### 3rd Quarter 2014

**MDT**

**PROGRESS REPORT**

**US 93**

**Construction Projects**

**Note:** As design advances, cost estimates become more accurate. For updates or corrections please call 444-9342. Please see explanatory footnotes on back of this page.

![US 93 South - Hamilton to Lolo Corridor Segment (Active)](image)

<table>
<thead>
<tr>
<th>Project Area</th>
<th>New Construction/Planned Improvement</th>
<th>Contracting Date</th>
<th># of Lanes</th>
<th>Project Length</th>
<th>Design Phase</th>
<th>Construction</th>
<th>Right of Way Acquisition</th>
<th>Utility Moves (State Share)</th>
<th>Status</th>
<th>Cost</th>
<th>Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conner North &amp; South</td>
<td>2-Lane</td>
<td>Beyond 2018</td>
<td>4/5 - Lane</td>
<td>9.0 miles</td>
<td>40% Complete</td>
<td>$1,450,000</td>
<td>$700,000</td>
<td>Undetermined</td>
<td></td>
<td>$1,255,000</td>
<td>$5,286,316</td>
</tr>
<tr>
<td>Bear Creek South</td>
<td>4/5 - Lane</td>
<td>Awarded September 2010</td>
<td>4/5 - Lane</td>
<td>2.6 Miles</td>
<td>Complete</td>
<td>$710,000</td>
<td>$630,000</td>
<td>$202,379</td>
<td>Complete</td>
<td>$6,944,961</td>
<td>$10,062</td>
</tr>
<tr>
<td>Bear Creek North</td>
<td>4/5 - Lane</td>
<td>Awarded April 2011</td>
<td>4/5 - Lane</td>
<td>2.3 Miles</td>
<td>Complete</td>
<td>$390,000</td>
<td>$600,000</td>
<td>$202,379</td>
<td>Complete</td>
<td>$7,677,509</td>
<td>$7,670</td>
</tr>
<tr>
<td>Victor Urban North</td>
<td>4/5 - Lane</td>
<td>Awarded August 2010</td>
<td>4/5 - Lane</td>
<td>1.4 Miles</td>
<td>Complete</td>
<td>$170,000</td>
<td>$250,000</td>
<td>$202,379</td>
<td>Complete</td>
<td>$7,440,551</td>
<td>$7,440</td>
</tr>
<tr>
<td>Victor Urban South</td>
<td>4/5 - Lane</td>
<td>Awarded 2009</td>
<td>4/5 - Lane</td>
<td>0.6 Miles</td>
<td>Complete</td>
<td>$450,000</td>
<td>$200,000</td>
<td>$1,769,789</td>
<td>Complete</td>
<td>$1,438,338</td>
<td>$1,438</td>
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<tr>
<td>Bell Crossing North &amp; South</td>
<td>4/5 - Lane</td>
<td>Awarded 2009</td>
<td>4/5 - Lane</td>
<td>1.4 Miles</td>
<td>Complete</td>
<td>$450,000</td>
<td>$200,000</td>
<td>$2,797,336</td>
<td>Complete</td>
<td>$5,286,316</td>
<td>$5,286</td>
</tr>
</tbody>
</table>

- **NEW CONSTRUCTION/PLANNED IMPROVEMENT:** Includes recent construction progress and planned improvements.
- **PROJECT LENGTH:** Length of the project in miles.
- **CONTRACTING DATE:** Date the project was contracted.
- **ENVIRONMENTAL IMPACT STATEMENT:** Information on the status of environmental impact statements.
- **UTILITY MOVES (STATE SHARE):** Details on utility moves and their cost.
- **RIGHT OF WAY ACQUISITION:** Information on right of way acquisition.
- **CONSTRUCTION:** Details on the design of the project.
- **COST:** Budget and cost information.

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**Submit Status**

- **Sec. 404/.401**
  - Not Submitted
  - Complete

- **Bio Assessment**
  - Complete

- **Stream Pres Act**
  - Not Submitted
  - Complete

- **Traffic Volumes (AADT)**
  - 1,290
  - 10,062

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**MDT-Design Mgr/Consultant/Contractor**

- Squires Priebe Priebe Priebe Priebe Malone
- MDT WGM Group WGM Group WGM Group Robert Peccic & Ass.
- N/A Jensen Schellinger Const Schellinger Const Jensen

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EXPLANATORY FOOTNOTES
(1) Construction costs include construction engineering fees.
(2) AADT calculated using 2012 Weighted Annual Average Daily Traffic Form.
(3) The date the project is awarded to the Contractor. Tentative depending on right-of-way acquisition.
# 3rd Quarter 2014 PROGRESS REPORT US 93 Construction Projects

**Note:** As design advances, cost estimates become more accurate. For updates or corrections please call 444-9342. Please see explanatory footnotes on back of this page.

<table>
<thead>
<tr>
<th>Project Location</th>
<th>Length (Miles)</th>
<th>Contracting Date</th>
<th>Current Status</th>
<th>Cost (1)</th>
<th>Utility Moves (2)</th>
<th>Right of Way Acquisition (3)</th>
<th>Construction (4)</th>
<th>MDT-Design Mgr/Consultant/Contractor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton-North of Woodside</td>
<td>4.6</td>
<td>Awarded November 2007</td>
<td>100% Complete</td>
<td>$1,600,000</td>
<td>$1,416,413</td>
<td>$4,000,000</td>
<td>$17,009,522</td>
<td>Priebe, Helvik, Malone, Malone, Malone, Malone, Malone, Martin, Martin, Martin</td>
</tr>
<tr>
<td>Bitterroot River Bridge (Silver Bridge)</td>
<td>N/A</td>
<td>Awarded February 2005</td>
<td>Complete</td>
<td>$950,000</td>
<td>(NA) (1)</td>
<td>$4,500,000</td>
<td>$4,744,266</td>
<td>WGM Group, WGM Group, Robert Peccia &amp; Ass., Schellinger Const, Schellinger Const, Schellinger Const, Forsgren, Forsgren, Forsgren, JTL</td>
</tr>
<tr>
<td>Indian Prairie Loop North &amp; South</td>
<td>2.1</td>
<td>Awarded August 2009</td>
<td>100% Complete</td>
<td>$380,000 (5)</td>
<td>see Bell Crossing</td>
<td>$600,000</td>
<td>$8,600,000</td>
<td>Forsgren, Forsgren, Forsgren</td>
</tr>
<tr>
<td>St Marys Rd North &amp; South</td>
<td>1.8</td>
<td>Awarded July 2009</td>
<td>Complete</td>
<td>$550,000 (5)</td>
<td>see Bell Crossing</td>
<td>$250,000</td>
<td>$8,900,000</td>
<td>Forsgren, Forsgren, Forsgren</td>
</tr>
<tr>
<td>Stevensville Wye North</td>
<td>1.8</td>
<td>Awarded Mach 2008</td>
<td>Complete</td>
<td>$1,075,000</td>
<td>$886,753</td>
<td>$2,000,000</td>
<td>$11,710,968</td>
<td>Forsgren, Forsgren, Forsgren</td>
</tr>
<tr>
<td>N of Stevensville Wye- Florence</td>
<td>6.0</td>
<td>Awarded June 2004</td>
<td>Complete</td>
<td>$1,485,000</td>
<td>$962,922</td>
<td>$350,000</td>
<td>$12,182,618</td>
<td>Forsgren, Forsgren, Forsgren</td>
</tr>
<tr>
<td>Florence-Eastside Hwy</td>
<td>1.0</td>
<td>Awarded May 1998</td>
<td>Complete</td>
<td>$40,000</td>
<td>$127,810</td>
<td>$200,000</td>
<td>$1,075,000</td>
<td>Forsgren, Forsgren, Forsgren</td>
</tr>
<tr>
<td>Florence North</td>
<td>2.2</td>
<td>Awarded January 2000</td>
<td>Complete</td>
<td>$90,000</td>
<td>$61,242</td>
<td>$150,000</td>
<td>$2,819,244</td>
<td>Forsgren, Forsgren, Forsgren</td>
</tr>
<tr>
<td>Lolo South</td>
<td>5.6</td>
<td>Awarded November 1999</td>
<td>Complete</td>
<td>$300,000</td>
<td>$158,889</td>
<td>$500,000</td>
<td>$8,297,576</td>
<td>Forsgren, Forsgren, Forsgren</td>
</tr>
</tbody>
</table>

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EXPLANATORY FOOTNOTES

(1) Contracted Environmental Impact Statement does not include in-house costs. The Environmental Impact Statement covers the entire corridor.
(2) Rough estimate
(3) Construction costs include construction engineering fees.
(4) AADT calculated using 2012 Weighted Annual Average Daily Traffic Form.
(5) The date the project is awarded to the Contractor.
## US 93 - Evaro to Polson Corridor Segment (Sheet 1)

### NEW CONSTRUCTION/PLANNED IMPROVEMENT

<table>
<thead>
<tr>
<th>Section</th>
<th>Project</th>
<th>Length</th>
<th>Contracting Date</th>
<th>Re-evaluation Date</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaro - McClure Rd</td>
<td>3-Lane</td>
<td>4.6 miles</td>
<td>Awarded August 2008</td>
<td>Complete October 2001</td>
<td>Complete</td>
</tr>
<tr>
<td>McClure Rd-North End of Arlee</td>
<td>3-Lane</td>
<td>5.6 miles</td>
<td>Awarded October 2008</td>
<td>Complete October 2001</td>
<td>Complete</td>
</tr>
<tr>
<td>North End of Arlee-White Coyote Road</td>
<td>3-Lane</td>
<td>1.5 miles</td>
<td>Awarded October 2004</td>
<td>Complete October 2001</td>
<td>Complete</td>
</tr>
<tr>
<td>White Coyote Road-South Ravalli</td>
<td>3-Lane</td>
<td>6.7 miles</td>
<td>Awarded February 2006</td>
<td>Complete October 2001</td>
<td>Complete</td>
</tr>
<tr>
<td>South Ravalli-Med Tree-Int Center</td>
<td>2-Lane past Ravalli then 3-Lane</td>
<td>4.7 miles</td>
<td>Awarded April 2006</td>
<td>Complete October 2001</td>
<td>Complete</td>
</tr>
<tr>
<td>Med Tree-Red Horn Rd</td>
<td>3-Lane</td>
<td>5.4 miles</td>
<td>Awarded April 2006</td>
<td>Complete October 2001</td>
<td>Complete</td>
</tr>
</tbody>
</table>

### PROJECT LENGTH

- 3-Lane: 4.6 miles
- 3-Lane to Arlee: 5.6 miles
- 4-Lane through Arlee: 1.5 miles
- 3-Lane to Ravalli: 6.7 miles
- 2-Lane past Ravalli then 3-Lane: 4.7 miles
- 3-Lane: 5.4 miles

### CONTRACTING DATE

- Awarded August 2008
- Awarded October 2008
- Awarded October 2004
- Awarded February 2006
- Awarded April 2006
- Awarded April 2006

### COST

#### Environmental Impact Statement For Evaro to Polson

- Complete October 2001

#### CONSTRUCTION DESIGN (1)

- Complete October 2001

#### UTILITY MOVES (STATE SHARE)

- Complete October 2001

#### RIGHT OF WAY ACQUISITION (2)

- Complete October 2001

#### CONSTRUCTION (2)

- Complete October 2001

### ULTIMATE COSTS

- $3,138,623
- $1,725,780
- $1,245,892
- $1,865,288
- $1,415,897
- $939,752

- $2,847,834
- $1,072,590
- $618,128
- $1,180,000
- $800,000
- $530,000

- $1,440,000
- $2,280,000
- $1,066,000
- $1,350,000
- $1,150,000
- $1,350,000

- $31,043,890
- $17,739,618
- $8,320,692
- $20,287,206
- $23,666,116
- $20,960,068

### Submit date

- Sec. 404/.401
  - Complete
- Bio Assessment
  - Complete
- Stream Pres Act
  - Complete

### TRAFFIC (AADT)

- 6,650
- 6,460
- 7,050
- 7,050
- 5,840
- 5,900

### MDT-Design Mgr/Consultant/Contractor

- Lloyd
- Lloyd
- Lloyd
- Lloyd
- Lloyd
- Lloyd

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EXPLANATORY FOOTNOTES

(1) Cost of design and SEIS contracts, does not include $6,036,146 Design Management Contract.

(2) Includes %'s for construction engineering and contingencies. The Construction costs for projects which have been awarded include the actual construction cost plus a % for construction engineering.

(3) These costs do not include Relocation costs.

(4) AADT calculated using 2012 Weighted Annual Average Daily Traffic Form.

(5) The date the project is awarded to the Contractor.
### US 93 - Evaro to Polson Corridor Segment

**Project Details:**

<table>
<thead>
<tr>
<th>Segment</th>
<th>Length</th>
<th>Design Phase</th>
<th>Traffic (AADT)</th>
<th>Contractor</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 93 North Post Creek Hill</td>
<td>3.2 miles</td>
<td>Undetermined</td>
<td>6,210</td>
<td>Lloyd</td>
</tr>
<tr>
<td>Ninepipes</td>
<td>4.8 miles</td>
<td>Undetermined</td>
<td>6,230</td>
<td>Lloyd</td>
</tr>
<tr>
<td>Ronan - Urban</td>
<td>3.7 miles</td>
<td>0% Complete</td>
<td>9,630</td>
<td>Lloyd</td>
</tr>
<tr>
<td>Spring Creek Rd-Minesinger Trail</td>
<td>7.3 miles</td>
<td>0% Complete</td>
<td>9,120</td>
<td>Lloyd</td>
</tr>
<tr>
<td>Mud Creek Structures</td>
<td>0.37 miles</td>
<td>0% Complete</td>
<td>8,750</td>
<td>Lloyd</td>
</tr>
<tr>
<td>Minesinger Trail-MT 35</td>
<td>3.2 miles</td>
<td>100% Complete</td>
<td>8,830</td>
<td>Lloyd</td>
</tr>
<tr>
<td>Poison East</td>
<td>1.0 mile</td>
<td>100% Complete</td>
<td>3,610</td>
<td>Riverside</td>
</tr>
</tbody>
</table>

**Environmental Impact Statement:**
- Evaro to Poison
- Complete May 2008
- Re-evaluation Complete October 2001
- EA Complete

**Construction Costs:**
- CONSTRUCTION DESIGN ($): $2,342,981
- RIGHT OF WAY ACQUISITION ($): $25,000,000

**Project Status:**
- Sec. 404/401 Status: Not Submitted
- Bio Assessment Status: Not Submitted
- Stream Pres Act Status: Not Submitted

**Notes:**
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- Please see explanatory footnotes on back of this report.

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EXPLANATORY FOOTNOTES
(1) Cost of design, does not include $6,036,146 Design Management Contract and SEIS contracts.
(2) Includes %’s for construction engineering and contingencies. The construction costs for projects which have been awarded include the actual construction cost plus a % for construction engineering.
(3) These costs are estimates and do not include Relocation costs.
(4) AADT calculated using 2012 Weighted Annual Average Daily Traffic Form.
(5) Ronan - Urban Construction Design does not include SEIS.
(6) The date the project is awarded to the Contractor. Tentative depending on right-of-way acquisition.
**US 93 North - Somers to Whitefish Corridor Segment**

### NEW CONSTRUCTION/ PLANNED IMPROVEMENT
- **Somers-Ashley Creek South**: Divided 4-Lane
- **Somers-Ashley Creek North**: Divided 4-Lane
- **Ashley Creek Kalispell**: 5-Lane
- **Courthouse Couplet Kalispell**: 5-Lane
- **Grandview North**: 5-Lane
- **Stillwater River North**: Divided 4-Lane
- **4km North of Stillwater North**: Mostly 5-Lane

### PROJECT LENGTH
- **Somers-Ashley Creek South**: 2.8 miles
- **Somers-Ashley Creek North**: 2.6 miles
- **Ashley Creek Kalispell**: 2.7 miles
- **Courthouse Couplet Kalispell**: 0.3 miles
- **Grandview North**: 2.7 miles
- **Stillwater River North**: 1.2 miles
- **4km North of Stillwater North**: 3.6 miles
- **Montana 40 South**: 2.9 miles
- **Montana 40 North**: 1.5 miles

### CONTRACTING DATE
- **Somers-Ashley Creek South**: Awarded June 1999
- **Somers-Ashley Creek North**: Awarded May 2000
- **Ashley Creek Kalispell**: Awarded February 2004
- **Courthouse Couplet Kalispell**: Beyond 2018
- **Grandview North**: Awarded April 1996
- **Stillwater River North**: Awarded April 2008
- **4km North of Stillwater North**: Awarded July 2006
- **Montana 40 South**: Awarded April 1996
- **Montana 40 North**: Awarded June 1997

### ENVIRONMENTAL IMPACT STATEMENT FOR SOMERS TO WHITEFISH
- **Submitted Date**: None Required
- **Status**: None Required

### CONSTRUCTION/DESIGN
- **Cost**:
  - **Environmental Impact Statement For Somers to Whitefish**: $137,500 (100% Complete)
  - **Construction**: $212,500 (100% Complete)
  - **Utility Moves**: $743,576 (100% Complete)
  - **Right of Way**: $350,000 (100% Complete)
  - **Construction**: $4,900,000 (100% Complete)

### UTILITIES MOVES
- **Cost**:
  - **Environmental Impact Statement For Somers to Whitefish**: $150,000 (100% Complete)
  - **Construction**: $572,000 (100% Complete)
  - **Utility Moves**: $1,628,470 (100% Complete)
  - **Right of Way**: $1,000,000 (est.) (100% Complete)
  - **Construction**: $15,789,042 (100% Complete)

### TRAFFIC (AADT)
- **Traffic**: 12,511 to 23,175

### MDT-DESIGN MGR/CONSULTANT/CONTRACTOR
- **Bente**: Carter-Burgess, Forsgren
- **Bente**: RPA
- **Bente**: Morrison-Maierle, Carter-Burgess
- **Bente**: Schellinger Construction, Knife River-Kali

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EXPLANATORY FOOTNOTES

(1) Because of concerns with proposed right-of-way acquisition of a developed golf course property, it was agreed, after discussion with the Advisory Committee, to extend the northern terminus of the Grandview-North project 3000 feet. This 3000 feet will now be constructed to a five lane design. Project costs have been adjusted through a work order change approved at the June 5, 1996 Commission Meeting.

review ("plan-in-hand").

(2) Stillwater River North & 4km North of Stillwater North segments were the result of splitting Stillwater River North into two segments. Environmental Document costs reflected indicate total cost for both segments.

(3) Somers-ASHLEY Creek North and South were split due to right-of-way Acquisition problems on the northern section.

(4) Construction costs include construction engineering fees.

(5) The date the project is awarded to the Contractor.

(6) Ashley Creek-Kalispell & Courthouse Couplet-Kalispell segments were the result of splitting Ashley Creek-Kalispell into two segments. Environmental Documents costs reflected indicate total cost for both segments.

(7) AADT calculated using 2012 Weighted Annual Average Daily Traffic Form.
### US 93 - Kalispell Bypass Corridor Segment (South)

- **New Bikepath Facility**: Interim 2-Lane
- **Interchange**: Foys Lake Rd Interchange
- **Total Length**: 1.0 mile
- **Design Completion**: Complete
- **Cost**: $20,000
- **Utility Moves**: $0
- **Right of Way**: 100% Complete
- **Sec. 404/401提交日期**: N/A
- **Biological Assessment提交日期**: N/A
- **Stream Pres Act提交日期**: N/A
- **Traffic (AADT)**: 3,150
- **MDT-Design Mgr/Consultant/Contractor**: Bente Stelling Engineering Knife River

### US 93 Bikepath Connection
- **Location**: Kalispell
- **New Construction/Planned Improvement**: Interim 2-Lane
- **Length**: 1.0 mile
- **Contraction Date**: Awarded August 2010
- **Design Completion**: 100% Complete
- **Cost**: $20,000
- **Utility Moves**: $0
- **Right of Way**: 100% Complete
- **Sec. 404/401提交日期**: Not Submitted
- **Biological Assessment提交日期**: Complete
- **Stream Pres Act提交日期**: Complete
- **Traffic (AADT)**: 3,150
- **MDT-Design Mgr/Consultant/Contractor**: Bente Stelling Engineering Knife River

### US 93 to Airport Rd
- **Location**: Kalispell
- **New Construction/Planned Improvement**: Interim 2-Lane
- **Length**: 1.5 miles
- **Contraction Date**: Awarded December 2009
- **Design Completion**: 100% Complete
- **Cost**: $1,300,000
- **Utility Moves**: $100,000
- **Right of Way**: 100% Complete
- **Sec. 404/401提交日期**: Complete
- **Biological Assessment提交日期**: Complete
- **Stream Pres Act提交日期**: Complete
- **Traffic (AADT)**: 4,670
- **MDT-Design Mgr/Consultant/Contractor**: Bente Stelling Engineering Knife River

### Airport Rd to Foys Lake Rd
- **Location**: Kalispell
- **New Construction/Planned Improvement**: Interim 2-Lane
- **Length**: 1.5 miles
- **Contraction Date**: Awarded November 2009
- **Design Completion**: 100% Complete
- **Cost**: $600,000
- **Utility Moves**: $50,000
- **Right of Way**: 100% Complete
- **Sec. 404/401提交日期**: Complete
- **Biological Assessment提交日期**: Complete
- **Stream Pres Act提交日期**: Complete
- **Traffic (AADT)**: 3,520
- **MDT-Design Mgr/Consultant/Contractor**: Bente Stelling Engineering Knife River

### Airport & Foys Lake Interchange
- **Location**: Kalispell
- **New Construction/Planned Improvement**: Two Interchanges (two locations)
- **Length**: 0.3 miles each
- **Contraction Date**: Awarded November 2009
- **Design Completion**: 55% Complete
- **Cost**: $2,937,270
- **Utility Moves**: $250,000
- **Right of Way**: 100% Complete
- **Sec. 404/401提交日期**: Complete
- **Biological Assessment提交日期**: Complete
- **Stream Pres Act提交日期**: Complete
- **Traffic (AADT)**: 4,370
- **MDT-Design Mgr/Consultant/Contractor**: Bente Stelling Engineering KLJ Ames Construction

### Foys Lake Rd to US 2
- **Location**: Kalispell
- **New Construction/Planned Improvement**: Interim 2-Lane
- **Length**: 1.0 mile
- **Contraction Date**: Awarded November 2009
- **Design Completion**: 100% Complete
- **Cost**: $1,300,000
- **Utility Moves**: $250,000
- **Right of Way**: 100% Complete
- **Sec. 404/401提交日期**: Complete
- **Biological Assessment提交日期**: Complete
- **Stream Pres Act提交日期**: Complete
- **Traffic (AADT)**: 5,680
- **MDT-Design Mgr/Consultant/Contractor**: Bente Stelling Engineering Ames Construction

### Note:
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EXPLANATORY FOOTNOTES

(1) Construction costs include construction engineering fees.
(2) The date the project is awarded to the Contractor. Tentative depending on right-of-way acquisition.
(3) Construction costs for Airport Rd to Foys Lake Rd and Foys Lake Rd to US 2 are combined to total $13,413,412.
(4) R/W 100% complete for 2-lane build-out. 2 property owners haven’t sold for 4-lane build-out.
(5) 2012 AADT is an average of 4 legs of intersection.
(6) AADT calculated using 2012 Weighted Annual Average Daily Traffic Form.
### NEW CONSTRUCTION/PLANNED IMPROVEMENT

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Length</th>
<th>Contracting Date</th>
<th>Construction Design</th>
<th>Utility Moves</th>
<th>Right of Way</th>
<th>Cost</th>
<th>Design Included in Main Project</th>
<th>State Share</th>
<th>Right of Way Acquired on Other Projects</th>
<th>Construction Status</th>
<th>TRAFFIC (AADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interchange</td>
<td>0.3 miles</td>
<td>Beyond 2018</td>
<td>Re-evaluation</td>
<td>$300,000</td>
<td>$2,947,874</td>
<td>55% Complete</td>
<td>Complete</td>
<td>2,947,874</td>
<td>$2,947,874</td>
<td>0% Complete</td>
<td>10,170</td>
</tr>
<tr>
<td>3-Lane w/ signalization</td>
<td>0.5 miles</td>
<td>Re-evaluation</td>
<td>Complete</td>
<td>100% Complete</td>
<td>0% Complete</td>
<td>100% Complete</td>
<td>Complete</td>
<td>3,673,866</td>
<td>100% Complete</td>
<td>12,420</td>
<td></td>
</tr>
<tr>
<td>4-Lane (with ramp connections &amp; signal installation)</td>
<td>1.2 miles</td>
<td>New Re-evaluation</td>
<td>Complete</td>
<td>70% Complete</td>
<td>0% Complete</td>
<td>100% Complete</td>
<td>Complete</td>
<td>14,500,000</td>
<td>0% Complete</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>2-Lane (overpass, ramps)</td>
<td>0.3 miles</td>
<td>Re-evaluation</td>
<td>Complete</td>
<td>100% Complete</td>
<td>0% Complete</td>
<td>0% Complete</td>
<td>Complete</td>
<td>3,978,598</td>
<td>60% Complete</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>2-Lane (w/ ramps, noise walls &amp; pedestrian tunnel)</td>
<td>1.8 miles</td>
<td>Re-evaluation</td>
<td>Complete</td>
<td>99% Complete</td>
<td>60% Complete</td>
<td>0% Complete</td>
<td>Complete</td>
<td>$13,300,000</td>
<td>0% Complete</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

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EXPLANATORY FOOTNOTES

(1) Construction costs include construction engineering fees.
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(4) Utility costs for US 2-Three Mile, Three Mile-Reserve Loop, Reserve Loop-US 93, and Three Mile Drive are combined to estimated total $587,000 (Utility costs do not include staff time).
(5) Right-of-Way costs for US 2-Three Mile, Three Mile-Reserve Loop, Reserve Loop-US 93, and Three Mile Drive are combined to total $18,635,952.
(6) 2012 AADT is an average of 3 legs of intersection.
(7) 2012 AADT is an Average of the count sites West and East of the KBP.
(8) AADT calculated using 2012 Weighted Annual Average Daily Traffic Form.
### NEW CONSTRUCTION:

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>New 2-Lane</td>
<td>New 2-Lane</td>
<td>4-Lane (reconstruction of intersection, ramps, signal installation &amp; new road connection)</td>
</tr>
</tbody>
</table>

### PLANNED IMPROVEMENT

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>New 2-Lane</td>
<td>New 2-Lane</td>
<td>4-Lane (reconstruction of intersection, ramps, signal installation &amp; new road connection)</td>
</tr>
</tbody>
</table>

### PROJECT LENGTH

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.4 Miles</td>
<td>0.4 Miles</td>
<td>0.6 Miles</td>
</tr>
</tbody>
</table>

### CONTRACTING DATE (2)

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>Awarded May 2007</td>
<td>Awarded 2011</td>
<td>Awarded July 2013</td>
</tr>
</tbody>
</table>

### CONSTRUCTION

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>$413,700</td>
<td>$332,000</td>
<td>$300,000</td>
</tr>
</tbody>
</table>

### DESIGN

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 % Complete</td>
<td>100 % Complete</td>
<td>100 % Complete</td>
</tr>
</tbody>
</table>

### UTILITY MOVES (STATE SHARE)

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>$492,000</td>
<td>$500,000</td>
<td>$587,000 (1)</td>
</tr>
</tbody>
</table>

### RIGHT OF WAY (3)

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>$7,639,866</td>
<td>$1,081,242</td>
<td>$18,635,952</td>
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</tbody>
</table>

### CONSTRUCTION (4)

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5,499,268</td>
<td>$3,714,167</td>
<td>$6,732,024 (bid)</td>
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</table>

### ENVIRONMENTAL IMPACT STATEMENT FOR KALISPELL BYPASS

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>Re-evaluation Complete July 2006</td>
<td>Re-evaluation Complete July 2006</td>
<td>Re-evaluation Complete April 2012</td>
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</tbody>
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### COST

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>$300,000</td>
<td>100 % Complete</td>
<td>100 % Complete</td>
</tr>
</tbody>
</table>

### BIO ASSESMENT

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### STREAM PRES ACT

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete</td>
<td>Complete</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### TRAFFIC (AADT) (6)

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,075 (1)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### MDT-DESIGN MGR/CONSULTANT/CONTRACTOR

<table>
<thead>
<tr>
<th>Kalispell</th>
<th>Reserve Drive South</th>
<th>Reserve Loop to US 93</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bente</td>
<td>Bente</td>
<td>Bente</td>
</tr>
</tbody>
</table>

Note: As design advances, cost estimates become more accurate. For updates or corrections please call 444-9342. Please see explanatory footnotes on back of this page.

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(4) Utility costs for US 2·Three Mile, Three Mile-Reserve Loop, Reserve Loop-US 93, and Three Mile Drive are combined to estimated total $587,000.

Utility costs do not include staff time.

(5) Right-of-Way costs for US 2·Three Mile, Three Mile-Reserve Loop, Reserve Loop-US 93, and Three Mile Drive are combined to total $18,635,952.

(6) AADT calculated using 2012 Weighted Annual Average Daily Traffic Form.
### US 93 Supplemental - Miscellaneous Projects Throughout Corridor

#### NEW CONSTRUCTION/EXISTING IMPROVEMENT

<table>
<thead>
<tr>
<th>Description</th>
<th>North</th>
<th>North of Desmet Interchange - North</th>
<th>Turn Bays - Ninepipe</th>
<th>Whitefish Urban</th>
<th>Whitefish West</th>
<th>Karrow to Mountainside</th>
<th>Mountainside to MP 133</th>
<th>Eureka North</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT LENGTH</td>
<td></td>
<td>0.7 mile</td>
<td>3.16 miles</td>
<td>0.9 mile</td>
<td>0.95 mile</td>
<td>0.58 mile</td>
<td>1.22 miles</td>
<td>N/A</td>
</tr>
<tr>
<td>COST</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CONSTRUCTION</td>
<td></td>
<td>$350,000</td>
<td>$510,000</td>
<td>$110,000</td>
<td>$2,052,000</td>
<td>$3,044,534</td>
<td></td>
<td></td>
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<tr>
<td>DESIGN</td>
<td></td>
<td>100% Complete</td>
<td>35% Complete</td>
<td>100% Complete</td>
<td>0% Complete</td>
<td>100% Complete</td>
<td></td>
<td></td>
</tr>
<tr>
<td>UTILITY MOVES (STATE SHARE)</td>
<td></td>
<td>$57,669</td>
<td>$860,000</td>
<td>$23,000</td>
<td>Undetermined</td>
<td>$1,350,000</td>
<td>$672,500</td>
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<td></td>
<td></td>
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<td>0% Complete</td>
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<td>100% Complete</td>
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<td></td>
</tr>
<tr>
<td>RIGHT OF WAY ACQUISITION</td>
<td></td>
<td>$256,650</td>
<td>$560,000</td>
<td>$8,500</td>
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<td>$690,930</td>
<td>$456,859</td>
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<tr>
<td></td>
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<td>0% Complete</td>
<td>100% Complete</td>
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<td></td>
</tr>
<tr>
<td>CONSTRUCTION (B)</td>
<td></td>
<td>$2,858,962</td>
<td>$6,039,000</td>
<td>$1,221,802</td>
<td>17,000,000 (preliminary)</td>
<td>$8,173,575.59</td>
<td>$9,040,774</td>
<td>$7,769,620</td>
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<td></td>
<td></td>
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<td>0% Complete</td>
<td>100% Complete</td>
<td>0% Complete</td>
<td>99% Complete</td>
<td>20% Complete</td>
<td>100% Complete</td>
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#### COST

<table>
<thead>
<tr>
<th>Document</th>
<th>North</th>
<th>North of Desmet Interchange - North</th>
<th>Turn Bays - Ninepipe</th>
<th>Whitefish Urban</th>
<th>Whitefish West</th>
<th>Karrow to Mountainside</th>
<th>Mountainside to MP 133</th>
<th>Eureka North</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Impact Statement</td>
<td></td>
<td>Cat-ex</td>
<td>Cat-ex</td>
<td>Cat-ex</td>
<td>Complete</td>
<td>Complete</td>
<td>Complete</td>
<td>Cat-ex</td>
</tr>
<tr>
<td>or Document</td>
<td></td>
<td>Complete</td>
<td>Complete</td>
<td>Re-eval submitted</td>
<td>Re-eval to FHWA</td>
<td>Re-eval to FHWA</td>
<td>Re-eval to FHWA</td>
<td>Complete</td>
</tr>
<tr>
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<td></td>
<td>$350,000</td>
<td>$510,000</td>
<td>$110,000</td>
<td>$2,052,000</td>
<td>$3,044,534</td>
<td>See Whitefish West</td>
<td>See Whitefish West</td>
</tr>
<tr>
<td></td>
<td></td>
<td>100% Complete</td>
<td>35% Complete</td>
<td>100% Complete</td>
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</tr>
<tr>
<td>Submit date</td>
<td></td>
<td>None Required</td>
<td>Not Submitted</td>
<td>None Required</td>
<td>Not Submitted</td>
<td>January 2013 permit issued</td>
<td>None Required</td>
<td>Not Submitted</td>
</tr>
<tr>
<td>Status</td>
<td></td>
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<tr>
<td>Sec. 404/.401</td>
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<td>None Required</td>
<td>Not Submitted</td>
<td>None Required</td>
<td>Complete</td>
<td>Complete</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Bio Assessment</td>
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<td>None Required</td>
<td>Not Submitted</td>
<td>None Required</td>
<td>Complete</td>
<td>Complete</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Status</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Stream Pres Act</td>
<td></td>
<td>None Required</td>
<td>Not Submitted</td>
<td>None Required</td>
<td>Not Submitted</td>
<td>January 2013 permit issued</td>
<td>None Required</td>
<td>Not Submitted</td>
</tr>
<tr>
<td>Status</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRAFFIC (AADT) (C)</td>
<td></td>
<td>10,200</td>
<td>8,758</td>
<td>6,198</td>
<td>15,119</td>
<td>5,698</td>
<td>7,794</td>
<td>4,077</td>
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<tr>
<td>MDT-Design Mgr/Consultant/Contractor</td>
<td>Squires</td>
<td>Nunnallee</td>
<td>Squires</td>
<td>Nordhagen</td>
<td>Nordhagen</td>
<td>Nordhagen</td>
<td>Nordhagen</td>
<td>Nunnallee</td>
</tr>
<tr>
<td></td>
<td>MDT</td>
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<td>WGM</td>
<td>WGM</td>
<td>MDT</td>
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<tr>
<td></td>
<td>LS Jensen</td>
<td>N/A</td>
<td>Frontier-West LLC</td>
<td>N/A</td>
<td>LHC Inc</td>
<td>Schellinger Constr.</td>
<td>N/A</td>
<td>LHC</td>
</tr>
</tbody>
</table>

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