

Support HB-383

Facts & Evidence



BILLINGS BYPASS EIS
NCPD 56(55)CN 4199

Draft Alternatives Report

Billings Bypass

October 2011

NCPD 56 (55) Control Number 4199

HB-383 An act requiring a 750 foot deep Buffer area between single family built up zone of a City and Highway commercial Interstate Truck and car Bypass route similar to our present day Interstate system.

By:

Rep. Clayton Fiscus



U.S. Department of Transportation
Federal Highway Administration

Across From Bypass



Demolish Home & Buildings



\$325,000 Across from Bypass



\$1,000,000 Home Property



Faces Bypass



Round-a-Bout



Front yard Bypass



New Subdivision



Right of Way issue



New Subdivision adjacent



Ditch issue

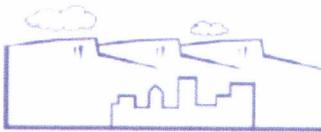


Homes facing Bypass



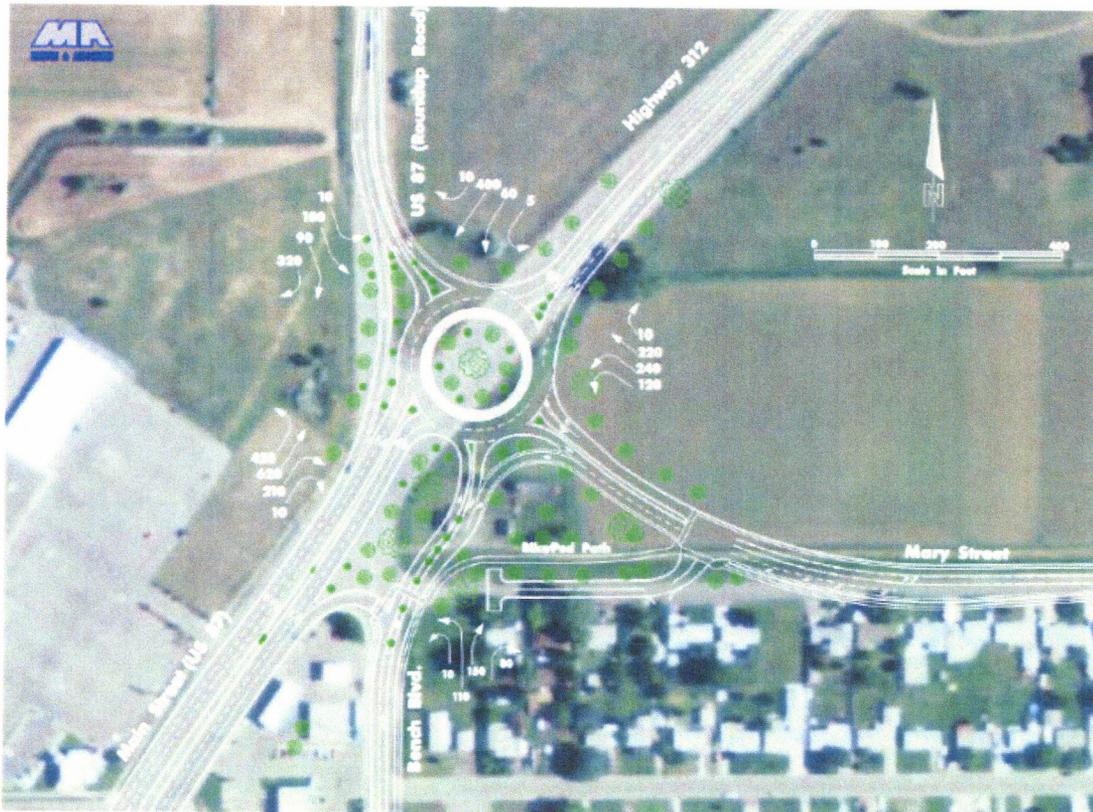
I-90 & I-94 Truck and Car 10 to 16 Thousand per day

Mary Street Connection - Hwy 87 & Hwy 312



BILLINGS BYPASS EIS
NGPO 56/05/0N 4109

Figure 3.22 Secondary Corridor Intersection Improvements for Five Mile Road Alternative



Other Intersection Locations

Additional connections to the existing roadway network between I-90 and Old Hwy 312 will be provided at locations where the alternative alignments cross public roads. These connections to the proposed arterial would be provided via at-grade intersections. At locations where the intersection would meet signal warrants in the design year (2035), both a signalized intersection and a roundabout will be considered. The anticipated intersection configurations at project intersections are identified for each alternative in figures 3.23, 3.24, and 3.25.

TYPICAL SECTIONS

The typical sections to be used for the alignment options listed above are based on the design standards for each segment as identified in Table 3.5. Elements common to all of the typical sections include the following:

Primary Corridors

- Two 12-foot wide travel lanes in each direction

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It protects single family homes in the City from I-90 and I-94 car, truck, Trailer, mega load traffic with a 750 foot commercial buffer area along the road side for development.

