4.0 IMPACTS OF PROPOSED CHANGES

This chapter summarizes impacts from the original bypass design disclosed in the 1994 Final Environmental Impact Statement (FEIS). It also describes the conditions that have changed since 1994, and provides revised impacts based on the proposed design changes of the bypass.

While an update to existing conditions was necessary for most all environmental resources discussed in the FEIS, this review determined there were no additional impacts caused by the alignment shifts and grade-separated interchanges to land use, farmlands, social, economic, noise, pedestrians and bicycles, air quality, water resources, noise, wetlands, fisheries and wildlife, floodplains, threatened and endangered species, historic and cultural resources, parks and recreation, hazardous materials, energy, and cumulative effects.

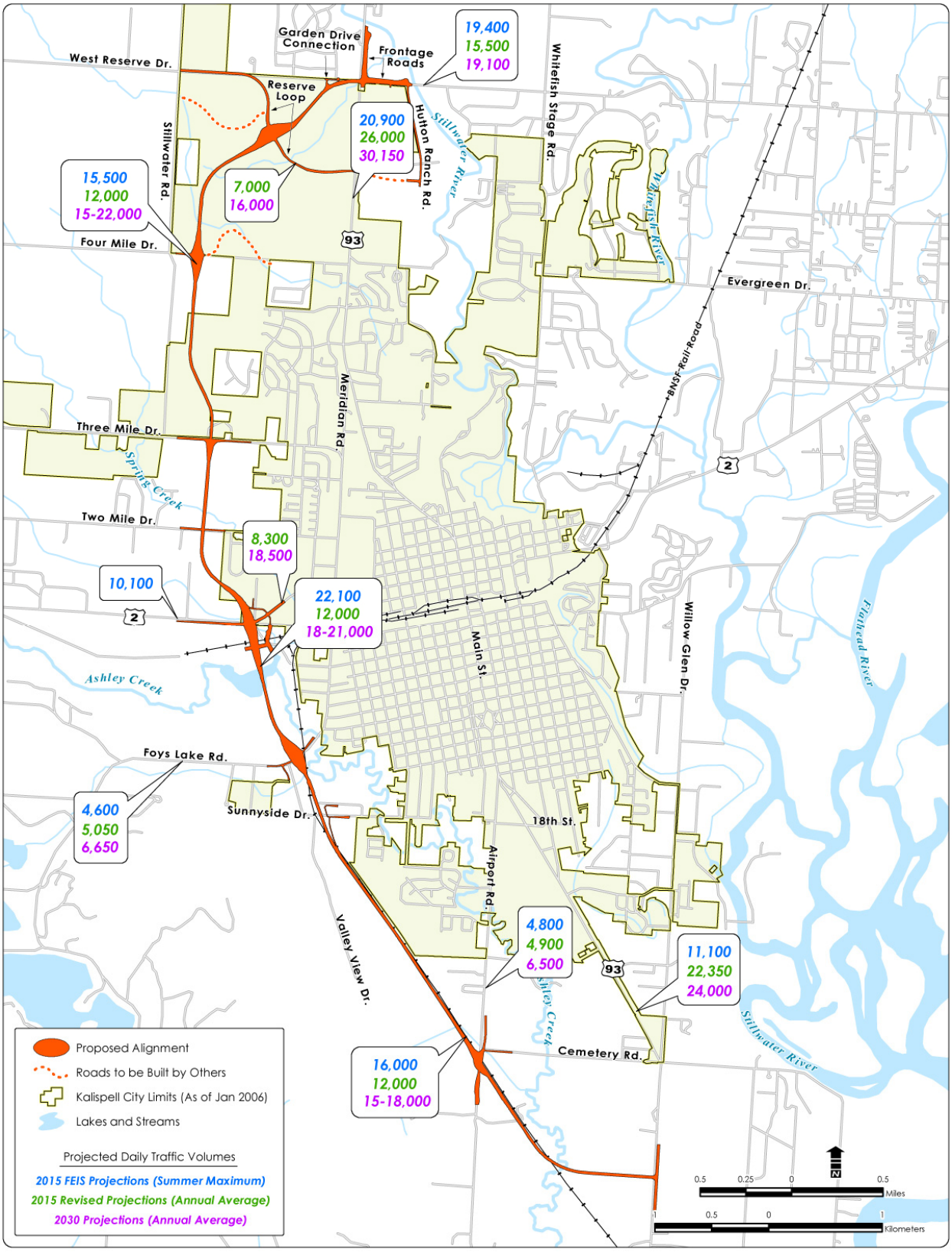
Resources with some additional impacts caused by the proposed design changes are right-of-way and relocation and visual quality.

4.1 TRANSPORTATION

Impacts to the transportation network disclosed in the FEIS in terms of traffic projections, traffic operations and circulation, and traffic safety are described in this section.

Traffic Projections. The FEIS modeled traffic projections to 2015 to represent approximately 20 years from the beginning of construction (assuming that construction started in 1995). Summer traffic conditions were modeled for a worst-case condition. Traffic growth was estimated to increase approximately 50% over the 20-year period. 2015 traffic projections for the bypass showed that its construction would relieve between 8,400 and 12,100 vehicles per day (vpd) on US 93 through downtown Kalispell. Traffic projections for the bypass included approximately 19,000 vpd on the bypass at the northern termini with West Reserve Drive and US 93. Projections for the southern termini with US 93 included approximately 13,400 vpd on the bypass. **Figure 4.1** depicts the 2015 projected summer daily traffic volumes for the bypass.

FIGURE 4.1 - YEAR 2015 AND 2030 TRAFFIC PROJECTIONS



Traffic Operations and Circulation. The no-build alternative considered in the FEIS would provide inadequate traffic flow through and across Flathead Valley. In the Kalispell area, traffic would continue to divert to parallel local streets in residential areas that were not designed to handle the volume of traffic. The Kalispell Main Street/Idaho Street intersection would continue to bottleneck operations on US 93.

The intersection of Reserve Street and US 93 would also become more congested by 2015 under the no-build alternative. The no-build alternative assumed that the intersection would be improved with west- and eastbound double lefts and separate right-turn lanes. Projected increases in local east-west traffic would cause the intersection to reduce LOS to C/D by 2015.

The fewest impacts to traffic operations were found in the alternatives where through traffic was provided an opportunity to bypass the congested downtown Kalispell area. Access control features, such as consolidating access locations and providing medians, would benefit commuters using the US 93 corridor under the Preferred Alternative. Improved intersections would provide traffic with safer haven by constructing turn bays, installing traffic signals, and providing a lateral separation of the opposing traffic flows, there by reducing headlight glare.

The FEIS applied the traffic projections to determine how the traffic will operate - or the level of service (LOS). Existing LOS was described as D and E; with increased traffic growth, the no-build alternative considered in the FEIS was expected to operate at LOS E and F. There would be fewer gaps for additional traffic to enter or exit the highway, particularly left turns. The Preferred Alternative (including the bypass) would relieve traffic growth by operating at LOS C and above at all major intersections. The southern termini of the bypass would operate at LOS A and the northern termini at LOS C.

Traffic Safety. Under the no-build alternative, the FEIS disclosed that accident potential along US 93 through Kalispell would increase due to an increase in driver frustration from congested conditions, lack of passing opportunities, inadequate intersections to handle the traffic volumes, and use of parallel city streets not designed to accommodate heavy traffic volumes.

Construction of the bypass would decrease overall accident potential. Higher speeds on the bypass could result in a greater accident severity, but an overall fewer number of accidents. The bypass would also create a safer environment for pedestrians to cross with fewer vehicles in the pedestrian-orientated areas of downtown Kalispell and with refuges in the median areas of the bypass.

4.1.1 Changed Conditions and Impacts

Traffic projections for the Kalispell area and bypass were updated by Montana Department of Transportation (MDT) in 2005 (Stelling, 2005). The update reviewed 2003 existing conditions, provided an interim year (2003) comparison to 1993 modeled data, and forecasted traffic trends for a 25-year period to 2030. The expanded evaluation period provides an added benefit by identifying transportation needs over a longer period of time than the 2015 forecasts provided in the FEIS. This expanded planning horizon was used to identify bypass design concepts that could meet longer-term traffic conditions, a benefit over the planning period used in the FEIS.

Traffic Projections. Flathead County and the greater Kalispell area have experienced higher growth in the last 5 years for population, employment, and traffic. However, this rate is not expected to continue for the next 25 years. The countywide 2030 annual average daily traffic (AADT) was estimated by applying the weighted, historical average growth rate (1.75%), continuing over 27 years between current values (2003) and the design year of 2030. The countywide AADT total was then allocated to each census tract based upon percentages estimated by city, county, and MDT planners. No adjustments were made to account for additional or increased road links or road capacity. **Figure 4.1** depicts the 2030 traffic projections.

For comparison to projections in the FEIS, 2015 traffic volumes were re-estimated using a straight-line interpolation of 2003 values to estimate traffic volumes of non-bypass roads for 2015. The 2015 bypass volumes were projected with a higher assumed growth in the initial five years to allow for attracting regional traffic from other roadways. The growth rate was then lowered to reflect a countywide average growth rate for the years between 2015 and 2030 (1.75%). Because the bypass currently has no traffic, the numbers were estimated based on the 2030 forecasts. It is important to note that the FEIS considered summer average daily

traffic and the re-estimate was based on average annual traffic volume. Re-estimated 2015 projections are shown in **Figure 4.1**.

Traffic Operations and Circulation. Overall traffic operations would be greatly improved over the Preferred Alternative for the bypass in the FEIS with the addition of the six grade-separated interchanges and an improved northern terminus configuration. Allowing free flowing traffic on the central bypass corridor through major cross roads at Airport Road, Foys Lake Road, US 2, Two Mile Drive, Three Mile Drive, and Four Mile Drive will substantially eliminate traffic congestion and improve mobility. Travelers on the cross roads would also have improved mobility since they would not have to wait for bypass traffic to pass before crossing the bypass. LOS for the cross streets would no longer be reduced by bypass traffic and be impacted by only vehicles exiting the bypass.

Traffic operations at the Reserve Drive and US 93 intersection would also be improved with the addition of loop and frontage roads. West bound traffic volumes on Reserve Drive approaching the intersection with US 93 will be reduced with an alternate route for those wishing to travel south on US 93. Approximately two-thirds of the 2030 projected vehicles will use the loop road to access southbound US 93, reducing the number of vehicles entering the Reserve Drive and US 93 intersection. Year 2030 LOS for this intersection is anticipated to improve from D (restricted movement) to C (minor restrictions) with the addition of the loop road concept.

Traffic Safety. Proposed changes to the bypass would substantially decrease overall accident potential. Elimination of traffic signals, stop signs, and at-grade cross traffic movements through the central portion of the bypass will greatly reduce potential conflict points. Realigning the bypass to the south of Reserve Drive and east of Stillwater Drive and limiting access further reduces potential conflict points for nearby residents entering and exiting the bypass. The realignment also improves safety along these existing roads as the large volume of traffic anticipated for the bypass will be diverted, reducing accident potential to local residential traffic. Higher speeds on the bypass could continue to result in a greater accident severity as noted in the FEIS, but will contribute to an overall fewer number of accidents.

The bypass would also create a safer environment for pedestrians to cross with three grade-separated crossings. Pedestrian underpasses are planned at the West Reserve connection to serve the proposed new high school and south of Foys Lake Road for citizens in the southwest part of the city to access Lone Pine State Park. A third pedestrian crossing would be on the Ashley Creek bike trail, where the bypass would span the existing trail with a bridge.

4.2 LAND USE

The FEIS described recent trends in land development within and around Kalispell. At the time the FEIS was written, new residential development was occurring in a more dispersed development pattern, resulting in fewer centralized population centers and the conversion of substantial amounts of agricultural land to non-agricultural land uses. New commercial development consisted of retail and service businesses along US 93. Land use planners and local professionals participating in a land use advisory committee for the study agreed that the substantial new residential, commercial and industrial development occurring in the west Kalispell area would continue and would be accelerated upon completion of the bypass.

The FEIS stated that the development of a bypass around Kalispell would not substantially affect the total new development occurring in the Flathead Valley, but would have some influence on the characteristics and geographic distribution of this development. By splitting numerous agricultural parcels and improving access to rural areas, construction of the bypass would hasten the conversion of farmland to residential land uses. With limited access points, it was expected that the center median would create a physical barrier that would inhibit new development north and south along the corridor and favor residential development in areas served by east-west county roads.

4.2.1 Changed Conditions

Since the completion of the FEIS, the *Kalispell Growth Policy 2020* (City of Kalispell 2003), adopted February 18, 2003, has replaced the *Kalispell Master Plan*. Over the past 10 years, the City of Kalispell has annexed substantial portions of land along the proposed bypass. Today, approximately 50% of the study area falls within the planning jurisdiction of the *Kalispell Growth Policy 2020*. The remainder of the proposed bypass falls under the jurisdiction of the *Flathead County Master Plan* (Flathead County, 1994), which is in the process of being updated by a growth policy document. Generally, city and county land use policies for lands within the

study area have not changed since the FEIS. The Kalispell Bypass is now identified as a first priority transportation project by the City of Kalispell.

Although the dominant land use adjacent to the study area remains agricultural, substantial residential and some commercial development has occurred in the study area since 1994. A comparison of 1990 and 2002 aerial maps shows that new development has occurred north and south of Kalispell along US 93. Substantial residential and commercial development has occurred and is planned at the northern and southern terminus of the proposed bypass and along US 2 east of the proposed bypass.

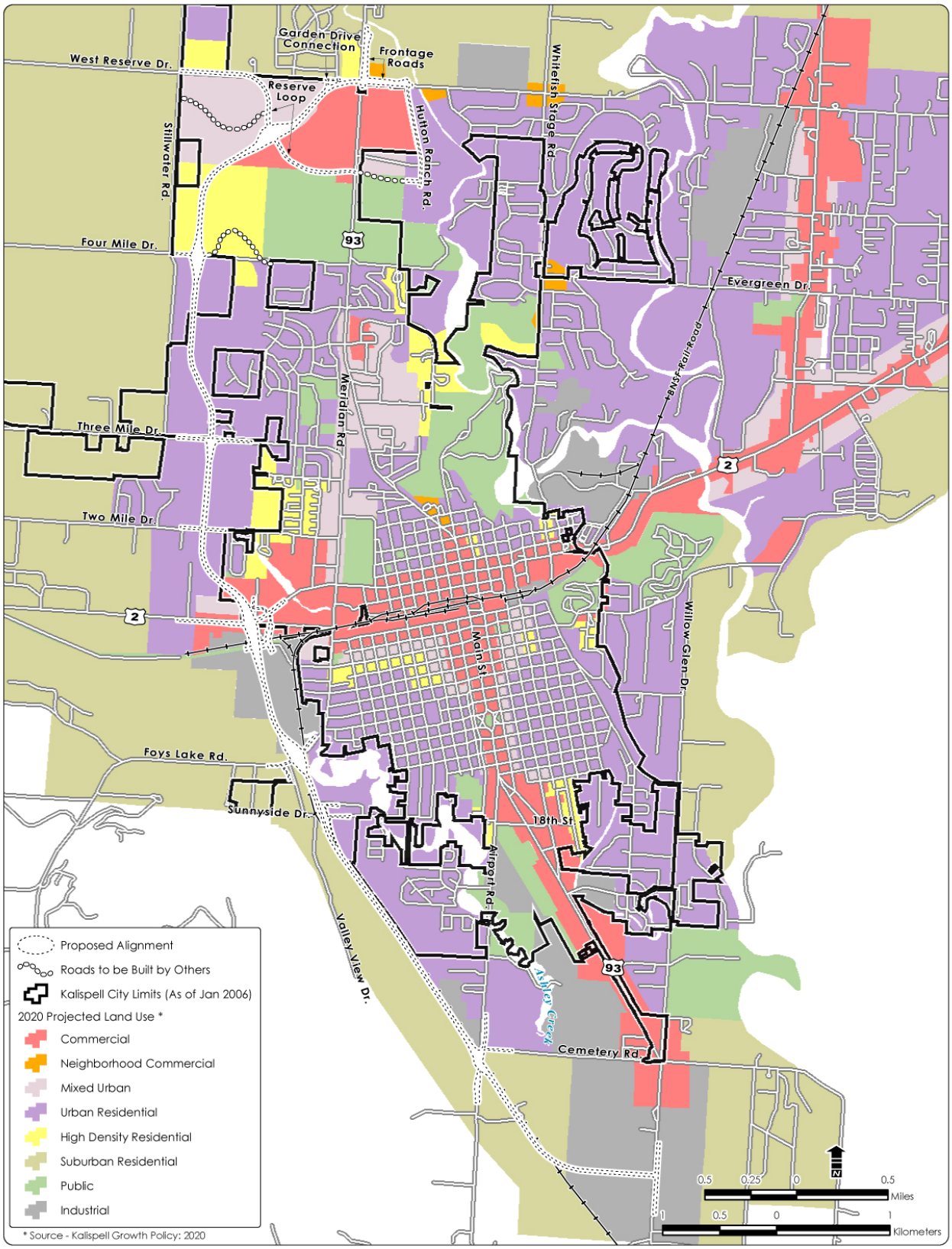
The City now anticipates substantial commercial, high-density residential and mixed-use development along the proposed bypass. In addition, a high school is being built between West Reserve Drive and the proposed bypass. Future land use in the study area is shown in **Figure 4.2**. In anticipation of the bypass, the City of Kalispell and Flathead County have been careful to preserve the bypass corridor from development and have encouraged new development that is compatible with the proposed alignment.

4.2.2 Revised Impacts

The proposed design changes are not expected to substantively alter the project's effects on future land use, as reported in the FEIS. While the bypass as currently designed closely follows the alignment proposed in 1994, it has changed from an at-grade facility with intersections to a free flowing facility with access only provided at grade-separated interchanges. Because of this restricted access, the current bypass would not induce development between interchanges, but could continue to concentrate development near interchanges.

Between Three Mile Drive and West Reserve Drive, the alignment was shifted east from its original location (see **Figure 1.2**). Consistent with the *Section 36 Neighborhood Plan* and the *Kalispell Growth Policy 2020*, this area already is slated for commercial and high-density residential development, surrounded by suburban and urban residential.

FIGURE 4.2 - FUTURE LAND USE



4.3 FARMLANDS

The FEIS indicated the presence of Prime and Prime if Irrigated Farmlands along the bypass. A "Farmland Conversion Impact Rating Form" (Form AD-1006) was processed for the FEIS in accordance with the Farmland Protection Policy Act (FPPA). The Land Evaluation and Site Assessment scores on the form totaled 72 points.

The FEIS indicated that the bypass would impact approximately 40 acres (16 hectares) of farmland. The FEIS stated that the conversion of prime farmland to residential or commercial use would occur with all alternatives, including the No Build Alternative. However, construction of the bypass was expected to impact the greatest amount of farmland and accelerate the conversion of farmland to other uses. The FEIS included avoidance and minimization measures that would be addressed during the roadway design.

4.3.1 Changed Conditions

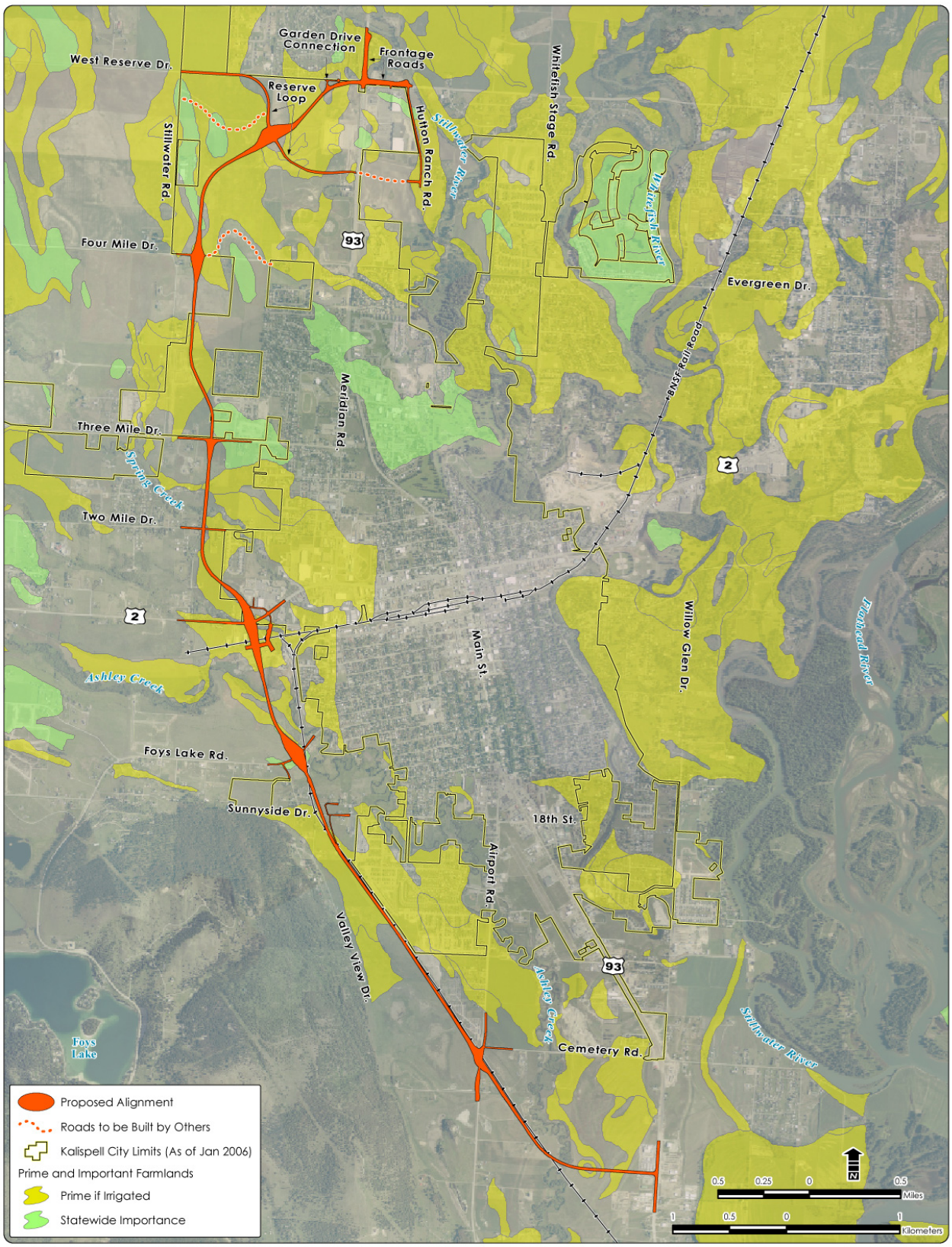
Soils and farmland classifications have not been revised since the FEIS. In spite of new residential and commercial developments north and south of Kalispell, land uses in the study area remain generally similar to those that existed at the time of the FEIS. According to the 2002 Census of Agriculture, since 1997 the number of farms, areas available for farming, and acres harvested has declined in Flathead County. FPPA farmlands within the study area are shown in **Figure 4.3**.

Consistent with the FPPA, prime soils that are currently slated for development or are located within a 2000 Census Urbanized Area (UA) are not included in the calculation of existing prime soils. According to the US Census, a UA consists of densely settled territory that contains 50,000 or more people.

4.3.2 Revised Impacts

The proposed design changes would not result in any additional impacts to farmlands described in the FEIS. Conversion of farmlands to other uses will continue in the bypass corridor.

FIGURE 4.3 - PRIME AND IMPORTANT FARMLANDS



4.4 SOCIAL

The FEIS documented demographic and social conditions reported by the 1990 US Census for Flathead County. In the early 1990s, the county was experiencing rapid population growth. Population projections developed for traffic modeling in the FEIS indicated substantial population growth in the county through 2015, regardless of whether improvements were made to US 93.

The FEIS disclosed that although the construction of the 1994 bypass would have little impact on population growth, it would likely have some influence on the geographic distribution of the area's future population. This was expected to occur where the highway changed the quality of access into areas with development potential. Roadway construction was not expected to affect long-distance commuter patterns or seasonal population and housing trends.

The Kalispell Bypass was expected to displace three residences. Traffic-related impacts were anticipated for the residential areas adjacent to the 1994 bypass.

4.4.1 Changed Conditions

The 1993 population forecasts appear to have been reasonable. Actual 2003 population exceeded the 2003 forecast in the FEIS by only 2%. Although the general population in the greater Kalispell region has not grown as forecasted (Kalispell tracts analyzed in the FEIS have lost population since 1990), the tracts immediately surrounding the Kalispell area have captured much of the projected growth. Such ex-urban development is consistent with regional development trends over the past 10 years.

Between 1994 and 2003, the population of Flathead County increased by 16,888 persons, from 64,000 in 1994 to 80,888 in 2003. During the same time period, the number of persons per household declined from 3.2 to 2.4. Population growth is expected to continue in Flathead County. The *Kalispell Bypass Traffic Forecasting Report* (Stelling, 2005), now projects a population of 97,300 persons in Flathead County by 2015. This number is projected to increase to 120,100 persons by 2030. Overall, Flathead County continues to grow more rapidly than the state as a whole. According to the US Census of Population, between 1990 and 2000, the

population of Flathead County increased by 25.8% while the population of Montana increased by 12.9%.

Few other changes in social conditions have occurred in the study area since the FEIS was completed.

4.4.2 Revised Impacts

The proposed design changes would not accelerate growth in a manner that is significantly different than set forth in the 1994 FEIS. The combined effect of access control and grade separated interchanges would inhibit uncontrolled strip development along the bypass corridor.

The current bypass will require the relocation of eight residential properties. Two of these residential acquisitions have since been purchased (see **Section 4.5**). No additional social impacts are anticipated.

4.5 Right-of-Way and Relocations

The FEIS described a mix of agricultural, residential, and industrial properties that would be crossed by the bypass. A total of approximately 90 acres (36 hectares) of land would be required to construct the roadway only portion of the bypass alternative described in the FEIS. The estimate was approximated based on a conceptual level of design and did not include temporary or permanent easements for cut and fill slopes or construction work. The FEIS also documented that a total of three residences, three businesses, and one outbuilding would be displaced by the originally proposed bypass.

Included in the FEIS right-of-way and relocation evaluation was 2.7 miles (4.3 km) of railroad track and railroad right-of-way that would need to be acquired. Also, just south of Foys Lake Road, the FEIS described displacing the operations building and storage yard of a construction contractor. Just north of Foys Lake Road, the original bypass would cross through an existing lumber yard/milling operation, where it would supplant three large open walled buildings used for storing lumber materials, and equipment. At the time of the evaluation, the displacement of these features would likely have necessitated the lumber yard's relocation.

Other displacements identified in the FEIS included approximately 40 acres (16 hectares) of agricultural land that was primarily used for growing small grains. Segments of the originally proposed bypass were described as likely to render some parcels too small or remote to be economically farmed, possibly causing family or corporate farming operations to be discontinued.

4.5.1 Changed Conditions

While the bypass closely follows the alignment proposed in 1994, the bypass has been shifted south at the north end to parallel the existing power line (see **Figure 1.2**). Furthermore, access along the bypass has been revised to improve safety by including six grade-separated interchanges rather than an at-grade facility.

Since 1994, the conceptual design in the FEIS has been advanced to include the above changes at a preliminary level of design for this re-evaluation. The preliminary design includes further consideration of right-of-way needed for expanded interchanges and intersection improvements, and for cut and fill slopes. The overall construction footprint for the currently proposed bypass and associated improvements is approximately 365 acres (148 hectares). This estimate includes cut and fill slopes, ramps, improvements intersections and interchanges, and right-of-way along existing cross roads at their respective interchange/intersection with the bypass. Of this total, approximately 87 acres is required for the interchange ramps, cross street improvements, and new roads associated with the northern terminus at Reserve Drive and US 93.

Other changed conditions affecting the bypass right-of-way and relocations regard the urbanization of the bypass corridor. In 1994, the bypass corridor was outside the urban area of Kalispell and described primarily as rural residential (low density) with large tracts of agricultural land. Since that time, urban style development from Kalispell has been pushing westward into the bypass corridor and the bypass is now either within or adjacent to the current Kalispell city limits. As a result, there is currently an increase of higher density residential developments and decrease of agricultural lands within the bypass corridor than previously considered in the FEIS.

Furthermore, with the knowledge of the original bypass alignment approved in the FEIS and the likelihood of the subsequently proposed alignment shift at the north end, the City of Kalispell included the current bypass alignment in its Kalispell Growth Policy 2020. Although still primarily outside of the current Kalispell city limits, the entire bypass corridor is now within the growth policy area of Kalispell and within the potential utility service area. As such, both the City and Flathead County planning departments have been reviewing and approving developments in the corridor with the bypass alignment in mind. While some conflicts remain (see **Section 4.5.2**), development has been prevented from occurring along the current bypass by the local agencies, minimizing new right-of-way and relocation impacts.

4.5.2 Revised Impacts

The addition of grade-separated interchanges, cross road improvements, and new roads associated with the northern terminus at Reserve Drive and US 93 would increase the amount of right-of-way needed by approximately 87 acres (35 hectares). Including right-of-way for cut and fill slopes and construction limits adds approximately 188 acres (76 hectares) to the right-of-way required. The 1994 FEIS estimated that approximately 90 acres (36 hectares) of right-of-way was needed; the proposed design change calls for approximately 365 acres (148 hectares) of right-of-way. The main difference between the 1994 and current estimates is that cut and fill construction limits and cross-section improvements were not included. Also, the additional right-of-way needed for construction of the six grade-separated interchanges and power line alignment shift and associated new roadway were also not included in the 1994 FEIS.

Table 4.1 shows that the recently proposed changes to the 1994 FEIS bypass would result in displacing eight residences, three businesses, and two outbuildings. This is a difference of an additional five residences and one outbuilding from the FEIS findings.

Right-of-way acquisition for this project will comply with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,* as amended. The purpose of this act is to provide for fair and equitable treatment of all persons displaced from their homes, businesses, or farms. Owners of property to be acquired will be compensated at fair market value for their property. All reasonable opportunities to avoid relocations and minimize the impacts of acquisition to private property have been taken in the conceptual and preliminary design for the

bypass. The alignment shift at the north end moved the bypass toward an existing power line, where no homes or businesses were located.

TABLE 4.1 - NUMBER OF DISPLACED HOUSING UNITS AND BUSINESSES

LOCATION	BYPASS FEATURE	PARCEL	STRUCTURE TYPE	PREVIOUSLY PURCHASED?
Airport Road Interchange	Southbound Ramp	12	Residential House	No
Airport Road Interchange	Southbound Ramp	13	Residential House	Yes
Airport Road Interchange	Northbound Ramp	74	Business – Salvage Yard Building	No
Sunnyside Drive	Alignment	22	Business – Garage	Yes
Foys Lake Road	Alignment	35	Residential House & Garage	Yes
Two Mile Drive	Overpass	47	Residential Trailer Home	No
Two Mile Drive	Overpass	47	Residential House	No
Two Mile Drive	Overpass	51	Residential House	No
Two Mile Drive	Overpass	52	Residential House	No
Two Mile Drive	Alignment	54	Outbuilding	Yes
North Two Mile Drive	Alignment	55	Outbuilding	No
Three Mile Drive	Southbound Ramp	56	Residential House	No
US 93 and Reserve Drive	Intersection Improvements	None	Business – Ole's Convenience Store	No

Source: Compiled by Carter & Burgess, Inc.

Interchange planning attempted to minimize impacts to nearby residences and businesses by creating the smallest footprint possible, while meeting design and safety standards.

According to the 2000 Census data, the City of Kalispell had 6,532 total housing units listed, of which 390 were identified as vacant (a vacancy rate of 5.9%). The National Association of Realtors Web site (January 2006) identified approximately 233 residential units for sale in the Kalispell area. Of those, 125 had asking prices less than $200,000, 82 had asking prices between $200,000 and $500,000, and 26 had asking prices over $500,000. 2000 Census data listed the median value for owner-occupied housing at $104,000 for the City of Kalispell.

While the total number of commercial and retail properties in the Kalispell area is not readily available, numerous realtors have listings of commercial and retail buildings and vacant

property for sale or lease. Prices are highly variable (from tens of thousands to millions) depending on location and amenities.

4.6 Economic Conditions

The FEIS documented recent economic trends in Flathead County. At the time the FEIS was written, economic growth was occurring along US 93 and US 2 in businesses catering to tourists and local and regional trade (especially with Canada). Continuing business development along these highways was expected to contribute to increasing traffic volumes and congestion.

Employment projections developed for traffic modeling in the FEIS indicated substantial growth in employment by 2015. Average annual employment in Flathead County was predicted to increase by 59%, more rapidly than in most of the state. The majority of this economic growth was expected to occur in the service and retail sectors.

The FEIS disclosed varying impacts to businesses in the Kalispell area. Diverting through traffic and truck traffic from the central business district was expected to reduce congestion, improve the attractiveness of the downtown area, and improve access. The FEIS recognized that some sales to drive-through travelers and truck services would be directed away from businesses on US 93 in Kalispell. However, most of the diverted services were expected to be made elsewhere in Flathead County and have minimal effect on the area's overall economy. The bypass was expected to increase the commercial development potential and market value for properties located at the bypass's two intersections with US 93 and at its intersection with US 2. It was estimated that 40 acres (16 hectares) of agricultural land would be removed from production. In addition, the northern portion of the bypass would split agricultural parcels, increasing the cost of farming the remaining parcels. Selling prices for previously isolated agricultural lands southwest of Kalispell were expected to increase, as they would be available for ranchette-type residential development.

The Kalispell Bypass was expected to displace three businesses, several timber storage areas, and approximately 40 acres (16 hectares) of agricultural land.

4.6.1 Changed Conditions

Employment forecasts approximate the employment currently observed in the greater Kalispell area. However, if the area immediately surrounding the greater Kalispell area is included, actual employment exceeds 1993 employment forecasts.

Flathead County continues to be Montana's fastest growing county. The *Kalispell Bypass Traffic Forecasting Report, 2005*, now projects 65,550 jobs in Flathead County by 2015. This number is projected to increase to 80,500 jobs by 2030. Consistent with past trends, most of these jobs are expected to occur in the retail and service sectors.

The economy of Flathead County has continued to expand and diversify since the 1994 FEIS. The county's growing economy has resulted in rising housing costs and property values. The availability of affordable housing appears to be a growing concern for the community.

4.6.2 Revised Impacts

The current bypass will still require the relocation of three commercial properties (similar to the FEIS), so there are no new impacts to businesses. Right-of-way acquisition on this project will comply with the *Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970*, as amended.

The current bypass would not detract from the economic benefits associated with the bypass discussed in the FEIS. In fact, since the design changes allow for a free flowing facility, the economic benefits associated with improved mobility and diversion of through traffic and discussed in the FEIS would only be enhanced.

4.7 Pedestrian and Bicycle Facilities

The Record of Decision (ROD) included commitments to enhance bicycle facilities along the Kalispell Bypass; including a separated bike path. The separated bike path would run along the bypass south of US 2 and continue (where feasible) to the north of US 2.

Also, because of unavoidable Section 4(f) impacts to a 0.25-acre (0.1-hectare) portion of the Ashley Creek Trail, the ROD included the following mitigation:

- Purchase property and construct approximately 2,050 feet (625 meters) of relocated trail to the south of US 2.
- Provide for an at-grade signalized intersection across the Kalispell Bypass at US 2.
- Provide for a grade-separated bike path crossing adjacent to and on the south side of Ashley Creek as it crosses the Kalispell Bypass just south of US 2.
- Connect Ashley Creek Trail with the new bike lane along the Kalispell Bypass.

4.7.1 Changed Conditions

There is one new pedestrian and bicycle facility within the Kalispell Bypass study area, and one proposed. Since the FEIS, a 10-foot (3-meter) bike lane from Somers to Whitefish called the Meridian Trail has been constructed. This trail begins at Center Street and Meridian Road. Also, the Three Mile Drive bike path was constructed along the road's north side (see **Figure 4.4**). This bike path is owned by homeowners associations.

4.7.2 Revised Impacts

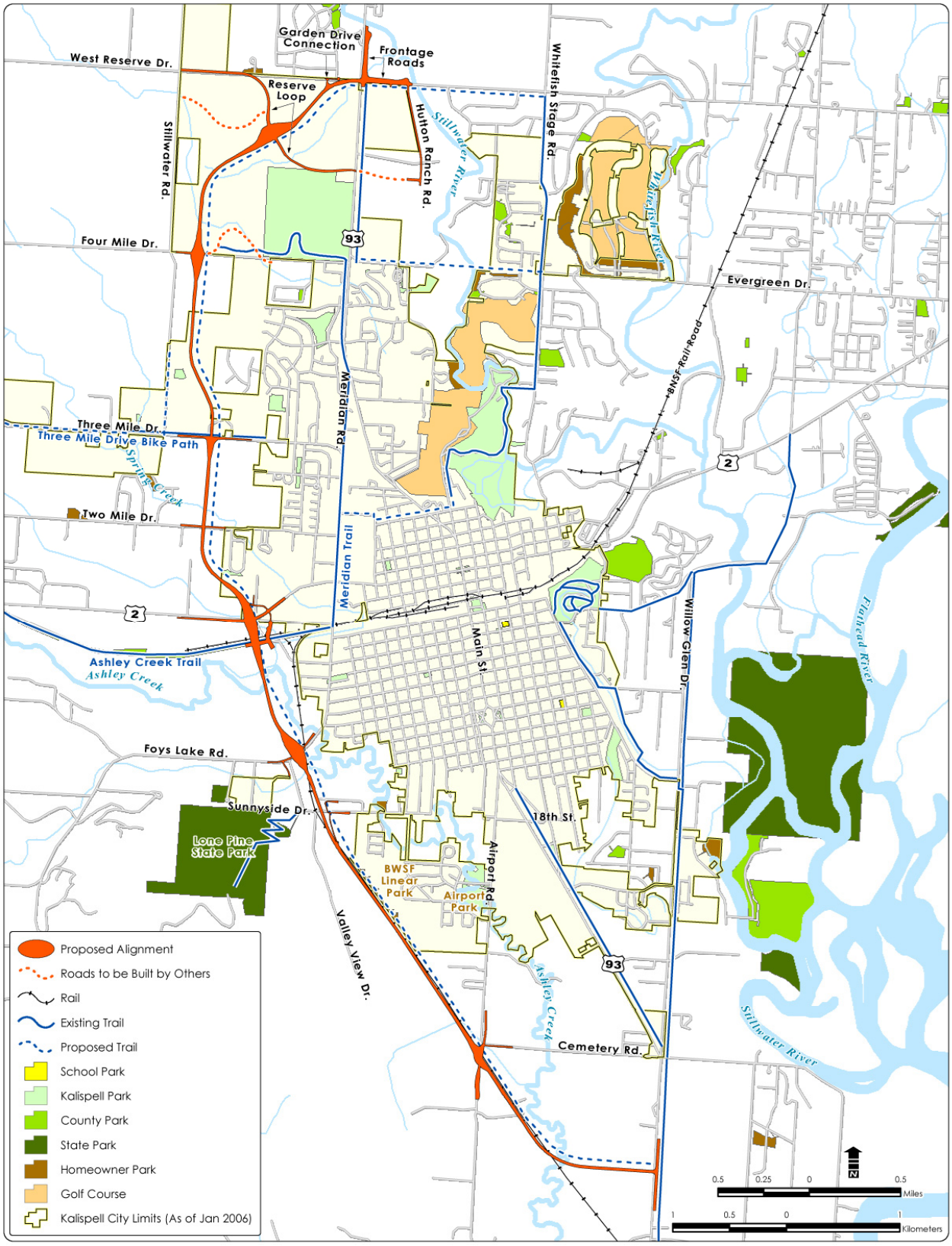
There are no changes to impacts on the Ashley Creek Trail.

Three Mile Drive and its bike path would be placed on structure to span the bypass. Therefore, the path would not be permanently impacted, although use of the trail would be affected temporarily. The bypass project would not impact the Meridian Trail.

4.8 Air Quality

The FEIS described potential air quality affects from the selected alternative. It defined existing Particulate Matter $(PM)_{10}$ non-attainment conditions in Kalispell and Whitefish, delineating the primary sources of PM_{10} pollutants as re-entrained roadway dust, wood burning, and tail pipe emissions. A qualitative analysis of PM_{10} for both re-entrained dust and tail pipe emissions was completed using a vehicle miles traveled (VMT)-based transportation model. The projected PM_{10} emissions from the proposed Kalispell Bypass were determined to be lower than the projected emissions from the future No Build Alternative for that area.

FIGURE 4.4 - PARKS AND RECREATION TRAILS MAP



4.8.1 Changed Conditions

Air quality issues in the Kalispell area still include visibility and gaseous pollutant levels related primarily to wood burning and re-entrained dust, but include contributions from motor vehicle emissions. The proposed design change includes six interchanges, which have been designed for safety, future traffic volumes, and interchange operations at an acceptable level of service (LOS C). The north and south connections with US 93, which are proposed as at-grade, signalized intersections, have been designed to operate at LOS C (see **Figure 4.5**).

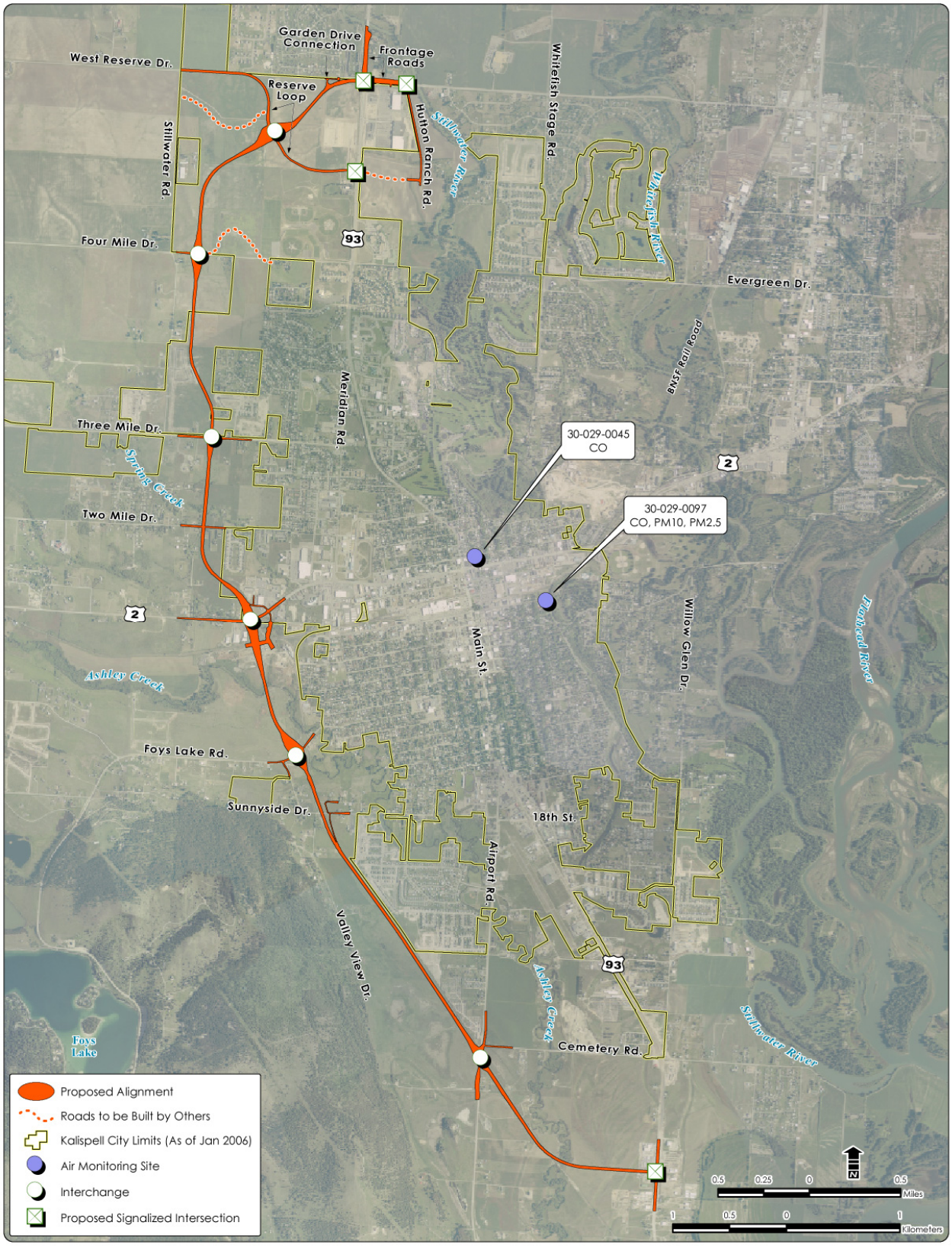
4.8.2 Revised Impacts

As discussed in **Section 3.2.2** and **3.2.3**, the northern bypass terminus area was modified to include a frontage road system. The proposed design change would better distribute traffic originating locally and distribute exiting bypass traffic using the two exits with equitable local roadway and business access. Traffic analysis indicates the LOS at the three involved intersections and interchange would operate at acceptable levels. The reduced congestion and time delays resulting from this proposed design change compared to the 1994 design would result in better relative air quality because of fewer idling vehicle engines and less exhaust-related emissions.

The conformity provisions of the federal Clean Air Act still apply. Therefore, the impacts of motor vehicle emissions in the study area on concentrations of PM_{10} were analyzed for the revised bypass alternative alternatives (build scenario).

PM_{10}. The major sources of particulate matter are re-entrained road dust from passing vehicles on paved and unpaved roads and residential wood combustion. Motor vehicle-tailpipe PM_{10} emissions are also a source of PM_{10} in the study area. In addition to regional emissions analysis, the conformity rule requires project-level analysis for PM_{10} to determine if localized violations of the PM_{10} standard are likely. Under the rule, until the US Environmental Protection Agency (USEPA) issues a quantitative PM_{10} hotspot model, a qualitative analysis is required. In order to perform this analysis, traffic volumes from the project were compared to traffic volumes elsewhere in Montana where PM_{10} air quality monitors are located, specifically in Missoula.

FIGURE 4.5 - AIR MONITORING LOCATIONS



The Missoula PM_{10} monitoring station is exposed to traffic on several urban arterials and I-90, with higher traffic volumes than those projected for western Kalispell (see **Table 4.2**). Neither of the Kalispell or Missoula PM_{10}-monitored communities has experienced a PM_{10} violation in recent years. For detailed information, please refer to the *Air Quality Technical Memorandum* (Carter & Burgess, 2006).

The similarity of 2030 traffic volumes relates that there should be no expectation of PM_{10} violation due to the projected traffic volumes in the Kalispell Bypass and US 93 area.

TABLE 4.2 - AVERAGE TRAFFIC VOLUME COMPARISONS

KALISPELL 2003 TRAFFIC VOLUME (VPH)	KALISPELL BYPASS 2030 TRAFFIC VOLUME (VPH)	MISSOULA 2004 TRAFFIC VOLUME (VPH)
2084*	3005*	3428**

Source: Compiled by Carter & Burgess, Inc.
vph = vehicles per hour
* Average peak hour volume for US 93 and US 2 (2003), plus bypass average peak hour volumes (2030).
**Represents 30th worst hour hourly traffic volume for I-90 and SH 533.

Other Critical Pollutants. The remaining mobile air pollutants of carbon monoxide (CO), $PM_{2.5}$, and ozone were monitored near the study area and have not experienced an exceedance of either the Montana standards or the National Ambient Air Quality Standards (NAAQS) since 1996 (or since monitoring began for $PM_{2.5}$).

Motor vehicle emissions in the study area would not result in any exceedance of the NAAQS; therefore, no direct project air quality mitigation is necessary.

All proposed improvements to Kalispell have been included in the fiscally constrained, conforming Regional Transportation Plan (RTP). This project has been coordinated with MDT and the Montana Department of Environmental Quality (MDEQ). Consultation procedures, as outlined in the Administrative Rules of Montana (ARM 17-3-1306), are being followed regarding this coordination.

4.9 NOISE

The FEIS evaluated potential future noise impacts associated with the bypass. The FEIS predicted that noise levels would increase from 1 to 19 decibels (dBAs) along the bypass between 1993 and 2015. The FEIS identified approximately 28 receptors along Stillwater Road, Reserve Drive, and the bypass that would approach or exceed Federal Highway Authority (FHWA) Noise Abatement Criteria (NAC). In addition, the FEIS identified another 23 receptors along Stillwater Road, Reserve Drive, and the bypass that were expected to receive substantial increases in noise levels from 1993 to 2015.

Noise mitigation measures were recommended in the FEIS for these impacted areas, and detailed analysis of mitigation measures was recommended to be completed during the final design.

4.9.1 Changed Conditions

While the revised bypass closely follows the alignment proposed in 1994, it has been shifted slightly to the north at the south end and shifted south at the north end (see **Figure 2.1**). As part of the corridor preservation study (see **Section 3.1**), residents of the Country Estates Subdivision north of West Reserve Drive petitioned MDT to conduct a noise study and to consider an alignment shift at the north end, if necessary, to minimize noise impacts to that neighborhood. MDT subsequently conducted the analysis and determined that an alignment shift was warranted to reduce future noise impacts to this subdivision.

In addition, several elements that affect the noise analysis have changed since completion of the FEIS:

- Access along the bypass has been revised to improve safety by including six grade-separated interchanges rather than at-grade intersections. Other design changes have been proposed that will affect the geometry used in the noise model.
- MDT has updated their noise policy: *Traffic Noise Analysis and Abatement: Policy and Procedure Manual* (MDT 2001).
- FHWA has required the use of the Traffic Noise Model for project analysis versus the use of the older noise model, Stamina, which was used for the FEIS.

- Traffic has been updated for 20 years into the future to the design year of 2030 (the FEIS analysis year was 2015). Different traffic volumes and vehicle mix (cars and trucks) affect the noise model input as the source.
- Development has occurred along the bypass, adding to the number of noise-sensitive properties.

4.9.2 Revised Impacts

As an update to the FEIS findings, a new noise analysis was completed in accordance with federal policy and guidelines as stated in Title 23 of the Code of Federal Regulations Part 772 (23 CFR 772). The main objectives of 23 CFR 772 are "to provide procedures for noise studies and noise abatement criteria, and to establish requirements for information to be given to local officials for use in the planning and design of highways approved pursuant to Title 23, United States Code (U.S.C.)."

Furthermore, MDT's *Traffic Noise Analysis and Abatement: Policy and Procedure Manual* (MDT, 2001) indicates that a traffic noise impact occurs when the predicted level of noise approaches or exceeds FHWA's NAC as follows:

- **Approach** – Design-year noise levels (Leq (h)) are predicted to be one dBA below the levels shown for the land use category in question in the NAC (see **Table 4.3**).
- **Substantially exceed** – (Leq (h)) are predicted to increase 13 dBA above existing levels.

Noise abatement measures will be considered when either or both of the above conditions are met.

TABLE 4.3 - FHWA NOISE ABATTEMENT CRITERIA (NAC)

ACTIVITY CATEGORY	L_{AEQ1H} [A] (dBA)	DESCRIPTION OF ACTIVITY CATEGORY
A	57 (Exterior)	Land serving an important public need in which serenity and quiet are of extraordinary significance, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed land, properties, or activities not included in Categories A or B above.

TABLE 4.3 - FHWA NOISE ABATTEMENT CRITERIA (NAC) (CONTINUED)

ACTIVITY CATEGORY	L_{AEQ1H} [A] (dBA)	DESCRIPTION OF ACTIVITY CATEGORY
D	–	Undeveloped land.
E	52 (Interior) [B]	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: 23 CFR 772.

[A] Laeq1h is the 1-hour A-weighted energy equivalent sound level.

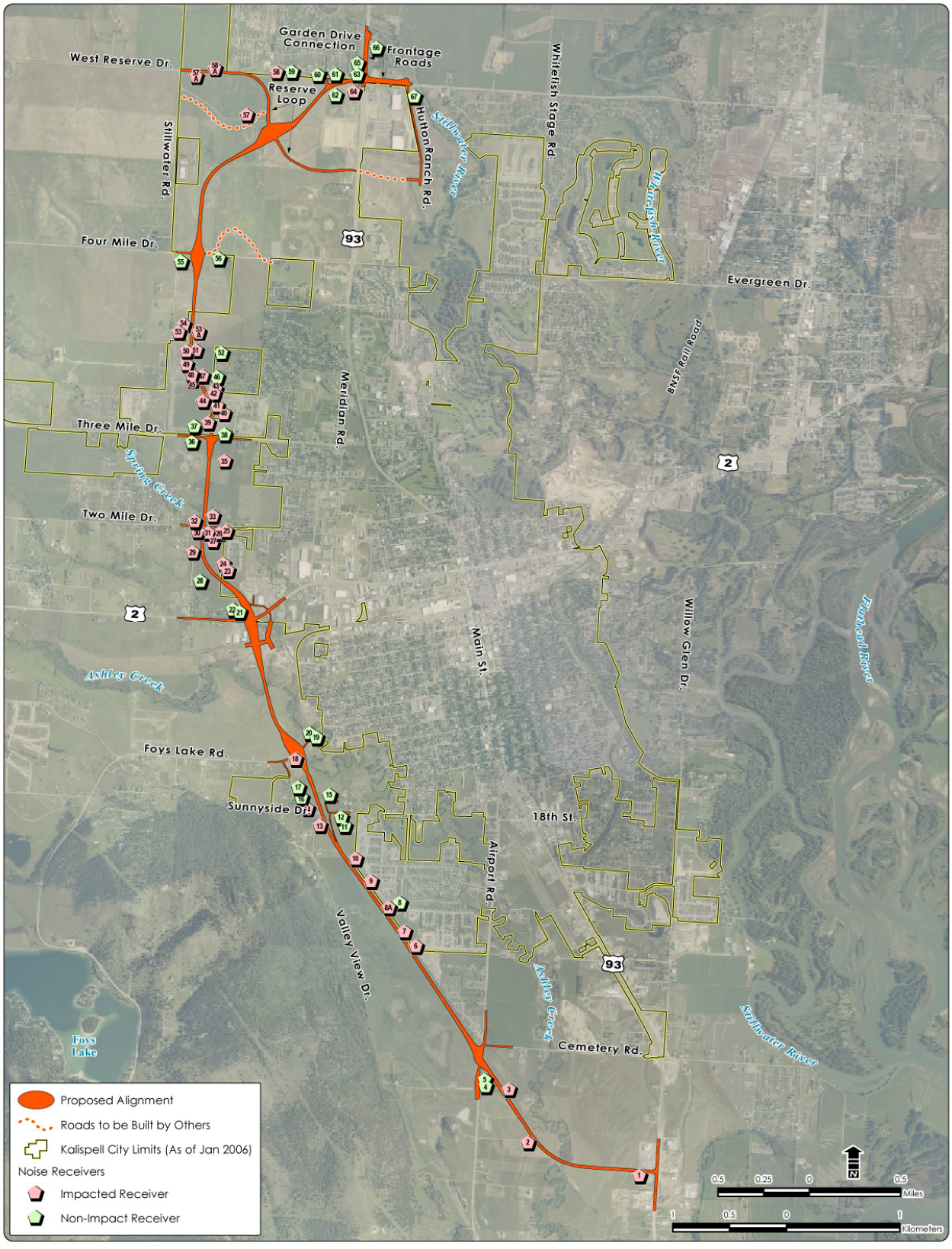
[B] The interior sound levels (activity) apply to 1) indoor activities for those parcels of land where no exterior noise-sensitive land use or activity is identified, and 2) those situations where the exterior activities are either remote from the highway or shielded in some manner so that the exterior activities will not be affected by the noise, but the interior activities will be affected.

Land Use and Noise Receivers. Presently, the study area is comprised of a mixture of agricultural, residential, and commercial land uses. The noise analysis focused on 70 specific receivers (Receivers 1 to 67) identified from sensitive land uses as defined in **Table 4.7.** All sensitive receivers within the study area are classified within activity Category B with the exception of Receivers 21 and 62, which were classified within Category C. These receivers are grouped into southern and northern sections and divided out further by major cross streets (see **Figure 4.6**). Land use per section is as follows:

Southern Section

- US 93 (bypass southern terminus) to Sunnyside Drive – Land use north and south of the bypass between existing US 93 and Airport Road is comprised of sparsely located single family homes (Receivers 1 to 5). Land use northwest and southeast of the bypass between Airport Road and Sunnyside Drive consists of single family homes (Receivers 6 to 13). Receiver 6 is located in the Ashley Park Subdivision, Receiver 7 is located on a privately owned parcel, Receiver 8 is located in the South Meadows Subdivision, Receivers 8A and 9 are located in the Stratford Village Subdivision, Receiver 10 is located in the Sunnyside Subdivision, and Receivers 11 to 13 are located on privately owned parcels adjacent to Sunnyside Drive.
- Sunnyside Drive to Foys Lake Road – This noise study area consists of land east and west of the bypass between Airport Road and Foys Lake Road and is comprised of low-density residential parcels (Receivers 14 to 19). Receiver 18 is within MDT's right-of-way and was included as a baseline receiver for comparing the measured noise levels with future noise levels.
- Foys Lake Road to US 2 – This area consists of land east and west of the bypass between Foys Lake Road and US 2. It includes one residential parcel, Receiver 20, located adjacent to Foys Lake Road.

FIGURE 4.6 - NOISE RECEIVERS AND IMPACTS



- US 2 to Two Mile Drive – This area consists of land east and west of the bypass between US 2 and Two Mile Drive and is comprised of single family residences (Receivers 21 to 31). Receivers 23 to 25 are located within the Greenbriar Subdivision, and the remaining receivers are located on privately owned parcels. Receiver 21 was a single family home that has been converted to commercial use.
- Two Mile Drive to Three Mile Drive – This area consists of land east and west of the bypass and is comprised of single family homes (Receivers 32 to 36). All receivers in this section are on privately owned parcels adjacent to the bypass and not located in specific subdivisions.

Northern Section

- Three Mile Drive to Four Mile Drive – This area consists of single family homes (Receivers 37 to 56) located east and west of the bypass. Receivers 37, 39, 44, 45, and 48 to 50 are located within the Empire Estates Subdivision; Receiver 38 is located in the Bitterroot Heights Subdivision; Receivers 43, 46, and 52 are located in the Meadowland Subdivision; Receivers 40, 47, 51, and 53 to 56 are located on privately owned parcels adjacent to the bypass but not located in specific subdivisions. Receivers 41 and 42 are located in the Northview Heights Subdivision.
- Four Mile Drive to West Reserve Connection – This area consists of land east and west of the bypass between Four Mile Drive and Reserve Drive and is comprised of the future high school (Receivers 57 and 57A). Receiver 57 is the entrance to the school and Receiver 57A is located within a soccer field.
- West Reserve Connection to US 93 (bypass northern terminus) – This area consists of land north and south of the bypass between Reserve Drive and US 93 is comprised of single and multi family residential units (Receivers 58 to 66). Receivers 58 to 61 are located in the Country Estates Subdivision, Receivers 62 and 64 are located in a multi-use area, where Receiver 62 will become multi family housing and Receiver 64 will become a new department store. Receiver 58A is located on a privately owned parcel on the north side of Reserve Drive. Receiver 67 is located on the east side of US 93 where future college housing is planned.

Existing Noise Levels. Ambient or existing noise level readings were taken at 12 representative noise-sensitive locations shown in **Table 4.4**. Although the analysis of noise impacts focuses on future traffic noise, these readings establish current noise levels in the study area. Where existing traffic along cross streets generated major ambient noise, noise levels were modeled.

TABLE 4.4 - AMBIENT/EXISTING NOISE LEVEL READINGS

NOISE STUDY AREA	MONITORING LOCATION	LOCATION DESCRIPTION	RECEIVER	AVERAGE AMBIENT NOISE LEVEL (dBA)
US 93 and Airport Road and South of Proposed Bypass	1	Single Family Manufactured Home located just east of existing US 93	1	56
South of Future Interchange of Airport Road and Proposed Bypass	2	Single Family Residence	2	38
Between Airport Road and Sunnyside Drive - East of Proposed Bypass	3	Single Family Residence in Ashley Creek Subdivision	7	47
Between Airport Road and Sunnyside Drive- East of Proposed Bypass	4	Single Family Residence in Stratford Village	8A	48
Between Airport Road and Sunnyside Drive- East of Proposed Bypass	5	Single Family Residence in Sunnyside Subdivision	10	48
Southwest Corner of Ashley View Drive and intersection of Bypass	10	Located just south of future Ashley View Drive in Cottonwood Estates	50	45
Along West Reserve Drive Connection – West of Bypass	11	Located in vicinity of new school	57	42
Located north of US 93 and existing intersection of West Reserve Drive	12	Located at Mountain Villa Apartments South of US 93	65	59

Source: Compiled by Carter & Burgess, Inc.

Future Noise Levels. Future noise levels were estimated using the Traffic Noise Model (TNM) prescribed by FHWA for evaluating impacts from highway projects. **Table 4.5** presents the modeling results for existing and future conditions. The table reveals that noise levels are predicted to increase from 0 to 27 dBAs, which is similar to the FEIS prediction. Additionally, the analysis identifies that the bypass would impact an estimated 39 receivers, a decrease in the number of impacts reported in the FEIS. Nineteen of these receivers would receive substantial noise increases, while 5 would experience noise levels that approach the NAC. Fifteen would experience both types of impact. **Figure 4.6** shows these estimated impacts.

TABLE 4.5 - TRAFFIC NOISE MODEL RESULTS

RECEIVER	LOCATION DESCRIPTION[A]:	EXISTING (2005) NOISE LEVEL TNM MODEL /OR *MONITORED LEVEL	FUTURE (2030) NOISE LEVEL: MODELED L_{AEQ1H}[B] (dBA) SHADING= IMPACT[C]	MDT APPROACH LEVEL (A) OR SUBSTANTIAL INCREASE (S) OR BOTH (B)	INCREASE OVER EXISTING LEVEL	MITIGATION CONSIDERED ?
1	SFR	53/56	68	A	12	No
2	SFR	38*	63	S	25	No
3	SFR	38*	64	S	26	No
4	SFR	51	59	-	8	No
5	SFR	52	60	-	8	No
6	SFR	47*	64	S	17	Yes
7	SFR	47*	65	S	18	Yes
8	SFR	48*	55	-	7	No
8A	SFR	48*	64	S	16	Yes
9	SFR	48*	63	S	15	Yes
10	SFR	48*	63	S	15	Yes
11	SFR	48*	59	-	11	No
12	SFR	48*	60	-	12	No
13	SFR	45	66	B	21	No
14	SFR	46	59	S	13	No
15	SFR	55*	58	-	3	No
16	SFR	55*	57	-	2	No
17	SFR	55*	57	-	2	No
18	P	55*	70	B	19	No
19	SFR	46	57	-	11	No
20	SFR	47	58	-	11	No
21	C	55*	66	-	11	No
22	SFR	51	63	-	12	No
23	P	49*	61	-	12	No
24	SFR	49*	59	-	10	No

TABLE 4.5 (CONTINUED) - TRAFFIC NOISE MODEL RESULTS

RECEIVER	LOCATION DESCRIPTION[A]:	EXISTING (2005) NOISE LEVEL TNM MODEL /OR *MONITORED LEVEL	FUTURE (2030) NOISE LEVEL: MODELED L_{AEQ1H}[B] (dBA) SHADING= IMPACT[C]	MDT APPROACH LEVEL (A) OR SUBSTANTIAL INCREASE (S) OR BOTH (B)	INCREASE OVER EXISTING LEVEL	MITIGATION CONSIDERED ?
25	SFR	51	56	-	5	No
26	SFR	47	56	-	9	No
27	SFR	40	61	S	21	No
28	SFR	49*	59	-	10	No
29	SFR	49*	62	S	13	No
30	SFR	46	66	B	20	No
31	SFR	46	67	B	21	No
32	SFR	47	60	S	13	No
33	SFR	41	61	S	20	No
35	SFR	43	56	S	13	No
36	SFR	56	60	-	4	No
37	SFR	50	58	-	8	No
38	SFR	61*	63	-	2	No
39	SFR	47	69	B	22	Yes
40	SFR	43	62	S	19	Yes
41	SFR	40	67	B	27	Yes
42	SFR	45*	64	S	19	Yes
43	SFR	45*	61	S	16	Yes
44	SFR	45*	66	B	21	Yes
45	SFR	45*	66	B	21	Yes
46	SFR	45*	57	-	12	No
47	SFR	45*	68	B	23	Yes
48	SFR	45*	68	B	23	Yes
49	SFR	45*	66	B	21	Yes
50	SFR	45*	67	B	22	Yes

TABLE 4.5 (CONTINUED) - TRAFFIC NOISE MODEL RESULTS

RECEIVER	LOCATION DESCRIPTION:	EXISTING (2005) NOISE LEVEL TNM MODEL /OR *MONITORED LEVEL	FUTURE (2030) NOISE LEVEL: MODELED L_{AEQ1H} [B] (dBA) SHADING= IMPACT	MDT APPROACH LEVEL (A) OR SUBSTANTIAL INCREASE (S) OR BOTH (B)	INCREASE OVER EXISTING LEVEL	MITIGATION CONSIDERED ?
50	SFR	45*	67	B	22	Yes
51	SFR	45*	67	B	22	Yes
52	SFR	45*	58	-	13	No
53	Church	45*	60	S	15	No
53A	MFR	45*	65	B	20	Yes
54	SFR	45*	62	S	17	No
55	SFR	48	58	-	10	No
56	SFR	45*	56	-	11	No
57	School	42*	73	B	31	No
57A	School	59*	67	A	8	No
58	SFR	59	66	A	7	No
58A	SFR	59*	67	A	8	No
59	SFR	56	52	-	-4	No
60	SFR	59	50	-	-9	No
61	SFR	57	55	-	-2	No
62	Future C	52	59	-	7	No
63	MFR	64/59	64	-	0	No
64	MFR	62	70	A	8	No
65	MFR	63	64	-	1	No
66	SFR	54	57	-	3	No
67	MFR	48	64	S	16	No

Source: Compiled by Carter & Burgess, Inc.

[A] The receiver number corresponds to the receiver location displayed in **Figure 4.6**. The Number 34 was intentionally not used.

[B] L_{aeq1h} is the one-hour A-weighted energy equivalent sound level.

[C] The shading indicates that the noise levels will exceed the FHWA Noise Abatement Criteria (67 dBA) and/or the criteria stated in the *MDT Traffic Noise Analysis and Abatement: Policy and Procedure Manual* (66 dBA).

SFR = Single Family Residential

MFR = Multi Family Residential

P = Open Space or Park

C = Commercial

Findings regarding the noise mitigation analysis include:

- Receivers 1 to 3, 13, 14, 27, 29 to 35, 53, and 54 are isolated receivers where the cost of the providing noise abatement will exceed the allowable limit and not be reasonable.
- Receiver 18 is an open space area within MDT right-of-way and was not considered for mitigation.
- Receivers 57, 57A, 58 and 58A experience more traffic noise impacts from the West Reserve Connection rather than the bypass. Due to access along West Reserve Drive, a 6 dBA noise lowering would not be able to be achieved through mitigation and therefore noise mitigation would not be feasible.
- Receiver 64 receives traffic noise from the existing US 93 and is surrounded by commercial land use. Due to access requirements for surrounding land use, a 6 dBA noise lowering could not be achieved through mitigation and therefore noise mitigation would not be feasible.
- Receivers 6 to 10, 39 to 45, 47 to 52, and 53A meet MDT noise policy requirements for mitigation and are currently being examined for mitigation of noise impacts.

Of the effected receivers eligible for mitigation, appropriate mitigation will be implemented during final design in accordance with MDT's Noise Policy and in coordination with affected landowners. MDT Policy states that noise impacts on sensitive noise receivers (residences, schools, public open spaces, etc.) require consideration of noise mitigation. Mitigation considerations include shifting the horizontal alignment, depressing the roadway, acquiring real property, managing traffic, and constructing noise barriers. The applicability of these options are as follows:

- **Shifting the horizontal alignment of the roadway from impacted sites.** This option involves increasing the distance between the roadway (source) and the affected land use or activity (receiver), thereby reducing the noise levels for the receiver. As mentioned previously, the northern section of the bypass has been shifted from its original alignment. This mitigation option has been applied where practicable to meet the project design requirements.
- **Depressing the roadway.** This option places the mainline of the highway below the level of the surrounding terrain to minimize noise impacts. The cost of roadway excavation, additional roadway drainage, and operational changes must be considered. This option already has been applied in a few areas.
- **Managing traffic (detouring trucks, reducing speed, etc.).** Truck and/or speed restrictions may be evaluated as a means to mitigate noise in some extreme cases. Such restrictions are not recommended when in conflict with the intended use of the roadway or when creating unreasonable delay or hardship to the motoring public. Applying these restrictions would be contrary to the project purposes of reducing

congestion on existing US 93 and improving safety. Therefore, this option is not being evaluated further.

- **Constructing noise barriers between traffic and impacted receivers.** The most widely used roadway noise mitigation technique involves the construction of noise barriers. Barriers can consist of walls, berms, or a combination of both. Noise barriers are considered when feasible and reasonable conditions are met. Feasibility has primarily to do with engineering considerations (e.g., a barrier can be built given the topography of the location; a substantial noise reduction can be achieved given certain access, drainage, snow, safety, or maintenance requirements; are other noise sources present in the areas). Reasonableness is a more subjective criterion, which includes, but is not limited to, factors such as amount of noise reduction provided, cost of abatement, views from affected residents, future noise levels, development trends and land use controls, and life cycle of noise abatement benefits.

4.10 WATER RESOURCES

The FEIS study area contains the confluence of four major streams. Two of these four streams fall within the bypass study area: Stillwater River and Ashley Creek. The FEIS described water quality within the watersheds as being generally high to very high. A notable exception was a 13.4-mile (21.5-km) section of Ashley Creek from Airport Road to Smith Lake. Water quality in this creek segment was impaired due to the release of public wastewater effluent from the City of Kalispell.

Major water quality issues associated with the project and discussed in the FEIS included:

- Increased impurities in stormwater runoff from increased traffic flow, increased impervious surface and/or increased maintenance activities.
- Sediment loading during and after construction activities due to the exposure of bare substrate.

The FEIS noted that the corridor passes over water features in an approximately perpendicular manner (as opposed to running longitudinally along them), thereby reducing the opportunity for impacts. The ROD also included commitments to adhere to the Montana Department of Health and Environmental Sciences (MDHES) stormwater management requirements. Therefore, water quality impacts from the build alternatives were expected to be minor.

4.10.1 Changed Conditions

Surface water quality along the proposed Kalispell Bypass continues to be high, although the same section of Ashley Creek from Airport Road to Smith Lake remains on the Montana Department of Environmental Quality's (MDEQ) 303(d) list, meaning that it is still degraded. Upgrades in Kalispell water treatment have been made, but MDEQ's 303(d) report cites dewatering and flow alteration from agriculture as causes for this section to not fully meet recreational use standards.

Additionally, there have been revisions to the National Pollution Discharge Elimination System (NPDES) and Montana Pollutant Discharge Elimination System (MPDES) permit laws to include Municipal Separate Storm Sewer Systems (MS4) Phase II requirements.

4.10.2 Revised Impacts

The 1994 design called for at-grade crossings of the surface waters involving installation of culverts into stream beds. The proposed design change instead proposes bridges at both the northern and southern crossings of Ashley Creek. These bridge designs would span streams and avoid in-stream construction activities, thereby lessening the stream impacts from what was originally proposed.

Areas within the Kalispell City Limits are covered under the MS4 Phase II requirements and MDT is a co-permittee with the City. The design for the project would be consistent with the requirements of the permit and no additional impacts are likely.

4.11 WETLANDS

Field surveys for the FEIS located a total of 28 wetland locations in the Somers to Whitefish project area. Of that total, 9 wetlands were located along the bypass. The FEIS estimated that approximately 4.2 acres (1.7 hectares) of wetlands would be impacted by construction of the bypass.

Wetlands previously identified in the study area were typical of those found in western Montana. About two-thirds of the wetlands had permanent water, typically adjoined a pond or small lake, and were characterized by erect, rooted, herbaceous plants specifically adapted to

growing in water. Approximately one-third of the wetlands were riverine or had a riverine component to them, occurring in or immediately adjacent to rivers or creeks. The remaining wetlands had a forested to scrub/shrub component, characterized by the presence of trees and shrubs typically found in wetland areas.

4.11.1 Changed Conditions

While the current bypass closely follows the 1994 alignment, it has been shifted south at the north end (see **Figure 1.2**). Furthermore, access along the bypass has been revised to improve safety by including six grade-separated interchanges rather than an at-grade facility. The proposed design change also includes two bridge structures over Ashley Creek, which were planned as culverts in the FEIS.

Wetlands were resurveyed in 2004 as part of the *Kalispell Bypass Biological Resources Report* (Carter & Burgess, 2006) to evaluate potential impacts from the proposed design changes. Since 1994 FEIS, wetland areas have diminished in some areas and remained close to the originally observed size in others. The survey identified 10 wetland sites totaling 5.8 acres (2.3 hectares) within the study area (**Figure 4.7**).

4.11.2 Revised Impacts

The proposed bypass would impact four of the ten wetlands identified, totaling 1.20 acres (0.49 hectares) of impacts (see **Table 4.6**). These revised impacts are considerably lower than the FEIS impacts, due to several factors:

- There are no wetlands located in the northern section of the bypass and therefore, the proposed alignment shift at the north end would not result in additional wetland impacts.
- Construction of the proposed grade-separated interchanges would expand the construction footprint, but will not impact additional wetlands.
- The proposed design change includes bridge structures over the two crossings of Ashley Creek that would avoid these previously-impacted wetlands.
- The proposed design changes would considerably reduce impacts to Wetland 9.

FIGURE 4.7 - WATER RESOURCES AND WETLAND LOCATIONS

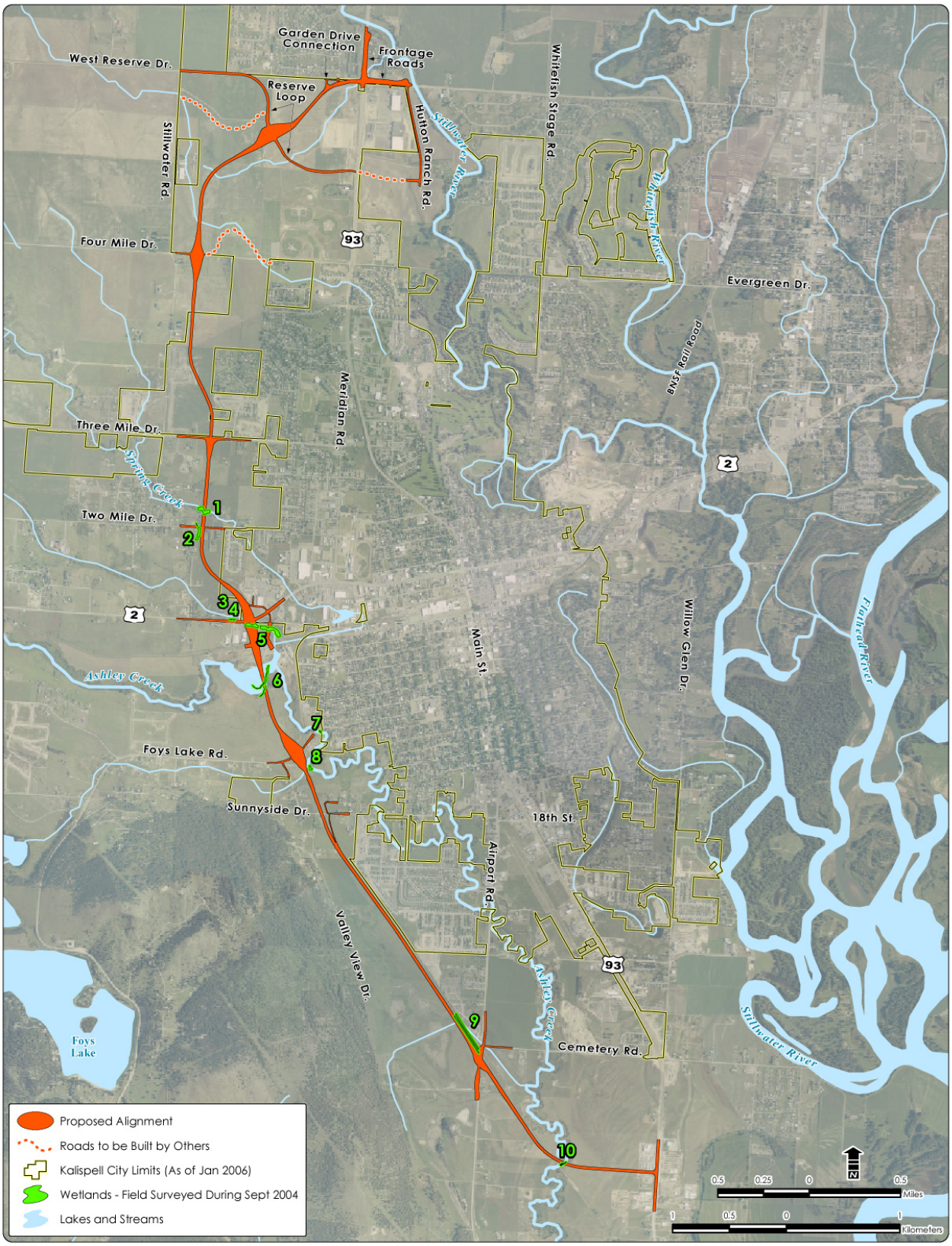


TABLE 4.6 - WETLAND IMPACT SUMMARY OF PROPOSED BYPASS

WETLAND	WETLAND CLASSIFICATION	IMPACT AREA ACRES (HECTARES)
Wetland 1	Scrub/Shrub and Emergent	0.25 (0.10)
Wetland 2	Scrub/Shrub and Emergent	0.04 (0.02)
Wetland 5	Emergent	0.59 (0.24)
Wetland 9	Emergent	0.33 (0.13)
	Total	1.20 (0.49)

Source: Cowardin, L.M. et al. 1979. *Classification of Wetland and Deepwater Habitats of the United States*. United States Fish and Wildlife Service (USFWS), Biological Services Program; FWS/OBS-79/31.

4.12 FISHERIES AND WILDLIFE

Wildlife present within the study area is representative of the intermountain valley type of life zone. Much of the study area has been disturbed from human development leaving various wildlife habitats, such as urban areas, small riparian wetlands, and expanses of agricultural land. All major wildlife groups are represented with semi-aquatic wildlife species potentially occurring in areas containing suitable habitat.

The most extensive aquatic habitat within the study area is Ashley Creek and Spring Creek, both of which are low gradient water bodies occurring within glacial till. Spring Creek is a perennial tributary to Ashley Creek.

Fish species present at Ashley Creek within the study area are mountain whitefish (*Prosopium williamsoni),* rainbow trout (*Oncorhynchus mykiss),* largescale sucker (*Catostomus macrocheilus*), longnose sucker (*Catostomus catostomus*), northern pike (*Esox lucius)*, northern pikeminnow *(Ptychocheilus oregonensis)*, peamouth (*Mylocheilus caurinus)*, redside shiner *(Richardsonius balteatus)*, and yellow perch (*Perca flavescens)*.

4.12.1 Changed Conditions

While the bypass closely follows the alignment proposed in 1994, the current bypass has been shifted south at the north end to parallel the existing power line (see **Figure 1.2**). Furthermore, access along the bypass has been revised to improve safety by including six grade-separated interchanges rather than an at-grade facility. The proposed design change

also includes two bridge structures over Ashley Creek, which were previously planned as culverts in the FEIS.

Although recent residential development throughout the study area has reduced wildlife habit, wildlife conditions generally have not changed since the FEIS.

Both Ashley Creek and Spring Creek were observed in greater detail since the FEIS and were found to contain several various fish species. Fish species present at Ashley Creek within the study area are mountain whitefish (*Prosopium williamsoni),* rainbow trout (*Oncorhynchus mykiss),* largescale sucker (*Catostomus macrocheilus*), longnose sucker (*Catostomus catostomus*), northern pike (*Esox lucius)*, northern pikeminnow *(Ptychocheilus oregonensis)*, peamouth (*Mylocheilus caurinus)*, redside shiner *(Richardsonius balteatus)*, and yellow perch (*Perca flavescens)*. Brook trout (*Salvelinus fontinalis*) is the only species found to occur within Spring Creek. No sensitive fish species are known to occur in either of these streams.

4.12.2 Revised Impacts

The proposed alignment shift at the north end of the bypass corridor would be along an overhead electric transmission line, under which the land has been historically farmed. This property is also currently being developed with residential, commercial, and retail uses. Therefore, the alignment shift would not further impact wildlife habitat in this area. Additionally, while the grade-separated interchanges would require additional right-of-way, the land around these locations is already being urbanized with residential and commercial development. Adding interchanges to these locations, therefore, would not further impact wildlife more than disclosed in the FEIS. Lastly, placing bridge structures over Ashley Creek would provide an improved condition for aquatic species over the conditions disclosed in the FEIS when culverts were planned. Therefore, the proposed bypass would not result in any substantial change to the impacts described in the FEIS.

4.13 FLOODPLAINS

The bypass runs perpendicular to several major drainages that flow into Flathead Lake with regulated, 100-year floodplains. The FEIS discussed potential impacts to the following floodplains:

- Ashley Creek at the Burlington Northern Santa Fe (BNSF) railroad.
- Ashley Creek south of US 2 at Meridian.
- Ashley Creek Tributary at US 2.
- West Spring Creek north of Two Mile Drive.

The 1994 FEIS also contained a number of statements and commitments regarding floodplains to meet the requirements of Executive Order 11988 and 23 CFR 650.

4.13.1 Changed Conditions

Since 1994, the Federal Emergency Management Agency (FEMA) has updated their floodplain mapping and added floodplains. **Figure 4.8** shows the 100-year floodplains listed above, as well as floodplains associated with minor drainages not included in the original FEIS. The current Flood Insurance Rate Maps (FIRM) from FEMA categorizes the 100-year floodplains into different zones. Zone A corresponds to 100-year floodplains determined by approximate methods of analysis, whereas Zone AE includes 100-year floodplains determined by detailed analysis methods, including hydraulic analyses.

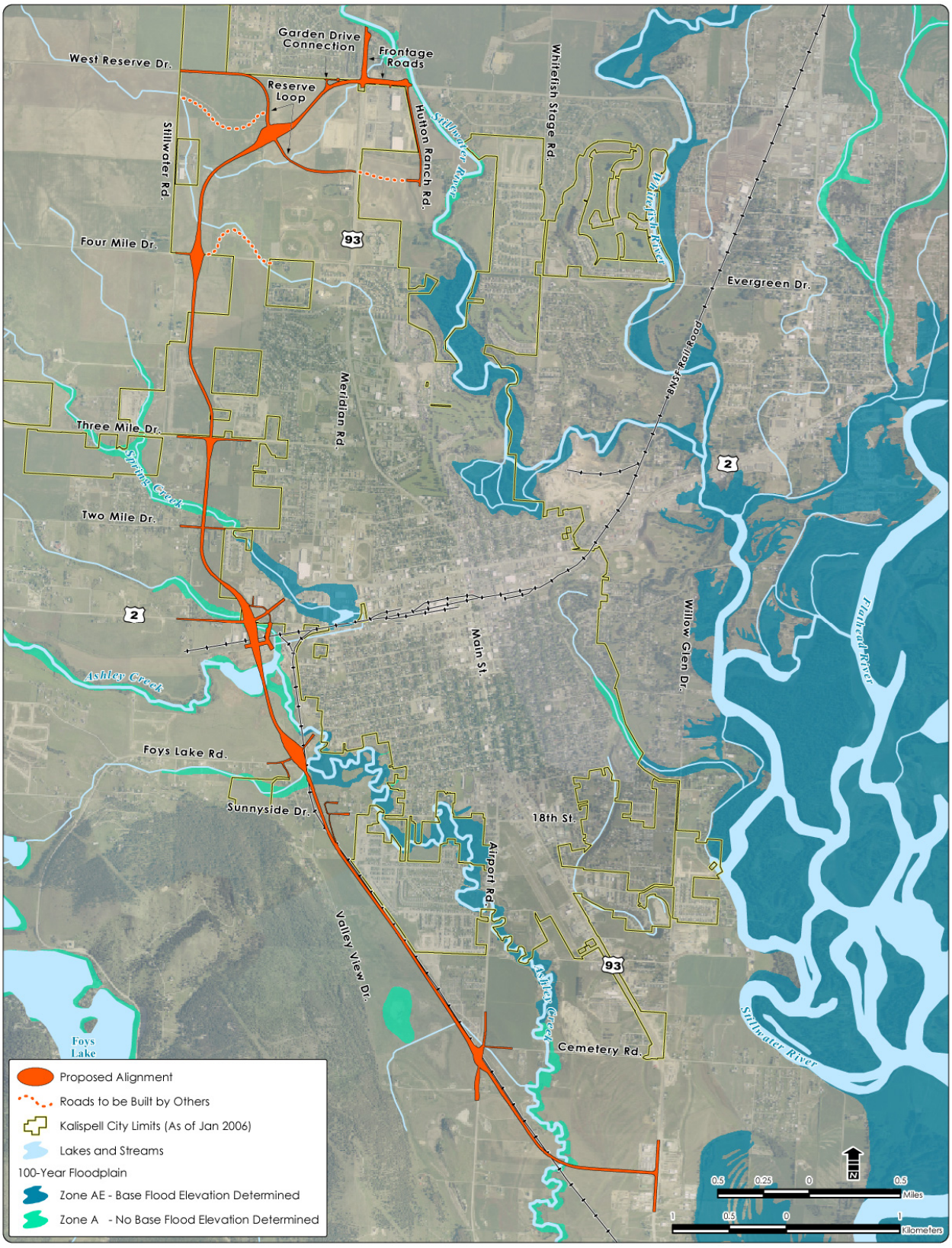
Also, as discussed in **Section 4.5.2**, the proposed bypass has been developed to a greater level of design detail than the conceptual design used in 1994. Therefore, this proposed design change considers additional right-of-way needed for expanded interchanges, intersection improvements, and cut and fill slopes. Adding grade-separated interchanges to the design has also expanded the construction footprint along roads that would cross the bypass (see **Figure 4.8**).

4.13.2 Revised Impacts

In addition to the crossings listed above, the bypass would have a transverse impact of the 100-year floodplains for Foys Lake Creek just south of Foys Lake Road.

The proposed bypass would continue to meet the requirements of 23 CFR 650 and Executive Order 11988. Floodplain hydraulics would not be appreciably changed or modified. Also, flooding risks are negligible since roadway elevations are set above the 100-year flood levels

FIGURE 4.8 - 100-YEAR FLOODPLAINS



based on design requirements. Roadway fill would not be allowed to impact the natural stream channel, and would not be allowed to encroach into floodplains beyond that which would create approximately 0.5-foot (0.2-meter) of standing backwater during a predicted 100-year flood event. The proposed bypass is consistent with local, state, and federal floodplain and water resource programs. All practical measures to minimize harm to the floodplains have been incorporated into the proposed design changes.

4.14 THREATENED AND ENDANGERED SPECIES

During preparation of the FEIS, consultation with the U.S. Fish and Wildlife Service (USFWS) determined that two federally listed species, the American bald eagle (*Haliaeetus leucocephalus*) and American peregrine falcon (*Falco peregrinus anatum*), potentially occurred in the study area, along with nine sensitive species (eight plant species and one bird species).

4.14.1 Changed Conditions

Since the FEIS, the American peregrine falcon has been de-listed and is currently being monitored during its first five years of de-listing. The American bald eagle is still listed. After review of the USFWS list of threatened, endangered, and proposed species that may be present in Montana counties, it was determined the Bull trout (*Salvelinus confluentus*) and proposed critical habitat may potentially occur within the project boundaries. There were no other changes to conditions identified in the FEIS.

4.14.2 Revised Impacts

A Biological Resource Report was prepared for the Kalispell Bypass, which analyzed, in depth, the potential for Bull trout and proposed critical habitat occurring on site (Carter & Burgess 2006). For this analysis the USFWS Dichotomous Key for Making Endangered Species Act Determinations of Effect from *A Framework to Assist in Making Endangered Species Act Determinations of Effect for Individual or Grouped Actions at the Bull Trout Subpopulation Watershed Scale* (USFWS 1998), was applied.

Based on results from the dichotomous key, coordination with USFWS and Montana Fish, Wildlife, and Parks (MFWP), and implementation of specified coordination measures, a *no effect* determination was rendered relative to the Bull trout.

There are no new impacts to other threatened or endangered species from the original FEIS.

4.15 Historic and Cultural Resources

In the bypass study area, the FEIS documented potential impacts to the two following cultural resources that had been determined eligible for the National Register of Historic Places (NHRP) (see **Figure 4.9**):

- **Kalispell-Somers Railroad Spur Line (24FH350) -** Constructed in 1900, this nine-mile spur runs from Somers, Montana, at the north end of Flathead Lake, to its intersection with the former Great Northern railroad on the west side of Kalispell. The bypass was determined to have an adverse effect on this resource.
- **McCormack Farm (24FH277)** - Located on the east side of Valley View Drive, the site is comprised of a salt-box dwelling, chicken house, two barns, and an outhouse. The FEIS indicated that the bypass would not create direct physical impacts to the farm, but could create visual and audible impacts.

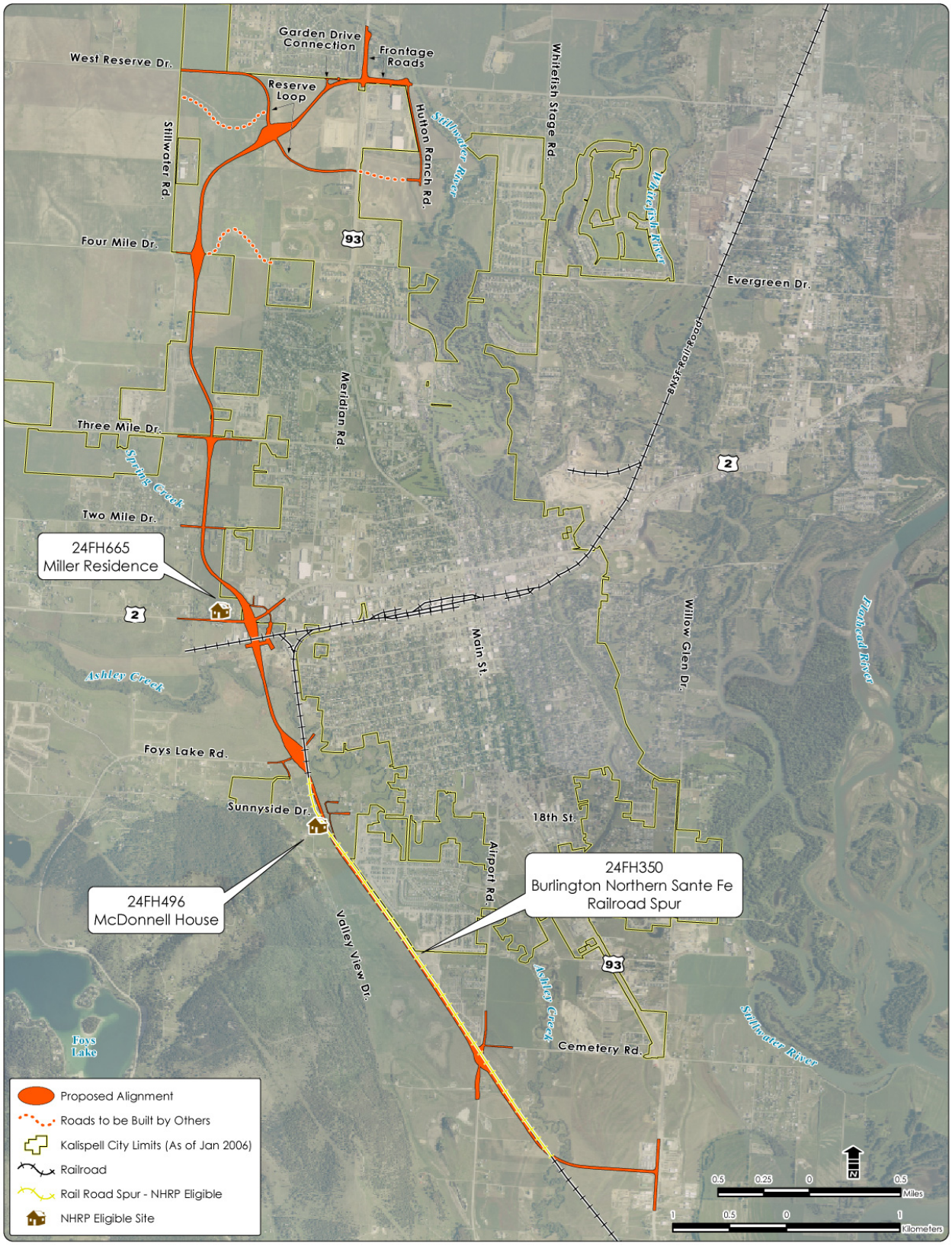
A Memorandum of Agreement (MOA) dated June 13, 1990, included mitigation measures for these impacts. For the McCormack Farm, MDT would conduct monitoring to assess the visual and audible impacts to the site before, during, and after construction. Also, MDT would install a historic marker describing the history and significance of the railroad spur. Because the effects to the railroad spur constituted a Section 4(f) use, the resource is discussed further in **Section 4.22**.

4.15.1 Changed Conditions

Since completion of the FEIS, more recent surveys have been conducted in the study area to account for proposed design changes. *The Cultural Resource Inventory and Assessment of the Kalispell Bypass Project* (Ferguson and McKay 1999) reviewed previous studies and conducted updated research on properties potentially eligible for the NHRP. The study reaffirmed the eligibility of the Kalispell-Somers Railroad Spur line and McCormack Farm, but did not discover new eligible properties.

Since 1999, proposed design changes have necessitated additional study of areas previously not affected. *The Kalispell Bypass Cultural Resource Supplement Report* (Renewable Technologies 2006) evaluated areas within the northern portion of the proposed bypass and at several

FIGURE 4.9 - ELIGIBLE HISTORIC PROPERTIES



interchange areas. The survey documented five historic sites in the study area. Four of these sites are not considered eligible for listing in the NHRP. One property, the Miller Residence (24FH665) had been deemed eligible by the Montana State Historic Preservation Officer in 1994 (see **Figure 4.9**). The supplement report reaffirmed this property's eligibility.

4.15.2 Revised Impacts

The proposed design changes would not alter the previously determined effects to the Kalispell-Somers Railroad Spur Line and McCormack Farm. Construction would remain within existing right-of-way of the railroad spur and conditions outlined in the MOA still would apply. The proposed design changes would not affect the Miller Residence. MDT prepared a supplement to the effect determination it originally prepared for the project. On March 27, 2006, the Montana State Historic Preservation Office (SHPO) concurred with this revised effect determination.

4.16 Parks and Recreation

The FEIS listed these recreational resources located in the study area: the Airport Park; the Soccer Park; and the Ashley Creek Trail. The 1994 bypass would have impacted a 0.25-acre (0.1-hectare) portion of the Ashley Creek Trail, but would not have impacted the Airport and Soccer Parks.

4.16.1 Changed Conditions

The following changed conditions to parks and recreation were observed:

- The soccer park is no longer part of the public parks system. Since the FEIS was released in 1994, several new park and recreational areas have been built. **Figure 4.4** shows these and the parks discussed above.
- A new linear park located on the northwest side of the BNSF Railroad. The park, situated halfway between Sunnyside Drive and Airport Road, functions as a passive park and a buffer between the railroad and a neighboring residential development.
- Two new residential parks located above Three Mile Drive on the east side of the proposed Kalispell Bypass. Each park is approximately 300 feet (90 meters) from the bypass, within a residential development.
- A new sports complex under DNRC ownership. This parcel is located just north of Four Mile Drive and bordered by US 93 and the proposed bypass. It includes 12 soccer fields and other recreational facilities.
- According to the City of Kalispell Planning Director, a proposed high school park is being constructed on the Section 36 property. This 60-acre (24-hectare) parcel is located

beside the above-mentioned sports complex and approximately 800 feet (243 meters) from the Kalispell Bypass alignment.

- The Kalispell Planning Director indicated a new park has been constructed a few hundred feet west of the bypass in the Empire Estates subdivision, located north of Three Mile Drive. The park offers passive recreational opportunities and a playground.

4.16.2 Revised Impacts

Section 4.7 discusses impacts to the Ashley Creek Trail. The bypass would not require land from any other publicly owned park property. Furthermore, it would not substantially impair the features of nearby park properties.

4.17 Hazardous Materials

The FEIS summarized the results of a hazardous materials investigation that involved database searches, past and present land use research, and field review. It documented the presence of six sites along the original bypass alignment that could pose contamination risks during construction.

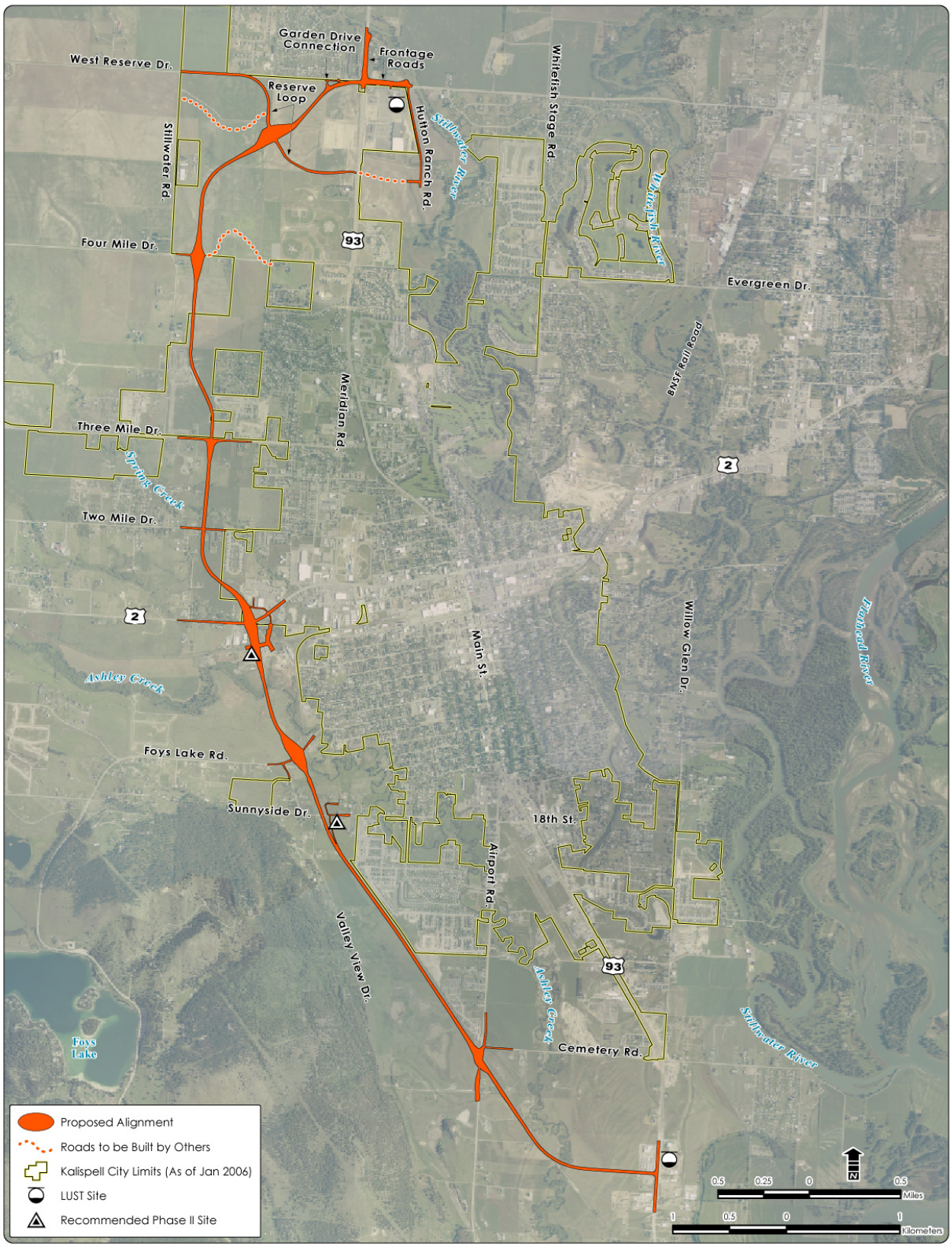
4.17.1 Changed Conditions

Carter & Burgess performed a Phase I Environmental Site Assessment (ESA) of the proposed bypass that is documented in the *Phase I ESA: Proposed Kalispell Bypass Corridor Report* (Carter & Burgess, 2005). The Phase I ESA was performed in general conformance with the scope and limitations of American Society for Testing and Materials (ASTM) International's Standard Practice E 1527. The ESA involved an environmental database search and site inspection. No new hazardous material sites have been identified (see **Section 4.17.2**).

4.17.2 Revised Impacts

A review of environmental regulatory records identified 13 mapped sites within the search distance. None of these, however, appear to warrant further investigation and are unlikely to impact the project. Two sites, the Village Mart at 490 West Reserve Drive and Montana Tractor, Inc., at 3167 Highway 93 South, are Leaking Underground Storage Tank (LUST) sites with a listed regulatory status of OPEN (see **Figure 4.10**). The study recommended that air monitoring for volatile organics be conducted if excavations are performed near these sites.

FIGURE 4.10 - POTENTIAL HAZARDOUS MATERIAL SITES



The site reconnaissance identified two properties along the revised bypass alignment that indicate the possible presence of potentially hazardous materials based upon current or past uses of the properties (see **Figure 4.10**). Both of these had been sites were identified in the 1994 FEIS. The McFarland Pole site, located south of US 2, and a red metal building near the intersection of Ashley Drive and 18th Street, have potential for the presence of hazardous materials. The McFarland Pole site is a former lumber processing facility that may have used hazardous materials or generated hazardous waste during the processing and treatment of wood products. The property near Ashley Drive and 18th Street is currently being used as a shop of some type. Drums with unknown contents and several pieces of equipment are stored behind the building. The Phase I ESA recommended that Phase II ESAs of these two properties be conducted prior to construction of the project. Phase II analysis was not recommended for the other four sites identified in the 1994 EIS. The design changes would not result in impacts to new hazardous materials sites not identified previously.

4.18 VISUAL QUALITY

Short- and long-term visual impacts disclosed in the FEIS were described in terms of views from the roadway and views of the roadway. Short-term visual impacts included stockpiling of excavated material and construction equipment, dust and debris from construction activities, vegetation clearing, and traffic congestion during construction. The Preferred Alternative was identified as having a longer construction period, and, therefore, a longer duration of short-term visual impacts.

The FEIS also identified permanent changes to the visual character of the area from the Preferred Alternative. These include expansion of width of pavement; access that is more organized; cut and fill sections; addition of special design features; addition of landscaping; additional structures; such as retaining walls, guard rails, and bridges; expanded right-of-way; including the clear zone; changes in adjacent land use; expanded billboard control areas; and addition of new roadway.

Mitigation techniques were planned to minimize the visual impact of the project and include:

- Final design will be done in such a manner as to best fit the new highway within the existing topography. This includes contour grading of cut and fill slopes, sensitive design of roadway alignment and profile, and design of roadside signage and lighting.
- Landscape enhancements will utilize only native materials. Care will be taken to avoid installation of species that are palatable to wildlife in areas immediately adjacent to the roadway.
- Slope cutting will be done in such a manner as to be compatible with the adjacent slope. This includes laying the slope back at draws, modifying slope ratios to reflect existing terrain, and rounding at the top and bottom to present a softer transition.
- Design and construction of roadside and median landscape treatments will not produce the desired affect if the maintenance of those features falls short of what is required. MDT will seek assistance from local communities in the maintenance of landscaping features.
- Open road segments in rural areas can be maintained through conventional roadside methods with seasonal mowing and trash pickup. Local groups can also be enlisted to maintain roadsides.
- Special light fixtures will be used in sensitive areas to minimize stray light pollution.

4.18.1 Changed Conditions

Overall, Flathead Valley remains rural in character, but the communities continue to generate a more downtown visual character with increased residential, commercial, and industrial development. Since the FEIS was prepared, 10 years of growth has occurred in Kalispell and along the bypass, giving it a more suburban and urban character. Changes in land uses from agricultural to residential and commercial throughout the bypass corridor have altered local visual expectations. The entire study area is now within the Kalispell Growth Management Area and has continued to suburbanize with additional residential subdivisions and commercial properties. The overall look and feel of the corridor is substantially different from the rural character it once had prior to 1994. Growth and development have permanently altered the visual setting to a more suburban or urban core with higher densities of population and employment centers.

4.18.2 Revised Impacts

Proposed changes to the bypass alignment alone would continue to cause the same short- and long-term visual impacts disclosed in the FEIS. Additionally, by shifting the alignment at the north end south toward the power line, MDT was able to reduce localized noise and visual

impacts to existing residents along Stillwater and West Reserve Drives. Further changes to lower the roadway profile through the Three Mile Drive area also reduced localized noise and visual impacts to surrounding residents.

Design changes to include six new grade-separated interchanges would create a new permanent visual element not considered in the FEIS. The FEIS based the visual analysis on at-grade intersections. Current plans call for the construction of six overpasses that are as much as 35 feet (11 meters) above ground surface. Access ramps and cross road improvements would also occupy a greater area. However, these features are not uncommon expectations for urban roadway corridors. The elevated interchanges are located in specific areas with higher traffic demands resulting from higher density residential and commercial development (at cross roads). Aside from these specific locations, most of the bypass corridor would have the same visual character as considered in the FEIS. Concerns about visual quality raised during the public involvement process regarded the use of low-impact lighting to reduce night-time glare and light pollution.

Design changes to minimize or reduce potential visual impacts from the grade-separated interchanges include:

- Lowering the roadway profile and structure at Three Mile Drive.
- Designing cross roads to cross over the top of the bypass mainline to reduce the overall size of the structure and ramps (Airport Road, Two Mile Drive, Three Mile Drive, and Four Mile Drive).
- Using low-impact lighting.

4.19 ENERGY

The FEIS reported that reduced congestion would decrease vehicular fuel consumption under any build alternative. Construction and maintenance activities would expend fuel. The proposed design change would not result in any substantial change to the energy or resource impacts described in the FEIS.

4.20 IMPLEMENTATION

The proposed design change would not result in any substantial change to the construction impacts described in the FEIS. The project is anticipated to provide the same short-term benefits stemming from construction activities (e.g., hiring of local construction workers, materials purchase).

4.21 CUMULATIVE IMPACTS

The FEIS identified six reasonably foreseeable future actions with an assessment of probable cumulative impact. The actions are summarized below along with an update:

TABLE 4.7 - FORESEEABLE ACTIONS AND UPDATE

ACTION IDENTIFIED IN THE FEIS	CURRENT UPDATE
Big Mountain Expansion	Ongoing and likely to continue through 2009.
Improvements to Big Mountain Road	Difficulties acquiring right-of-way and funding withdrawn in 2003.
Replacement of the Burlington Northern Railroad overpass in Whitefish	Ongoing.
Updating Flathead County Master Plan	Currently updating growth management policy
EIS for US 93 between Evaro and Polson	Supplemental EIS currently being prepared.
EIS for US 2 between Columbia Falls and Hungry Horse	Re-evaluated and approved in 2002.

4.21.1 Changed Conditions

New, reasonably foreseeable development and transportation projects in the vicinity of the bypass not described in the 1994 FEIS include the following:

Development Projects

- Section 36 Plan, Business and Technology Park—Mixed-use development by DNRL between Four Mile Drive and West Reserve Drive with 640 acres (259 hectares) of single family residential, office/professional, school, and recreation uses.
- Empire Estates—80 acres (32 hectares) of residential subdivision at Three Mile Drive and Stillwater Road.
- Single family, 100-acre (40-hectare) development—700 units abutting bypass at US 2 between Appleway Drive and Foys Lake Road.
- Lone Pine—60 acres (24 hectares) with 68 single family units, 0.25 mile west of the bypass south of Foys Lake.

- Ashley Park—Residential development in final phase, east of bypass south of Foys Lake Road.
- Hutton Ranch Plaza—11 acres (7 hectares) of commercial space across 46 acres (19 hectares) on US 93 south of West Reserve Drive. Construction began in the fall of 2005.

Transportation Projects

- US 93, approximately 2.5 miles (4 km) north of Stillwater River – Roadway reconstruction and structure. (US 93, RP 119.1-122.3 [4 km north of Stillwater River-north] and US 93, RP 117.9-119.1 [Stillwater River North])
- MT 35, northeast Kalispell – Intersection upgrade (turn lane)/signals. (MT 35; RP 50.6-50.9 and S-317; RP 4.4-4.5, under construction)
- US 2 – Access control. (US 2, RP 122.8-142.4)
- US 2, west Kalispell – Roadway reconstruction, structure, and slope flattening. (US 2, RP 110.0-119.6)
- SH 206, east Kalispell – Slope flattening and guardrail. (S-206, RP 1.8-2.5)

4.21.2 Revised Impacts

Cumulative effects from the project were evaluated in the 1994 FEIS. As discussed in **Section 4.2**, the proposed design changes are not expected to substantively alter the project's effects on future land use, as reported in the FEIS. Therefore, there are no indications that the changes in bypass design would contribute to new cumulative effects when considered in conjunction with the projects listed above. In addition, a bypass in this location has been envisioned for over a decade and has been an integral part of the planning process for development in the Kalispell area.

4.22 Section 4(f)

The FEIS identified two Section 4(f) resources that would be used by the Kalispell Bypass alignment - the Ashley Creek Trail and the historic Kalispell-Somers Railroad Spur. Mitigation commitments made in the ROD for the historic railroad spur include installation of a historic marker describing the history and significance of the railroad spur.

Mitigation commitments made in the ROD for Ashley Creek included:

1. Purchase property for and build approximately 2,050 feet (625 meters) of relocated trail generally south of Ashley Creek, just south of US 2.

2. Provide for an at-grade signalized intersection across the Kalispell Bypass at US 2.
3. Provide for a grade-separated bike path crossing adjacent to and on the south side of Ashley Creek as it crosses the Kalispell Bypass just south of US 2. Usage by equestrians will be provided if possible.
4. Connect the Ashley Creek Trail with the new bike lane along the Kalispell Bypass.
5. Provide approximately 5.22 acres (2.1 hectares) of property to Flathead County Parks. This acreage is planned for at least partial use as parking and a trailhead facility to compensate for the approximately 0.25-acre (0.1-hectare) of Section 4(f) land converted from a recreational use. If the appraised value of the replacement land is less than the appraised value of the impacted property, additional property to make up the difference will be provided to Flathead County Parks as replacement property.

4.22.1 Changed Conditions

There are no new Section 4(f) resources in the study area.

4.22.2 Revised Impacts

The proposed design changes would not result in use of new 4(f) resources not reported in the FEIS. The proposed use of Ashley Creek Trail and Kalispell-Somers Railroad Spur (see **Section 1.15**) would not change. MDT would adhere to the mitigation commitments listed in the FEIS for these resources.