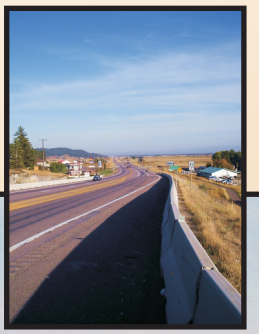
KALISPELL

APPENDICES

AREA TRANSPORTATION PLAN (2006 UPDATE)



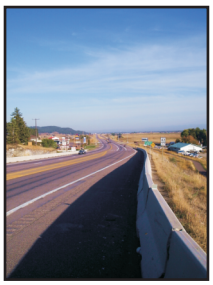
Prepared By:

Robert Peccia & Associates

Helena & Kalispell, Montana

April 21, 2008

Appendix A
City Council Resolution Number 5269



RESOLUTION NO. 5269

A RESOLUTION FOR THE APPROVAL AND ADOPTION OF THE KALISPELL AREA TRANSPORTATION PLAN (2006 UPDATE) DATED APRIL 21, 2008, AS PREPARED BY ROBERT PECCIA AND ASSOCIATES FOR THE PURPOSE OF REPLACING THE 1993 KALISPELL TRANSPORTATION PLAN.

WHEREAS, the City of Kalispell retained the engineering firm Robert Peccia and Associates to analyze the transportation facilities in and around the City of Kalispell for the purpose of developing a Kalispell Area Transportation Plan to update and replace the existing transportation plan that was developed in 1993; and

WHEREAS, the proposed Kalispell Area Transportation Plan (2006 Update), dated April 21, 2008, developed by Robert Peccia and Associates addresses the transportation issues within the City of Kalispell, plus an area up to three miles beyond the City limits, into those areas the City can reasonably expect to grow; and

WHEREAS, the proposed Kalispell Area Transportation Plan (2006 Update) provides an analysis of existing transportation conditions, transportation demand forecasting, a discussion of alternative travel modes within the area and identification of specific problem areas relative to crash occurrences, intersection capacities and street corridor capacities; and

WHEREAS, the proposed Kalispell Area Transportation Plan (2006 Update) includes recommendations for travel demand management and traffic calming techniques and further provides a series of recommendations for improvements to the transportation system including short term management changes, major street system improvements and miscellaneous upgrades to the existing transportation system; and

WHEREAS, the proposed Kalispell Area Transportation Plan (2006 Update) further includes a financial analysis of the capital improvements to implement the plan; and

WHEREAS, on December 11, 2007 the Kalispell City Planning Board, after due and proper notice, met and held a public hearing to consider recommending the adoption of the Kalispell Area Transportation Plan (2006 Update). The Planning Board met again on January 8, 2008, after due and proper notice, and after fully considering the contents of the Plan and all of the public comment received, both oral and written, voted unanimously to recommend approval and adoption of the plan to the Kalispell City Council; and

WHEREAS, on February 19, 2008, after due and proper notice and after making the proposed Kalispell Area Transportation Plan (2006 Update) available to the public for its inspection, the Kalispell City Council held a public hearing to receive oral and written comment on the plan; and

WHEREAS, it is in the best interests of the City of Kalispell and its residents that the existing 1993 Kalispell Transportation Plan be updated and replaced using current data and traffic engineering analysis for the purposes of updating its Growth Policy as required by state statute as well as providing a more timely and functional analysis in the consideration of implementing transportation impact fees; and

WHEREAS, after fully considering the contents of the Kalispell Area Transportation Plan (2006 Update) and all of the public comment received, both oral and written, the Kalispell City Council finds that the proposed Kalispell Area Transportation Plan (2006 Update), dated April 21, 2008, developed by Robert Peccia and Associates sufficiently provides the data and analysis necessary to update and replace the existing adopted policy of the 1993 Kalispell Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF KALISPELL AS FOLLOWS:

SECTION I. That the Kalispell Area Transportation Plan (2006 Update), dated April 21, 2008, developed by Robert Peccia and Associates shall be and is hereby adopted and approved for transportation policy within the City of Kalispell.

SECTION II. This resolution shall be and is hereby effective immediately.

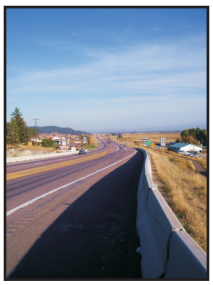
PASSED AND APPROVED BY THE CITY COUNCIL AND SIGNED BY THE MAYOR OF THE CITY OF KALISPELL, THIS 21ST DAY OF APRIL, 2008.

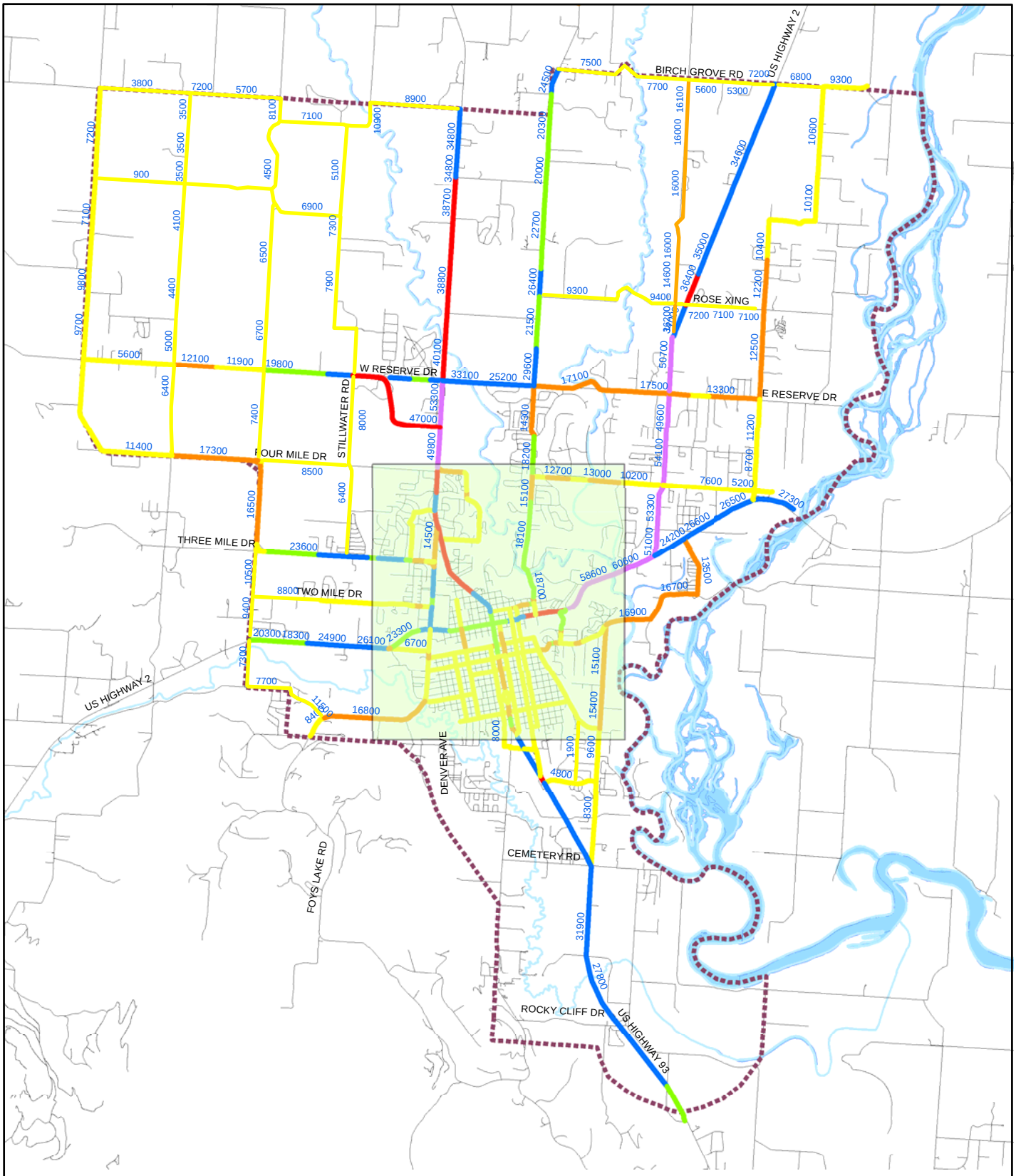
Pamela B. Kennedy
Mayor

ATTEST:

Theresa White
City Clerk

Appendix B
Travel Demand Model Graphics for Chapter 3 Alternative Scenarios





KALISPELL

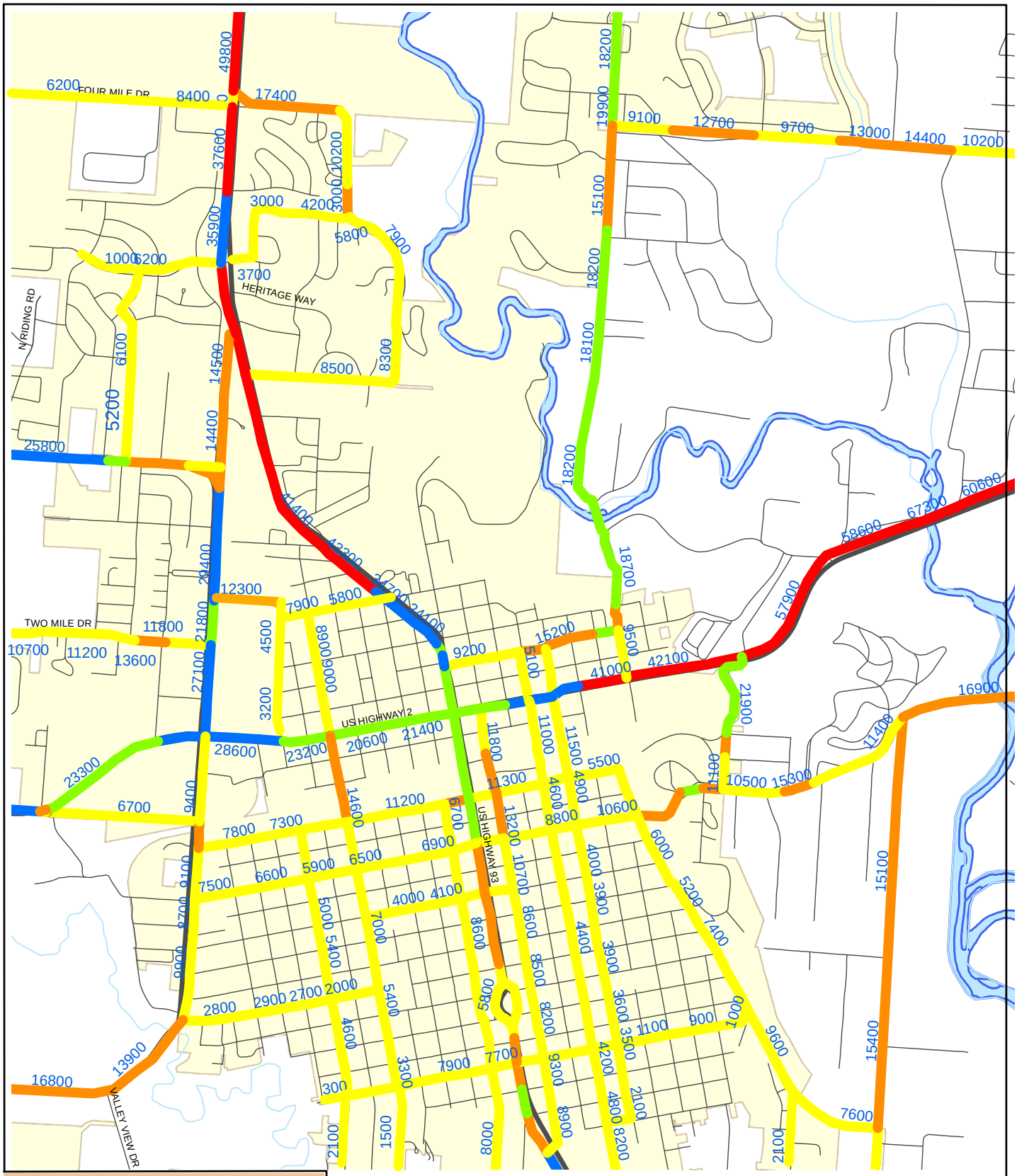
AREA TRANSPORTATION PLAN (2006 UPDATE)

- 0 - 12000
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

E + C Network

Alternative Scenario Number 1



KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

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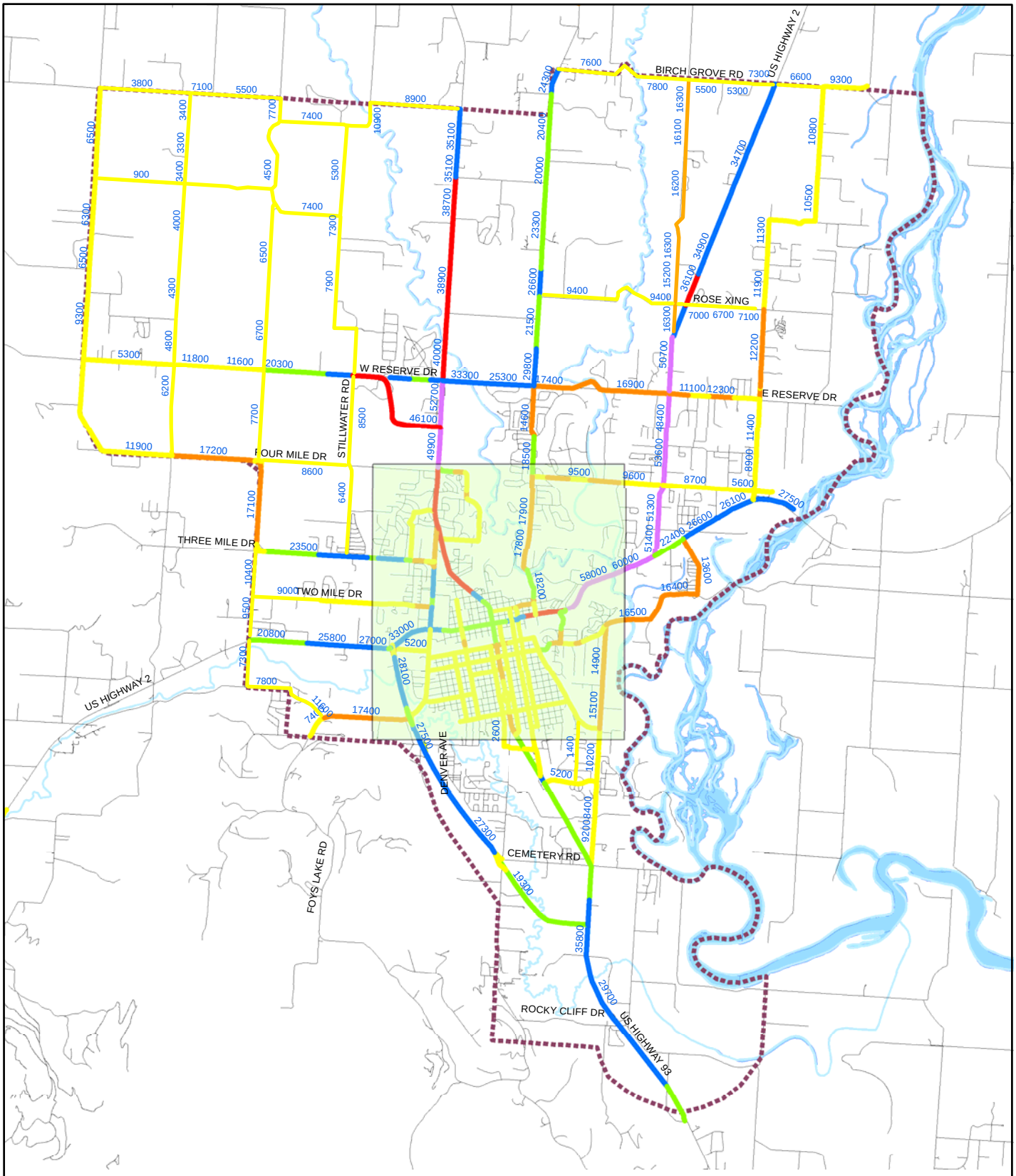
Scale in Feet

E + C Network

Alternative Scenario Number 1



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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- TRANSPORTATION PLAN BOUNDARY

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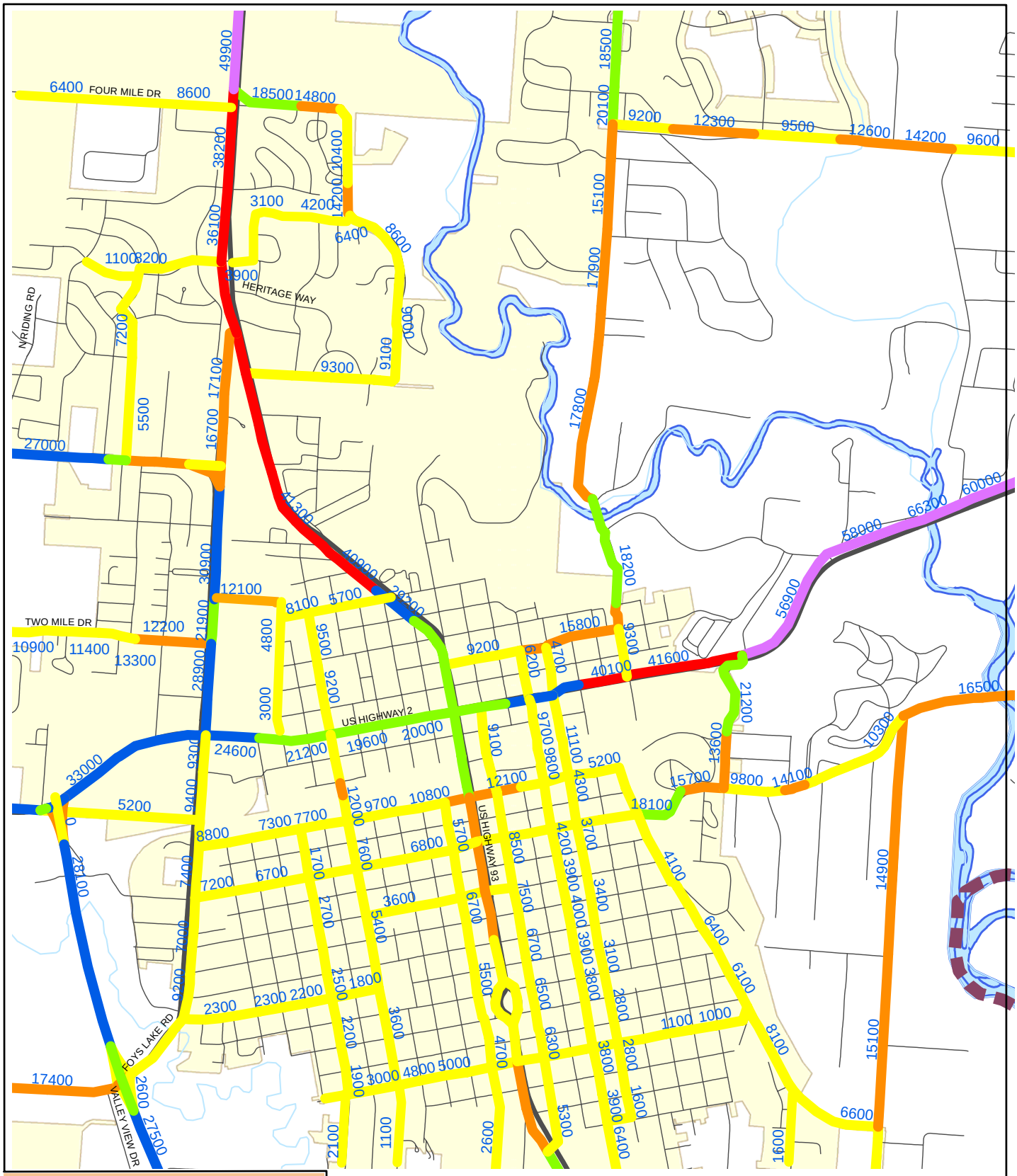
Scale in Feet

E + C Network

Alternative Scenario Number 2



KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

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- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

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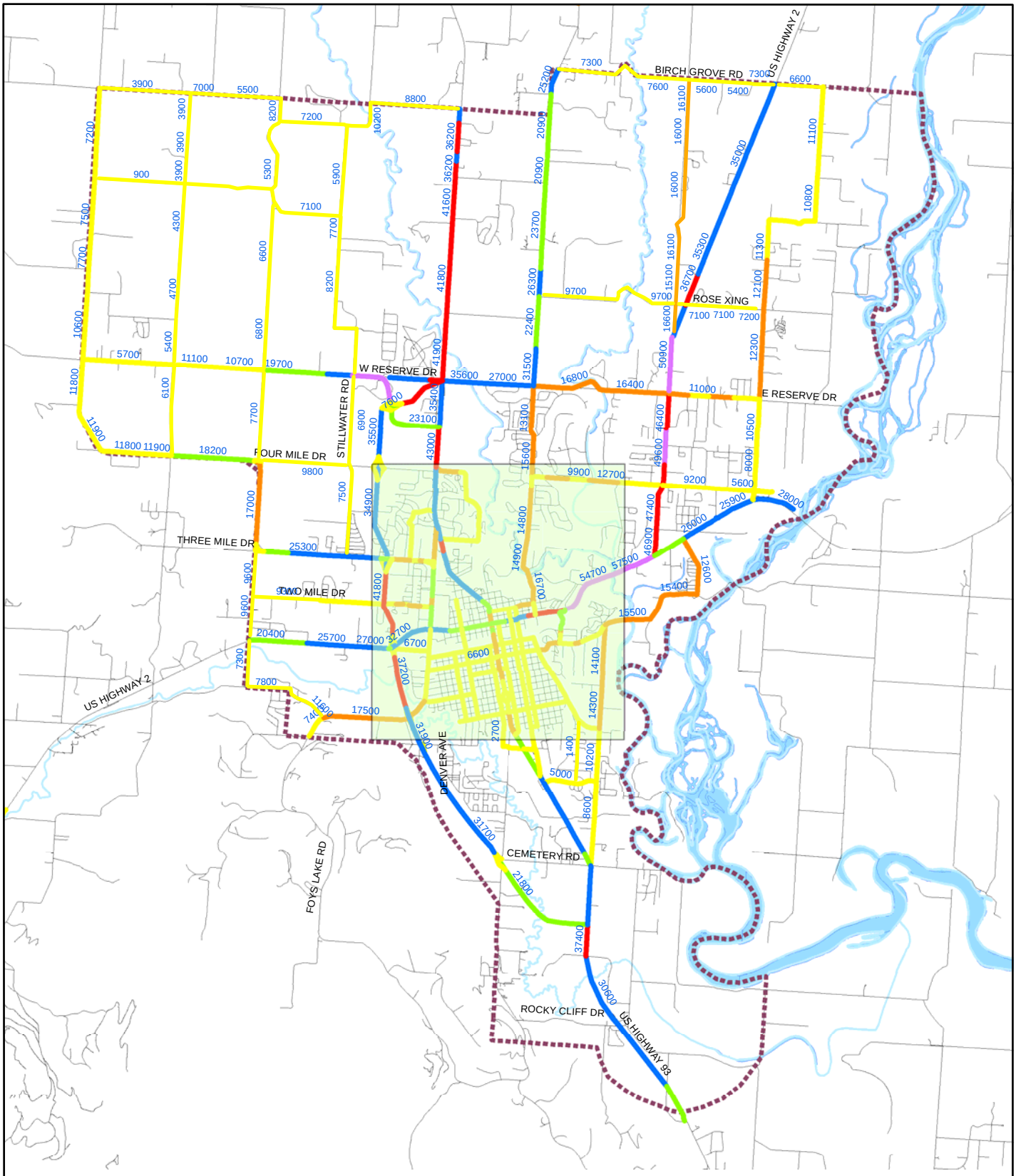
Scale in Feet

Alternative Scenario Number 2

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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- TRANSPORTATION PLAN BOUNDARY

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Scale in Feet

E + C Network

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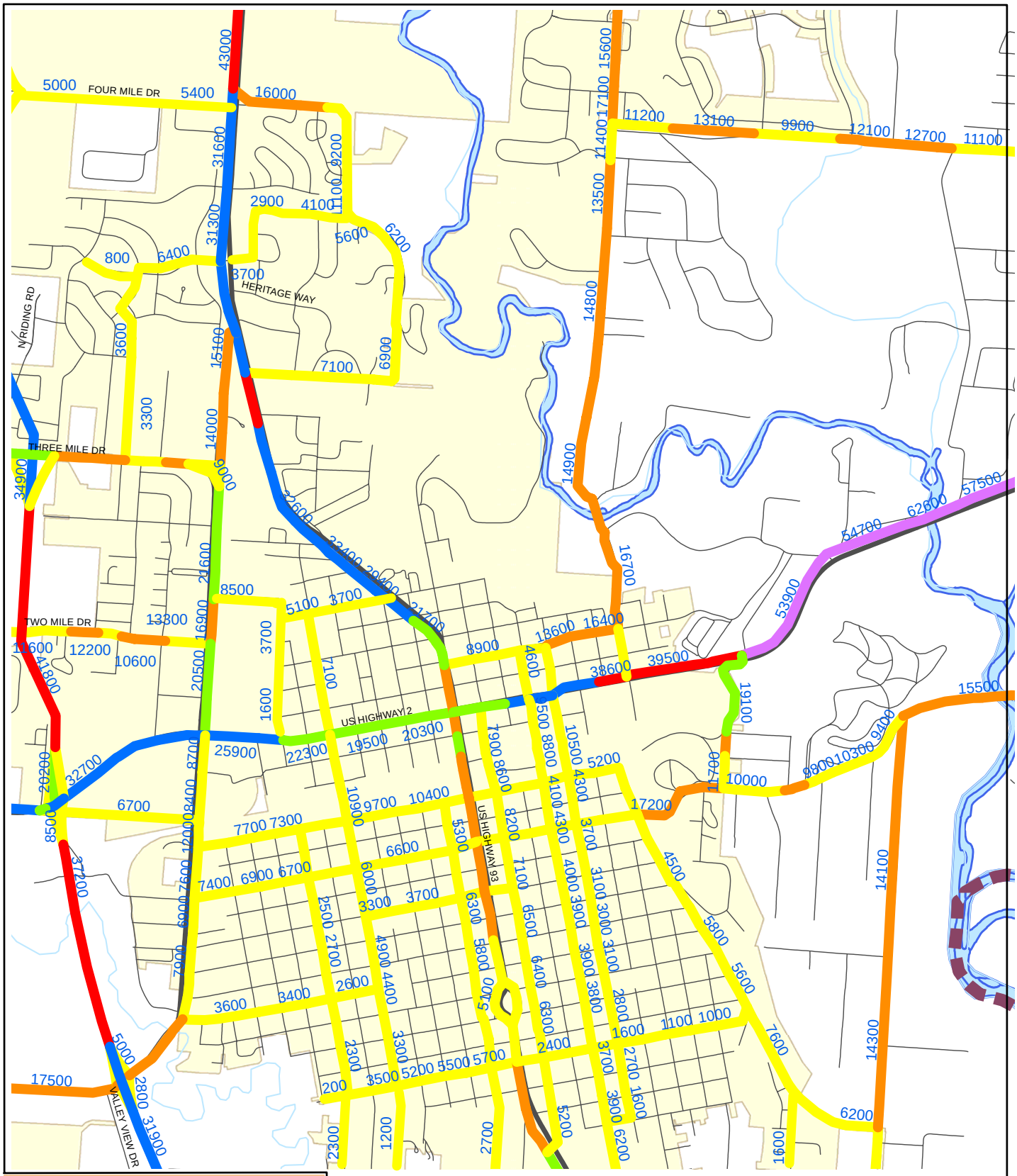

KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

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- TRANSPORTATION PLAN BOUNDARY

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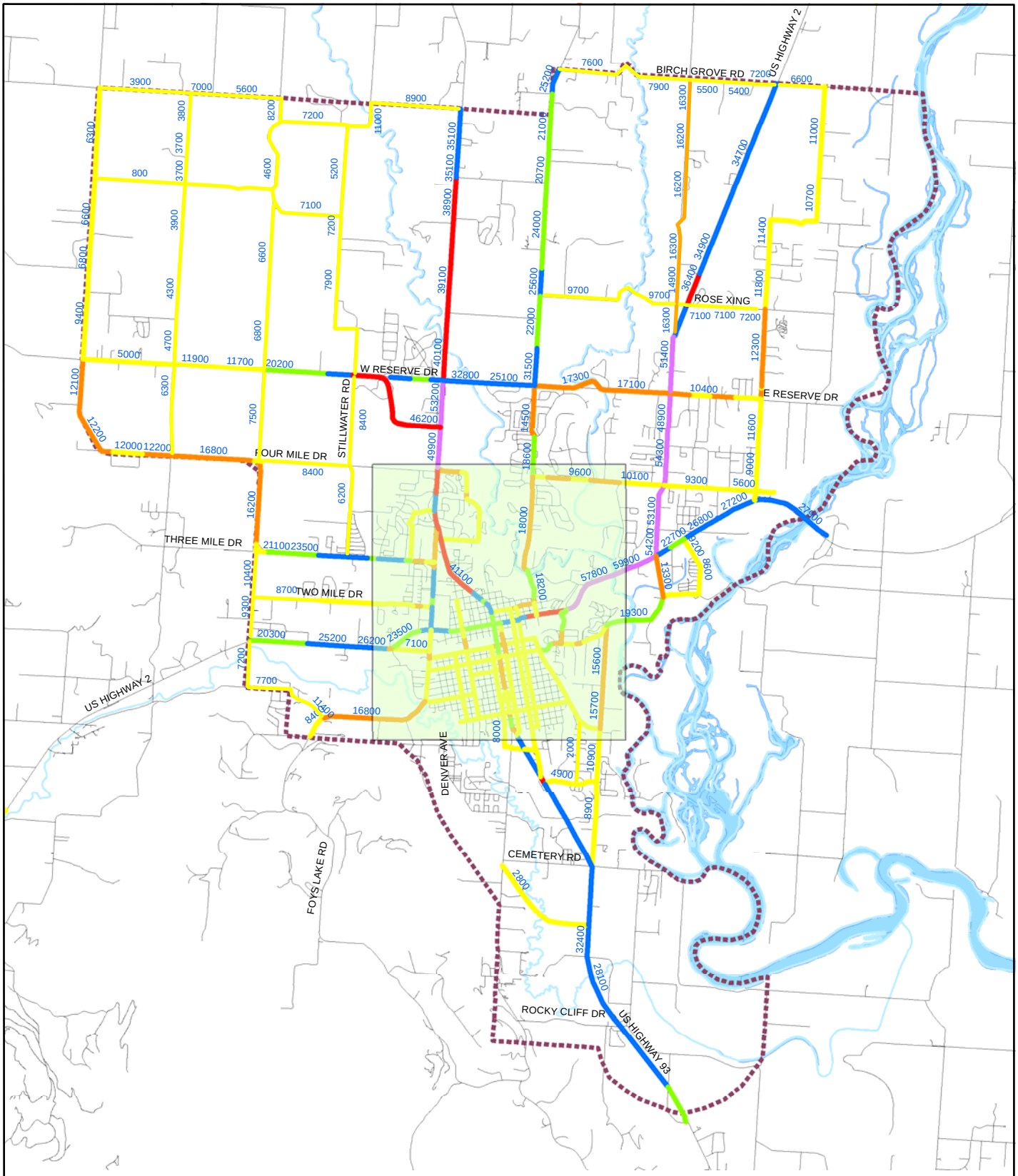
Scale in Feet

Alternative Scenario Number 3

E + C Network



KALISPELL

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- TRANSPORTATION PLAN BOUNDARY

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Scale in Feet

Alternative Scenario Number 4

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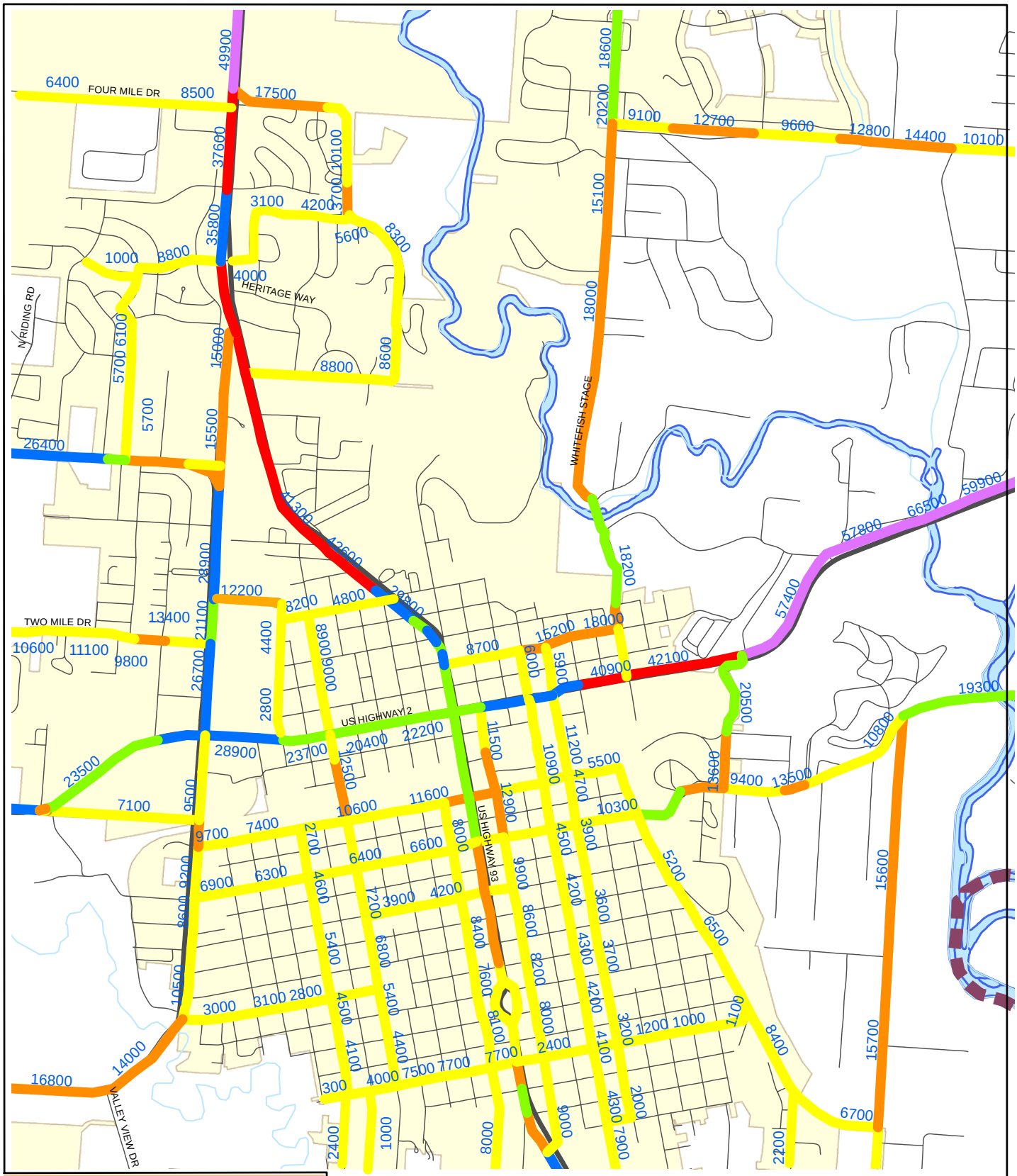

KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

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- TRANSPORTATION PLAN BOUNDARY

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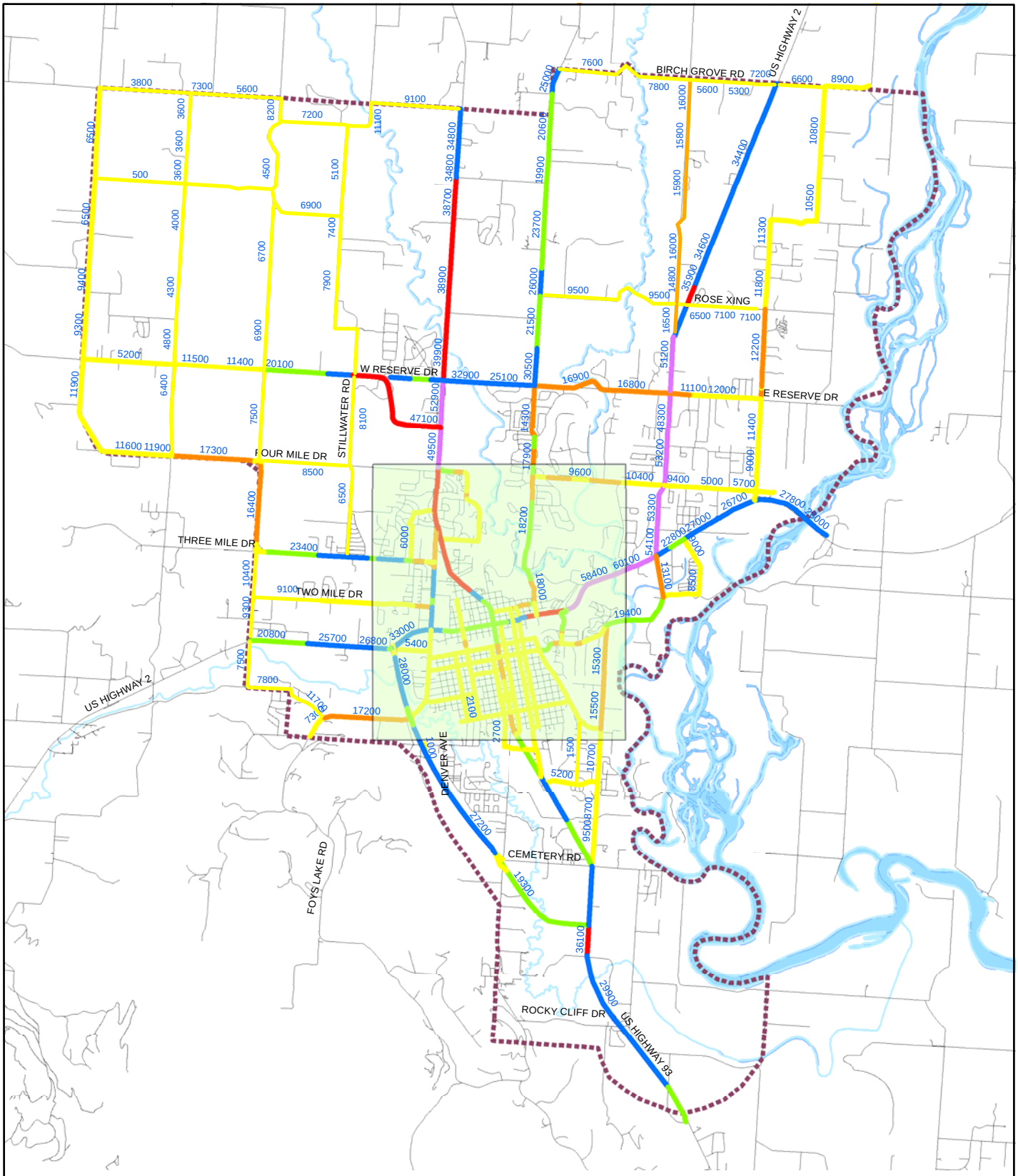
Scale in Feet

E + C Network

Alternative Scenario Number 4



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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- TRANSPORTATION PLAN BOUNDARY

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Scale in Feet

Alternative Scenario Number 4-B

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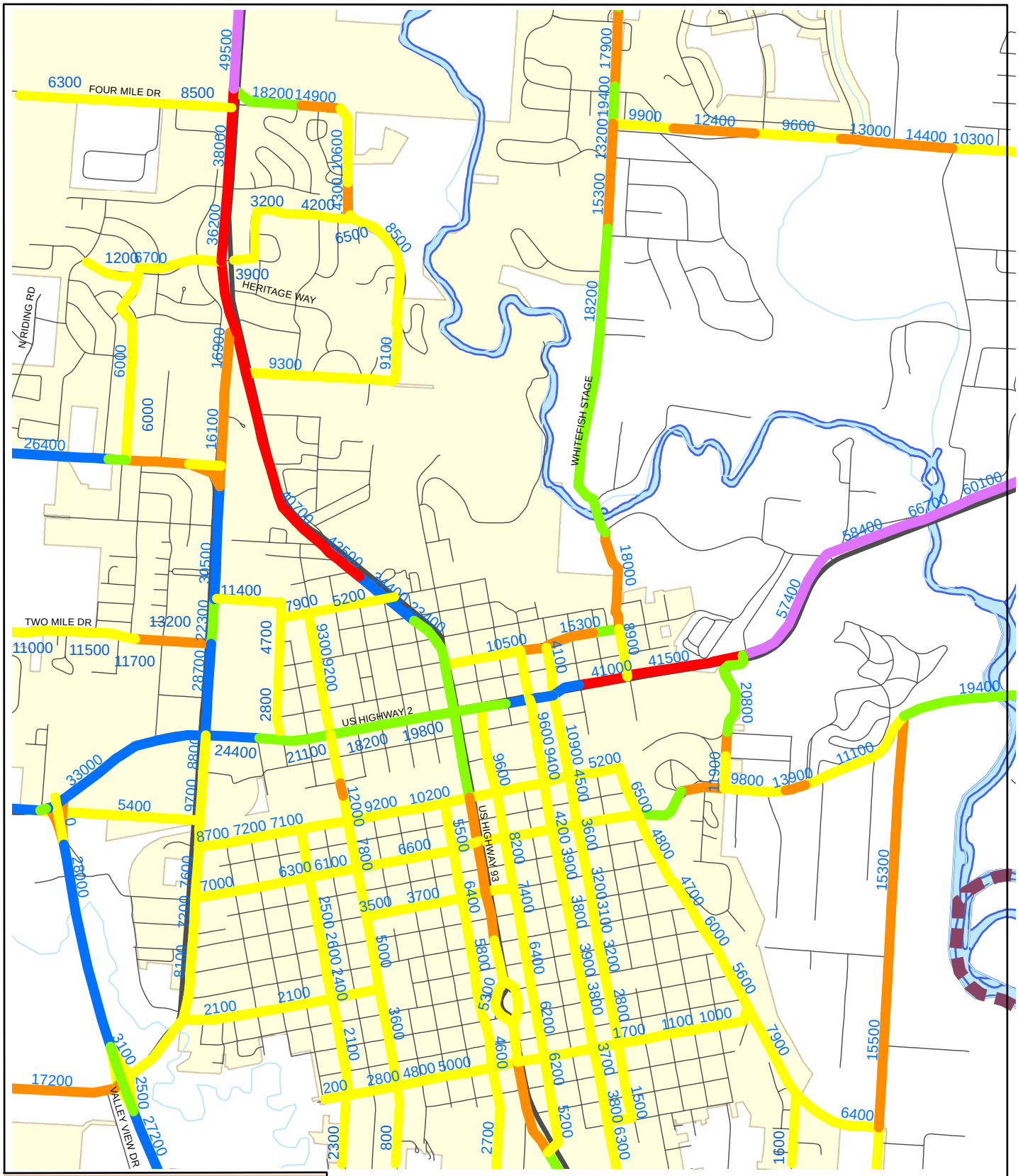

KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

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- TRANSPORTATION PLAN BOUNDARY

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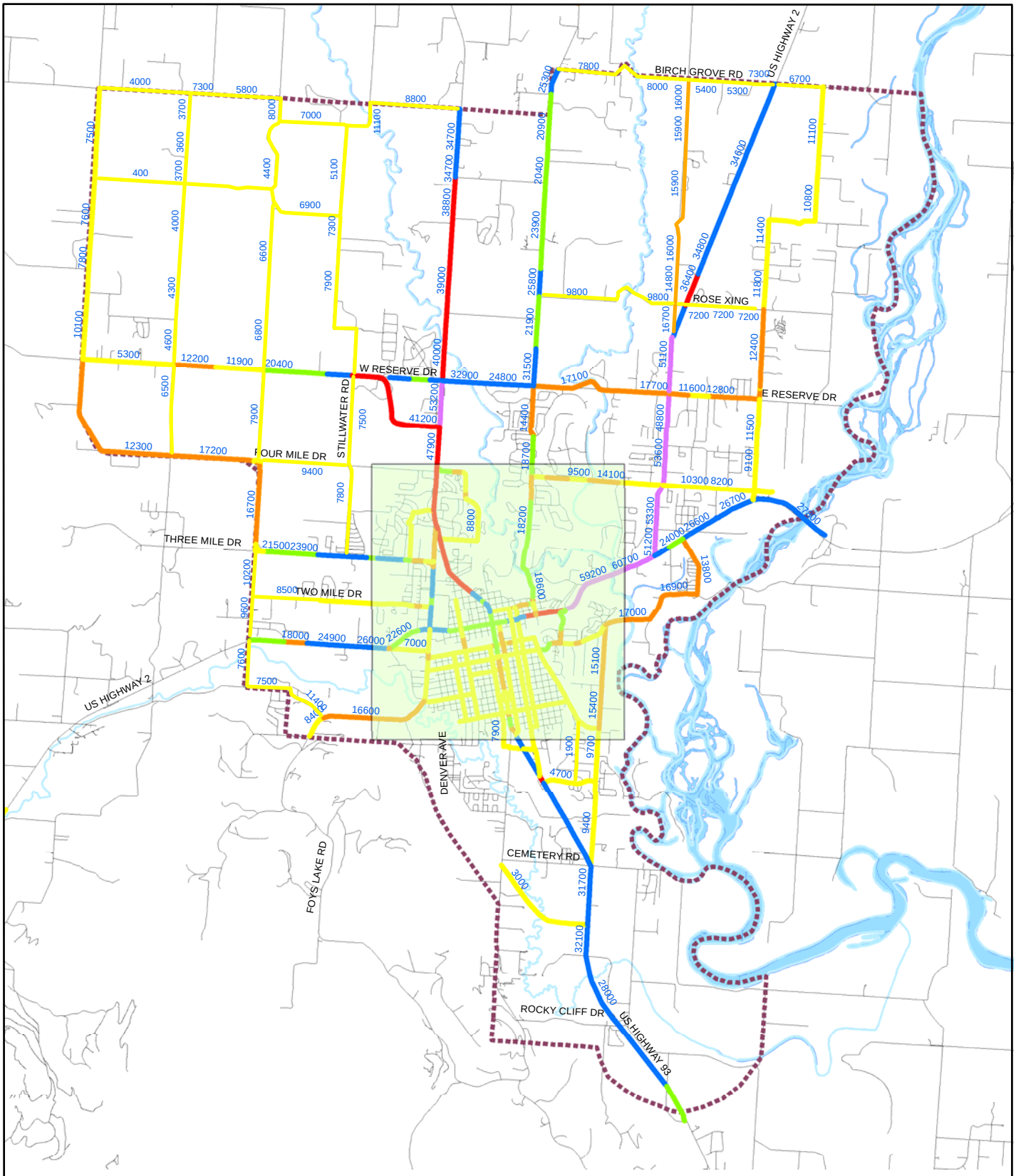
Scale in Feet

Alternative Scenario Number 4-B

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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- TRANSPORTATION PLAN BOUNDARY

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Scale in Feet

Alternative Scenario Number 5

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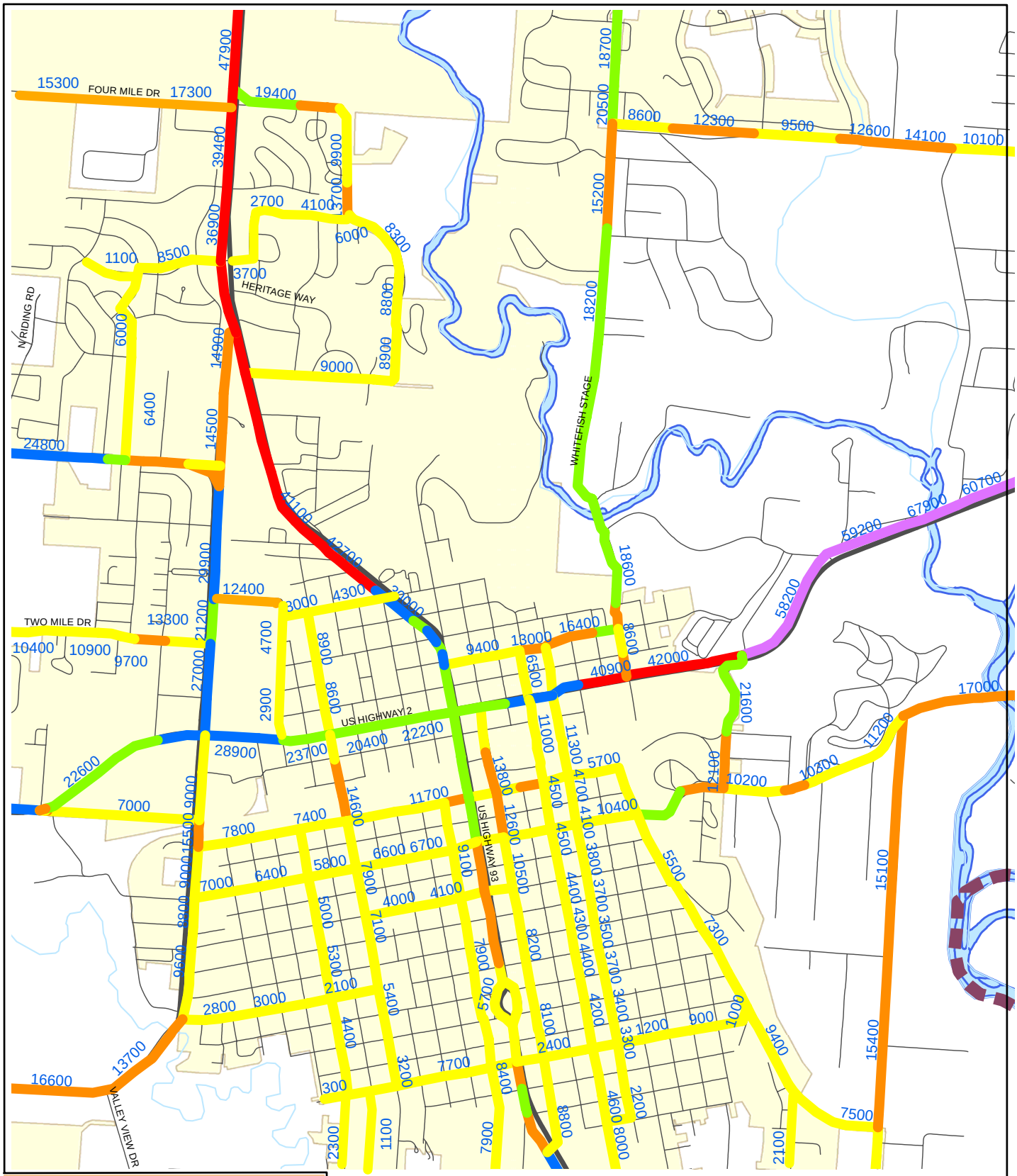

KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

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Alternative Scenario Number 5

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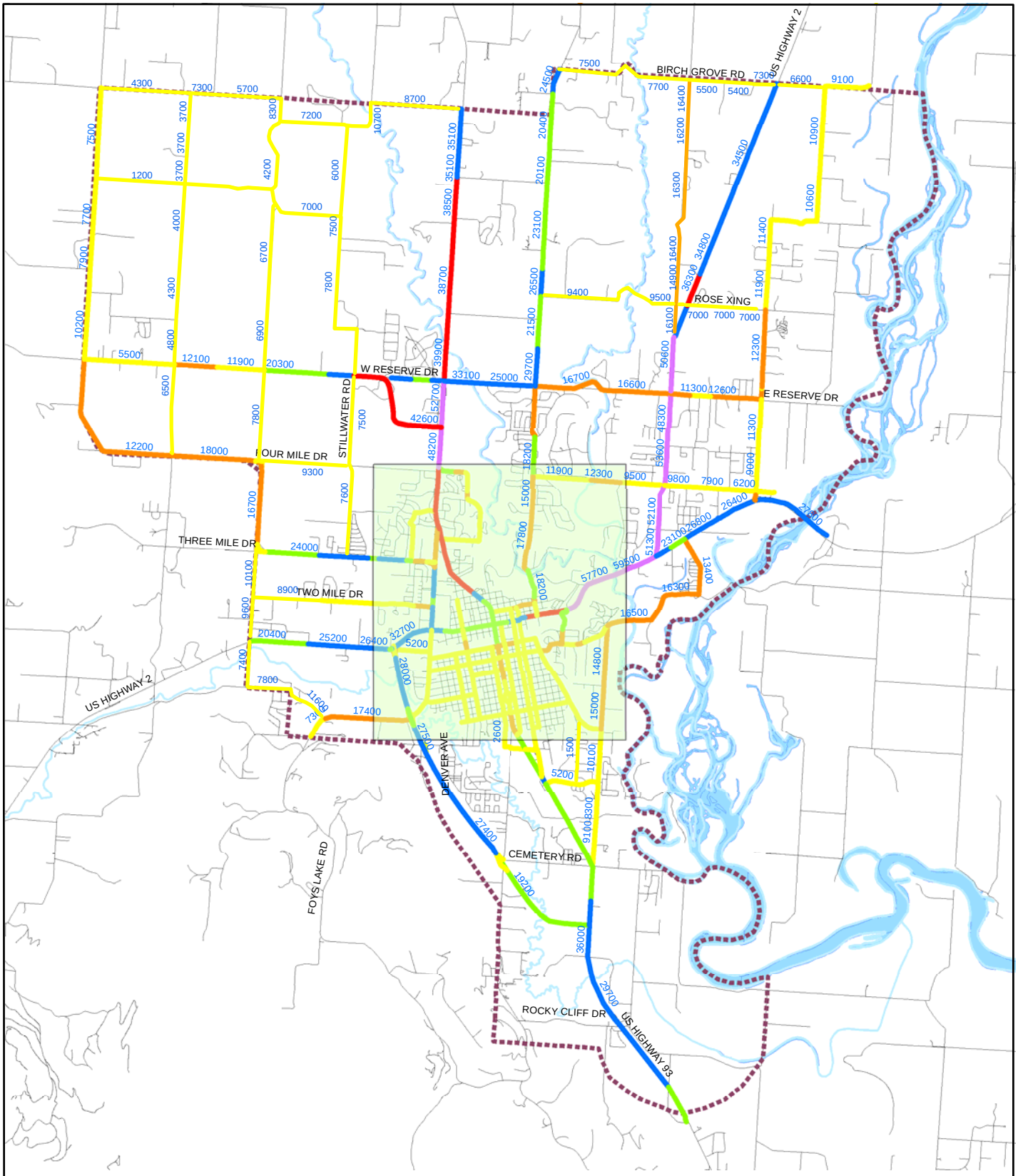

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AREA TRANSPORTATION PLAN (2006 UPDATE)

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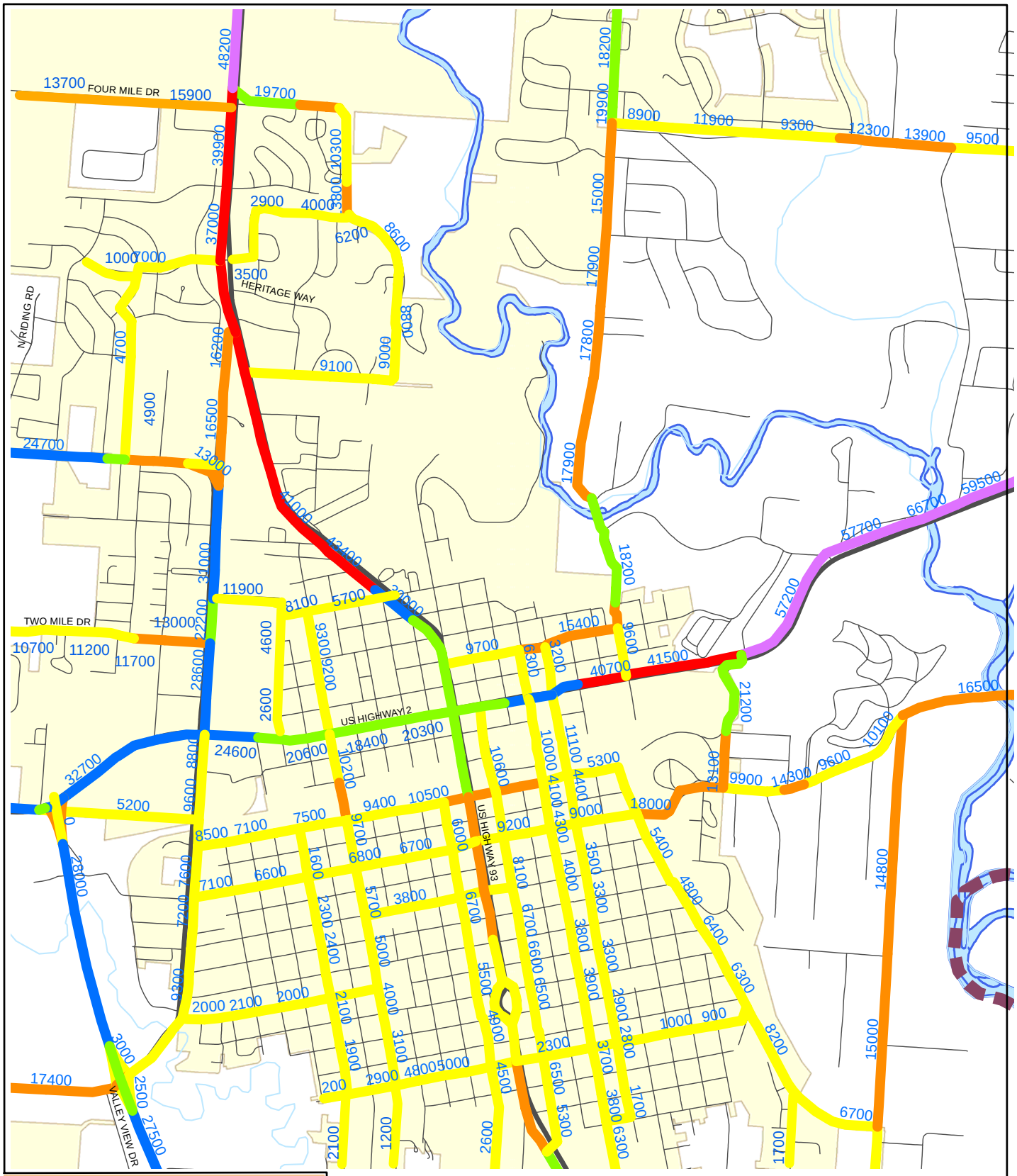
Scale in Feet

E + C Network

Alternative Scenario Number 5-B



KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

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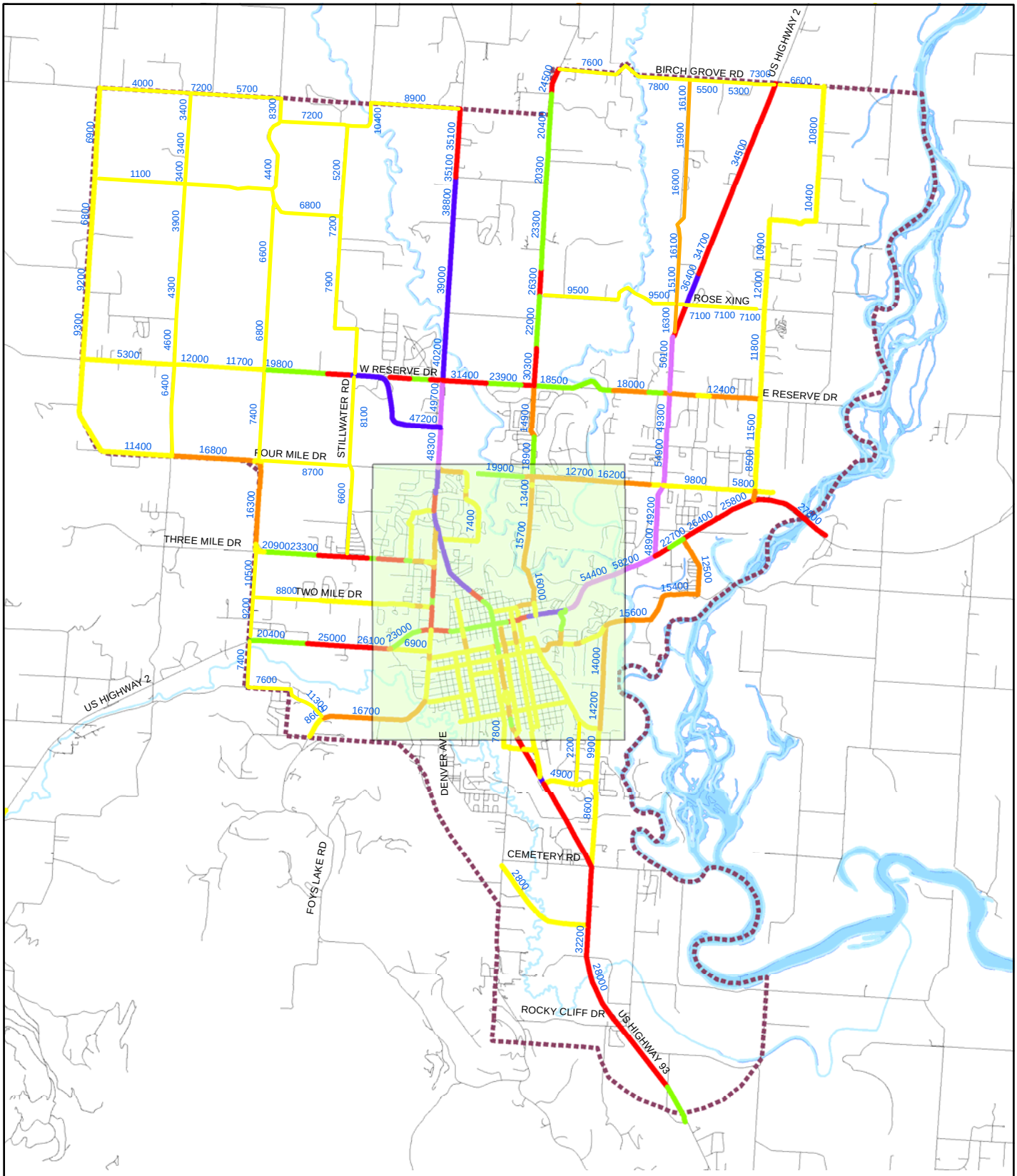
Scale in Feet

E + C Network

Alternative Scenario Number 5-B



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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Alternative Scenario Number 6

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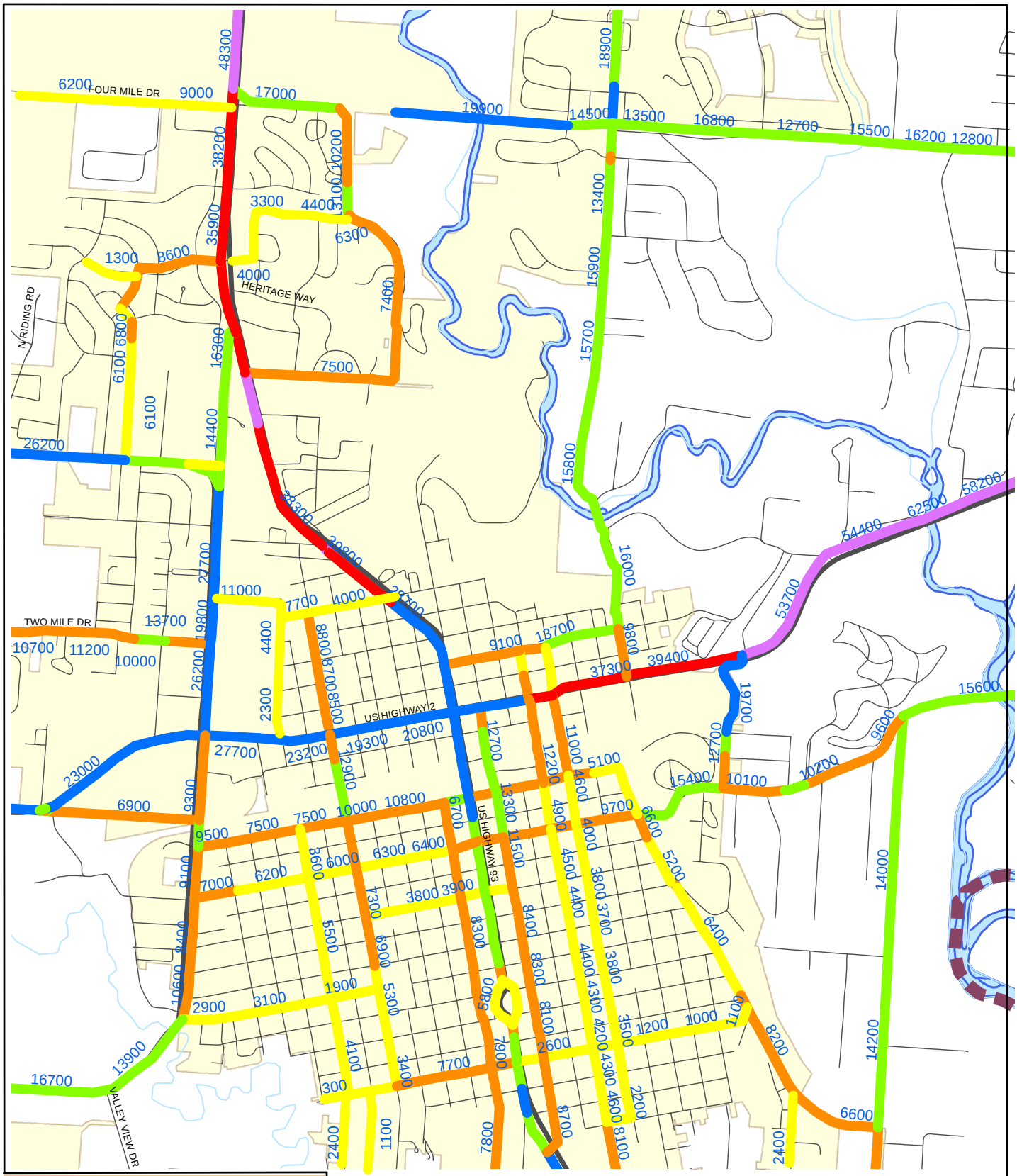

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AREA TRANSPORTATION PLAN
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Alternative Scenario Number 6

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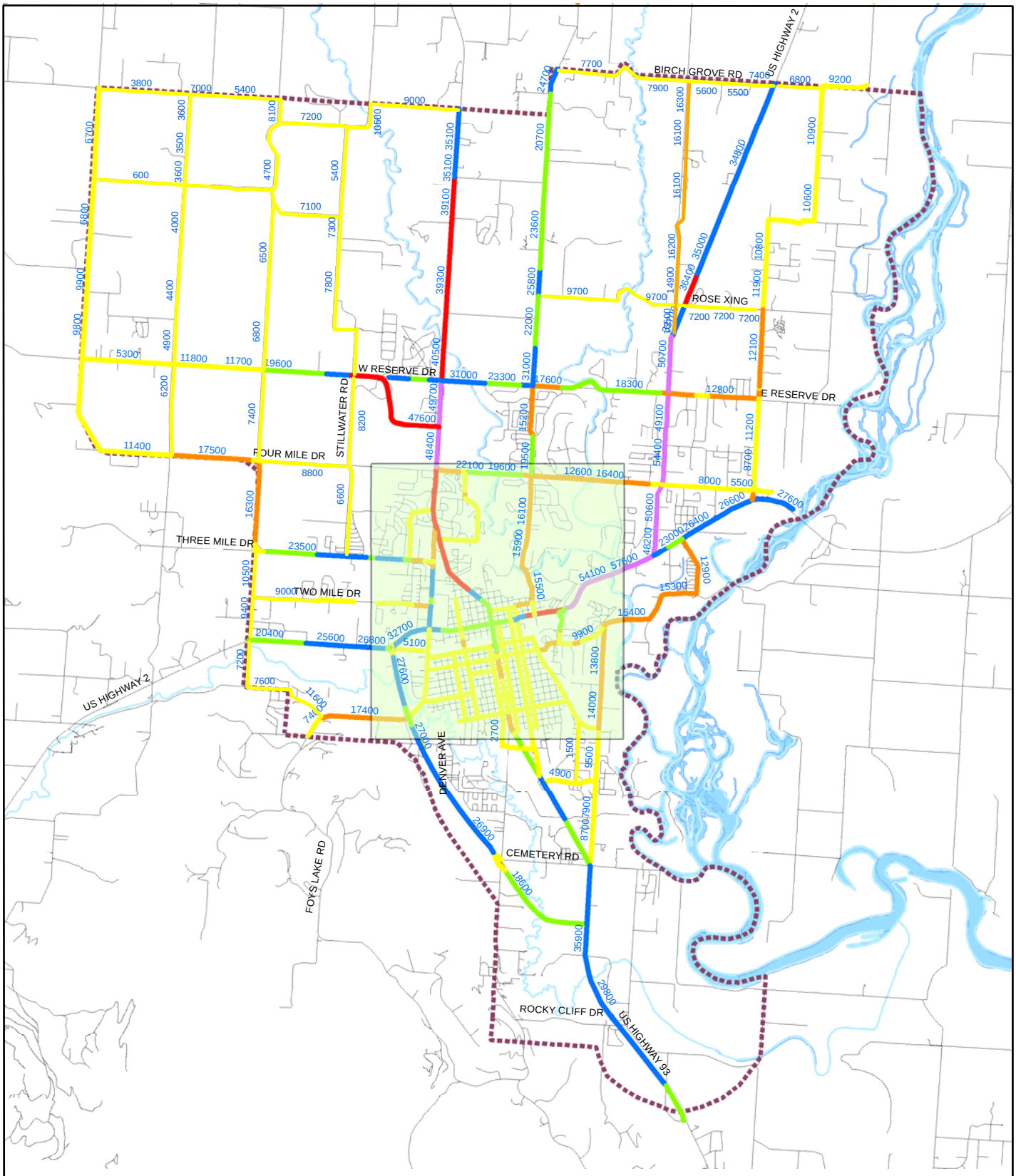

KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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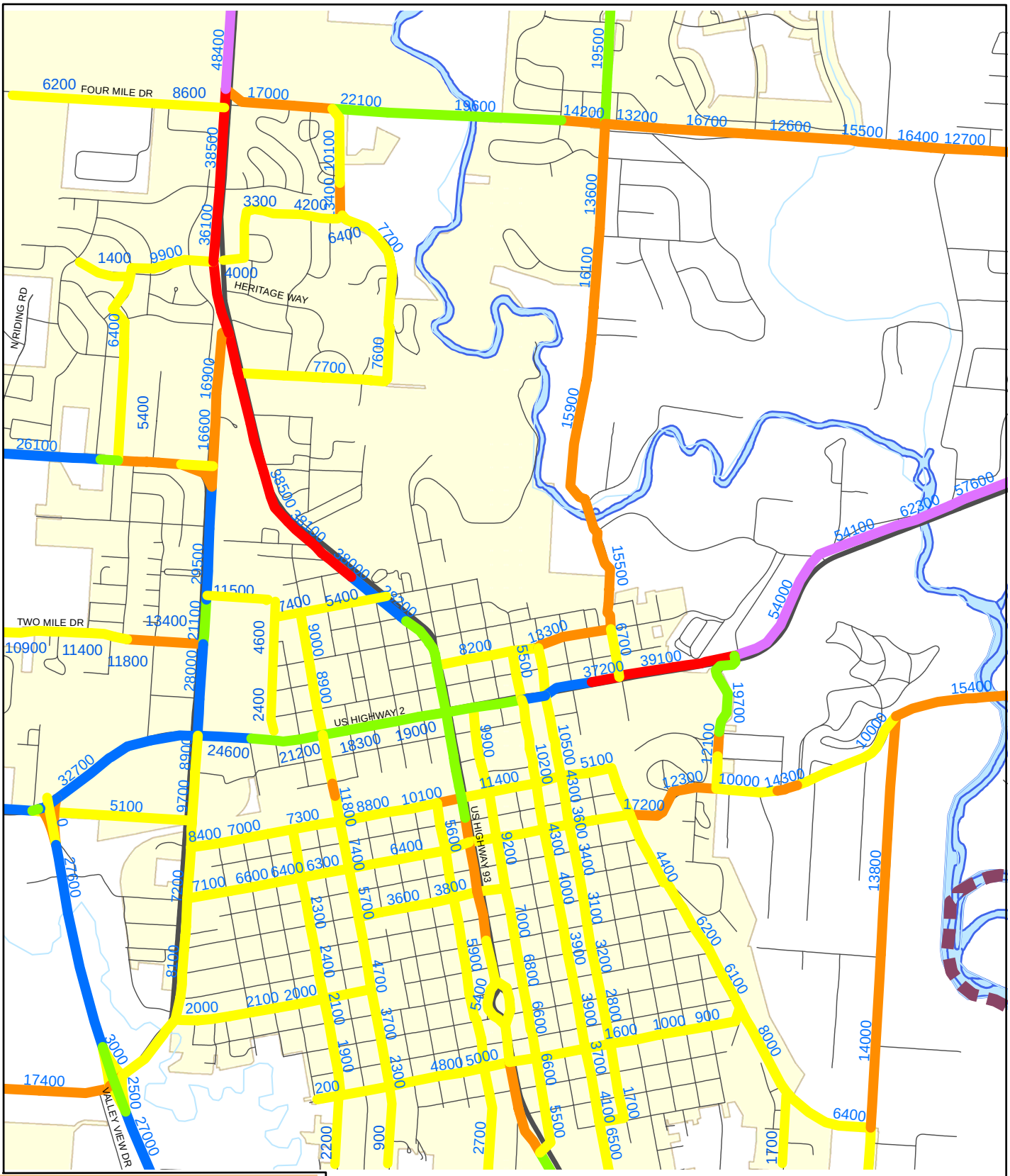
Scale in Feet

E + C Network

Alternative Scenario Number 6-B



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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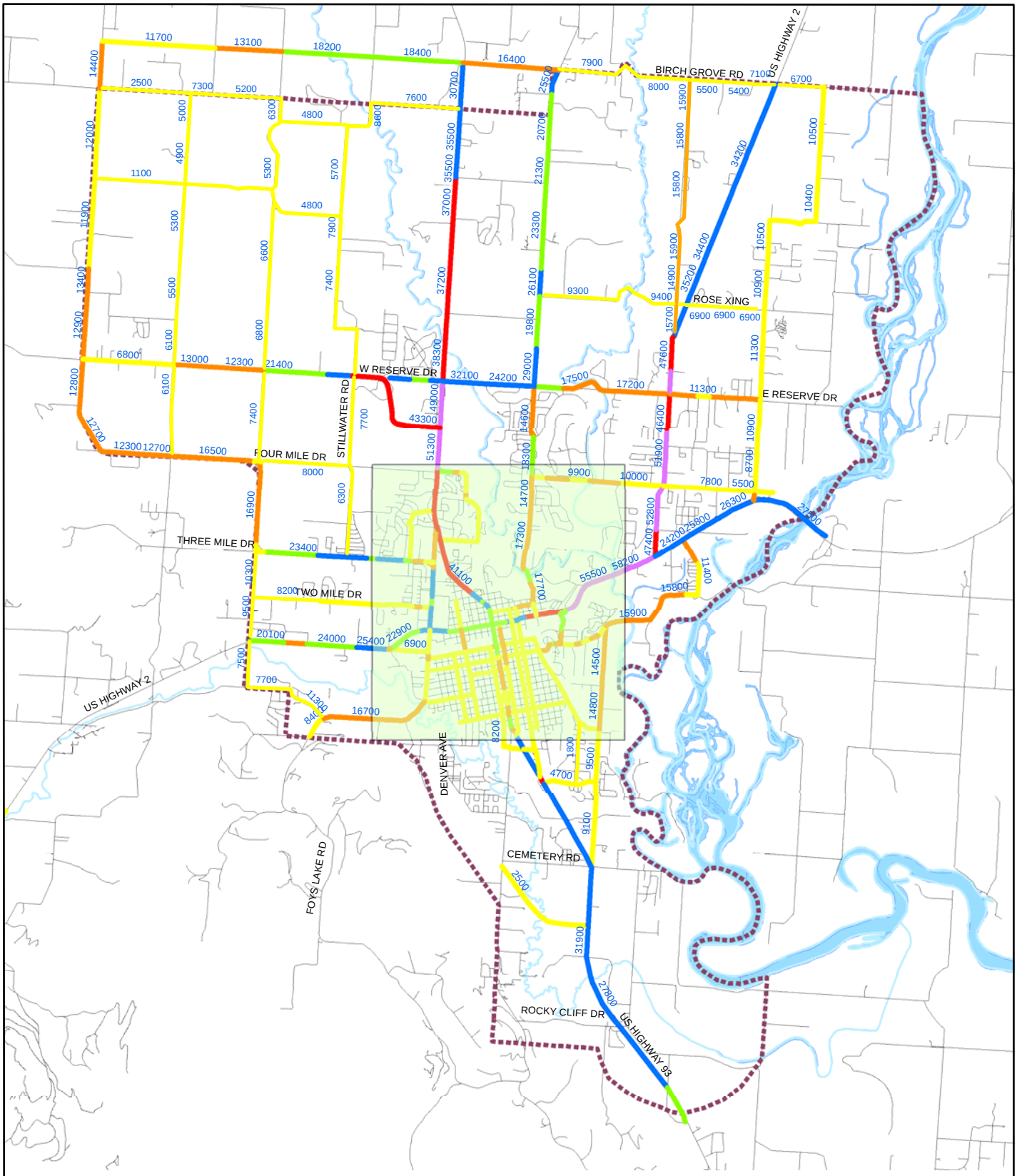
Scale in Feet

E + C Network

Alternative Scenario Number 6-B



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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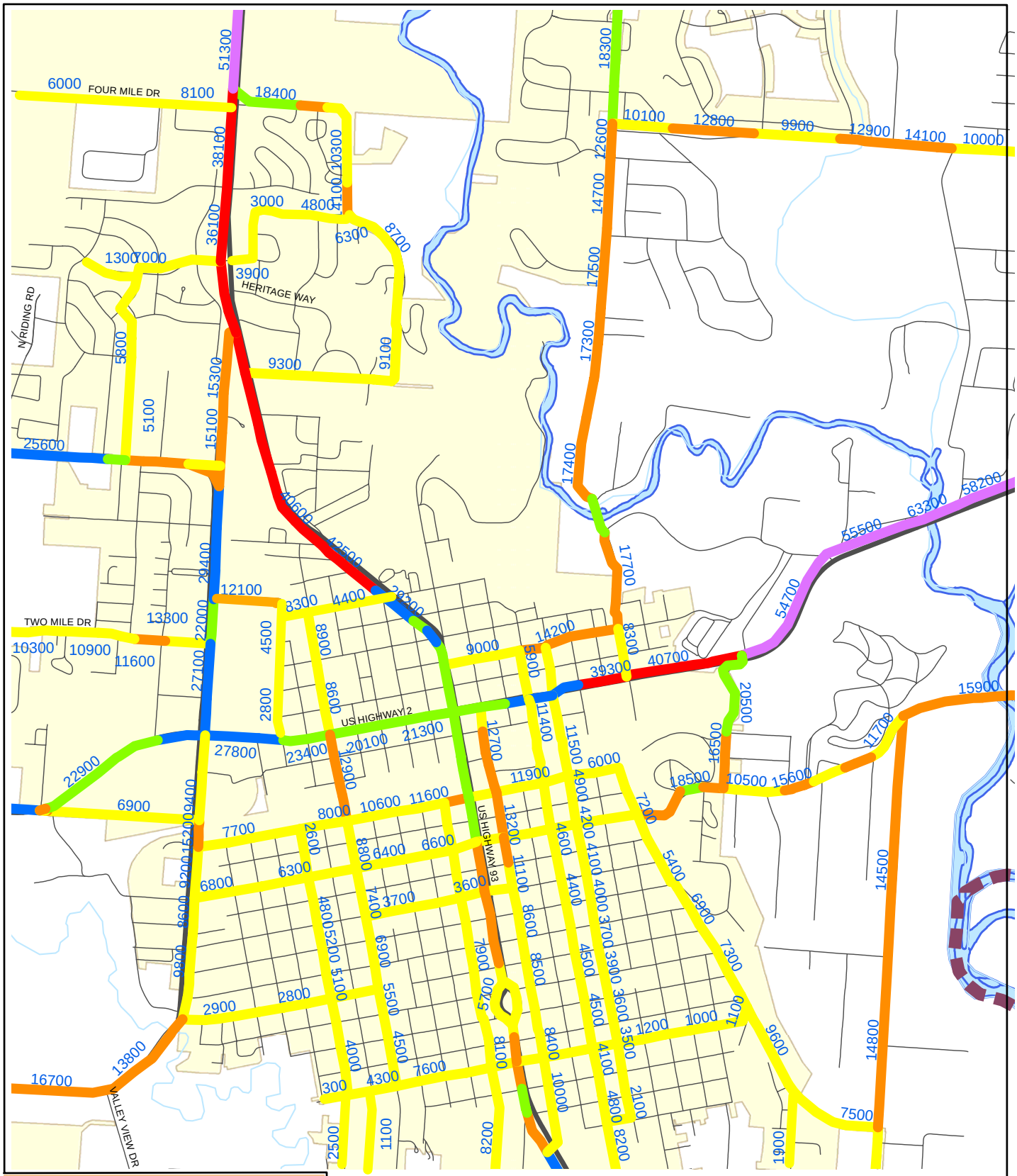
Scale in Feet

Alternative Scenario Number 7

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

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Scale in Feet

Alternative Scenario Number 7

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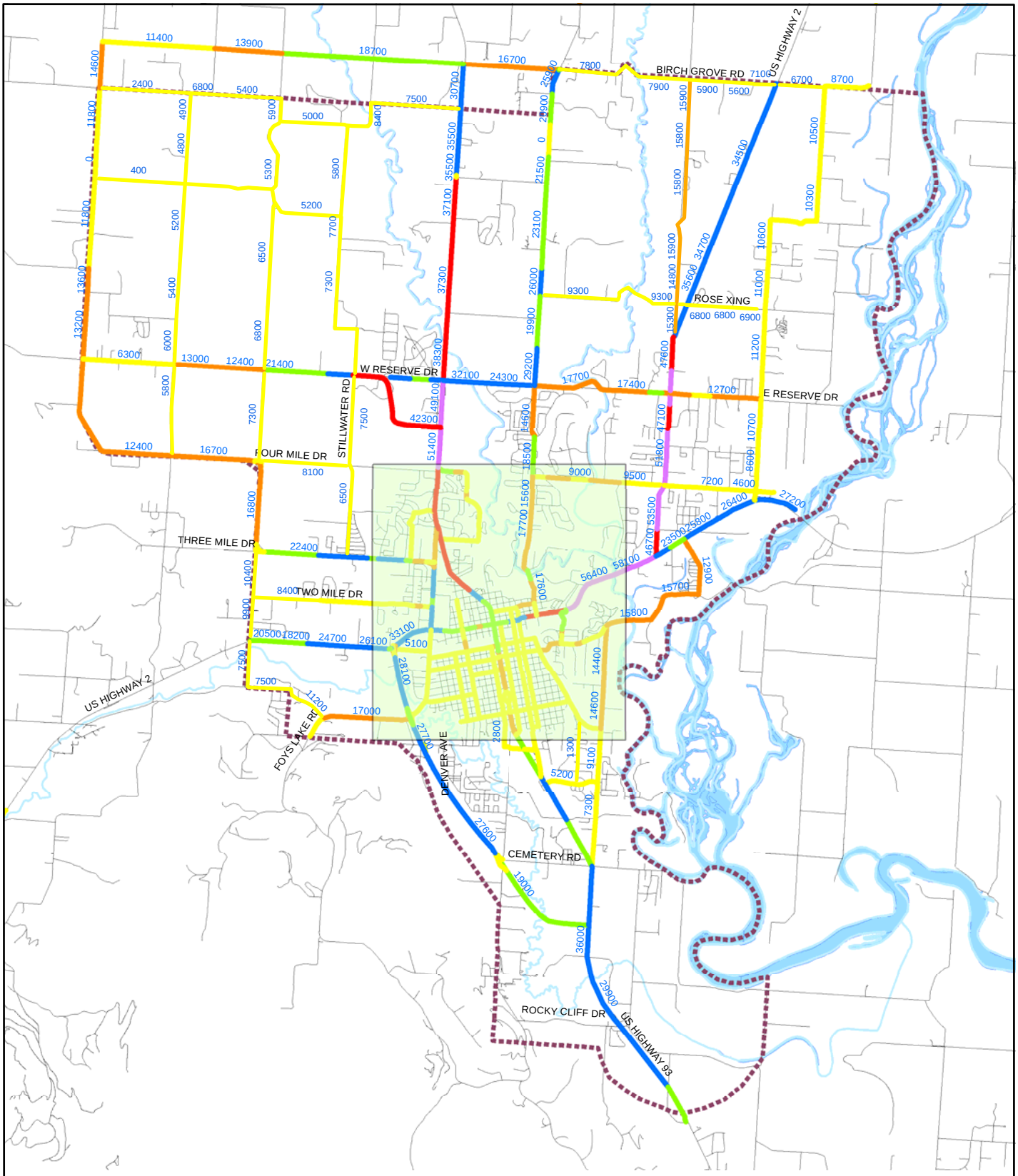

KALISPELL

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- TRANSPORTATION PLAN BOUNDARY

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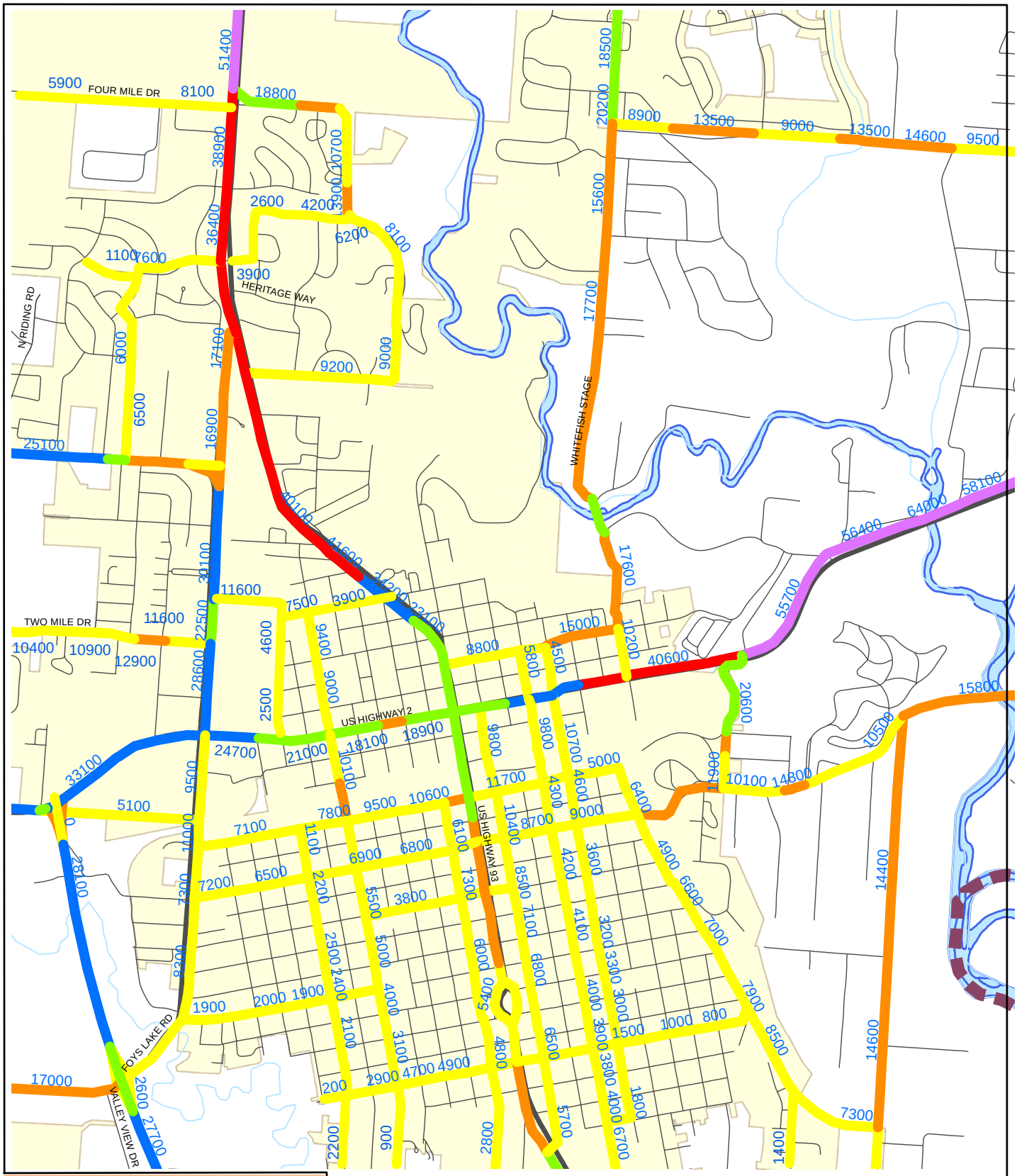
Scale in Feet

Alternative Scenario Number 7-B

E + C Network



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AREA TRANSPORTATION PLAN
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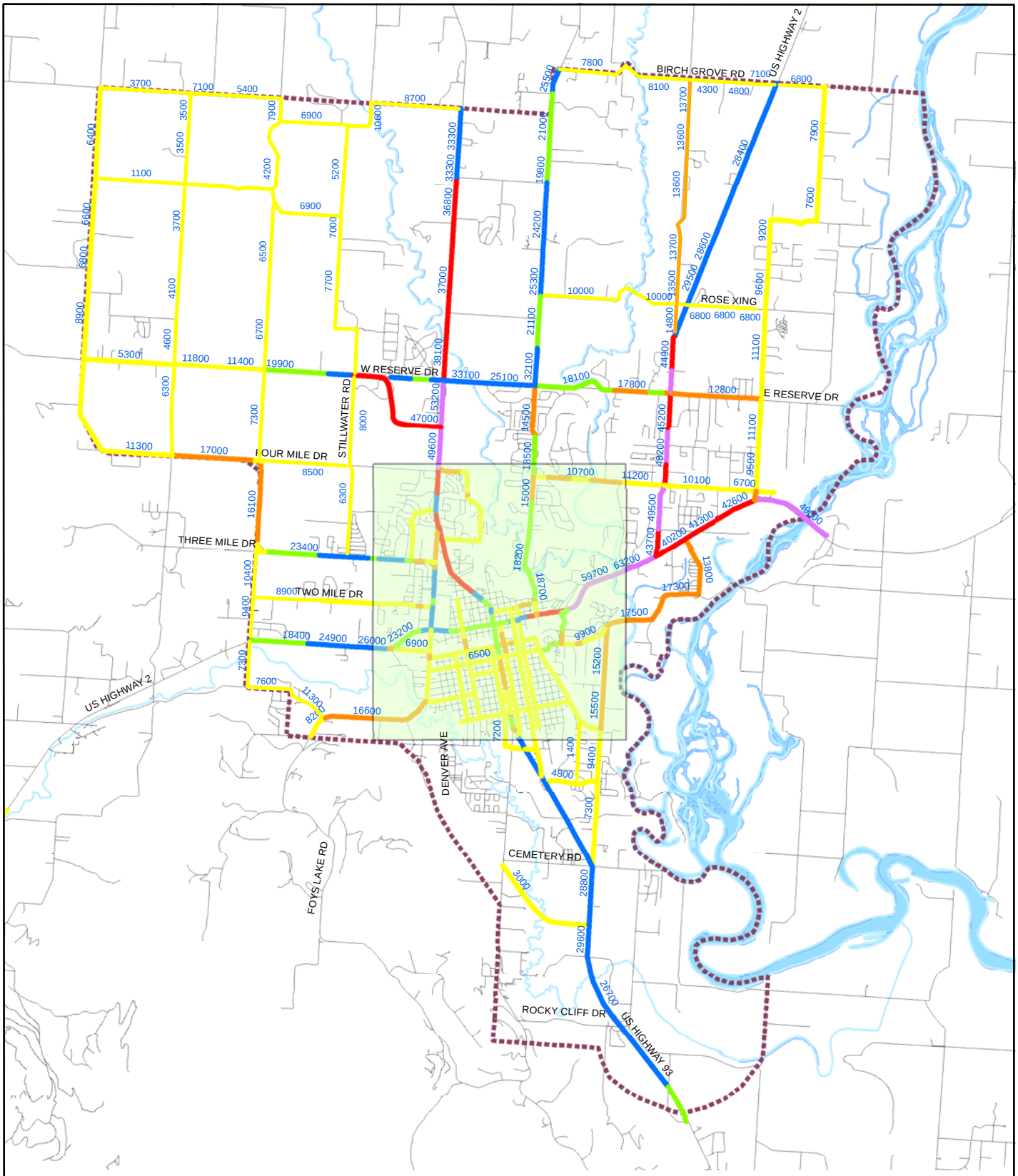
Scale in Feet

Alternative Scenario Number 7-B

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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- TRANSPORTATION PLAN BOUNDARY

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Scale in Feet

Alternative Scenario Number 8

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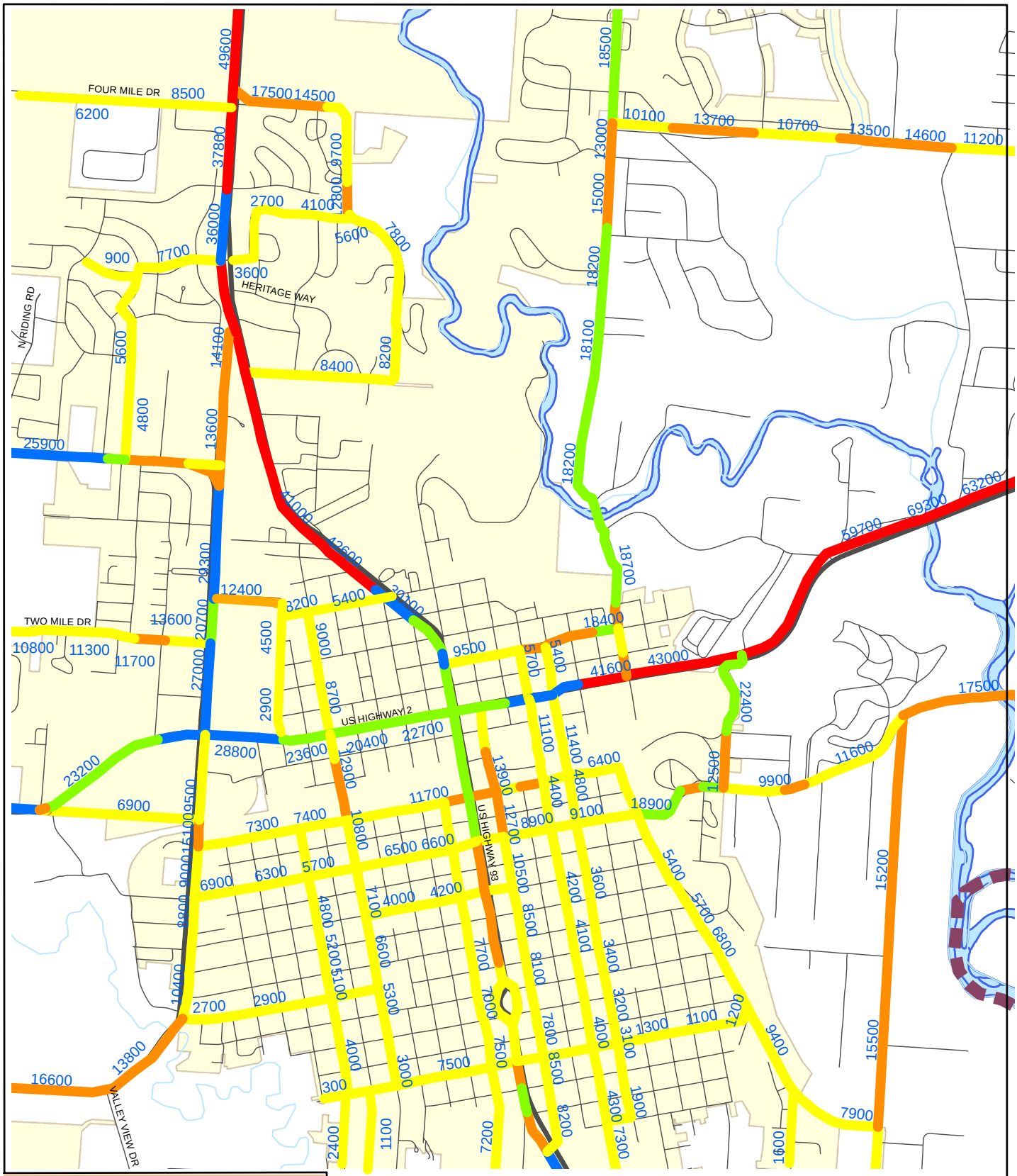

KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

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TRANSPORTATION PLAN BOUNDARY

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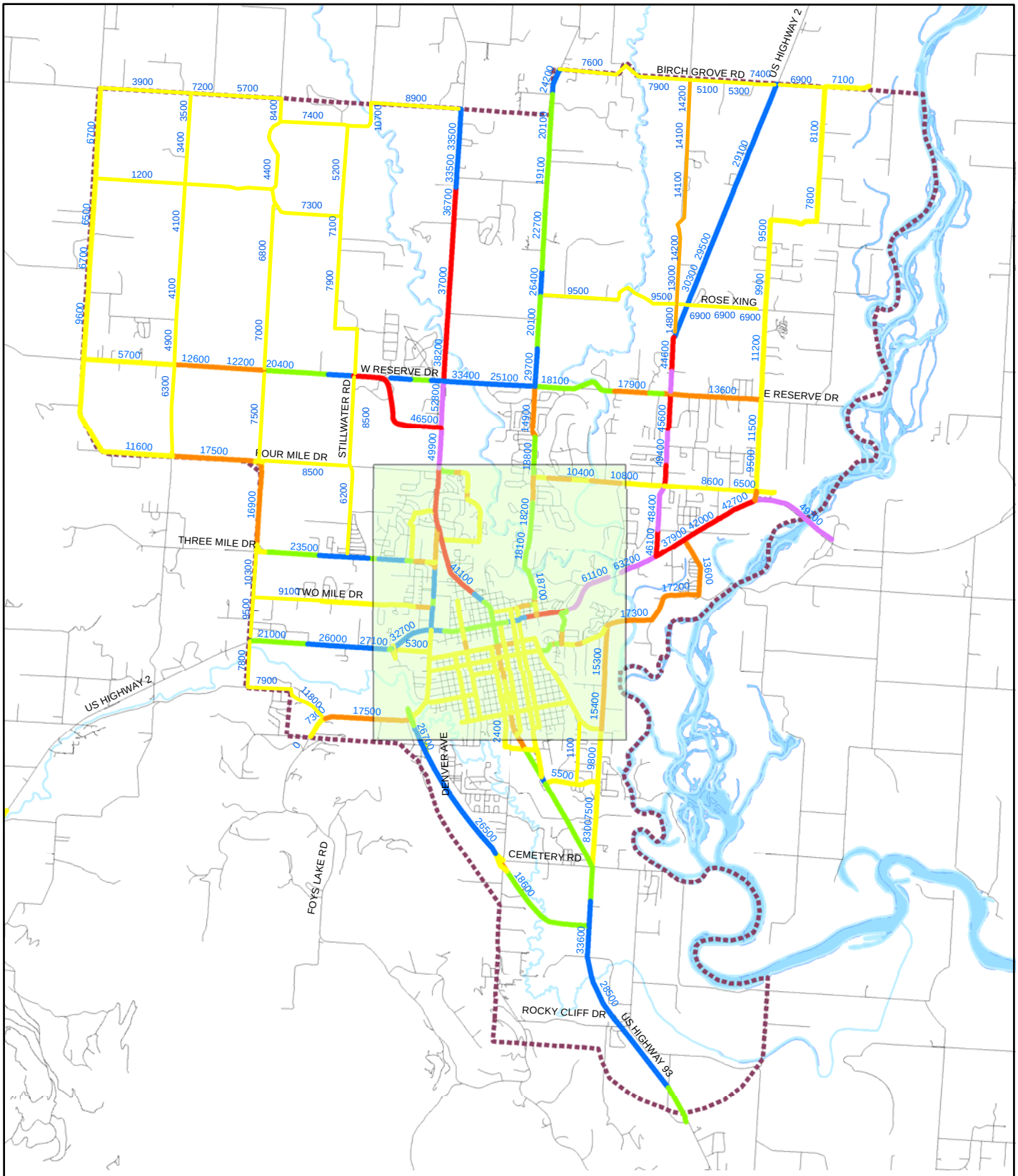
Scale in Feet

E + C Network

Alternative Scenario Number 8



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AREA TRANSPORTATION PLAN (2006 UPDATE)

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- TRANSPORTATION PLAN BOUNDARY

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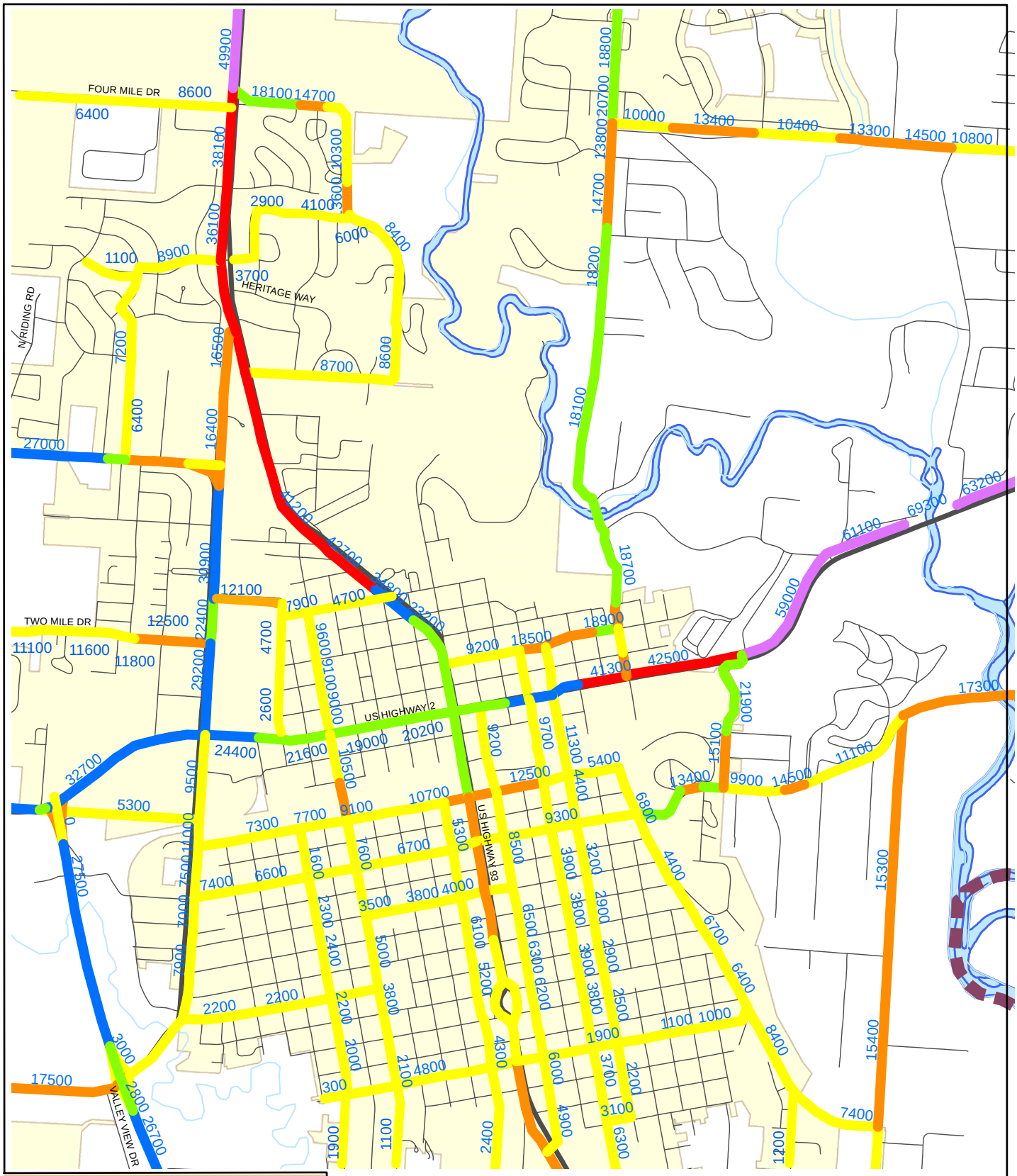
Scale in Feet

Alternative Scenario Number 8-B

E + C Network



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- TRANSPORTATION PLAN BOUNDARY

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Scale in Feet

Alternative Scenario Number 8-B

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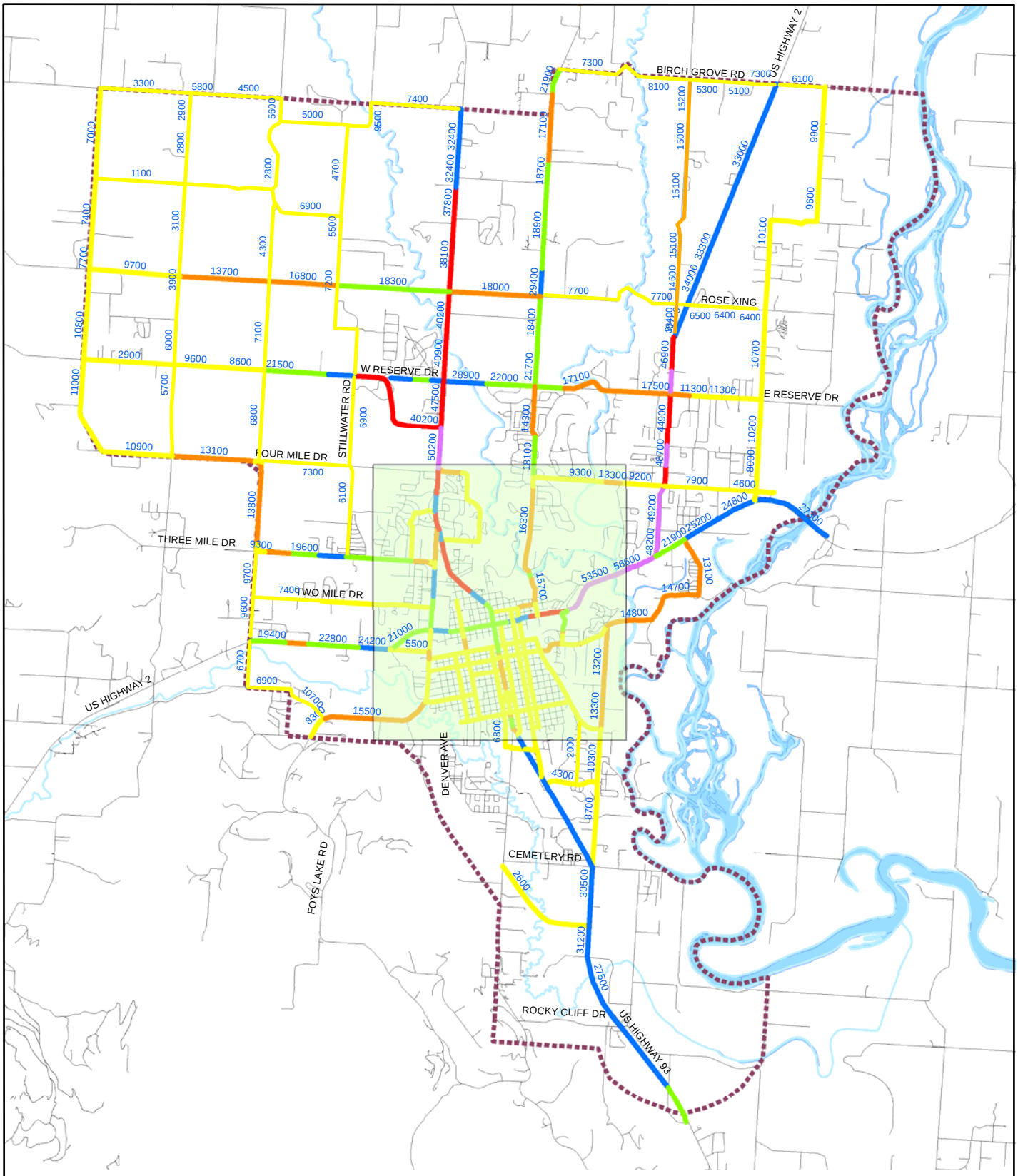

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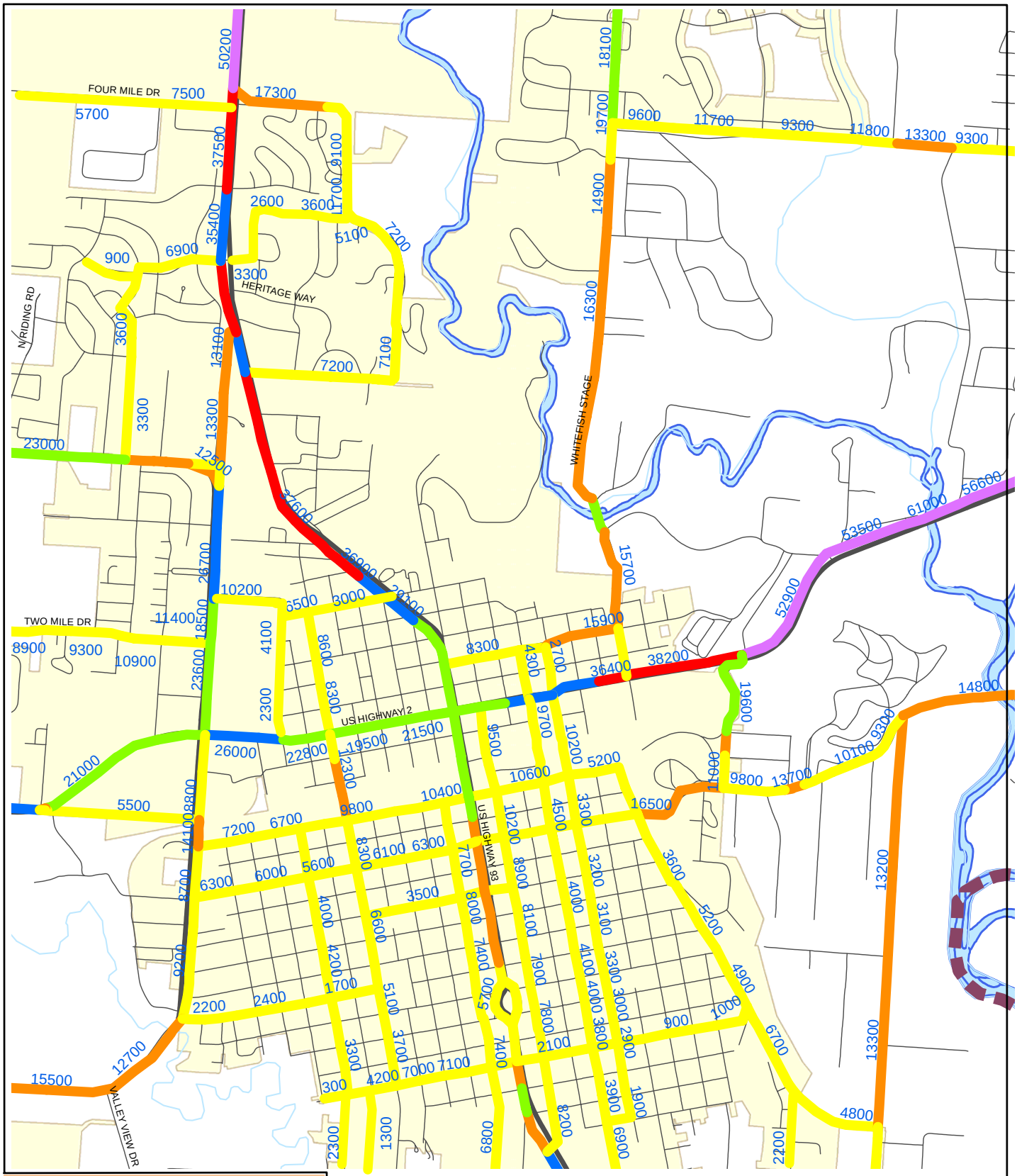
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

Alternative Scenario Number 9

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

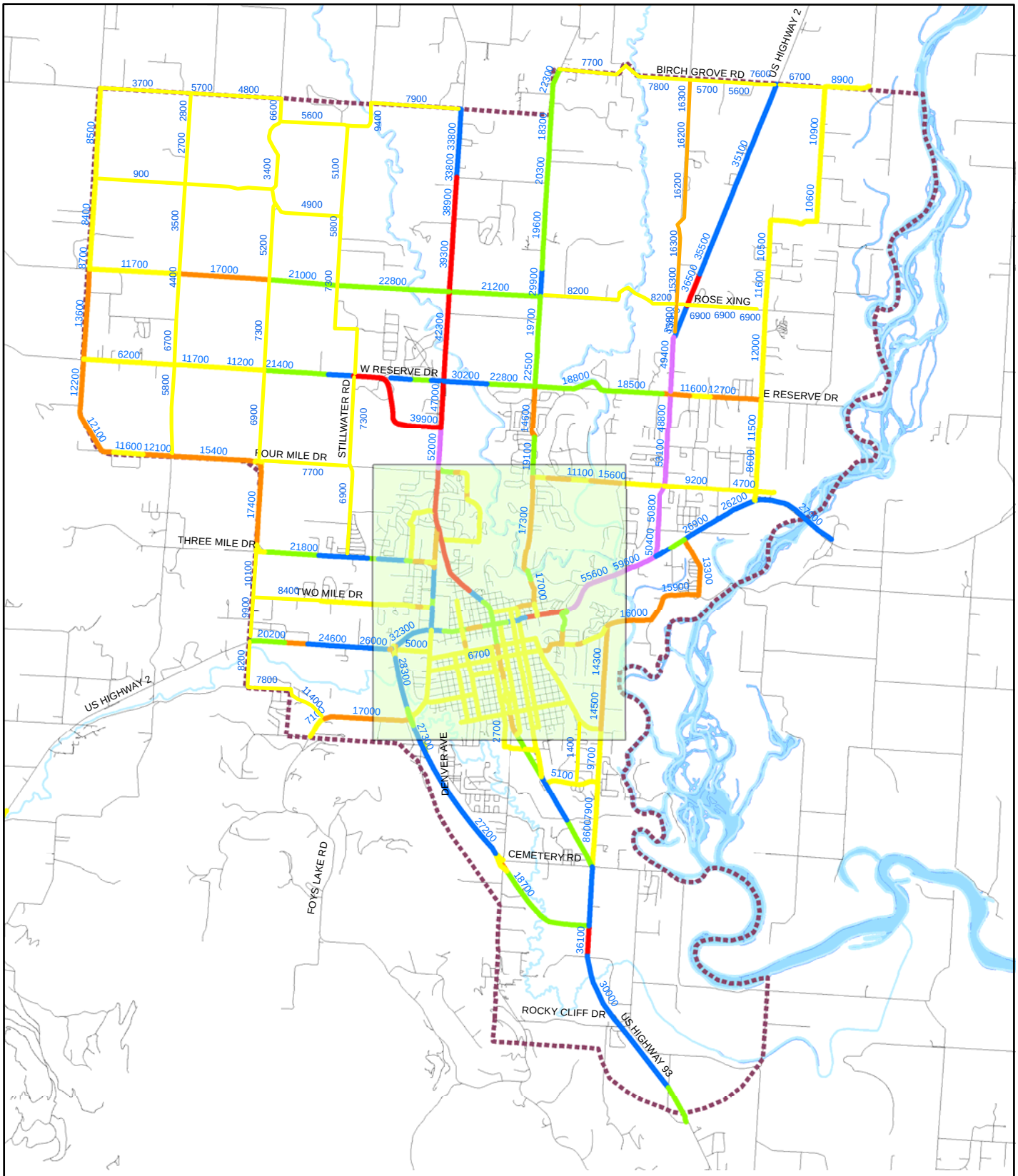
N

- 0 - 12000
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 500 1,000 2,000
Scale in Feet

Alternative Scenario Number 9

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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- 18001 - 24000
- 24001 - 36000
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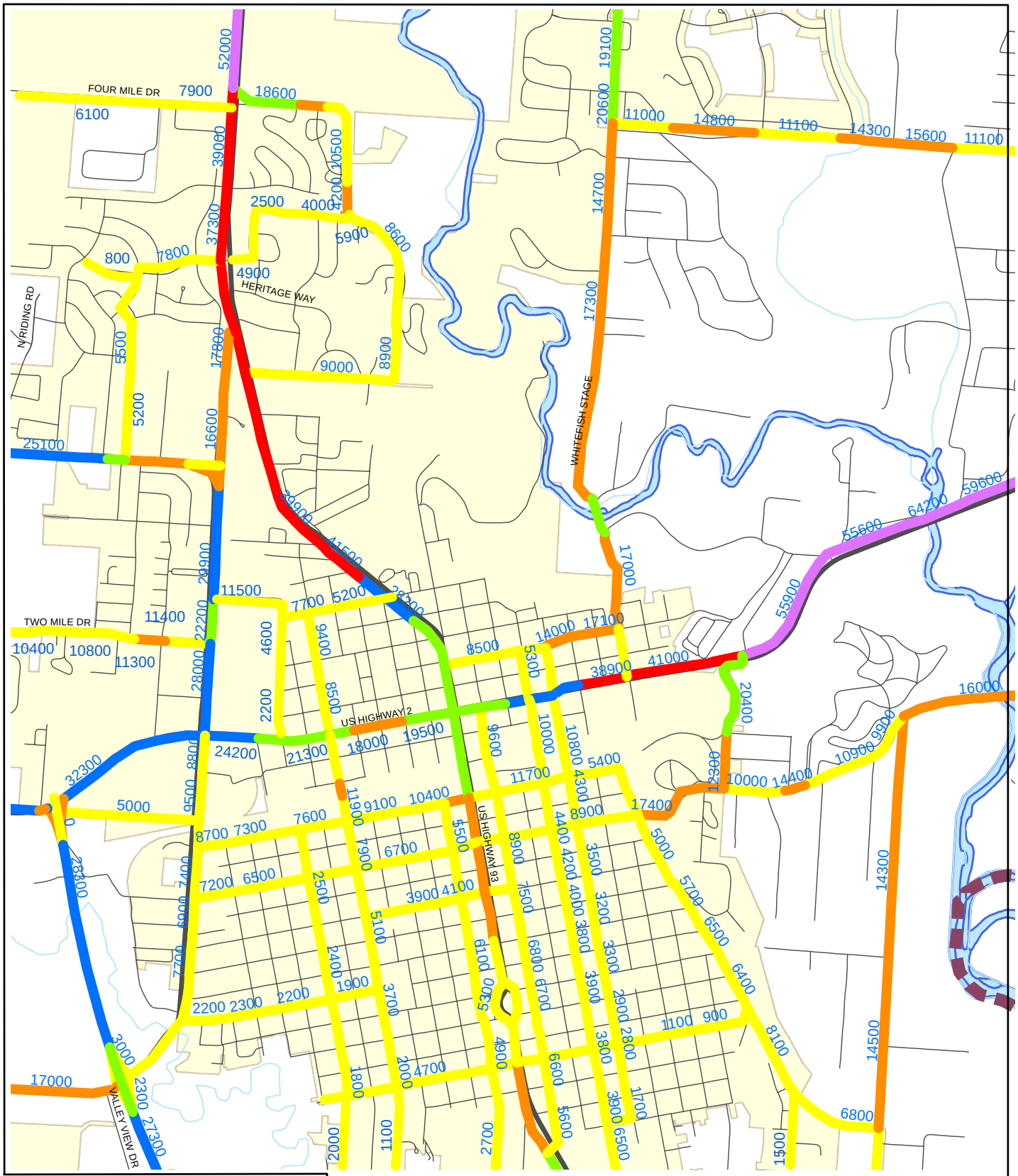
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

E + C Network

Alternative Scenario Number 9-B



KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

- 0 - 12000
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
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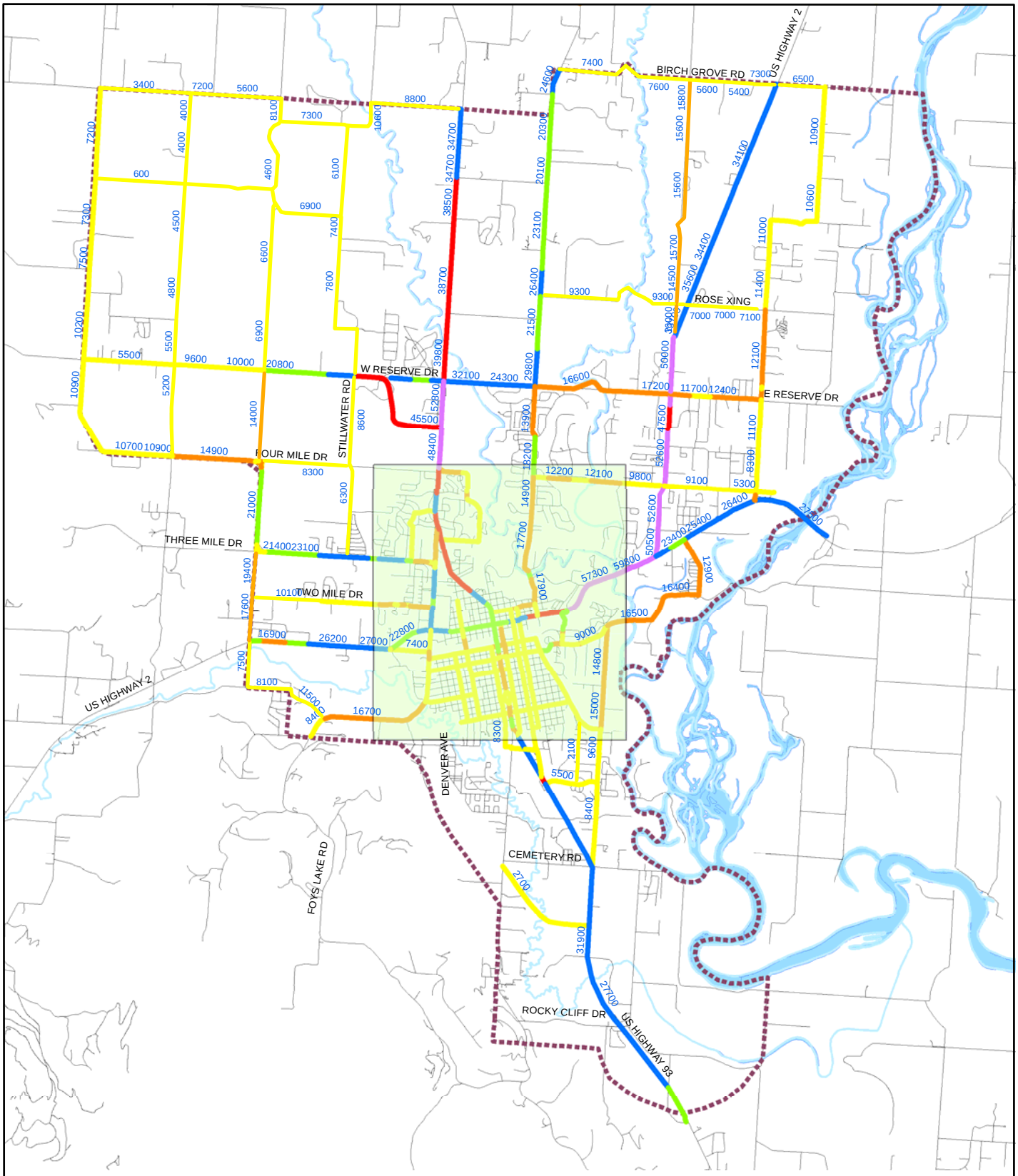
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 500 1,000 2,000
Scale in Feet

E + C Network

Alternative Scenario Number 9-B



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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- 24001 - 36000
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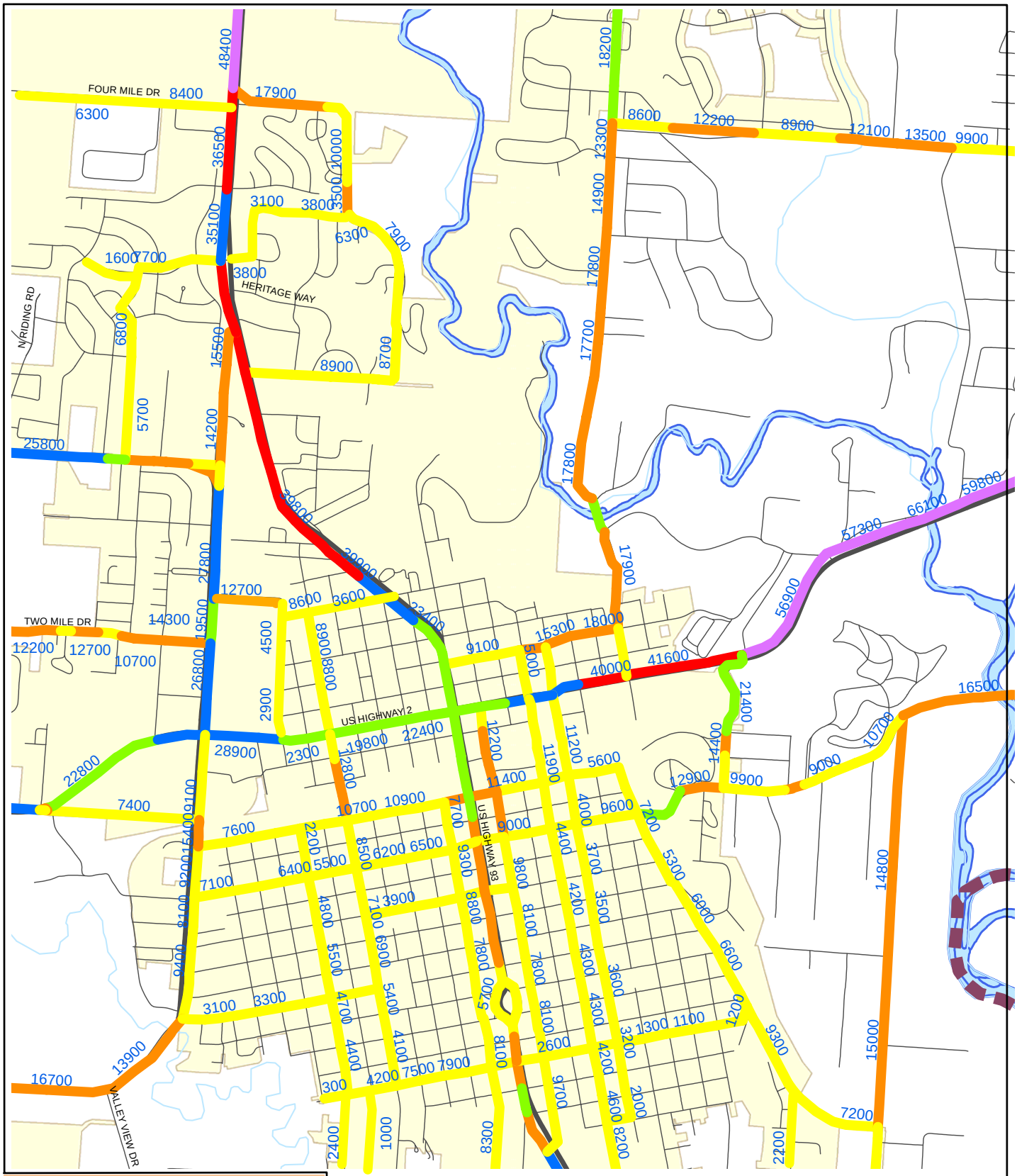
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

E + C Network

Alternative Scenario Number 10



KALISPELL

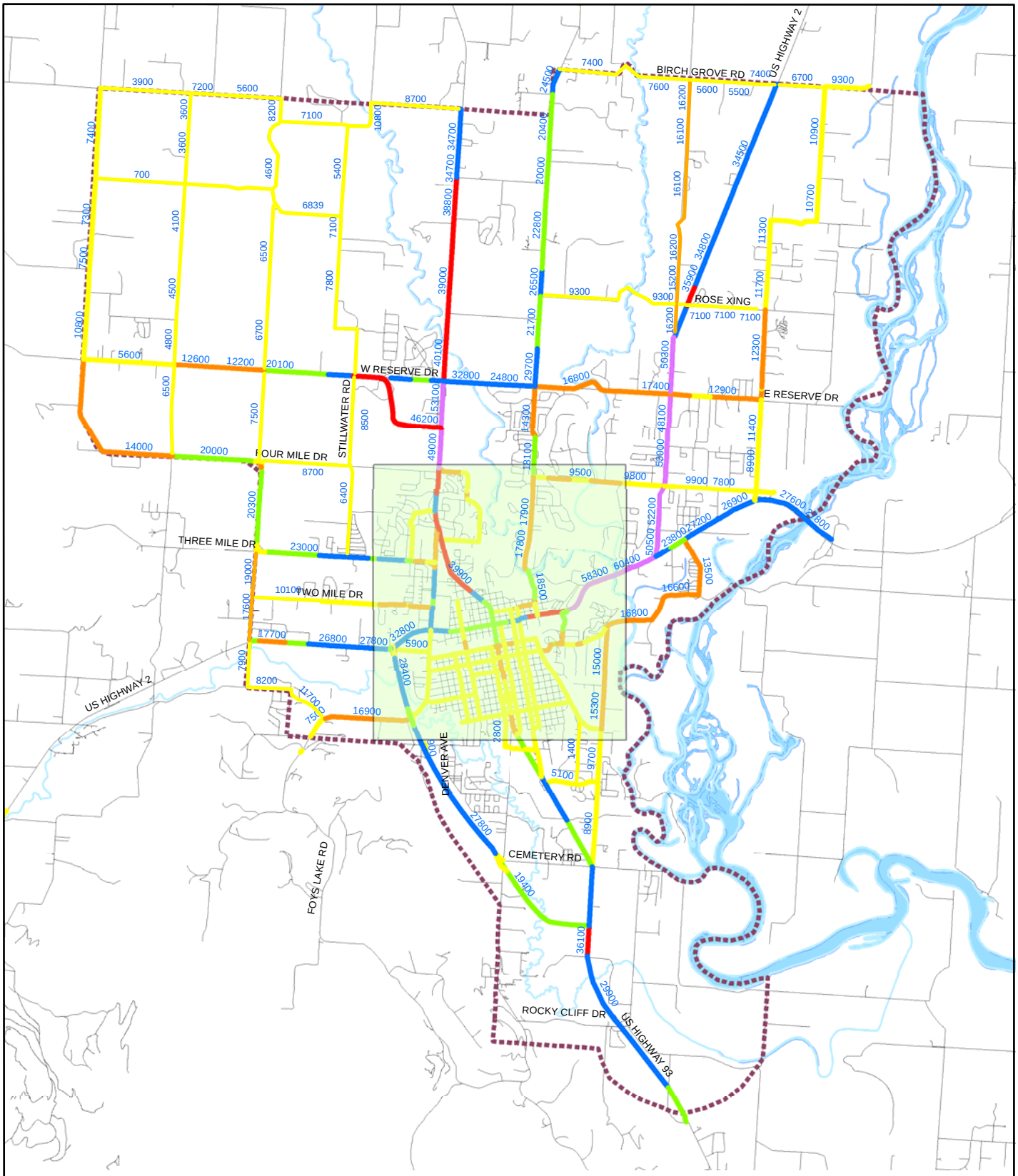
AREA TRANSPORTATION PLAN
(2006 UPDATE)

- 0 - 12000
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 500 1,000 2,000
Scale in Feet

Alternative Scenario Number 10

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

N

- 0 - 12000
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
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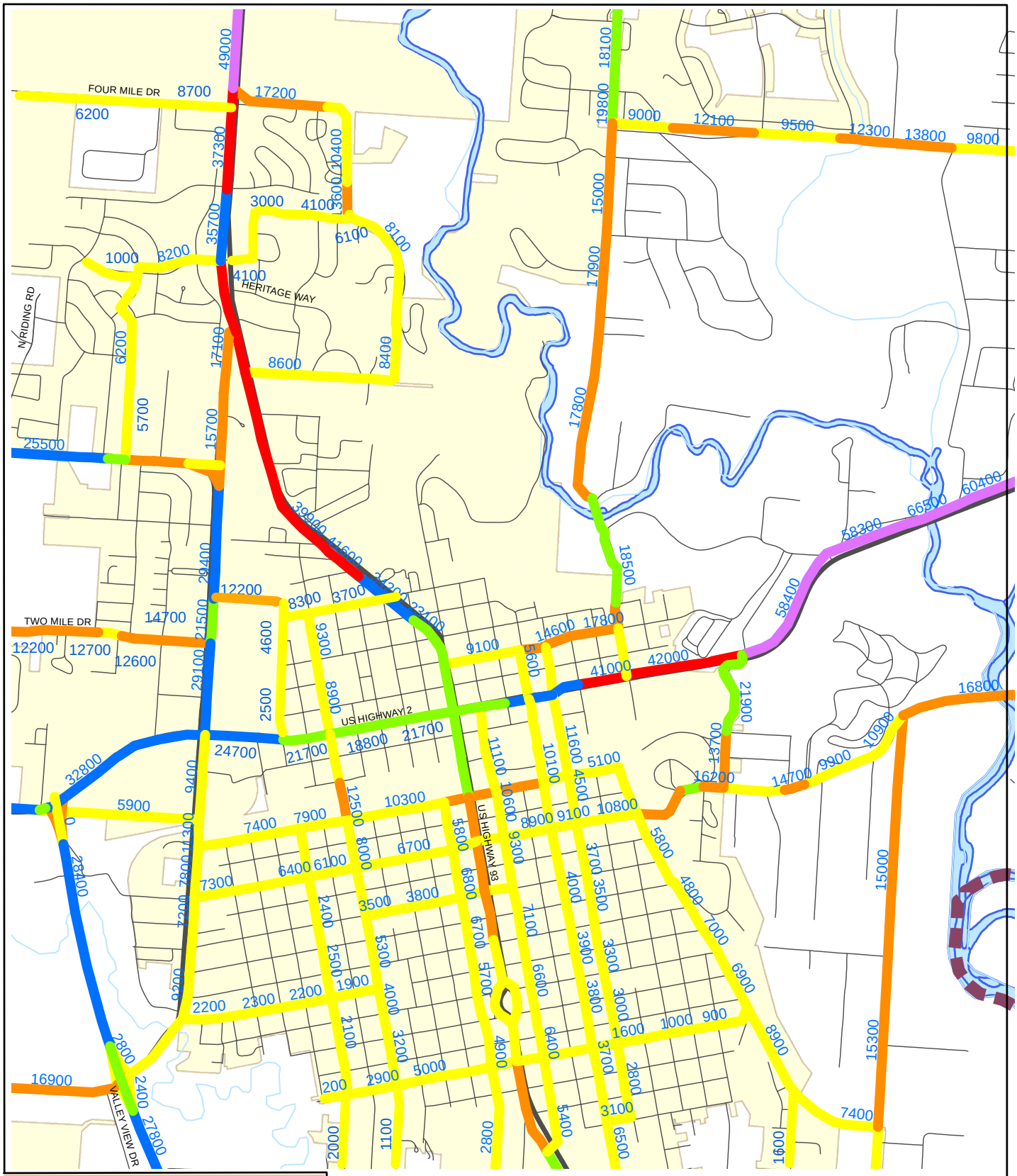
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

Alternative Scenario Number 10-B

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

- 0 - 12000
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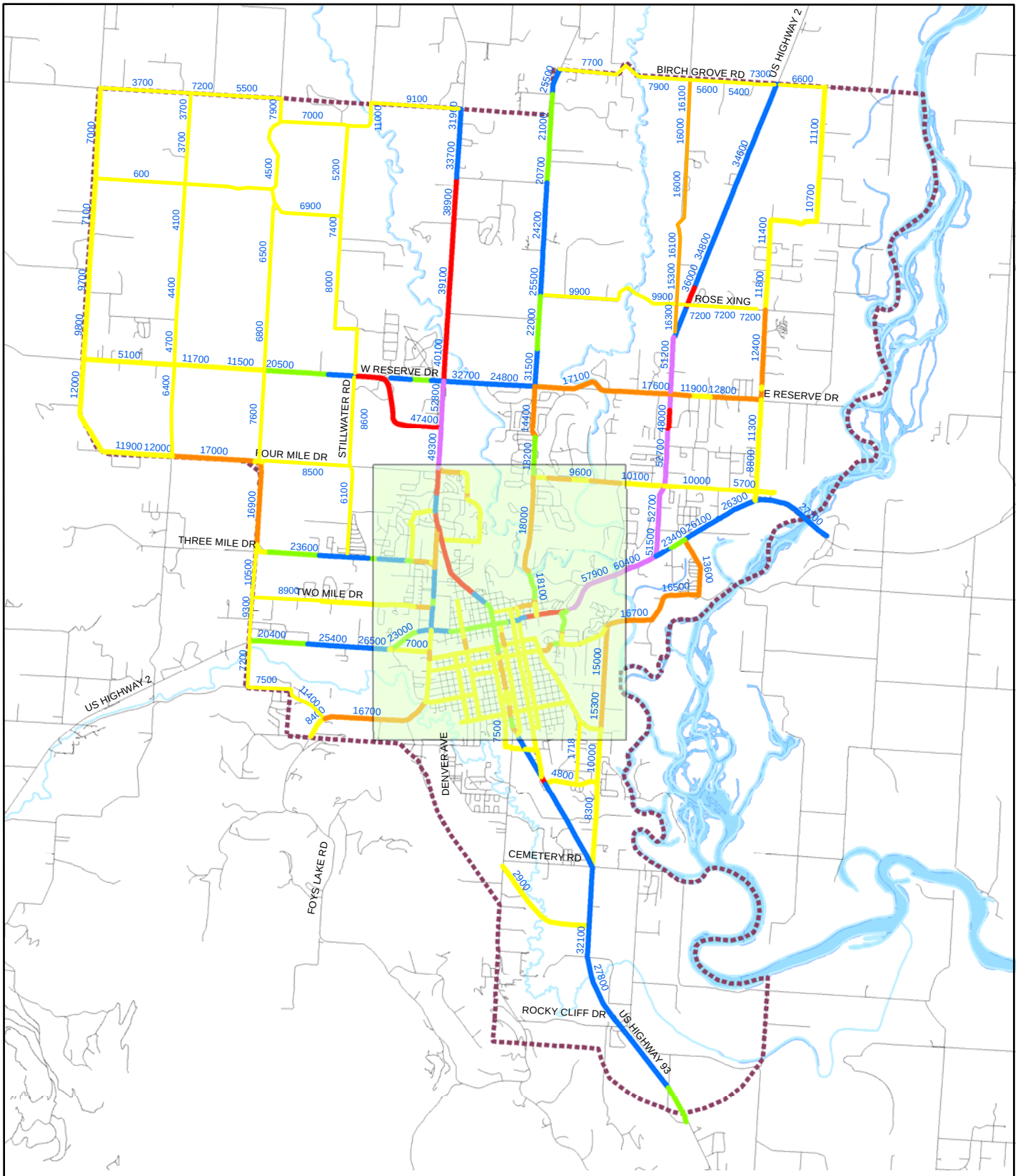
- 18001 - 24000
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 500 1,000 2,000
Scale in Feet

Alternative Scenario Number 10-B

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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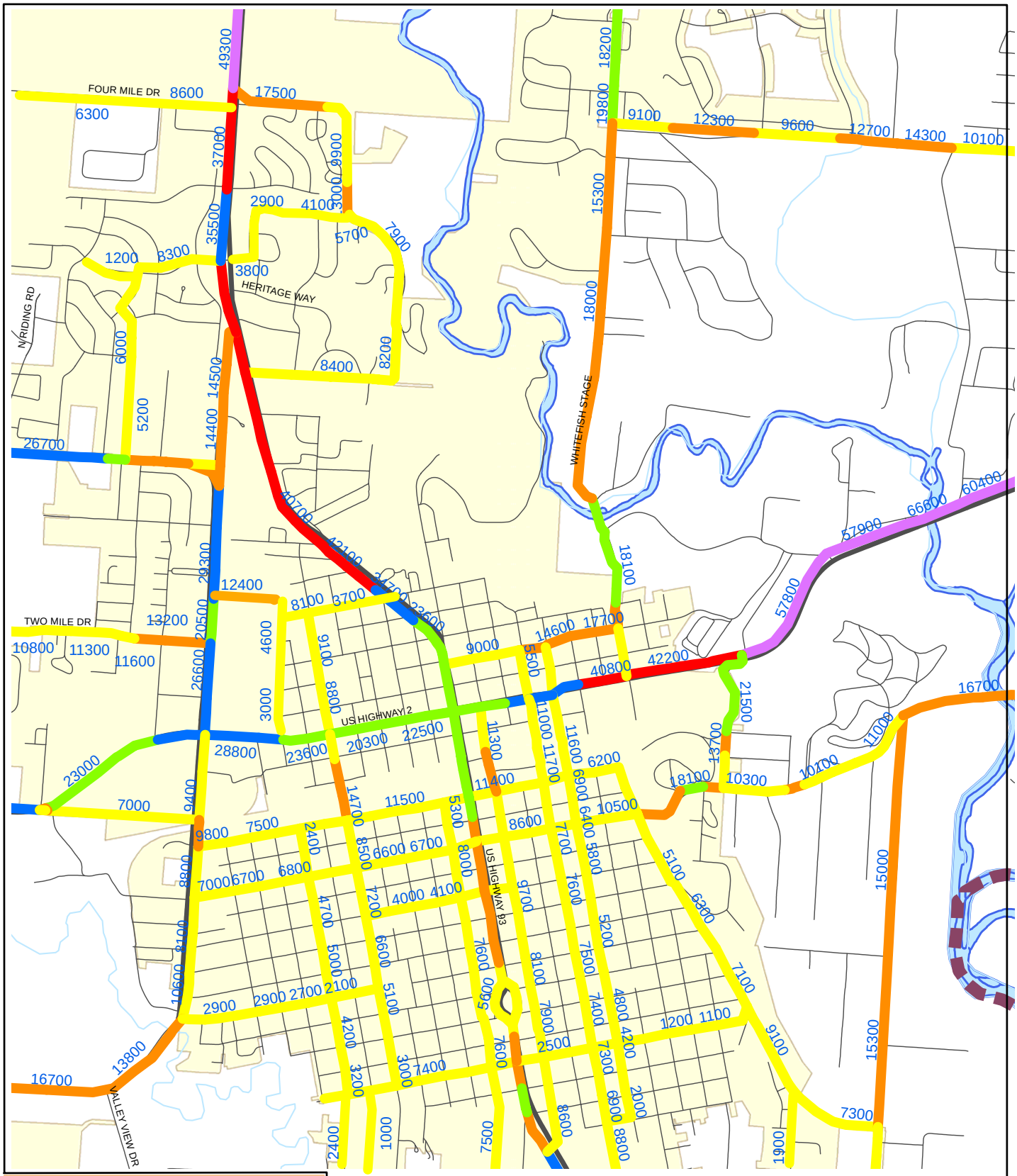
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

E + C Network

Alternative Scenario Number 11



KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

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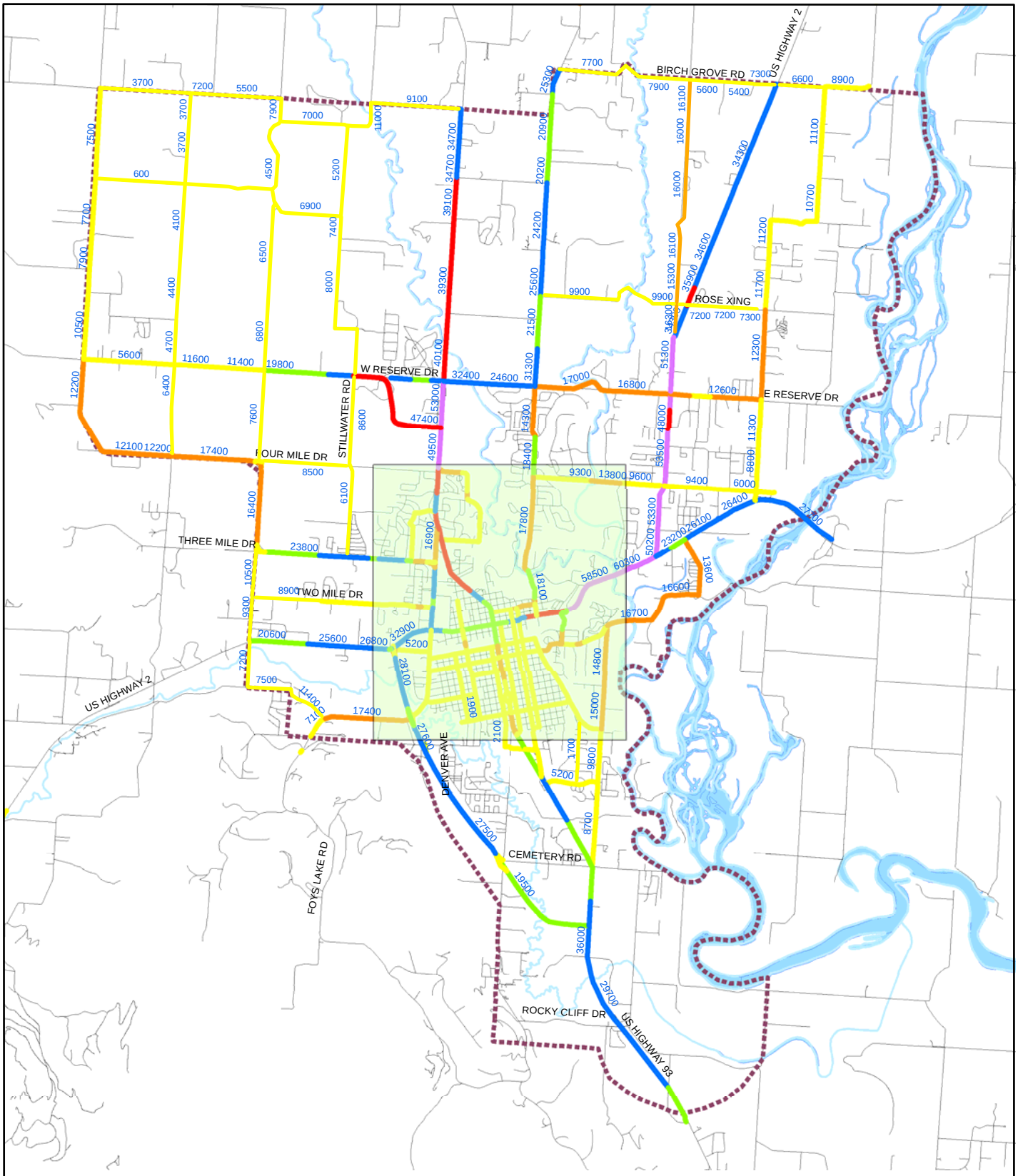
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 500 1,000 2,000
Scale in Feet

Alternative Scenario Number 11

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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- 18001 - 24000
- 24001 - 36000
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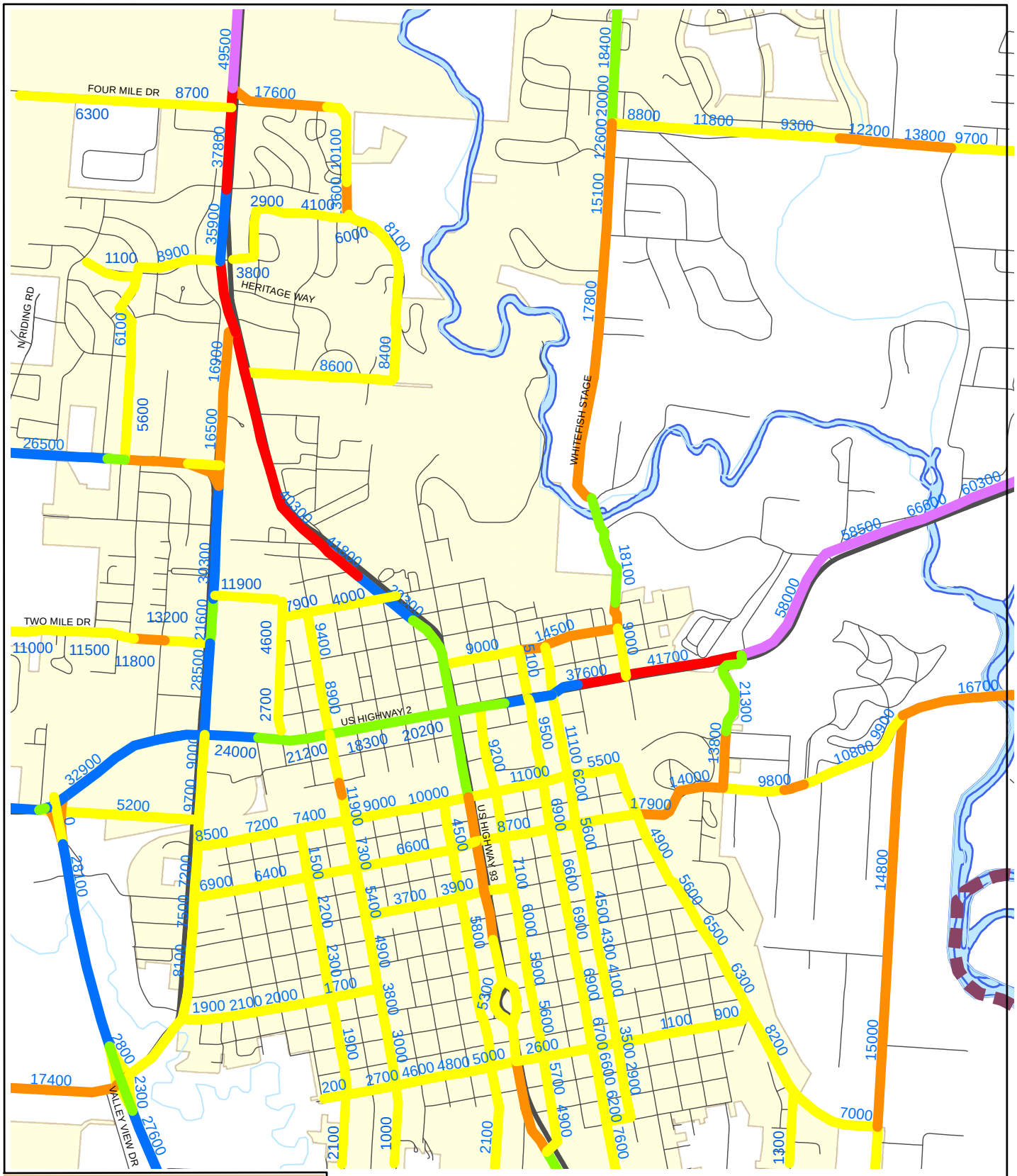
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

E + C Network

Alternative Scenario Number 11-B



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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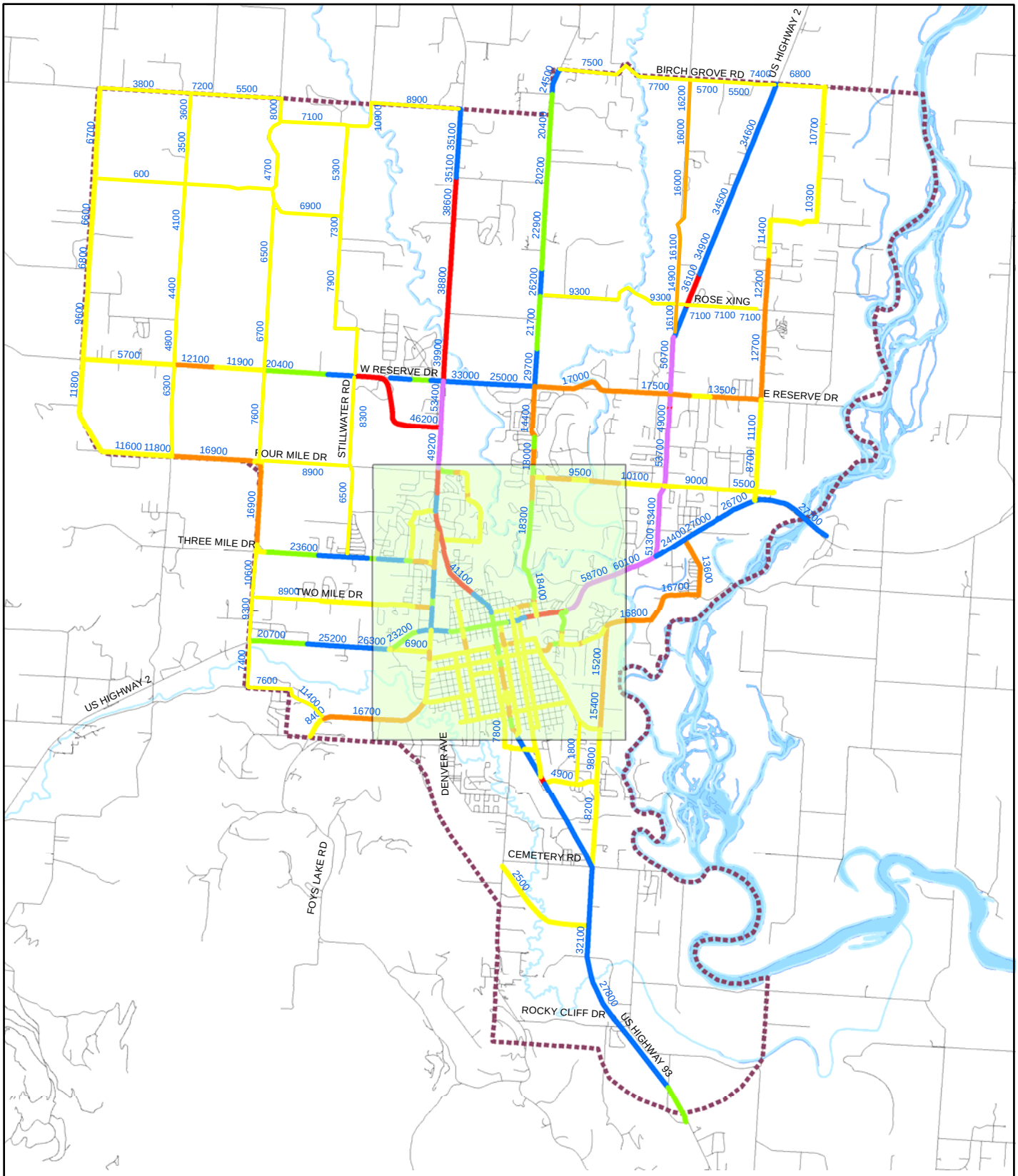
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 500 1,000 2,000
Scale in Feet

Alternative Scenario Number 11-B

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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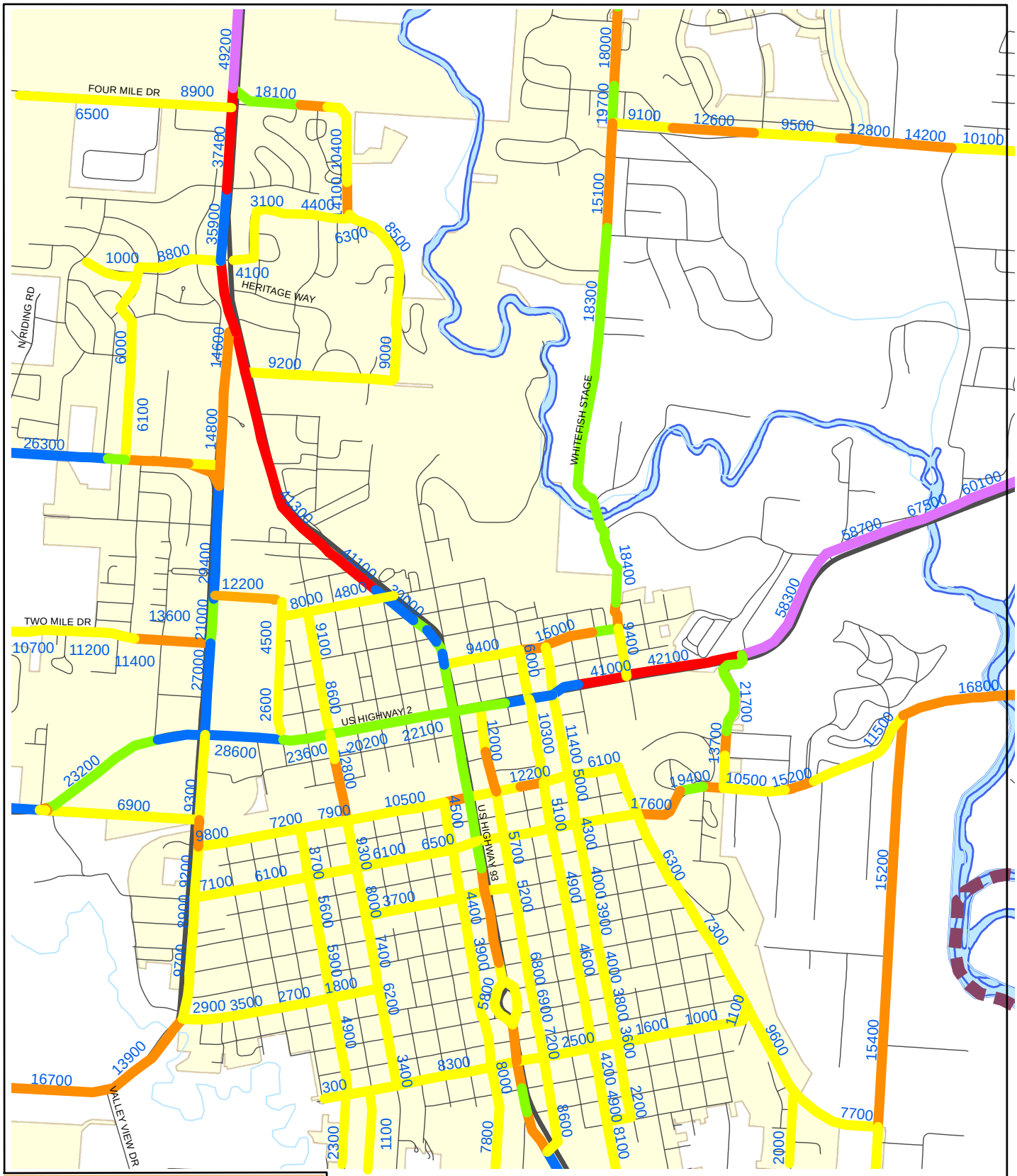
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

Alternative Scenario Number 12

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

- 0 - 12000
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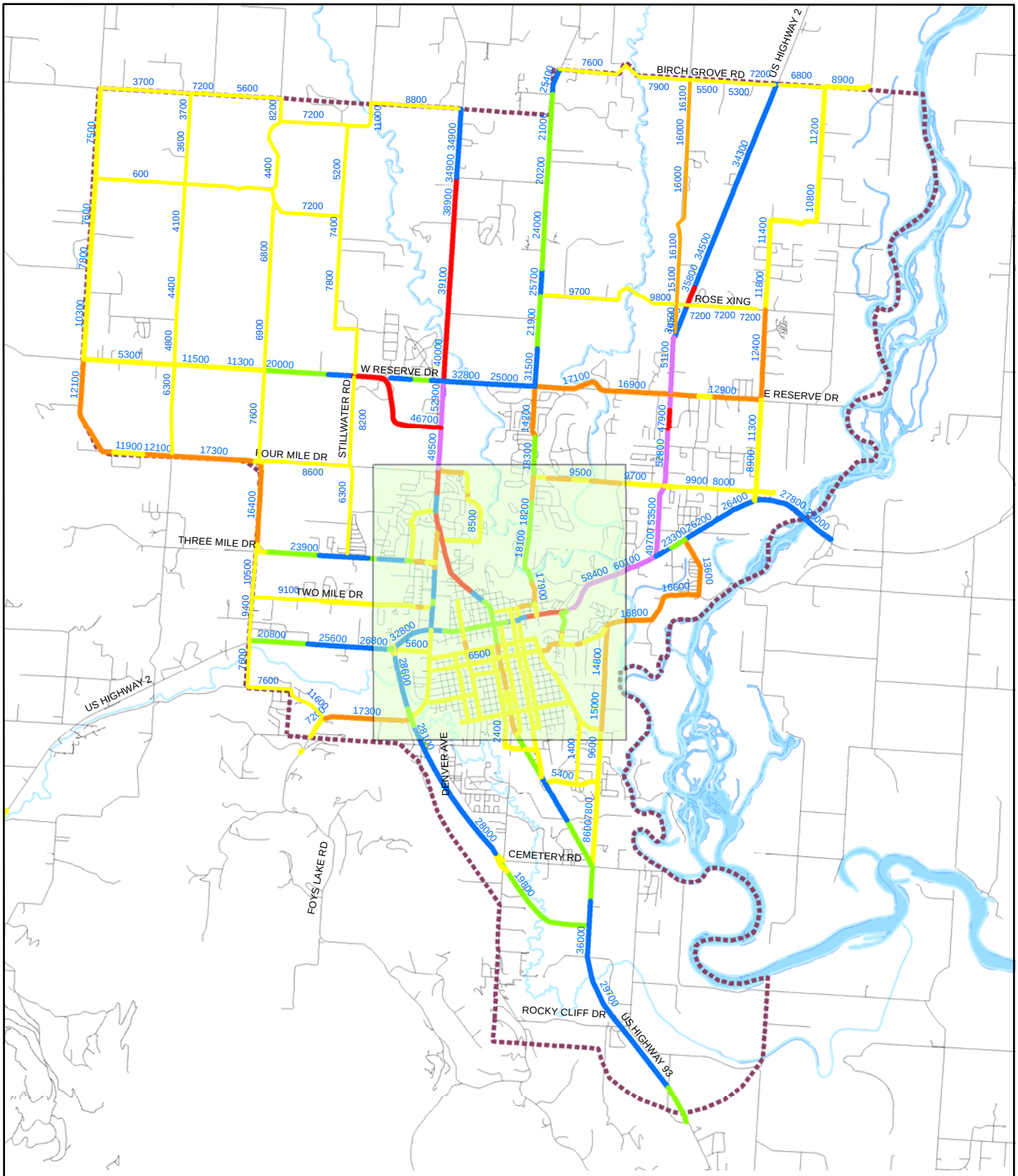
- 18001 - 24000
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 500 1,000 2,000
Scale in Feet

Alternative Scenario Number 12

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

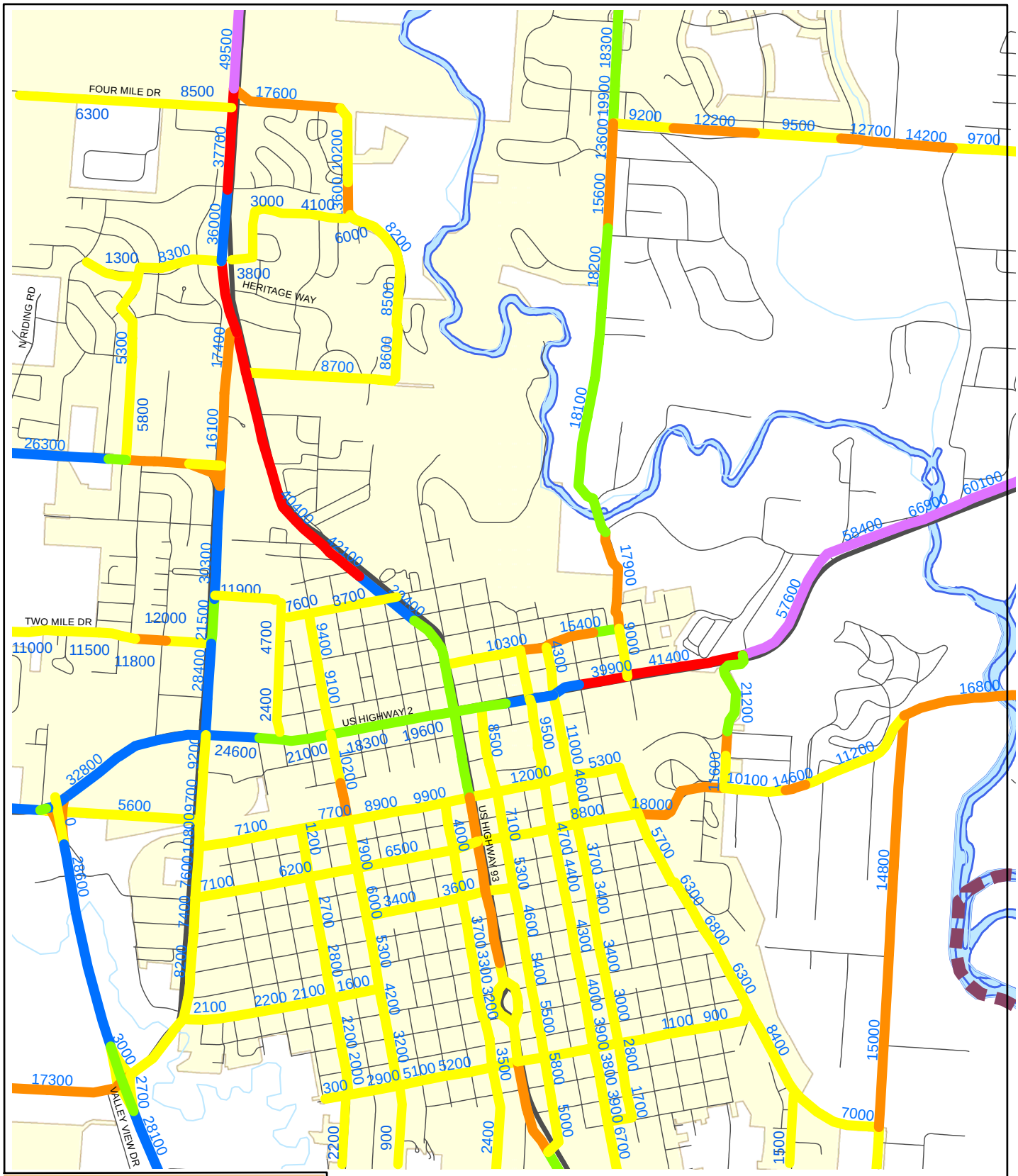
N

- 0 - 12000
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

E + C Network

Alternative Scenario Number 12-B



KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

- 0 - 12000
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
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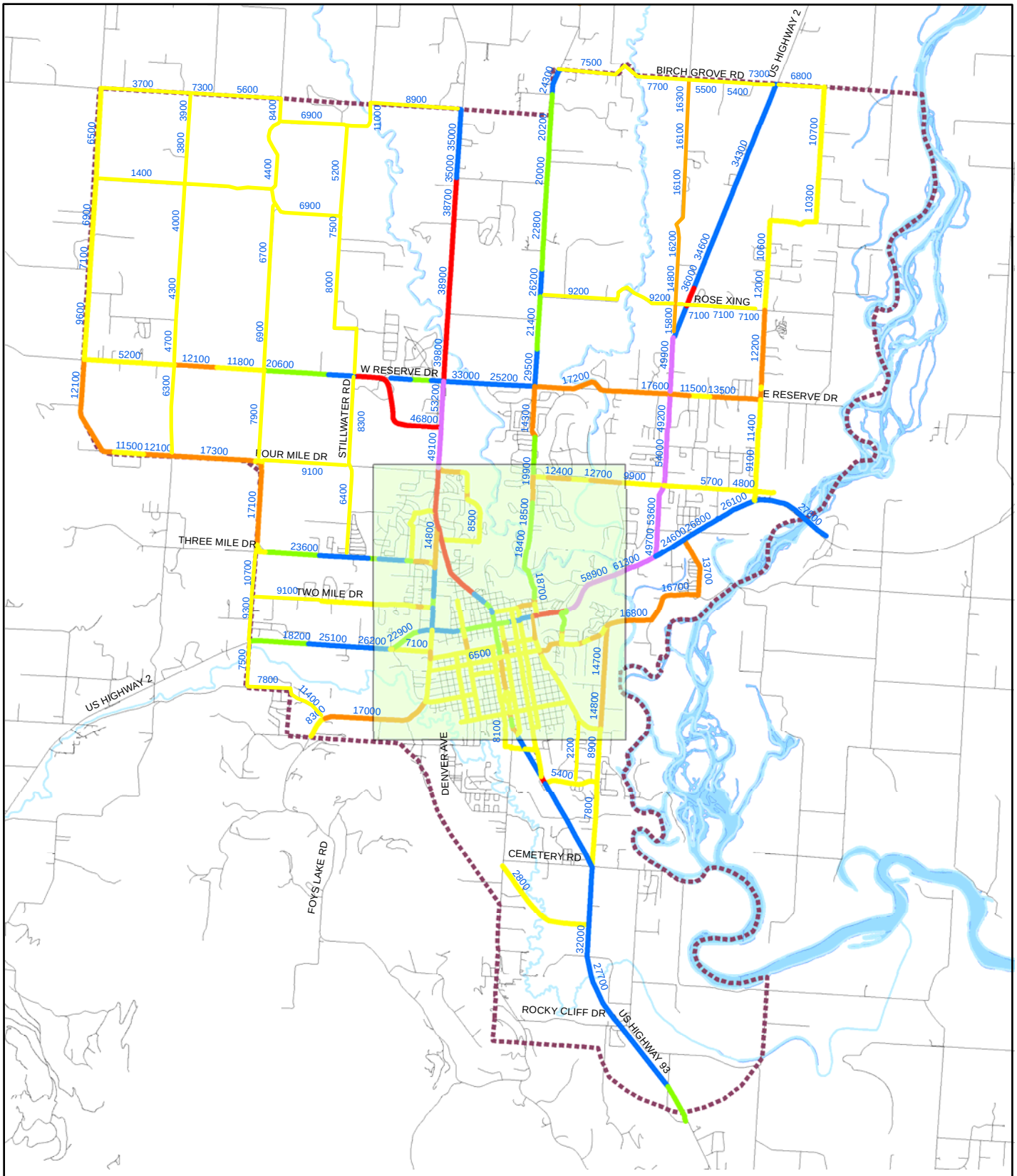
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 500 1,000 2,000
Scale in Feet

E + C Network

Alternative Scenario Number 12-B



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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- 18001 - 24000
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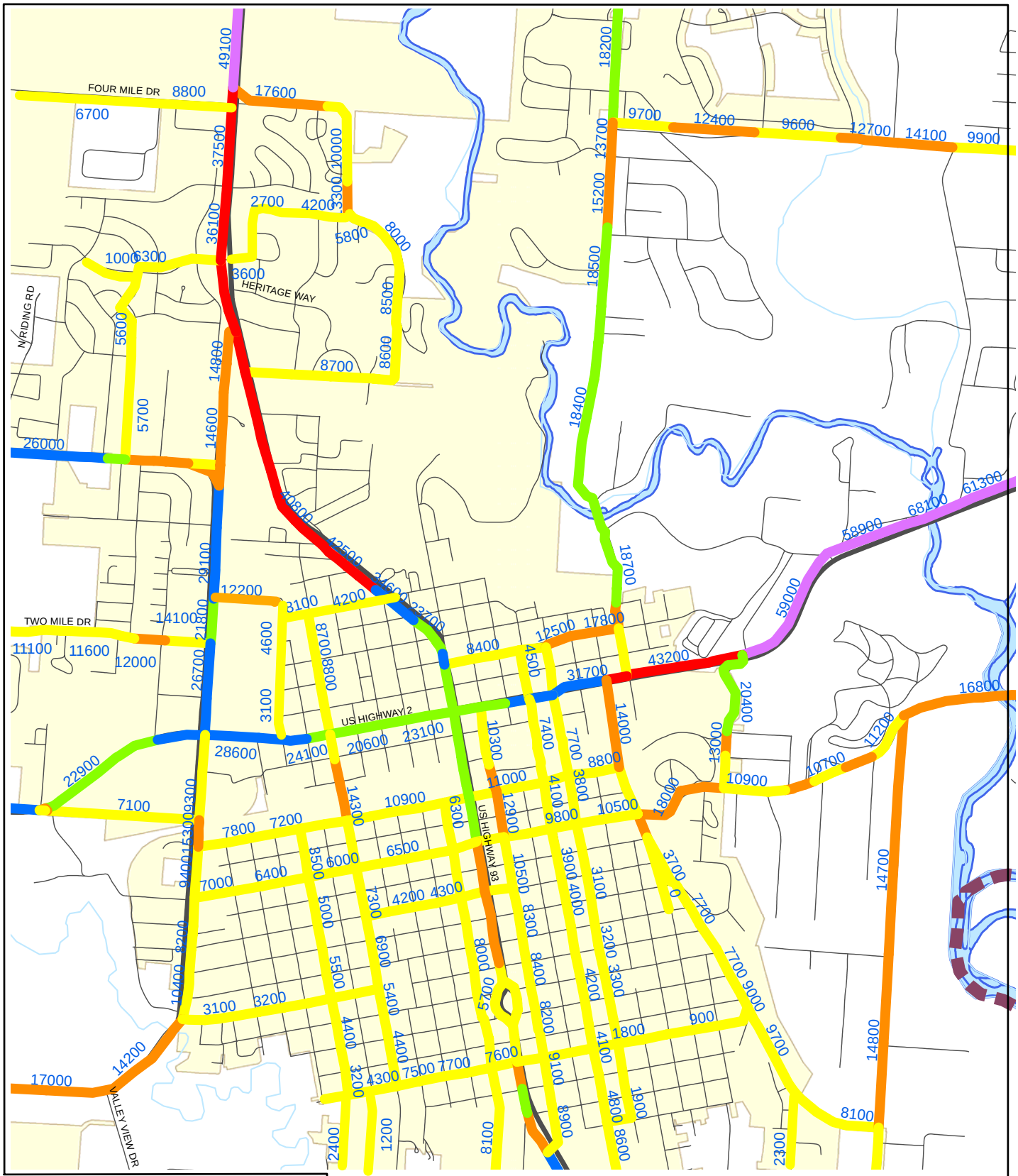
- 48001 - 72000
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

E + C Network

Alternative Scenario Number 13



KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

- 0 - 12000
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- 18001 - 24000
- 24001 - 36000
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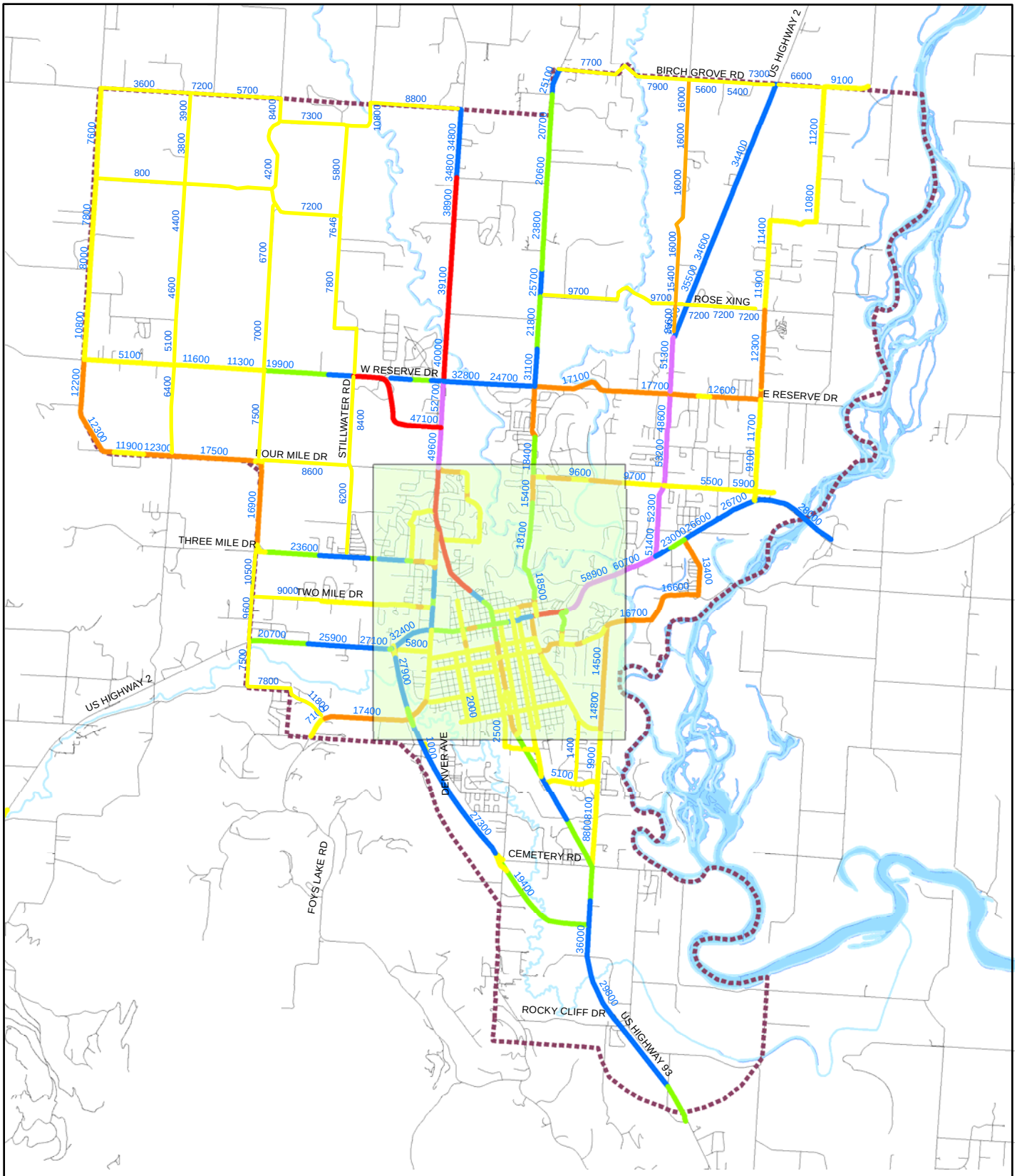
- 48001 - 72000
- TRANSPORTATION PLAN BOUNDARY

0 500 1,000 2,000
Scale in Feet

Alternative Scenario Number 13

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

- 0 - 12000
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- 18001 - 24000
- 24001 - 36000
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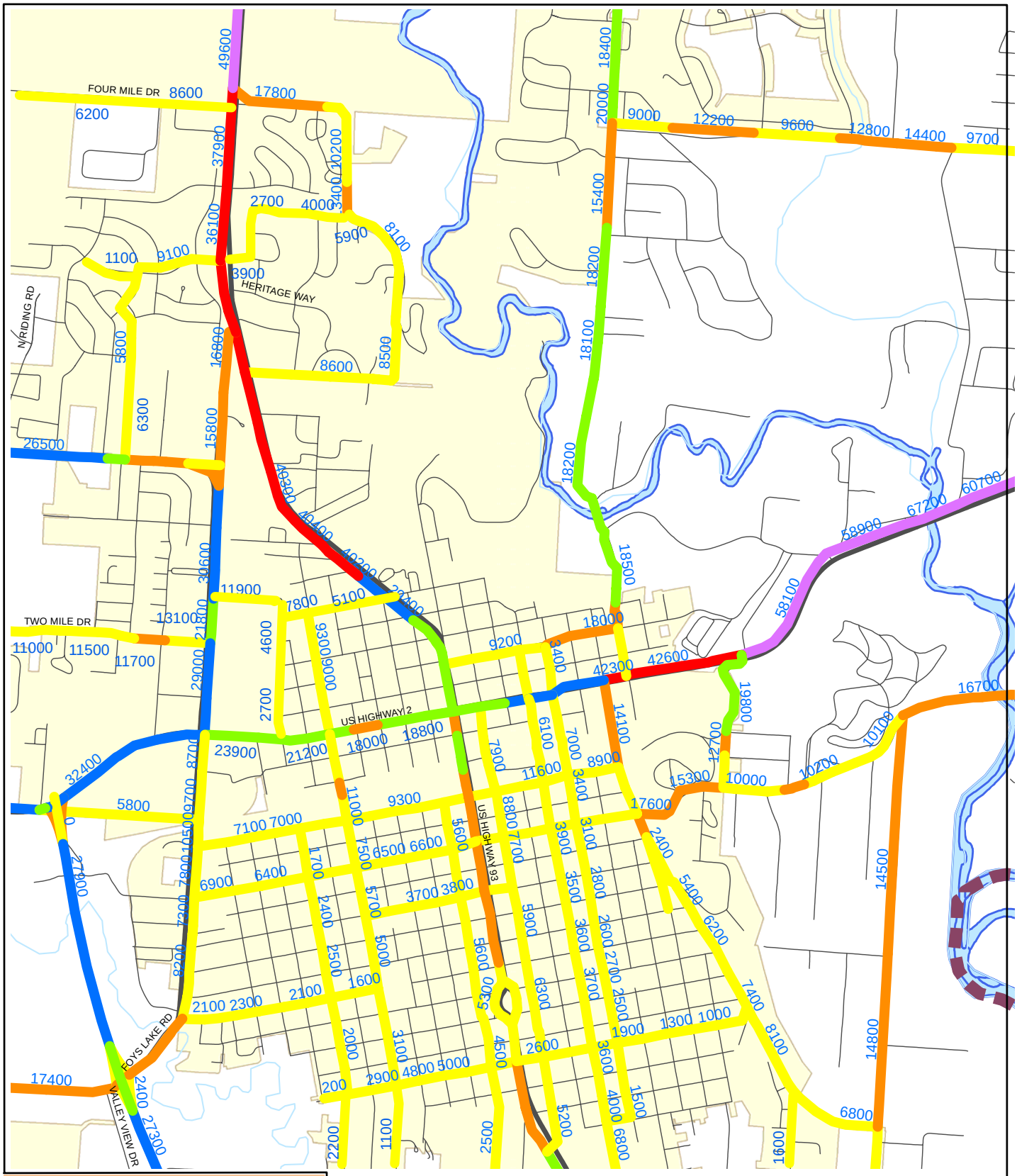
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

Alternative Scenario Number 13-B

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

N

- 0 - 12000
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
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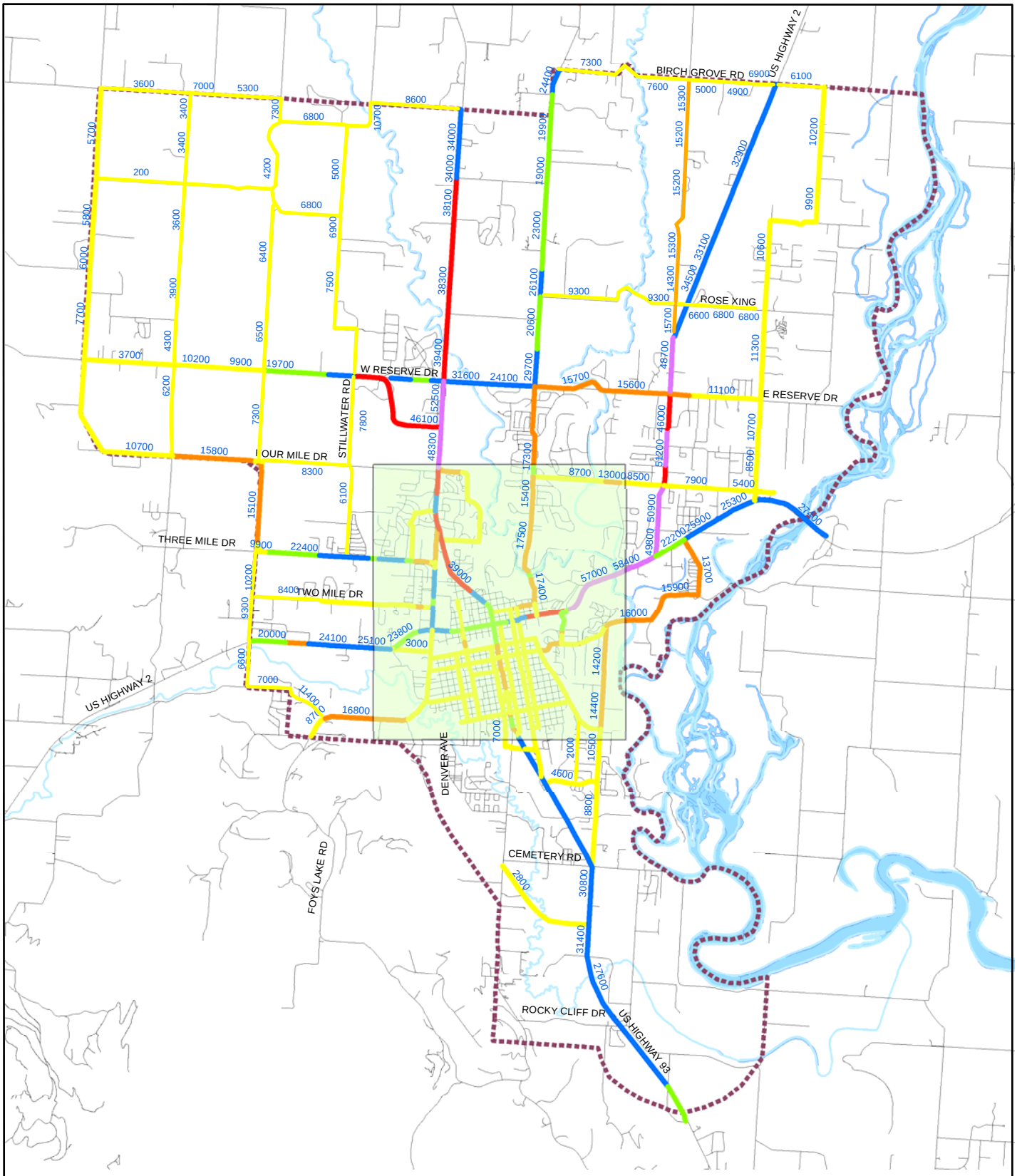
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 500 1,000 2,000
Scale in Feet

Alternative Scenario Number 13-B

E + C Network



KALISPELL

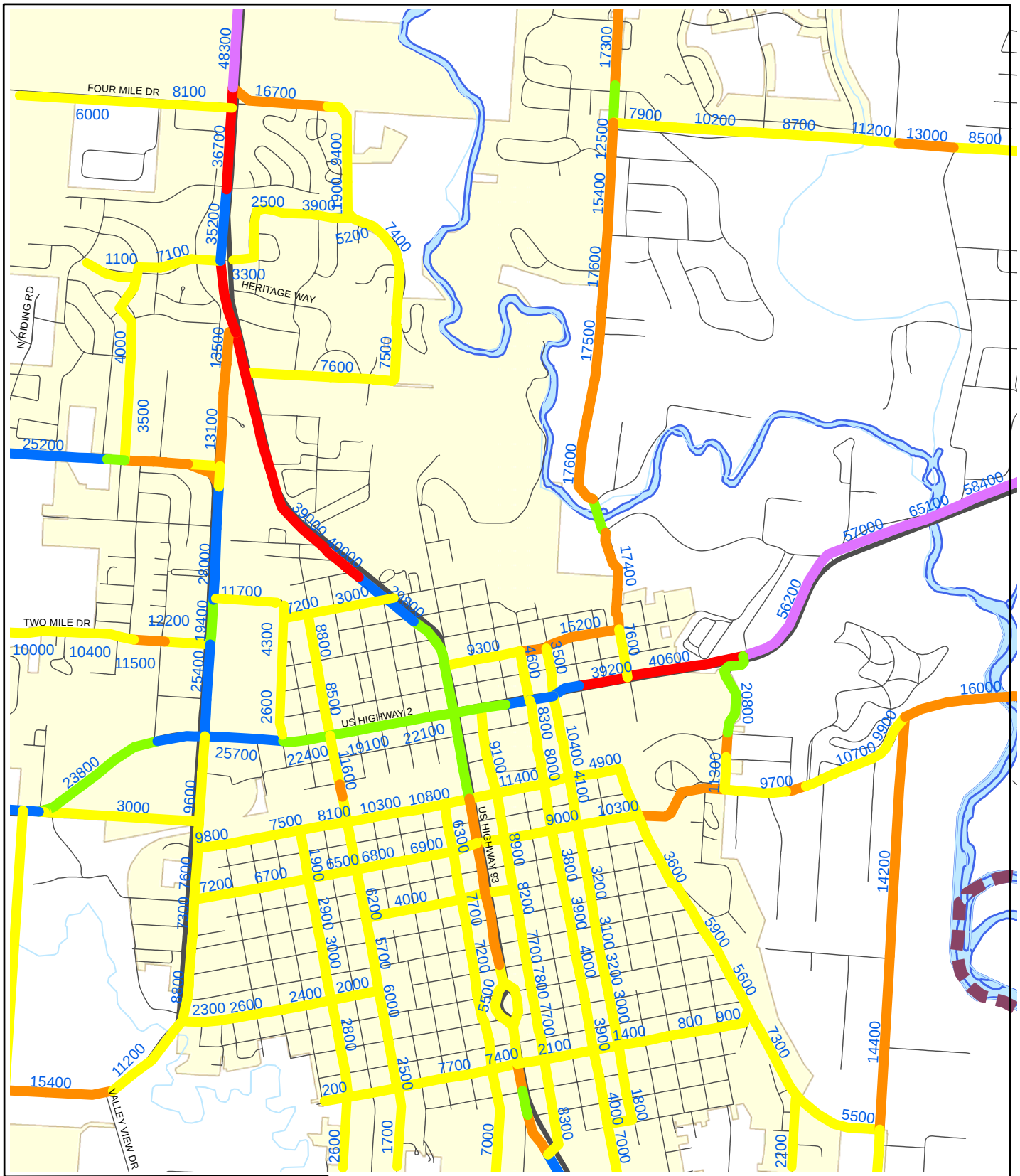
AREA TRANSPORTATION PLAN (2006 UPDATE)

- 0 - 12000
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

Alternative Scenario Number 14

E + C Network



KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

- 0 - 12000
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- 18001 - 24000
- 24001 - 36000
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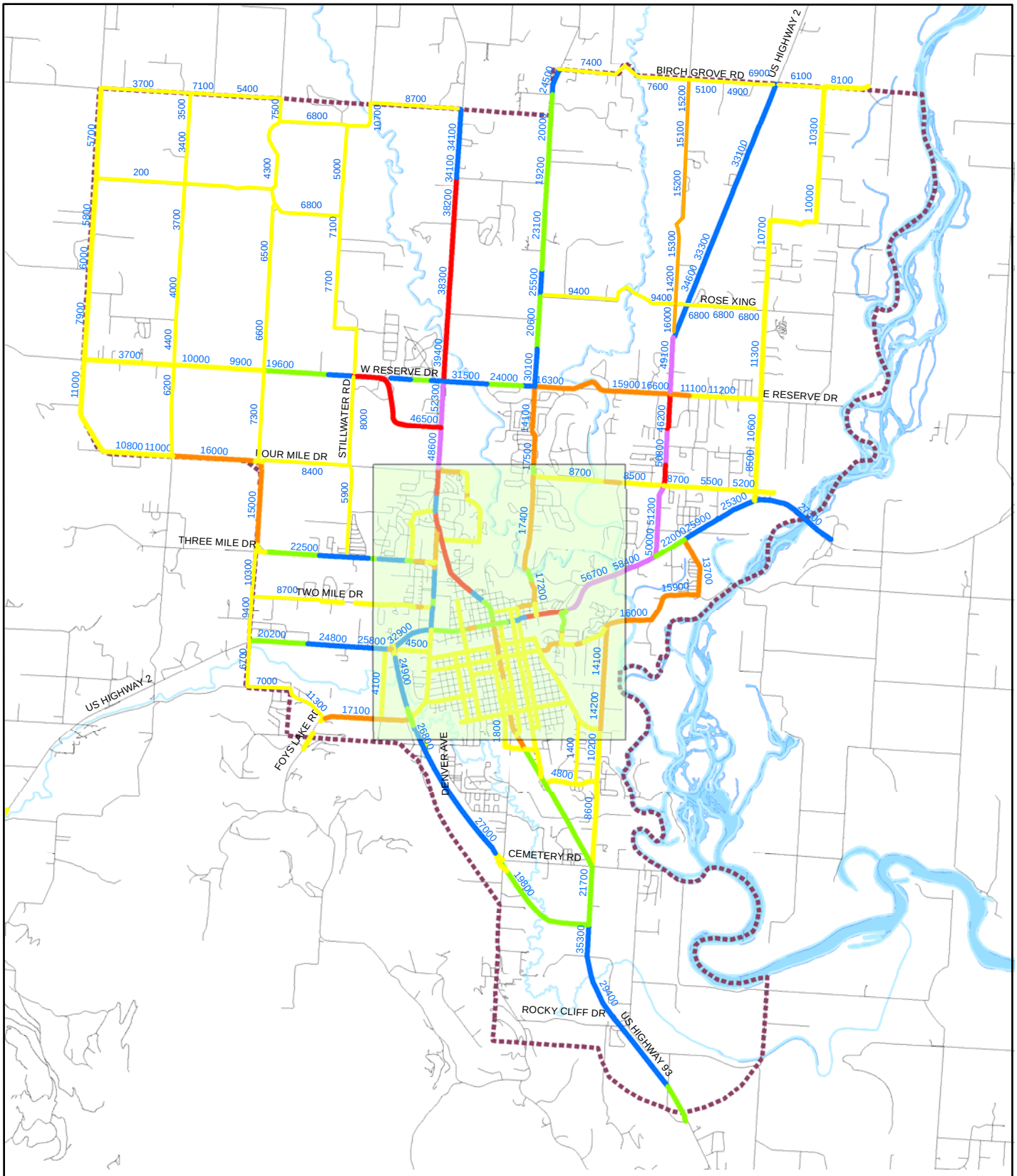
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 500 1,000 2,000
Scale in Feet

E + C Network

Alternative Scenario Number 14



KALISPELL

AREA TRANSPORTATION PLAN (2006 UPDATE)

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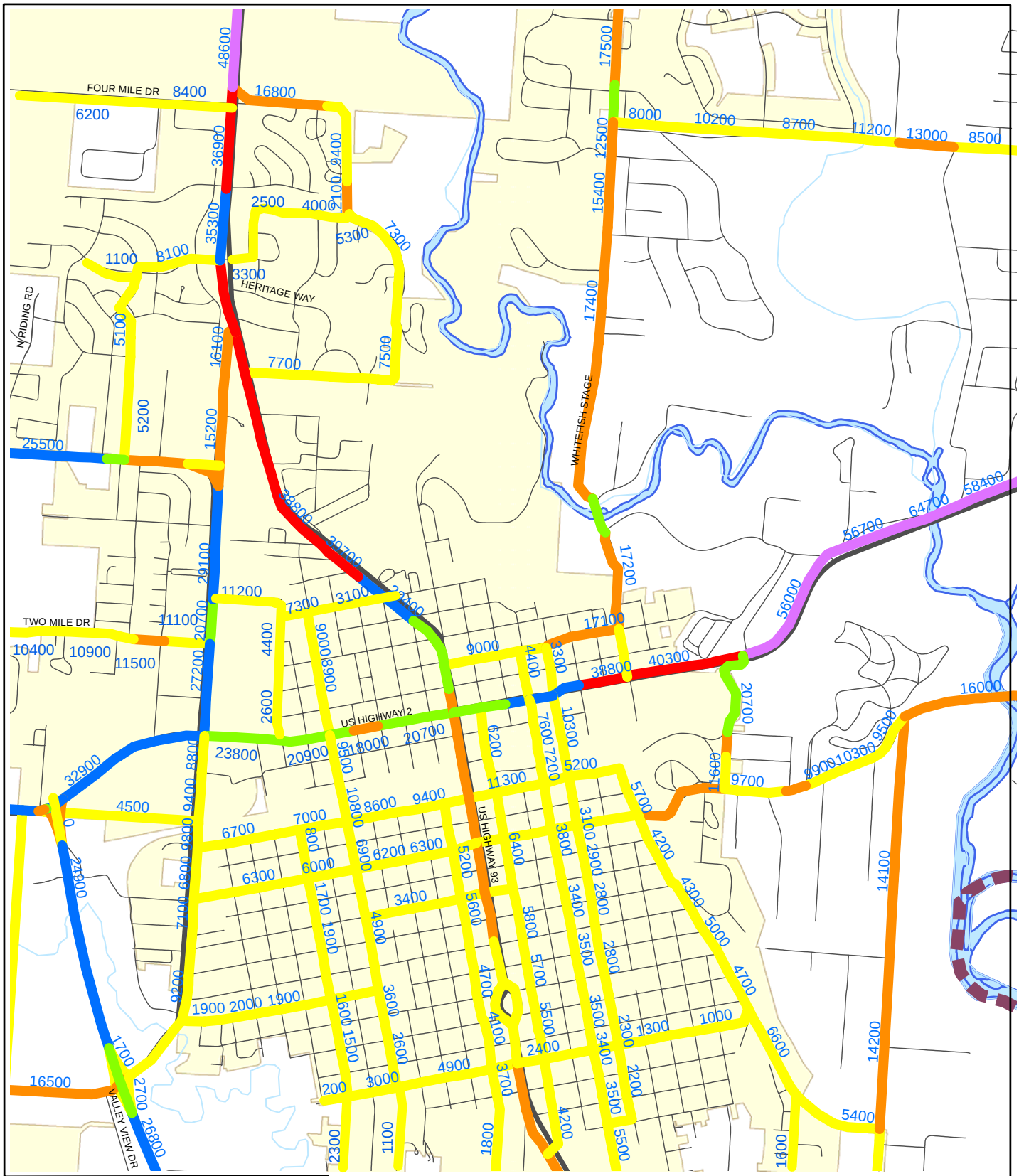
- 18001 - 24000
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

Alternative Scenario Number 14-B

E + C Network



KALISPELL

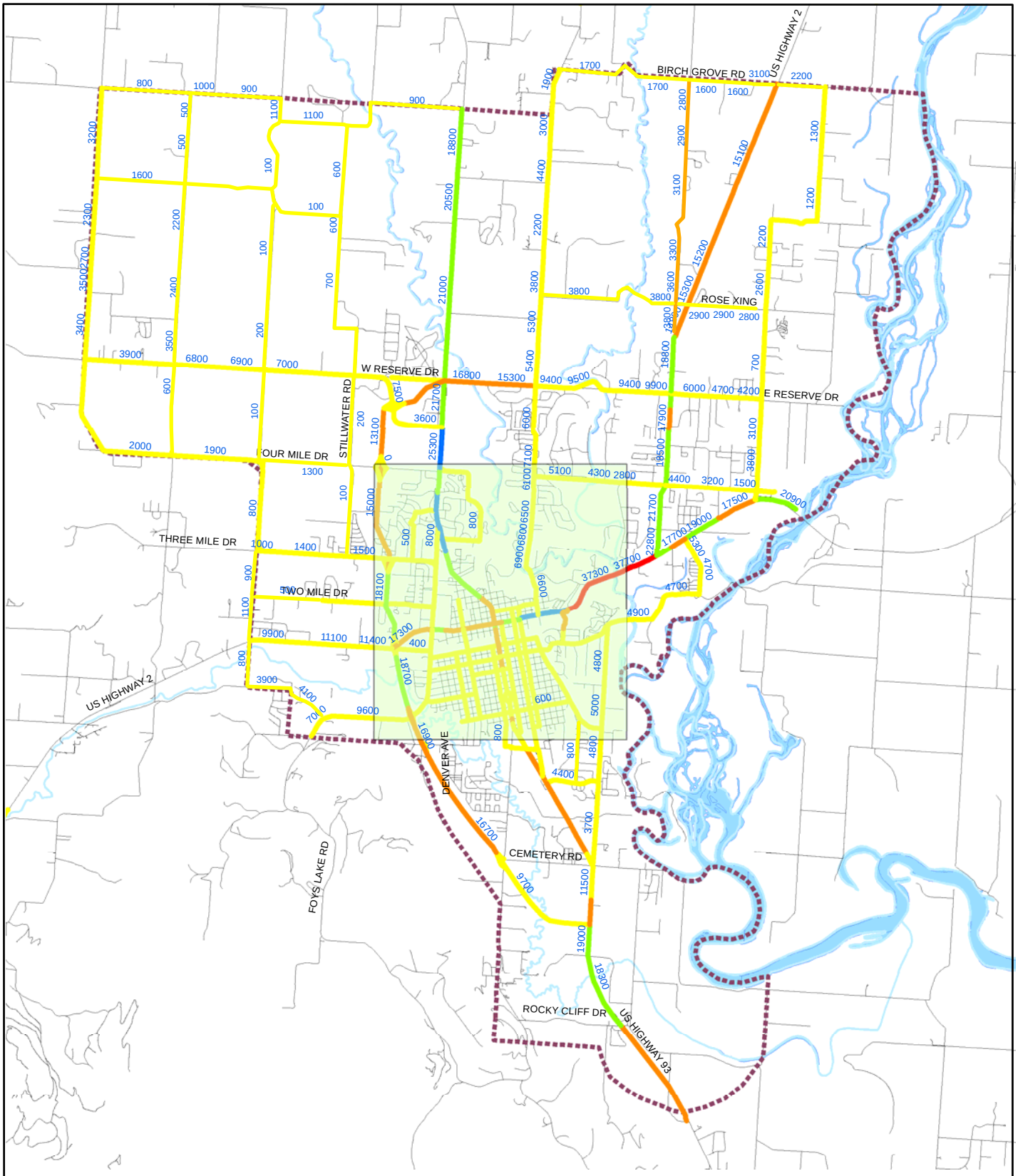
AREA TRANSPORTATION PLAN
(2006 UPDATE)

- 0 - 12000
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 500 1,000 2,000
Scale in Feet

E + C Network

Alternative Scenario Number 14-B



KALISPELL

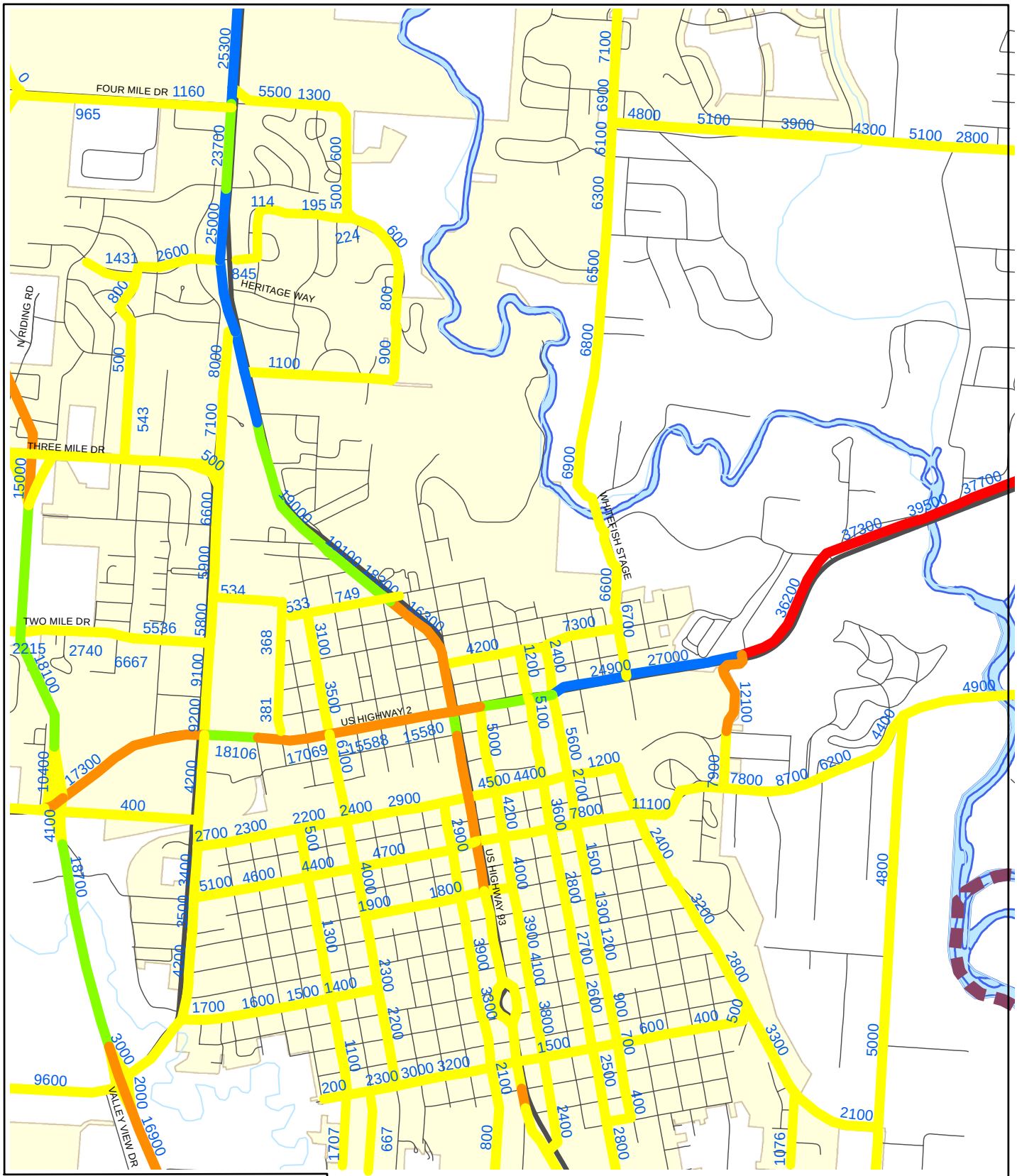
AREA TRANSPORTATION PLAN (2006 UPDATE)

- 0 - 12000
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 4,000 8,000
Scale in Feet

E + C Network

Alternative Scenario Number 15



KALISPELL

AREA TRANSPORTATION PLAN
(2006 UPDATE)

N

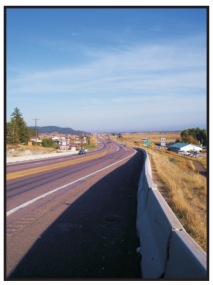
- 0 - 12000
- 12001 - 18000
- 18001 - 24000
- 24001 - 36000
- 36001 - 48000
- 48001 - 68000
- TRANSPORTATION PLAN BOUNDARY

0 500 1,000 2,000
Scale in Feet

E + C Network

Alternative Scenario Number 15

Appendix C
City Council Public Hearing Response Matrix



City Council – Public Hearing Response Matrix

March 17th, 2008 Regular Meeting
Kalispell Transportation Plan (2006 Update)

General Comments Offered By Consultant

The responses provided in the matrix below are the Consultant's responses to the verbal and written comments delivered to the City Council at the public hearing held on March 3rd, 2008. Some general thoughts are appropriate before the reader reviews the public comments and resultant responses shown in this matrix:

1. There is no legal requirement for a community to undertake a community Transportation Plan. The only legal requirement for such an effort is found when a community is classified as a Metropolitan Planning Organization (MPO). MPO's are urban areas with a population of 50,000 or greater. In Montana, the MPO's are Great Falls, Billings and Missoula, and they are required to prepare a Transportation Plan every four or five years depending on the community's air quality standards compliance.

2. Community Transportation Plans are intended to provide a broad-brush, long-range assessment at transportation needs for the community. They are not intended to offer detailed traffic analysis or mitigation solutions. It is a planning level document that is very broad and visionary. As recommended projects are programmed, additional work is needed for the respective projects to be implemented that are by nature more specific to the individual project.

3. Several of the comments imply it is inappropriate to ignore, or at least fail to mention, that many of the recommended projects will encounter right-of-way costs to make the project become a reality. Unfortunately, it is impossible to predict land values and areas being affected within this visionary planning document. We believe that the final Transportation Plan should have some additional language in it, whether that be in the Executive Summary or perhaps at the beginning of Chapters 8 and 9, that points out that often times the major roadway "reconstruction" projects do have right-of-way costs associated with their implementation.

Written Comments Received - Three Letters Total

Kalvig & LeDuc, P.C. (Letter Number 1)

In my opinion, the report is incomplete because it does not contain all of the information contracted for. It is inaccurate because some of the information has obviously not been verified. It is inconsistent in certain areas that should have been addressed -- if only to furnish to you and MDT the very serious nature of right-of-way acquisition in some of the proposed improvements.

Let me detail these matters to you in very brief fashion:

	Comment	Response
1	With respect to incomplete information, the report fails to address the problem of hazardous materials being transported through the Kalispell area (except in cursory fashion). It does not assess truck problems in any detail. Nor does it reflect the collection of historic crash data for the last three years or identify locations with a high level crash frequency or severity, except intersections (even though road corridors are identified in the contract).	*Hazardous materials issues were not the subject of any major investigation of the Plan. The assumption regarding hazardous materials transport is that they are transported either on rail or on the two major routes through the community – US 93 and/or US 2.* *Crashes have been addressed in the customary manner. The three year period was selected based on the most recent period of data available when the project began 18 months ago.* *Corridor crashes were not the primary area of focus, as crash trends within the community were identified at the intersections for this planning level effort.*
2	The report also fails to delineate public or TAC input in any detail. Although this may not be a matter of contract, it certainly is a matter of legal significance.	*All of the venues held with the public and the TAC are outlined in Tables 1-1, 1-2, and 1-3. Meeting minutes for the TAC meetings were prepared by the City Planning Department staff. Public meeting minutes were also prepared by RPA for the three meetings. Typically, these are not inserted into the Transportation Plan document, but become part of the Clients' and Consultant file. The TAC reviewed all public comments throughout the course of the project.*
3	With respect to inconsistency, the report indicates that it does not furnish any information relative to right-of-way acquisition costs. It does identify some areas where right-of-way acquisition is involved, while at the same time failing to recognize other areas where right-of-way acquisition would be an extreme problem due to high costs, perhaps even costlier then the improvement figures that are noted. If this document is to be used as a plan, it should at least be noted that there are severe right-of-way acquisition problems with many of the recommendations which may make those recommendations not viable now or in the future. The same comment can be made to major infrastructures such as bridges.	*<u>Planning level</u> project cost estimates are provided. Land values and adjacent land costs vary within a community and are subject to several factors.* *This is divulged in the relevant chapters of the Transportation Plan (chapters 8 and 9).*
4	With respect to verification of information, one need only review Figure 39, Land Use Forecasting-residential, to recognize that at least one of the density areas is completely wrong. Figure 39 notes that the number of dwelling units for the area encompassing Stillwater Estates (northwest of Highway 93 and Reserve) is 300 dwelling units. I represent Stillwater Estates. I have reviewed their covenants and the deeds to the subdivision. There are only 128 lots in the entire subdivision.	*Land use forecasting is not an exact science. At the time of the land use forecasting exercise, the densities developed are as shown on the graphics. We cannot pinpoint growth numbers to the nearest "single" dwelling unit (DU) out to the year 2030. As such, numbers are rounded to the nearest hundred. In the general scheme of the traffic model, we work off "control totals" that tell how much growth needs to be allocated within the study area boundary. For this Plan, the dwelling unit growth total was approximately 16,000 DU's within the boundary and mimics the City's Facility Plan and the US 93 Bypass EIS Re-evaluation.*

	Comment	Response
		In the traffic modeling effort, the exact location of the dwelling units has little impact on the overall influence to regional traffic flow.
5	The information used for land use forecasting in the plan is not accurate; nor has it been verified. I do not know the explanation for the discrepancy, but it leads me to question the accuracy of the report. It also makes me question the underlying data upon which impact fees are being based. If the Plan states that a particular land area has 300 dwelling units when there may be less, then growth projections are incorrect. If growth is not correct, then there will be less traffic and less need for added infrastructure and traffic impact fees.	*Disagree – see response above.* *The land use forecasting process is similar to that used in all of Montana's Transportation Plan, and is based on the most current land use plans and assumptions for future growth, and was subject to review and acceptance by the Technical Advisory Committee (TAC).*
6	MSN3 - Grand View Dr. extension from Grand View Comer to Whitefish Stage Rd. There is no data explaining how the cost of$2,865,000.00 was arrived at, nor any recognition of the extreme right-of-way and infrastructure problems that would be involved in this project. I have been advised that the bridge to cross the Stillwater River would be a multimillion dollar project in itself. If right-of-way and bridge costs are not addressed in the project, how can its feasibility and prioritization be considered?	*Planning level project cost estimates are based on year 2007 bid prices and RPA's quantity take-offs for each project, plus contingencies, engineering and construction management.*
7	MSN9 Rose Crossing - Hwy 93 - Junior Interchange - There is no data to support the design, the cost, or the right-of-way problems associated with the project. Since the west side of Highway 93 is not presently intended to be developed, how will such a structure be beneficial?	*Again, planning level work and input from the various parties guiding this project suggest that a "junior interchange" would be a worthy, long-term goal for future transportation considerations.* *Based on miscellaneous public comment, this was revised to also suggest at-grade signalization control can be an acceptable alternative type of access to US Highway 93.*
8	MSN21 Evergreen Dr. - Whitefish Stage to LaSalle Rd. This particular recommendation is so confusing that it is impossible for me to determine what is intended. The project recommends a three-lane road between Whitefish Stage and LaSalle Rd. There is no discussion regarding the severe right-of-way problems which face the project. The description of the project on page 9-2 states that the project extends from LaSalle to Helena Flats. The project description on page 910 states the project extends from Whitefish Stage to LaSalle, but recommends that Evergreen be reconstructed from LaSalle to Helena Flats. The project description should be clarified.	*The reference on page 9-2 of LaSalle Road to Helena Flats Road is in Table 9-1 and is intended to portray what the previous Transportation Plan from 1993 recommended. In this case, the 1993 Plan recommended reconstruction from LaSalle Road all the way to Helena Flats Road.* *The new recommendation in this Plan is to reconstruct from Whitefish Stage Road to LaSalle Road only.*

	Comment	Response
9	MSN 24 Conrad Dr. connector. This was the No.4 priority in the 1993 report. There is virtually no recognition of the significance of that priority, nor the significant effect it would have on downtown traffic if it were constructed. Considering the relatively minor costs of this project when compared to the westside by-pass, it is a major oversight to fail to address these issues.	*This major street project (MSN) is defined in chapter 9.* *An attempt was made to prioritize projects in the Executive Summary (see Table ES-2 on page ix thru xi). This project was grouped into the "first priority" projects.*
10	The report does not include toll roads as a financing alternative.	*The financial chapter is prepared by the Montana Department of Transportation and local government to provide a snapshot of legitimate funding sources for transportation improvements. Toll roads are not used in Montana and it is questionable whether legally they can be used on the States highway system.*
11	The report does not address whether traffic calming measures will cause added air pollution.	*The City wanted a menu of traffic calming measures that might be considered in the community, along with a process by which a neighborhood can petition the City for traffic calming assistance.*
12	The report does not address existing traffic problems in downtown Kalispell (the purpose of the 1993 report) and how downtown truck traffic will be relieved.	*The scope of work for this project did not include a downtown circulation and/or parking task.*
13	The report does not coordinate with Flathead County. Flathead County has retained Robert Peccia and Associates to prepare a transportation plan. The city and county should coordinate with one another to prepare similar plans which contain the same facts and underlying recommendations.	*The County is a member of the Technical Advisory Committee and the coordination done through it. In addition, they were asked to participate and enter into a funding agreement with MDT and the City to develop this plan but were not interested.*
14	The report does not address whether the proposed west-side bypass should be extended farther north.	*Again, the Bypass and/or extension of the Bypass were not a consideration for this Transportation Plan. This was primarily due to the fact that the Re-evaluation of the EIS was completed and approved by the FHWA just prior to the Transportation Plan project beginning. It was a requirement that RPA's work rely on and complement the US Highway 93 Bypass EIS Re-evaluation.*
15	According to page 2-13, intersection LOS (level of service) was calculated in the summer of 2006. Summer is the busiest time of the year in Kalispell. Other times of the year, intersection LOS may be different. Should year-round transportation needs be based on traffic counts that may only exist for three months of the year?	*The decision was made early in the project development to capture peak summer traffic periods, with no adjustments, for analysis of existing conditions. This decision was agreed to by both the Montana Department of Transportation and the City of Kalispell.*
16	The report does not address accidents caused by wildlife.	*Crash trends were assessed on a broad planning level effort and focused on severity, crash rates and numbers of intersections. Further breaking down crashes to a more refined level is not customarily part of a regional citywide Transportation Plan effort.*

	Comment	Response
17	The report does not address issues related to traffic noise and mitigation. The Kalispell Planning Office has made noise mitigation a condition of subdivision approval for property adjacent to the proposed bypass. This policy should be included in the plan.	*This was not identified in the project scope of work for assessment as part of the Transportation Plan. The issue of traffic noise and mitigation is a "project level" issue that is addressed with each individual project's development and not with a community Transportation Plan.*
18	The report does not address implementation. If the report is going to be useful, it should explain the process and provide a timeline for when its goals will be implemented.	*This is not required, or even achievable, through the Consultant contract. The purpose of the Plan is to identify the need – it is up to the City and MDT to implement the Plans recommendations through their existing policies and procedures.*
19	As a final note, I understand that there is a connection between Chapter 10 of the Kalispel1 Growth Policy 2020 and the 2006 plan. It remains unclear which document controls transportation issues, and I find no record of reconciliation between the two documents in the event of an inconsistency. Based on Montana case law, it is important to ensure that growth policy documents are internal1y consistent.	*There is no legal requirement for a community to prepare a Transportation Plan unless the community is classified as a Metropolitan Planning Organization (MPO). An MPO is an urban area with 50,000 population or greater. In Montana, the MPO's are Great Falls, Billings and Missoula, and they are required to prepare a Transportation Plan every four or five years depending on the community's air quality standards compliance.*

Kalthleen Krager's (Letter Number 2)

On behalf of the Wolford Development, I have reviewed the Kalispell Area Transportation Plan (2006 Update), prepared by Robert Peccia & Associates, Kalispell. An area transportation plan is an important foundation for future transportation facilities planning; and, therefore, a careful review is appropriate to obtain the best results possible. Based on my review, I offer the following comments:

	Comment	Response
20	Analysis of Existing Signalized Intersections. I was somewhat surprised by the analysis of traffic operations at existing signalized intersections and the numerous intersections which were shown to be operating at a poor or failing level of service. My experiences in driving around Kalispell did not indicate the poor operations that were shown within the analysis. A review of the actual Highway Capacity Software analysis sheets for each intersection indicates that the majority of failing intersections are currently timed with excessively long signal cycle lengths. Cycle lengths currently in use vary from 91 seconds per cycle to 200 seconds per cycle. A vehicle entering a intersection with a 200-second cycle may have to wait three minutes for a green light, even with no other vehicles waiting. Typical cycle lengths used in urban areas range from 70 seconds to 120 seconds per cycle. These cycle lengths allow enough time to maximize the volume of traffic	*We agree that optimizing the individual traffic signal timings are a worthy endeavor and can improve the "capacity analysis" results. However from the pure purpose of documenting how each signalized intersection is operating, the signal timings are what they are, and this fact coupled with the phasing and volume of traffic during the time period that intersection counts were completed, the level of service calculations were made and presented in the Plan.* *The signal timing issue and synchronization issue cannot be dealt with in the Transportation Plan. That is a level of detail that is outside the scope and intended use of this planning level document. Furthermore, the MDT has sole responsibility for the signal timing, phasing and synchronization issues, and as they have funding to program improvements related to this subject they do so.*

	Comment	Response
	through the intersection without causing excessive delays. Also, the existing cycle lengths along corridors vary greatly. For example, on Highway 93, the cycle length for the Costco signal is 88 seconds. The cycle length for the Home Depot signal is 126 seconds, and the cycle length at the Reserve Street signal is 157 seconds. These signals are within one-half mile of each other and should have the same cycle length, so that the signals can be coordinated to improve traffic flow on Highway 93. The Area Transportation Plan does not address these signal timing problems, and leads the reader to assume that there are capacity problems at each intersection. Improved signal timing and a coordinated signal system could greatly improve the flow of traffic through Kalispell.	*Project TSM-24 in chapter 8 of the Transportation Plan suggests that the MDT revisit timing and synchronization on a more frequent occurrence due to the high growth being experienced in the community.*
21	Travel Demand Forecasting. The Area Transportation Plan provides a Year 2030 traffic model for the recommended plan, as well as numerous scenarios. While perfection is not possible when forecasting future traffic, the more accurate the model, the easier it will be to use the model in traffic impact analysis. A cursory review of the model in the area of North Kalispell indicates several problems. The model indicates a large vehicle usage on Reserve Drive between Highway 93 and Whitefish Stage Road. A comparison with the other model runs indicates that this volume is too high by at least 10,000 vehicles per day. Similarly, the volumes on US Highway 2 north of Reserve Drive appear to be too low by approximately 10,000 vehicles per day. Also, a secondary street system is shown in the area of Glacier Town Center, but no traffic volumes have been identifies with this street system. Traffic volumes should be assigned to the secondary street system, which will reduce traffic on parallel roadways, in particular on Whitefish Stage Road and Highway 93.	*We do not agree with the statement that the model "…indicates several problems". While the comment is correct in that "…perfection is not possible when forecasting future traffic", the TransCAD travel demand model is the best tool available at this time for predicting future volumes and subsequent needs. It is if course based on assumptions regarding land use and the "Existing + Committed " roadway network, but this is the tool used for the Kalispell Transportation Plan and other Transportation Plans in Montana.* *It is difficult to understand the statements about volumes being 10,000 vpd too high or too low, however we think the comparisons being made are between Figure 3-13 and Figure 11-3.* *Figure 3-13 shows the model volumes for the future year 2030 if nothing is done to the existing transportation system, while Figure 11-3 shows the model volumes if all the major street network recommendations are implemented. One would expect to see differences in volumes along the various links after improvements are made. The "secondary street system" defined on Figure 11-3 suggests these should be viewed as "broad corridors" and are subject to refinement when developments occur. We typically do not show these volumes, however showing the volumes will not change the model volume numbers shown on Figure 11-3 for Whitefish Stage Road, Reserve Drive or US Highway 93 North.*
22	Estimated Costs. The Area Transportation Plan provides an estimated cost for each of the recommended street improvements. However, since no unit costs were provided, it is difficult to determine if these costs are realistic. The unit	*Planning level project costs estimate are provided. Land values and adjacent land costs vary within a community and are subject to several factors. This is divulged in the relevant chapters of the Transportation Plan (chapters 8 and 9).*

	Comment	Response
	costs information should be provided in an appendix so that it could be reviewed. Also, the costs do not include estimated costs for right of way acquisition. I understand that it may not be in the scope of an area transportation plan to estimate right-of-way costs; however, identifying the approximate amount of right-of-way taking, the land use designation of the right-of-way taking, and any improvements on the right-of-way would be useful to the reader. It is inappropriate to let the reader assume that a $500,00.00 project with no right-of-way purchase is the same as a $500,000.00 project with extensive right-of-way purchases and relocations.	

Northwest Montana Association of REALTORS, Inc. (Letter Number 3)

To provide good livable communities, a good transportation plan must be in place. According to a 2007 Growth and Transportation Study conducted by Public Opinion Strategies for the National Association of REALTORS®, three-fourths of Americans believe that improving public transportation and building smarter development are better long-term solutions for reducing traffic congestion than building roads. More than 70 percent are concerned with how growth and development affects global warming. The proposed Kalispell Transportation Plan doesn't go far enough to address the needs of a long term solution nor addresses the specific dollars needed to fund the recommendations. We believe the following items need to be researched further and addressed before the City of Kalispell approves this plan.

	Comment	Response
23	Robert Peccia and Associates have been asked to conduct a Transportation plan for the City of Kalispell, City of Whitefish and the County of Flathead. Yet, there is no mentioning of how all three plans could work together and possibly form a regional transportation plan, to include how the US 93 Bypass could alleviate some of Kalispell's concerns. The City of Kalispell will be deciding to adopt their plan on March 3rd. The City of Whitefish is in the "birthing" stage of their Transportation Plan and the County of Flathead will be developing their plan by the end of 2008 beginning of 2009. All three governments should work together to provide a regional transportation plan which addresses the needs of each. For example, a county wide standard for traffic Noise Abatement should be considered. Currently, some jurisdictions are berms and landscaping and some are thirty foot walls. This creates hardships for developers not knowing which will be asked for. The City requires one plan, the County requires a	*We agree, however previous efforts to get everybody on board to accomplish this "regional" Transportation Plan proved unsuccessful. However the same travel demand model developed by MDT will be used to support all three planning efforts.* *The County is a member of the Technical Advisory Committee and the coordination done through it. In addition, they were asked to participate and enter into a funding agreement with MDT and the City to develop this plan but were not interested.*

	Comment	Response
	different plan and the State requires a third plan. In essence, a new community along city, county and state lands could see berms, walls and trees within 3 miles of each other due to different noise abatement requirements.	
24	With recent developments expanding the City Airport, this plan does not take into account ways to increase the needs of the City Airport or Glacier International Airport. To be effective, this plan CANNOT be a road transportation plan. It must consider all modes of transportation: buses; air and possibly rail. As the region grows, so will the needs for better transportation.	*The focus of this Plan was primarily surface transportation. Airport planning efforts could be summarized and included in the plan, but not scoped to do airport planning.* *Transit features were reiterated from the recently completed Eagle Transit "Transit Development Plan (2006)" - which was the community's most recent transit planning document for the community.*
25	A five, ten and thirty year plan or benchmarking should be considered. As the community grows, we will begin to see an increase in senior residents, especially since the baby boomer generation will begin to retire. The City should consider safety stops for Eagle Transit and increase Commuter bus routes. Seniors and people with disabilities need access to employment, social activities, shopping, medical treatments and many other accommodations. Without a seven day a week commuter bus system, they and other citizens can not enjoy the Quality of Life we all cherish.	*This is a good comment, and is precisely why the community should consider an update to the Plan every 5 years. Although the update may not need to be a comprehensive re-assessment of this Transportation Plan, it can serve to monitor progress and other important items, such as the land use assumptions and updating the traffic model due to the growth characteristics in the community.*
26	By offering alternative modes of transportation, such as frequent bus routes, this would cut down on traffic and protect our environment. This would also serve as a deterrent, during the summer months, due to summer tourism. Citizens prefer to live in a community that is walkable or attainable without spending more time in their vehicles.	*This is a good comment. Again, current transit features and planning were reiterated from the recently completed Eagle Transit "Transit Development Plan (2006)" - which was the community's most recent transit planning document for the community.*
27	As population in Kalispell and the region grows, the need for adequate parking will increase at existing businesses and public places. This transportation plan does not discuss the need for increased parking structures or lots along these amenities. By including new parking spaces or structures, this would provide parking for all uses within a reasonable walking distance. This would create two solutions: reduce congestion on streets, especially during summer months, as people walk from location to location and reduce the amount of vehicle pollution and emissions into the atmosphere.	*Assuming this comment relates to the downtown? The scope of work for this project did not include a downtown circulation and/or parking task.* *As a result of the public comments received via the Planning Board hearing, language was added that relates to this specific comment (see page vi, xi and xii of the Executive Summary, page 4-1 and page 6-2)*

	Comment	Response
28	Per Montana Code Annotated 61-3-562, older vehicles (I I years or older) can be permanently registered. According to the Environment Canada, "in 2007, an estimated 5 million old vehicles (model year 1995 or older) are still in use, out of a total fleet of 18 million personal vehicles. It is estimated that nearly 3 million of these older vehicles will still be on the road in 2010. These vehicles predate current, more stringent emissions standards. So that while they account for less than one-third of personal vehicles in the study, they contribute up to two-thirds of smog-forming pollutants." Therefore, with no mechanism in place to address older vehicles on the streets and the environmental impact they cause due to their age, Kalispell's roads (and air) suffer the most. The City of Kalispell should take the lead in addressing this issue by requesting the state of Montana to change the statute to require emission testing and registration on all vehicles. A portion of the fees should come back to the City and County for use towards road and transportation improvements.	*No comment*
29	Reconfiguring traffic is another issue. For example, by having all north bound and left-turn lanes precede together, then all south bound and left-turn lanes together, this would prevent a backup on the main arterials. Left-turn lanes do not load with enough vehicles compared to time allowed to turn and when the straight through traffic proceeds, left-turn lane reloads and overflow extends causing a restriction in flow.	*We cannot follow this comment, but we think it is relating to "split-phasing" a traffic signal at the various signalized intersections. True "split-phased" traffic signals are very inefficient and are rarely used in Montana anymore.* *The MDT adjusts signal timing, phasing and synchronization as best they can given funding and the individual needs of the intersections.*
30	Other findings not mentioned were: added turn signals near Target and Costco; additional East/West arterials from East Valley to West Valley; both an East and West Bypass; synchronization of lights to keep traffic flowing; Control signal at Hwy 2 and Woodland Park Drive; Reconstruction of Springcreek and Hwy 2 West.	*Disagree.* *The focus of the Plan is primarily on the major street network, not individual approaches to commercial centers.* *We've tried to identify future corridors connecting the east and west areas of the community (see Figure 11-1).* *We do recommend the MDT undertake a traffic synchronization project as funding allows (see TSM-24).* *We will not recommend a traffic signal at Woodland Park Drive and US Highway 2.* *For Springcreek Road and Hwy 2 West, the northbound and southbound movements, which are the highest delay movements, do not have enough traffic to warrant a traffic signal at this intersection at the present time.*

Verbal Comments Received @ March 3rd Public Hearing

	Comment	*Response*
Eric Hummel (Attorney for Wolford Development)		
31	(Comment from Kathleen Krager) Report is lacking background information in the form of an Appendix that would be useful to verify information that is the basis of the plan. The Appendix should include actual traffic counts and LOS operations. The Appendix should also contain information for the MSN projects such as cost estimates including unit, length, materials, land cost so someone can read the report and figure out how the report has reached the conclusions that it did.	*The background information is typically turned over to the Client (in this case the city of Kalispell and the MT. Department of Transportation) at the completion of the project for their future needs. It is typically not included as an Appendix – it is not a formal environmental document subject to NEPA/MEPA.* *There is no legal requirement to undertake a Transportation Plan in the community.*
32	(Comment from Marshall Murray/Eric Hummel): City should work with Flathead County to coordinate the Plan.	*We agree, however previous efforts to get everybody on board to accomplish this "regional" Transportation Plan proved unsuccessful. However the same travel demand model developed by MDT will be used to support all three planning efforts.* *The County is a member of the Technical Advisory Committee and the coordination done through it. In addition, they were asked to participate and enter into a funding agreement with MDT and the City to develop this plan but were not interested.*
33	(Comment from Marshall Murray/Eric Hummel): The Transportation Plan is a supplement to the Growth Policy; therefore various parts of the Plans should be consistent with one another. 1. Providing a comprehensive traffic circulation system working with the County would help achieve this goal. 2. Another goal is to construct a Westside bypass. We encourage you to include a timeline for this. 3. The 5th goal is to explore a greater number of funding options for roads. The Transportation Plan discusses Federal, State, and Local Authorities but there is not a lot of discussion on local sales tax or local gas tax. 4. The 7th goal is to reduce congestion and traffic. Until you know how severe traffic is, which is determined by the LOS. You need to make sure the LOS numbers identified in Krager's comments are accurate. Kalispell may not have as bad of a transportation problem as is thought. A LOS C is not bad, it is average, it is a	*(See comments provided earlier in this matrix in response to written comments received located on pages 4 thru 5)* *A timeline for construction of the US Highway 93 Bypass cannot be provided in the Transportation Plan.* *The funding chapter is intended to capture the existing programs that can be considered for transportation improvements. Since Kalispell is not an MPO, there is no legal requirement to provide a "financially stable" Transportation Plan. More flexibility is built within the Plan if it's not fiscally constrained – this allows agencies to take advantage of opportunities that might arise.* *The LOS analysis contained in the Transportation Plan is accurate based on the time period of data collection and the existing signal timing/phasing encountered during the data collection periods.*

	Comment	Response
	LOS D, E and F that are bad. 5. Need to make sure that there is adequate right-of-way for MSN projects. May want to include this as part of the project. 6. Inconsistencies between the Growth Policy and the Transportation Plan include 4 examples for priorities for roads that are different between the two documents. Whitefish Stage Road is priority 1 in one document and 2 in the other. 18th Street expansion is priority 1 in once document and 2 in the Transportation Plan. West Springcreek was priority 2 in one document and 3 in the other. Stillwater Road was moved from a 2nd priority to 1st. We encourage an explanation of why the priorities have changed in the two plans and which one controls.	*Project prioritization is extremely difficult and is customarily not attempted in a Transportation Plan. This was discussed at the joint Planning Board/City Council meeting, as well at the formal Planning Board public hearing. The direction was to group the various projects in first, second or third priorities in an effort to lead the reader to comprehend the overall benefits and importance of a type of project in the community.*
34	(Comment from Marshall Murray/Eric Hummel): The Transportation Plan will form the basis for consideration on whether or not to adopt impact fees. It is important that the numbers are accurate so there is a legally supported. The LOS should be accurate and there is a need for the transportation impact fees to be considered.	*The LOS is accurate based on the time period when counts were taken and the traffic signal timing/phasing being utilized as provided by the MDT.* *The intersection LOS is a totally unrelated issue to the roadway impact fee discussion. Our understanding is that the impact fee CIP projects are being based on major street network (MSN) projects and not intersection projects.*
(Comment from Charles Lapp)		
35	I have some concerns with the assumptions on the population growth in the County in Chapter 3. One graph shows there will be 200 less people in the County. Need to look though the charts, graphs, and numbers to make sure everything adds up.	*This has been explained several times and the numbers are accurate. The discussion is made on page 3-9 that the Kalispell Facilities Plan predicts a more aggressive growth pattern (approximately 3%) within the Plan study area boundary than the growth predicted in the County's Growth Policy document (1.59% countywide). The effect of this is that almost all of the dwelling unit growth predicted within Flathead County through their Growth Policy would be expected to occur within the Facilities/Transportation Plan study area boundary. Table 3-6 was prepared based on this fact, and we believe this is where this comment is being generated from. Even though by the numbers the growth defined through the County's Growth Policy would all be occurring within the Transportation Plan's study area boundary, this is counterintuitive, and so additional growth was assigned outside of the Transportation Plan's study area boundary.*
36	The Plan references the 1993 Plan for items completed and uncompleted. Uncompleted items are listed in the new Plan and these are no closer to being done now. The concern is that with a Transportation Plan, one thing that needs to come out of it is a capital improvements plan	*We agree. It is hoped that the local government will take the long-range transportation project needs and develop a capital improvement plan that can be utilized for the City's transportation infrastructure planning.*

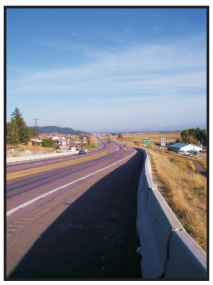
	Comment	Response
	(CIP) so you have projects scheduled. This is not in the Plan. The Plan does put some projects in list of priorities, but it also includes a disclaimer, so a CIP plan is needed on how to implement these.	
37	Regarding the different scenarios, what if they do one simple improvement that may affect the whole transportation grid without any growth involved. An example is the traffic light at Rose Crossing and Highway 2 - the traffic counts doubled after this was put in. The Plan talks about rebuilding Old Bridge and it is a committed project to be done next year. The Plan is the only document saying this and it will change the traffic patterns on the east side.	*The TransCAD travel demand model recognizes the traffic characteristics that may change as a result of the "committed" projects. These projects were defined in Chapter 3 and the inclusion of these projects in the "Existing plus Committed (E+C)" traffic model ensures that their impact is accounted for in the future year assessment.* *If a project that is not committed does come to fruition, and the project development process is undertaken, the end result should be put into the model to determine, from a planning perspective, what changes might occur. Major projects take time to develop, and again the recommendation is to update the Plan on a five-year cycle to verify the original assumptions and make any necessary modifications.*
38	This should be a joint effort between the City and the County so there is not contradicting Plans.	*We agree, however previous efforts to get everybody on board to accomplish this "regional" Transportation Plan proved unsuccessful. However the same travel demand model developed by MDT will be used to support all three planning efforts.* *The County is a member of the Technical Advisory Committee and the coordination done through it. In addition, they were asked to participate and enter into a funding agreement with MDT and the City to develop this plan but were not interested.*
Comment from Denise Smith (Executive Director, Flathead Business and Industry Association FBIA)		
39	FBIA feels the Plan does nothing more than address transportation needs of projects already in place. While it deals with several phases of projects translating into a project that should be useable will into the future. The Plan lacks vision and is reactionary to current demands.	*Disagree. The Plan is trying to be visionary out to the year 2030 planning horizon and accommodates growth totals that are well documented. The various developments in the works or being planned for accounts for most of the expected growth already.*
40	FBIA encourages to continue the bypass as the number 1 projects and begin networking with Flathead County and Whitefish to expand the bypass further north.	*No comment*
41	The following projects should be considered priority: 1. East side connector MSN 24 has merits from improved connectivity. 2. Flathead County listed Willow Glen as #1 priority for secondary highways. This will assist in traffic flow in the eastside of Kalispell and cost is palatable in assisting	*Table ES-2 (page x of the Executive Summary) lists this in the "first priority" projects.* *Table ES-2 (page x of the Executive Summary) lists this in the "first priority" projects.*

	Comment	Response
	to alleviate traffic in the downtown area in comparison to the bypass cost. 3. MSN 31 Highway 93 North. While a junior interchange may seem like a good solution, it may not after a corridor study should be conducted. This will do well in making the Plan into a visionary document and would do nothing to negatively impact current plans there. 4. MSN 5 Whitefish Stage Road from Rose Crossing to Birch Grove. This is MDT's 2nd priority and should be seen as priority for the City of Kalispell. 5. Since the Plan is the basis for Transportation Impact fees, you need to question the accuracy of the LOS and costs (are these true costs or is additional information needed such as land acquisition costs).	*This is acknowledged and as a result of comments received on the Public Draft of the Plan, language has been added regarding the need for a corridor study and the potential of traffic signal control instead of junior interchanges.* *Table ES-2 (page ix of the Executive Summary) lists this in the "first priority" projects.* *The LOS is accurate based on the time period when counts were taken and the traffic signal timing/phasing being utilized as provided by the MDT.* *The intersection LOS is a totally unrelated issue to the roadway impact fee collections and potential expenditures. Our understanding is that the impact fee CIP projects are being based on major street network (MSN) projects and not intersection projects.* *<u>Planning level</u> project cost estimates are based on year 2007 bid prices and RPA's quantity take-offs for each project, plus contingencies, engineering and construction management.*
(Comment from George Culpepper Jr. – Northwest Montana Association of Realtors)		
42	Per Montana Code Annotated 61-3-562, older vehicles (11 years or older) can be permanently registered. According to the Environment Canada, "in 2007, an estimated 5 million old vehicles (model year 1995 or older) are still in use, out of a total fleet of 18 million personal vehicles. It is estimated that nearly 3 million of these older vehicles will still be on the road in 2010. These vehicles predate current, more stringent emissions standards. So that while they account for less than one-third of personal vehicles in the study, they contribute up to two-thirds of smog-forming pollutants." Therefore, with no mechanism in place to address older vehicles on the streets and the environmental impact they cause due to their age, Kalispell's roads (and air) suffer the most. The City of Kalispell should take the lead in addressing this issue by requesting the state of Montana to change the statute to require emission testing and registration on all vehicles. A portion of the fees should come back to the City and County for use towards road and transportation improvements.	*No comment*

	Comment	Response
43	Robert Peccia and Associates have been asked to conduct a Transportation plan for the City of Kalispell, City of Whitefish and the County of Flathead. Yet, there is no mentioning of how all three plans could work together and possibly form a regional transportation plan.	*We agree, however previous efforts to get everybody on board to accomplish this "regional" Transportation Plan proved unsuccessful. However the same travel demand model developed by MDT will be used to support all three planning efforts.* *The County is a member of the Technical Advisory Committee and the coordination done through it. In addition, they were asked to participate and enter into a funding agreement with MDT and the City to develop this plan but were not interested.*
44	With recent developments expanding the City Airport, this plan does not take into account ways to increase the needs of the City Airport or Glacier International Airport. To be effective, this plan CANNOT be a road transportation plan. It must consider all modes of transportation: buses; air and possibly rail. As the region grows, so will the needs for better transportation.	*The focus of this Plan was primarily surface transportation. Airport planning efforts could be summarized and included in the plan, but not scoped to do airport planning.* *Transit features were reiterated from the recently completed Eagle Transit "Transit Development Plan (2006)", which was the community's most recent transit planning document for the community.*
45	A five, ten and thirty year plan or benchmarking should be considered. As the community grows, we will begin to see an increase in senior residents, especially since the baby boomer generation will begin to retire. The City should consider safety stops for Eagle Transit and increase Commuter bus routes. Seniors and people with disabilities need access to employment, social activities, shopping, medical treatments and many other accommodations. Without a seven day a week commuter bus system, they and other citizens can not enjoy the Quality of Life we all cherish.	*This is a good comment, and is precisely why the community should consider an update to the Plan every 5 years. Although the update may not need to be a comprehensive re-assessment of this transportation plan, it can serve to monitor progress and other important items, such as the land use assumptions and updating the traffic model due to the growth characteristics in the community.*
46	By offering alternative modes of transportation, such as frequent bus routes, this would cut down on traffic and protect our environment. This would also serve as a deterrent, during the summer months, due to summer tourism. Citizens prefer to live in a community that is walkable or attainable without spending more time in their vehicles.	*This is a good comment. Again, current transit features and planning were reiterated from the recently completed Eagle Transit "Transit Development Plan (2006)", which was the community's most recent transit planning document for the community.*
47	As population in Kalispell and the region grows, the need for adequate parking will increase at existing businesses and public places. This transportation plan does not discuss the need for increased parking structures or lots along these amenities. By including new parking spaces or structures, this would provide parking for all uses within a reasonable walking distance. This would create two solutions: reduce congestion on streets, especially during summer months, as people walk	*Assuming this comment relates to the downtown? The scope of work for this project did not include a downtown circulation and/or parking task.* *As a result of the public comments received via the Planning Board hearing, language was added that relates to this specific comment (see page vi, xi and xii of the Executive Summary, page 4-1 and page 6-2)*

	Comment	Response
	from location to location and reduce the amount of vehicle pollution and emissions into the atmosphere.	
48	Reconfiguring traffic is another issue. For example, by having all north bound and left-turn lanes precede together, then all south bound and left-turn lanes together this would prevent a backup on the main arterials. Left-turn lanes do not load with enough vehicles compared to time allowed to turn and when the straight through traffic proceeds, left-turn lane reloads and overflow extends causing a restriction in flow (ex. Main and Idaho)	*We cannot follow this comment, but we think it is relating to "split-phasing" a traffic signal at the various signalized intersections. True "split-phased" traffic signals are very inefficient and are rarely used in Montana anymore.* *The MDT adjusts signal timing, phasing and synchronization as best they can given funding and the individual needs of the intersections.*
49	Other findings not mentioned were: added turn signals near Target and Costco; additional East/West arterials from East Valley to West Valley; both an East and West Bypass; synchronization of lights to keep traffic flowing; Control signal at Hwy 2 and Woodland Park Drive; Reconstruction of Springcreek and Hwy 2 West.	*Disagree.* *The focus of the Plan is primarily on the major street network, not individual drive approaches to commercial centers.* *We've tried to identify future corridors connecting the east and west areas of the community (see Figure 11-1).* *We do recommend the MDT undertake a traffic synchronization project as funding allows (see TSM-24).* *We will not recommend a traffic signal at Woodland Park Drive and US Highway 2.* *For Springcreek Road and Hwy 2 West, the northbound and southbound movements, which are the highest delay movements, do not have enough traffic to warrant a traffic signal at this intersection at the present time.*

Appendix D
Planning Level Project Cost Estimates



BASE COST ESTIMATES BASED ON ROAD CLASSIFICATION

						cost per ft	cost per mile	cost per mile ft of width
Rural with 24' width								
230.6	CRUSHED AGGREGATE COURSE	CUYD	$16.41	$3,784.00	$3,784.00	$37.84	$199,795.20	$8,324.80
267	COVER - TYPE 1	SQYD	$0.44	$117.00	$117.00	$1.17	$6,177.60	$257.40
0.56	DUST PALLIATIVE	TON	$113.30	$63.00	$63.00	$0.63	$3,326.40	$138.60
98.1	PLANT MIX BIT SURF GR S - 3/4 IN	TON	$19.27	$1,890.00	$1,890.00	$18.90	$99,792.00	$4,158.00
5.3	ASPHALT CEMENT PG 64-28	TON	$430.01	$2,279.00	$2,279.00	$22.79	$120,331.20	$5,013.80
26	EMULSIFIED ASPHALT SS-1	GAL	$2.48	$64.00	$64.00	$0.64	$3,379.20	$140.80
0.45	EMULSIFIED ASPHALT CRS-2	TON	$344.87	$155.00	$155.00	$1.55	$8,184.00	$341.00
Local with 28' width								
252.8	CRUSHED AGGREGATE COURSE	CUYD	$16.41	$4,148.00	$4,148.00	$41.48	$219,014.40	$7,821.94
311	COVER - TYPE 1	SQYD	$0.44	$137.00	$137.00	$1.37	$7,233.60	$258.34
0.63	DUST PALLIATIVE	TON	$113.30	$71.00	$71.00	$0.71	$3,748.80	$133.89
112.4	PLANT MIX BIT SURF GR S - 3/4 IN	TON	$19.27	$2,166.00	$2,166.00	$21.66	$114,364.80	$4,084.46
6.07	ASPHALT CEMENT PG 64-28	TON	$430.01	$2,610.00	$2,610.00	$26.10	$137,808.00	$4,921.71
29	EMULSIFIED ASPHALT SS-1	GAL	$2.48	$72.00	$72.00	$0.72	$3,801.60	$135.77
0.53	EMULSIFIED ASPHALT CRS-2	TON	$344.87	$183.00	$183.00	$1.83	$9,662.40	$345.09
Collector with 32' width								
275.0	CRUSHED AGGREGATE COURSE	CUYD	$16.41	$4,513.00	$4,513.00	$45.13	$238,286.40	$7,446.45
356	COVER - TYPE 1	SQYD	$0.44	$157.00	$157.00	$1.57	$8,289.60	$259.05
0.70	DUST PALLIATIVE	TON	$113.30	$79.00	$79.00	$0.79	$4,171.20	$130.35
126.6	PLANT MIX BIT SURF GR S - 3/4 IN	TON	$19.27	$2,440.00	$2,440.00	$24.40	$128,832.00	$4,026.00
6.84	ASPHALT CEMENT PG 64-28	TON	$430.01	$2,941.00	$2,941.00	$29.41	$155,284.80	$4,852.65
33	EMULSIFIED ASPHALT SS-1	GAL	$2.48	$82.00	$82.00	$0.82	$4,329.60	$135.30
0.61	EMULSIFIED ASPHALT CRS-2	TON	$344.87	$210.00	$210.00	$2.10	$11,088.00	$346.50
Arterial with 52' width								
386.1	CRUSHED AGGREGATE COURSE	CUYD	$16.41	$6,336.00	$6,336.00	$63.36	$334,540.80	$6,433.48
578	COVER - TYPE 1	SQYD	$0.44	$254.00	$254.00	$2.54	$13,411.20	$257.91
1.06	DUST PALLIATIVE	TON	$113.30	$120.00	$120.00	$1.20	$6,336.00	$121.85
198.1	PLANT MIX BIT SURF GR S - 3/4 IN	TON	$19.27	$3,817.00	$3,817.00	$38.17	$201,537.60	$3,875.72
10.7	ASPHALT CEMENT PG 64-28	TON	$430.01	$4,601.00	$4,601.00	$46.01	$242,932.80	$4,671.78
49	EMULSIFIED ASPHALT SS-1	GAL	$2.48	$122.00	$122.00	$1.22	$6,441.60	$123.88
0.98	EMULSIFIED ASPHALT CRS-2	TON	$344.87	$338.00	$338.00	$3.38	$17,846.40	$343.20
Arterial with 76' width								
519.4	CRUSHED AGGREGATE COURSE	CUYD	$16.41	$8,523.00	$8,523.00	$85.23	$450,014.40	$5,921.24
844	COVER - TYPE 1	SQYD	$0.44	$371.00	$371.00	$3.71	$19,588.80	$257.75
1.49	DUST PALLIATIVE	TON	$113.30	$169.00	$169.00	$1.69	$8,923.20	$117.41
283.7	PLANT MIX BIT SURF GR S - 3/4 IN	TON	$19.27	$5,467.00	$5,467.00	$54.67	$288,657.60	$3,798.13
15.32	ASPHALT CEMENT PG 64-28	TON	$430.01	$6,588.00	$6,588.00	$65.88	$347,846.40	$4,576.93
69	EMULSIFIED ASPHALT SS-1	GAL	$2.48	$171.00	$171.00	$1.71	$9,028.80	$118.80
1.43	EMULSIFIED ASPHALT CRS-2	TON	$344.87	$493.00	$493.00	$4.93	$26,030.40	$342.51

Excavation		24	28	$32.00	52	76	sidewalk 1' depth
per yd^3	4.07						
per ft^3	0.150740741	7.235555556	8.441481481	$9.65	15.67703704	22.91259	1.507407
per mile		38203.73333	44571.02222	50938.31111	82774.75556	120978.5	7959.111
Bridge							
$/ft^2	83.61	2006.64	2341.08	2675.52	4347.72	6354.36	836.1

sidewalk	
per yd^2	46.5
per ft^2	5.166666667
per LNF for 10' width	51.66666667
per mile for 10' width	272800
sidewalk aggregate	
per yd^3	16.41
per ft^3	0.607777778
per LNF	2.025925926
per mile	10696.88889

BASE COST ESTIMATES BASED ON ROAD CLASSIFICATION

Product	Rural (24') 2-Lane	Local (28') 2-Lane	Collector (32') 2-Lane	Arterial (52') 3-Lane	Arterial (76') 5-Lane	Sidewalk (10') 2-Lane
Crushed Aggregate Course	$199,795	$219,014	$238,286	$334,541	$450,014	$10,697
Cover - Type 1	$6,178	$7,234	$8,290	$13,411	$19,589	
Dust Palliative	$3,326	$3,749	$4,171	$6,336	$8,923	
Plant Mix Bit Surf Gr S - 3/4 in	$99,792	$114,365	$128,832	$201,538	$288,658	
Asphalt Cement PG 64-28	$120,331	$137,808	$155,285	$242,933	$347,846	
Emulsified Asphalt SS-1	$3,379	$3,802	$4,330	$6,442	$9,029	
Emulsified Asphalt CRS-2	$8,184	$9,662	$11,088	$17,846	$26,030	
Excavation	$38,204	$44,571	$50,938	$82,775	$120,978	$7,959
Curb and Gutter (cost per mile)	$70,910	$70,910	$70,910	$70,910	$70,910	
Sidewalk Concrete - 4 in						$272,800
Construction cost per mile	**$550,100**	**$611,115**	**$672,130**	**$976,732**	**$1,341,978**	**$291,456**
	$44,008	**$48,889**	**$53,770**	**$78,139**	**$107,358**	**$23,316**
	$148,527	**$165,001**	**$181,475**	**$263,718**	**$362,334**	**$78,693**
	$742,635	**$825,005**	**$907,376**	**$1,318,588**	**$1,811,671**	**$393,466**
Bridge (cost per LNF)	$2,007	$2,341	$2,676	$4,348	$6,354	$836

RECOMMENDED MAJOR STREET NETWORK IMPROVEMENT COST ESTIMATES

Product	MSN-1	MSN-2	MSN-3	MSN-4	MSN-5	MSN-6	MSN-7	MSN-8	MSN-9	MSN-10	MSN-11	MSN-12	MSN-13	MSN-14	MSN-15	MSN-16	MSN-17	MSN-18
Project Length (miles)	1.00	1.00	1.06	1.00	2.50	2.13	0.92	1.00	5.00	1.00	0.77	3.00	1.15	5.00	2.50	1.18	0.65	1.00
Type	5-Lane Arterial	3-Lane Arterial	3-Lane Arterial	5-Lane Arterial	3-Lane Arterial	3-Lane Arterial	3-Lane Arterial	3-Lane Arterial	3-Lane Arterial	3-Lane Arterial	2-Lane Collector	3-Lane Arterial	3-Lane Arterial	3-Lane Arterial	3-Lane Arterial	3-Lane Arterial	3-Lane Arterial	5-Lane Arterial
Bridge Length (ft)			150.00						175		50			100		215		
Construction Cost	$1,341,978	$976,732	$1,035,335	$1,341,978	$2,441,829	$2,080,438	$898,593	$976,732	$4,883,658	$976,732	$517,540	$2,930,195	$1,123,241	$4,883,658	$2,441,829	$1,152,543	$634,876	$1,341,978
Sidewalk Cost	$291,456	$291,456	$308,943	$291,456	$728,640	$620,801	$268,140	$291,456	$1,457,280	$291,456	$224,421	$874,368	$335,174	$1,457,280	$728,640	$343,918	$189,446	$291,456
Bridge Cost			$777,573						$907,169		$175,581			$518,382		$1,114,521		
Other																		
Mobilization (8%)	$130,675	$101,455	$169,748	$130,675	$253,638	$216,099	$93,339	$101,455	$579,849	$101,455	$73,403	$304,365	$116,673	$548,746	$253,638	$208,879	$65,946	$130,675
Contingency (25%)	$441,027	$342,411	$572,900	$441,027	$856,027	$729,335	$315,018	$342,411	$1,956,989	$342,411	$247,735	$1,027,232	$393,772	$1,852,016	$856,027	$704,965	$222,567	$441,027
Total Cost	**$2,206,137**	**$1,712,053**	**$2,864,600**	**$2,206,137**	**$4,280,133**	**$3,646,673**	**$1,575,088**	**$1,712,053**	**$9,784,845**	**$1,712,053**	**$1,238,682**	**$5,136,160**	**$1,968,881**	**$9,260,082**	**$4,280,133**	**$3,524,827**	**$1,112,835**	**$2,205,137**
	$2,200,000	*$1,725,000*	*$2,865,000*	*$2,225,000*	*$4,300,000*	*$3,650,000*	*$1,575,000*	*$1,725,000*	*$9,800,000*	*$1,725,000*	*$1,250,000*	*$5,150,000*	*$2,000,000*	*$9,300,000*	*$4,300,000*	*$3,550,000*	*$1,125,000*	*$2,225,000*

Product	MSN-19	MSN-20	MSN-21	MSN-22	MSN-23	MSN-24	MSN-25	MSN-26	MSN-28	MSN-29	MSN-30	MSN-31 (a)	MSN-31 (b)	MSN-31 (c)	MSN-31 (d)	Total
Project Length (miles)	1.50	1.00	1.45	2.43	0.30	0.45	5.67	1.18	0.20	2.00	2.00					50.04
Type	3-Lane Arterial	3-Lane Arterial	3-Lane Arterial	3-Lane Arterial	2-Lane Collector	3-Lane Arterial	5-Lane Arterial	7-lane Arterial	3-Lane Arterial	3-Lane Arterial	2-Lane Collector					
Bridge Length (ft)	120			150	100	100	850	185								2195
Construction Cost	$1,465,097	$976,732	$1,416,261	$2,373,458	$201,639	$439,529	$7,609,018	$2,083,598	$195,346	$1,953,463	$1,344,261					$52,038,267
Sidewalk Cost	$437,184	$291,456	$422,611	$708,238	$87,437	$131,155	$1,652,556	$343,918	$58,291	$582,912	$582,912					$14,564,458
Bridge Cost	$622,058			$777,573	$351,162	$518,382	$6,111,891	$1,763,335								$13,637,627
Other																$0
Mobilization (8%)	$201,947	$101,455	$147,110	$308,742	$51,219	$87,125	$1,229,877	$335,268	$20,291	$202,910	$154,174	$0	$0	$0	$0	$6,420,828
Contingency (25%)	$681,572	$342,411	$496,495	$1,042,003	$172,864	$294,048	$4,150,835	$1,131,530	$68,482	$684,821	$520,337	$0	$0	$0	$0	$21,670,295
Total Cost	**$3,407,859**	**$1,712,053**	**$2,482,477**	**$5,210,013**	**$864,321**	**$1,470,240**	**$20,754,177**	**$5,657,649**	**$342,411**	**$3,424,106**	**$2,601,683**	**$0**	**$0**	**$0**	**$0**	**$108,351,476**
	$3,400,000	*$1,725,000*	*$2,500,000*	*$5,200,000*	*$875,000*	*$1,500,000*	*$21,000,000*	*$5,700,000*	*$350,000*	*$3,450,000*	*$2,600,000*					*$108,890,000*

TRANSPORTATION SYSTEM MANAGEMENT PROJECT COST ESTIMATES

Modification Type	TSM-1	TSM-2	TSM-3	TSM-4	TSM-5	TSM-6	TSM-7	TSM-8	TSM-9	TSM-10	TSM-11	TSM-12	TSM-13	TSM-14	TSM-15
Traffic Signaling		$ 10,000							$ 25,000					$ 20,000	$ 10,000
Lane Modifications	$ 120,000	$ 175,000					$ 35,000		$ 150,000						
Roundabout						$ 75,000		$ 100,000		$ 75,000					
Curb bulb-outs	$ 30,000														
Re-alignment	$ 30,000											$ 80,000			
Paint/Striping					$ 15,000		$ 5,000						$ 35,000		
Lighting								$ 20,000							
Increase Corner Radii	$ 15,000														
Signing				$ 2,500	$ 5,000	$ 5,000		$ 5,000		$ 5,000	$ 5,000		$ 5,000		
Crosswalk		$ 25,000									$ 5,000				
Turn Restriction				$ 30,000											
Traffic Calming					$ 60,000										
Other			$ 30,000								$ 5,000				
Contingency (25%)	*$ 48,750*	*$ 52,500*	*$ 7,500*	*$ 8,125*	*$ 20,000*	*$ 20,000*	*$ 10,000*	*$ 31,250*	*$ 43,750*	*$ 20,000*	*$ 3,750*	*$ 20,000*	*$ 10,000*	*$ 5,000*	*$ 2,500*
Total Estimated Cost	**$ 243,750**	**$ 262,500**	**$ 37,500**	**$ 40,625**	**$ 100,000**	**$ 100,000**	**$ 50,000**	**$ 156,250**	**$ 218,750**	**$ 100,000**	**$ 18,750**	**$ 100,000**	**$ 50,000**	**$ 25,000**	**$ 12,500**
	$245,000	*$265,000*	*$40,000*	*$40,000*	*$100,000*	*DONE*	*$50,000*	*$160,000*	*$220,000*	*$100,000*	*$20,000*	*$100,000*	*$50,000*	*$25,000*	*$15,000*

Modification Type	TSM-16	TSM-17	TSM-18	TSM-20	TSM-21	TSM-22	TSM-23	TSM-24	TSM-25	TSM-26	TSM-27	TSM-28	Total
Traffic Signaling	$ 10,000						$ 4,000		$ 40,000			$ 20,000	$ 139,000
Lane Modifications	$ 100,000				$ 180,000								$ 760,000
Roundabout		$ 75,000	$ 75,000	$ 75,000		$ 100,000							$ 575,000
Curb bulb-outs													$ 30,000
Re-alignment								$ 150,000					$ 260,000
Paint/Striping													$ 55,000
Lighting													$ 20,000
Increase Corner Radii													$ 15,000
Signing		$ 5,000	$ 5,000	$ 5,000									$ 47,500
Crosswalk													$ 30,000
Turn Restriction													$ 30,000
Traffic Calming													$ 60,000
Other													$ 35,000
Contingency (25%)	*$ 27,500*	*$ 20,000*	*$ 20,000*	*$ 20,000*	*$ 45,000*	*$ 25,000*	*$ 1,000*	*$ 37,500*	*$ 10,000*	*$ -*	*$ -*	*$ 5,000*	*$ 514,125*
Total Estimated Cost	**$ 137,500**	**$ 100,000**	**$ 100,000**	**$ 100,000**	**$ 225,000**	**$ 125,000**	**$ 5,000**	**$ 187,500**	**$ 50,000**	**$ 200,000**	**$ 50,000**	**$ 25,000**	**$ 2,820,625**
	$140,000	*$100,000*	*$100,000*	*$100,000*	*$225,000*	*$125,000*	*$5,000*	*$190,000*	*$50,000*	*$200,000*	*$50,000*	*$25,000*	*$2,740,000*