

Transportation Investment Generating  
Economic Recovery (TIGER)  
Discretionary Grant



<http://www.flatheadbeacon.com/images/uploads/downtown-kalispell.jpg> (9/14/09)

# Montana Kalispell Bypass

Submitted by the Montana Department of Transportation



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# TIGER Grant Application

(Transportation Investment Generating Economic Recovery)

## Applicant for this Grant:

Montana Department of Transportation  
Contact: Director Jim Lynch  
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1. **PROJECT NAME:** Montana Kalispell Bypass

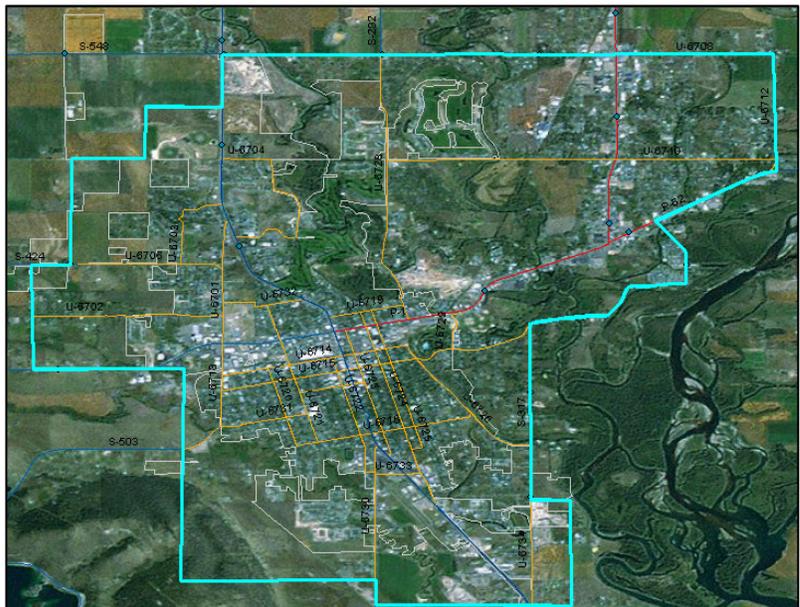
2. **GRANT REQUEST AMOUNT:** \$82,730,000

### 3. PROJECT DATA:

State:	Montana
County:	Flathead
City:	Kalispell
Congressional District:	MT-001
Urban/Rural:	Urban
Type of Project:	Highway Project
DUNS Number:	878557917
Web Link:	<a href="http://www.mdt.mt.gov/recovery/grant_kalispell.shtml">http://www.mdt.mt.gov/recovery/grant_kalispell.shtml</a>

### 4. PROJECT DESCRIPTION

The Montana Department of Transportation is planning to construct a project known as the Kalispell Bypass Project. The project intent is to reduce regional roadway congestion, provide for planned population and economic growth, enhance traffic safety and improve regional mobility for the greater Kalispell Area. This project is regionally significant as US 93 services all of Western Montana from the Canadian border to the Idaho Border near Lost Trail.



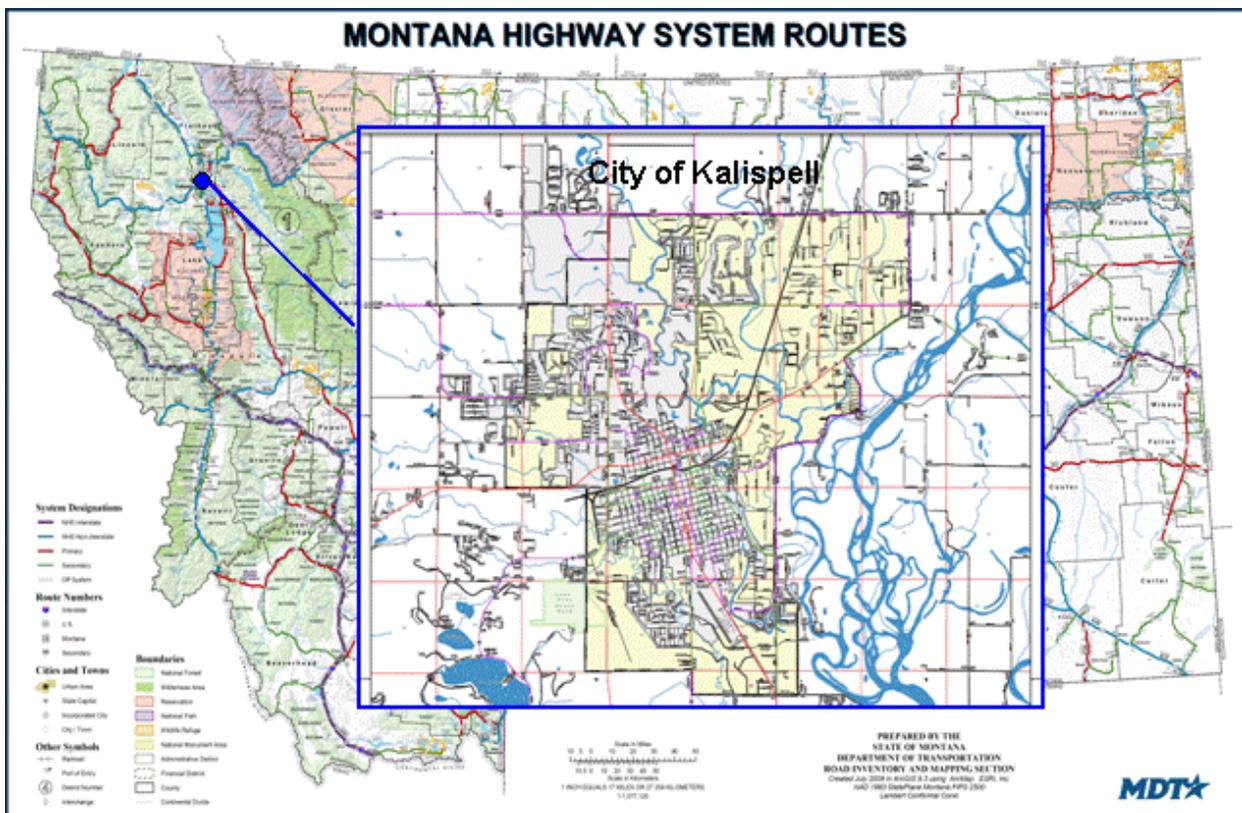
Additionally, US 93 is the primary route for North/South travel in the Northwest region of Montana serving traffic in Kalispell, MT, Whitefish, MT, Glacier National Park, Flathead Lake, and Missoula, MT. US 93, in Kalispell, MT, also intersects with US 2 which is a major east/west route connecting all of Northern Montana.

The project will construct the new roadway on largely undeveloped land which has been preserved through a Corridor Preservation Project, NH 5-3 (60)109, and through close cooperation with the City of Kalispell and Flathead County. The Kalispell Bypass Project, currently in various stages of completion, was initially identified in the preferred alternative in the 1994 Final Environmental Impact Statement. Full details concerning the environmental documents for this project can be viewed in Section 11 of this grant request.

#### 4.1 Project Location

The south project terminus of the Bypass (RP 0.000) is located at the intersection with US Highway 93 (NH-5) at reference post 109.082, approximately 610 meters north of Snowline Lane. The north project terminus (RP 7.584) is located at RP 115.865 on US Highway 93. The Bypass is contained entirely in Flathead County with some portions of the project within the expanding city limits of Kalispell. See Figures 1 and 2 below.

Figure 1: Project Area



## 4.2 Segment Locations

*Segment 1. KBP-US 93 to Airport Rd* is located in Flathead County and the City of Kalispell. Segment I is located in Sections 29 and 30 of T28N, R21W. The project will begin at Station 0+20 or Bypass reference post 0.0. The project will end at Bypass reference post 1.5.

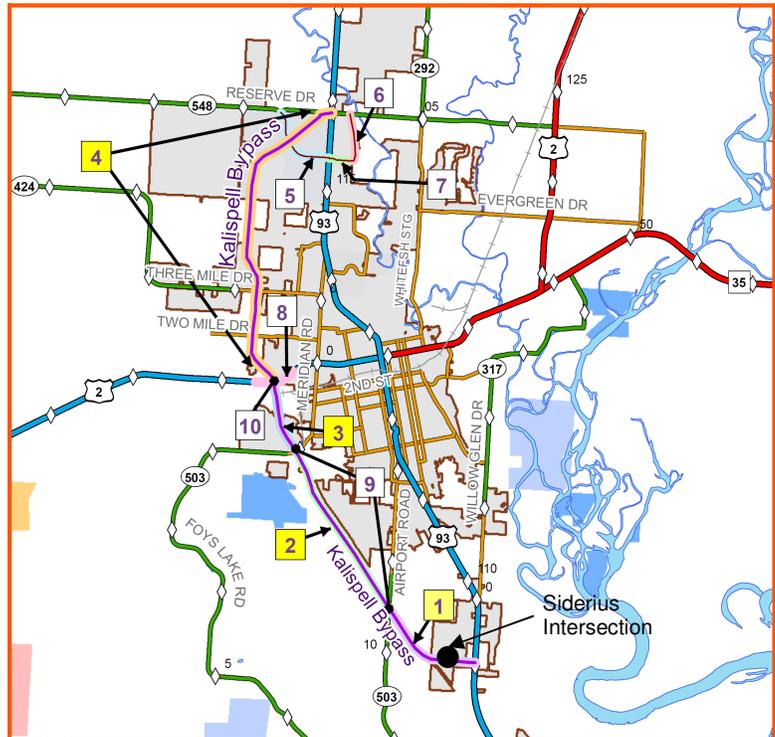
*Segment 2. KBP-Airport Rd to Foy's Lake Rd* is primarily located in Flathead County; however City annexations are occurring that will extend the City limits beyond the Bypass. Segment J is located in Sections 18 and 19 of T28N, R21W and in Section 13 of T28N, R22W. The project will begin at Station 24+00, or Bypass reference post 1.5. The project will end near Bypass station 49+06 or at Bypass reference post 3.0.

*Segment 3. KBP-Foy's Lake Rd to US 2* is located in Section 13 of T28N, R22W; located within the Kalispell City limits in Flathead County, Montana. The project will begin at Station 49+06 or Bypass reference post 3.0. The project will end at Bypass station 64+48 or reference post 3.98 on US Highway 2 (NH-1) RP 119.699.

*Segment 4. US 2 North-Kalispell* encompasses both Flathead County and the City of Kalispell and is located with Sections 1 and 12 of T28N, R22W and Section 36 of T29N, R22W. The project will begin at the intersection with US 2 (NH-1) at reference post 119+00.675, set as Bypass reference post 3+00.991 and Bypass Station 64+60. The project will end on West Reserve Drive (S-548) at Bypass Station 126+92, or S-548 reference post 4+00.279, at the west edge of the Stillwater River Bridge.

*Segment 5. Reserve Loop-Kalispell* is located in the north half of Section 36, Township 29 North, Range 22 West (T29N, R22W); all within the city limits of Kalispell located in Flathead County, Montana. The project begins at reference post 2.878 (set as station 78+0673) on West Reserve Drive, S-548, just west of the intersection with Stillwater Drive. The project ends at Station 100=99.20 at the intersection with US 93 at reference point 115+0368 on US 93 (NH-5).

Figure 2: Kalispell Bypass Project Segments



*Segment 6. Reserve Drive South-Kalispell* is located in the northwest quarter of Section 31, Township 29 North, Range 21 West (T29N, R21W); located between the Kalispell City Limits and the Stillwater River in Flathead County, Montana. The project will begin at station 200+37 at the east end of the Hutton Ranch Road. The project will end on West Reserve Drive, S-548, at reference post 4+00.248, at Hutton Ranch Road station 209+54, approximately 300 meters east of the intersection with US 93 (NH-5).

*Segment 7. Hutton Ranch Plaza- Kalispell* is located in the northwest quarter of Section 31, T29N, R21W; located within the Kalispell City Limits in Flathead County, Montana. The project will begin just east of the intersection with US 93, approximate reference post 115 + 0.368 on US 93 (NH-5) at Reserve Loop reference post 4.319. The project will end at station 199+92.28, at the beginning of Segment D Reserve Loop reference post 4.547.

*Segment 8. KBP-US 2 Widening* is primarily located in Flathead County; however City annexations are occurring that will extend the City limits beyond the Bypass. Segment L is located on the section line between Sections 12 and 13 of T28N, R22W. The project will begin at Station 30+74 on US Highway 2 (NH-1) at RP 119.255. The project will end east of the intersection with the Bypass at approximate station 39+70, RP 119.811.

*Segment 9. Airport & Foys Lake Interchange-Kalispell* will construct interchanges located between Bypass reference posts 0+00.841 through 3+00.588, extending from south of Airport Road to north of Foys Lake Road. The Airport Road interchange will reconstruct part of Airport Road, S-503, between Stations 1+80 and 12+02, centered about reference post 10+00.839. The Foys Lake Road interchange will widen part of Foys Lake Road, S-503, between Stations 21+00 and 24+40, centered about reference post 1+00.020.

*Segment 10. US 2 Interchange-Kalispell* is located outside the City limits of Kalispell in Flathead County splitting Sections 12 and 13 of T28N, R22W. The interchange project will widen and reconstruct US 2 (NH-1) between reference posts 119+00.283 to 119+00.811. The interchange project will also construct the mainline Bypass between Bypass reference posts 3+00.612 and 4+00.358.

### **4.3 Project History**

This project was initiated as part of the US 93 Somers to Whitefish West Environmental Impact Statement (1992- 1994). This document specified the general location and project limits of the proposed bypass project and defined the proposed facility as a four-lane rural principal arterial roadway. This was followed by a Corridor Preservation Project (1995-1998) which identified the approximate right-of-way of the proposed facility and preserved the corridor until the Department was able to continue with the project. A Re-evaluation of the original 1994 Final Environmental Impact Statement (for the Kalispell Bypass segment only) was performed in 2005-2006. This document determined that there were no changed conditions (since the approval of the original Environmental Impact Statement) that would have changed the decision in that

document. It also determined that access to the bypass facility should be through grade separations (interchanges) rather than at-grade intersections. The process also identified the need to improve/construct section of collector roads to improve intersection traffic operations.

#### **4.4 Full Build Project Design**

The Montana Department of Transportation has prepared a design for the bypass facility as defined in the noted environmental documents shown in section. This project will construct a 12.2 kilometer four-lane limited-access bypass facility on the west side of Kalispell. The overall project will also include three kilometers of new collector roads, six interchanges and nine bridges.

##### Design Details

1. The bypass roadway design uses a rural typical section from the south end of the project from US Highway 93 up to Four Mile Drive providing four 3.6-meter driving lanes, a variable width median and two 2.8-meter shoulders which allow 0.4-meters for a future overlay. The median width is typically 3.0-meters but will widen to 4.4-meters where a center bridge pier is necessary.
2. The bypass roadway design uses a modified curb-and-gutter section from Four Mile Drive to the north end at US Highway 93 to define the roadway edge at the request of the landowner. This modified section provides a similar road width (described above), including a 2.4-meter shoulder to the face of a 0.15-meter, mountable curb.
3. Interchanges will be constructed at the following locations: Airport Road, Foy's Lake Road, US Highway 2, Three Mile Drive, and Reserve Loop. Right-of-Way will be acquired for an interchange at Four Mile Drive, although an interchange will not be constructed with this project.
4. Other bridges will be constructed at the following locations: Two Mile Drive, and two bridges over Ashley Creek.
5. Approximately 3500 linear meters of noise walls will be included in the project to shield subdivisions.
6. The Bypass has a minimum design speed of 90 kilometers per hour (km/h) although most design elements meet a design speed of 100 km/h.
7. Traffic signals will be constructed at the bypass connections to US Highway 93.
8. Two pedestrian tunnels will be provided under the bypass facility.
9. A separated 3.0-meter bike path is planned along the east (right) side of the Bypass.

10. Reserve Loop and Hutton Ranch Loop will be improved/constructed as collector streets to provide access to Reserve Loop Interchange. US Highway 2 will be widened west of the Kalispell Bypass intersection with the bypass to improve traffic operations.

#### **4.5 Interim Project Design/Construction**

In the middle of 2008, it was recognized that funding might not be available for the full – build design in the re-evaluated Environmental Impact Statement. Additionally, with public requests to start this project, the Department decided to prepare a two-lane (interim) design for the south half of the bypass (starting on US Highway 93 and extending up to US Highway 2) that could be funded/constructed at an earlier date and then expanded as additional funds are made available. This interim design will therefore construct the southern 6.4 kilometer of the limited-access bypass facility as originally planned, but mostly as a two-lane facility with roundabouts at the intersections rather than interchanges.

##### **Design Details**

The following design changes were made from the initial (full-build) project concept to prepare the interim design plans.

1. The full four-lane roadway section will be constructed from the US 93 intersection for about 413 meters to the Siderious intersection. From there north to the US 2 intersection, the interim design would construct a two-lane roadway (including two 3.6-meter driving lanes and two 2.8-meter shoulders) which would ultimately become the eastern two lanes of a four-lane facility.
2. Roundabouts would replace two of the previously planned interchanges. One additional roundabout would be constructed at the Siderious intersection.
3. The two Ashley Creek bridges would be constructed to accommodate a two-lane roadway.
4. Traffic signals, bike paths, pedestrian tunnel, and collector street construction will be the same as proposed in the full-build design.

#### **4.6 Final Design Status**

The Department has prepared design plans for the interim design for the south half of the bypass facility as noted above. The Department has also split the original 12.2 kilometer project (and the three kilometers of collector streets) into the following ten separate projects for construction purposes to allow for construction phasing due to funding and right-of-way issues. The segments that currently have an interim design are noted in gray in the table below.

Table 1. Bypass Project Segment			
<b>Bypass Mainline</b>			
Segment 1.	KBP-US 93 to Airport Rd (Funded)	CN 2038008	Interim Design
Segment 2.	KBP-Airport Rd to Foys Lake Rd (Funded)	CN 2038009	Interim Design
Segment 3.	KBP-Foys Lake Rd to US 2 (Funded)	CN 2038010	Interim Design
Segment 4.	US 2 North-Kalispell	CN 2038002	
<b>Collector/Connector Roads</b>			
Segment 5.	Reserve Loop-Kalispell (Constructed)	CN 2038001	Constructed
Segment 6.	Reserve Drive South-Kalispell	CN 2038003	
Segment 7.	Hutton Ranch Plaza-Kalispell	CN 2038007	
Segment 8.	KBP-US 2 Widening	CN 2038011	
Segment 9.	Airport & Foys Lake Interchange-Kalispell	CN 2038004	
Segment 10.	US 2 Interchange-Kalispell	CN 2038005	

In the above projects, the Montana Department of Transportation has completed construction of No. 5 (Reserve Loop-Kalispell) and is preparing to construct (let to contract) Nos. 1 (KBP-US 93 to Airport Rd), ( 2 (KBP-Airport Rd to Foys Lake Rd ) and 3 (KBP-Foys Lake Rd to US 2). We are requesting TIGER Grant funding for the remaining segments listed above which includes costs for expanding the interim design segments 1,2, and 3 to the full-build design.

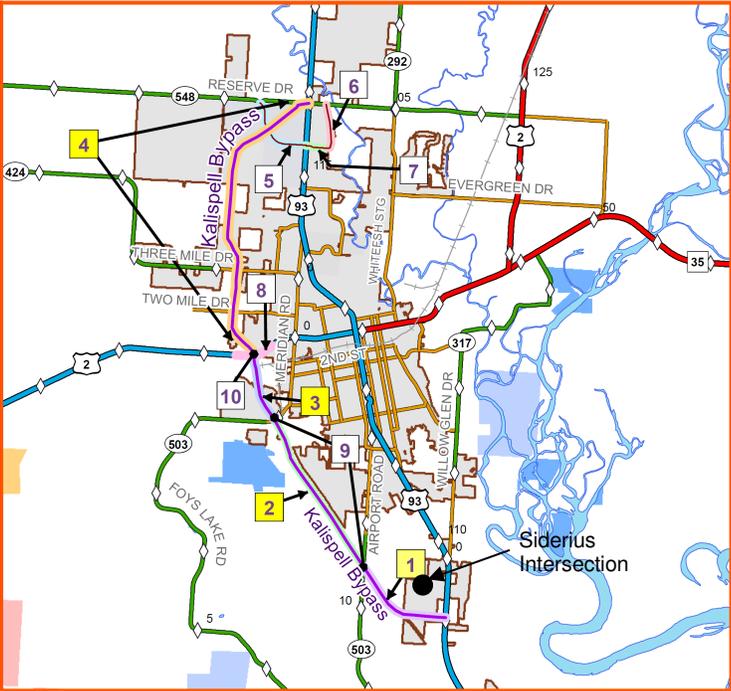
### 4.7 Final Segment Design Details and Improvements

#### Bypass Mainline

**Segment 1. KBP-US 93 to Airport Rd:** This segment will construct the interim Bypass design beginning at US Highway 93 (NH-5) at the south to Airport Road (State Secondary Route-503). The project will include the construction of a bridge over Ashley Creek and two roundabouts. One roundabout will be at the future public road accessing the bypass on the Siderius Commons planned development. The other roundabout will be at the segment termini with Airport Road, requiring realignment of Airport Road to improve the intersection angle.

**Segment 2. KBP-Airport Rd to Foys Lake Rd:** This segment will construct the interim Bypass design between Airport Road (S-503) and Foys Lake Road (S-503).

Figure 3: US 93 Kalispell Bypass Project



The project will include reconstruction of local roads, Sunnyside and Ashley Drives, and the construction of 1200-linear meters of noise wall on the east side of the Bypass. A pedestrian tunnel under the Bypass is planned for connectivity to the Lone Pine State Park.

**Segment 3.** *KBP-Foys Lake Rd to US 2:* This segment will construct the interim Bypass design between Foys Lake Road (S-503) and US Highway 2 (NH-1). The project will include the construction of a bridge over Ashley Creek and a roundabout at Foys Lake Road, and reconstruction of existing streets, Corporate and Appleway Drive, at their intersections with US 2. Significant creek channel realignments and storm drain systems will also be built.

**Segment 4.** *US 2 North-Kalispell:* This segment will construct the northern 5.8 kilometers of the Kalispell Bypass, from US 2 (NH-1) at the south to US 93 (NH-5) as proposed in the initial full-build four-lane design. The project will begin at the north terminus of the US 2 intersection, and convert the signalized intersection to a four-leg, signalized intersection. The project includes interchanges at Three Mile Drive and Reserve Loop. The project also includes a bridge that will carry an existing road (Two Mile Drive) over the Bypass. Design features will include:

1. Signalized, four-way, intersections at US 93 and US 2
2. 2300-linear meters of noise walls on both sides of the Bypass, between stations 83-94 in and north of Empire Estates subdivision.
3. Bike path will be constructed along the length of this segment.
4. West Reserve Drive, east of US 93, will be widened opposite the Bypass intersection.

#### Collector/Connector Roads

**Segment 5.** *Reserve Loop-Kalispell* constructed 1.4 miles of a new five-lane roadway, including reconstruction of the intersection with Stillwater Drive with a roundabout at the west terminus of the project. The roadway provides four driving lanes, a center turn lane, sidewalks, lighting and a storm drain system. The new roadway was partly built on a portion of the current alignment of West Reserve Drive and partly on undeveloped land. Slight modifications were made to the existing signalized intersection with US 93 (NH-5).

**Segment 6.** *Reserve Drive South-Kalispell:* This segment builds the 0.5 miles of city, collector roadway, east of the current Home Depot/Target commercial subdivisions. The new roadway will provide a collector (three-lane) roadway with a signalized "T"-intersection at the intersection with Reserve Drive (State Secondary Route 548). The new road begins at the east terminus of Hutton Ranch Road. The new roadway will

provide relief to the intersection of US 93/Reserve Drive/ Bypass which is required for intersection demand at the north terminus of the Bypass.

**Segment 7. Hutton Ranch Plaza-Kalispell:** This segment will widen ¼-mile of existing Hutton Ranch Road which will then connect with Reserve Drive South. The roadway widening is needed to provide relief to the intersection of US 93/Reserve Drive/Bypass which is required for intersection demand at the north terminus of the Bypass

**Segment 8. KBP-US 2 Widening:** This segment will reconstruct US 2 (NH-1) to provide a signalized intersection with the Bypass (Segment 8) and provide widening of US 2 to the west as a three-lane roadway.

**Segment 9. Airport & Foys Lake Interchange-Kalispell:** This segment will include the construction of the grade-separated interchange at Airport Road (S-503) and the construction of the grade-separated interchange at Foys Lake Road (S-503) and reconstruction of both access road sections.

**Segment 10. US 2 Interchange-Kalispell:** This segment will construct a new interchange at the Kalispell Bypass/US 2 (NH-1) intersection. The interchange includes a Bypass bridge over US 2 and four ramps including their connection to the mainline of the Bypass and two traffic signals at the ramps intersections with US 2.

## 5. PROJECT PARTNERSHIPS

**Montana Department of Transportation (MDT)** - This project is on an NHS Route, considered “on system” and under MDT’s jurisdiction.

**City of Kalispell** - This project is primarily located within City and Urban Boundaries and is endorsed by the City.

**Flathead County** - This project is located in and endorsed by the County

**Montana Division of Federal Highways Administration**

## 6. GRANT FUNDS, SOURCES AND USES OF PROJECT FUNDS

Previously committed funding (currently estimated at \$76.06 million) has been utilized or set aside for preliminary engineering, right of way acquisition, incidental costs and utility moves common to all project segments as shown in the description above. Additionally, **Segments 1,2,3, and 5** have been or will be constructed to the interim 2 lane design as a result of current funding levels.

The following Federal funding has been programmed or committed for the Kalispell Bypass:

**1995 to present-** \$71.76 million (Combination of NH/PLH/TCSP/STP/ Section 115/Borders and Corridors/Section 1934 of SAFETEA-LU/ARRA/Other)

The following non-Federal funding has been programmed for the Kalispell Bypass to date:

**1995 to present - \$4.30 million (State match)**

The requested TIGER Grant Funding (\$82.73 million), if made available, will complete the financial package necessary to construct all remaining segments to the full build design scenario shown above in the project description.

## 7. SELECTION CRITERIA - PRIMARY

### 7.1 Long Term Outcomes

#### 7.1.1 State of Good Repair:

MDT utilizes an asset management strategy termed the Performance Programming (P3) Process to establish highway construction priorities within the state. The P3 Process utilizes management system outputs to determine the optimal project mix in order to maximize performance relating to pavements, bridges and congestion conditions. The construction projects segments advanced for consideration in this TIGER Grant application will ultimately be programmed for preferred treatment strategies for increased performance in the areas of pavement life, bridge condition and congestion relief as would any MDT facility.

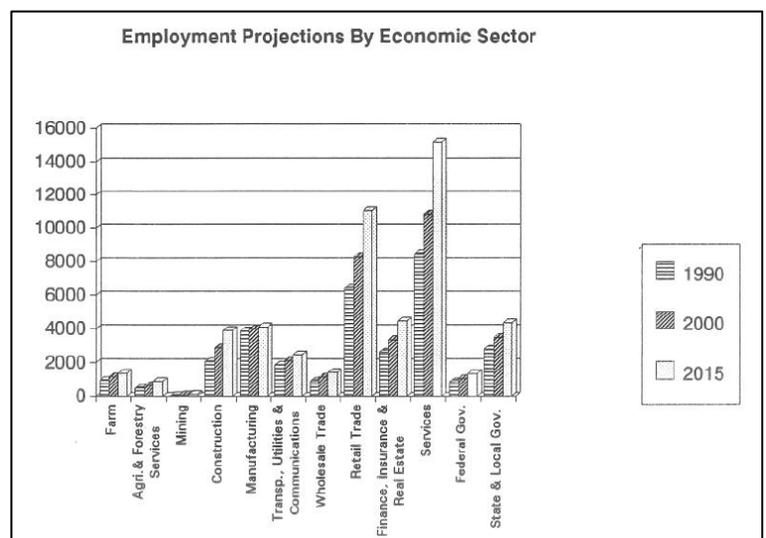
The US 93 Kalispell Bypass is an essential component in the continued economic growth of downtown Kalispell and throughout the region due to the congestion currently experienced by travelers. The Bypass has been identified in the US 93 Somers to Whitefish EIS preferred alternative in order to achieve an acceptable Level of Service on the Somers to Whitefish Segment of US 93. The standard set in the EIS and by MDT calls for LOS B for the US 93 facility. It should be noted no build scenario would cause US 93 to operate at LOS E, or D, and possibly F in the summer months by 2015.

#### 7.1.2 Economic Competitiveness:

According to the EIS<sup>3</sup> for Somers to Whitefish, MT, the Average annual employment in Flathead County was predicted to increase by 59% from 1990 to 2015 as demonstrated in the chart (right).

Further, we loosely estimate 1.2 percent of the overall cost benefit is attributable to the Economic Competitiveness. Monetarily, this works out to about \$5,469,278 in total cost benefit beginning in year 2010 and ending in 2030.

Figure 4: Employment Projection by Economic Sector



This percentage was achieved by estimating the tourism economy dollars in the region provided by the Montana Institute for Tourism and Recreation Research and including figures for travelers from out-of state. Again, this is a cautiously related assumption for this analysis. <sup>1, 2</sup>

### **7.1.3 Livability:**

Benefits attributable to “Livability” as defined in the Federal Register were difficult to quantify, particularly with a new alignment project with little to no baseline data for comparison.

It should be noted, however, that the no build alternative shown in the US 93 Somers to Whitefish EIS, indicates a LOS F on US 93 in the downtown Kalispell area by 2015. We believe this clearly demonstrates that US 93 is a regionally significant route serving local and regional traffic from Canada, Missoula, Glacier National Park, US 2 and countless recreational areas. This has resulted in US 93 carrying a larger than usual percentage mix of commercial and recreational traffic. In turn, this additional traffic on US 93 through Downtown Kalispell adds to congestion resulting in a degradation of access to the downtown area by pedestrian, bike and local business traffic.

Therefore, the Kalispell Bypass Project<sup>3</sup> was selected as the preferred alternative for the following reasons:

1. It will provide critical relief for congested areas in Kalispell. The Bypass will reduce the future year 2015 traffic in Kalispell by 9,000 vehicles per day.
2. It will provide a alternate route for trucks and other vehicles not needing to stop in Kalispell.
3. It will enhance the economic stability of downtown Kalispell.
4. It will enhance residential property values in the central area of Kalispell.
5. It will reduce CO and PM 10 emissions.
6. It is consistent with City and County Plans.
7. it is supported by the Kalispell City Council and the Flathead County Commissioners.

Additionally, the Bypass project has given significant consideration to and incorporated many amenities such as noise abatement features, bike paths, pedestrian tunnels, and construction of collector streets in the final design.

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<sup>1</sup> Ag and energy industry incomes are BEA data obtained from the REIS database for 2008 at <http://www.bea.gov/regional/reis/action.cfm>. Tourism spending in the county includes out-of-state visitors only and is from surveys of the Institute for Tourism and Recreational Research, University of Montana at <http://www.itrr.umt.edu/reportBuilder.htm>.

<sup>2</sup> The multiplier figures are from IMPLAN and are, as always, approximate.

<sup>3</sup> The 1994 FEIS can be found online at: [http://www.mdt.mt.gov/pubinvolve/docs/eis\\_ea/eis\\_us93somers.pdf](http://www.mdt.mt.gov/pubinvolve/docs/eis_ea/eis_us93somers.pdf)

### 7.1.4 Sustainability:

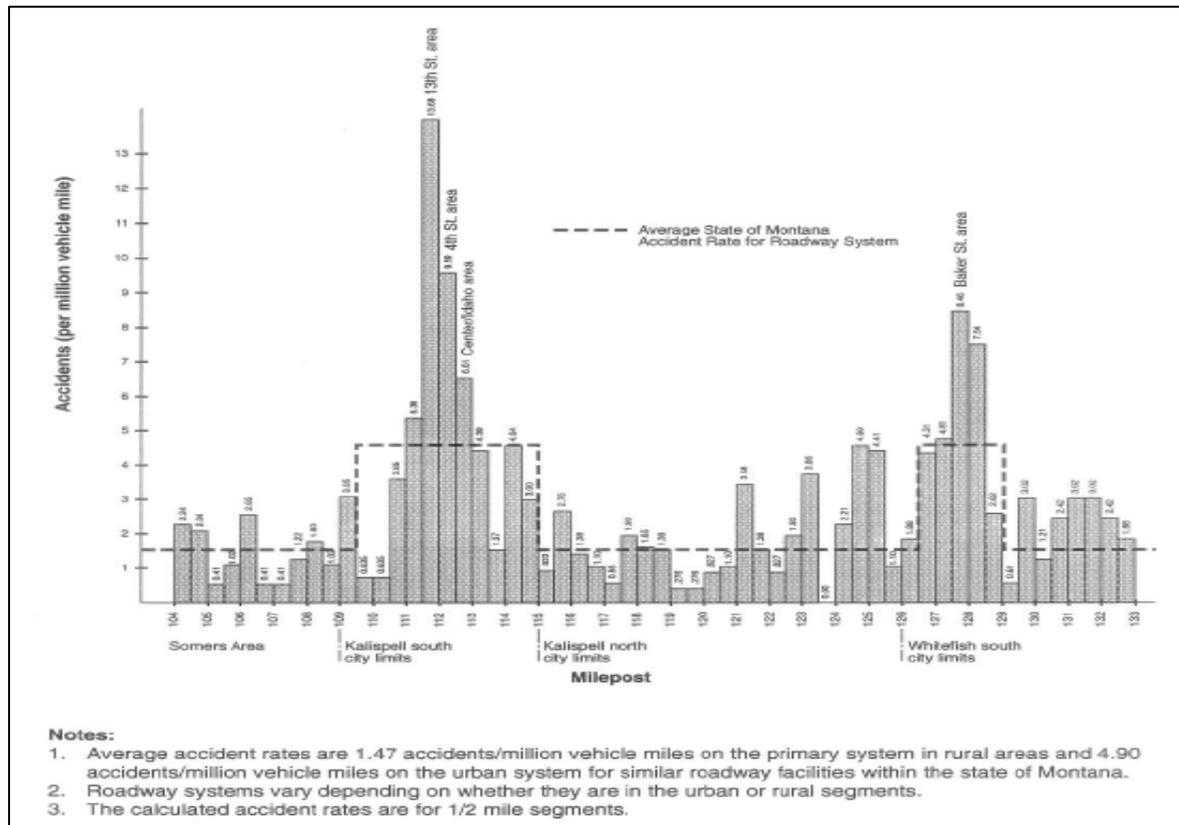
By providing an alternate route for through traffic including commercial and recreational vehicles, MDT analysis shows a significant benefit attributable to travel time savings. Monetarily, this calculates to \$381,992,376 over the study period (2010-2030) which is 84.9 percent of the total benefits.

The Kalispell Bypass Project will improve the efficiency of the US 93 corridor in the downtown Kalispell area by reducing congestion when constructed by an estimated 9,000 vehicles per day.<sup>3</sup> This should reduce emissions in the downtown area along US 93, however, CO<sub>2</sub> emissions in the area of the new Bypass alignment will increase so any cost benefits from reduced Carbon emission are negligible and the analysis has not considered them fully.

### 7.1.5 Safety:

The Kalispell Bypass is a new alignment and therefore does not have accident data available for accurate determination of a monetary benefit based on reduced crashes attributed to the project. Having stated this, it should be noted that US 93 at the time of the FEIS had accident rates several times higher than the average State of Montana accident rate as shown in the table below.

Figure 5: Accident Rates on US 93



With construction of the full Bypass traffic we predict the traffic condition in downtown Kalispell to improve to LOS C or better. We also predict that the bypass project will reduce the through traffic in Downtown Kalispell thereby reducing the incidence of accidents between vehicles, particularly commercial and passenger vehicles.

## 7.2 Evaluation of Expected Project Costs and Benefits:

### 7.2.1 Cost Benefit Summary

**Table 2. Cost Benefit Summary**

<b>Long Term Out Come</b>	<b>Benefit</b>
State of Good Repair	Maintenance costs will increase due to addition of Bypass but will be reduced on the mainline of US 93. Traffic should operate at a LOS C or better. The new alignment will maintained by MDT per the P3 process.
Economic Competitiveness	Annual employment was predicted to increase 59% by 2015. We estimated a <b>\$5.5 million</b> Economic Competitiveness benefit by 2010.
Livability	Improved LOS, Increased amenities-bike paths, noise barriers, ped tunnels, collector route improvements, increased accessibility to downtown Kalispell area.
Sustainability	Significant cost benefit of nearly <b>\$382 million</b> predicted by 2030
Safety	The Benefit Cost Analysis performed for the project demonstrated a benefit cost ratio of 6.35

## 7.2.2 Project Cost Estimates

Total construction cost estimate to fund the full-build design concept is estimated to be \$158.79 million. The total funding amount MDT is requesting to the full-build design construction is \$82.73 million. The following table shows construction cost estimates for each segment based on the design strategy (Interim Design and Full-build Design concepts) shown above.

**Table 3. Full Construction Estimate with Interim Construction Cost Breakdown (in millions)**

		<b>Total Project Cost**</b>		<b>\$158.79</b>
		<b>Grant Request Amount</b>		<b>\$82.73</b>
		<b>Funded Interim 2 Lane Costs</b>	<b>Other Funded Costs*</b>	<b>Remaining Costs for Full Construction***</b>
<b>Bypass Mainline</b>				
Segment 1.	KBP-US 93 to Airport Rd (Funded)	\$14.57		\$5.00
Segment 2.	KBP-Airport Rd to Foys Lake Rd(Funded)	\$9.42		\$5.00
Segment 3.	KBP-Foys Lake Rd to US 2 (Funded)	\$13.08		\$4.00
Segment 4.	US 2 North-Kalispell			\$40.01
<b>Collector/Connector Roads</b>				
Segment 5.	Reserve Loop-Kalispell (Constructed)		\$6.00	
Segment 6.	Reserve Drive South-Kalispell			\$3.89
Segment 7.	Hutton Ranch Plaza-Kalispell			\$0.91
Segment 8.	KBP-US 2 Widening			\$3.06
Segment 9.	Airport & Foys Lake Interchange-Kalispell			\$9.04
Segment 10.	US 2 Interchange-Kalispell			\$10.32
<b>Additional Overall Project Costs</b>				
R/W Costs common to all segments			\$23.50	
Estimated Utilities/IC Costs common to all segments			\$2.04	\$1.50
		<b>\$37.07</b>	<b>\$38.99</b>	<b>\$82.73</b>
* Includes IDC amounts assessed in previous funding.				
** Includes previous funding with IDC assessed and current grant request amounts without IDC.				
*** Does not include IDC.				

## 7.2.3 Benefit Analysis

The analysis of adding the Kalispell Bypass to the US 93 system at full build out with four lanes shows a significant cost benefit in time savings for vehicle hours traveled in the study period from 2010-2030, summing nearly \$381,992,376. Cost Benefits for the study total a net present value of \$249,147,464 and yield a cost benefit ratio of 1.80 when compared to \$138,134,190 (Present Value) in project costs or \$158, 790,000 (Future Value).

**Table 4. Project Benefits and Costs**

<b>Discount rate: 0.07</b>			
<b>COSTS</b>	<b>Discounted costs</b>		
	<b>2010 - 2012</b>	<b>2010 - 2030</b>	
Project costs	\$137,482,230	\$137,482,230	
Maintenance & Operations	\$0	\$831,960	
<b>PV of Costs</b>	<b>\$0</b>	<b>\$138,314,190</b>	
<b>BENEFITS</b>	<b>Discounted benefits</b>		<b>Benefit share (%)</b>
	<b>2013</b>	<b>2010 - 2030</b>	
Vehicle hours traveled savings	\$26,143,636	\$381,992,376	84.9%
Economic competitiveness	\$485,900	\$5,469,278	1.2%
Livability*	\$0	\$0	0.0%
Sustainability*	\$0	\$0	0.0%
Safety*	\$0	\$0	0.0%
<b>PV of Benefits</b>	<b>\$26,631,549</b>	<b>\$387,461,654</b>	<b>86.1%</b>
<b>Net Present Value</b>		<b>\$249,147,464</b>	
<b>Benefit-Cost Ratio</b>		<b>1.80</b>	
*Benefits amounts not included due high error percentages in assumptions and available data			

### 7.3 Evaluation of Project Performance

The Montana Department of Transportation has developed a data gathering and reporting process for all American Recovery and Reinvestment Act of 2009 funded projects. The process complies with Office of Management and Budget and Management (OMB), Transportation & Infrastructure Committee, Federal Highway Administration (FHWA), and the Montana State Governor's Office reporting requirements. If the TIGER Discretionary Grant funds are received for this project, full data collection and reporting will be implemented on this project. The reporting will evaluate the success of the project and measure the short- and long-term performance, specifically with respect to the economic recovery measures and long-term outcomes specified in this notice.

### 7.4 Job Creation and Economic Stimulus

#### 7.4.1 Promote the Creation of Job Opportunities For Low-Income Workers.

The project will promote the creation of job opportunities for low-income workers by utilizing best practice hiring and apprenticeship (including pre-apprenticeship) programs. The State of Montana, Department of Transportation has MEMORANDUMS OF UNDERSTANDING with all seven Tribal Governments throughout the state. In accordance with these MOUs, a negotiated number of trainees will be hired for the project, as will any qualified tribal members. These MOUs emphasizes Montana's commitment to Indian employment as a means of strengthening tribal communities and

increasing employment opportunities for Native Americans residing on or near the reservation. Each Tribal Employment Rights Office works with contractors and sub-contractors to ensure technically qualified and reasonably priced employees are available. Goals are set in each contract for Indian employment in those trades where there are qualified Indian workers available. Firms that are 100% Indian owned, operated and managed also receive the highest employment preference from the Tribe. These rules ensure the local economy will benefit, provide for increased benefits from employment, and promote a stable labor force to insure the steady growth of commerce on the reservation.

#### **7.4.2 Maximum Practicable Opportunities For Small Businesses And DBE's:**

The MDT Disadvantaged Business Enterprise program encourages and supports the participation of companies owned and controlled by socially and economically disadvantaged individuals in transportation contracts. MDT's supportive Services Program also provides business assistance to contribute to the self-sufficiency of DBE companies through skill development, training, and assistance with bonding and financing. There are currently seventy-seven (77) Disadvantage Business Entities certified throughout the state of Montana. While it is not likely to serve as the prime on large contracts, it is likely to be hired as a sub-contractor. MDT, prime contractors and the TERO officer have pledged to work together to promote Disadvantaged Business Enterprise contractors. Given available opportunities, additional firms may develop. Small business entities are common in rural Montana areas and any construction activity will have a beneficial financial impact.

#### **7.4.3 Community –Based Organizations:**

The project will make effective use of community-based organizations in connecting disadvantaged workers with economic opportunities. There are a variety of community and economic development corporation throughout the state. These partner with MDT to promote development in the area by assisting in training and job skills and connecting workers with employment. Resources in this area include:

#### **7.4.4 Labor Practices And Compliance:**

The project will support entities that have a sound track record on labor practices and compliance with federal laws ensuring that American workers are safe and treated fairly. The Director of the Montana Department of Transportation signed the STATE ASSURANCE WITH REGARD TO EQUAL EMPLOYMENT OPPORTUNITY AS REQUIRED BY THE FEDERAL-AID HIGHWAY ACT OF 1968 on April 15, 2009. This agreement assures that employment in connection with all proposed projects will be provided without regard to race, color, creed, or national origin. It also includes the requirements for a system to ascertain whether contractors and sub-contractors are complying with their equal employment opportunity contract obligations and the degree to which such compliance is producing substantial progress on the various project sites in terms of minority group employment.

#### **7.4.5 Best Practices:**

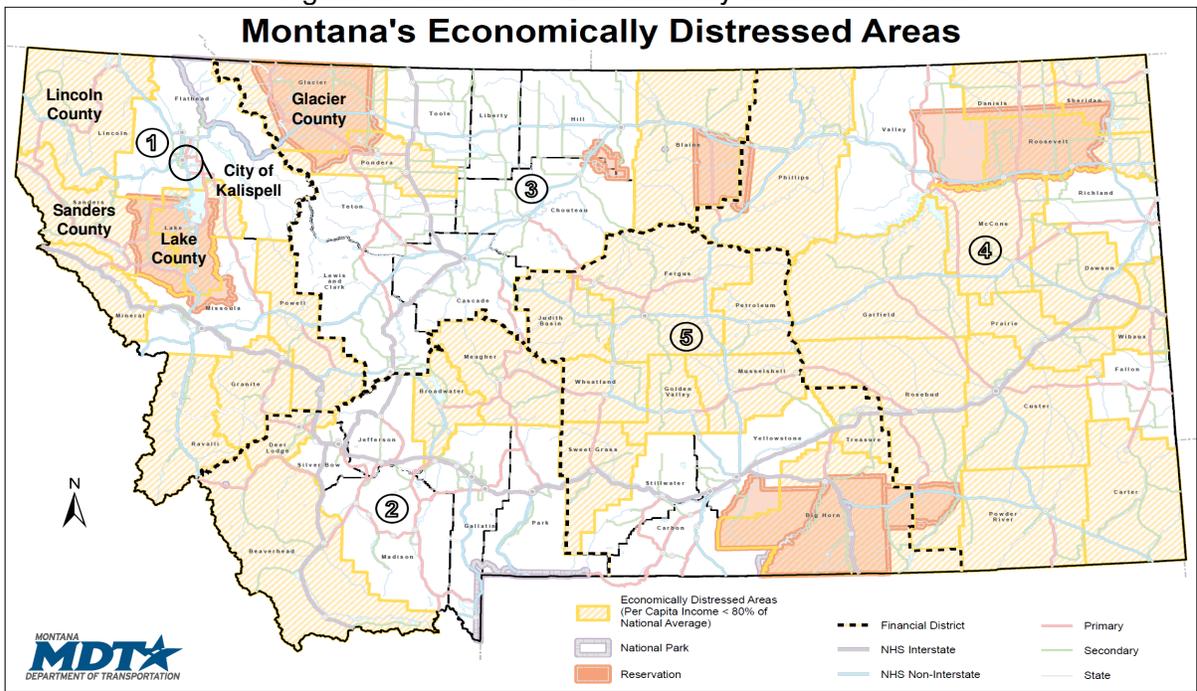
The project implements best practices, consistent with our nation’s civil rights and equal opportunity laws, for ensuring that all individuals— regardless of race, gender, age, disability, and national origin—benefit from the Recovery Act. Montana has a high minority population. There are firms throughout Montana capable of taking on this level of work and many low-income individuals actively seeking work.

### 7.4.6 Population Most Likely to Benefit

The Kalispell Bypass project is located primarily in the City of Kalispell. Further, the project area is not located in an “Economically Distressed Area” as defined by section 301 of the Public Works and Economic Development Act of 1965, as amended (42, U.S.C. 3161). However, Flathead County is bordered by Lincoln, Lake, Sanders and Glacier Counties which all have been identified as Economically Distressed. See Figure 6 Montana’s Economically Distressed Areas below.

It is estimated using the jobs-per-spending multiplier, one job-year per \$92,000 of government spending and no additional funding, the TIGER Grant would generate 899.24 job-years or approximately 450 jobs in each construction season.

Figure 6: - Montana’s Economically Distressed Areas



## 7.5 Project Schedule

**Table 5. Project Schedule**

<b>Bypass Mainline</b>		<b>Schedule Details</b>
Segment 1.	KBP-US 93 to Airport Rd (Funded)	Award contract in winter 2009, begin construction in spring 2010, finish construction in fall 2011.
Segment 2.	KBP-Airport Rd to Foys Lake Rd (Funded)	Award contract in fall 2009, begin construction in late 2009, finish construction in fall 2011.
Segment 3.	KBP-Foys Lake Rd to US 2 (Funded)	Award contract in fall 2009, begin construction in late 2009, finish construction in fall 2011.
Segment 4.	US 2 North-Kalispell	Award contract in fall 2010, begin construction in spring 2011, finish construction in fall 2012.
<b>Collector/Connector Roads</b>		
Segment 5.	Reserve Loop-Kalispell (Constructed)	Constructed
Segment 6.	Reserve Drive South-Kalispell	Award contract in winter 2009, begin construction in spring 2010, finish construction in fall 2010.
Segment 7.	Hutton Ranch Plaza-Kalispell	Award contract in winter 2009, begin construction in spring 2010, finish construction in fall 2010.
Segment 8.	KBP-US 2 Widening	Award contract in winter 2009, begin construction in spring 2010, finish construction in fall 2011.
Segment 9.	Airport & Foys Lake Interchange-Kalispell	Award contract in fall 2010, begin construction in spring 2011, finish construction in fall 2012.
Segment 10.	US 2 Interchange-Kalispell	Award contract in fall 2010, begin construction in spring 2011, finish construction in fall 2012.

## 7.6 Environmental Approvals

See National Policy Act Requirement Section 11 below.

## 7.7 Legislative Approval

This project does not require additional legislative approval.

## 7.8 State and Local Planning

This project has been identified in the preferred alternative in the environmental document. Further, MDT, the City of Kalispell, and Flathead County have partnered in preserving the corridor right of way necessary to construct the Kalispell Bypass. MDT and the local government actively participate in the Technical Advisory Committee for transportation issues in Kalispell Area and recently produced an update to the Kalispell Area Transportation Plan in 2006.

## **7.9 Technical Feasibility**

The project is technically feasible. The majority of preliminary engineering has been completed and acquisition of right of way for all project segment is underway. The project segments will be ready to let Winter of 2009. Construction for all project segments project will be completed by Fall of 2012.

## **7.10 Financial Feasibility**

The project has viability and completeness assuming the availability of the TIGER Discretionary Grant Funds. The grant funds will accelerate the completion of the project segment by fall of 2012. MDT has expended Federal and State highway funds to complete preliminary and final designs, right-of-way purchases, and utility moves. The remainder of the financing package includes the TIGER funds. The State of Montana Department of Transportation has a history of successful management of Federal Transportation projects.

## **8. SECONDARY SELECTION - CRITERIA**

### **8.1 Innovation:**

The concept of constructing an Arterial Bypass around large Urban and Metropolitan areas is not new. However, MDT has made extensive efforts to partner and coordinate this project with the FHWA, the City of Kalispell, and Flathead County. For example, MDT and the local government have partnered in developing the Kalispell Area Transportation Plan (<http://www.rpa-hln.com/kalispelltrans06/index.htm>). Further, MDT actively participates in local Transportation Advisory Committee meetings that have resulted in numerous necessary changes to the original scope of this project. The result of this high level of partnering has led to the interim to full build phasing concept detailed in the project description.

### **8.2 Partnership:**

Letters of support from the Flathead County and City Kalispell Officials can be viewed in Attachment A. The project segments have been approved by the Montana Transportation Commission and are documented in Montana's Statewide Transportation Program (STIP) and can be found online at [http://www.mdt.mt/gov/publications/doc/stip/2009stip\\_final.pdf](http://www.mdt.mt/gov/publications/doc/stip/2009stip_final.pdf).

## **9. PROGRAM – SPECIFIC CRITERIA**

This project meets the design standards outlined in 23 CFR 625 - Design Standards of Highways.

## **10. FEDERAL WAGE REQUIREMENT**

MDT certifies it complies with the requirements of subchapter IV of chapter 31 of title 40 U.S. code regarding federal wage rate requirements in relation to the Recovery act. MDT requires contractor training certification, payroll monitoring, and a formal complaint

process to assure contractor compliance with Davis-Bacon ways rates and fringe benefits.

## **11. NATIONAL ENVIRONMENTAL POLICY ACT REQUIREMENT**

This project will meet all NEPA and MEPA requirements. The necessary Environmental Documents have been completed. The initial finding of Record of Decision (ROD) was signed by the FHWA on November 30<sup>th</sup>, 1994 including the Kalispell Bypass as part of the preferred alternative. Further re-evaluations have taken place in 2006 and 2008 showing the additional Kalispell Bypass improvements needed to accommodate the desired Levels of Service for US 93 and the Kalispell Bypass.

The 1994 FEIS can be found online at:

[http://www.mdt.mt.gov/pubinvolve/docs/eis\\_ea/eis\\_us93somers.pdf](http://www.mdt.mt.gov/pubinvolve/docs/eis_ea/eis_us93somers.pdf)

The 1994 ROD is available at:

[http://www.mdt.mt.gov/pubinvolve/docs/eis\\_ea/eis\\_us93somers\\_rod.pdf](http://www.mdt.mt.gov/pubinvolve/docs/eis_ea/eis_us93somers_rod.pdf)

The 2006 Re-Evaluation of Somers to Whitefish (Kalispell Bypass Only)

[http://www.mdt.mt.gov/pubinvolve/docs/eis\\_ea/eis\\_us93somers\\_reis\\_kal.pdf](http://www.mdt.mt.gov/pubinvolve/docs/eis_ea/eis_us93somers_reis_kal.pdf) (See Page 21 for LOS info)

The 2008 REIS is available at:

[http://www.mdt.mt.gov/pubinvolve/docs/eis\\_ea/eis\\_us93somers\\_reis\\_whitefish.pdf](http://www.mdt.mt.gov/pubinvolve/docs/eis_ea/eis_us93somers_reis_whitefish.pdf)

## **12. ENVIRONMENTALLY RELATED FEDERAL, STATE, AND LOCAL ACTIONS**

All, Environmental approvals have been identified in the below and will be obtained for each project segment as proposed in the schedule noted above.

**Table 6. Permits, Stipulations, and Approvals**

<b>Bypass Mainline</b>			
Segment 1. KBP-US 93 to Airport Rd	404 permit*	Corps of Engineers	to be completed in final design
	SPA 124 authorization*	MT FWP	to be completed in final design
	Floodplain permit*	Flathead County	to be completed in final design
	MS4 approval*	City of Kalispell	to be completed in final design
Segment 2. KBP-Airport Rd to Foys Lake Rd	404 permit*	Corps of Engineers	submitted
Segment 3. KBP-Foys Lake Rd to US 2	404 permit*	Corps of Engineers	submitted
	SPA 124 authorization*	MT FWP	submitted
	Floodplain permit*	Flathead County	submitted
	MS4 approval*	City of Kalispell	to be completed in final design
Segment 4. US 2 North-Kalispell	404 permit	Corps of Engineers	to be completed in final design
	SPA 124 authorization	MT FWP	to be completed in final design
	Floodplain permit	Flathead County	to be completed in final design
	MS4 approval	City of Kalispell	to be completed in final design
<b>Collector/Connector Roads</b>			
Segment 5. Reserve Loop-Kalispell	MS4 approval	City of Kalispell	complete
Segment 6. Reserve Drive South-Kalispell	SPA 124 authorization	MT FWP	to be completed in final design
	Floodplain permit	Flathead County	submitted
	MS4 approval	City of Kalispell	to be completed in final design
Segment 7. Hutton Ranch Plaza-Kalispell	404 permit	Corps of Engineers	to be completed in final design
Segment 8. KBP-US 2 Widening	SPA 124 authorization	MT FWP	to be completed in final design
	Floodplain permit	Flathead County	to be completed in final design
	MS4 approval	City of Kalispell	to be completed in final design
	404 permit	Corps of Engineers	to be completed in final design
Segment 9. Airport & Foys Lake Interchange-Kalispell	SPA 124 authorization	MT FWP	to be completed in final design
	Floodplain permit	Flathead County	to be completed in final design
	MS4 approval	City of Kalispell	to be completed in final design
	404 permit	Corps of Engineers	to be completed in final design
Segment 10. US 2 Interchange-Kalispell	SPA 124 authorization	MT FWP	to be completed in final design
	Floodplain permit	Flathead County	to be completed in final design
	MS4 approval	City of Kalispell	to be completed in final design
NOTE: Coordination with the US Fish & Wildlife Service has been completed for all the Kalispell Bypass segments.			
*MDT will need to reapply for or re-assess before constructing the 4 lane design.			

### **13. PROTECTION OF CONFIDENTIAL BUSINESS INFORMATION**

All information submitted is publicly available data and the methodologies presented herein are accepted by industry practice and standards. No data in this application contains confidential business information.

### **14. SUMMARY**

The Montana Department of Transportation (MDT) is committed if the requested TIGER Discretionary Grant Funds on the Kalispell Bypass project are received to obligate and expend the funds according to grant requirements. If additional funds are necessary when the project is let, MDT commits to funding the remainder due to actual costs coming in above estimated amounts.

The Kalispell Bypass project will:

- Meet the requirements of the grant by delivering programmatic results;
- Achieve economic stimulus by optimizing economic activity and the number of jobs created or saved in relation to the Federal dollars obligated;
- Achieve long-term benefits by improving the quality of life, investing in transportation, improving the environment, protection of the environment, that provides for long-term economic benefits; and
- Satisfies the Recovery Act's transparency and accountability objectives.

ATTACHMENT A  
Local Letters of Support