

Little Missouri River Crossing

Public Hearing for the Draft Environmental Impact Statement

5:00 p.m. to 8:00 p.m. (local) with
Formal presentation beginning at 5:30 p.m.

July 23, 2018: Medora, ND

July 26, 2018: Bismarck, ND



BILLINGS COUNTY
NORTH DAKOTA



FHWA-ND-EIS-18-02-D
02-04(001), PCN 16970



Public Hearing Objectives

- ◆ Describe the Proposed Project
- ◆ Review Purpose & Need
- ◆ Describe the Evolution of the Study Area & Agency/Public Involvement
- ◆ Discuss Preferred Alternative
- ◆ Discuss Potential Impacts of the Preferred Alternative
- ◆ Discuss Next Steps
- ◆ Answer Questions & Gather Comments on the Draft EIS



Proposed Project



Little Missouri River Crossing

- ◆ EIS
 - › Lead Agencies:
Billings County, FHWA & NDDOT
 - › Cooperating Agencies:
USFS & USACE
- ◆ Bridge – Little Missouri River crossing between Long X Bridge & I-94 bridges
- ◆ Roadway – Upgrade existing & construct new roads

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Purpose & Need

Purpose of Project

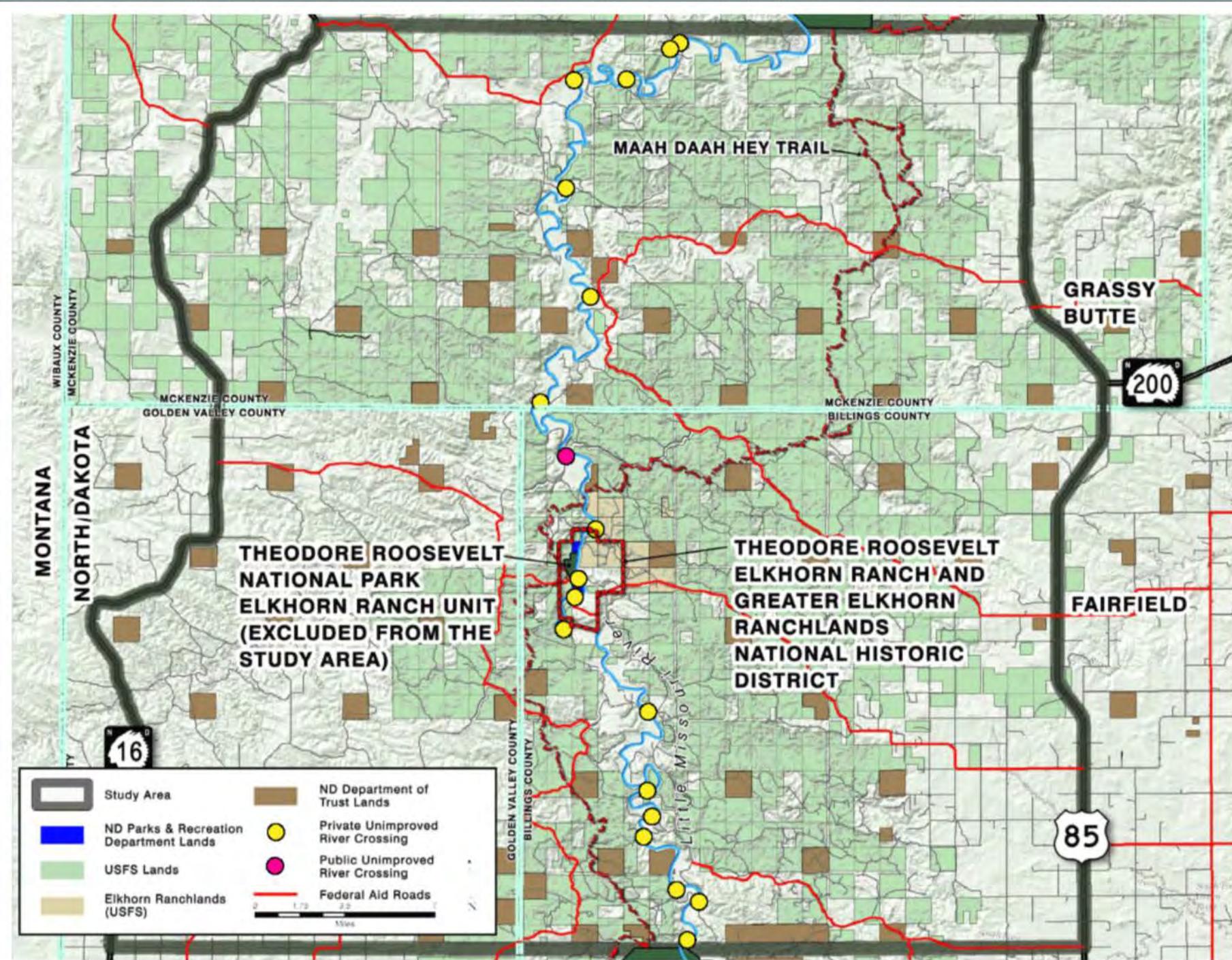
- ◆ Improve the transport of goods & services
- ◆ Provide the public with a safe, efficient & reliable connection:
 - › Across the Little Missouri River within Billings County (internal linkage)
 - › Between the Billings County & Golden Valley County roadway networks
 - › Additional connection between ND-16 & US Highway 85
- ◆ Utilize the existing transportation network, upgrading existing roadways, and/or creating new roadways
- ◆ Accommodate a variety of vehicles



Need for Project

- ◆ Historical need since the 1930s
 - › Unreliable roadways during inclement weather
 - › Crossings generally limited to private fords
 - › Socioeconomic demands (e.g., emergency management, industry)
- ◆ Improve the efficiency, safety, & reliability of the transportation system
 - › Farm-to-market access
 - › Local traffic
 - › Emergency vehicles
 - › Other users (e.g., agriculture, oil and gas, recreation/tourism)





Unimproved Fords

Traffic Operations

- ◆ Primary Traffic Types

- › Oil & gas
- › Recreational
- › Agricultural
- › Local

- ◆ Most roadways carry less than 100 vehicles per day (50% trucks)

- ◆ Traffic Growth Rate

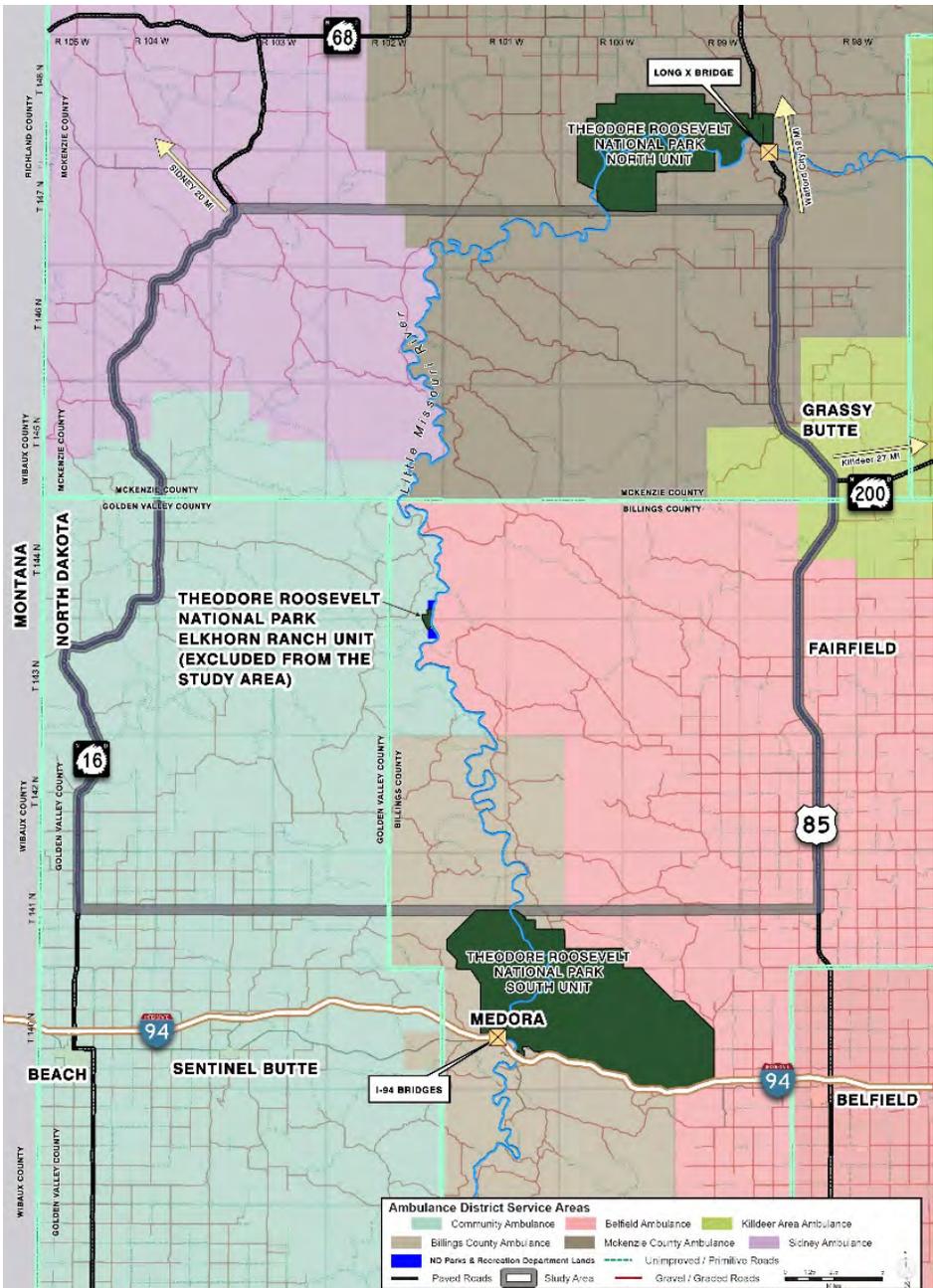
- › No-Build: 2.5% per year
- › Build: 3.5% per year

Additional 1% accounts for redistribution of local trips attracted to new bridge

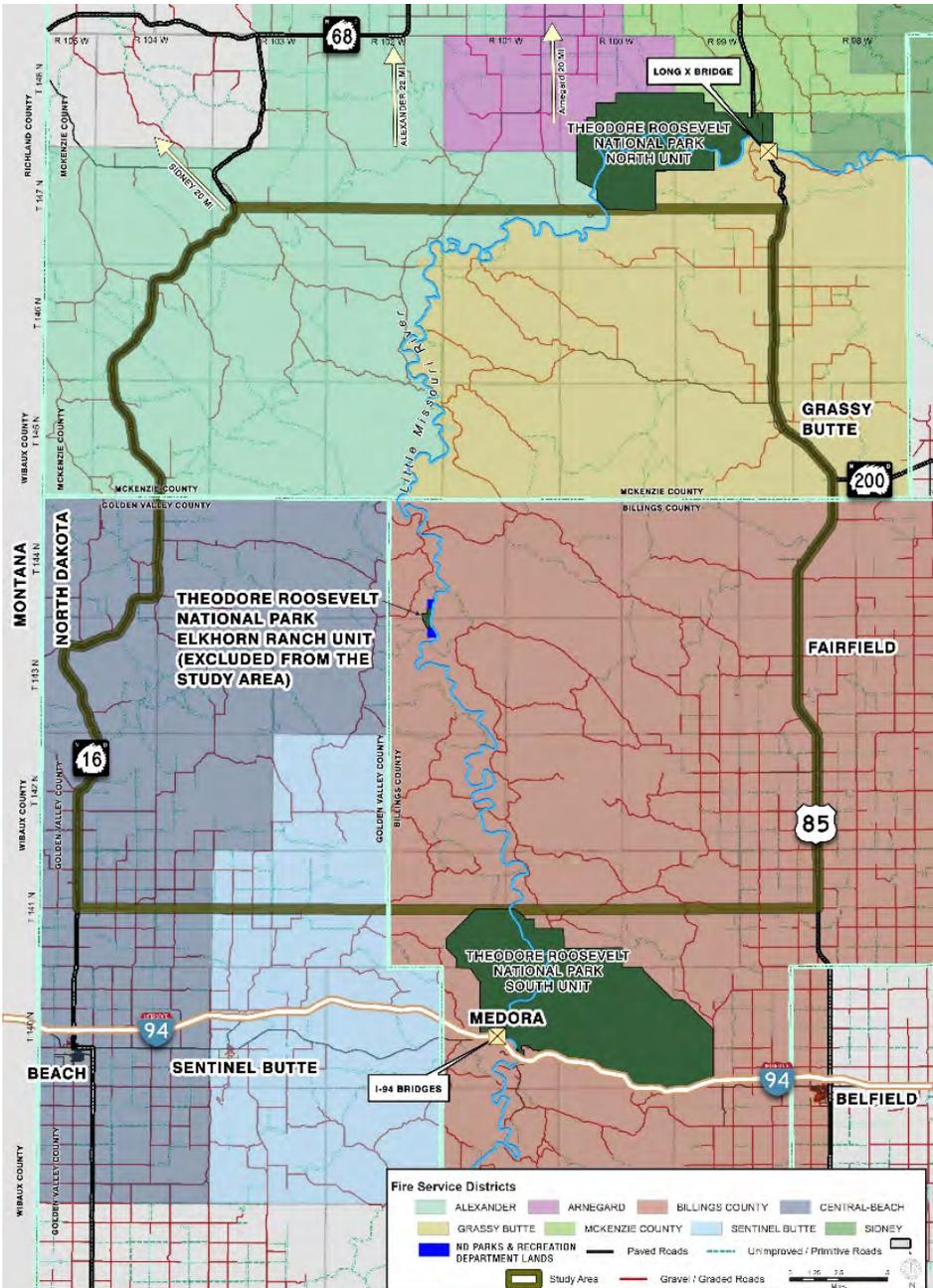


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Ambulance Districts



Fire Districts



Emergency Management



**Industry:
Agriculture,
Oil & Gas,
Recreation/
Tourism**

Project Video



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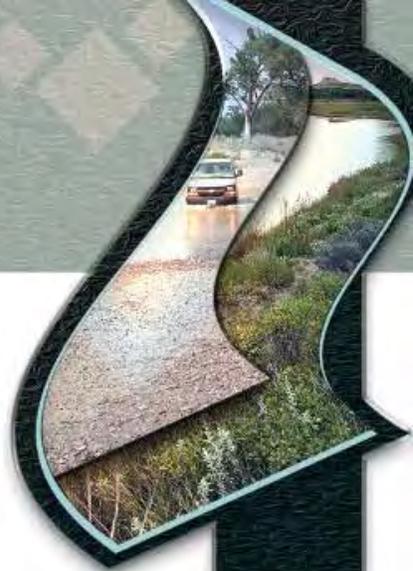
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Study Area & Agency/Public Involvement

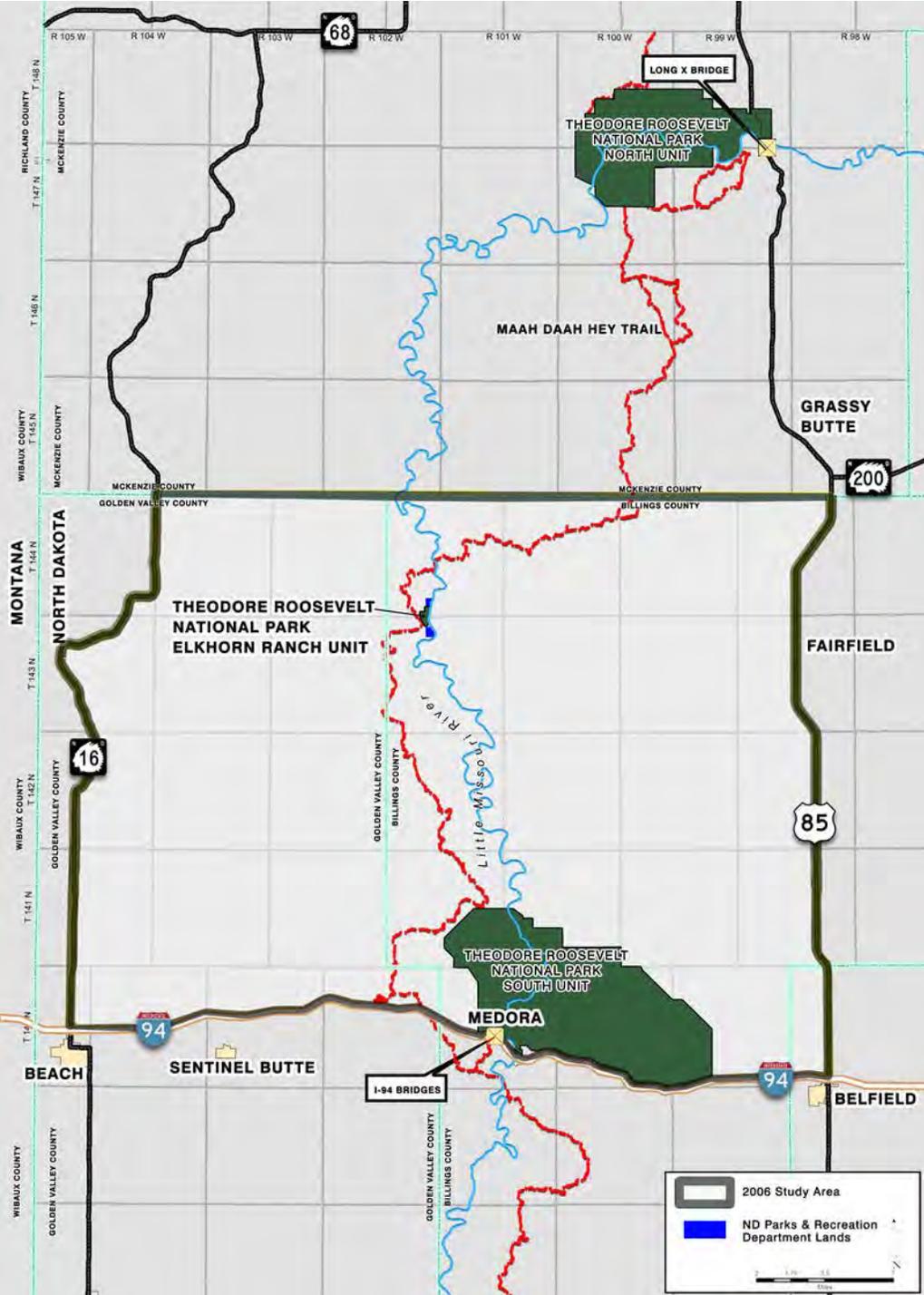
Study Area & Agency/Public Involvement

- ◆ 2006 Study Area
 - › 2007 Scoping Meeting
- ◆ 2008 Study Area
 - › 2008 Public & Agency Alternatives Workshops
- ◆ Current Study Area
 - › 2012 Public & Agency Alternatives Workshops



2006 Study Area

- ◆ Published in *Federal Register* via 2006 NOI for EIS
- ◆ Presented at 2007 Scoping Meeting
- ◆ Borders
 - › North: Billings County line
 - › East: US Highway 85
 - › South: I-94
 - › West: ND-16



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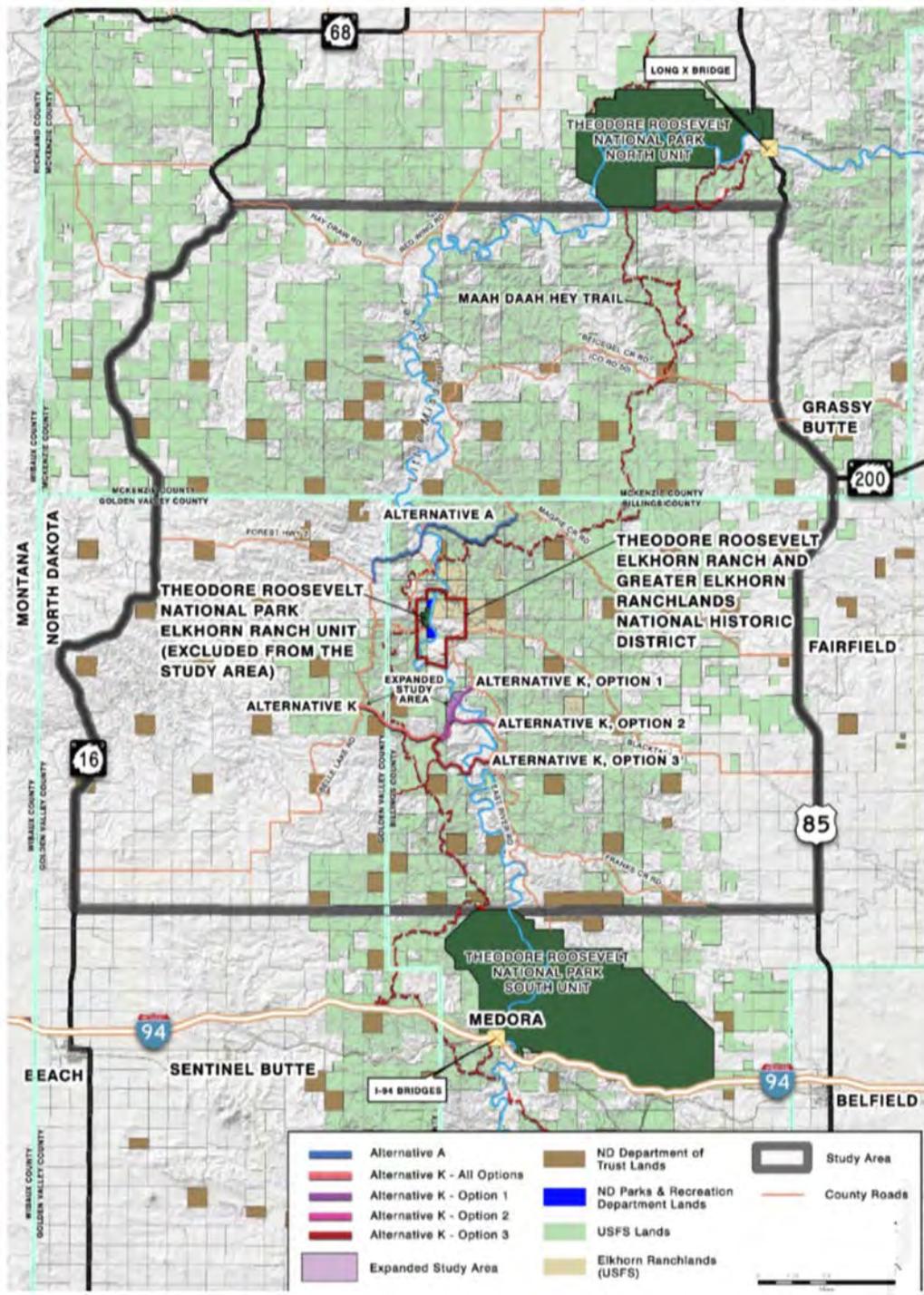
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Preferred Alternative

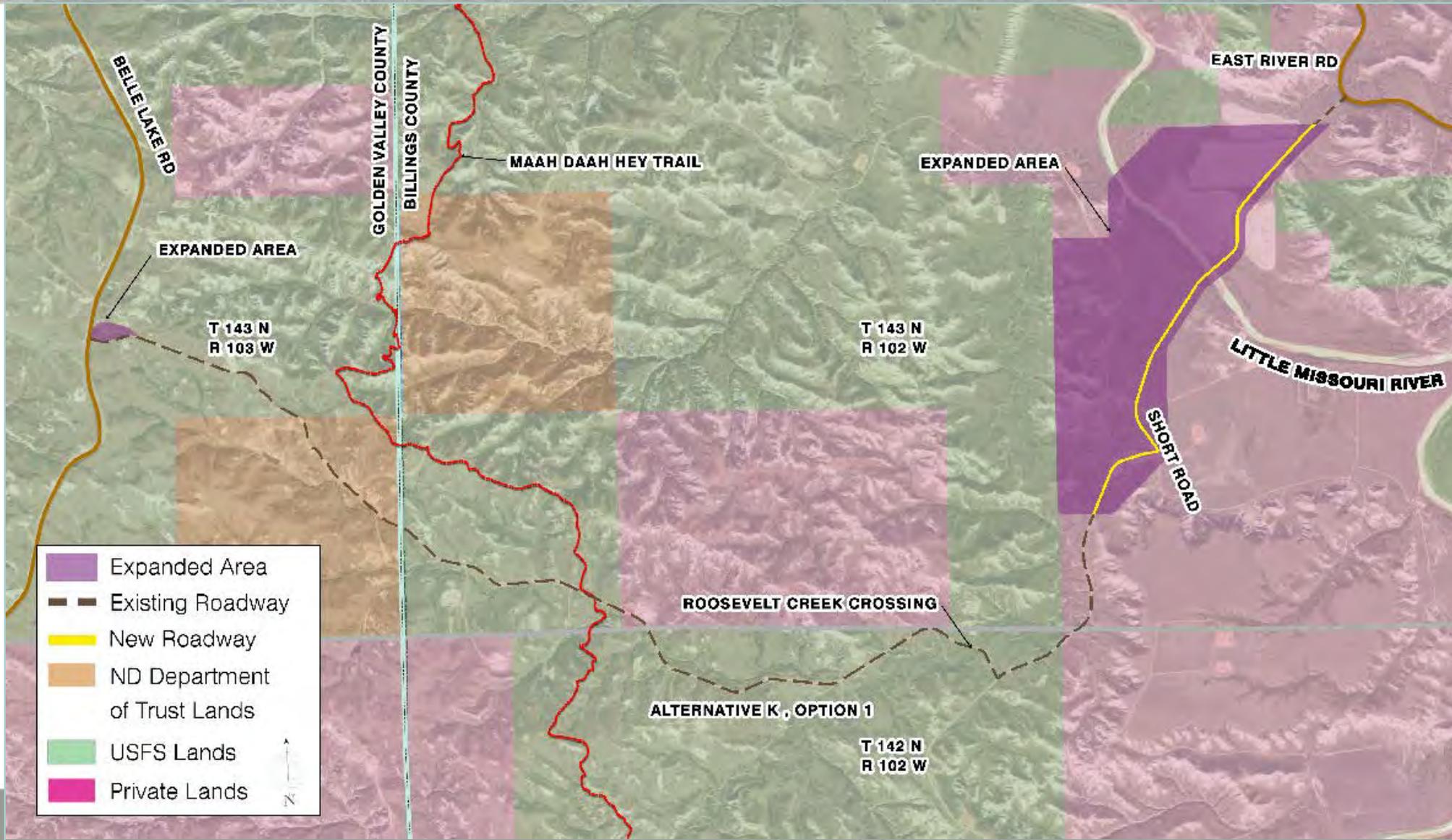
Alternatives Carried Forward in EIS

- ◆ Build
 - › Alternative A
 - › **Alternative K, Option 1 (Preferred Alternative)**
 - › Alternative K, Option 2
 - › Alternative K, Option 3
- ◆ No-Build: Alternative L



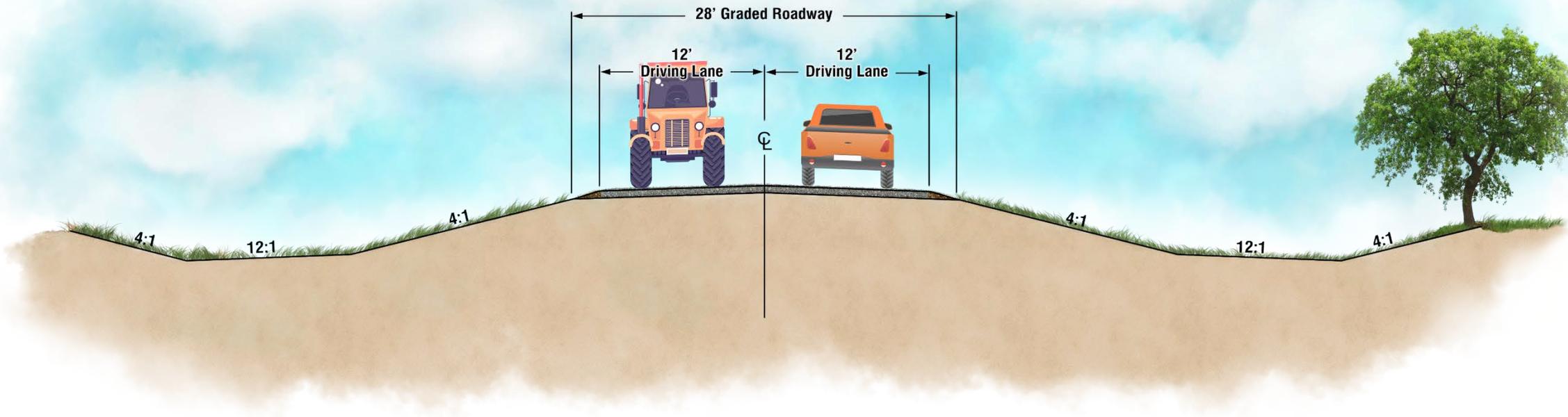
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Alternative K, Option 1 (Preferred Alternative)



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Proposed Roadway Typical Section



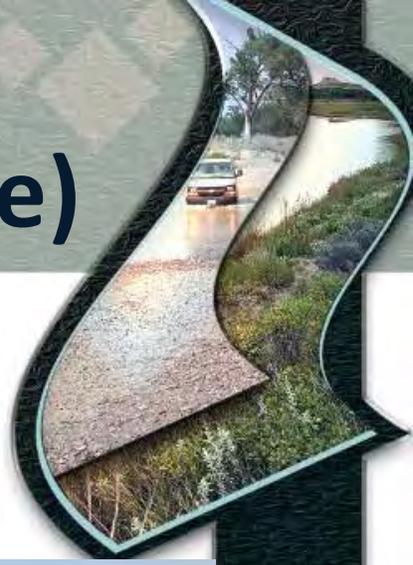
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Roadway Construction

- ◆ Traffic would be maintained during construction
- ◆ Drainage structures would be constructed one side at a time or may require a bypass
- ◆ Construction timeframe: 7 months
- ◆ Phased construction



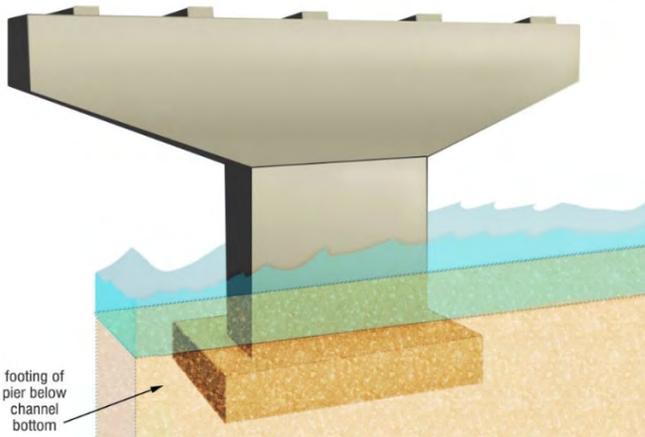
Alternative K, Option 1 (Preferred Alternative)



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Bridge Construction

- ◆ Concrete bridge piers & abutments supported by driven pile system
- ◆ Temporary causeway/bypass or temporary work bridge
 - › River flow maintained
- ◆ Potential cofferdam or earthen ring dikes around pier footings
- ◆ Construction timeframe: up to two construction seasons



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Impacts

Land Use

Land*	Approximate Acquisition (acres)
<i>Permanent ROW/Easement</i>	
USFS	88
North Dakota Department of Trust	15
Private	62
<i>Temporary Construction Easement</i>	
Private	13
Total	178

**Estimated acreage is for the full width of the ROW along the entire corridor, including both public & private lands. Billings County currently has a 150-foot-wide USDA Public Road Easement. The USFS would issue a new easement for the project to replace the existing easement. The actual acquisition of ROW or easements for these areas would be reduced by the amount of ROW or easement that currently exists during final design.*



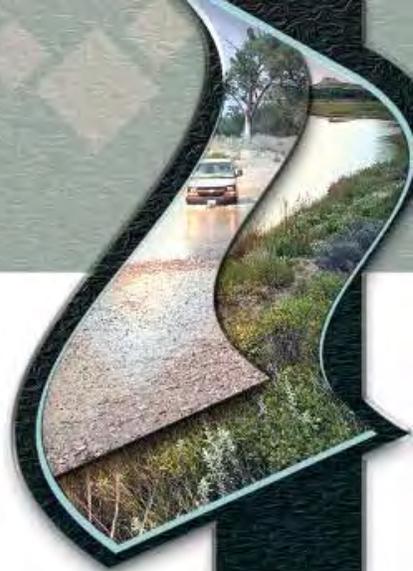
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Social

- ◆ Improved efficiency, reliability & local accessibility
- ◆ Improved emergency response times
- ◆ Fewer vehicles crossing river at unimproved fords
- ◆ Temporary impact on Maah Daah Hey Trail during construction
 - › Trail would remain open during construction



Water Resources



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- ◆ “Free flowing” nature of Little Missouri River would be maintained in accordance with Little Missouri State Scenic River Act

Impact Type	Wetland Impact (worst-case, acres)	Other Waters Impact (worst-case, acres/linear feet)
<i>Natural, Jurisdictional</i>		
Temporary*	0.14	1.95/1,955
Permanent	1.25	0.14/1,873
Total	1.39	2.09/2,828
<i>Natural, Non-jurisdictional</i>		
Temporary*	--	--
Permanent	0.01	--
Total	0.01	--
<i>Artificial, Non-jurisdictional</i>		
Temporary*	--	--
Permanent	0.39	--
Total	0.39	--

* Does not include temporary facilities (e.g., causeway, cofferdams, bypass), which would be finalized prior to permitting.

Cultural Resources



Courtesy Montana Historical Society

- ◆ NDSHPO concurred with *No Historic Properties Affected* determination
- ◆ Viewshed analysis
- ◆ SPreAD analysis of noise propagation



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Viewshed Analysis



- ◆ Elkhorn Ranchlands
- ◆ TRNP – Elkhorn Ranch Unit
- ◆ Theodore Roosevelt Elkhorn Ranch & Greater Elkhorn Ranchlands National Historic District



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Distance from National Historic District



- ◆ Alternative A
 - › 2 to 3 miles away
- ◆ **Alternative K, Option 1 (Preferred Alternative)**
 - › 2 miles away
- ◆ Alternative K, Option 2
 - › 3 miles away
- ◆ Alternative K, Option 3
 - › 6 miles away



Distance from TRNP – Elkhorn Unit



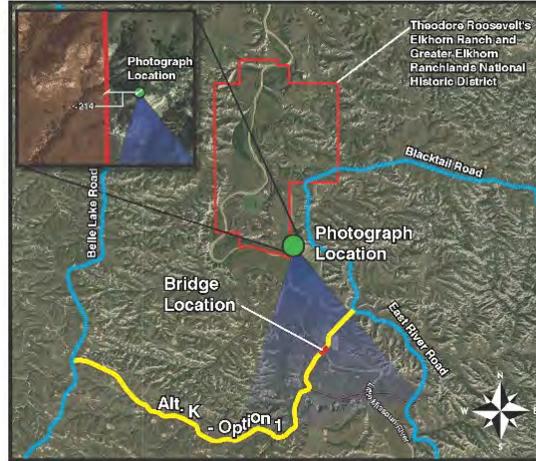
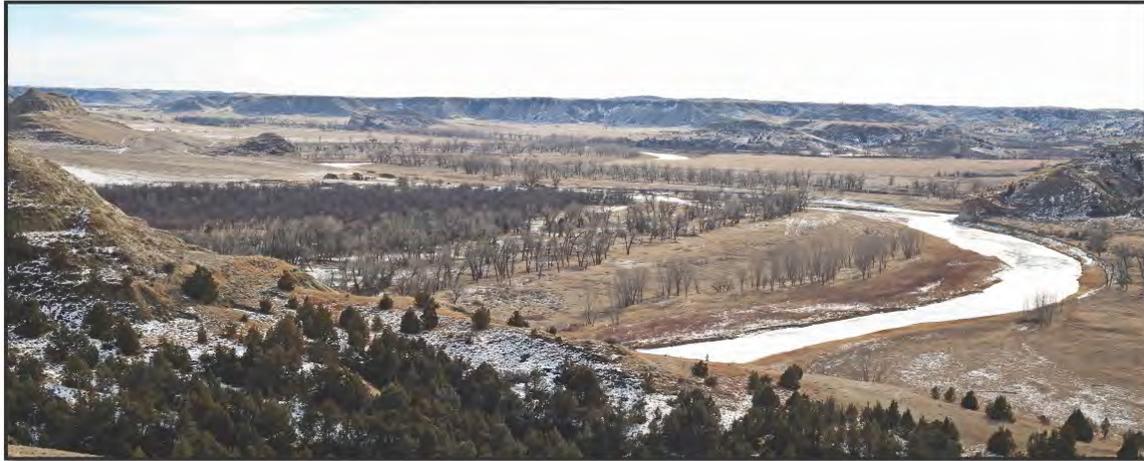
- ◆ Alternative A
 - › 3 miles away
- ◆ **Alternative K, Option 1 (Preferred Alternative)**
 - › 3 to 4 miles away
- ◆ Alternative K, Option 2
 - › 4 to 5 miles away
- ◆ Alternative K, Option 3
 - › 5 to 6 miles away



Example Photograph & Simulation



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Photograph Location: Viewpoint is approximately 2.2 miles from bridge location.

Existing Condition – View south from south side of National Historic District boundary.



ALTERNATIVE K - OPTION 1 BRIDGE DIAGRAM

View south from National Historic District toward Alternative K, Option 1.

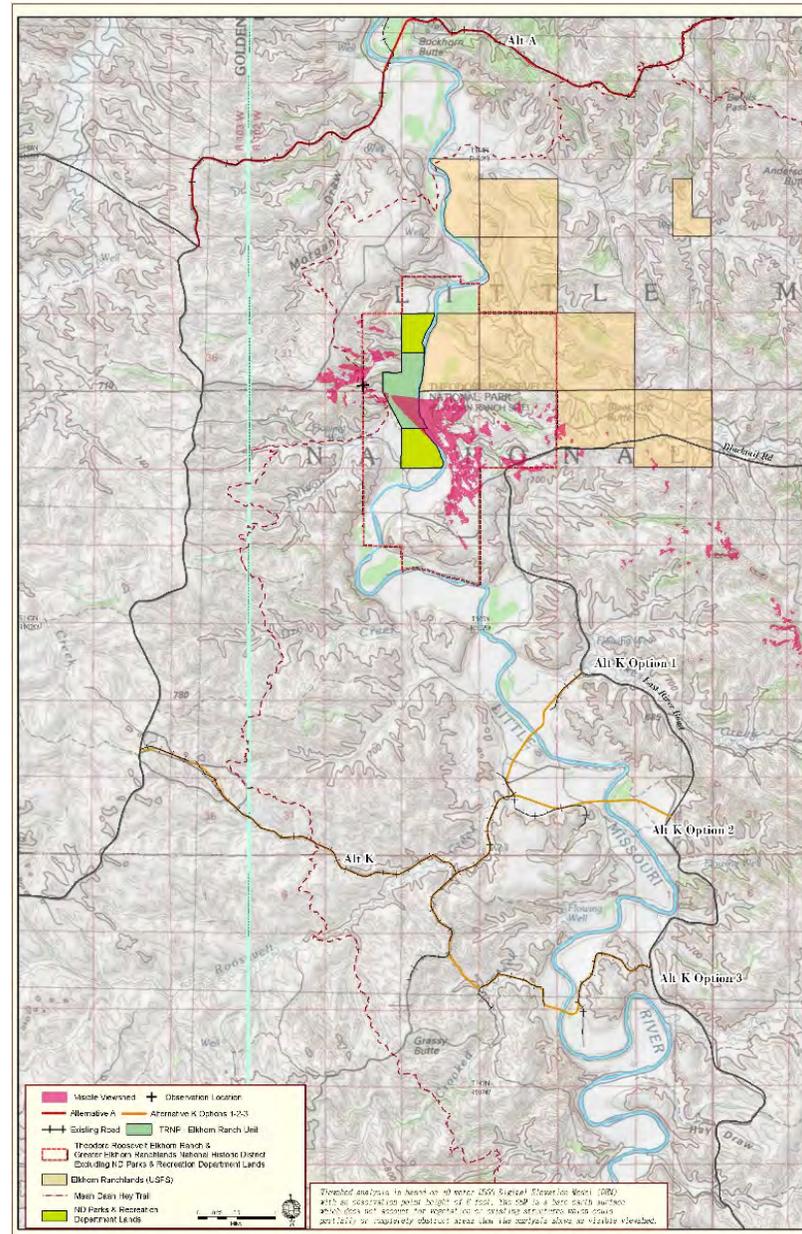
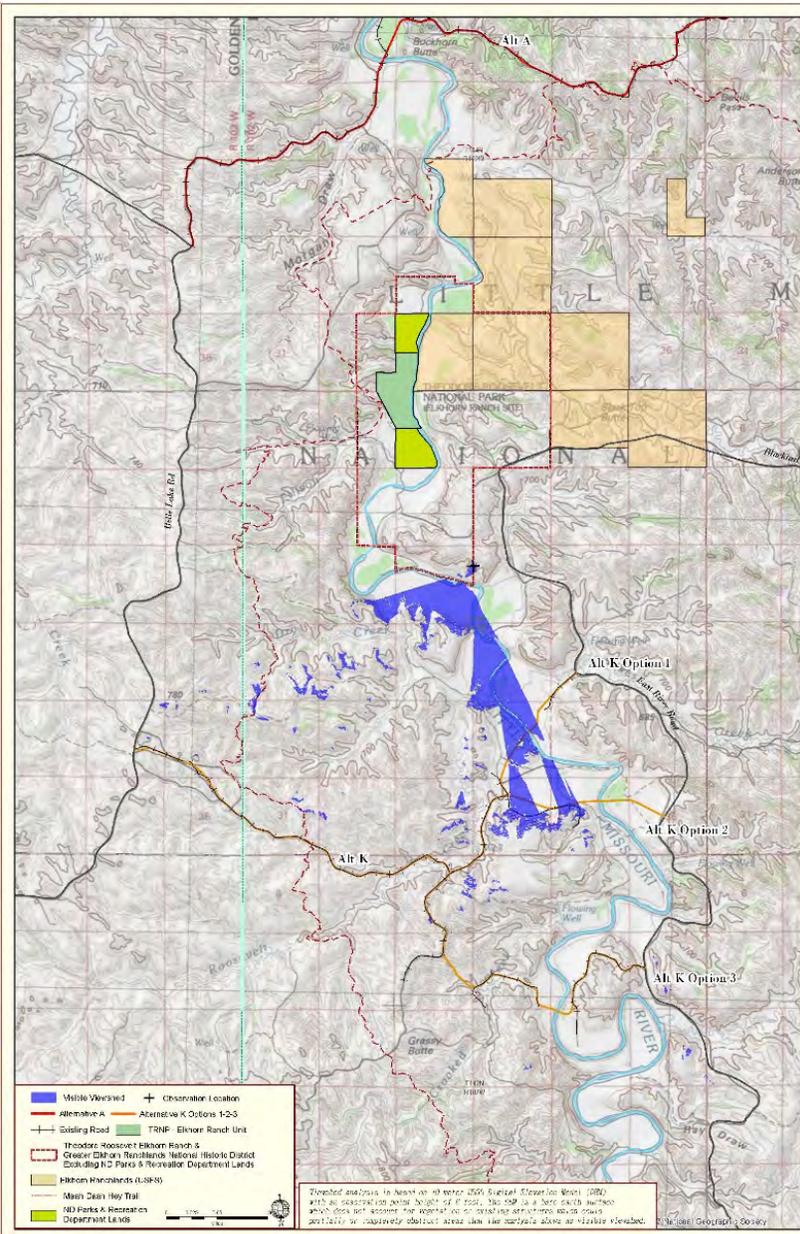
Bridge is 2.2 miles away.

Simulation – Project alignment with the bridge (see Alternative K - Option 1 Bridge Diagram).

Site Conditions: Clear
 Photo Date and Time: 1-27-16, 1:02 p.m. Focal Length: 50mm
 When printed on 11x17 inch paper, this simulation is meant to be viewed at a distance of 15 inches.
 3D models in this simulation were prepared based on preliminary engineering and may change based on final engineering and design.

National Historic District at Mid-Elevation Vantage Point

Maah Daah Hey Trail Vantage Point



Example Digital Elevation Model

Viewshed Video



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Results of Viewshed Analysis



- ◆ Roadway & bridge would not be visible from the Elkhorn Ranchlands, TRNP – Elkhorn Ranch Unit, Elkhorn Ranch Headquarters, or National Historic District
- ◆ Viewsheds would not be altered nor would integrity of the view be diminished
- ◆ ACHP verbally agreed with results of viewshed analysis



Noise

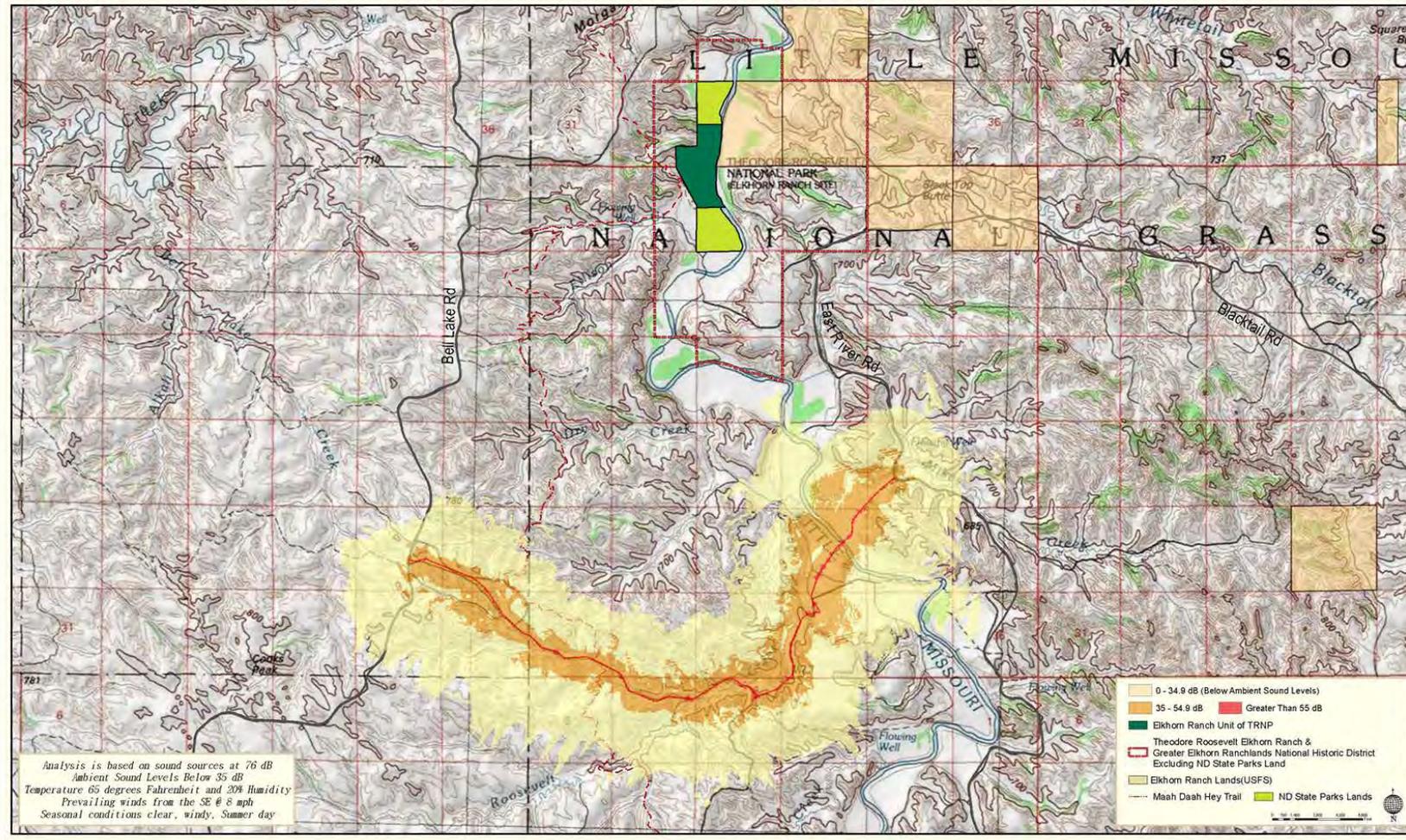


- ◆ Traffic Noise Modeling for Maah Daah Hey Trail
 - › No impact
- ◆ SPreAD Analysis
 - › Noise not likely to travel to TRNP – Elkhorn Ranch Unit, Elkhorn Ranchlands, or National Historic District



Example SPreAD Analysis Figure

*Little Missouri River Crossing ~ Project No. 02-04(001) ~ PCN 16970
Summer Conditions SPreAD Analysis Area of Influence - Alternative K-1*



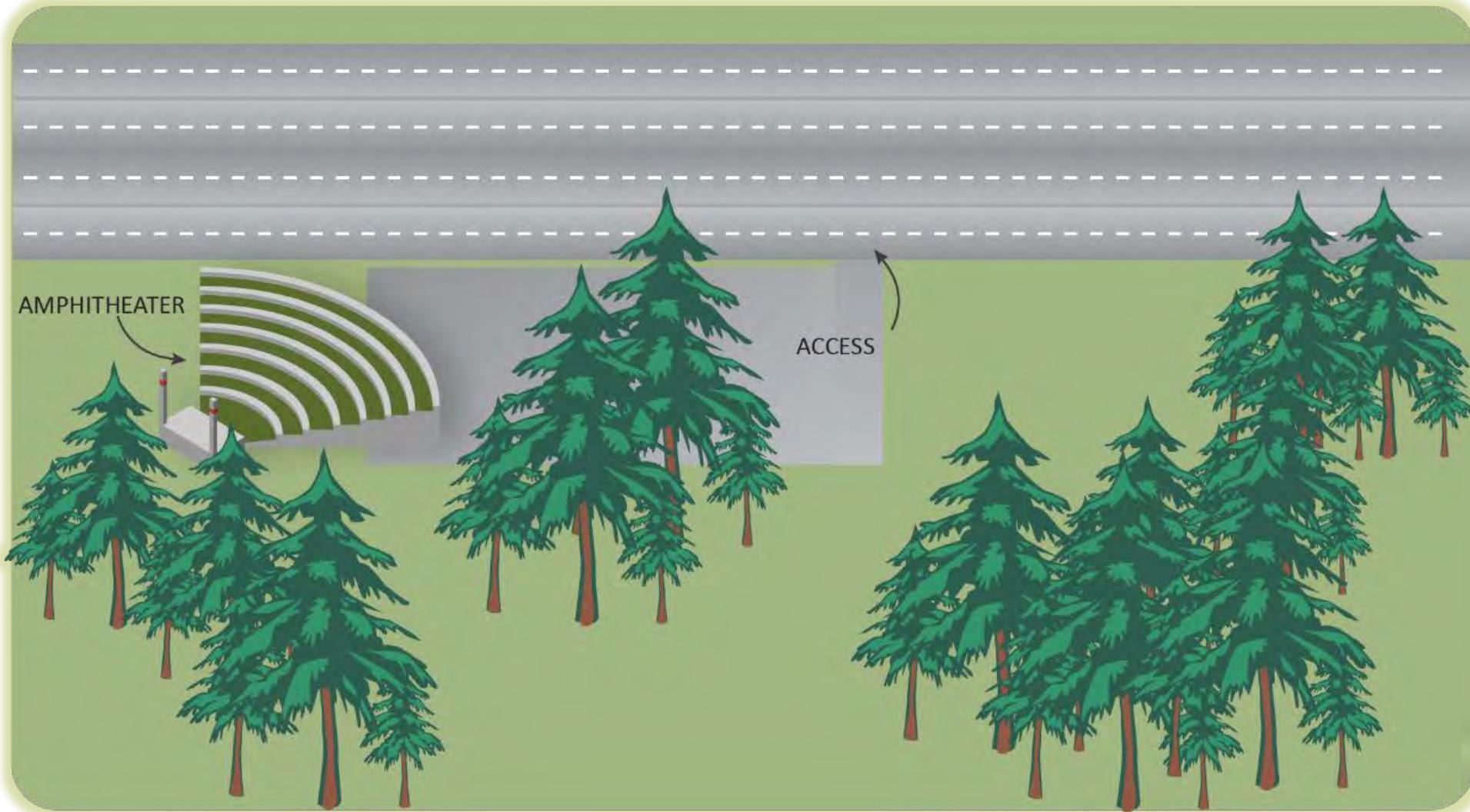
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Section 4(f) Overview

- ◆ Requires consideration of use of land from publicly-owned parks, recreation areas, wildlife & waterfowl refuges, & public & private historical sites
 - › Use allowed if there is no feasible & prudent avoidance alternative, & all possible planning to minimize harm has been included
 - › Use allowed if FHWA determines *de minimis* impact
- ◆ Section 4(f) “Use”
 - › Permanent
 - › Temporary
 - › Constructive



Section 4(f) Constructive Use Example



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Section 4(f) Properties

◆ Section 4(f) Applies

- › Maah Daah Hey Trail
- › DPG MAs 3.51A & 3.51B – Bighorn Sheep Habitat with Non-Federal Mineral Ownership
- › DPG MA 4.22 – Scenic Areas, Vistas, or Travel Corridors (River & Travel Corridors)
- › Elkhorn Ranchlands
- › TRNP – Elkhorn Ranch Unit
- › National Historic District
- › Archaeological Sites

◆ Section 4(f) Does Not Apply

- › DPG MA 3.65 – Rangelands with Diverse Natural-Appearing Landscapes
- › DPG MA 6.1 – Rangeland with Broad Resource Emphasis
- › USFS Roadway Easements



No Section 4(f) Use

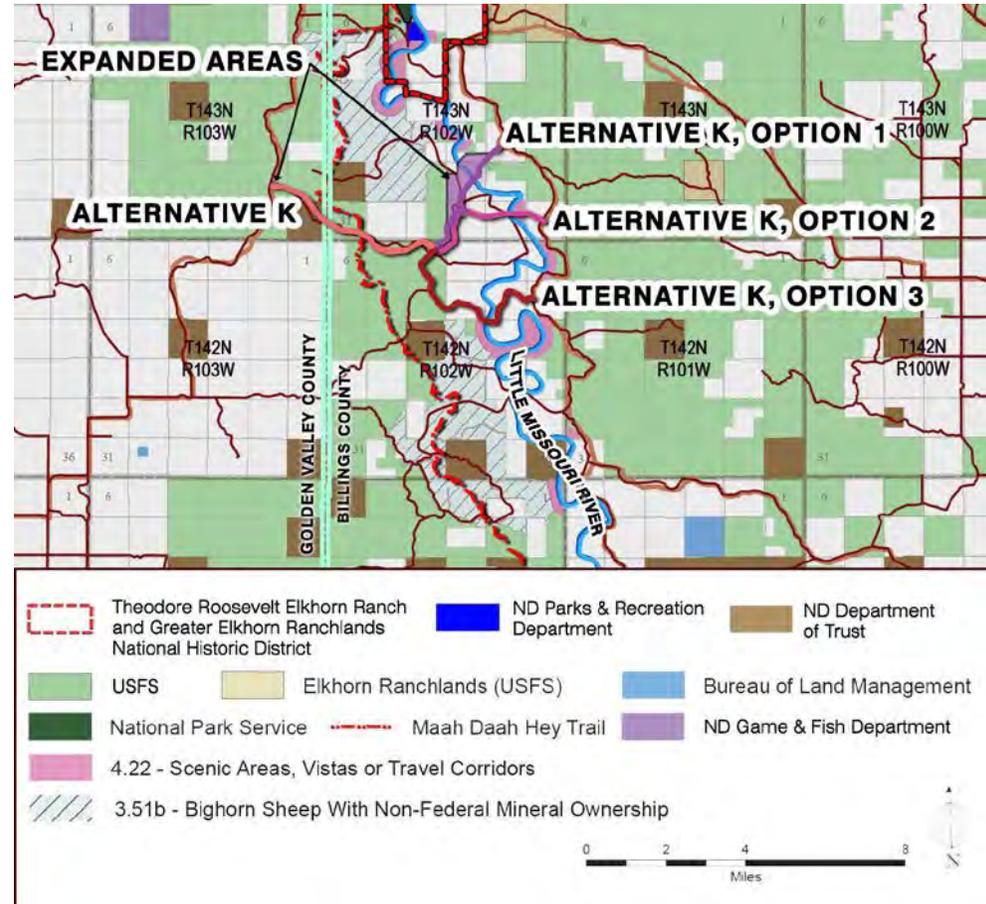
- › Elkhorn Ranchlands
- › TRNP – Elkhorn Ranch Unit
- › National Historic District



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Section 4(f) Use & Approval Options

- ◆ Maah Daah Hey Trail
 - › Use: None (Temporary occupancy)
 - › Approval Option: Exception
 - › USFS concurred



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Next Steps

Estimated Project Cost

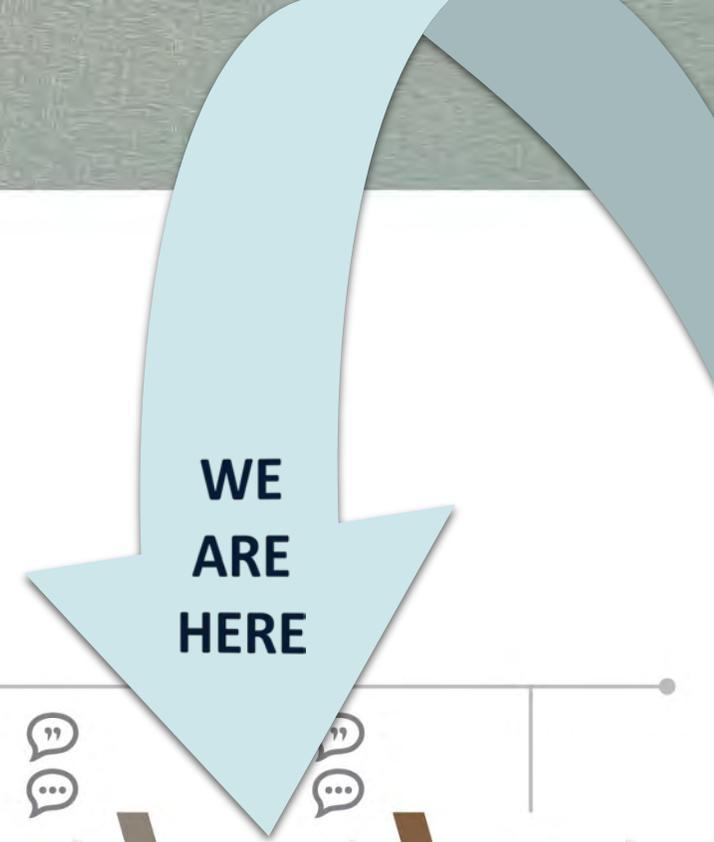
- ◆ Construction & ROW/easement
 - › \$11.2 million
- ◆ Utility relocation (worst-case)
 - › Oil & gas pipeline: \$3.3 to \$11.2 million
\$42 to \$143 per foot
 - › Electrical line: \$400,000 to \$900,000
\$20 to \$50 per foot



Next Steps

EIS Process Timeline

” *DENOTES OPPORTUNITY FOR AGENCY COMMENT
” *DENOTES OPPORTUNITY FOR PUBLIC COMMENT



**WE
ARE
HERE**



Submit Comments on the Draft EIS

- ◆ Send comments by **August 20, 2018**

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KLJ
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Bismarck, ND 58502-1157

Email: LMRC@kljeng.com

Note “Public Hearing” in the e-mail subject heading.

- ◆ View the Draft EIS at:

- › Billings County Courthouse
<http://www.billingscountynd.gov/klj>
- › Dickinson Area Public Library
- › Golden Valley County Courthouse
- › McKenzie County Public Library
- › NDDOT Central Office
<https://www.dot.nd.gov/projects/dickinson>
- › NDDOT Dickinson District Office
- › NDDOT Williston District Office
- › North Dakota State Library



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Questions & Comments

◆ Speaker Guidelines

- › State name
- › Describe issue or ask question
- › Be concise

Thank you for attending!

