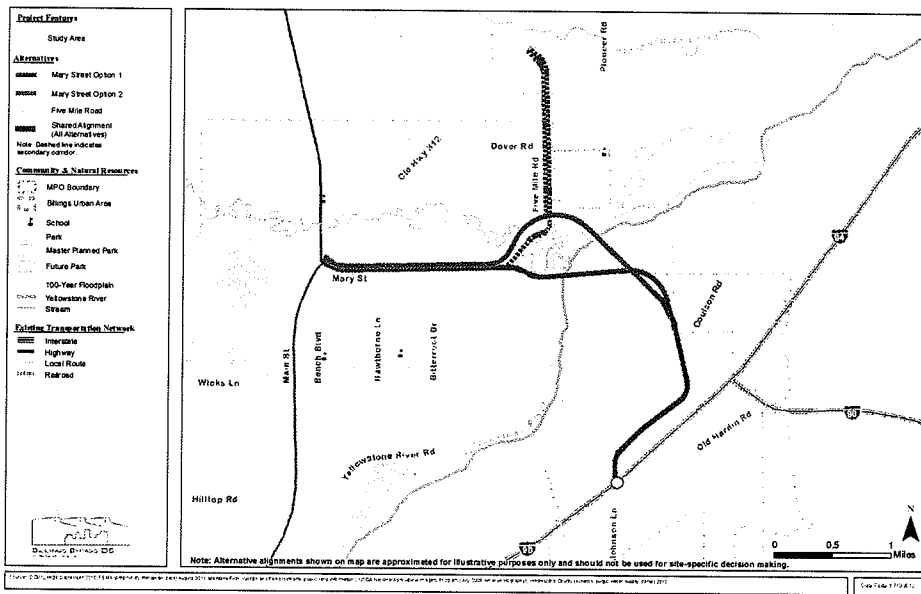
Approximately 5 miles long, the primary corridor connects I-90 to Old Hwy 312 with a new bridge across the Yellowstone River. Proceeding north from I-90 along Johnson Lane, the alternative continues northeast along Coulson Road, crosses the railroad, and continues northwest to the Yellowstone River.

North of the Yellowstone River, the alternative proceeds northwest and then curves southwest toward Mary Street. The alternative parallels the existing road, terminating at Old Hwy 312. Mary Street would be used as an access road for local residents.

Five Mile Road:

Approximately 4.5 miles long, the primary corridor connects I-90 to Old Hwy 312 with a new bridge across the Yellowstone River. Proceeding north from I-90 along Johnson Lane, the alternative continues northeast along Coulson Road, crosses the railroad, and continues northwest to the Yellowstone River.

North of the Yellowstone River, the alternative proceeds north along the Five Mile Road corridor. Five Mile Road would be reconstructed to extend north of Dover Road and terminate at Old Hwy 312. Mary Street would be reconstructed along its existing alignment to City of Billings standards for an urban arterial roadway.



Public Hearing September 12, 2012. Please join us!

Public involvement is a crucial component of the decision-making process for this project. We want to hear from you! Please attend a public hearing about the release of the Draft EIS. The public hearing will provide a summary of the DEIS and an opportunity for you to comment on the proposed alternatives and the proposed measures to mitigate impacts to natural and community resources. There will be a short presentation, a question-and-answer session, followed by an opportunity for the public to make comments to the attendees.

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Next Steps

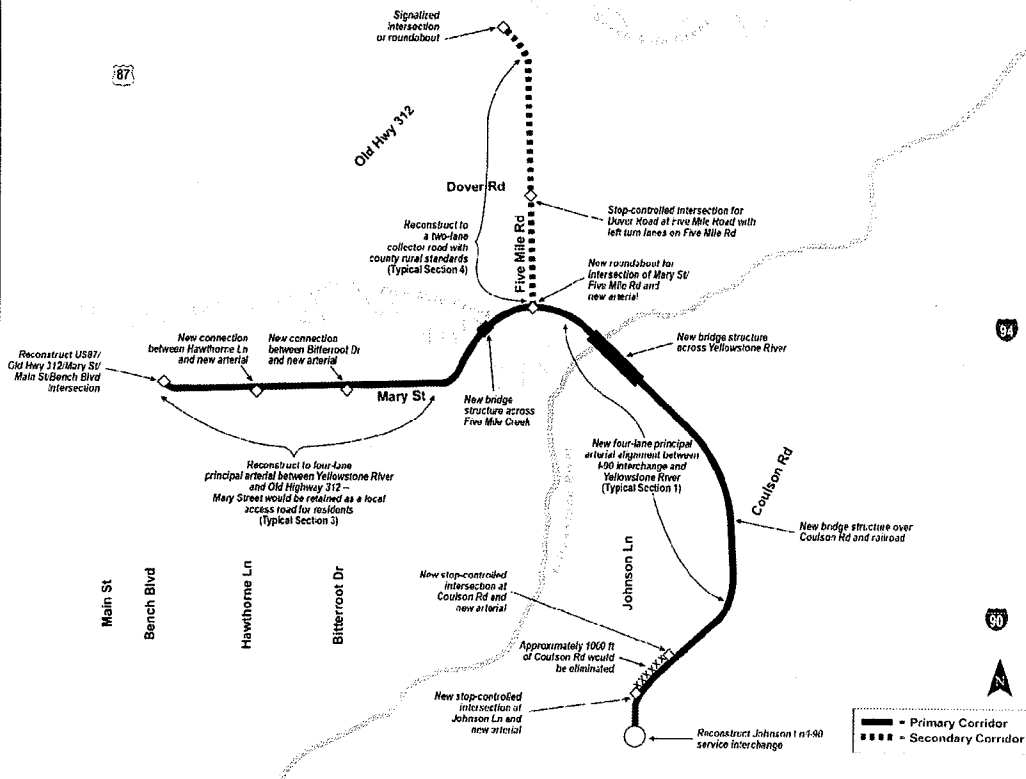
The following project activities are anticipated by the end of 2012:

Summer 2012 – Agency and public review of the Draft Environmental Impact Statement (EIS)

Fall 2012 – Incorporate agency and public comments and prepare the Final EIS

Winter 2012 – Release the Final EIS

Mary Street Option 2 Alternative



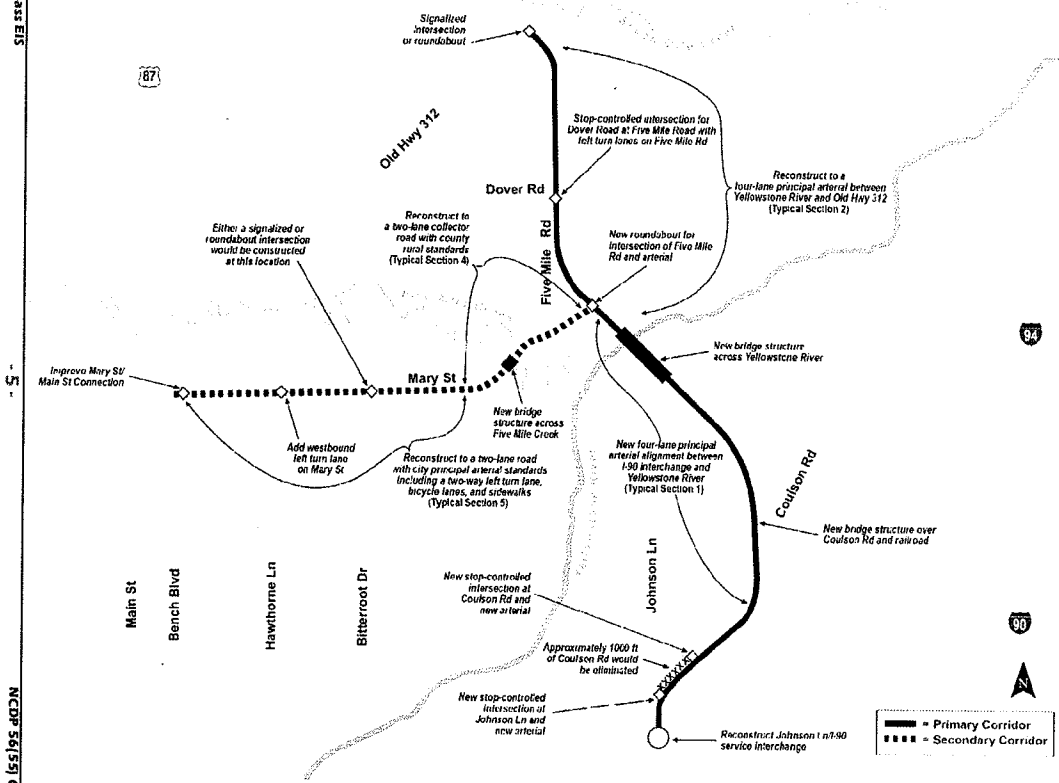
Primary Corridor

- Same as Mary Street Option 1, but bridge construction over the Yellowstone River is north of Five Mile Creek.

Secondary Corridor

- Reconstruction of the existing Five Mile Road corridor.
- Construction of a new segment of Five Mile Road between Dover Road and Old Hwy 312.
- Construction of a new bridge over Five Mile Creek.

Five Mile Road Alternative



Primary Corridor

- Approximate 4.5 mile connection from I-90 to Old Hwy 312.
- Construction of new bridge across Yellowstone River north of Five Mile Road.
- Reconstruction of Five Mile Road to extend north of Dover Road and terminate at Old Hwy 312.

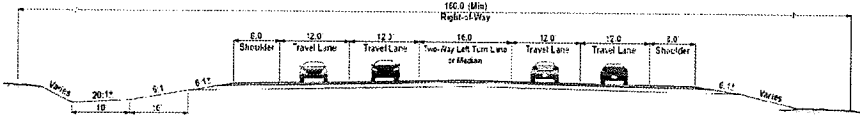
Secondary Corridor

- Reconstruction of the existing roadway connection between Mary Street and Five Mile Road.
- Reconstruction of Mary Street to City of Billings urban arterial standards, including the following improvements:
 - Two travel lanes with two-way left-turn lane
 - Curb and gutter
 - Pedestrian facilities
- Construction of a new bridge over Five Mile Creek.

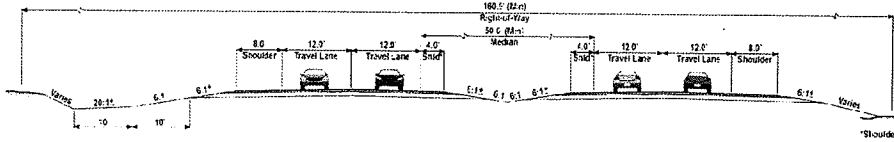
Typical Sections

Typical sections are cross-sections that are representative of the roadway design throughout the project area. The proposed typical sections are based on the design standards for each segment. The lane widths and configurations are displayed below for illustrative purposes. Based on the demand for the proposed project as opening year approaches, the roadway may be striped with a lesser configuration (for example, two lanes instead of four, or facilities on the bridge may be configured to accommodate pedestrians on one side to allow wider shoulders for vehicle breakdown areas).

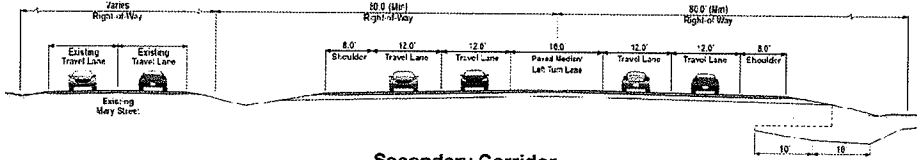
Primary Corridor
Urban Principal Arterial
Typical Section 1



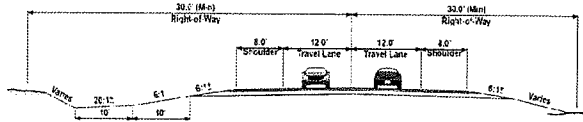
Rural Principal Arterial
Typical Section 2



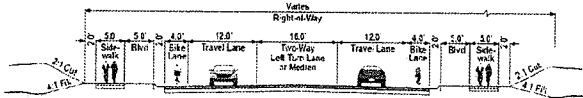
Urban Principal Arterial with Local Access Road
Typical Section 3



Secondary Corridor
Yellowstone County Local Road
Typical Section 4



City of Billings Urban Arterial Roadway
Typical Section 5



Primary Corridor

- Approximate 5 mile connection from I-90 to Old Hwy 312.
- Construction of new bridge across Yellowstone River south of Five Mile Creek.
- Construction of roadway paralleling north side of Mary Street.

Secondary Corridor

- Reconstruction of the existing roadway connection between Mary Street and Five Mile Road.
- Reconstruction of the existing Five Mile Road corridor.
- Construction of a new segment of Five Mile Road between Dover Road and Old Hwy 312.
- Construction of a new bridge over Five Mile Creek.

Mary Street Option 1 Alternative

