



BILLINGS BYPASS EIS
NCPD 88185/CH 4189

WELCOME

TO THE

BILLINGS BYPASS EIS

OPEN HOUSE

Wednesday, April 09, 2014 ♦ 6:00PM - 8:00PM ♦ Bitterroot Elementary School Gymnasium ♦ 1801 Bench Blvd ♦ Billings, MT



PLEASE
SIGN
IN
HERE



U.S. Department of Transportation
Federal Highway Administration



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BILLINGS BYPASS EIS
NCPD 56(55)CN 4199

Open House Stations

Welcome to our open house for the Billings Bypass Final Environmental Impact Statement (EIS). Please visit the various stations around the room to learn more about the project, discuss your questions and concerns with staff, and pick up informational handouts.

1 WELCOME

Sign in and refreshments.

2 PROJECT OVERVIEW

Looping video that presents an overview of the project and the Build Alternatives.

3 PUBLIC INVOLVEMENT PROCESS

Discusses public outreach efforts and the comments received on the Draft EIS.

4 ALTERNATIVES CONSIDERED

Discusses the alternatives considered throughout the project and describes the three Build Alternatives analyzed in the Final EIS.

5 PREFERRED ALTERNATIVE

Explains the Preferred Alternative selection process and describes the Preferred Alternative.

6 FLYOVER VIDEO

Looping video that presents a simulation of the Preferred Alternative.

7 PHASED IMPLEMENTATION

Discusses funding constraints and the proposed phased implementation of the project.

8 CHANGES IN THE FEIS

Explains the differences between the Draft EIS released to the public in August of 2012, and the Final EIS released to the public in March 2014.

Discusses responses to the comments received on the Draft EIS.

9 NEXT STEPS

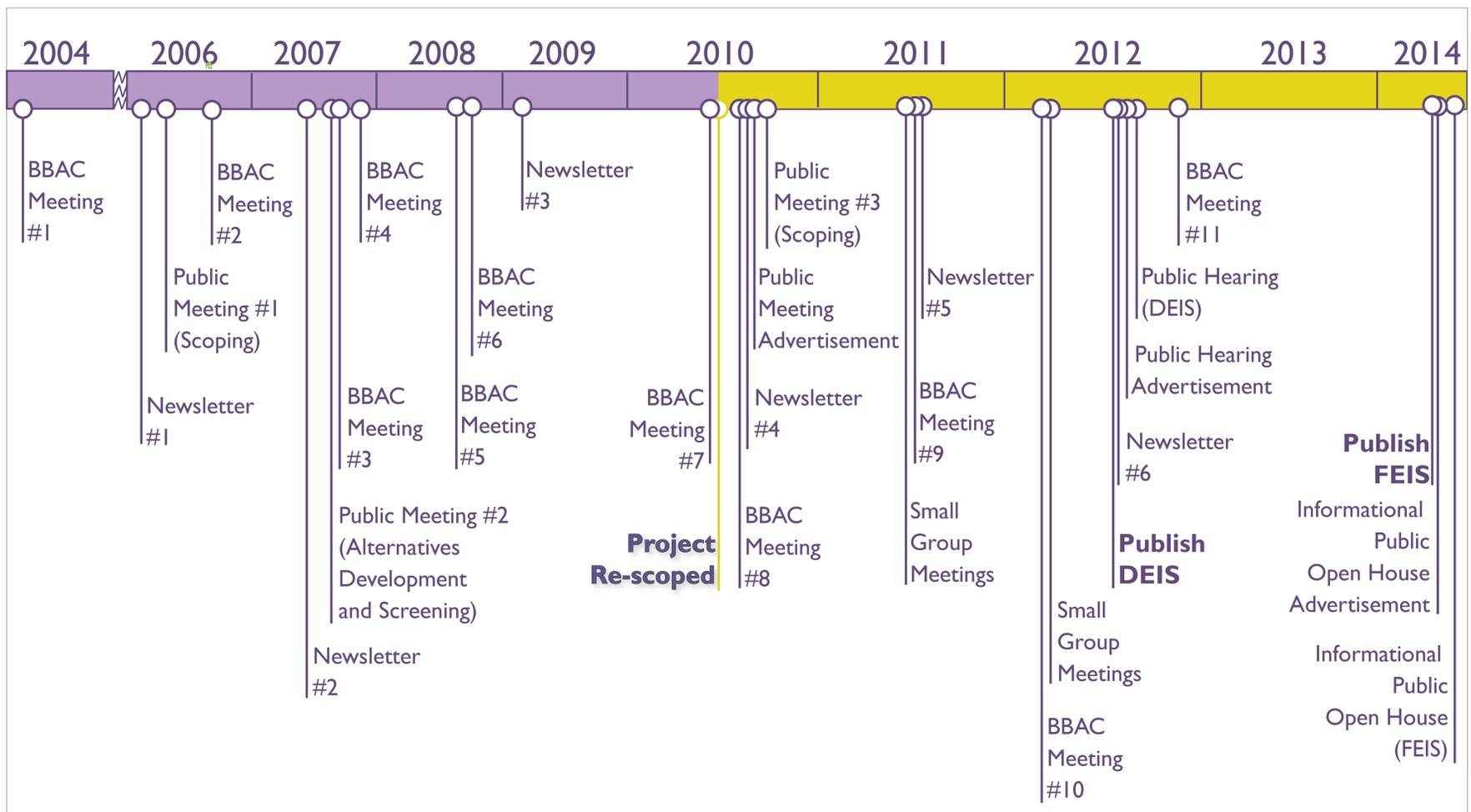
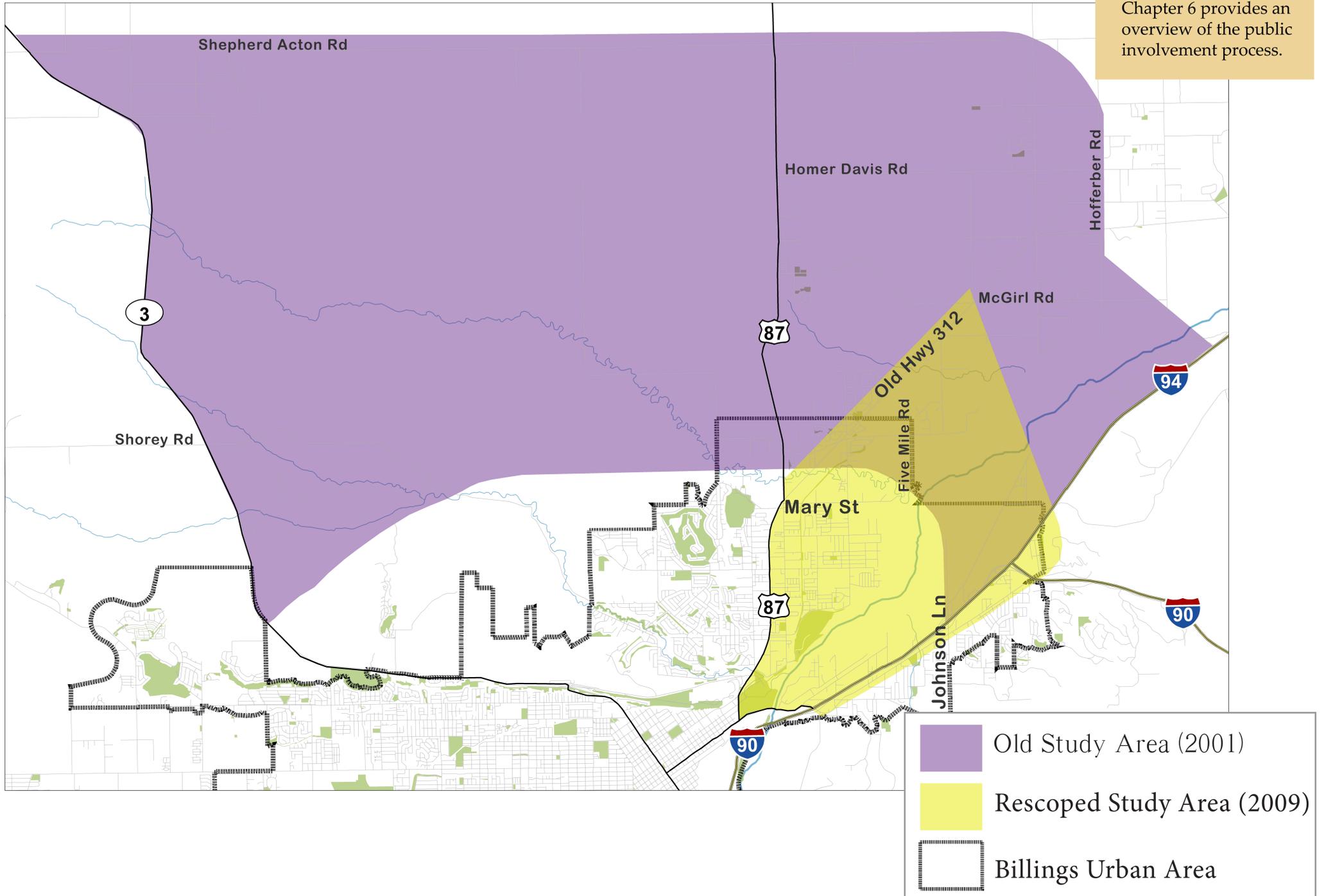
Describes the next steps in the project as it moves from the environmental phase to the design phase.



Public Involvement

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MORE**

Chapter 6 provides an overview of the public involvement process.





WHAT WERE THE COMMENT THEMES?

- ▶ Preferences for or against specific alternatives
- ▶ Requests for new alternatives or modifications to the build alternatives
- ▶ Questions or concerns about impacts

BY THE NUMBERS...

- ▶ 124 total written comments
- ▶ 16 verbal testimonials at the public hearing
- ▶ 1 petition signed by 370 people stating opposition to any of the build alternatives

WHAT DID WE LEARN AND HOW WERE COMMENTS ADDRESSED?

- ▶ Each comment was considered and responded to individually in Appendix J of the FEIS.
- ▶ Comments reflected a need to better describe alternatives and provide a better level of detail.
- ▶ Chapter 2 was revised to clarify the description of the alternatives and the alternatives screening process.
- ▶ Comments about groundwater conditions along Mary Street led to a more in-depth review of existing conditions and impacts.
- ▶ The Alternatives Report, which contains detailed information on the screening process, was included as Appendix I to the FEIS.

LEARN

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Appendix J contains all the comments received on the DEIS during the comment period and responses from the project team.

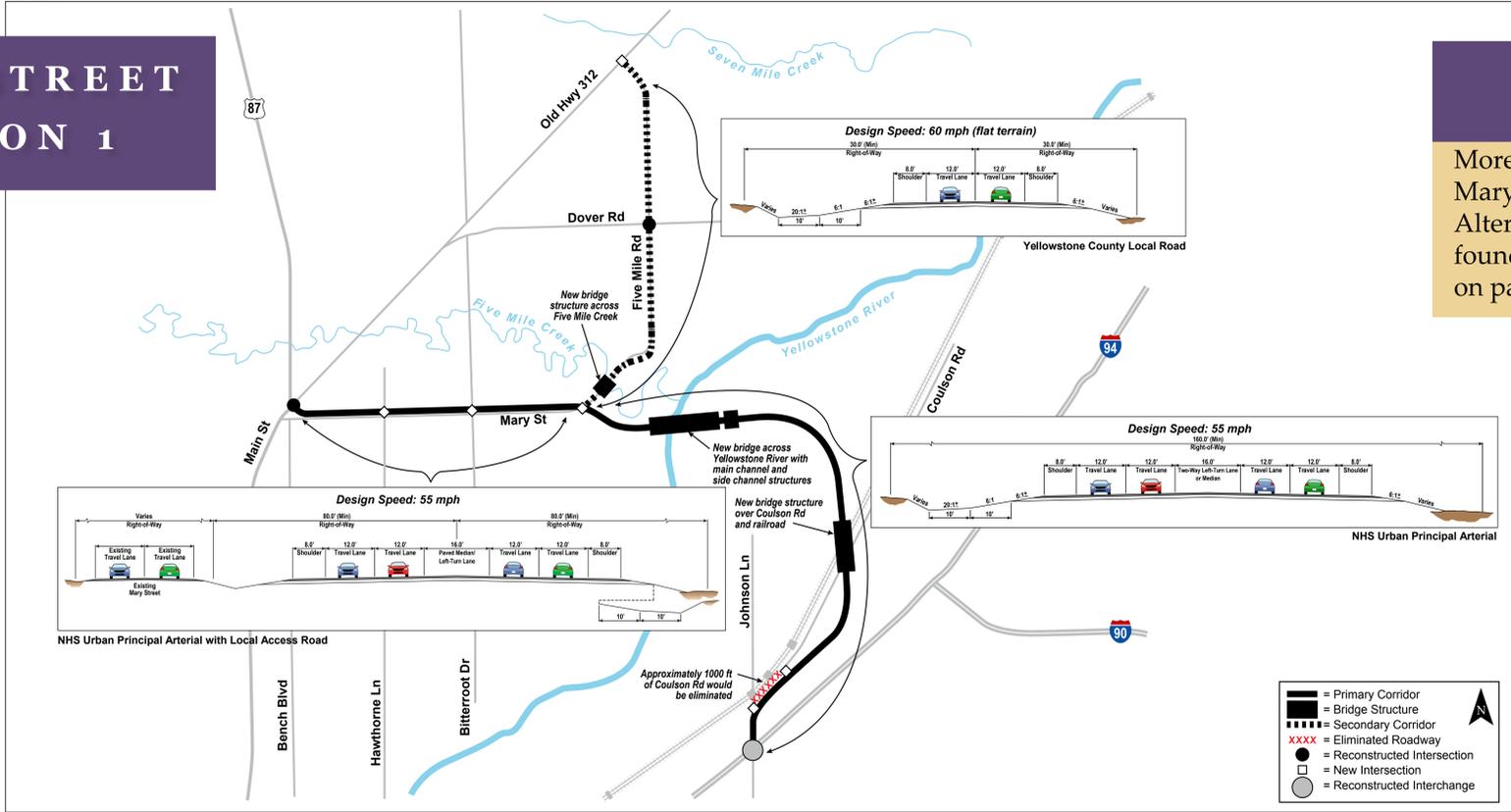


Build Alternatives

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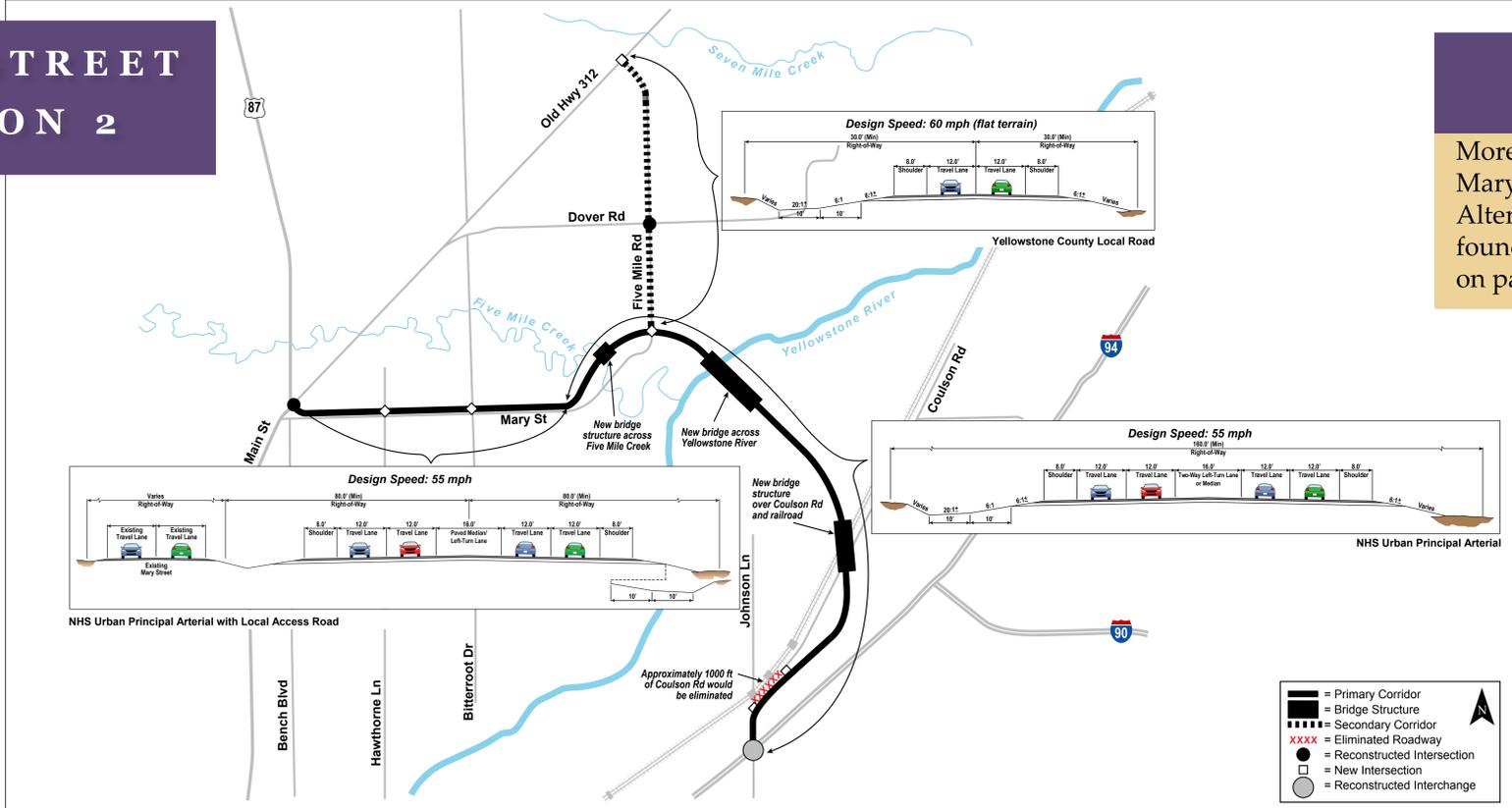
MARY STREET OPTION 1



LEARN MORE

More information on the Mary Street Option 1 Alternative may be found in Section 2.3.2.1 on page 2-11 of the FEIS.

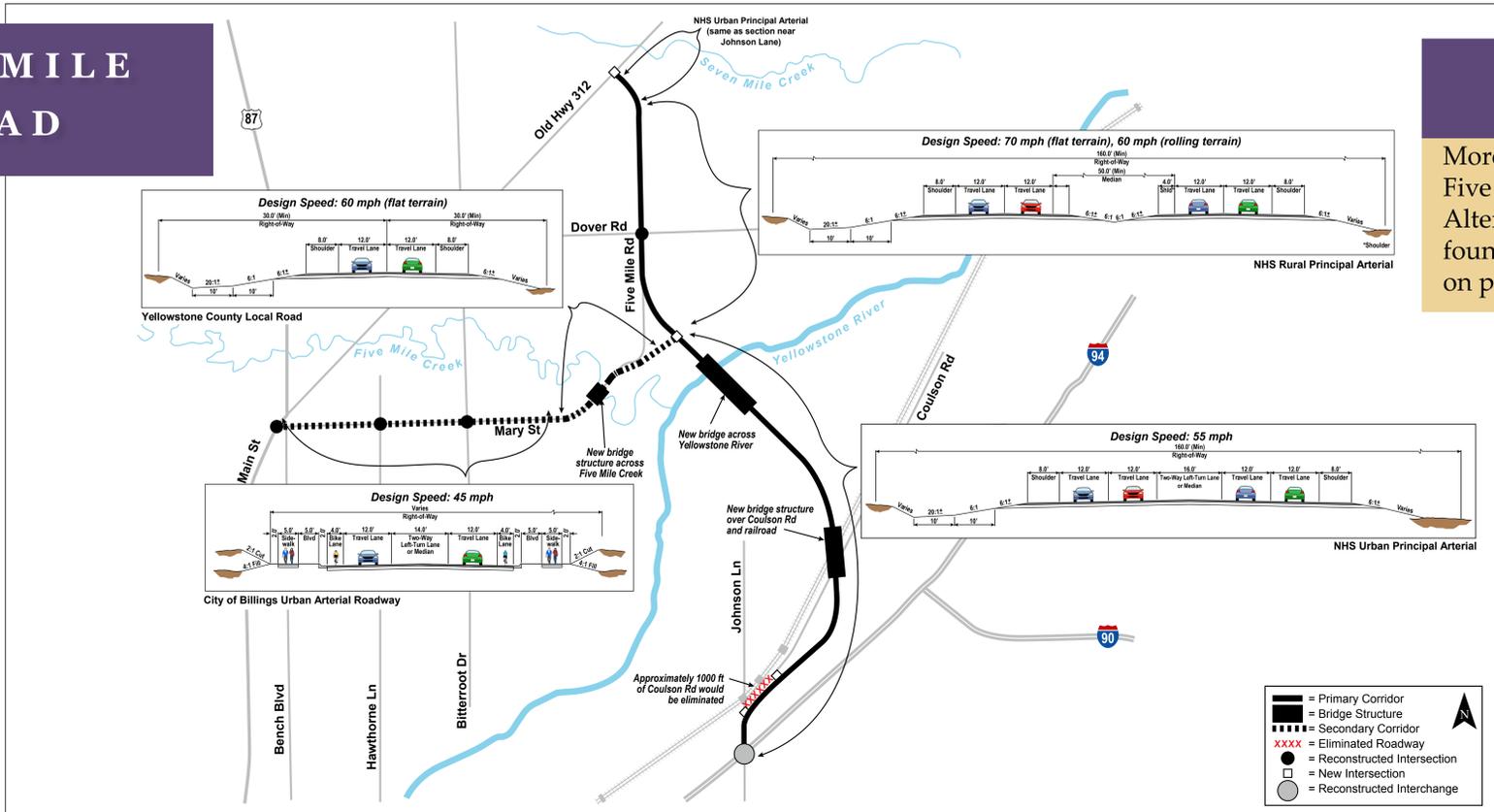
MARY STREET OPTION 2



LEARN MORE

More information on the Mary Street Option 2 Alternative may be found in Section 2.3.2.2 on page 2-15 of the FEIS.

FIVE MILE ROAD



LEARN MORE

More information on the Five Mile Road Alternative may be found in Section 2.3.2.3 on page 2-19 of the FEIS.



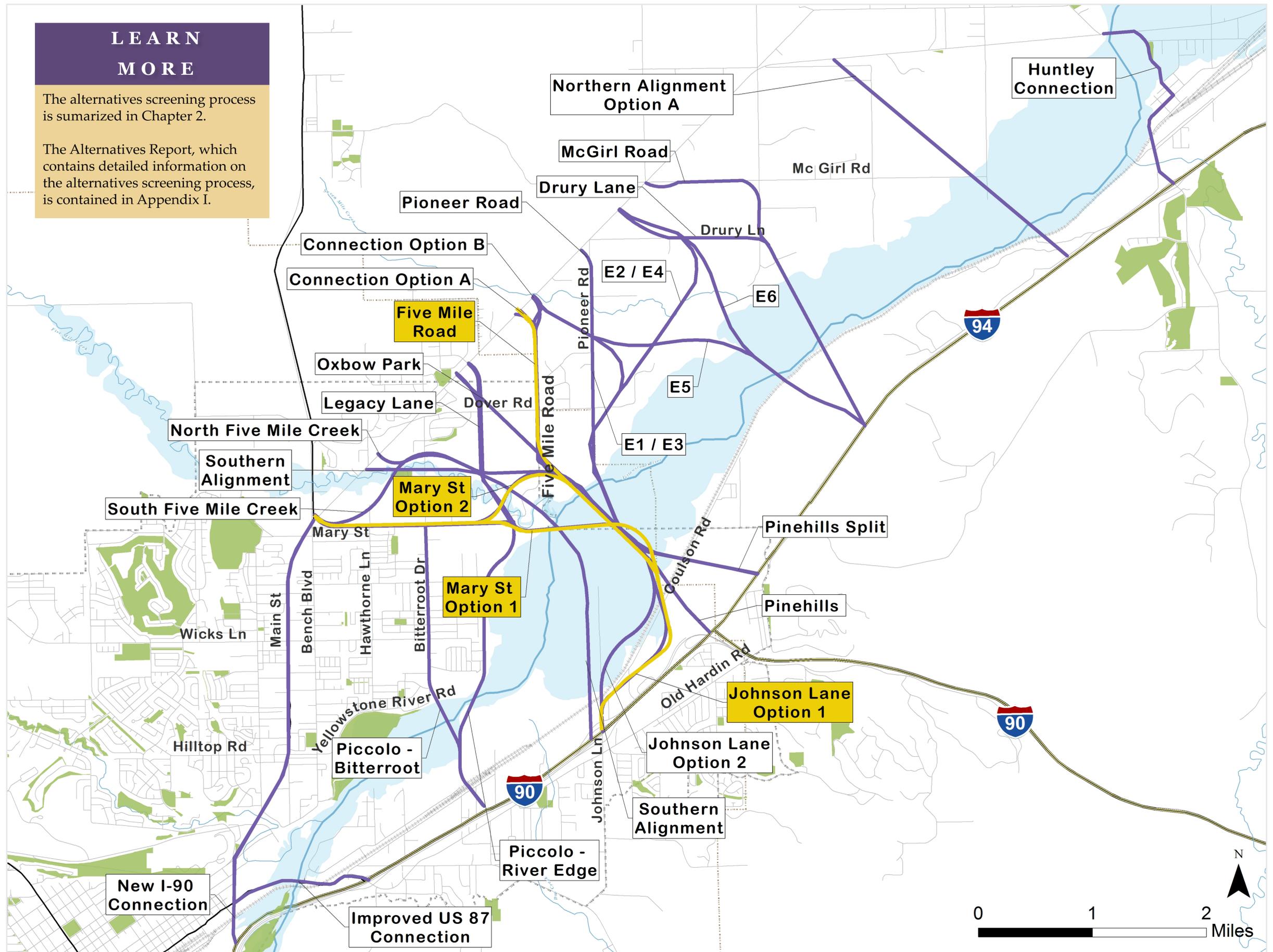
All Alternatives Considered

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The alternatives screening process is summarized in Chapter 2.

The Alternatives Report, which contains detailed information on the alternatives screening process, is contained in Appendix I.





Selection of the Preferred Alternative

Table 2.4: PURPOSE AND NEED PERFORMANCE IMPROVEMENTS

PERFORMANCE CATEGORY/ PROJECT NEED	MARY STREET OPTION 1	MARY STREET OPTION 2	FIVE MILE ROAD	SIGNIFICANT DIFFERENCE?
Reduced physical barrier impacts on traffic operations	15,900 Average Daily Traffic (ADT)*	15,600 ADT*	13,000 ADT*	Mary Street Options outperform Five Mile Road
Connectivity improvements between Lockwood and Billings	30% reduction in ADT**	29% reduction in ADT**	23% reduction in ADT**	Mary Street Options outperform Five Mile Road
Mobility improvements	12% reduction in accidents in study area	Same as Mary Street Option 1	9% reduction in accidents in study area	Mary Street Options outperform Five Mile Road
	Reduction from 11 to 4 intersections operating at Level of Service (LOS) E/F	Same as Mary Street Option 1	Reduction from 11 to 5 intersections operating at LOS E/F	Mary Street Options outperform Five Mile Road
Travel time between Old Hwy 312/US 87 and I-90 at Johnson Lane	7.4 minutes travel time	7.6 minutes travel time	9.9 minutes travel time	Mary Street Options outperform Five Mile Road

* ADT estimate is at the proposed Yellowstone River and proposed MRL Railroad crossings. Higher numbers indicate fewer physical barriers.

** Reduction in ADT is on US 87 from 1st Ave. to Lockwood Interchange compared to the No Build. High reduction in ADT is beneficial.

Results of the initial analysis demonstrate that the Mary Street alternatives perform better than the Five Mile Road Alternative when measured against the Purpose and Need.

LEARN MORE

More information on the preferred alternative selection process may be found in Section 2.4 on page 2-30 of the FEIS.



Summary of Direct Impacts

Table 2.5: SUMMARY OF DIRECT IMPACTS

EFFECT TYPE	MARY STREET OPTION 1	MARY STREET OPTION 2	FIVE MILE ROAD
RESOURCE: TRANSPORTATION			
Change in Vehicle Miles Traveled (VMT) in 2035	Increase of 3,600 VMT	Increase of 3,480 VMT	Increase of 7,450 VMT
Change in Vehicle Hours Traveled (VHT) in 2035	Decrease of 1,315 VHT	Decrease of 1,300 VHT	Decrease of 1,080 VHT
Level of Service (LOS) in 2035	15 intersections with all approaches at LOS C or better	Same as Mary Street Option 1	Same as Mary Street Option 1
Accessibility During Transportation Operation	Lockwood to Billings/ Billings Heights: Improved Lockwood to Mary Street and north along US 87: More improved	Same as Mary Street Option 1	Lockwood to Billings/ Billings Heights: Improved Lockwood to Mary Street and north along US 87: Improved To areas north along Old Hwy 312: Improved
Accessibility During Construction	Temporary impacts to: I-90/Johnson Lane Interchange, Coulson Road, Five Mile Road, Mary Street, US 87/Old Hwy 312/Main Street intersection		
Projected Crashes	19 crashes/year	18 crashes/year	12 crashes/year
Pedestrian and Bicycle Safety	Improved pedestrian safety with designated crosswalks at signalized intersections and improved bicycle safety with 8-foot-wide shoulders.		Same as Mary Street Option 1 and Mary Street Option 2 including: <ul style="list-style-type: none"> Separated sidewalk and designated bike lane along improved Mary Street.
Bike Route Features and Connections	Added/changed -- Increased features and connections: <ul style="list-style-type: none"> Mary Street/Main Street connection improved to connect with arterial bike route. 8-foot shoulder on Johnson Lane and bridge structure to connect with Five Mile Road. 8-foot shoulder along Five Mile Road as informal bike travel lane. Maintained connections: <ul style="list-style-type: none"> Secondary bike routes. Kiwanis Trail and arterial bike routes (Main Street, Johnson Lane). 		Same as Mary Street Option 1 and Mary Street Option 2 including: <ul style="list-style-type: none"> 4-foot-wide bike lane along improved Mary Street.



EFFECT TYPE	MARY STREET OPTION 1	MARY STREET OPTION 2	FIVE MILE ROAD
RESOURCE: RIGHT-OF-WAY			
Land Converted to Right-of-Way	261 acres	254 acres	221 acres
Residential Structures Impacted*	15	13	11
Commercial Structures Potentially Impacted	3	3	3
RESOURCE: VISUAL			
Change in Visual Quality Rating	Decrease of visual quality overall, but increase at north end of Firth Street near Johnson Lane. Larger decreases in quality at subdivision near Dover and Pioneer Roads, and at intersection of Five Mile Road and Old Hwy 312.	Similar to Mary Street Option 1, except with substantial decrease for viewers toward the road at the Yellowstone River crossing.	Similar to Mary Street Option 2, except more loss in visual quality at subdivision near Dover and Pioneer roads.
RESOURCE: WETLANDS			
Wetlands Impacted	5.71 acres	4.84 acres	5.02 acres
U.S. Army Corps of Engineers Jurisdictional Wetlands Impacted	4.40 acres	3.68 acres	3.67 acres
RESOURCE: WATER CROSSING			
Yellowstone River	185 feet across side channel	No side channel crossing	No side channel crossing
RESOURCE: WATER QUALITY			
Increase in Impervious Surface	56.0 acres additional impervious surface	55.6 acres additional impervious surface	46.8 acres additional impervious surface
RESOURCE: VEGETATION			
Riparian Impacts	11.9 acres	6.0 acres	5.9 acres
Pond Impacts	0.1 acre	0 acre	2.2 acres
Cliff Impacts	0.1 acre	0.1 acre	0 acre
Sage Steppe Impacts	0.01 acre	0 acre	0 acre

* ROW impacts are estimated "direct" (within ROW) and "potential" (outside ROW), and include residential structures only. Rows highlighted in yellow indicate notable differences between alternatives.



EFFECT TYPE	MARY STREET OPTION 1	MARY STREET OPTION 2	FIVE MILE ROAD
RESOURCE: NOISE			
Receptors that are Equal to or Exceed “Approach” Impact Criterion	4 residences	4 residences	3 residences
Receptors that “Substantially Exceed” Existing Ambient Noise Level	3 residences	4 residences	3 residences
Residences that would be Impacted but would be Relocated (and are not counted above)	2 residences	2 residences	2 residences
RESOURCE: ECONOMIC			
Total Cost	\$122.7 million	\$111.1 million	\$111.6 million

Rows highlighted in yellow indicate notable differences between alternatives.

The Mary Street Option 2 Alternative is preferred over the Mary Street Option 1 Alternative for the following reasons:

- ◆ Two fewer residential properties relocated
- ◆ Fewer impacts to wetlands
- ◆ Fewer total impacts to water resources
- ◆ Lower total cost

The advantage that Mary Street Option 2 Alternative has in improved traffic operations outweigh its additional ROW impacts in comparison to Five Mile Road.

LEARN MORE

More information on the preferred alternative selection process may be found in Section 2.4 on page 2-30 of the FEIS.



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Flyover Video Legend

PRIMARY IMPROVEMENTS

-  Right-of-Way
-  Phase 1 Edge-of-Roadway
-  Full Buildout Edge-of-Roadway
-  Bridge
-  Intersection (conceptual)

SECONDARY IMPROVEMENTS

-  Edge of Two-Lane Road
-  Right-of-Way

FUNDING CONSTRAINTS

- ▶ In order to issue a Record of Decision (ROD), FHWA regulations require the agency to allocate adequate funds to complete the project.
- ▶ The estimated construction costs of the Billings Bypass Preferred Alternative would exceed the amount allocated in the fiscally constrained long-range transportation plan.
- ▶ Thus, FHWA cannot issue a ROD for final design and construction of the Preferred Alternative.

PROJECT PHASING

- ▶ Under certain circumstances, to address fiscal constraints FHWA can issue multiple or “phased” RODs for a single project.
- ▶ This approach allows FHWA to issue a ROD for a section or portion of the project; and to issue subsequent RODs for additional phases of the project once the required funds have been allocated.
- ▶ In order to satisfy fiscal constraint for the Billings Bypass project, the Preferred Alternative has been separated into two phases: Phase 1 and the Full Buildout.

BY THE NUMBERS...*

Preferred Alternative: 4-Lane Full Buildout

\$89.5 million Allocated Funds**
 — \$111.1 million Total Cost

\$21.6 million Shortfall

Phase 1: 2-Lane Road

\$89.5 million Allocated Funds**
 — \$82.1 million Total Cost

**\$7.4 million available
 for Full Buildout**

* All costs are presented in 2012 dollars.

** Allocated Funds include earmarked funds and funds from Interstate Maintenance, National Highway System, Surface Transportation Program and Bridge Program funds.

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More information on phased implementation may be found in Section 2.6 on page 2-49 of the FEIS.



Phase 1 vs Full Buildout

DIFFERENCES BETWEEN PHASE 1 AND THE FULL BUILDOUT

	PHASE 1	FULL BUILDOUT
Cost	\$82.1 million (2012 dollars).	Additional \$29.0 million, for a total of \$111.1 million (2012 dollars).
ROW	Purchase right of way (ROW) for four-lane Full Buildout to preserve corridor to the extent possible.	Most or all ROW already acquired; complete ROW acquisition as needed.
Typical Section	Construct initial two lanes along the primary corridor alignment, construct secondary corridor.	Expand the primary corridor roadway to four lanes along the Preferred Alternative alignment.
Traffic Volumes and Operation	Traffic volumes and performance would be similar on both the primary and secondary corridors for Phase 1 and the Full Buildout throughout most of the 20-year design period.	
Project Impacts	<p>In general, Phase 1 environmental impacts would be similar to or moderately less than the environmental impacts from the Full Buildout.</p> <p>Phase 1 impacts have been analyzed and are described in Chapter 4.</p>	<p>Environmental impacts associated with the Full Buildout have been analyzed and are described in Chapter 4.</p> <p>Temporary construction impacts would occur twice along the primary corridor.</p>
Bridges	YELLOWSTONE RIVER	
	A two-lane bridge would be constructed over the Yellowstone River with sufficient ROW acquired to accommodate expansion to four lanes.	A second adjacent two-lane bridge would be constructed over the Yellowstone River.
	MRL RAILROAD	
	A two-lane bridge would be constructed over the MRL railroad with sufficient ROW acquired to accommodate expansion to four lanes.	A second adjacent two-lane bridge would be constructed over the MRL railroad.
Bridges	FIVE MILE CREEK	
	The bridge over Five Mile Creek and all culverts would be constructed large enough to accommodate expansion to a four-lane road without the need for modifications.	No modification necessary to the bridge over Five Mile Creek.



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Changes between DEIS and FEIS

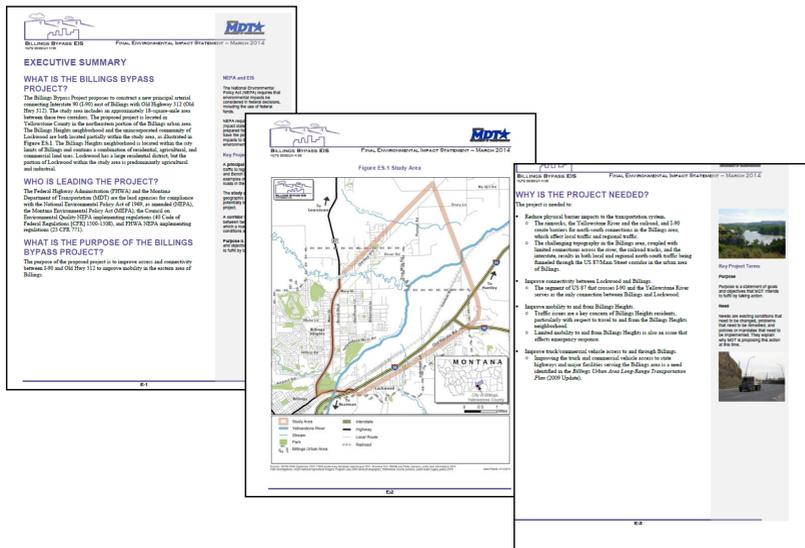
READER-FRIENDLY MODIFICATIONS

CHAPTERS

- ES** ▶ Completely revised to a question and answer format.
 - ▶ Some figures modified to portrait orientation to increase legibility.
 - ▶ Additional figures added to clarify information.
 - ▶ Impact summary tables were revised and simplified.
- 2** ▶ Impact summary tables were revised and simplified.
 - ▶ Figures 2.3 - 2.5 were revised to include typical sections.
- 1, 3-11** ▶ No major changes.

APPENDICES

- A-J** ▶ No major changes (Appendix J is new).



PHASING CONSIDERATIONS

CHAPTERS

- ES** ▶ Figures added to reflect birds-eye views of Phase 1 on recent aerial imagery.
- 2** ▶ Information added to reflect phasing considerations.
- 4** ▶ Added description of Phase 1 impacts.
- 1, 3, 5-11** ▶ No major changes.

APPENDICES

- A-G, I, J** ▶ No major changes (Appendix J is new).
- H** ▶ Figures added to reflect birds-eye views of Phase 1 and the Full Buildout on recent aerial imagery.



TECHNICAL CHANGES

CHAPTERS

- ES** ▶ No major changes.
- 2** ▶ Updated to clarify that access to private residences along Mary Street would be maintained.
- 3-4** ▶ Updated Cultural Resources section based on final consultation with SHPO.
 - ▶ Updated 4(f) discussion for recreational properties to include de minimis finding for Kiwanis Trail.
 - ▶ Expanded Groundwater Resources sections.
 - ▶ Right-of-way sections were modified to clarify analysis and revised to reflect 2013 conditions.

- 6** ▶ Updated to include additional public coordination and summarized public comments.

- 1, 5, 7-11** ▶ No major changes.

APPENDICES

- A,C,E-H** ▶ No major changes.
- B,D** ▶ Updated to include documentation of additional agency coordination.
- I** ▶ Hazmat Report was moved to supplemental information and replaced by the Alternatives Report.
- J** ▶ Added to provide responses to individual comments received on the DEIS.



WHAT WERE THE COMMENT THEMES?

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What Happens Next?

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RECORD OF DECISION

- ▶ MDT and FHWA will carefully consider comments received on this Final Environmental Impact Statement (FEIS).
- ▶ No fewer than 30 days after the publication of the FEIS, they will decide which alternative best meets the purpose and need and best balances social, economic, and environmental impacts.
- ▶ The Record of Decision (ROD) signed by FHWA documents this decision, as well as mitigation and environmental commitments.

ENGINEERING DESIGN

- ▶ Once the ROD is issued, final design will begin if a Build Alternative is selected. This design would include:
 - ◆ The primary corridor
 - ◆ The secondary corridor
 - ◆ Interchange and intersection options
 - ◆ Yellowstone River, MRL Railroad, and Five Mile Creek bridges
- ▶ Final design results in: plans, specifications, and estimates used to advertise for bids and negotiate the construction contract(s).

PROPERTY ACQUISITION

Early in the design phase, MDT right-of-way specialists would contact landowners whose property is needed for the selected alternative. More detailed design of the project footprint would be needed to confirm the right-of-way required for the project and identify the properties to be acquired. During property acquisition, MDT right-of-way specialists explain acquisition procedures and all applicable laws and landowner rights. Then property values are determined, and acquisition offers begin.

CONSTRUCTION

- ▶ The selected alternative would be constructed in a series of multiple projects.



How to Learn More

WHERE TO VIEW THE FEIS

The Final Environmental Impact Statement (FEIS) is available for review at:

- ◆ Montana Department of Transportation (MDT), 424 Morey Street, Billings, MT
- ◆ Montana State University Billings Library, 1500 University Drive, Billings, MT
- ◆ City-County Planning Department, 2825 3rd Avenue North, 4th Floor, Billings, MT
- ◆ Yellowstone County Commissioners Office (County Courthouse), 217 N. 27th Street, Room 403, Billings, MT
- ◆ Lockwood Water & Sewer District, 1644 Old Hardin Rd., Lockwood, MT
- ◆ MDT Environmental Services Office - 2960 Prospect Ave., Helena, MT
- ◆ Online at: <http://www.mdt.mt.gov/pubinvolve/eis-ea.shtml>

PROJECT WEBSITE

Meeting materials will be posted on the project website at:

- ◆ www.billingsbypass.com

PRIMARY CONTACTS

More questions after the open house? Contact one of our project team members to discuss your questions and concerns.

- ◆ Tom Martin, MDT, Environmental Services Bureau Chief
(406) 444-7228
- ◆ Stefan Streeter, MDT, Billings District Administrator
(406) 252-4138

HOW TO COMMENT ON THE FEIS

Comments may be submitted via the following methods:

- ◆ **Online**, via the comment form at: <http://www.mdt.mt.gov/mdt/env-commentform.shtml>
- ◆ **Through ground mail to:**
Tom Martin, P.E., Environmental Services Bureau Chief
Montana Department of Transportation Environmental Services
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
- ◆ Please submit all comments by April 28, 2014 for consideration before FHWA makes the Record of Decision on the project.