Structure Options

Structure options under consideration include a bridge and a low-water crossing.

Bridge Option

Low-water Crossing Option

Next Step

Field work on the alternatives carried forward is currently underway. The next step in the process will be to complete the field work for the alternatives carried forward and conduct a full analysis of potential environmental and social impacts of the proposed alternatives. These impacts, and a detailed description of the alternatives, will be disclosed in the EIS.

Public Involvement

The purpose of today's meeting is to solicit participation from the public and interested parties regarding the range of reasonable alternatives developed for the project.

We hope that this open house is informative and useful to you. Thank you for your interest in the proposed Little Missouri River Crossing EIS project.

Please mail your comments to:

Kadrmas, Lee & Jackson
Jennifer Turnbow, Project Manager
128 Soo Line Drive
Bismarck, ND 58501
jennifer.turnbow@kljeng.com

Written statements will be included in the official transcript if received by August 22, 2008. For further information and updates, as they become available, please visit the Little Missouri River Crossing EIS project website at www.billingscountynd.gov.

LITTLE MISSOURI

River Crossing EIS

July 2008

Project # FHO-02-04(001) PCN #16970

Alternatives Public Workshop

July 17, 2008
5:00–7:00PM (MST)
North Dakota Cowboy Hall of Fame
Medora, ND

and

July 22, 2008
5:00–7:00PM (CST)
Best Western Doublewood Inn
Bismarck, ND

Purpose and Need for the Project

The purpose of the proposed project is to provide for the safe and efficient movement of people and goods. Specifically, the purpose of the proposed project is to:

- Improve the transport of goods and services within the study area;
- Provide the public with a centrally accessible, safe, efficient, and reliable link between ND Highway 16 and US Highway 85 within the study area (system linkage);
- Connect the transportation network on the east side of the Little Missouri River to the transportation network on the west side of the Little Missouri River (internal linkage); and
- Accommodate a variety of vehicles ranging from a two-wheel drive passenger vehicle to agricultural, commercial, and industrial vehicles and equipment.

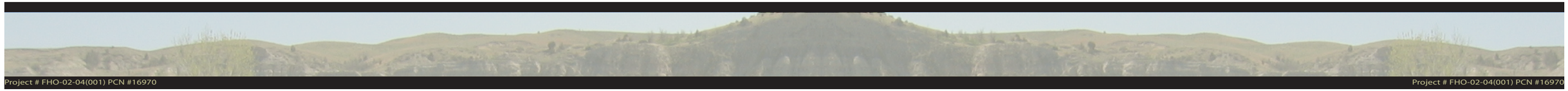
The safe and efficient movement of people and goods would be accomplished by improving connectivity through construction of a reliable crossing of the Little Missouri River, and upgrading and/or creating new roadways to best meet roadway design standards.

Billings County is leading a planning effort to improve internal linkage and system linkage from ND Highway 16 to US Highway 85, between the north and south units of the Theodore Roosevelt National Park, to meet a variety of socioeconomic demands. These include fire management and industry (agriculture, oil and gas, and recreation/tourism). Currently, no reliable crossings exist over the Little Missouri River between US Highway 85 south of Watford City (Long X Bridge) and the city of Medora (Bridges on I-94), a distance of nearly 50 aerial miles and 70 highway miles. Approximately 18 private fords and one public ford exist; however, they are unreliable because of seasonal conditions and are inaccessible to many types of vehicles. In addition, the majority of the existing fords are located on private land; requiring landowner permission to cross the river.

Alternatives Under Consideration

Alternatives under consideration include:

- Take no action (Alternative A)
- Construction of a river crossing structure
- Three corridor/roadway alternatives (Alternatives B, C, and D)

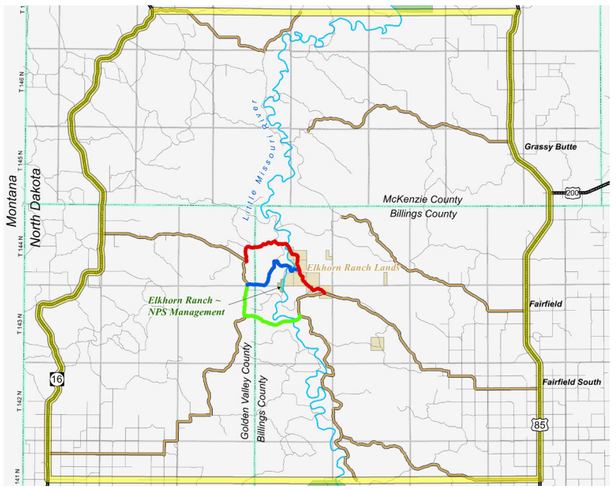


Project # FHO-02-04(001) PCN #16970

Alternative A (no-build)

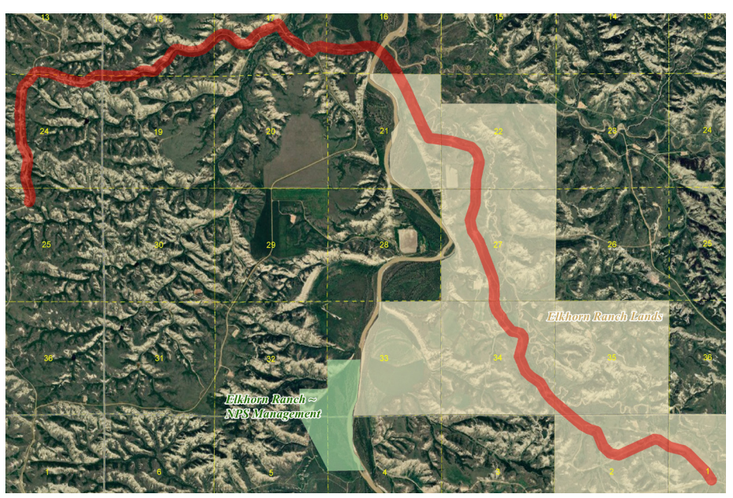
The no-build alternative is used to describe the existing conditions and anticipate what would happen if no improvements were made. Alternative A would leave the study area as it is today, with no reliable crossings of the Little Missouri River between US Highway 85 south of Watford City and the city of Medora.

Build Alternatives Overview



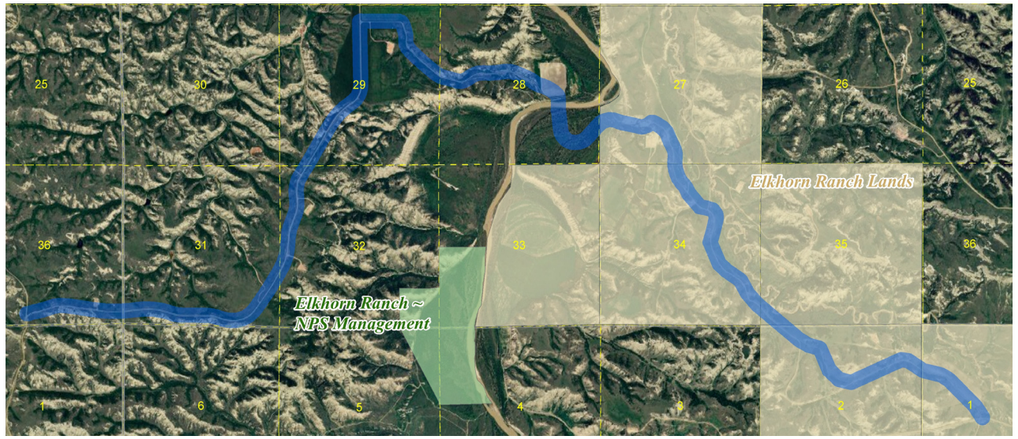
Alternative B

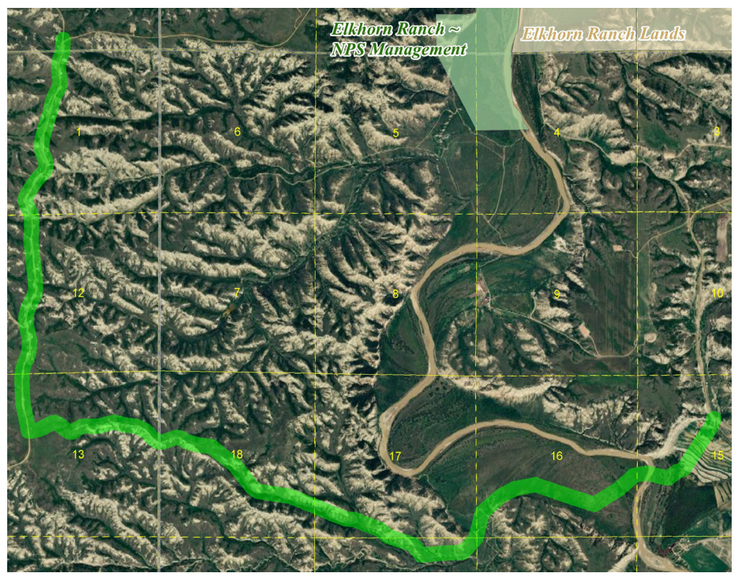
Alternative B begins at the intersection of Bell Lake Road and Blacktail Road on the west side of the Little Missouri River and connects to Blacktail Road on the east side of the Little Missouri River. Approximately 10 miles of roadway would be constructed and/or reconstructed. Structure options being evaluated for this alternative include a bridge and low-water crossing.



Alternative C

Alternative C begins at the intersection of Beaver Creek Road and Blacktail Road on the west side of the Little Missouri River and connects to Blacktail Road on the east side of the Little Missouri River. Approximately 8 miles of roadway would be constructed and/or reconstructed. Structure options being evaluated for this alternative include a bridge.



Alternative D

Alternative D begins on Bell Lake Road on the west side of the Little Missouri River and connects to East River Road on the east side of the Little Missouri River. Approximately 7 miles of roadway would be constructed and/or reconstructed. Structure options being evaluated for this alternative include a bridge and low-water crossing.