



**BILLINGS BYPASS EIS**  
NCPD 56(55)CN 4199



## HOW DID WE GET HERE?

**2001** *Billings North Bypass Feasibility Study* investigated a bypass in the Billings area using a 5-mile-wide corridor north of Billings to assess the feasibility of a bypass route connecting the I-90/I-94 interchange area east of Billings with MT 3 west of Billings.

**2003** FHWA issued the Notice of Intent (NOI) that MDT would prepare an EIS on a proposal to construct a bypass route north of Billings in Yellowstone County, Montana, which would connect between I-90 and MT 3.

**2004** Scoping process began. Local, state, and federal agencies and the public were provided with opportunities to comment on the purpose and need and voice issues and concerns related to the proposed project.

**2005** The *Billings Urban Area Long-Range Transportation Plan Update*, which is the fiscally constrained Metropolitan Transportation Plan (MTP), included the Billings Bypass as a “regionally significant project” in the process of being implemented.

**2006** The project team developed preliminary alternatives and provided agencies and the public with opportunities for input.

**2007**  
**2008**

**2008** FHWA released guidance requiring that all project phases planned within the life of the MTP must be included in the “fiscally constrained” *Billings Urban Area Long-Range Transportation Plan*. As proposed, the project did not have sufficient funding to be included in the plan.

**2009** The local Policy Coordinating Committee (PCC) voted to re-scope the Billings Bypass Project to focus only on the eastern segment between I-90 and Old Hwy 312.

**2010** FHWA reissued the NOI. The purpose and need statements were revised based on input from agencies and the public.

**2011** The agencies completed the Draft EIS (DEIS) and released it for public review and comment in August 2012. The project was subsequently modified to include provision for phased implementation, and a Final EIS was released for public review and comment in March 2014. A Record of Decision was released in July 2014, which named Phase 1 of the Mary Street Option 2 Alternative as the selected alternative.

