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Record of
decision for
Interstate 90
Shiloh Road
Interchange,
Yellowstone
County, Montana

SHILOH ROAD INTERCHANGE
ENVIRONMENTAL IMPACT STATEMENT

RECORD OF DECISION

INTERSTATE PROJECT
IR 90-8(114)443
DPI 0194 (001)
YELLOWSTONE COUNTY, MONTANA

OCTOBER 1993

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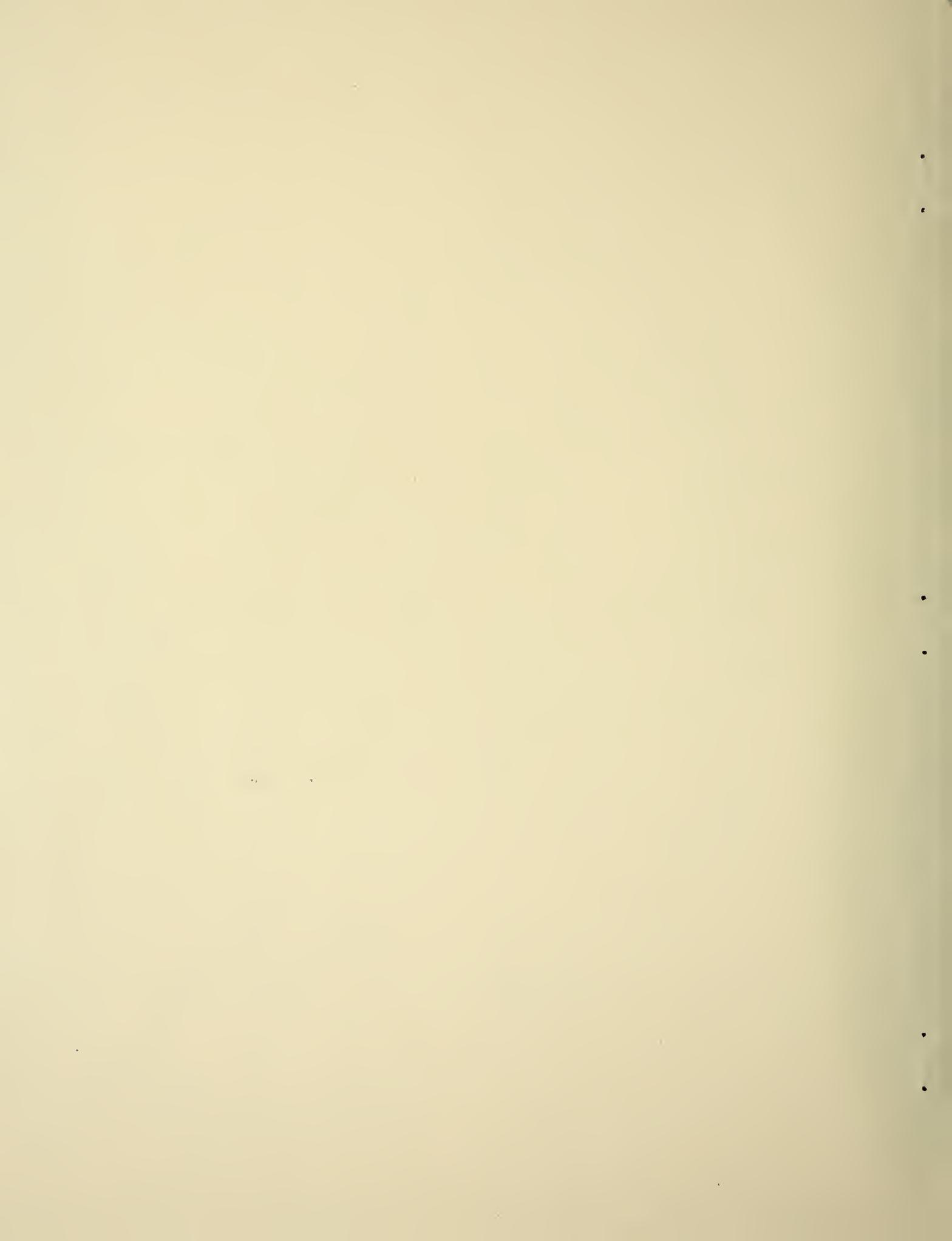
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RECORD OF DECISION

FOR

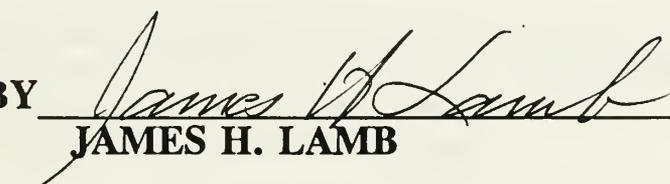
INTERSTATE 90 SHILOH ROAD INTERCHANGE YELLOWSTONE COUNTY, MONTANA

FINAL ENVIRONMENTAL IMPACT STATEMENT FHWA-MT-EIS-93-01-F

FEDERAL HIGHWAY ADMINISTRATION

DATE 10/22/93

BY



JAMES H. LAMB

OFFICE OF PLANNING AND PROGRAM DEVELOPMENT
FEDERAL HIGHWAY ADMINISTRATION, REGION 8
LAKEWOOD, COLORADO



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RECORD OF DECISION
SHILOH ROAD INTERCHANGE
IR 90-8(114)443
DPI 0194 (001)
FINAL ENVIRONMENTAL IMPACT STATEMENT
YELLOWSTONE COUNTY, MONTANA

DECISION

The Decision of the Federal Highway Administration in cooperation with the Montana Department of Transportation is to approve Alternative D for the construction of a new interchange on Interstate 90 (I-90) in Yellowstone County, Montana. The main features of the interchange include construction of four access ramps, an overpass structure, construction of an access road connecting the interchange to Shiloh Road and relocation of the existing frontage road. Alternative D does the best job of providing for the purpose and need of the project and is the least disruptive of the "Build" alternatives.

The primary purpose of the project is to provide improved access to the western portion of the Billings urban area. Improved access is needed to reduce travel times between I-90 and the west end of Billings, and to reduce impacts caused by increasing traffic congestion on King Avenue and at the West Billings Interchange. Existing I-90 interchanges in the project vicinity include the West Billings Interchange (I-90 M.P. 446.0) and the Mossmain Interchange (I-90 M.P. 437.5). There are no existing I-90 access opportunities between these two interchanges.

Information concerning details of the project are available in the Environmental Impact Statement.

ALTERNATIVES

Alternatives initially considered for the project included the "No-Build" Alternative, the Transportation System Management (TSM) Alternative, the Mass Transit Alternative and "Build" Alternatives A, B and C. Following the first scoping meeting, Alternative D was added for consideration. A brief description of each alternative follows:

- "No-Build" - The "No-Build" Alternative implies only limited activities beyond the continued routine maintenance of the existing facilities.
- TSM - The TSM Alternative includes activities which maximize the safety and efficiency of the present transportation system. TSM projects typically include traffic control

devices and minor physical changes.

- Mass Transit - A mass transit option would utilize the local bus system to address the purpose and need for the project.
- Alternative A - Located approximately one mile west of the existing Shiloh Road overpass, an interchange at this location would connect 48th Street West (North of I-90) and Duck Creek Road (South of I-90). The Alternative A location is the western most of the "Build" alternatives considered.
- Alternative B - Located approximately one-half mile east of Alternative A, Alternative B would connect with Neibauer Road north of I-90.
- Alternative C - Alternative C would be an interchange utilizing the existing Shiloh Road overpass. This location is approximately one mile east of the Alternative A location. Alternative C would connect with Shiloh Road (north of I-90) and Wise Lane (south of I-90).
- Alternative D - The Alternative D location is approximately one-half mile east of the Shiloh Road overpass. Alternative D would connect with Shiloh Road north of I-90.

The alternatives were evaluated on the basis of fulfillment of the purpose and need for the project. Following this evaluation, alternatives that did not adequately address the purpose and need for the project were eliminated from consideration. Alternatives eliminated include:

- TSM Alternatives
- Mass Transit Alternative
- Alternative A

"Build" Alternatives B, C and D along with the "No-Build" Alternative were studied in detail. This detailed study analyzed the extent to which each alternative satisfied the purpose and need for the project and considered the environmental impacts of each alternative. The full range of environmental issues was evaluated for each alternative. Those issues receiving the greatest emphasis in this evaluation were:

- Social and Economic Impacts
 - Residential and commercial relocations
 - Proximity to schools
 - Impacts to residential neighborhoods
 - Amount of farmland required for additional right-of-way
- Operational Characteristics / Safety

- Estimated Cost / Relative Benefit

SIGNIFICANT IMPACTS

Overall the adverse impacts resulting from the construction of Alternative D are less than those for Alternatives B and C.

The amount of additional right-of-way required for Alternative D is estimated at 61.5 acres compared to 59.0 and 51.1 for Alternatives B and C respectively. Alternative D requires more land for right-of-way because it is located in an undeveloped area compared to Alternatives B and C where a certain amount of the land required is already dedicated for existing roadways.

Alternative D will require fewer relocations (1 residential, 0 commercial) compared to Alternatives B (3 residential, 1 commercial) and C (2 residential, 1 commercial).

Impacts to established residential neighborhoods and noise impacts will be less for Alternative D because it is located farther from developed areas than Alternatives B and C.

Alternative D is superior in satisfying the purpose and need for the project. Correspondingly it provides the greatest travel time savings, energy savings and does the best job at relieving congestion on King Avenue West and at the West Billings Interchange.

Section 4(f)

No Section 4(f) impacts are associated with Alternative D.

Measures to Minimize Harm

The following commitments are made by the Montana Department of Transportation to minimize the adverse environmental impacts caused by this project.

- Probable adverse economic impacts would result from the relocation or restriction of access to any business including the loss of agricultural productivity. Mitigation measures include compensation of eligible property owners for the fair market value of their property and compensation to move business property to a new location. Compensation for agricultural land would consider lost earnings resulting from reduced productivity. Access to businesses and residences would be maintained although delays would be expected.
- Land use impacts would be mitigated by existing and proposed county policies and regulations. The Yellowstone Board of County Commissioners has initiated a land use study and attendance land use regulations around the interchange site to ensure that future development is consistent with the comprehensive plan and of good quality. The preliminary Draft Shiloh Road Corridor Study has been prepared and is under review at the county level. While MDT has no authority to enforce county policies and regulations, implementations would help mitigate

land use impacts.

- Construction of an interchange at the Alternative D location would result in one residential relocation. Relocation assistance provided in accordance with the Uniform Relocation Assistance and Real Property Act of 1970, as amended, would mitigate impacts due to relocations.
- Mitigation of noise impacts is typically achieved through construction of noise barriers, however, at the impacted sites noise barriers would have to accommodate access requiring openings in the barriers. Noise barriers are not considered practical due to these openings which severely limit their effectiveness. Other mitigation measures including traffic management measures, alignment adjustments, and implementation of a buffer zone are not considered practical.

Mitigation of noise impacts consists of planning to prevent future impacts. Future impacts can be avoided by controlling development of land use adjacent to the interchange to ensure that future development maintains the balance of increased noise levels with planned land use. The proposed mitigation is consistent with the Yellowstone Board of County Commissioners recommendation to undertake a special project for land use in the vicinity of the future interchange.

- Construction impacts would include unavoidable short-term impacts to air quality and water quality. These impacts would be mitigated through the use of proper construction practices as defined in the Montana Department of Transportation's Standard Specifications for Road and Bridge Construction. Air quality permits from the State Air Quality Bureau would be required for asphalt plants and crushers. Dust would be controlled by watering or other acceptable methods. Construction related erosion would be controlled and slopes revegetated as soon as practical. Contractors would be required to construct irrigation facilities during the nonirrigating season to provide temporary facilities acceptable to the water users.

MONITORING PROGRAM

The Montana Department of Transportation will monitor the project to ensure compliance with the plans and specifications. The specifications will mitigate the short-term construction related impacts.

Air quality permits will be required from the Air Quality Bureau for asphalt plants and crushers.

The Water Quality Bureau will review plans and specifications relative to erosion control for a stormwater discharge permit.

Borrow material removal and gravel pits are subject to the applicable rules of the Montana Open Cut Mining Act which requires that a mine reclamation plan be filed with the State.

COMMENTS ON THE FINAL ENVIRONMENTAL IMPACT STATEMENT

One comment was received from the Environmental Protection Agency. The EPA supported the selection of Alternate D and asked that appropriate sediment and erosion control practices be utilized during construction to protect water quality. A "Storm Water Erosion Control Plan" will be developed for the project. The plan will be submitted to and coordinated with the Department of Health, Water Quality Bureau.

CONCLUSION

The need for an additional interchange in the vicinity of Shiloh Road connecting I-90 and the Billings urban area has been identified in every Billings Transportation Plan since 1969. The studies associated with preparation of the Environmental Impact Statement have evaluated four "Build" alternatives. Alternative D has been shown to provide the best access to the Billings urban area, the greatest reduction in travel times, and has the least environmental impacts of any "Build" alternative.



U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

OCT 27 1993

Region 8

Subject: Record of Decision: FHWA-MT-EIS-93-01-F
Interstate 90, Shiloh Road Interchange,
Yellowstone County, Montana Date: October 22, 1993

From: Acting Regional Administrator
Lakewood, Colorado

Reply to
Attn. of: HPD-08

To: Mr. Hank D. Honeywell
Division Administrator (HDA-MT)
Helena, Montana

Attached are two copies of the Record of Decision for the subject Final Environmental Impact Statement (FEIS). Please forward one copy to the Montana Department of Transportation to complete their records.

The Record of Decision is considered to be an environmental document and should, therefore, be distributed to those parties that received a copy of the FEIS. It must also be made available to the public through appropriate public notice as required by Section 1506.6(b) of the Council on Environmental Quality Regulations.

The mitigation commitments made in the Record of Decision are to be considered conditions for the funding of the project. FHWA must monitor and ensure that the measures to minimize harm are carried out.

James H. Lamb
Director, Office of Program
Development

Attachment (2)

ROUTE SLIP

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TRANSPORTATION**

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MONTANA DIVISION

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- < X) Take Appropriate Action**
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REMARKS:

From: Name Title Telephone Org/Rtg Symbol

D.W. Paulson PE Environmental Coordinator 449-5310 HPP-MT

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Soil Conservation Service - MT Office
10 East Babcock Street
Bozeman, MT 59715

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Denver, CO 80225

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423 National Center
Reston, VA 22092

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Assessment Program

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Federal Highway Administration
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Washington, D.C. 20460

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Board Chairman

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Thorn Forseth, Chairman
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Dennis Youts
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Billings, MT 59102

Edwin Zaidlicz
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**Alternative accessible formats of this
document will be provided on request.**

Please contact:

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MDT Civil Rights Bureau
P. O. Box 201001
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