APPENDIX A

RESOURCE MAPS
(Plan and Profile)
MONTANA DEPARTMENT OF TRANSPORTATION

FEDERAL AID PROJECT NCPD 56(55)
BILLINGS BYPASS EIS
PRELIMINARY DESIGN ALTERNATIVES
PHASE I

YELLOWSTONE COUNTY
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**PLAN & PROFILE**

- MARY ST OPTION 1
  - M1-1 - M1-10
  - M1-18 - M1-19
  - M1-20 - M1-21
- MARY ST OPTION 2
  - M2-1 - M2-11
  - M2-12 - M2-14
  - M2-15 - M2-16
- FIVE MILE RD
  - F1 - F-15
  - F16 - F-17

**CROSS SECTIONS**

- MARY ST OPTION 1
  - M1-1 - M1-85
- MARY ST OPTION 1, SECONDARY
  - M1-86 - M1-117
- MARY ST OPTION 2
  - M2-1 - M2-87
- MARY ST OPTION 2, SECONDARY
  - M2-88 - M2-108
- FIVE MILE RD
  - F1 - F-77
- FIVE MILE RD, SECONDARY
  - F86 - F-119
MARY ST OPTION 1 - PRIMARY PHASE I

FINAL CONFIGURATION AND PHYSICAL LIMITS OF THE INTERSECTION WILL BE DETERMINED DURING ENGINEERING DESIGN.
MARY ST OPTION 1 - PRIMARY

PHASE I

FINES CONFIGURATION AND
PHYSICAL LIMITS OF THE
INTERSECTION WILL BE
DETERMINED DURING
ENGINEERING DESIGN.
MARY ST OPTION 1 - SECONDARY

PROPOSED RW

PROPOSED CONSTRUCTION LIMITS

FIVE MILE RD

PROPOSED RW

PROPOSED CONSTRUCTION LIMITS

FINAL CONFIGURATION AND PHYSICAL LIMITS OF THE INTERSECTION WILL BE DETERMINED DURING ENGINEERING DESIGN.
MARY ST OPTION 2 - PRIMARY
PHASE I

FINAL CONFIGURATION AND PHYSICAL LIMITS OF THE INTERCHANGE WILL BE DETERMINED DURING ENGINEERING DESIGN.
PROPOSED CONSTRUCTION LIMITS

PROPOSED RW

FLAMING CREEK CIRCLE

FINAL CONFIGURATION AND PHYSICAL LIMITS OF THE INTERSECTION WILL BE DETERMINED DURING ENGINEERING DESIGN.
Final configuration and physical limits of the intersection will be determined during engineering design.
MARY ST OPTION 2 - PRIMARY PHASE I

PROPOSED RW

FINAL CONFIGURATION AND PHYSICAL LIMITS OF THE INTERSECTION WILL BE DETERMINED DURING ENGINEERING DESIGN.
FIRTH ST TO REMAIN AS A DEAD END STREET

FINAL CONFIGURATION AND PHYSICAL LIMITS OF THE INTERCHANGE WILL BE DETERMINED DURING ENGINEERING DESIGN.
FINAL CONFIGURATION AND PHYSICAL LIMITS OF THE INTERSECTION WILL BE DETERMINED DURING ENGINEERING DESIGN.
FINAL CONFIGURATION AND PHYSICAL LIMITS OF THE INTERSECTION WILL BE DETERMINED DURING ENGINEERING DESIGN.
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**PLAN & PROFILE**
- MARY ST OPTION 1: M1-1 - M1-10
- MARY ST OPTION 1, CURVE ALT: M1-11 - M1-12
- MARY ST OPTION 2: M2-1 - M2-11
- MARY ST OPTION 2, CURVE ALT: M2-12 - M2-13
- FIVE MILE RD: F-1 - F-10
- FIVE MILE RD, CURVE ALT: F-11

**CROSS SECTIONS**
- MARY ST OPTION 1: M1-1 - M1-85
- MARY ST OPTION 2: M2-1 - M2-87
- FIVE MILE RD: F-1 - F-77

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**MARY ST OPTION 1**
ALIGNMENT ALTERNATIVE KEY MAP

NOT TO SCALE

SECONDARY IMPROVEMENT
PRIMARY BYPASS ALIGNMENT
NHS URBAN PRINCIPAL ARTERIAL PRIMARY
DESIGN SPEED: 55 MPH

PHASE I - SB AND NB LANES

8.0' 12.0' 12.0' 8.0'
S/Lane  Travel Lane  Travel Lane  S/Lane

PHASE II - NB LANES

8.0' 12.0' 12.0' 8.0'
S/Lane  Travel Lane  Travel Lane  S/Lane

PHASE I (3 LANES)

8.0' 12.0' 12.0' 8.0'
S/Lane  Travel Lane  Travel Lane  S/Lane

PHASE II (5 LANES)

8.0' 12.0' 12.0' 12.0' 8.0'
S/Lane  Travel Lane  Travel Lane  Travel Lane  S/Lane

NHS URBAN PRINCIPAL ARTERIAL PRIMARY - WITH FRONTAGE ROAD
DESIGN SPEED: 55 MPH

PHASE I (3 LANES)

8.0' 12.0' 12.0' 8.0'
S/Lane  Travel Lane  Travel Lane  S/Lane

PHASE II (5 LANES)

8.0' 12.0' 12.0' 12.0' 8.0'
S/Lane  Travel Lane  Travel Lane  Travel Lane  S/Lane

* SURFACING SECTION WILL BE DETERMINED DURING ENGINEERING DESIGN.
NHS URBAN PRINCIPAL ARTERIAL
MARY ST - PRIMARY

PHASE I - SB AND NB LANES

DEVELOPMENT 10417 10417 10417 10417 10417

6.0' 12.0' 12.0' 12.0' 8.0'

6.0' 12.0' 12.0' 12.0' 8.0'

PHASE II - NB LANES

6.0' 12.0' 12.0' 12.0' 8.0'

6.0' 12.0' 12.0' 12.0' 8.0'

VARIED MEDIAN

ALIGNS

CROSS SLOPE: -1.2

CROSS SLOPE: -1.2

DESIGN SPEED: 55 MPH

NHS RURAL PRINCIPAL ARTERIAL
FIVE MILE RD - PRIMARY

PHASE I - SB AND NB LANES

6.0' 12.0' 12.0' 12.0' 8.0'

CROSS SLOPE: -1.2

CROSS SLOPE: -1.2

PHASE II - NB LANES

6.0' 12.0' 12.0' 12.0' 8.0'

6.0' 12.0' 12.0' 12.0' 8.0'

VARIED MEDIAN

ALIGNS

CROSS SLOPE: -1.2

CROSS SLOPE: -1.2

DESIGN SPEED: 70 MPH
(FLAT TERRAIN), 60 MPH (ROLLING TERRAIN)

* SURFACING SECTION WILL BE DETERMINED DURING ENGINEERING DESIGN.
PHASE I CONSTRUCTION

URBAN SECONDARY COLLECTOR
MARY ST - SECONDARY

CITY OF BILLINGS - PRINCIPAL ARTERIAL

DESIGN SPEED: 45 MPH

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RURAL SECONDARY COLLECTOR
FIVE MILE RD - SECONDARY

DESIGN SPEED: 60 MPH
(FLAT TERRAIN)

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* SURFACING SECTION WILL BE DETERMINED DURING ENGINEERING DESIGN.
FINAL CONFIGURATION AND PHYSICAL LIMITS OF THE INTERSECTION WILL BE DETERMINED DURING ENGINEERING DESIGN.