

# Kalispell Bypass: Foys Lake Section

US DOT BUILD 2018

Discretionary Grant Proposal  
Capital Application



A Community Partnership





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## Application at a Glance

<b>Proposed Title:</b>	<b>Kalispell Bypass: Foy's Lake Section</b>		
<b>Project Summary:</b>	Construction of interchange and 4-lane connections for 1.9 mile section of US Highway 93 Bypass between mileposts 1.7 on the south to milepost 3.6 on the north.		
<b>Project Eligibility:</b>	Highway project under title 23, United States Code		
<b>Geospatial Information:</b>	LL83 NAD83 datum	N 48.1868	W 114.3335
<b>City Demographics:</b>	Population (2016 estimate)	21,619	
	Median Household Income:	\$41,467	
	Personal Per Capita Income:	\$21,862	
	Unemployment Rate Kalispell:	4.7%	
	Unemployment Rate Flathead County 2016:	4.1%	
	Persons below poverty level in Kalispell:	18.5%	
	<i>(2012-2016 ACS Kalispell)</i>		
<b>Flathead County Information:</b>	Population 94,696		
	5,256 Square Miles		
	<i>(2012-2016 ACS Flathead County)</i>		
<b>Kalispell Micropolitan Statistical Area:</b>	Code 28060 – 3 <sup>rd</sup> Largest-Gaining Micropolitan Area in United States: 2016-2017 ( <a href="http://www.census.com">www.census.com</a> )		
	Micropolitan Area per US Office of Management and Budget's Statistical Area Delineations as of July 2015: Micro areas contain at least one urban cluster of at least 10,000 (but less than 50,000).		
<b>Congressional District:</b>	Montana 01		
<b>Project Classification:</b>	Rural Area: Area outside an urbanized area as designated by the US Census Bureau		
<b>Benefit Cost Ratio:</b>	7.89:1		
<b>Total Project Cost:</b>	\$20,039,124		
<b>Montana DOT Match:</b>	\$ 5,039,124, includes \$676,250 non-federal match		
<b>Funding Request:</b>	\$15,000,000		
<b>Supporting Documentation:</b>	<a href="http://mt-kalispell.civicplus.com/543/BUILD-2018">http://mt-kalispell.civicplus.com/543/BUILD-2018</a>		





## I. Project Description

Talk of a Kalispell Bypass started in 1948 when US Highway 93 became the north-south arterial for northwest Montana running through downtown Kalispell. As the city's Main Street, it connected Interstate 90 at Missoula, Montana 120 miles to the south, northward to Canada thus fixing Kalispell as a critical regional transportation corridor.



Kalispell Main Street Circa 1940 - 5th Street and Main

Unique to Kalispell and Flathead County is that this is the most populated area in the state without an Interstate system running in or around it. Interstate systems are instrumental in carrying an area's traffic, particularly large truck traffic. However, downtown Kalispell does have the distinction of being the spot where US Highway 93 (north-south) and US Highway 2 (east-west) intersect in the center of the city's historic downtown. High

and ever growing traffic levels, especially regional long-haul truck traffic, are detrimental to development of vibrant commerce in this quaint and historic small town in rural America.

By the 1980's Montana's Department of Transportation had identified US 93 as inadequate for the area's growing needs and initiated an Environmental Impact Statement (EIS) with a Federal Highway Administration Record of Decision (ROD) finalizing a route for the Kalispell Bypass in 1994. The Kalispell Bypass is a regional arterial that was planned to serve as an Interstate-style transportation facility according to the 1994 EIS for the US 93 corridor from Somers to Whitefish. In 2010, the south half of the Bypass was built as a two-lane interim design with roundabouts at the intersections along the corridor. In 2016, the north half of the Bypass was built as a four-lane configuration with interchanges at the intersections along the corridor. This represented a connection of the 7-mile planned Bypass from US 93 south of Kalispell to US 93 north of Kalispell.

Since the Bypass was connected from north to south in 2016, traffic demand on the facility has increased at an unexpectedly high rate. This increase in traffic growth on the Bypass has caused significant congestion at the Foys Lake Roundabout which is the transition point from the interim two-lane design on the south half to the four-lane design on the north half. The Bypass



Kalispell Bypass: Foys Lake Section  
Kalispell, Montana



route provides the traveling public the option of driving through the Kalispell area without disruptions caused by the series of signals on Main Street in downtown. However, the Bypass

*“Residents and visitors travelling north on U.S. 93 from Polson, Bigfork, and Lakeside to communities like Whitefish, Eureka, and Columbia Falls, and attractions like the Whitefish Mountain Resort and Glacier National Park will be able to travel more safely and with less congestion and idle time. At the same time, residents and visitors at the north end of the region will be able to access the lower Valley and Interstate 90 in Missoula with far less travel time.”*

*~Associated Chambers of the Flathead Valley*

route has been a victim of its own success and traffic studies now find that this seven-mile long stretch from south to north can take as long as Kalispell’s Main Street during peak travel times as a result of congestion at the Foys Lake Section.

The traffic congestion and delay at the Foys Lake Roundabout, the point where four lanes are narrowed to two, has led Montana Department of Transportation (MDT), the City of

Kalispell, and Flathead County to consider design solutions.

**The Kalispell Bypass: Foys Lake Section project is to construct an interchange and 4-lane connections for 1.9 mile section of US Highway 93 Bypass between milepost 1.7 on the south to milepost 3.6 on the north.**

Initial models of traffic for the Kalispell Bypass significantly underestimated use. Traffic counts in 2018 demonstrate average daily traffic counts today are just short of those projected for 2040. The swift adoption of this route by the local and out of area visiting vehicular traffic in addition to the incredibly fast population growth rate experienced in the region and documented by the US Census have combined to create a failure of the existing infrastructure.

**This project is shovel ready: the Foys Lake Section is 100% ready for construction to start by June 30 2019.** A design-build contract will be awarded to a firm by that date based on existing 30% alignment and grade plans. The selection process which leads to the awarding of a contract is MDT’s design-build process.

Laying a solid foundation for this project, the Montana Department of Transportation has invested \$8,208,512 in 2018 dollars for land acquisition, utility relocations, preliminary planning and engineering. All land acquisitions for this project were conducted in accordance with 49 CFR part 24, 23 CFR part 710 and other applicable legal requirements as required by BUILD 2018 guidance.





**Table 1 Project Investment to Date**

Year	Investment to Date	Amount
2009	Right of Way Acquisition and Utility Costs: Airport Road to Foys Road	\$ 2,987,270
2009	Right of Way Acquisition and Utility Costs: Foys Lake Rd to US 2	\$ 4,25,0000
	Total Funds Expended to Date	\$ 7,237,270
	<b>Total Right of Way &amp; Utility Cost—2018 Value</b>	<b>\$ 8,208,512</b>

**The Kalispell Bypass: Foys Lake Section is a project of regional significance for rural northwest Montana, creating economic opportunities and sparking private investment in the community.** The Economic Impact Analysis conducted in 2016 measured effects on the regional economy resulting from the construction of the bypass (from the construction period 2001 through 2016) and found that the \$135 million initial expenditure yielded a total average annual impact in gross regional product of \$44 million and the creation of 760 jobs annually. Building on this original Economic Impact Analysis with calculations for the proposed Foys Lake Section the economic impact for the region grows. While reported in 2016 dollars for consistency, **adding the Foys Lake Section brings the average annual gross domestic product contribution from the project to nearly \$49 million and increases job creation annually to 834.** Clearly demonstrating that public sector investments provide exponential public sector investments yielding benefits felt by the entire community. See Attachment: The Economic Impact of the Construction of the Kalispell Bypass and the 2018 Update located at: <http://mt-kalispell.civicplus.com/543/BUILD-2018>

**II. Project Location**

Kalispell is the Regional Trade Center and the County Seat just a 45-minute drive from Glacier National Park in Flathead County, Montana. Lending perspective, 91,000 people live in Flathead County which is an area larger than the state of Connecticut. This is to say that there are only 17.9 people per acre in Flathead County. The county seat in this very rural area is Kalispell, a town of just 21,000 people. The community faces unique challenges of rural America: struggling to maintain its agricultural base in its culture and land uses while addressing the challenges of its scenic beauty which are making it the third fastest growing micropolitan area in the country.





4th of July Parade on Kalispell Main Street

A tourism mecca, Kalispell hosts over 3 million out-of-area visitors each year just on their way to Glacier National Park. Addressing “urban” sprawl is important to this place as it strives to protect its farmland and wilderness spaces.

Kalispell is working to protect its historic downtown of brick faced buildings and small family owned shops while managing the demands of popular box stores that have descended on the north end of town. The Kalispell Bypass: Foys Lake Section, perhaps counterintuitively, will serve this community by addressing these competing needs and supporting a balance of protecting the small town culture while adapting to inevitable change and growth.

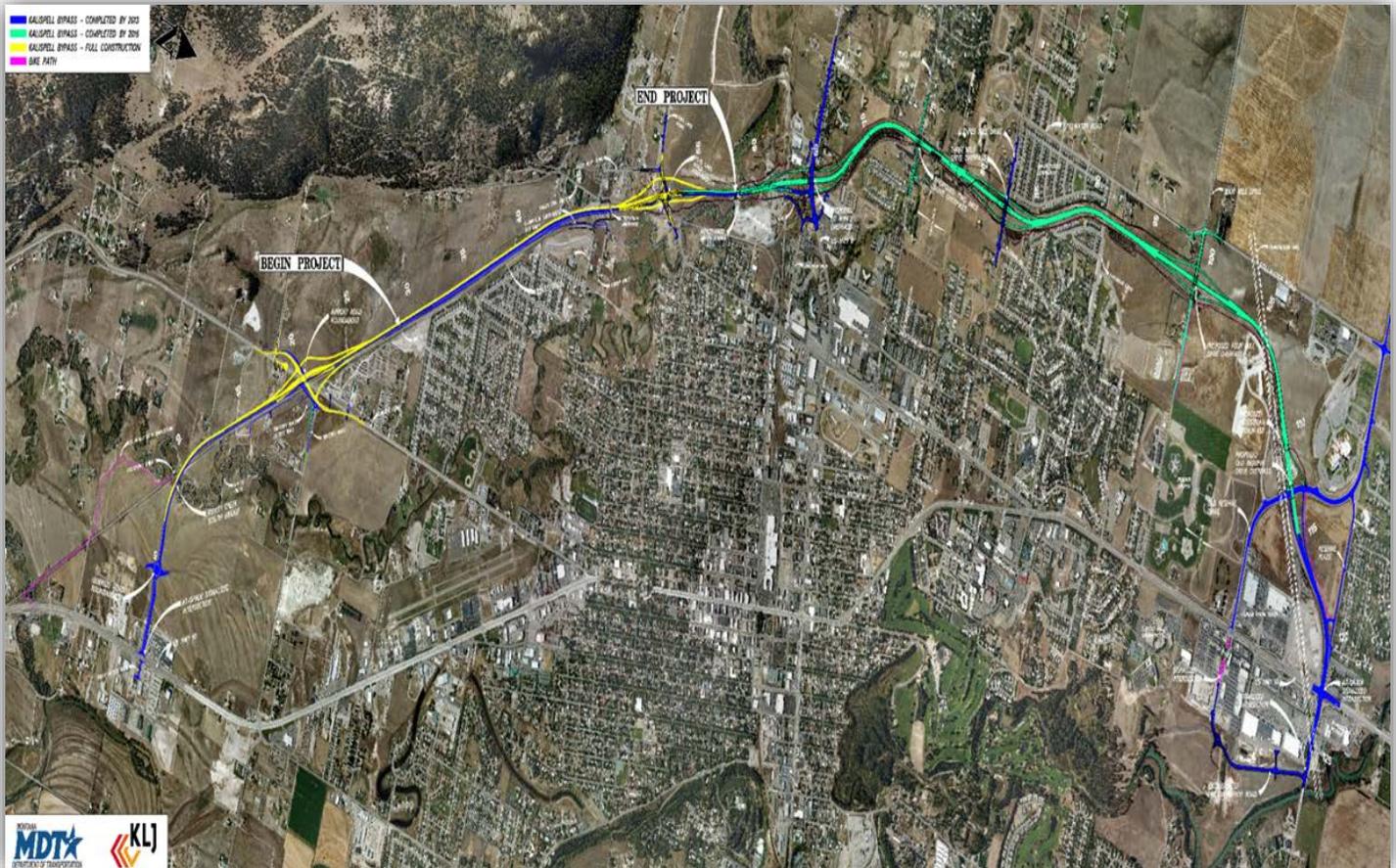
Maps included in the attachments are available at: <http://kalispell.com/543/BUILD-2018>



Kalispell Bypass: Foys Lake Section  
Kalispell, Montana



The map below shows the project's location on the west side of Kalispell. The area of the Kalispell Bypass completed in 2013 is shown in blue, the area completed in 2016 is shown in green, and full construction of the Foy's Lake section to 4-lanes is shown in yellow. Also shown are the constructed bike paths in pink. The project is bound on the south end by Highway 93 milepost 1.7 and on the north end at milepost 3.6 for a total project area of 3.6 miles. The geospatial description is: LL83 NAD83 datum, N 48.1868, W 114.3335. **Kalispell is classified as rural by the US Census.**



Please Note: The map is oriented such that North is on the reader's right

### III. Grant Funds, Sources and Uses of Project Funds

The table below provides the proposed sources and uses of BUILD grant funds for the Foy's Lake Section project. The Montana Department of Transportation has committed \$5,039,124 from its National Highways Fund which includes match that originates from the State gas tax fund.



Table 2 Project Funding and Match

Funding Solution				
Kalispell Bypass : Foy's Lake Section				
COST CLASSIFICATION	DESIGN-BUILD COST ESTIMATE ITEM	BUILD GRANT AMOUNT	MDT - Match	TOTAL FUNDING
Architectural and Engineering Fees	Preliminary Engineering	\$1,038,219	\$348,781	\$1,387,000
Project Inspection Fees	Construction Engineering	\$1,367,171	\$459,289	\$1,826,460
Construction	Construction	\$10,797,478	\$3,627,322	\$14,424,800
Contingencies	Contingency	\$1,797,132	\$603,732	\$2,400,864
<b>Total</b>		<b>\$15,000,000</b>	<b>\$5,039,124</b>	<b>\$20,039,124</b>

This commitment is documented in a letter from the Department's Director, Mr. Michael Tooley and is available at: <http://mt-kalispell.civicplus.com/543/BUILD-2018>



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Montana Department of Transportation  
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Helena MT 59620-1001

Michael T. Tooley, Director  
Steve Bullock, Governor

July 13, 2018

Honorable Elaine L. Chao  
U.S. Secretary of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Subject: FY 2018 BUILD Grant Application – Kalispell Bypass

Dear Secretary Chao:

Please consider this letter of support from the Montana Department of Transportation (MDT) for the BUILD Grant application submitted by the City of Kalispell for the Kalispell Bypass: Foy's Lake Section. Providing FY 2018 BUILD grant funds will allow construction of the Foy's Lake 4-lane section and Interchange, which will improve safety and operations, reduce traffic congestion, and result in fuel savings and emission reduction.

This segment of the Kalispell Bypass is currently an unfunded project in MDT's construction program. However, with the prospect of receiving BUILD Grant funds through our partnership with the City of Kalispell, MDT has committed funding from our core construction program to complete the funding package. The package is estimated at \$5,039,124, which includes \$4,362,874 in National Highway Performance Program funds and \$676,250 in state matching funds. Coupled with the \$15 million BUILD funds requested, MDT's commitment completes the project funding package in the City's application, estimated at \$20,039,124. Additionally, if awarded BUILD funds, MDT will complete any remaining STIP actions to ensure there is no impact to the project schedule.

Thank you for considering BUILD Grant funds for this project.

Sincerely,



Mike Tooley, Director  
Montana Department of Transportation

Director's Office  
Phone: (406) 444-6201  
Fax: (406) 444-7643

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Web Page: [www.mdt.mt.gov](http://www.mdt.mt.gov)  
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TTY: (800) 335-7592

Kalispell Bypass: Foy's Lake Section  
Kalispell, Montana



The construction budget for the Foys Lake Section includes the following costs:

- All types of embankment, excavation, and borrow material required to build the project
- All geotechnical materials necessary to construct the project
- Gravel and Plant Mix Surfacing for the Kalispell Bypass and Foys Lake Road
- Construction of the Foys Lake Interchange which includes the overpass and ramps
- All permitting requirements, environmental protection measures, and revegetation
- All hydraulic features to include, curb and gutter, storm drain installation, and drainage pipes
- Demolition of the current Foys Lake Roundabout
- Construction of detours necessary to construct the project
- Traffic Control necessary for the construction of the project
- Guardrail, fencing, signing, and lighting for the project
- Shared use path connection for the new interchange configuration
- Chip sealing, striping, and rumble strips
- Permanent traffic control devices
- Utility coordination
- Relocation and adjustment of current features to allow for the new design

Table 3 below explains the proposed distribution of costs for the project between federal BUILD grant request and Montana Department of Transportation match funds.

**Table 3 Project Funding Sources**

Project Funding - Kalispell Bypass - Foys Lake Section	
Funding Sources	Amount (Millions)
<b>Total Project Cost - Foys Lake Section</b>	<b>\$28.2</b>
MDT - Right-of-Way Acquisition & Utility Relocation - 2018 Value	\$8.2
MDT - Design-Build Construction Project	\$20.0
<b>MDT - Design-Build Construction Project Breakdown</b>	<b>\$20.0</b>
MDT - National Highway - Missoula District Funding - Federal Share	\$4.3
MDT - National Highway - Missoula District Funding - State Match	\$0.7
BUILD Grant Request	\$15.0
BUILD Grant - Percent of Total Project Cost	53%
MDT Right-of-Way & Utility Costs and Project Funding Commitment	47%
<i>MDT acquired the right-of-way necessary for the four-lane configuration in 2009.</i>	





As project applicant the City of **Kalispell is well prepared to administer a BUILD 2018 direct federal grant from the US Department of Transportation.** In just the past eight years this City has been awarded thirty-nine direct federal grants totaling over \$18 million from the following agencies: **Department of Transportation;** Environmental Protection Agency; Department of Energy; Department of Agriculture; Department of the Interior; Department of Justice; and Department of Homeland Security.

The City's organizational capacity is demonstrated by its successful track record with all grants. The Finance and Community Development Departments retain key expert staff familiar with the myriad assurances required including compliance with procurement policies, Davis-Bacon wages, Hatch Act, and others as specifically outlined in federal grant terms and conditions. Over the past eight years, the City has been awarded 39 direct federal grants totaling over \$18 million. The City complies with audit requirements performed under OMB Circular A-133. BUILD 2018 Project audit requirements will be the responsibility of the City of Kalispell as the Grantee. City staff are diligent about critical follow-thru of quarterly grant progress and budget reporting and ultimately successful project completion and close-out with follow-on monitoring. Please note that no administrative cost allowance is being requested by the City as it will cover these costs.

Years of experience have taught us that the single most important aspect of grant administration is regular communication with the granting entity. One method now in use is regularly scheduled drone flight recordings of construction projects that are both posted on the City website for the public to view and also sent directly to federal project managers via email link. Letters of financial commitment and support for the Kalispell Bypass: Foys Lake Section project and governmental Resolutions of Intent may be found at:  
<http://mt-kalispell.civicplus.com/543/BUILD-2018>

A full breakout of costs is provided in Table 4 below. Preliminary engineering is estimated to be \$55,480 for MDT and \$1,331,520 for the design-build firm selected equaling \$1,387,000. Construction engineering and inspection services are projected to be \$1,493,581 for MDT and \$332,880 for the design-build firm selected totaling \$1,826,467. Incidental construction costs such as utility design, coordination and relocation are not expected for this project. Construction costs, which include the construction of interchange and 4 lane connections, is anticipated to cost \$14,424,800 with a contingency of \$2,400,864 equaling an estimated total of \$16,825,664 for design-build construction costs. The estimated construction cost total of \$16,825,664 plus the design-build estimated costs for preliminary engineering \$1,331,520 plus construction engineering \$332,880 equals the estimated design-build contract cost of \$18,490,064.

Finally, the total MDT costs of \$1,549,061 added to the \$18,490,064 provide the total project cost of \$20,039,124 shown in Table 4.





Table 4 Project Budget Detail

PRELIMINARY COST ESTIMATE					
Project No.: TBD			Date Prepared: July 2, 2018		
Control No.: 2038					
Project Name: KBP - Foys Lake Road Interchange - Design Build Project			IDC:	10.96%	
Estimate Prepared By: Jake Goettle, P.E., DBIA (Based on preliminary CN estimate provided by project split memo.)					
Design and Engineering Costs					
ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT	
<b>I. PRELIMINARY ENGINEERING [9102]</b>					
MDT PE Costs (After Award)	1	LS	\$50,000.00	\$50,000	
IDC	10.96%			\$5,480	
<b>SUBTOTAL =</b>				<b>\$55,480</b>	
Stipend Payments to DB Firm	3	EA	\$150,000.00	\$450,000	
Design Services (D-B Firm)	1	LS	\$750,000.00	\$750,000	
IDC	10.96%			\$131,520	
<b>SUBTOTAL =</b>				<b>\$1,331,520</b>	
<b>II. CONSTRUCTION ENGINEERING AND INSPECTION (CEI) SERVICES [9402]</b>					
MDT CEI Costs	1	LS	8%	\$1,346,053.10	
IDC	10.96%			\$147,527	
<b>SUBTOTAL =</b>				<b>\$1,493,581</b>	
CEI Costs (D-B Firm)	1	LS	\$300,000.00	\$300,000	
IDC	10.96%			\$32,880	
<b>SUBTOTAL =</b>				<b>\$332,880</b>	
<b>III. INCIDENTAL CONSTRUCTION [9302]</b>					
Utility Design/Coordination	1	LS	\$0.00	\$0	
Utility Relocation Costs	1	LS	\$0.00	\$0	
IDC	10.96%			\$0	
<b>SUBTOTAL =</b>				<b>\$0</b>	
Construction Costs					
<b>IV. CONSTRUCTION [9502]</b>					
Construction of interchange and 4 lane connections. Includes mobilization, project administration, scheduling, quality control, misc work, etc.	1	LS	\$13,000,000.00	\$13,000,000	
IDC	10.96%			\$1,424,800	
<b>SUBTOTAL =</b>				<b>\$14,424,800</b>	
<b>V. CONTINGENCY</b>	1	%	15%	\$2,163,720	
IDC	10.96%			\$237,144	
<b>SUBTOTAL =</b>				<b>\$2,400,864</b>	
<b>SUBTOTAL ESTIMATED MDT PE COST =</b>				<b>\$55,480</b>	
<b>SUBTOTAL ESTIMATED MDT CE COST =</b>				<b>\$1,493,581</b>	
<b>SUBTOTAL ESTIMATED D-B PE COST =</b>				<b>\$1,331,520</b>	
<b>SUBTOTAL ESTIMATED D-B CE COST =</b>				<b>\$332,880</b>	
<b>SUBTOTAL ESTIMATED D-B CONSTRUCTION COST =</b>				<b>\$16,825,664</b>	
<b>SUBTOTAL ESTIMATED DESIGN-BUILD CONTRACT COST =</b>				<b>\$18,490,064</b>	
<b>TOTAL ESTIMATED DESIGN-BUILD CONSTRUCTION COST =</b>				<b>\$20,039,124</b>	
Right-of-Way & Utility Costs					
YEAR	PROJECT NAME			R/W & UTILITY COST	
2009	AIRPORT RD TO FOYS ROAD : KALISPELL - INTERIM			\$2,987,270	
2009	FOYS LAKE RD TO US 2 : KALISPELL - INTERIM			\$4,250,000	
<b>TOTAL R/W &amp; UTILITY COST =</b>				<b>\$7,237,270</b>	
<b>TOTAL R/W &amp; UTILITY COST - 2018 VALUE =</b>				<b>\$8,208,512</b>	
<b>TOTAL ESTIMATED PROJECT COST FOR 2018 =</b>				<b>\$28,247,636</b>	





The Montana Department of Transportation (MDT) calculates an indirect cost (IDC) rate each state fiscal year and applies this rate against a base of total direct costs. MDT negotiates its indirect cost rate through the Federal Highway Administration (FHWA), as the cognizant agency for MDT. In addition, Montana is required per 17-1-106, MCA to recover indirect costs on all federal or private grants or contracts. MDT cannot waive its rights to indirect costs or accept grant funds that restrict its ability to recover indirect costs without first receiving written approval from the Governor's Office.

**BUILD 2018 funding is critical to the completion of this project.** The State of Montana collects no sales tax and therefore has limited resources for funding transportation projects of any kind in spite of the fact that this state of 1,000,000 residents and hosts over 12 million visitors each year. Likewise, both Flathead County and the City of Kalispell do not have the authority to implement sales tax and are therefore financially restricted.

Analysis conducted by MDT's Design-Build Staff indicates that the cost to complete the project is \$20,039,124 in 2018 dollars. A twenty-five percent (25%) match of \$5,039,124 has been committed by the Montana Department of Transportation from its National Highways funds for the Missoula District in which this Kalispell project is located. Of these National Highway funds, 86.58% originate as federal dollars and 13.42% are state matching dollars. The BUILD 2018 request is for a federal investment of \$15,000,000 (75% of project costs) to complete the Kalispell Bypass: Foys Lake Section. A detailed use of funds is included with the budget at the project website: <http://mt-kalispell.civicplus.com/543/BUILD-2018>

The Montana Department of Transportation has committed \$5,039,124 to the project from the state highway funds. The City of Kalispell will contribute the costs of administering the BUILD 2018 grant if awarded at no charge. Flathead County will act as the regional host and provide all expenses for hosting the public involvement process and act as hub for information exchange.

## IV. Criteria

### 1. Merit Criteria a. Safety

According to the Crash Modification Clearinghouse, converting a 2-lane roadway to a 4-lane divided roadway is expected to yield a crash reduction factor of 65.88% for all crash severities and types within an urban setting. Also, a crash reduction factor of 38.00% for all crash severities and types can be expected for the construction of a diamond interchange like that proposed for Foys Lake.





Since these are projected values based on current data for a broad spectrum, they are not included in the numerical evaluation for the BCA. While the primary focus of this study is on travel time savings, it is important to note that the proposed project is expected to provide safety benefits for both the expansion from two-lanes to four-lanes and the construction of the interchange.

### **b. State of Good Repair**

The project will construct 1.9 miles of 4-lane highway for the Foys Lake Section of the Kalispell Bypass and the Foys Lake Interchange. This replaces the current two-lane configuration and the Foys Lake Roundabout. The new configuration will improve the facility's overall highway functions and improve its life-cycle cost by providing the appropriate design to handle traffic volume and operations and structural loading on the highway for its current conditions.

It also provides a 20-year design life to handle the expected level of traffic and the structural loading for the 4-lane Bypass section, the Foys Lake Road section accessing the Bypass, and the Foys Lake Overpass. While addressing the traffic congestion issue is an obvious concern and need, providing adequate structural integrity of the highway to handle the current and expected vehicle loading is important as well.

Given the current and expected traffic volume and associated loading from vehicles on the highway structure, if the current facility remains, it will continue to see increased delays and a decreased level of service for the traveling public. The highway surfacing structure and base will breakdown prematurely resulting in safety issues, increased maintenance costs, and eventually expensive rehabilitation repair.

Long term commitments to the overall project do not end with construction of the infrastructure. The Montana Department of Transportation is financially committed to the long-term management, maintenance, and operations of the bypass and Foys Lake Section specifically.

### **c. Economic Competitiveness**

The Benefit Cost Analysis (BCA) shows the project will provide travel time savings, fuel savings, and CO2 reduction over the existing condition. These improvements were calculated from outputs provided by macro-level modeling for the Kalispell Urban Area and micro-level modeling for the Kalispell Bypass: Foys Lake Section. The BCA follows the guidance set forth in BUILD Grants Notice of Funding Opportunity for 2018.





The greatest benefit for this BCA is the travel time savings for the economic competitiveness criteria. Nearly all the monetary benefit for this BCA comes from travel time the project will save over the analysis period. The TransCAD regional travel demand was developed for this grant application and used to show regional impacts which this project would have on the transportation system. The results of this modeling were input into a network microsimulation model for the Kalispell Bypass using Synchro software.

The microsimulation model created four outputs for traffic analysis purposes. The outputs were No-Build 2018, Build 2018, No-Build 2040, and Build 2040. Two additional outputs were produced: No-Build and Build scenarios for 2020. The outputs generated peak volumes for AM Peak, Noon, and PM Peak in all scenarios and were used to calculate a 24-hour average volume of daily travel time saving. Fuel savings was also provided with each modeling scenario.

The 2018 No-Build versus 2018 Build scenario outputs were compared for travel time savings and fuel savings. The comparison showed a significant savings for both travel time and fuel consumption. The 2040 No-Build versus 2040 Build scenarios were compared for travel time and fuel savings. The comparison showed a substantial savings for travel time and a significant savings for fuel consumption.

*“While the envisioned bypass to the north has been completed, a comparable four-lane bypass to the south of Kalispell has not. And today, the need is greater than ever”*

~Senator Jon Tester  
Montana

Because the existing two-lane facility with the roundabout does not have the capacity of a four-lane facility and interchange, the growth rate for the existing condition is 2.3% and for the build condition it is 3.1%. With the savings calculations complete for 2018 and for 2040, the results from these years were pro-rated for the remaining years in the analysis period. Using the monetary values provided in the BUILD Grant guidance, annual travel time savings were calculated. For the calculation of fuel savings, \$3/gallon was used, uninflated, for the period of analysis.

From a transportation perspective, constructing the four-lane facility with the interchange provides significant travel time benefits. As the analysis shows, constructing the project at the beginning of the analysis period provides substantial benefit utilizing current construction costing which will likely never be less than what is estimated in this analysis. Construction costs will likely increase over time due to inflation and will increase on this project as a contracting firm will be required to contend with additional traffic growth which usually translates into additional risk and cost to the project.



#### d. Environmental Protection

Protection of the environment is critical both to the health of area residents and to the tourism economy upon which so many local jobs depend. The Kalispell Bypass: Foys Lake Section provides significant reductions to CO<sub>2</sub> production through fuel savings. The microsimulation Synchro modeling provided daily fuel savings which was converted to annual fuel savings. From the fuel savings, the reduction of CO<sub>2</sub> in metric tons could be calculated. EPA guidance was used to estimate a monetary value per metric ton of CO<sub>2</sub> to calculate the value of the reduction. The monetary value selected for this analysis was \$42 per metric ton. The analysis shows that 30,276 metric tons will be saved over the analysis period through the build out of this project.

#### e. Quality of Life

Quality of Life was once said to be among the least considerations in economic development—that business decisions, for site location for instance, were based strictly on the bottom line and livability factors of an area mattered hardly at all. If any place in the world proves that theory false it is the Flathead Valley. People are here because of the quality of this place—whether they are fortunate enough to make a living and raise their families here or because this is a premier tourism destination. Understanding that is the key to protecting it and the Kalispell Bypass: Foys Lake Section takes significant strides to improve travel conditions for the region.

The quality of life value used in the Benefit Cost Analysis was for the fuel savings which was calculated at \$3/gallon uninflated over the analysis period. The study shows a fuel savings of 3,704,839 gallons will be realized over the analysis period. While the fuel savings is derived from a more efficient system, it does not take into account the driver frustration which is

*“...this project will improve traffic capacity and traffic operations for this section of the bypass. The project is also expected to provide an improved quality of life in the area by enhancing the existing urban transportation network’s capacity and operations.”*

~ Senator Steve Daines  
Montana

typically experienced in situations where traffic congestion exists. The analysis does not take into account the operational cost savings for vehicles where free-flow conditions exist compared to congested driving conditions like the Foys Lake Roundabout situation.

The second quality of life entry listed is the system improvement that the Kalispell Urban Area will see with the construction of the project. Maps for the Kalispell Urban Area are included which show the effects on

the system under the four modeling scenarios used in this study. They show an overall improvement in the system’s performance with the construction of the project.





One area of interest for quality of life improvement is US 93, which is Main Street in the Downtown Core Area of Kalispell. Main Street is a typical urban highway with a series of traffic signals which create stop-and-go driving conditions. There is also an effort underway to transform the Kalispell Downtown Core Area into a destination area with bicycle and pedestrian trail and linear park—to be under construction in 2020 as a result of Kalispell’s successful 2015 TIGER grant.

To achieve this result, it is desirable to reduce truck traffic on Main Street by offering other alternative routes. The Kalispell Bypass is listed as US 93 Alternate Route and offers truck traffic a free-flow driving condition more like the Interstate system rather than the current stop-and-go condition which exists downtown. Constructing the Foys Lake Section will attract additional truck traffic and offer an efficient alternate route for all traffic around Kalispell. This will help with future traffic demand and assist in the redevelopment of Kalispell’s Downtown Core Area.

## **f. Innovation**

### **i. Innovative Technologies**

When the project is advertised for request for proposals from interested firms, innovative technologies have not been identified for any specific area or aspect of the project. Given that the project is a design-build contract, firms may offer innovative technology proposals which will be given consideration and lead to possible incorporation to the project.

### **ii. Innovative Project Delivery**

The project will be constructed using MDT’s design-build process. Design-build delivery has been used to deliver projects for several reasons which include a unique project scope of work, time requirements, desire for the work to be completed by a specified date, minimize disruption to traffic, and to encourage new and creative solutions to a project.

It is common for design-build firms competing for a project to offer value-added solutions in their project proposals. MDT’s process encourages this approach as the agency’s selection process includes a monetary component and a scoring criteria based on established merit criteria which include each firm’s project approach, the firm’s team and experience, and innovation. For the Kalispell Bypass – Foys Lake Section, several of the reasons listed for using the design-build delivery method exist.





Since property acquisition is not an obstacle for project delivery, the project can be delivered in an efficient manner saving time and money. Given the current traffic congestion, minimizing the time to construct the project is highly desired and offers an opportunity for design-build firms to provide creative solutions to complete the work by using innovative techniques, materials, and unique public involvement solutions.

Another unique aspect about this design-build project proposal is the role of the partners. The City of Kalispell is the Lead agency for the grant proposal and MDT has contract design-build responsibilities. Flathead County is the third party in this partnership as the host agency for the project in terms of public involvement. Flathead County will work with the other partners and the design-build firm to host the public involvement process.

This strategic decision was due to the regional impact the Kalispell Bypass has on numerous municipalities and areas which makes Flathead County best choice to offer a platform for public involvement for a wide geographic audience. Given the regional importance of this project, the current congested traffic conditions, and the disruption which a construction project will present to this location and the area's transportation network, this unique arrangement to address public involvement is a key strategy for the successful delivery of this project.

### **iii. Innovative Financing**

The Montana Department of Transportation has committed funding from its National Highways program to provide match to this project. Of those matching funds, 3.37% originate from state sources. The City of Kalispell will adhere to best practices in grant administration.

In the 2017 Legislative Session state lawmakers increased the state tax on gas and diesel. These funds are distributed to a new Bridge and Road Safety and Accountability Restricted Account and to local jurisdictions throughout the state in an effort to address the \$1 billion per year underfunding for state highways. These funds represent new revenue for state highways, bridges and roads since 2015, however these funds are not available for the Kalispell Bypass: Foy's Lake Section project.

### **g. Partnership**

The City of Kalispell is pleased to propose this Kalispell Bypass: Foy's Lake Section project in partnership with Flathead County and Montana Department of Transportation. Each partner clearly recognizes the importance of this project within their jurisdiction and to the wider region within which they serve the community. As partners each entity has roles and responsibilities as described in Table 5.





Table 5 Project Partner Responsibilities

Project Partner	Responsibilities	Timeframe
Montana Department of Transportation	Contract design-build, implement construction and oversee construction.	Duration of project
City of Kalispell	Administer grant, submit project reporting and provide periodic aerial drone footage demonstrating project progress to community and funder.	Duration of project
Flathead County	Advertise, host and staff community open house events to share updates on project progress and provide additional sheriff's patrols if needed during construction to ensure public safety.	Duration of project

These partners work together often and are on a first-name basis. High levels of coordination and communication will be guided by the working relationships already in place.

**h. Non-Federal Revenue for Transportation Infrastructure Investment**

The Montana Department of Transportation is providing match to this project, though not required as a rural project. The match will come from the state's National Highways fund of which 3.37% is non-federal originating from the Montana State Special Revenue Account managed by MDT and based on gas tax receipts.

**2. Project Readiness**

**a. Technical Feasibility**

**This project is ready to begin construction by June 30, 2019.** The Kalispell Bypass: Foys Lake Section is technically feasible and ready to begin. A 30% alignment and grade design was developed in 2009 as part of a supplement to the 2006 REIS for Kalispell Bypass. The consultant at the time, KLJ Engineering, and MDT developed this 30% design with great care and detail providing for a low risk design when developed in the future.

MDT owns the necessary rights-of-way with no significant environmental or complicating features. The Foys Lake Section project has no local requirements for approvals and permits needed to execute the start of a design-build project. State and federal requirements will be satisfied to allow a design-build contract to be awarded no later than June 30, 2018, so that when funded, USDOT could obligate funding well in advance of September 30, 2020.





Project risks have been identified and mitigation strategies incorporated (see Table 7). The project schedule illustrates that contract bid documents will be finalized and by June 2019 and ready for construction immediately thereafter.

**b. Project Schedule**

The Kalispell Bypass: Foys Lake Section project schedule is both aggressive and realistic. All necessary land acquisition, utility relocates and the NEPA process are complete. The only remaining permits to be acquired are those that can only move forward when construction begins and there are no issues related to these. The Montana Department of Transportation is highly experienced at highway project bidding, contracting, construction and oversight. This experience will be demonstrated through project implementation and will mean that every step will be taken to ensure that the project is completed on schedule. The table below describes the Foys Lake Section schedule:

**Table 6 Project Schedule**

Project Schedule - Kalispell Bypass - Foys Lake Section	
Task	Schedule
Grant Notification	December 2018
Begin Design-Build Request For Proposal Process	January 2019
Design-Build Selection Process	February - May 2019
Award of Design-Build Contract	June 2019
Initial Design & Contract Permitting	July 2019 - November 2019
Utility Relocation and Coordination	September 2019 - May 2020
Start of Construction - Foys Lake Detour	September 2019 - October 2019
Foys Lake Roundabout Removal	September 2019 - October 2019
Foys Lake Interchange Bridge Construction	October 2019 - August 2020
Foys Lake Interchange Ramp Construction	October 2019 - May 2020
Kalispell Bypass Earthwork	March 2020 - June 2020
Project Gravel Surfacing & Paving	June 2020 - July 2020
Bridge Completion	August 2020
Chip Seal	August 2020
Final Cleanup & Seeding	August 2020 - November 2020
Project Completion	December 2020
<i>The proposed schedule listed above is an example of the schedule of work which will be contracted to be complete by December 2020. The Design-Build contract method allows for expedited project delivery and for innovation of project scheduling and the incorporation of value added materials and products.</i>	





## c. Required Approvals

### 1. Environmental Permits and Reviews

#### a. Information about the NEPA status of the Project

The current NEPA document for this project is the July 17, 2006 Kalispell Bypass Re-evaluation of the 1994 US 93 Somers to Whitefish West EIS and ROD. This project is located in the northern portion of the south half of the Kalispell Bypass. The Re-evaluation has been updated several times since 2006 to address design and project information changes. The design build project team will be scoped to review and update project and resource information as necessary to prepare a project specific re-evaluation updating any changed conditions and revised impacts. The design build team will be scoped to include work items such as: new resource reports; floodplain analysis; noise analysis; and preparation of required draft permitting applications.

It is anticipated that the project will require a 404 permit from the US Army Corps of Engineers. The project will comply with all applicable environmental laws including but not limited to: the Clean Water Act, the Endangered Species Act, the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, etc.

Montana Department of Transportation has established a successful coordination and communication process when working with design build teams. This close coordination and communication will ensure timely reviews and approvals. This coordination and communication process also includes other agencies, local officials and the Federal Highway Administration, as necessary. The 2006 Kalispell Bypass Update can be found at:

<http://mt-kalispell.civicplus.com/543/BUILD-2018>

#### b. Information on reviews, approvals and permits by other agencies

- City of Kalispell MS4 – Stormwater Permitting. Standard City of Kalispell permit.
- Montana DEQ Stormwater Permit. Standard permit for highway projects.
- Flathead County Floodplain Permit. There is an area of the project, based on elevation, which is located in the floodplain. The permit is obtained through Flathead County.
- FHWA – FHWA review of plans, specifications, and products as standard procedure to determine compliance with Federal requirements.
- NEPA: Environmental Document. Supplemental information is required to update the 2006 Kalispell Bypass re-evaluation. Since the alignment has been established, the process of completing the NEPA updates is considered low risk and is expected to be timely to complete as the fundamentals of the project have not changed.





- 404 Permit – Army Corp of Engineers. Wetland impacts on this project are classified as Type III and Type IV wetlands which are roadside ditches. There is no stream impacts with this project and very little wildlife resources are affected by the project.
- **STIP Approval – MDT’s STIP will be updated if the project is awarded a BUILD Grant.**

After review of the permits and reviews required for this project, no medium or high risk issues or areas were identified. This makes the project a good candidate for design-build as the risk presented to the firms bidding this project is considered low. Because of this factor, the design-build contract will be set up to require the design-build firm to prepare and acquire all permits and reviews necessary to perform the work. Approval of all permits and reviews will be a requirement of the contract and shown in the project schedule the successful firm submits as part of the contract. Also, the partnership between the City of Kalispell, Flathead County, and MDT will assist in streamlining the approval process of some of the permits which require city or county approval.

#### c. Environmental studies or other documents (weblinks)

The project has completed all environmental studies required. No significant issues were identified and the project is a low risk as a result of the environmental work completed to date. The following reports are available for review in full:

- 1994 Environmental Impact Statement
- Record of Decision
- 2006 Kalispell Bypass Re-Evaluation/Update
- 2009 Re-Evaluated Environmental Impact Statement MDT/FHWA

These documents are located at the project website:

<http://mt-kalispell.civicplus.com/543/BUILD-2018>

#### d. A description of discussions with the appropriate DOT operating administration

The Montana Department of Transportation has been shepherding this project for decades and in so doing has worked with staff from appropriate agencies including Montana Department of Environmental Quality and the Federal Highway Administration. The result of this work is that the Foys Lake Section project is in compliance with NEPA and all applicable federal environmental reviews and approvals.





Community Open House Held July 10, 2018

**e. A description of public engagement about the project that has occurred**

Local and regional public involvement has spanned decades and the Bypass has been greeted with open arms by the public, perhaps now more than ever. This community has come to recognize that the bypass allows for faster travel times to locations on either end of the city and importantly elevates significant heavy truck traffic in our beloved historic downtown. Prior to the bypass opening, a local bakery and coffee shop in a Kalispell Downtown Plan

meeting said she could not set out café chairs and tables on the sidewalk because the speed, noise and grit of Main Street (Hwy 93) traffic made it “un-sitable.”

As MDT worked through the Environmental Impact Statement it reached out to the community many times, beginning in 1993. A 16-member Advisory Committee was formed to provide feedback and direction to the process; dozens of community meetings were held with hundreds of people in attendance and media on the effort included newsletters to a mailing list of 2,000. In preparation for this BUILD submittal we invited the public to open house events to learn more about the project and share their input. Over the course of two events dozens of community members participated and thousands more were reached through local media stories.

The community response is overwhelmingly positive about the benefits of the bypass and very strong regarding the need for an interchange and construction of four lanes to accommodate the demand at the Foys Lake Section. In this very rural corner of Montana, community members recognize that the roadways are currently overrun with traffic, particularly at the peak times of morning and late afternoon such that the existing roundabout grinds to a crawl. Additionally, the construction of a new elementary school and two new housing developments in the vicinity are expected to further slow traffic, increase travel times and reduce safety. References to public involvement throughout this project and recent media are available at the project website:

<http://mt-kalispell.civicplus.com/543/BUILD-2018>





## **2. State and Local Approvals**

The Kalispell Bypass: Foys Lake Section is shovel ready. No further state and local approvals are required for the project to begin under the design-build delivery method. Therefore, if funded, project activities will begin no later than June 30, 2019 by the design-build firm and the start of construction work could be initiated by late summer or early fall. As described above, use of the bypass to date has far exceeded models of the project. The full interchange and four lanes of highway were not anticipated to be needed until 2040 and for this reason the project falls just outside of the Montana Statewide Transportation Improvement Plan (STIP) funding for the next five years. BUILD support would make it possible to complete the construction needed now instead of delaying based on conformity to a project identification system that is not able to keep up with the community need in this instance. Based on area media and a recently held public open house event the community continues to be fully supportive of this project.

## **3. Federal Transportation Requirements Affecting State and Local Planning.**

The Kalispell Bypass: Foys Lake Section, if not funded by BUILD 2018, will be included in the Montana STIP as soon as a project currently on the list is built. Montana is particularly challenged in its highway funding as the fourth largest state with over 75,008 miles of public road of which 12,946 miles are on the state highway system. Under Montana's brutal winter and summer extremes and an annual influx of over 12 million tourists (per the Institute for Tourism and Recreation Research) resources are simply never sufficient to meet the needs. This high usage combined with extreme conditions and a disproportionately high number of miles of roadway to be provided and maintained strains the state's ability to meet current needs.

### **d. Assessment of Project Risks and Mitigation Strategies**

The Montana Department of Transportation has been planning for and investing in the Kalispell Bypass: Foys Lake Section since 2009. It was at that time that rights-of-way were acquired and utilities relocated as necessary. That investment totaled \$7.2 million (\$8.2 million in 2018 dollars) and paved the way for this project to be built upon funding. The various areas of potential risk typically associated with construction projects of this type have been evaluated and found to be of low risk in each instance as shown in Table 8 below.





**Table 7 Project Risks and Mitigation Strategies**

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Technical Feasibility	Feasibility	30% design developed per Environmental Impact Statement.	Low
Design Standards Conformance	Feasibility	30% design developed per Environmental Impact Statement.	Low
Local Jurisdiction Approvals	Schedule	30% design developed per Environmental Impact Statement.	Low
Environmental Approvals	Cost, schedule	Construction is within existing right-of-way. Impact on built and natural environment appears is low per Environmental Impact Statement.	Low
Public and Stakeholder Support	Cost, schedule	Extensive public involvement effort included as part of design and environmental work. Level of public interest is high, in particular from nearby residential neighborhoods. Latest public engagement event held July 11, 2018.	Low
Construction	Cost, schedule	To mitigate potential risks, conservative prices and quantities were used. In addition, Project Budget contains a \$2M contingency fund.	Low

MDT is a recognized expert at the construction of highway projects and is versed in mitigation strategies that minimize risks ranging from technical feasibility to design to cost and scheduling. The City of Kalispell is experienced in managing large federal grants and multi-million dollar construction projects as well including the 2015 USDOT TIGER project (\$21 million) and its West Side Sewer Interceptor project (\$14 million). Flathead County is a regional entity which provides benefits for public involvement and project awareness for northwest Montana.

**3. Benefit Cost Analysis**

This benefit-cost analysis is for constructing 1.9 miles of four-lane highway for the Kalispell Bypass: Foys Lake Section and an interchange at the Foys Lake intersection. The current condition for this section of the Kalispell Bypass is a two-lane facility with a roundabout at the Foys Lake intersection. Current traffic counts along with macro level modeling for the Kalispell Urban Area and micro level modeling for the Bypass demonstrates that a significant traffic capacity issue exists and is expected to fail due to the volume of traffic greatly exceeding the capacity which the current facility can handle.

BUILD Grant funds along with MDT national highway funds will construct the Foys Lake four-lane section and Foys Lake Interchange and provide improved traffic capacity and traffic operations for this section of the Bypass. Along with improved traffic capacity, fuel savings and emissions reductions will be realized with the construction of this project. The construction of





this project will provide an improved quality of life for the area by enhancing the existing urban transportation network's capacity and operation.

The benefit-cost analysis used 2018 as the base year and projected out to 2040 to ensure that at least 20 years of projected evaluation was performed. The analysis projects the construction project starting in 2019 with a completion date at the end of 2020. This completion date is made possible because the Montana Department of Transportation (MDT) acquired the property for the project in 2009. This allows for expedited project delivery and completion to address the increasing traffic demand.

The microsimulation model created four outputs for traffic analysis purposes. The outputs were No-Build 2018, Build 2018, No-Build 2040, and Build 2040. Two additional outputs were produced: No-Build and Build scenarios for 2020. The outputs generated peak volumes for AM Peak, Noon, and PM Peak in all scenarios and were used to calculate a 24-hour average volume of daily travel time saving. Fuel savings was also provided with each modeling scenario. The 2018 No-Build versus 2018 Build scenario outputs were compared for travel time savings and fuel savings. The comparison showed a significant savings for both travel time and fuel consumption. The 2040 No-Build versus 2040 Build scenarios were compared for travel time and fuel savings. The comparison showed a substantial savings for travel time and a significant savings for fuel consumption.

Because the existing two-lane facility with the roundabout does not have the capacity of a four-lane facility and interchange, the growth rate for the existing condition is 2.3% and for the build condition it is 3.1%. With the savings calculations complete for 2018 and for 2040, the results from these years were pro-rated for the remaining years in the analysis period.

Using the monetary values provided in the BUILD Grant guidance, annual travel time savings were calculated. For the calculation of fuel savings, \$3/gallon was used, uninflated, for the period of analysis.





**Table 8 Project Benefit to Cost Analysis**

Benefit to Cost Ratio Analysis Summary				
Selection Criteria	Description	Inputs	Value	Monetary Value (Discount Rate = 7%)
Economic Competitiveness	Replace current roundabout and two-lane facility with an interchange and four-lane facility to reduce travel time	Travel demand modeling produced average daily travel savings and was converted to annual savings	26.2 million hours saved	\$209,476,448
Environmental Stewardship	Environmental Benefits from Reduced Emissions	CO <sub>2</sub> quantity reduction converted to monetary value	30,276 metric tons of CO <sub>2</sub> saved	\$494,589
Quality of Life	Fuel savings due to travel time reduction	Gallons of fuel saved	3,704,839 gallons of fuel saved	\$4,323,028
Quality of Life	Improved traffic capacity for the Kalispell Urban Area. Attracts truck traffic away from downtown Kalispell allowing for redevelopment	Included in travel demand modeling	Included in the economic competitiveness value	
Safety	Converting from a 2 lane to a 4 lane facility and converting to an interchange yields crash reductions	Future crash reduction for the 4 lane facility is expected at 66% and for the interchange a value of 38% is expected	Not calculated	
Total Cost				(\$27,158,461)
Total Benefits				\$214,294,065
<b>Net Present Value</b>				<b>\$187,135,604</b>
<b>Benefit to Cost Ratio</b>				<b>7.89</b>

The Benefit-Cost Analysis (BCA) shows that the project will provide cost-effective benefits to the region. **These monetized benefits are substantial at a 7% discount rate (7.89:1).** This benefit-cost analysis shows the project will provide travel time savings, fuel savings, and CO<sup>2</sup> reduction over the existing condition. These improvements were calculated from outputs provided by macro-level modeling for the Kalispell Urban Area and micro-level modeling for the Kalispell Bypass: Foy's Lake Section.

The Benefit Cost Analysis for this project was conducted in accordance with BUILD Transportation program guidance. The BCA spreadsheet and full narrative document are available for review at:

<http://mt-kalispell.civicplus.com/543/BUILD-2018>





## V. Additional Considerations

Taken as a whole, the Kalispell Bypass: Foys Lake Section is a strong fit for the USDOT BUILD 2018 program. This project demonstrates project readiness based on previous work on environmental review and compliance, land acquisition, previous state level investment and the innovations of the design-build model. This project demonstrates significant public engagement based on years of media outreach, public involvement and recent outreach with continued public support. This project demonstrates the power of leveraging limited public investment with exponential private investment that follows the infrastructure. This project demonstrates inter-governmental partnerships between city, county, state and federal partners to best serve the needs of the community with clearly defined roles and responsibilities to ensure project success. This project is demonstrably rural in a town of just 21,000 people in a county larger than the state of Connecticut, in the 4<sup>th</sup> largest state in the Union. **The Kalispell Bypass: Foys Lake Section is ready to build with the support of BUILD 2018.**



Community Members Enjoying the 4<sup>th</sup> of July Parade



Kalispell Bypass: Foys Lake Section  
Kalispell, Montana

## VI. Appendix

1. Project Narrative
2. BUILD 2018 Project Information
3. Benefit Cost Analysis
4. Benefit Cost Analysis Spreadsheet
5. Budget
6. Economic Impact Analysis & Executive Summary
7. Economic Impact Analysis Executive Summary - Updated
8. Environmental Impact Statement
9. Record of Decision for Environmental Impact Statement
10. 2006 Re-evaluation Environmental Impact Statement
11. 2009 Re-Evaluated Environmental Impact Statement – MDT/FHWA
12. Maps
13. Resolutions of Support and Wage Certification
14. Letters of Support
15. Public Outreach and Media



BUILD Discretionary Grant Kalispell Bypass: Foys Lake Section Project Application website:

<http://mt-kalispell.civicplus.com/543/BUILD-2018>



Kalispell Bypass: Foys Lake Section  
Kalispell, Montana