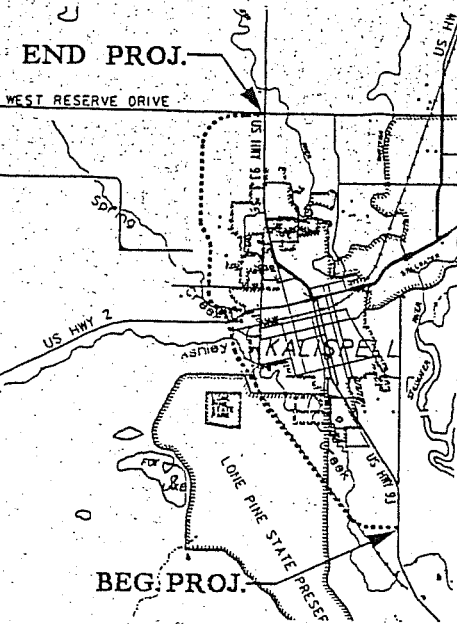




## Message from the Engineer



A message from the Engineer . . .

One year ago, our Engineering Design Firm, Neil Consultants, Inc. of Great Falls, Montana, was hired by the Montana Department of Transportation to head the project development and design process for a vehicle bypass route around Kalispell.

Since November 1995, Neil Consultants has completed a series of one-on-one interviews with affected landowners and the preliminary design of alignment, grade, and right-of-way plans.

We are inviting the public and landowners affected by the bypass to an open-house to view preliminary construction and right-of-way plans. The open-house will be followed by a public meeting.

### This issue

- Message from the Engineer
- Open-House / Public Meeting Invitation
- Preliminary Project Map
- Project Status
- Proposed Modifications
- Project Schedule



**NEIL CONSULTANTS, INC.**

4509 North Star Boulevard  
P.O. Box 6350  
Great Falls, MT 59406-6350  
406-453-5478 Voice  
406-453-2009 Fax

### Notice of Public Meeting / Open-house

#### KALISPELL BYPASS PRELIMINARY DESIGN

Date: October 16, 1996

Time: 7:30 a.m. - 10:00 p.m.

Place: Outlaw Inn

Colt 44 Room - Open-house begins 7:30 a.m.

Stagecoach Room - Public Meeting begins 7:00 p.m.

#### ITEMS FOR DISCUSSION AND VIEWING:

- Preliminary Construction Plans (Alignment and Grade)
- Roadway cross sections
- Preliminary Right-of-Way Plans
- Preliminary Intersection Geometrics
- Modifications to Alignment

#### IN ATTENDANCE:

- Montana Department of Transportation
- Neil Consultants, Inc.



## PROJECT STATUS



Ownership research, aerial mapping, property surveys, and soil investigations leading to the preparation of preliminary construction plans have been completed. One-on-one interviews with affected landowners and three progress meetings with the Kalispell Technical Advisory Committee have been held over the past year to discuss their concerns, the project route, and site access.

As discussed in previous letters to landowners, the bypass corridor will start about 3 miles south of Kalispell at milepost 108.7 (Snowline Lane) on US Highway 93, pass west of Kalispell, intersecting US Highway 2 just west of Ashley Square Mall, and rejoin US Highway 93 approximately one mile north of town (West Reserve Drive). This general alignment follows

the route selected in the *US Highway 93 - Somers to Whitefish West Final Environmental Impact Statement* prepared by Carter & Burgess for the Federal Highway Administration (FHWA) in September 1994. The FHWA, in cooperation with the MDT, approved the selected route in the November 1994 *Record of Decision for US 93 (Somers to Whitefish West)*.

Through the landowner contact and interview process, as well as the preliminary design process, we are recommending three (3) modifications to the alignment shown in the *Final Environmental Impact Statement*. These modifications may result in a more efficient design, mitigate some landowner concerns, and further control access.



## PROPOSED MODIFICATIONS



The modifications include:

- Snowline Lane Connection to Highway 93
- Stillwater Road Realignment
- West Reserve Drive Realignment

Any shift in the alignment shown in the FEIS will require consent of the landowners impacted by the shift. If we cannot obtain this consent, we will be required to follow the alignment previously approved by the Federal Highway Administration in the November 1994 *Record of Decision*.

We have contacted the landowners affected by the proposed modifications and have obtained the necessary consent for modifications at Snowline Lane. We continue to work with landowners on the Stillwater Road and West Reserve Drive modifications.

The foldout 11"x17" map enclosed shows the location of the three modifications. The modifications are described as follows:

### SNOWLINE LANE CONNECTION TO HWY 93

We have identified an alternate connection point to Highway 93 roughly 1/2 mile north of the proposed Snowline Lane intersection. This connection would place the intersection on a long tangent instead of a curve. The corridor from Highway 93 to the BNRR line is clear of the development at this time.

The concept has the following advantages:

1. Improved intersection geometrics and sight distance.
2. Leaves existing access to Ashley Creek Ranchettes via Snowline Lane intact. Reduces impacts to the subdivision.
3. Reduces length of bypass by roughly 500 feet.
4. The landowners affected by the shift are willing to give the necessary consent for the alternate alignment.



# PROPOSED MODIFICATIONS



## STILLWATER ROAD REALIGNMENT

We have identified an alternative alignment which parallels Stillwater Road. This alignment leaves intact Stillwater Road as a farm-to-market corridor between West Reserve Drive and Three Mile Drive.

The concept has the following advantages:

1. Salvages 2 miles of essential farm-to-market road (Stillwater Road). Would reduce local farm vehicle travel along bypass.
2. Eliminates 1 1/2 miles of utility relocations.
3. Reduces access from 15± approaches to 3± approaches.
4. Shortens bypass route by 1100± feet.
5. Reduces impacts to Grosswiler lands west of Stillwater Road and north of Three Mile Drive.
6. The DNRC area office, which manages the State of Montana property to the north, supports the concept of shifting off of Stillwater Road.
7. The landowners affected by the shift have indicated a willingness to accept the alignment.
8. The corridor is not impeded by physical constraints. The terrain would make for easy construction with little disruption to adjacent properties.

## WEST RESERVE DRIVE REALIGNMENT

Representatives from the Country Estates Subdivision and Country View Estates Subdivision have expressed their concerns regarding the proposed routing along West Reserve Drive. The most critical concerns expressed by the homeowners are:

1. Increased noise levels and plans for noise abatement.
2. The safety and ease of ingress/egress, and
3. Air quality.

The homeowners have expressed a desire to have the alignment shifted south and away from West Reserve Drive. The homeowners preferred alignment would follow the existing power line corridor across the State of Montana property.

We have proposed a design concept which may alleviate some of the homeowners concerns, remain consistent with the FEIS alignment, and provide for a more efficient design. The concept would shift the bypass roughly 150 feet south along West Reserve. This shift would mitigate noise impacts at Country Estates Subdivision.

The DNRC area office, which manages the State of Montana property, supports the concept of shifting off of West Reserve Drive. However, the DNRC is not willing to accept a shift to the existing power line corridor.



# PROPOSED MODIFICATIONS



Actual construction dates for the bypass have not been set and will depend upon funding availability. Thus, construction will not begin for a number of years and likely will be constructed in several phases. Design will be completed this fall and final right-of-way plans will be completed in the spring of 1997. Right-of-way acquisition

may begin upon FHWA and MDT approval of the final right-of-way plans.

Mitchell Stelling, P.E.  
Project Engineer  
Neil Consultants, Inc.

## Updated Project Schedule

| TASK                                  | 1995 |     |     | 1996 |     |     |     |     |     |     |     |     | 1997 |     |     |     |     |     |  |  |
|---------------------------------------|------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|--|--|
|                                       | Oct  | Nov | Dec | Jan  | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct  | Nov | Dec | Jan | Feb | Mar |  |  |
| Preliminary Design & Land Owner Input |      |     |     |      |     |     |     |     |     |     |     |     |      |     |     |     |     |     |  |  |
| Field Surveys                         |      |     |     |      |     |     |     |     |     |     |     |     |      |     |     |     |     |     |  |  |
| Preliminary Alignment & Grade         |      |     |     |      |     |     |     |     |     |     |     |     |      |     |     |     |     |     |  |  |
| Preliminary Right-of-Way Plans        |      |     |     |      |     |     |     |     |     |     |     |     |      |     |     |     |     |     |  |  |
| Final Alignment & Grade               |      |     |     |      |     |     |     |     |     |     |     |     |      |     |     |     |     |     |  |  |
| Final Right-of Way Plans              |      |     |     |      |     |     |     |     |     |     |     |     |      |     |     |     |     |     |  |  |

### KALISPELL BYPASS PRELIMINARY DESIGN

*PUBLIC MEETING  
and  
OPEN-HOUSE*

*Wednesday, October 16, 1996  
7:30 a.m. to 10:00 p.m.*

*OUTLAW INN*

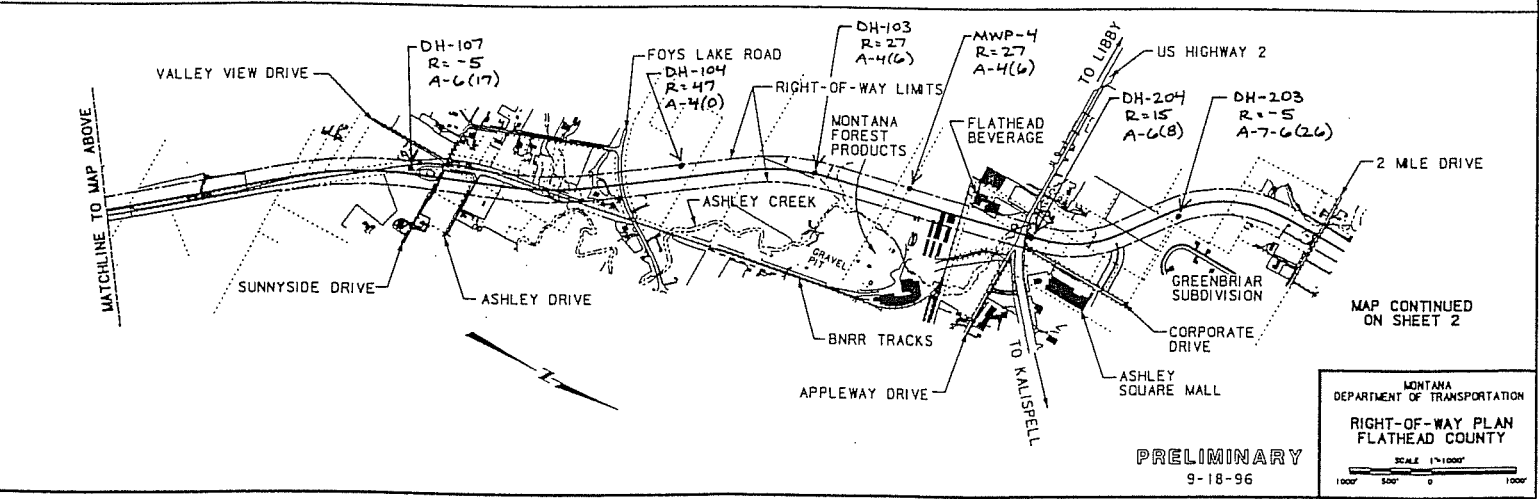
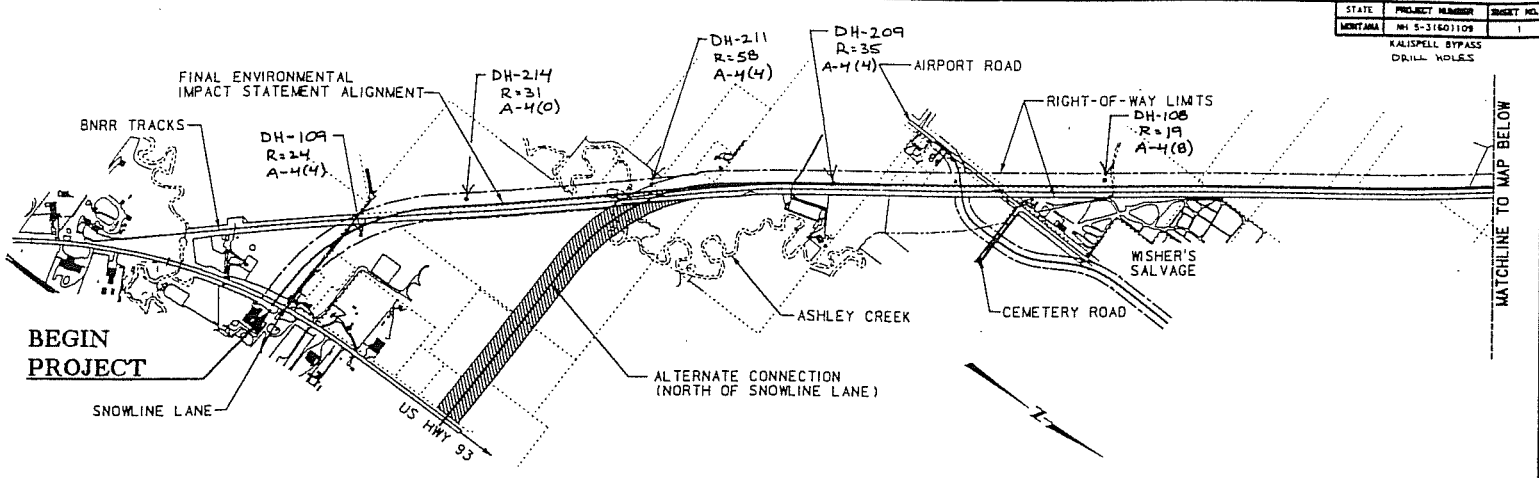
*Colt 44 Room - Open-house begins 7:30 a.m.  
Stage Coach Room - Public Meeting begins 7:00 p.m.*



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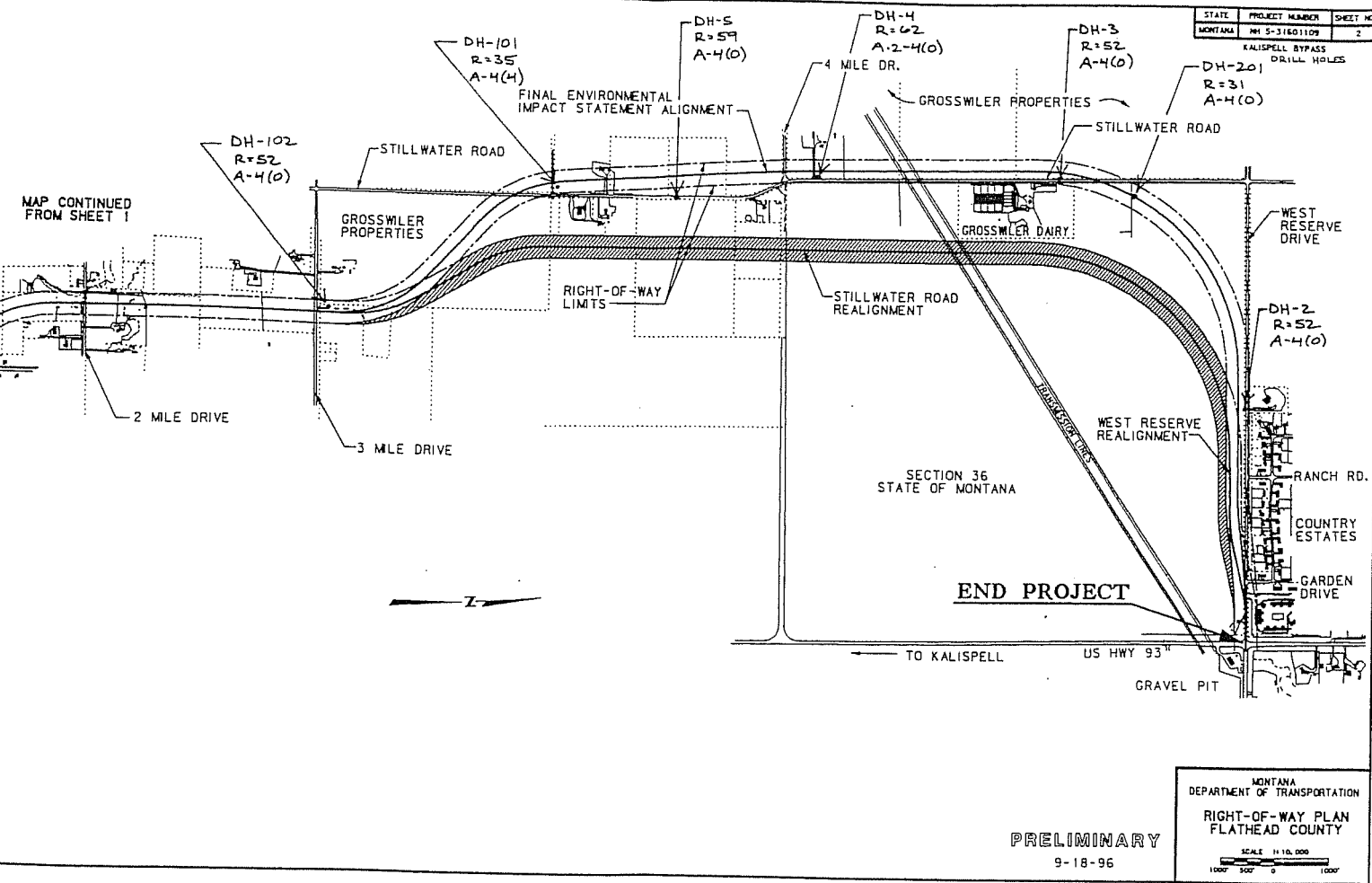
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|---------|----------------|-----------|
| MONTANA | AP 5-31601109  | 1         |



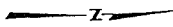
MONTANA  
DEPARTMENT OF TRANSPORTATION  
RIGHT-OF-WAY PLAN  
FLATHEAD COUNTY  
SCALE 1"=1000'  
1000' 500' 0 500' 1000'

| STATE   | PROJECT NUMBER | SHEET NO. |
|---------|----------------|-----------|
| MONTANA | MI 5-31601109  | 2         |

KALISPELL BYPASS  
DRILL HOLES



MAP CONTINUED FROM SHEET 1



PRELIMINARY  
9-18-96

MONTANA  
DEPARTMENT OF TRANSPORTATION  
RIGHT-OF-WAY PLAN  
FLATHEAD COUNTY  
SCALE 1:10,000  
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