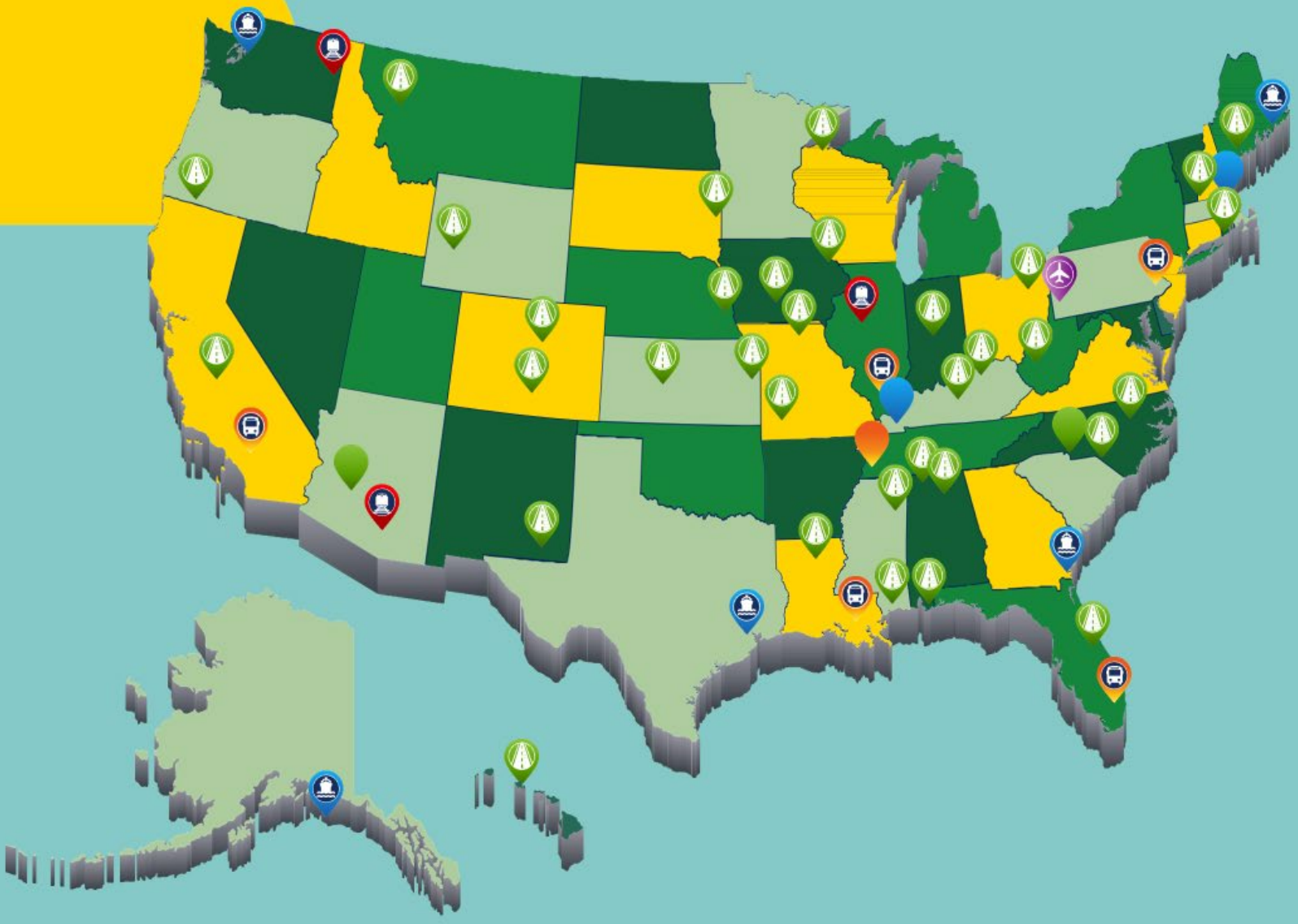
BUILD Grants

Better Utilizing Investments to Leverage Development
Transportation Discretionary Grants Program



U.S. Department of Transportation

BUILD 2019 AWARDS

Project Name	State	BUILD Award Amount	Urban/Rural
Waterway Village Multimodal Access Project	Alabama	$14,404,831	Rural
Additional Lanes on US-72 (Florence Boulevard) Project	Alabama	$14,880,000	Rural
Blake Bottom Road Widening Project	Alabama	$9,268,804	Urban
Petroleum and Cement Terminal Project	Alaska	$25,000,000	Urban
Phoenix Sky Harbor Northside Rail Expansion Project	Arizona	$24,000,000	Urban
Inland Port Arizona Improvement Project	Arizona	$15,373,698	Rural
GROW LIFE: Growing Regional Opportunity With Leveraged-Infrastructure Fleet Expansion	California	$8,683,480	Urban
Veterans Boulevard Interchange, Extension, and Grade Separation Project	California	$10,540,582	Urban
I-70/Picadilly Interchange	Colorado	$25,000,000	Urban
Colorado Military Access, Mobility & Safety Improvement Project	Colorado	$18,350,000	Rural
International Cargo Terminal Modernization Project	Florida	$20,000,000	Urban
The Underline Multimodal Mobility Corridor	Florida	$22,360,552	Urban
The Orange County Local Alternative Mobility Network Project	Florida	$20,000,000	Rural
Ala Moana Boulevard Elevated Pedestrian Walkway	Hawaii	$20,000,000	Urban
Southern Illinois Multi-Modal Station (SIMMS)	Illinois	$13,986,000	Rural
The Underpass Project at Uptown Station	Illinois	$13,000,000	Rural
I-65 Mobility and Access Project	Indiana	$16,000,000	Rural
Central Iowa Water Trail: Phase 1 Dam Mitigation and User Access Project	Iowa	$25,000,000	Urban
Northwest Arterial/John Deere Road Corridor	Iowa	$5,452,023	Rural
Interstate 35 & 119th Street Interchange Reconfiguration Project	Kansas	$10,000,000	Urban
Northwest Business Corridor Truck Route Road Improvements	Kansas	$6,506,686	Rural
BUILD US 460	Kentucky	$10,200,000	Rural

Project Name	State	BUILD Award Amount	Urban/Rural
Paducah Riverfront Infrastructure Improvement Project	Kentucky	$10,400,000	Rural
Heartland Parkway	Kentucky	$9,800,000	Rural
Plank-Nicholson Bus Rapid Transit	Louisiana	$15,000,000	Urban
Monroe Street Corridor Project	Louisiana	$17,191,530	Rural
Station 46 Bridge Replacement Project	Maine	$25,000,000	Rural
Lubec Safe Harbor	Maine	$19,650,000	Rural
Conley Terminal Container Storage and Freight Corridor	Massachusetts	$20,000,000	Urban
Interconnecting Gulfport	Mississippi	$20,460,000	Urban
MS 182/MLK Corridor Revitalization Project	Mississippi	$12,655,840	Rural
Grant Avenue Connect Parkway	Missouri	$20,960,822	Urban
East Locust Creek Reservoir (ELCR) Improvements	Missouri	$13,459,009	Rural
Mullan BUILD: Proactively and Collaboratively Building a Better Missoula	Montana	$13,000,000	Rural
120th Street Improvements	Nebraska	$16,960,000	Urban
Vermont-New Hampshire Route 119 Bridge Project	New Hampshire and Vermont	$12,000,000	Rural
US 285 Safety and Resilience Project	New Mexico	$12,500,000	Rural
Transportation Accessibility, Safety and Connectivity (TASC) Project	North Carolina	$15,000,000	Rural
I-95 Resiliency and Innovative Technology Improvements	North Carolina	$22,500,000	Rural
Silicon Shores East-West Connector Road	North Carolina	$13,609,131	Urban
US Route 30 Freeway Extension Project	Ohio	$18,000,000	Rural
Southern Oregon Corridor Resiliency and Congestion Relief Project	Oregon	$15,500,000	Rural
PIT Cargo Building 4 Intermodal Freight Transfer Facilities Development Project	Pennsylvania	$18,690,047	Urban
PATCO Franklin Square Station Reopening Project	Pennsylvania	$12,580,000	Urban
Washington Bridge Rehabilitation and Redevelopment Project	Rhode Island	$25,000,000	Urban
Ashley River Crossing	South Carolina	$18,149,750	Urban

Project Name	State	BUILD Award Amount	Urban/Rural
Bridging the Interstate Divide	South Dakota	$18,677,630	Rural
Memphis Innovation Corridor	Tennessee	$12,000,000	Urban
Shepherd and Durham Major Investment Project	Texas	$25,000,000	Urban
Multimodal Corridor Expansion and Improvement Project	Texas	$18,000,000	Rural
Mills to Maritime Property Acquisition	Washington	$15,500,000	Urban
Rail-Truck Transload Facility Project	Washington	$11,300,000	Rural
I-64 Widening: Nitro to St. Albans Project	West Virginia	$20,000,000	Rural
Old Odanah Road (County A) and Bear Trap Road Project	Wisconsin	$2,376,808	Rural
Dry Piney Creek Wildlife Habitat Connectivity	Wyoming	$14,544,000	Rural

Waterway Village Multimodal Access Project

Rural

Applicant/Sponsor: City of Gulf Shores

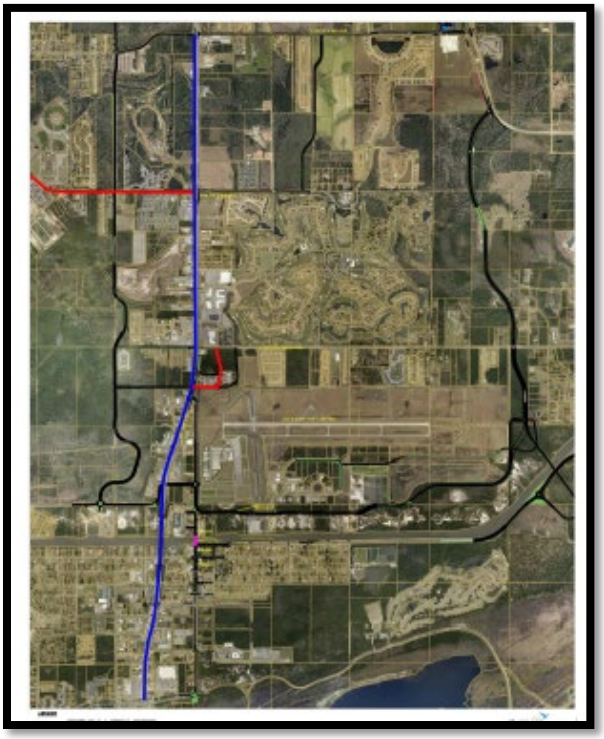
BUILD Grant Award: $14,404,831

Total Project Cost: $23,000,000

Project Location: Baldwin, Alabama

Project Description:

The project constructs approximately two miles of a third southbound lane on State Highway 59 between County Road 8 and Alabama State Highway 180, constructs a new pedestrian bridge over the Gulf Intracoastal Waterway, constructs shared-use paths along State Highway 59 from 20th Avenue to County Road 4, expands County Road 6 from a two-lane roadway to a divided four-lane boulevard with dedicated cycling lanes and a shared-use pedestrian path access, and adds new two lane roads, cycling lanes, and sidewalks.



Project Highlights and Benefits:

This project will provide improved access to multiple transportation options for the Gulf Shores area, including the new medical center complex and free-standing emergency medical center, enhancing residents' quality of life and improving healthy lifestyles. Reconstructing the facilities will result in long-term lower maintenance costs and will increase traffic capacity by adding alternative transportation facilities. This project will reduce congestion and vehicular traffic, which will reduce oil and energy consumption and greenhouse gas emissions.

Additional Lanes on US-72 (Florence Boulevard) Project

Rural

Applicant/Sponsor: Lauderdale County Commission

BUILD Grant Award: $14,880,000

Total Project Cost: $19,850,000

Project Location: Florence, Alabama

Project Description:

This project will expand an approximately 1.5-mile stretch of US-72 (Florence Boulevard) from a 4-lane divided highway to a 6-lane divided highway, adding a lane in each direction and adding concrete curb and gutters.

Project Highlights and Benefits:

This project demonstrates safety by increasing capacity and reducing conflict points throughout the roadway corridor, reducing the potential for injuries and fatalities. The project advances economic competitiveness because the inland port facilities that will benefit from the project are a hub for storing and shipping agricultural products in the region. The addition of curbs and gutters and another lane in each direction will improve the current infrastructure and help decrease the amount of routine maintenance, addressing the state of good repair criterion.

Blake Bottom Road Widening Project

Urban

APPLICANT/SPONSOR: Madison County Commission

BUILD GRANT AWARD: $9,268,804

TOTAL PROJECT COST: $11,586,005

PROJECT LOCATION: Madison County, Alabama

PROJECT DESCRIPTION:

The project will widen approximately 2.5 miles of Blake Bottom Road from 2 lanes to 5 lanes from State Route 255 Interchange to Jeff Road.

PROJECT HIGHLIGHTS AND BENEFITS:

By adding a travel lane in each direction, drainage improvements, and sidewalks, the project seeks to reduce crashes and more safely accommodate traffic increases expected from the separate State Route 255-Blake Bottom Road Interchange project currently underway. The project aligns with quality of life by improving connections to businesses, churches, schools, retail shops, and neighborhoods along the corridor, as well as research parks and employment destinations along State Route 255. The project promotes innovation through the installation of fiber cable at the intersection of Blake Bottom and Indian Creek Road, which will enable deployment of a camera monitoring system that allows for traffic incident management.

Petroleum and Cement Terminal Project

Urban

Applicant/Sponsor: Port of Alaska

BUILD Grant Award: $25,000,000

Total Project Cost: $171,578,584

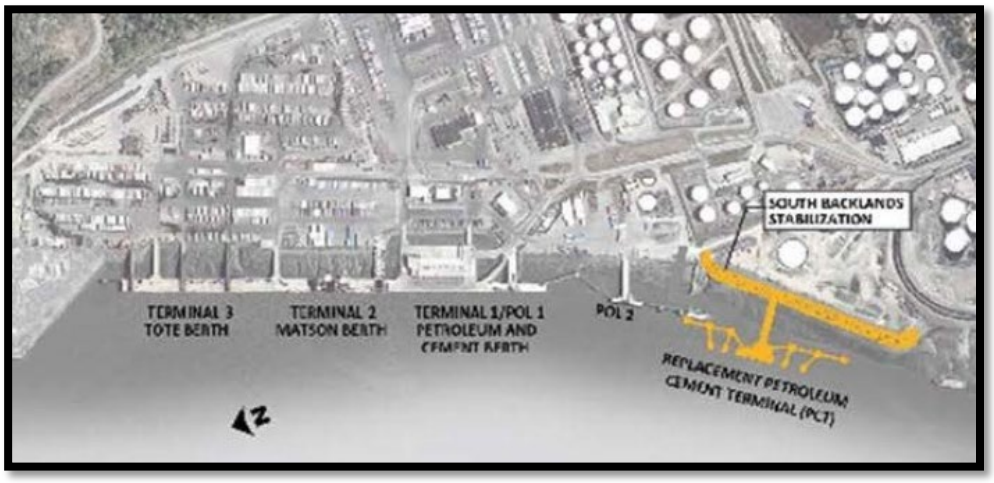
Project Location: Anchorage, Alaska

Project Description:

The project will construct a new petroleum and cement marine terminal to replace an aging facility, including a pile-supported trestle and platform, piping, and fuel and cement transfer equipment.

Project Highlights and Benefits:

The new terminal will support transmission of refined petroleum and cement from bulk shipping carriers to onshore pipelines and storage facilities at the Port of Alaska, in Anchorage. The project leverages safe transfer of fuel and cement from ships to transport by rail, heavy truck, and existing buried pipelines. Transportation by rail car and pipeline reduces the number of fuel and cement trucks on the highway, which results in reduced risks to other traffic on the highways, as well as vehicle emissions. Additionally, the port will use a new, hi-tech hose tower for fuel transfers, and a new dock loader system for cement transfers that have been designed to withstand a severe earthquake and reduce the possibility of release of hazardous materials.



Phoenix Sky Harbor Northside Rail Expansion Project

Urban

APPLICANT/SPONSOR: City of Phoenix

BUILD GRANT AWARD: $24,000,000

TOTAL PROJECT COST: $239,057,522

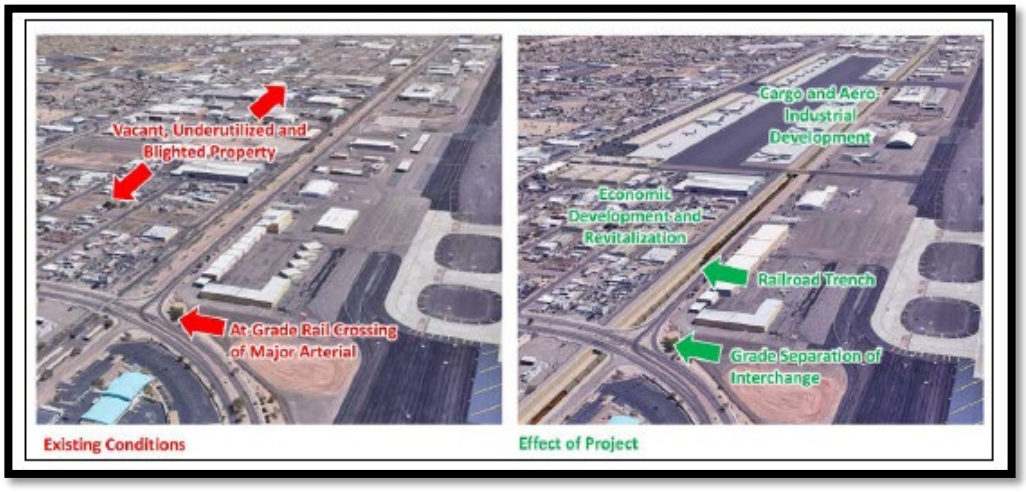
PROJECT LOCATION: Phoenix, Arizona

PROJECT DESCRIPTION:

The project will construct an approximately 2.3-mile-long trench to lower the freight railroad tracks and eliminate five at-grade railroad crossings on the North side of Phoenix Sky Harbor Airport. 24th Street will extend over the trench to provide new, grade-separated access between Air Lane and points north.

PROJECT HIGHLIGHTS AND BENEFITS:

The project enhances safety by closing multiple at-grade crossings and converting another to a grade-separated crossing along this corridor, eliminating the risk of crashes between trains and motor vehicles. The project enhances economic competitiveness by helping to reduce congestion and delays at the 24th Street crossing, which currently handles approximately 16,000 vehicles per day. The project is supported by a broad array of stakeholders in the area, a result of strong regional partnerships between the public and private sectors.



Inland Port Arizona Improvement Project

Rural

Applicant/Sponsor: Pinal County

BUILD Grant Award: $15,373,698

Total Project Cost: $18,073,699

Project Location: Florence, Arizona

Project Description:

This project will make improvements to State Route (SR) 87 in proximity to the intersection at Houser Road; improvements at the Houser Road and Hanna Road railroad crossings; improvements on Hanna Road from SR 87 to Vail Road, and on Houser Road from SR 87 to Vail Road; and the addition of a fire lane on Houser Road. These improvements are intended to support the construction of an approximately 2,700-acre inland port.

Project Highlights and Benefits:

Safety benefits are realized from reduced truck traffic and highway relief. The project will reduce life-cycle costs and support state of good repair. Improving the intersection will lead to an enhanced quality of life for the drivers along this corridor. The project will facilitate new and substantial opportunities for the residents of Coolidge and Pinal County and will reduce commute times for residents, improving safety and overall quality of life.

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GROW LIFE: Growing Regional Opportunity With Leveraged-Infrastructure Fleet Expansion Project

Urban

APPLICANT/SPONSOR: Antelope Valley Transit Authority

BUILD GRANT AWARD: $8,683,480

TOTAL PROJECT COST: $14,014,352

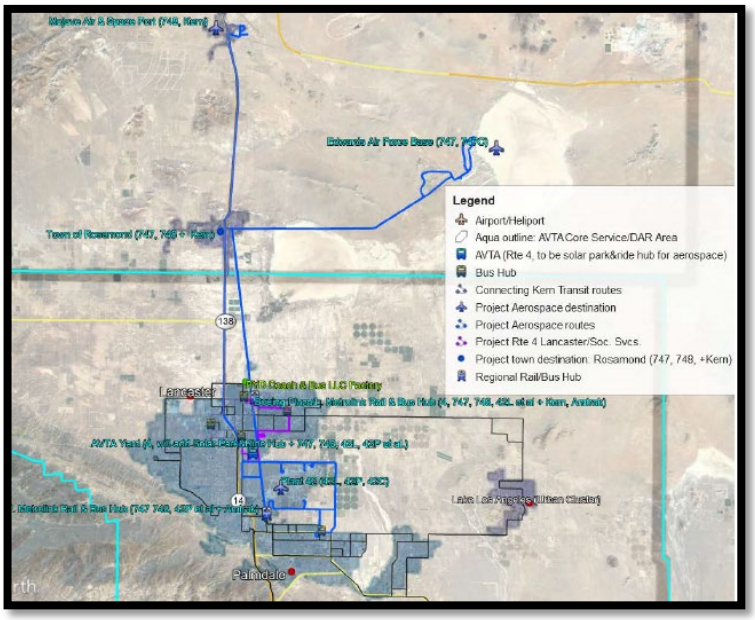
PROJECT LOCATION: Lancaster, California

PROJECT DESCRIPTION:

The project will purchase approximately eight 40-foot and twelve 30-foot zero-emission, battery-electric transit expansion buses as well as their corresponding chargers.

PROJECT HIGHLIGHTS AND BENEFITS:

The use of battery-electric buses helps reduce adverse environmental impacts. Many of the buses will be used to service new transit locations, directly increasing transportation choices for commuters in the Antelope Valley. Given the distances covered (approximately 30-plus miles), several of the new routes will directly reduce trips that otherwise would have been made in single-occupancy vehicles, further enhancing environmental gains as well as access for lower-income populations.



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Veterans Boulevard Interchange, Extension, and Grade Separation Project

Urban

Applicant/Sponsor: City of Fresno

BUILD Grant Award: $10,540,582

Total Project Cost: $71,663,764

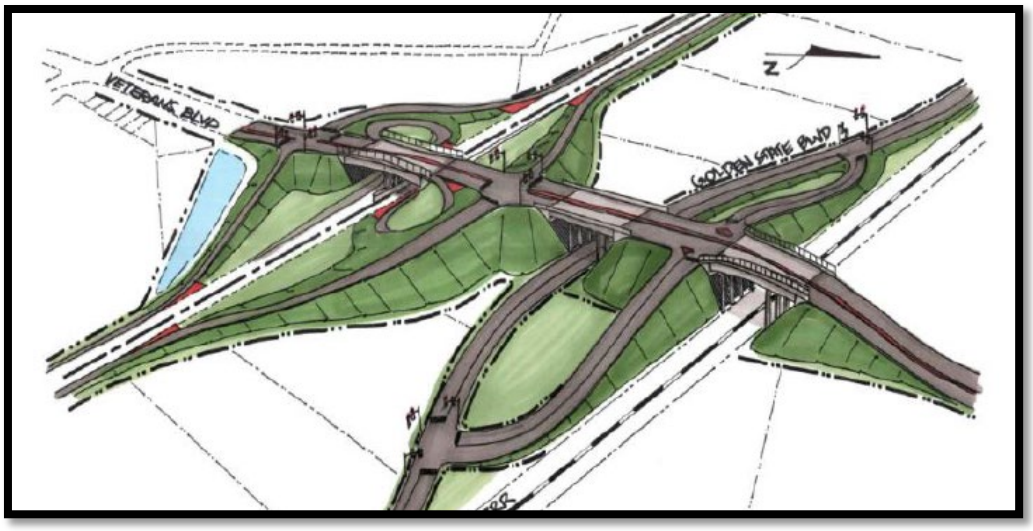
Project Location: Fresno, California

Project Description:

The project will include the construction of a new interchange at State Route (SR) 99, with a grade separation over the realigned Golden State Boulevard; a northern extension of Veterans Boulevard to Herndon Avenue; a multipurpose trail; and installation of adaptive intelligent transportation technology for traffic synchronization.

Project Highlights and Benefits:

The project improves economic competitiveness and quality of life by connecting nearby rural communities to essential services and economic opportunities. The project also supports the efficient movement of freight and people by making connections to a critical segment of the nation's freight network along SR-99. The project will install state-of-the-art ITS fiber-optic infrastructure and Adaptive Traffic Signal Control Technology (ASCT) along Veterans Boulevard, fostering a safer multimodal transportation system for vehicles, pedestrians, cyclists, freight haulers, rail commuters and rail freight transport.



I-70/Picadilly Interchange Project

Urban

APPLICANT/SPONSOR: City of Aurora

BUILD GRANT AWARD: $25,000,000

TOTAL PROJECT COST: $56,600,000

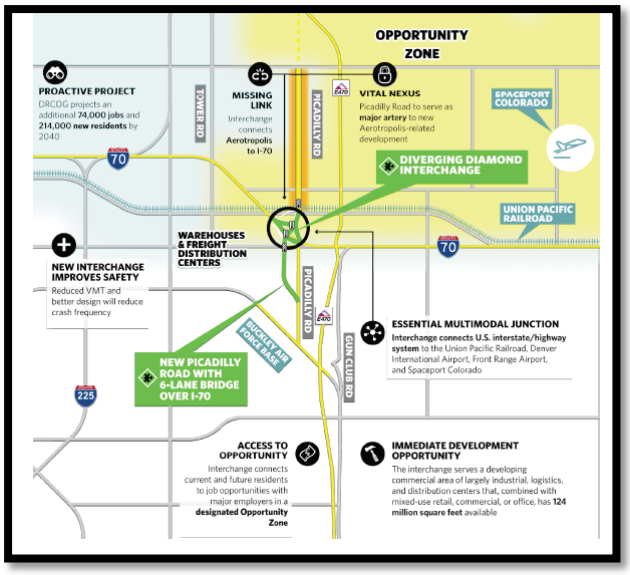
PROJECT LOCATION: Aurora, Colorado

PROJECT DESCRIPTION:

The project will realign Picadilly Road and construct a new bridge over I-70 as well as a diverging-diamond interchange. The project also removes an existing partial interchange at Colfax Avenue, and adds signalized intersections and auxiliary lanes within the project area.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will replace the current Colfax Ave interchange, which has ramps that are not up to modern design standards. The ramp reconfiguration is expected to eliminate 2 crashes per year. The project will provide rural communities with improved access to job opportunities. an its role in the "Colorado Aerotropolis" will support job growth in the area by easing congestion and reducing congestion-related emissions in an area where the number of jobs is expected to increase from 10,000 to 74,000 by 2040. The bicycle and pedestrian path through the diverging-diamond interchange will provide safe and accessible infrastructure for the northeast Denver metro area and will improve safety and quality of life for non-motorized users.



Colorado Military Access, Mobility & Safety Improvement Project

Rural

APPLICANT/SPONSOR: Colorado Department of Transportation

BUILD GRANT AWARD: $18,350,000

TOTAL PROJECT COST: $127,400,000

PROJECT LOCATION: Colorado Springs, Colorado

PROJECT DESCRIPTION:

The project consists of four components to improve safety, mobility, and connectivity along corridors that connect several military installations: 1) improvements on an approximately nine-mile section of SH 94 from US 24 to Enoch Road; 2) widening approximately 1.5 miles of South Academy Boulevard from the I-25 interchange to the Milton Proby Parkway approach; 3) approximately 7.5 miles of improvements on I-25 from South Academy Boulevard to the Santa Fe Avenue exit 4) realigning and widening Charter Oak Ranch Road.

PROJECT HIGHLIGHTS AND BENEFITS:

Safety improvements such as median barrier and wider shoulders will reduce the number of crashes and fatalities, particularly on I-25 and SH 94. The project improves state of good repair by replacing two bridges at the end of their design life, repaving deteriorating pavement, and implementing drainage and structural improvements to help facilitate long-term maintenance of infrastructure assets. By adding passing lanes, increasing capacity, and constructing safety and mobility improvements, the project will generate travel time savings for corridor users. The project increases access and improves connectivity to military installations that collectively serve as major employment destinations and drivers of the state and local economy, creating economic competitiveness benefits. The project is expected to adopt an innovative approach to explore and deploy innovative contracting delivery methods that expedite the start of construction, and/or accelerate overall project completion, aligning with the Department's innovation criteria.

International Cargo Terminal Modernization Project

Urban

Applicant/Sponsor: Jacksonville Port Authority

BUILD Grant Award: $20,000,000

Total Project Cost: $72,700,000

Project Location: Jacksonville, Florida

Project Description:

The project will reconstruct and modernize approximately 100 acres of the SSA Marine cargo terminal on Blount Island across six phases. In addition to repaving, the project will improve stormwater management, install new lighting, signage, and other utilities.

Project Highlights and Benefits:

Repaving the container yard will restore the terminal to a state of good repair, with long-term maintenance supported by port-generated revenues. The project benefits from a strong public-private partnership, with a broad array of stakeholders collaborating to support and deliver the improvements. During construction, the terminal will continue to handle container, roll-on/roll-off, breakbulk, and general cargoes, with a significant increase in capacity once the project is completed. The project will result in operating efficiencies which enhance economic competitiveness.

The Underline Multimodal Mobility Corridor Project

Urban

APPLICANT/SPONSOR: Miami-Dade County Dept. of Transportation and Public Works

BUILD GRANT AWARD: $22,360,552

TOTAL PROJECT COST: $69,941,592

PROJECT LOCATION: Miami, Florida

PROJECT DESCRIPTION:

The project will fund the design and construction of enhancements to a 10-mile corridor including separated bike and pedestrian facilities, lighting, wayfinding, and intersection safety improvements.

PROJECT HIGHLIGHTS AND BENEFITS:

The project improves economic competitiveness and quality of life because it will improve multimodal access to 8 Metrorail stations and bus terminals allowing for increased ridership and is anticipated to serve 8,600 trips per day. It addresses the partnership criterion because it has been developed primarily through coordinated non-profit advocacy and private contributions, and has substantial support from public and private entities.

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The Orange County Local Alternative Mobility Network Project

Rural

APPLICANT/SPONSOR: Orange County

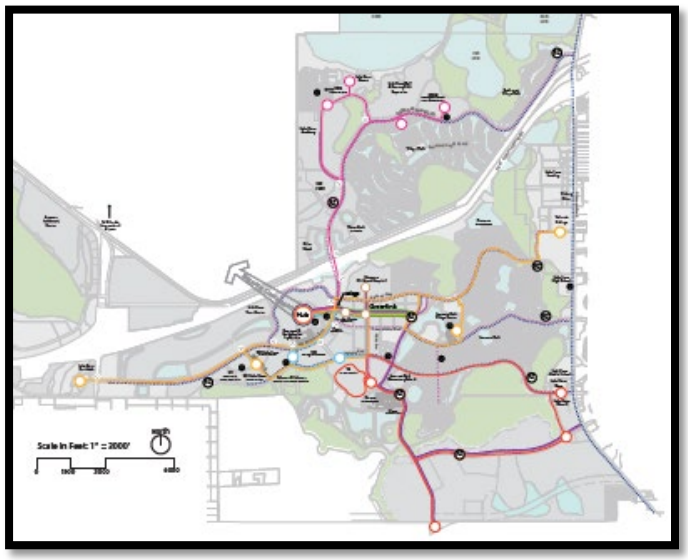
BUILD GRANT AWARD: $20,000,000

TOTAL PROJECT COST: $40,009,169

PROJECT LOCATION: Orlando, Florida

PROJECT DESCRIPTION:

This project, located in south Orange County at Lake Nona, a 17-square-mile innovative "Wellbeing Community" adjacent to Orlando International Airport, will construct shared mobility lanes; dedicated rights of way (ROW); recovery zones for user equipment repairs, rest, and hydration; sheltered waiting areas; upgrading of existing pedestrian and bicycle paths; naturally shaded and streetscaped environments; wayfinding; a transit hub; autonomous vehicle infrastructure facilitating local adoption of AVs.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will help reduce vehicle miles, injuries, and fatalities on community roads through safer infrastructure and use of alternative transportation modes. Additionally, the proposed project provides for a new bridge dedicated to these uses which will eliminate pedestrian, biker and autonomous riders from crossing a main intersection, further improving safety. The County and local economy will benefit from permanent jobs the proposed infrastructure projects will bring. This project places an emphasis on quality of life through alternative transportation that fosters energy efficiency practices, such as walking, bicycling and transit. This project reduces the size of the impervious area which reduces the amount of storm water runoff and pollutants for this location and contributes to environmental sustainability. Partnerships on the project are demonstrated by the City of Orlando, the development company, BEEP advising on AV infrastructure, and FDOT.

Ala Moana Boulevard Elevated Pedestrian Walkway Project

Urban

APPLICANT/SPONSOR: Hawaii Department of Transportation

BUILD GRANT AWARD: $20,000,000

TOTAL PROJECT COST: $30,000,000

PROJECT LOCATION: Honolulu, Hawaii

PROJECT DESCRIPTION:

The project will build a new, elevated pedestrian walkway over Ala Moana Boulevard to remove pedestrian traffic out of the existing at-grade intersection.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide a safe and efficient way for pedestrians to cross over the busy highway and reduce vehicle-pedestrian accidents at this intersection, where there is currently no elevated walkway over the existing state highway. The project will support quality of life by providing an increase in transportation choice for pedestrians and improving connectivity to jobs and other critical destinations.

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Southern Illinois Multimodal Station (SIMMS) Project

Rural

Applicant/Sponsor: City of Carbondale

BUILD Grant Award: $13,986,000

Total Project Cost: $17,482,500

Project Location: Carbondale, Illinois

Project Description:

The project will fund the design and construction of a new multi-modal transportation center in downtown Carbondale as well as the demolishing of the existing Amtrak station.

Project Highlights and Benefits:

The project will provide transit users direct access between modes and to all platform waiting areas and sidewalks without having to cross streets, rail lines, or busy parking lots, further reducing the risk of crashes and injury.

The Underpass Project at Uptown Station Project

Urban

APPLICANT/SPONSOR: Town of Normal

BUILD GRANT AWARD: $13,000,000

TOTAL PROJECT COST: $22,692,120

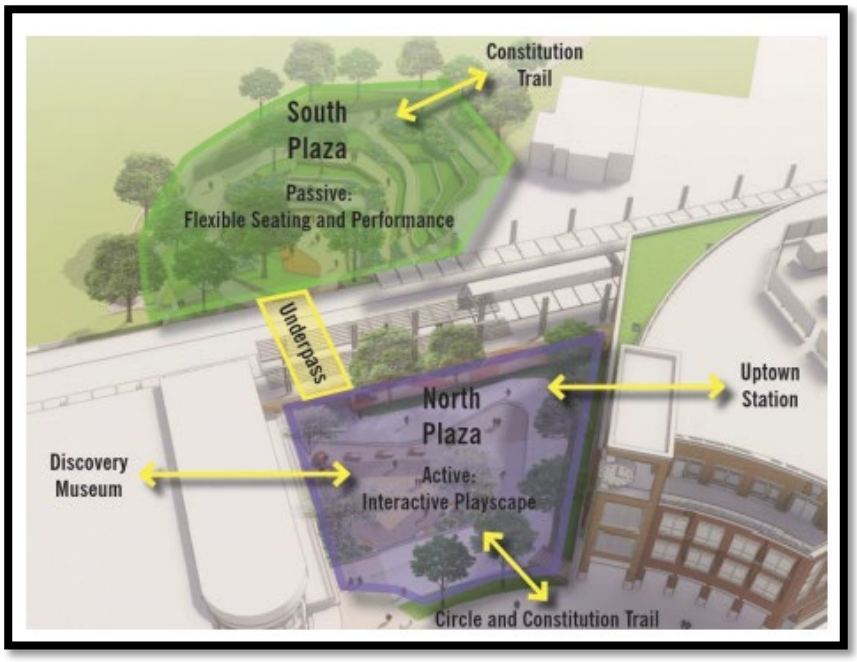
PROJECT LOCATION: Normal, Illinois

PROJECT DESCRIPTION:

The project will design and construct a pedestrian, bicyclist, and passenger underpass as well as a second boarding platform on the south side of the tracks at the Uptown Normal Intermodal Passenger Rail Station.

PROJECT HIGHLIGHTS AND BENEFITS:

The creation of the underpass will provide a safer, more efficient, grade-separated route for pedestrians and cyclists moving between the Uptown neighborhood and the greater Bloomington-Normal area. The project will also provide safe, direct access to a second passenger boarding platform at Uptown Station. This project improves transportation connections and fosters redevelopment and investment opportunities in the underserved Uptown South area.



U.S. Department of Transportation

I-65 Mobility and Access Project

Rural

Applicant/Sponsor: Indiana Department of Transportation

BUILD Grant Award: $16,000,000

Total Project Cost: $50,600,000

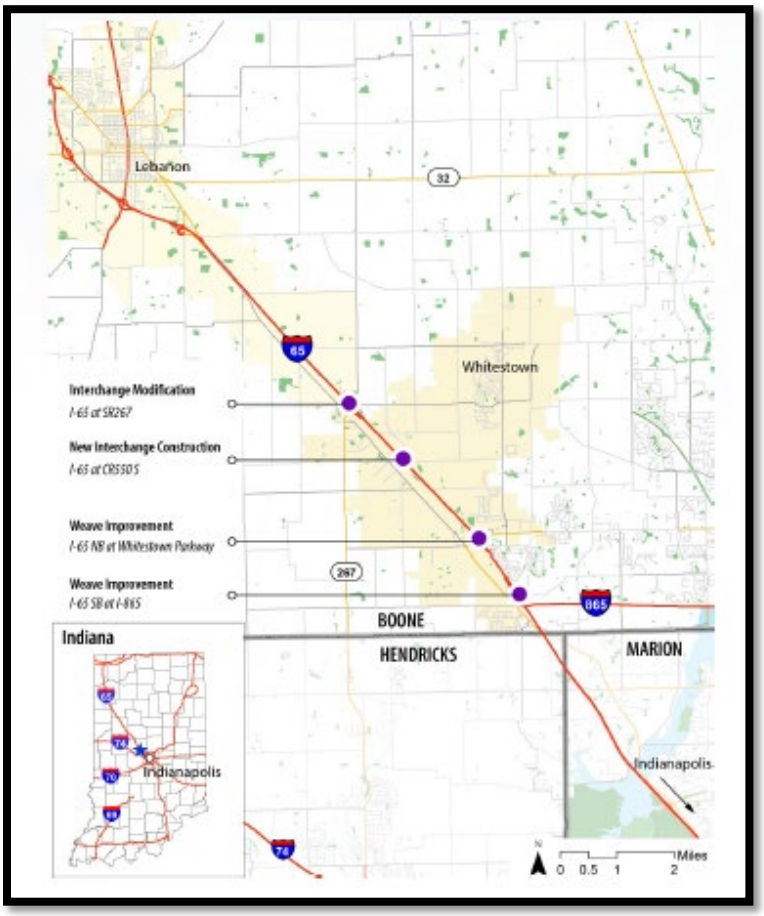
Project Location: Boone County, Indiana

Project Description:

The project will construct a new interchange and reconstruct an existing interchange along I-65 as well as modify ramps to north/southbound exits to Whitestown Parkway and I-865 in Boone County, Indiana.

Project Highlights and Benefits:

The construction of the interchange will improve safety by reducing roadway crashes from the construction of the new interchange. Modernizing this major rural transportation corridor will ensure that reliable and efficient transportation for a fast-growing region is maintained into the future. The project will improve the condition of the I-65 infrastructure in Boone County and ensure that existing interchange asset limitations do not threaten network efficiency, mobility, and access for goods and people. In addition, the combined investments of the I-65 Mobility and Access Project are expected to extend the life of the existing Whitestown Parkway interchange as an asset, and reduce the need for a new or modified interchange at that location.



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Central Iowa Water Trail: Phase 1 Dam Mitigation and User Access Project

Urban

APPLICANT/SPONSOR: Des Moines Area Metropolitan Planning Organization

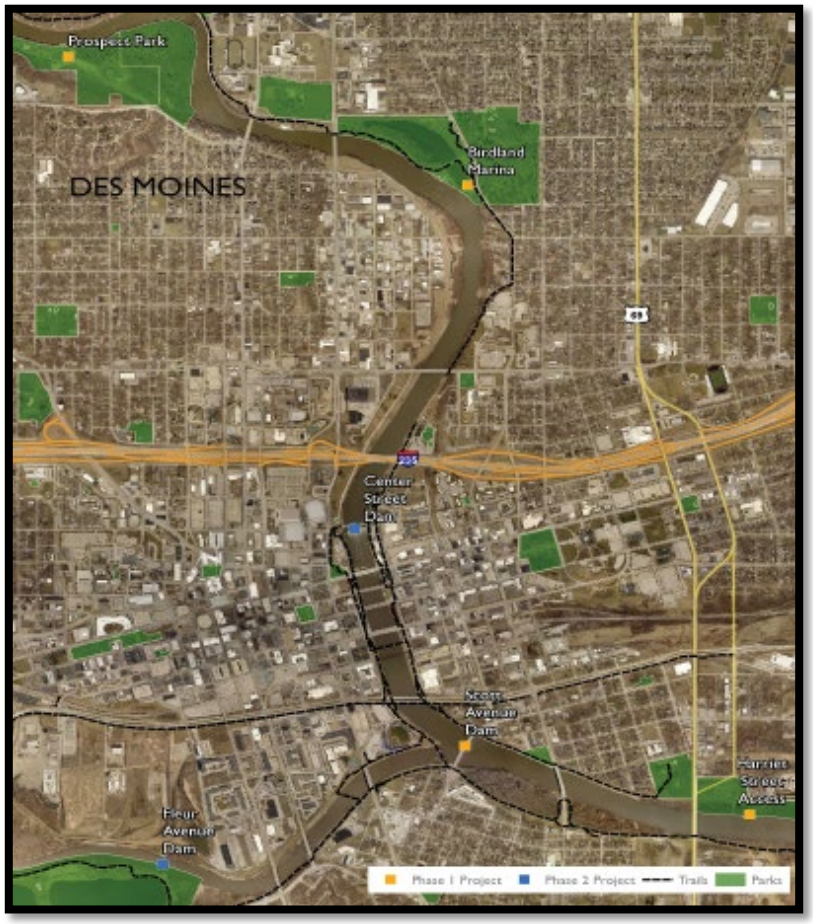
BUILD GRANT AWARD: $25,000,000

TOTAL PROJECT COST: $31,250,000

PROJECT LOCATION: Des Moines, Iowa

PROJECT DESCRIPTION:

The project will fund the first phase of a multi-phased project that will mitigate a dangerous low-head dam at Scott Avenue to help facilitate a water recreational trail, and enhance three additional access points along a 5-mile stretch of the Des Moines River within the City of Des Moines, Iowa.



PROJECT HIGHLIGHTS AND BENEFITS:

The project replaces low-head dams with a series of smaller dam drops that maintain the body of water upstream while eliminating dangerous recirculating currents. The project facilitates access to outdoor recreational activities through trails, and increases environmental sustainability by stabilizing streambanks, reducing stormwater runoff, and facilitating safer fish passage. The project will utilize innovative financing with the public-private partnership, and all phases of this project have received a wide range of public-private support from businesses, environmentalists, user groups, and public-safety first responders.

Northwest Arterial/John Deere Road Corridor

Rural

APPLICANT/SPONSOR: Dubuque County

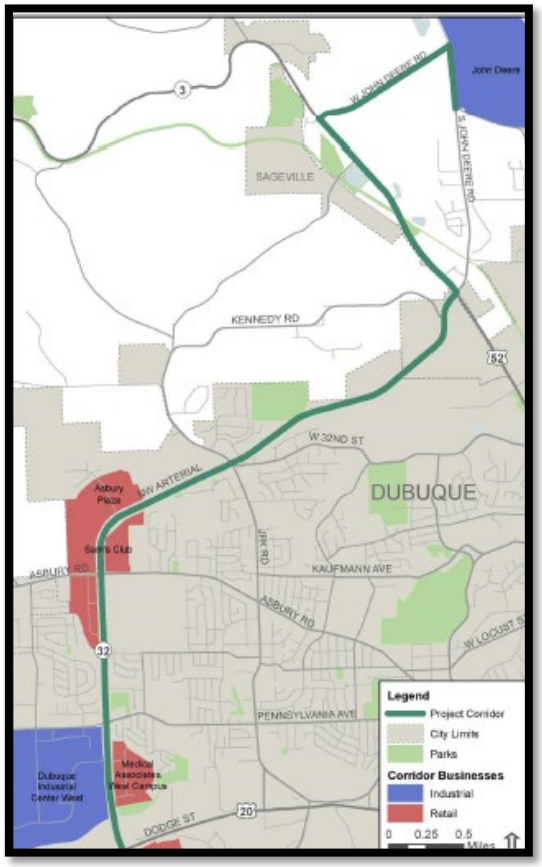
BUILD GRANT AWARD: $5,452,023

TOTAL PROJECT COST: $10,545,029

PROJECT LOCATION: Dubuque, Iowa

PROJECT DESCRIPTION:

The project includes a series of roadway repairs, intersection improvements, and a trail extension on the northwest side of Dubuque, Iowa including resurfacing, rehabilitating, and reconstructing approximately 3.1 miles of the Northwest Arterial, adding signalized intersections at W. John Deere Road and U.S. 52 and W. John Deere Road and S. John Deere Road, adding turn lanes at the Peru Road and S. John Deere Road intersection, adding southbound lane on S. John Deere Road from W. John Deere to South of Peru road, and constructing a new multi-use trail to connect the John Deere factory with the Heritage Trail.



PROJECT HIGHLIGHTS AND BENEFITS:

Approximately 3.1 miles of the Northwest Arterial will be brought into a state of good repair through resurfacing, rehabilitation and minor reconstruction. The installation of signalized intersections will reduce the risk of crashes between cars and trucks accessing the John Deere manufacturing plant. Repairs to the Northwest Corridor will reduce congestion on neighboring routes and improve travel times through the area, while the new southbound lane on S. John Deere will help alleviate a bottleneck caused by slow-accelerating trucks exiting Peru Road. The new multi-use trail will connect into the existing trail network and provide a new commuting option for workers at the John Deere facility.

U.S. Department of Transportation

Interstate 35 & 119th Street Interchange Reconfiguration Project

Urban

APPLICANT/SPONSOR: City of Olathe

BUILD GRANT AWARD: $10,000,000

TOTAL PROJECT COST: $25,400,000

PROJECT LOCATION: Olathe, Kansas

PROJECT DESCRIPTION:

The project will construct a diverging-diamond interchange, make intersection improvements adjacent to the interchange, add travel lanes on 119th Street, and additional turn lanes on I-35 exit ramps.

PROJECT HIGHLIGHTS AND BENEFITS:

The project is a major northeast-southwest two-way link to job opportunities for Olathe residents and regional workers, including nearby rural workers, seeking the high-quality technology, light industrial, and retail jobs the city offers. The project will reduce congestion by adding capacity that prevents queuing on the I-35 mainline, producing significant travel time savings for these users.

Northwest Business Corridor Truck Route Road Improvements

Rural

Applicant/Sponsor: Ellis County Board of Commissioners

BUILD Grant Award: $6,506,686

Total Project Cost: $10,787,131

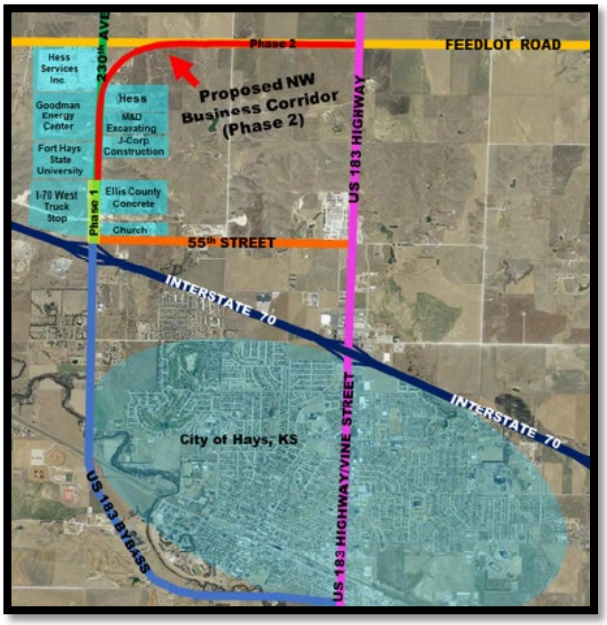
Project Location: Hays, Kansas

Project Description:

This project will reconstruct approximately four miles of 230th Avenue and Feedlot Road and construct a new curved section on new alignment where they meet. The project will extend the current US 183 Bypass around the City of Hays in western Kansas.

Project Highlights and Benefits:

The project builds on efforts to enhance safety on US 183 through central Hays, which is adding roundabouts at critical intersections to reduce speeds and potential conflict points. While the roundabouts will be able to accommodate large trucks, the BUILD project will provide a more attractive route for trucks traveling North-South along US 183, further enhancing safety. Through paving a stretch of gravel road, the project will also improve access to multiple existing commercial and industrial developments northwest of Hays.



U.S. Department of Transportation

www.transportation.gov/buildgrants

BUILD US 460

Rural

APPLICANT/SPONSOR: Bourbon County Fiscal Court

BUILD GRANT AWARD: $10,200,000

TOTAL PROJECT COST: $17,318,000

PROJECT LOCATION: Paris, Kentucky

PROJECT DESCRIPTION:

The project will reconstruct approximately 6.3 miles of US 460 from Russell Cave Road to US 27 Bypass to widen narrow driving lanes, add shoulders, construct recoverable sideslopes, remove obstructions to increase clear zone, reconstruct crest vertical curves to improve sight distance, and construct turnouts allowing slow moving vehicles to temporarily exit the traffic stream.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will restrict the roadway to reduce collisions in an area that has a higher injury/fatality rate than the national average. Because of the vehicle mix that travels the road, including farm equipment, trucks, and school buses, widening the road and shoulders is crucial for passenger safety. This project will provide a more direct, efficient route between businesses in Paris. By reconstructing US 460, the roadway will be made more durable for the anticipated truck traffic and take burden off of US 27 and US 62, which currently serve as the long-way for trucks to travel from Paris to Georgetown.

Paducah Riverfront Infrastructure Improvement Project

Rural

APPLICANT/SPONSOR: City of Paducah

BUILD GRANT AWARD: $10,400,000

TOTAL PROJECT COST: $11,492,296

PROJECT LOCATION: Paducah, Kentucky

PROJECT DESCRIPTION:

The project consists of riverfront improvements including an excursion pier and plaza, a transient dock landing, intersection improvements, and a multi-use pathway.

PROJECT HIGHLIGHTS AND BENEFITS:

The riverfront improvements will facilitate increased tourism in and around the city by allowing riverboats to make Paducah a port-of-call and dock overnight. The project will improve access to and from riverfront destinations and provide safe and accessible transportation options as well as contribute to ongoing revitalization of the downtown area. The project enhances safety by removing steep grades that passengers currently meet at the river's edge and improving pedestrian and bicycle access to the riverfront.

U.S. Department of Transportation

www.transportation.gov/buildgrants

Heartland Parkway Project

Rural

APPLICANT/SPONSOR: Taylor County

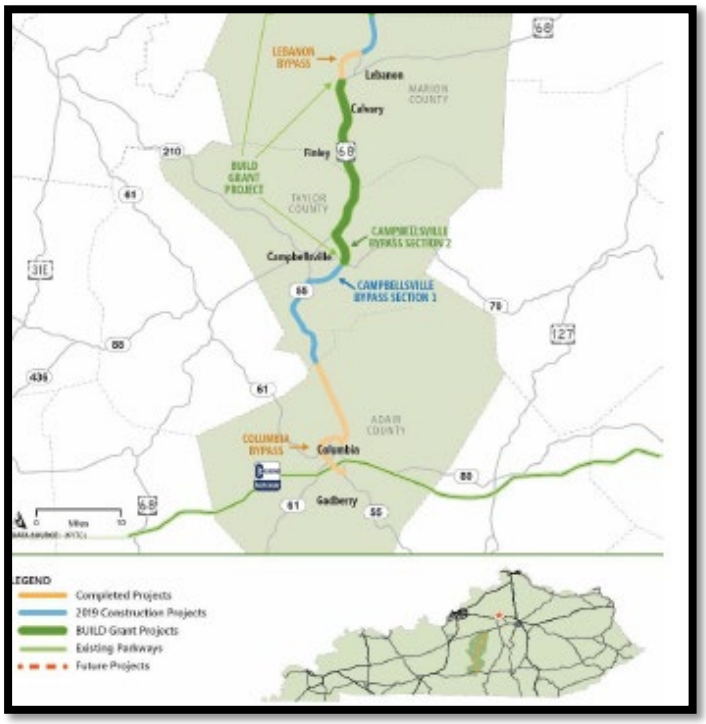
BUILD GRANT AWARD: $9,800,000

TOTAL PROJECT COST: $21,250,000

PROJECT LOCATION: Campbellsville, Kentucky

PROJECT DESCRIPTION:

The project will make improvements to a principal arterial corridor by creating passing lanes throughout approximately 13.4 miles of the parkway through Taylor and Marion counties in Central Kentucky.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will help reduce the number of crashes in an area that currently exceeds the statewide average for crash rates, and prolong the pavement life of the facility by 15 years due to the reduction of truck traffic that currently moves though the city. The project will improve the efficiency of the movement of people and goods through the corridor, which falls within an opportunity zone. There will be significant annual savings of drive time for local and regional commuters though this area.

Plank-Nicholson Bus Rapid Transit

Urban

Applicant/Sponsor:	City of Baton Rouge
BUILD Grant Award:	$15,000,000
Total Project Cost:	$40,218,000
Project Location:	Baton Rouge, Louisiana

Project Description:

The project will construct an approximately nine-mile Bus Rapid Transit (BRT) line to connect north and south Baton Rouge to downtown and the LSU campus. The project will modernize bus stops with real-time arrival information and level boarding platforms, make targeted street, sidewalk, and intersection improvements as well as upgrade transit signal priority technology, and purchase new buses.

Project Highlights and Benefits:

The new bus service will connect transit-dependent passengers with employment and educational opportunities in downtown and south Baton Rouge. Additional roadway, sidewalk and intersection infrastructure improvements will provide expanded connectivity and increased safety for non-motorized users.

Monroe Street Corridor Project

Rural

APPLICANT/SPONSOR: City of Ruston

BUILD GRANT AWARD: $17,191,530

TOTAL PROJECT COST: $23,699,899

PROJECT LOCATION: Ruston, Louisiana

PROJECT DESCRIPTION:

The project will construct new roadways and revitalize existing roads from the I-20 corridor to Downtown Ruston and the Louisiana Tech University campus. Project elements include new pavement, drainage facilities, and new and widened sidewalks, paths, and other pedestrian amenities. This project will also install underground electrical and fiber optic utilities and embed sensors into the new infrastructure that will provide real-time data for traffic, parking, and environmental conditions.

PROJECT HIGHLIGHTS AND BENEFITS:

The project's roadway upgrades to the downtown area will improve travel while drawing traffic away from main arterials, thus preserving their condition. The construction of facilities for bicyclists and pedestrians will improve safety for non-motorized users on campus and downtown. The sensors throughout the project area will be used to gather information for the city's Innovation Testbed — monitoring drainage, flooding events, driver safety, security, and detecting contaminants should they spill onto the road.

U.S. Department of Transportation

Station 46 Bridge Replacement Project

Rural

APPLICANT/SPONSOR: Maine Department of Transportation

BUILD GRANT AWARD: $25,000,000

TOTAL PROJECT COST: $30,000,000

PROJECT LOCATION: Augusta, Maine

PROJECT DESCRIPTION:

The project will fund the construction of a bridge to replace the existing Station 46 Bridge in Woolwich, Maine. The bridge is located on US Route 1, part of the National Highway System in rural Sagadahoc County in Maine's Midcoast Region.

PROJECT HIGHLIGHTS AND BENEFITS:

The bridge is nearing the end of its useful life despite having undergone life-extending improvements in the past, and if it were to be closed, that would cause in major traffic shifts to other routes, resulting in higher VMT and the potential for additional crashes. In this rural area, this bridge is part of the most direct route to numerous employment centers and job opportunities. It improves the long-term efficiency and reliability in the movement of workers and goods by being built for a 100-year service life. Route 1 is in a region vital to the tourism industry and a critical route for residents along US Route 1 by enabling businesses to connect to their suppliers, while allowing recreational enthusiasts continued access to Maine's outdoor activities that drive tourism in the State.

Lubec Safe Harbor

Rural

APPLICANT/SPONSOR: Town of Lubec

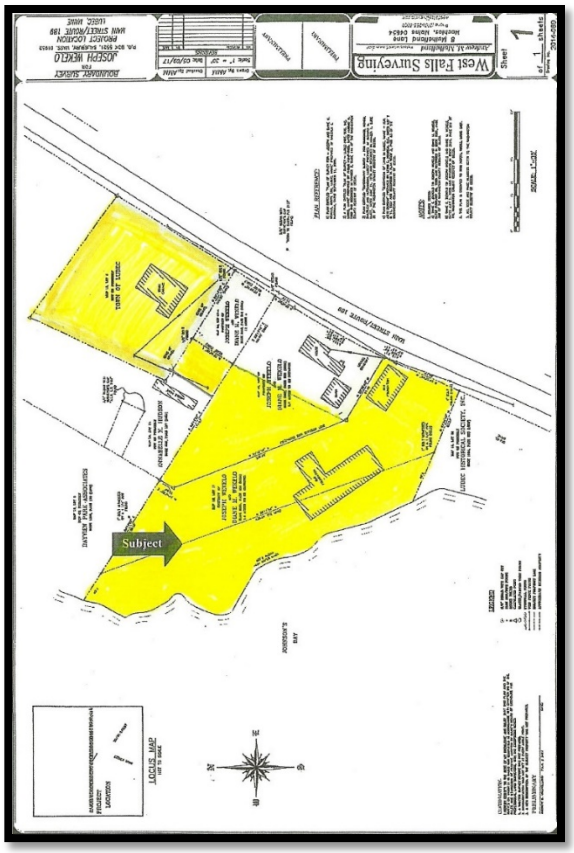
BUILD GRANT AWARD: $19,650,000

TOTAL PROJECT COST: $19,689,750

PROJECT LOCATION: Lubec, Maine

PROJECT DESCRIPTION:

This project will construct a boat launch, breakwater, and wharf to accommodate 35 boats and create a protected mooring field and a sheltered boat launch. The wharf will include a two-way road to the end of the pier where approximately two hoists will be placed.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will provide a year-round safe harbor for resident and visiting fisherman as well as recreational boaters. The project will mitigate the inclement weather or winds coming from the north that have caused fisherman to die, boats to sink, loss of property, and many cases of hypothermia. The proposed construction would also reduce their response time Marine Patrol's emergency response time furthering the safety benefits. With the construction of the Safe Harbor, the structure will be sustainable for the long-term, contributing to an increase in job growth and direct benefits to the fishing market. The project will use solar lighting as an alternative to fossil fuels to reduce the carbon footprint.

U.S. Department of Transportation

Conley Terminal Container Storage and Freight Corridor

Urban

Applicant/Sponsor: Massachusetts Port Authority

BUILD Grant Award: $20,000,000

Total Project Cost: $65,841,791

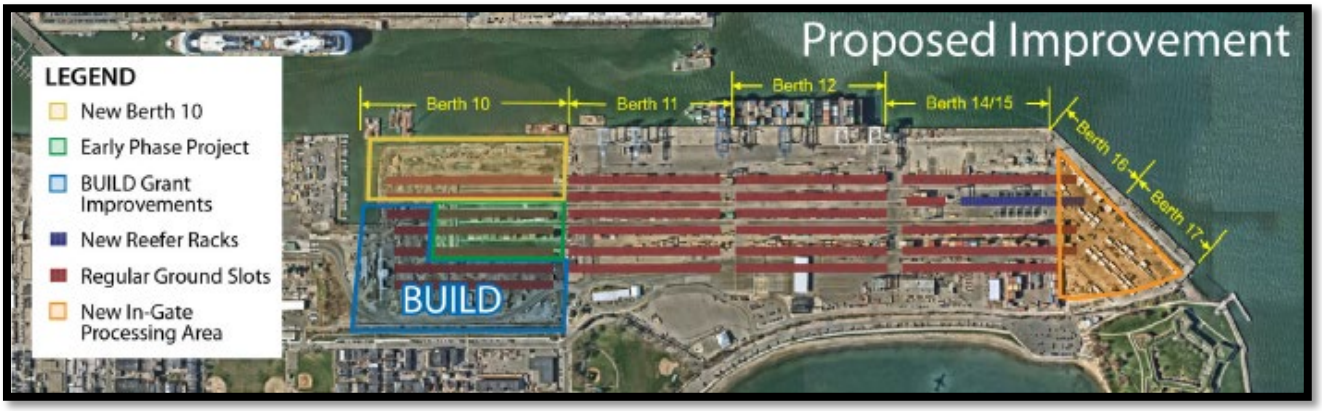
Project Location: Boston, Massachusetts

Project Description:

The project will construct a new container yard capable of holding approximately 100,000 additional containers, deploy an innovative gate and logistics system, and build an adjacent Cypher and E streets freight corridor.

Project Highlights and Benefits:

The project will improve safety by optimizing travel between container stacks, minimizing out-of-direction travel, and limiting the conflict points between workers and vehicles within the facility. The project will increase the efficiency of the terminal, allowing it to maintain the lower costs of doing business and remain competitive. The project improves quality of life by shifting freight trucks over one block to E Street which will allow the industrial, residential and commercial uses to better co-exist while minimizing the impact to all parties involved and providing safe and efficient travel for all modes.



Interconnecting Gulfport

Urban

APPLICANT/SPONSOR: City of Gulfport

BUILD GRANT AWARD: $20,460,000

TOTAL PROJECT COST: $32,220,000

PROJECT LOCATION: Gulfport, Mississippi

PROJECT DESCRIPTION:

The project will add approximately 0.8 miles of 4-lane boulevard roadways and approximately 1.1 miles of 2-lane roadway with lighting, storm drain improvements, multi-modal paths, signals, raised median, roundabouts, and other street improvements.

PROJECT HIGHLIGHTS AND BENEFITS:

This project will improve commuter, pedestrian, and bicyclist safety with a complete street concept. This project will provide an interconnected transportation network to three major employment centers in the city as well as all other commercial development in the area. The project also provides an additional means of ingress and egress to the Gulfport Premium Outlet Mall. This project will reduce congestion and will provide additional access to public rights-of-way in the city's least restrictive commercial zone, and will supplement the city's regional economic competitiveness.

MS 182/MLK Corridor Revitalization Project

Rural

Applicant/Sponsor: City of Starkville

BUILD Grant Award: $12,655,840

Total Project Cost: $15,818,724

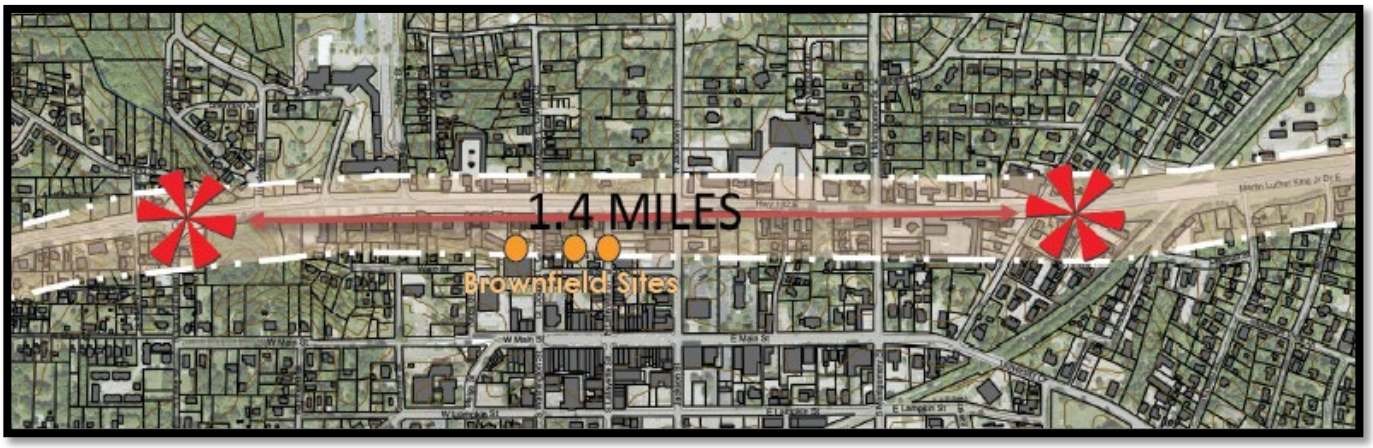
Project Location: Starkville, Mississippi

Project Description:

The project will revitalize MS Highway 182/MLK Drive by adding ADA-compliant sidewalks, bike lanes, pedestrian lighting, high-speed broadband access, and green infrastructure to mitigate flooding and revitalize brownfields.

Project Highlights and Benefits:

The project will introduce a a multimodal transportation network that connects diverse community districts and encourages much needed foot traffic and exposure to local businesses. The project will increase pedestrian and bicycle connectivity as well as provide full accessibility to disadvantaged users through audible and tactile pedestrian crossings.



Grant Avenue Connect Parkway Project

Urban

APPLICANT/SPONSOR: City of Springfield

BUILD GRANT AWARD: $20,960,822

TOTAL PROJECT COST: $26,201,028

PROJECT LOCATION: Springfield, Missouri

PROJECT DESCRIPTION:

The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting in Downtown Springfield, ending at Sunshine Street, including advisory bike lanes, a roundabout, two raised intersections, three protected intersections, a grade-separated crossing at Fassnight Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will allow improved access to businesses along the corridor by installing better pedestrian, transit and vehicular amenities. The project will improve safety by utilizing modern design standards and innovative pedestrian designs. The installation of pedestrian and bicycle amenities will also reduce the interactions of these two with vehicular traffic, reducing accidents and fatalities. The multiuse path will provide residents increased reliable, safe and affordable transportation alternatives, to access critical destinations and services.

East Locust Creek Reservoir (ELCR) Improvements

Rural

APPLICANT/SPONSOR: Sullivan County

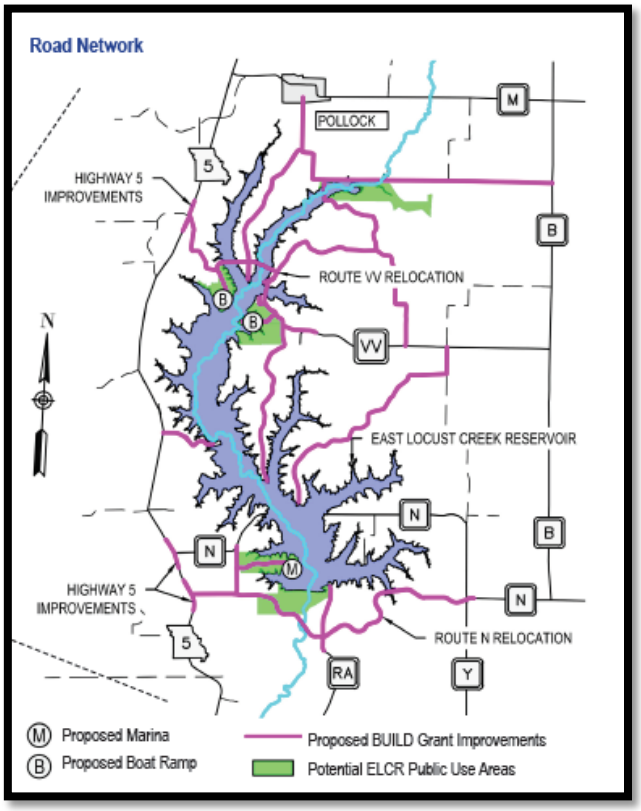
BUILD GRANT AWARD: $13,459,009

TOTAL PROJECT COST: $22,686,610

PROJECT LOCATION: Milan, Missouri

PROJECT DESCRIPTION:

The project will relocate Route N; extend Route VV to connect to Knob Hill Road which includes three vertical abutment bridges (large box culverts) and one single span bridge; re-construct approximately three intersections; widen and upgrade/pave existing gravel roads; widen and resurface existing paved roads in poor condition; and add turn lanes and shoulders to all roads.



PROJECT HIGHLIGHTS AND BENEFITS:

The project demonstrates innovation by incorporating Smart Lake concepts, and designing the transportation corridor as utility corridors and installing broadband. The project will connect a rural community bisected by the ELCR reservoir; create safe, accessible, and maintainable utility corridors to replace utility connections severed by the reservoir; improve safety and intersections along Missouri Route 5 for current and future residents; improve the access of emergency services by reducing response times; provide access to recreational areas that will improve the economic vitality of the region; provide access to the reservoir for recreational and educational purposes; and facilitate the quality of access for all users.

Mullan BUILD: Proactively and Collaboratively Building a Better Missoula

Rural

APPLICANT/SPONSOR: Missoula County

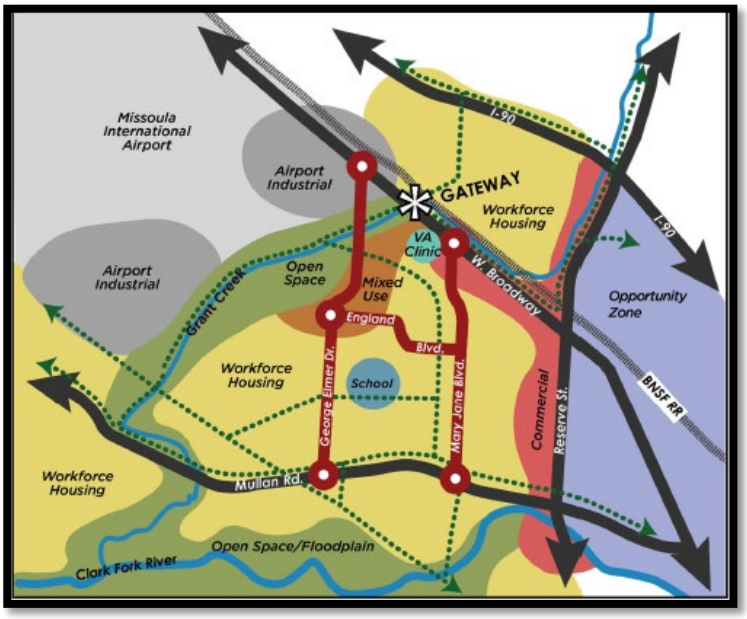
BUILD GRANT AWARD: $13,000,000

TOTAL PROJECT COST: $28,372,000

PROJECT LOCATION: Missoula County, Montana

PROJECT DESCRIPTION:

The develops a connecting streets and trail system in a growing area of Missoula including constructing new roads, intersection improvements including traffic signals and roundabouts, and enhancing the bicycle and pedestrian network.



PROJECT HIGHLIGHTS AND BENEFITS:

The project seeks to provide connector streets and alternatives for the congested main corridors by completing north-south roadways where sections of existing road currently dead end. The project aligns with safety reducing traffic on the main corridors, including away from the most accident-prone intersection in Missoula County; moving non-school-related, through-traffic off the only existing through road; incorporating traffic calming devices; and building sidewalks, bike lanes, and trails. The project will create a network of collector and arterial roads to improve access to developable land. The project improves quality of life for residents by expanding access to walking, cycling, and transit options as well as improving access and connectivity to school and jobs.

120th Street Improvements Project

Urban

Applicant/Sponsor: City of Omaha

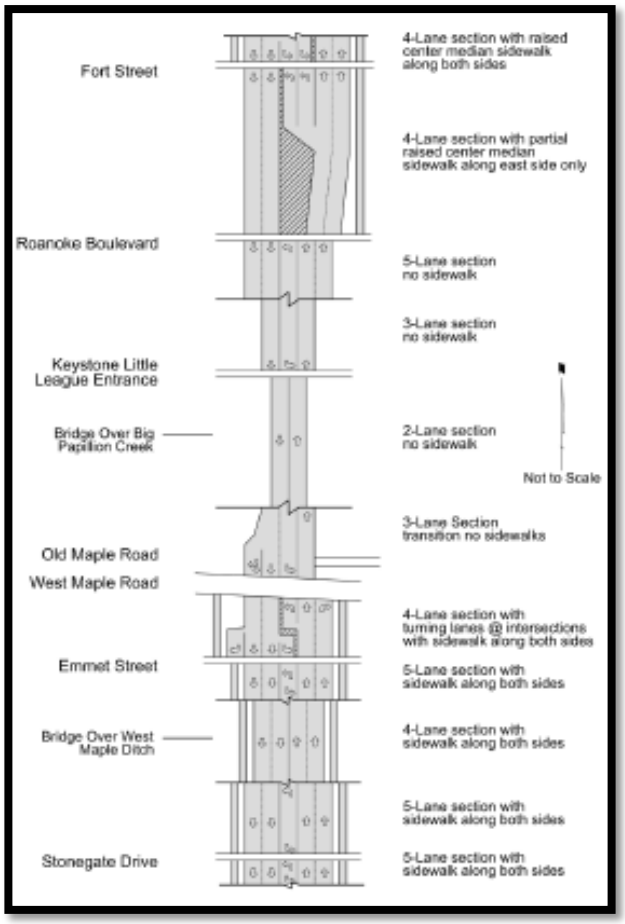
BUILD Grant Award: $16,960,000

Total Project Cost: $21,200,000

Project Location: Omaha, Nebraska

Project Description:

This project will reconstruct a segment of 120th Street, a minor arterial with inconsistent cross-sections that includes the heavily traveled intersection with U.S. Highway 64, also known as West Maple Road. The new roadway will provide a continuous 4-lane divided roadway through the entire length of the project.



Project Highlights and Benefits:

This project will improve the consistency of the roadway cross-section, improve the continuity of pedestrian facilities, improve capacity and enhance safety to accommodate future traffic demands. The project will also add sidewalks along the east and west bound lanes, enhancing the quality of life and safety benefits.

Vermont-New Hampshire Route 119 Bridge Project

Rural

APPLICANT/SPONSOR: New Hampshire Department of Transportation

BUILD GRANT AWARD: $12,000,000

TOTAL PROJECT COST: $50,000,000

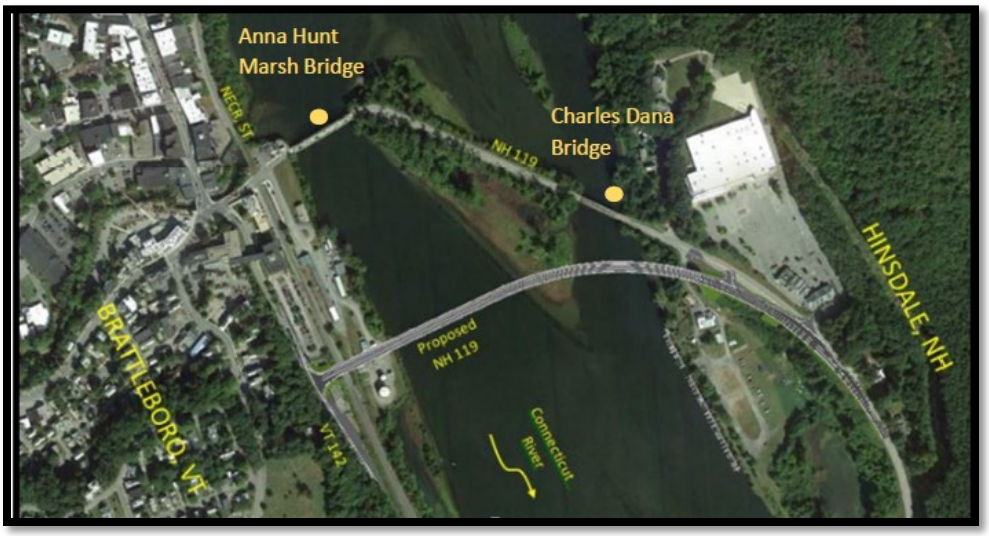
PROJECT LOCATION: Hinsdale, New Hampshire and Brattleboro, Vermont

PROJECT DESCRIPTION:

The project will construct a new bridge to bypass two aging truss bridges spanning the Connecticut River along Route 119. The old bridges will be rehabilitated for bicycle and pedestrian use. The project will also eliminate an at-grade railroad crossing of VT/NH Route 119 and the New England Central Railroad.

PROJECT HIGHLIGHTS AND BENEFITS:

The project improves safety by replacing two bridges and eliminating an at-grade rail crossing. The two current bridges are structurally deficient and functionally obsolete due to the substandard road width and vertical clearance. To continue to use the current structures, a weight limit would need to be posted, decreasing the efficiency in the movement of freight and/or people. The new bridge would also be a more reliable access point to employment centers and job opportunities for an Opportunity Zone.



US 285 Safety and Resilience Project

Rural

APPLICANT/SPONSOR: New Mexico Department of Transportation

BUILD GRANT AWARD: $12,500,000

TOTAL PROJECT COST: $115,000,000

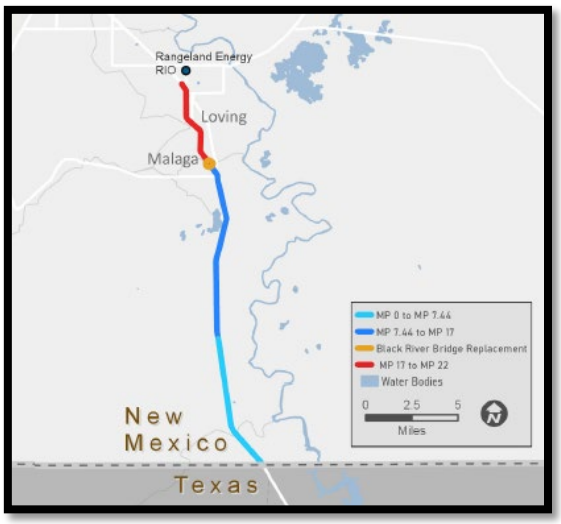
PROJECT LOCATION: Santa Fe, New Mexico

PROJECT DESCRIPTION:

The project will provide turning and acceleration/deceleration lanes, shoulders, bridge structures, and stronger pavement on US 285 from the Texas-New Mexico state line to Loving within the Permian Basin region.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve a dangerous corridor of US 285 dubbed by residents “death highway”. This roadway, originally designed as a rural road, now serves an increasing amount of heavy industrial traffic. By reconstructing and widening the existing facility to include alternating passing and turning lanes safety will be improved. The project will reconstruct pavement to withstand heavy truck loadings, eliminate sinkholes, and replace/rehabilitate multiple bridges along the project corridor. The project will improve reliable and safe access for rural communities, including Opportunity Zones, to employment centers and job opportunities.



Transportation Accessibility, Safety, and Connectivity (TASC) Project

Rural

APPLICANT/SPONSOR: City of Greenville

BUILD GRANT AWARD: $15,000,000

TOTAL PROJECT COST: $24,000,000

PROJECT LOCATION: Greenville, North Carolina

PROJECT DESCRIPTION:

The project will construct or reconstruct a network of vehicular, non-vehicular, and multimodal infrastructure in and around downtown Greenville including roadway reconstruction and intersection realignment and upgrades on West 5th Street, and a series of new and upgraded off-street multi-use paths that integrate with existing paths, and creating a continuous multi-use path network around the urban core.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will increase access to jobs, health care, and education for residents. The project will reduce vehicular accidents through intersection conversion to roundabouts, and reduce pedestrian-vehicular interactions through new construction of on-road and off-road pedestrian and bicycle facilities. The project incorporates innovative designs for rural complete streets, as well as implements innovative construction procurement.

U.S. Department of Transportation

www.transportation.gov/buildgrants

I-95 Resiliency and Innovative Technology Improvements Project

Rural

APPLICANT/SPONSOR: North Carolina Department of Transportation

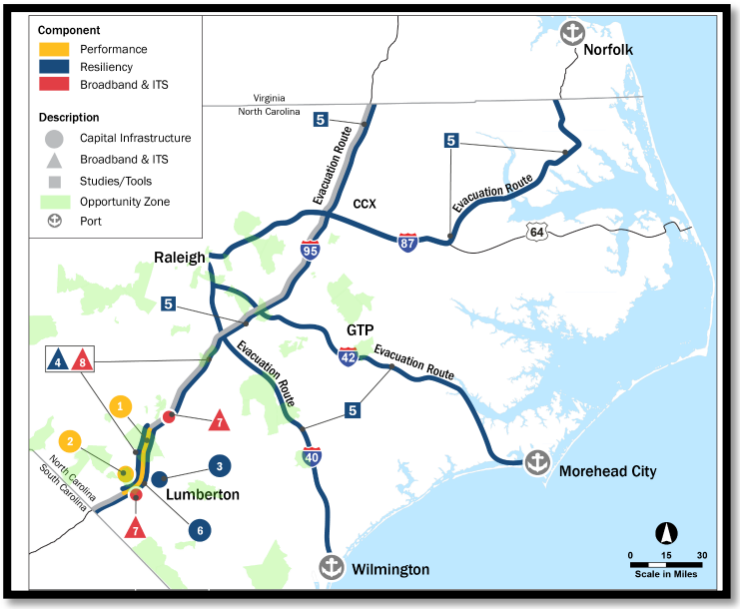
BUILD GRANT AWARD: $22,500,000

TOTAL PROJECT COST: $685,115,000

PROJECT LOCATION: Robeson and Cumberland Counties, North Carolina

PROJECT DESCRIPTION:

The project includes several improvements along I-95 and connected evacuation routes including widening approximately 27 miles of I-95 from exit 13 to exit 40 between Lumberton and Fayetteville to 8 lanes; rebuilding the overpasses and interchange at exit 19 near Lumberton; raising low-lying portions of the interstate and two bridges between exits 17 and 19; and adding water gauges at strategic locations throughout the corridor.



PROJECT HIGHLIGHTS AND BENEFITS:

By raising the interstate in flood-prone areas that were not designed to withstand the magnitude of storms that hit North Carolina in recent years, the reconstructed interstate will incur less damage during major storms and better maintain the interstate in a state of good repair. The expanded I-95 capacity will facilitate faster evacuations. Additionally, the installation of flood monitoring devices along I-95 and secondary evacuation routes allows North Carolina Department of Transportation to monitor water levels and direct evacuations accordingly, increasing safe evacuations during major storm events. The project will install water gauges connected to ITS that support safer evacuations, help reroute traffic in real time, and improve communications to the traveling public.

Silicon Shores East-West Connector Road Project

Urban

APPLICANT/SPONSOR: Town of Mooresville

BUILD GRANT AWARD: $13,609,131

TOTAL PROJECT COST: $21,730,195

PROJECT LOCATION: Mooresville, North Carolina

PROJECT DESCRIPTION:

The project will construct three connector roads near I-77, including: approximately 4,300 linear feet of four-lane divided highway (the "East West Connector"), approximately 2,368 linear feet of three-lane divided highway (the "RL West Connector"), and approximately 2,298 linear feet of three-lane divided highway (the "Transco Connector").

PROJECT HIGHLIGHTS AND BENEFITS:

This project will improve driver safety by adding a fully signalized intersection that will prevent dangerous U-turns, diverting traffic away from a skewed at-grade rail crossing to a new crossing, and enabling some existing crossings to close or consolidate. The project will better accommodate planned future growth in the area and improve network efficiency. The project is expected improve traffic flow, which would lessen congestion-related emissions. Bicycle lanes will be incorporated into the new roadway as well. The project is a collaboration of the town, the State, private developers, non-projects, local business, and others.

US Route 30 Freeway Expansion Project

Rural

APPLICANT/SPONSOR: Regional Transportation Improvement District

BUILD GRANT AWARD: $18,000,000

TOTAL PROJECT COST: $116,675,110

PROJECT LOCATION: Canton, Ohio

PROJECT DESCRIPTION:

This project will construct an approximately 3-mile extension of the existing 4-lane US-30 expressway in Stark County from Trump Avenue to SR 44.

PROJECT HIGHLIGHTS AND BENEFITS:

A US 30/Lincoln Highway expressway east of Canton will improve safety for trucks, pedestrians, and cars. Extending the US 30 expressway will bring additional traffic through Stark and Columbiana counties. A new Route 30 expressway will also provide easier and safer access for energy companies transporting supplies to extraction operations, and transporting product throughout the Marcellus and Utica shale play areas. The project will also provide easier access to petroleum supplies for chemical and plastic manufacturing facilities. The BUILD project is a small piece of a much larger planned project to extend the expressway portion of US-30 to a point at or near the West Virginia border.

U.S. Department of Transportation

www.transportation.gov/buildgrants

Southern Oregon Corridor Resiliency and Congestion Relief Project

Rural

APPLICANT/SPONSOR: City of Medford

BUILD GRANT AWARD: $15,500,000

TOTAL PROJECT COST: $39,370,000

PROJECT LOCATION: Medford, Oregon

PROJECT DESCRIPTION:

This project will expand approximately 3.97 miles of roadway along the Foothill Road/North Phoenix Road Corridor from a two-lane arterial to a four-lane arterial with center turn lane, sidewalks, and bike lanes.

PROJECT HIGHLIGHTS AND BENEFITS:

By constructing an additional lane in each direction and a center turn lane, the project seeks to eliminate safety hazards, including backups behind turning vehicles and abrupt breaking, associated with one lane of travel in each direction. The project also creates dedicated space for pedestrians and bicyclists to minimize vehicle conflicts for vulnerable road users. Similarly, the added capacity and turn lane improves economic competitiveness by reducing congestion and delays, and by increasing access to two Opportunity Zones and employment destinations. The project provides an alternative to the congested Interstate 5, improving the overall efficiency of the larger transportation network.

PIT Cargo Building 4 Intermodal Freight Transfer Facilities Development Project

Urban

APPLICANT/SPONSOR: Allegheny County Airport Authority

BUILD GRANT AWARD: $18,690,047

TOTAL PROJECT COST: $23,362,559

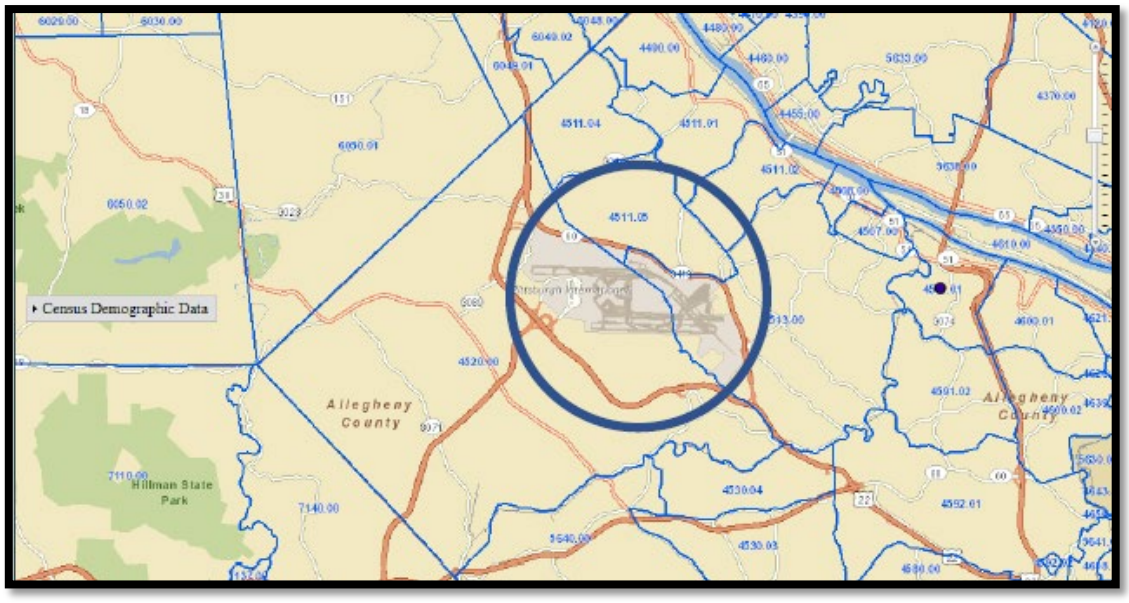
PROJECT LOCATION: Allegheny County, Pennsylvania

PROJECT DESCRIPTION:

This project will construct a cargo processing facility of approximately 75,000 square-feet and an adjacent surface parking lot to expand air cargo operations at Pittsburgh International Airport (PIT). Separate from the BUILD award, PIT will expand the taxiway and aircraft apron to serve the new facility.

PROJECT HIGHLIGHTS AND BENEFITS:

The increased cargo handling capacity at PIT will optimize space and reduce the time and distance necessary for transfer of freight between ground and air, reducing transportation costs. The new surface lot is expected to relieve congestion which will improve economic competitiveness



U.S. Department of Transportation

PATCO Franklin Square Station Reopening Project

Urban

APPLICANT/SPONSOR: Delaware River Port Authority

BUILD GRANT AWARD: $12,580,000

TOTAL PROJECT COST: $25,160,000

PROJECT LOCATION: Philadelphia, Pennsylvania

PROJECT DESCRIPTION:

The project will revitalize and reopen an existing rail station consistent with modern Americans with Disabilities Act (ADA) requirements.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide PATCO with an updated facility that will have improved ADA accommodations, structural, electrical, plumbing, communication, signal, and security systems. The project implements technology like real time signage and wifi in the station, and other aspects like the use of a glass roof in the headhouse to allow for more natural lighting later in the day and use of a green roof to manage storm water runoff and help insulate the station. The project supports the growth of the Franklin Square community and the region by creating a new affordable way for people to travel to places of employment and other critical destinations.

Washington Bridge Rehabilitation and Redevelopment Project

Urban

APPLICANT/SPONSOR: Rhode Island Department of Transportation

BUILD GRANT AWARD: $25,000,000

TOTAL PROJECT COST: $70,000,000

PROJECT LOCATION: Providence, Rhode Island

PROJECT DESCRIPTION:

The project rehabilitates the Washington Bridge superstructure atop a newly rehabilitated substructure, restripes the I-195 mainline in East Providence to maintain four lanes through the corridor, removes the westbound Gano St off-ramp, and adds a westbound off-ramp to Waterfront Drive.

PROJECT HIGHLIGHTS AND BENEFITS:

The project brings the bridge back to a state of good repair, extends the service life of the bridge by 25 years, eliminates congestion-producing interfaces, and improves safety and economic vitality in the corridor. The project would eliminate queues on I-195 westbound and improve access to jobs in Providence. The project alleviaes dangerous weaving on the Washington Bridge and replaces the Gano St off-ramp with a Waterfront Drive off-ramp to help eliminate the exit queue on the bridge itself. The project uses innovative design, project delivery, and financing practices.

Ashley River Crossing Project

Urban

APPLICANT/SPONSOR: City of Charleston

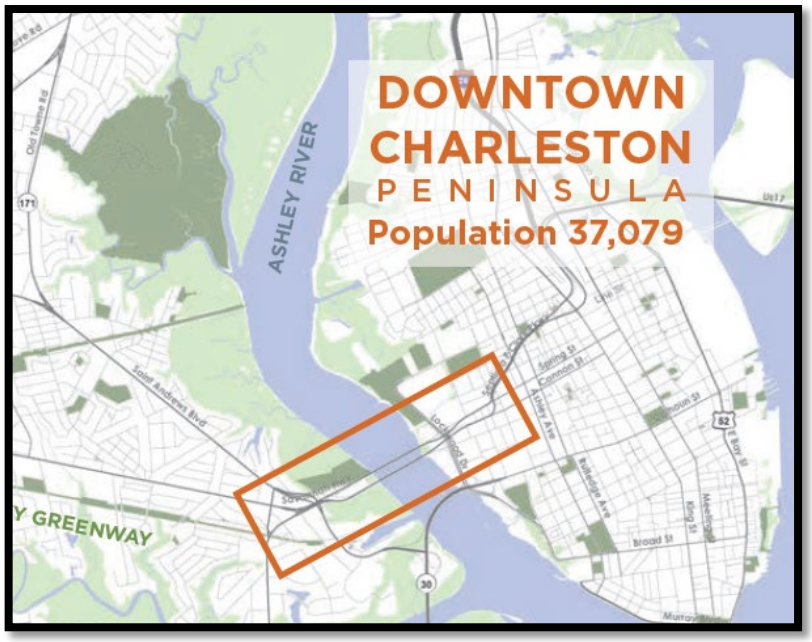
BUILD GRANT AWARD: $18,149,750

TOTAL PROJECT COST: $22,749,750

PROJECT LOCATION: Charleston, South Carolina

PROJECT DESCRIPTION:

The project improves existing infrastructure associated with a regional bicycle and pedestrian network that includes the 10.5-mile West Ashley Greenway, the 2.5-mile West Ashley Bikeway, and Ashley River Walk in Downtown Charleston, and also constructs an approximate 0.4-mile standalone bridge parallel to the existing Ashley River Bridges to create a new multi-use path.



PROJECT HIGHLIGHTS AND BENEFITS:

The project improves transportation network efficiency through intersection improvements and encourages non-motorized methods of transportation resulting in reduced fuel and emissions. The project incorporates adaptive signal systems and impacts multiple jurisdictions.

Bridging the Interstate Divide Project

Rural

APPLICANT/SPONSOR: City of Brookings

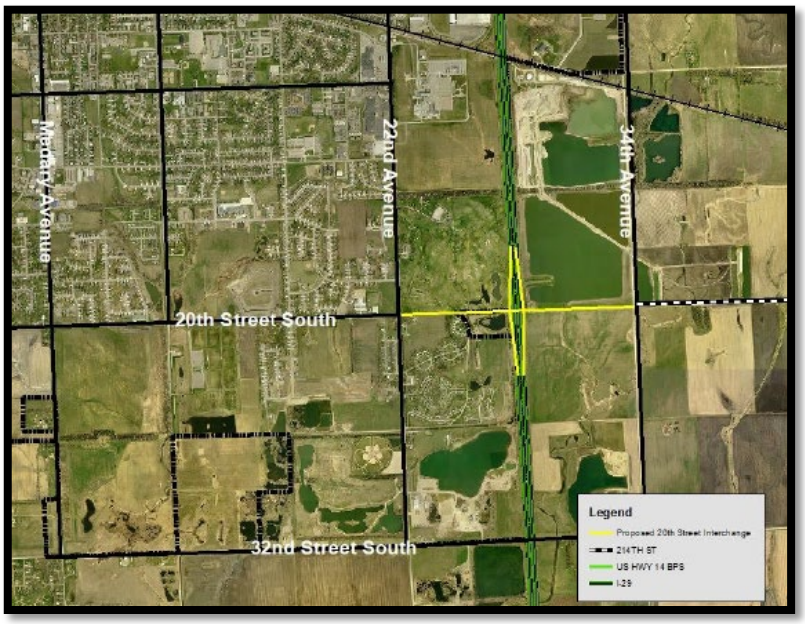
BUILD GRANT AWARD: $18,677,630

TOTAL PROJECT COST: $23,347,037

PROJECT LOCATION: Brookings, South Dakota

PROJECT DESCRIPTION:

This project will construct a new interchange on Interstate 29 at 20th Street South near Brookings, South Dakota. The project includes a new overpass of I-29, with access ramps, and will connect 20th Street South on either side with 22nd Avenue to the West and 34th Avenue to the East.



PROJECT HIGHLIGHTS AND BENEFITS:

The new interchange will reduce travel times for motorists and increase access to new housing development south of the city. The project will also provide a new alternative to Sixth Street for freight and passengers moving into and out of Brookings, relieving congestion and enhancing safety.

Memphis Innovation Corridor Project

Urban

APPLICANT/SPONSOR: Memphis Area Transit Authority

BUILD GRANT AWARD: $12,000,000

TOTAL PROJECT COST: $73,831,000

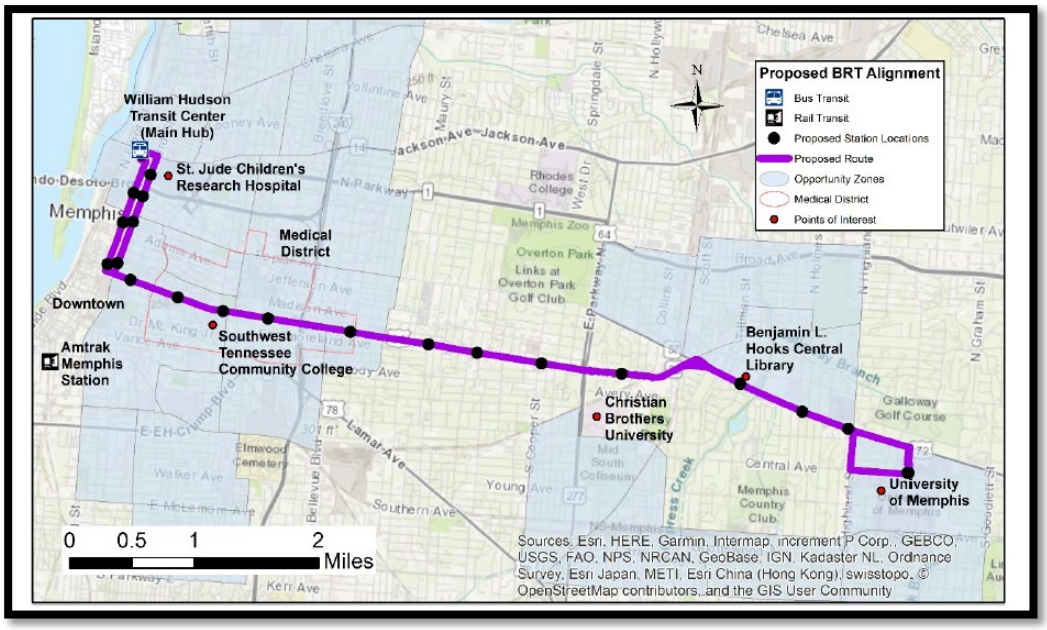
PROJECT LOCATION: Memphis, Tennessee

PROJECT DESCRIPTION:

The project will develop an approximately 8-mile BRT line by constructing approximately 28 new transit stations and purchasing approximately 9 electric buses and charging equipment.

PROJECT HIGHLIGHTS AND BENEFITS:

The project improves economic competitiveness and quality of life because the Innovation Corridor will connect two opportunity zones to downtown Memphis and the University of Memphis, improving access to two of the largest employment centers in the region. The project also provides riders with more frequent and reliable transportation options, which will enable quicker access to jobs and services



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Shepherd and Durham Major Investment Project

Urban

APPLICANT/SPONSOR: Near Northwest Management District

BUILD GRANT AWARD: $25,000,000

TOTAL PROJECT COST: $50,000,000

PROJECT LOCATION: Houston, Texas

PROJECT DESCRIPTION:

The project reconstructs and improves two, four-lane parallel urban principal arterial roadways and six streets that connect them. The project will install ADA-accessible sidewalks, ramps, and crossings and bicycle facilities, turn bays/lanes, and new turn lanes. The project also includes pavement markings, clear sight lines, access management, updated intersection signalization and signage, and enhanced "clear zone" areas to the project limits, upgraded accessibility to transit stops, storm water management infrastructure, water supply, and wastewater lines.

PROJECT HIGHLIGHTS AND BENEFITS:

The project removes a vehicle travel lane to decrease crossing distance, which will reduce the incidence of sideswipe crashes and calm traffic, as well as provide space for new vegetated buffer strips, bicycle lanes, and wider sidewalks. The roadway is past its serviceable life and will be replaced. Roadway improvements from this project will enhance travel time reliability for both passenger auto and freight trips, in part by helping to reduce crashes, and will reduce emissions and help improve air quality by increasing mobility, encouraging mode shift, displacing automobile trips, and reducing vehicle travel delays.

Multimodal Corridor Expansion and Improvement Project

Rural

Applicant/Sponsor:	Port Beaumont Navigational District of Jefferson County
BUILD Grant Award:	$18,000,000
Total Project Cost:	$101,245,000
Project Location:	Beaumont, Texas

Project Description:

The project reconstructs condemned wharves 2, 3, and 4 at the Main Street Terminal 1, adds approximately 16,000 linear feet of new rail track and realigns and upgrades approximately 4,275 feet of existing rail track at the Buford Rail Yard Interchange, and replaces a deteriorated grain dock.

Project Highlights and Benefits:

By reconstructing wharves originally build in the 1950s that failed in 2011 due to age-related structural deterioration, the project will bring the Main Street Terminal into a state of good repair to restore dock service to handle military, breakbulk, and project cargoes. Similarly, the project will replace the grain dock which is 17 years past it's useful life. The project increases economic competitiveness by doubling rail interchange capacity and adding general cargo handling capacity to reduce freight shipment costs and facilitate direct intermodal interchange and transfer at the Port of Beaumont, particularly for grain exports. By increasing capacity and efficiency for water-based and rail freight movement, the project decreases heavy truck traffic and emissions, aligning with safety and environmental sustainability respectively.

Mills to Maritime Property Acquisition Project

Urban

APPLICANT/SPONSOR: Port of Everett

BUILD GRANT AWARD: $15,500,000

TOTAL PROJECT COST: $27,700,000

PROJECT LOCATION: Everett, Washington

PROJECT DESCRIPTION:

The project will acquire an approximately 58-acre brownfield site on the city of Everett's waterfront, 13-acres of which are submerged tidelands, and construct utilities, storm water improvements and paving for approximately three acres in support of future container-on-barge (COB) service.

PROJECT HIGHLIGHTS AND BENEFITS:

The project aims to remediate an existing privately held brownfield site and re-purpose it for use by the public Port of Everett. The project furthers economic competitiveness by paving part of the port that will become a container storage area, providing expanded capacity and potential operational efficiencies.

U.S. Department of Transportation

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Rail-Truck Transload Facility Project

Rural

APPLICANT/SPONSOR: Spokane Airport Board

BUILD GRANT AWARD: $11,300,000

TOTAL PROJECT COST: $16,900,000

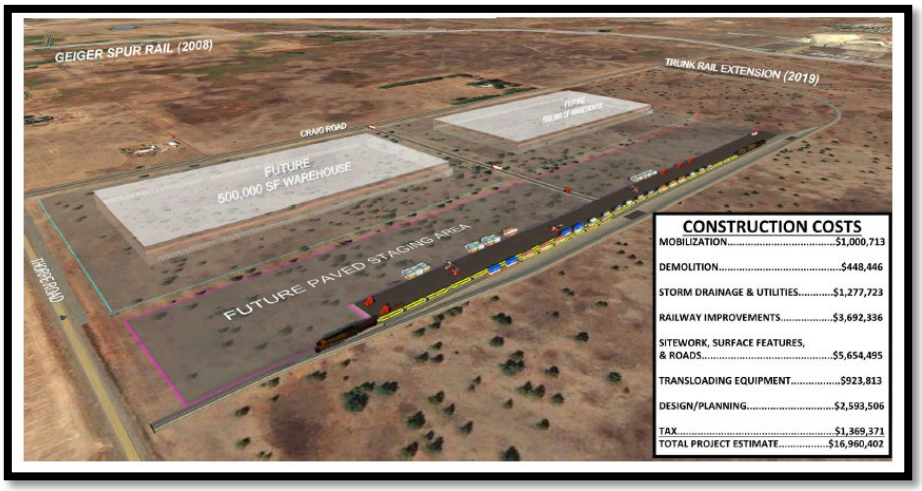
PROJECT LOCATION: Spokane, Washington

PROJECT DESCRIPTION:

The project will fund construction of a new rail-truck transload facility for train loading, offloading, and circulation at the Spokane International Airport. The project will extend an existing rail spur to the facility, consisting of three parallel rail lines totaling approximately 3.2 miles of track. The facility will have a circulation area for freight truck movement consisting of approximately 4.4 acres of pavement. An approximate 0.2-mile vehicle access road will be constructed to provide freight vehicle access to the site.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will reduce the amount of interstate freight traffic on I-90, thus decreasing the potential for accidents and providing a less congested and safer transportation system. The project enables freight to be delivered to the rail-truck transload facility via the rail line, providing a local area to transport freight to and from the businesses located in the West Plains. The project will lead to decreased damage and maintenance costs associated with surrounding transportation corridors. The facility will provide an attractive resource for businesses considering relocating to the West Plains area.



I-64 Widening: Nitro to St. Albans Project

Rural

APPLICANT/SPONSOR: West Virginia Department of Transportation

BUILD GRANT AWARD: $20,000,000

TOTAL PROJECT COST: $265,000,000

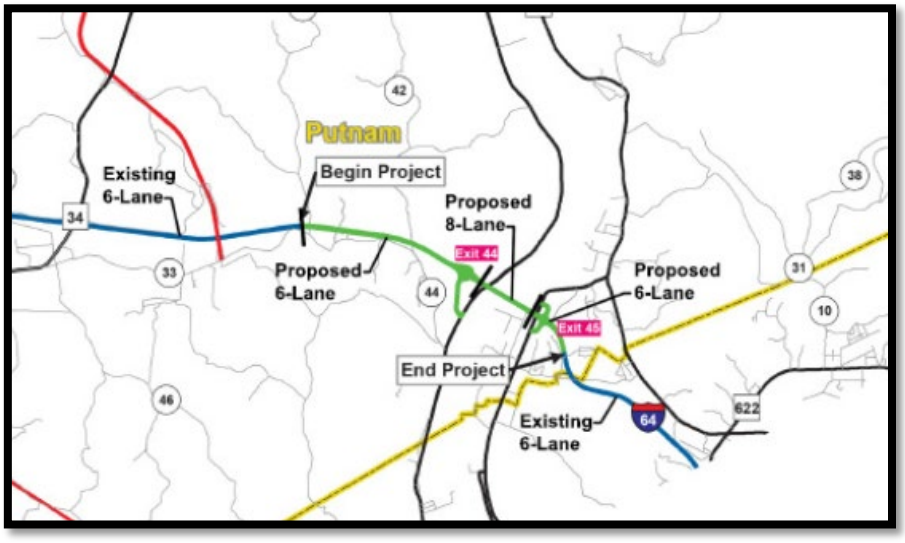
PROJECT LOCATION: Charleston, West Virginia

PROJECT DESCRIPTION:

The project will widen approximately 3.8 miles of I-64 in Putnam County, adding an additional lane in each direction between US 35 and Nitro interchanges. Additionally, the St. Albans and Nitro interchanges will be enhanced with an auxiliary lane between the two interchanges. This project will also rehabilitate or replace eight bridge structures along this route.

PROJECT HIGHLIGHTS AND BENEFITS:

The project establishes a more reliable transportation facility that enables the traveling public and freight to smoothly traverse through Putnam County, West Virginia. The project addresses safety and state of good repair because two of the bridge structures in this project have poor substructures, but all are quickly deteriorating and approaching their designed life span. The existing facility is unable to accommodate the merging traffic in an already over-capacity section of roadway, therefore this project will enhance the level of safety performance of the highway network by alleviating the bottleneck through the additional capacity.



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Old Odanah Road (County A) and Bear Trap Road Project

Rural

Applicant/Sponsor: Bad River Band of Lake Superior Tribe of Chippewa Indians

BUILD Grant Award: $2,376,808

Total Project Cost: $2,704,808

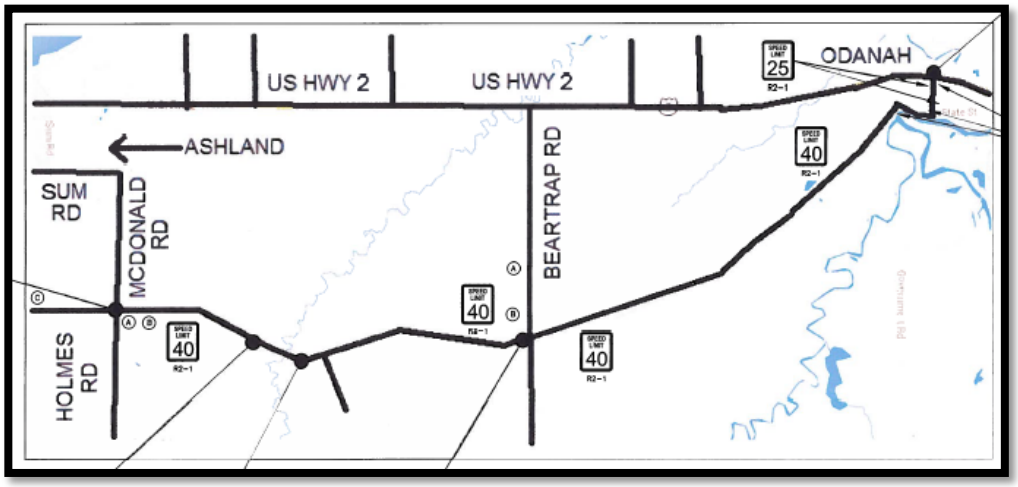
Project Location: Odanah, Wisconisn

Project Description:

The project resurfaces, redevelops a shoulder, and replaces some culverts on Old Odanah Road between McDonald Road and U.S. Highway 2, and redevelops Bear Trap Road from Old Odanah Road to U.S. Highway 2.

Project Highlights and Benefits:

This project improves the condition of roads currently in poor repair that include a variety of unsafe features, including steep embankments, narrow alignment, and poor lines of sight. The existing highway is at risk of closure due to flooding from deteriorated pipes along the roadway and shifting soil underneath the existing roadbed. The alternate access improves connections to jobs and health care, daily commutes, and access to the Tribe's ceremonial grounds, cemetery, and church. All of these factors are valued by the Tribe and contribute to the well-being of their community. The project will improve an alternate route into the Bad River Community, allowing businesses within the City of Ashland and the Communities in Bad River to have more access for deliveries and travel.



Dry Piney Creek Wildlife Habitat Connectivity Project

Rural

APPLICANT/SPONSOR: Wyoming Department of Transportation

BUILD GRANT AWARD: $14,544,000

TOTAL PROJECT COST: $18,180,000

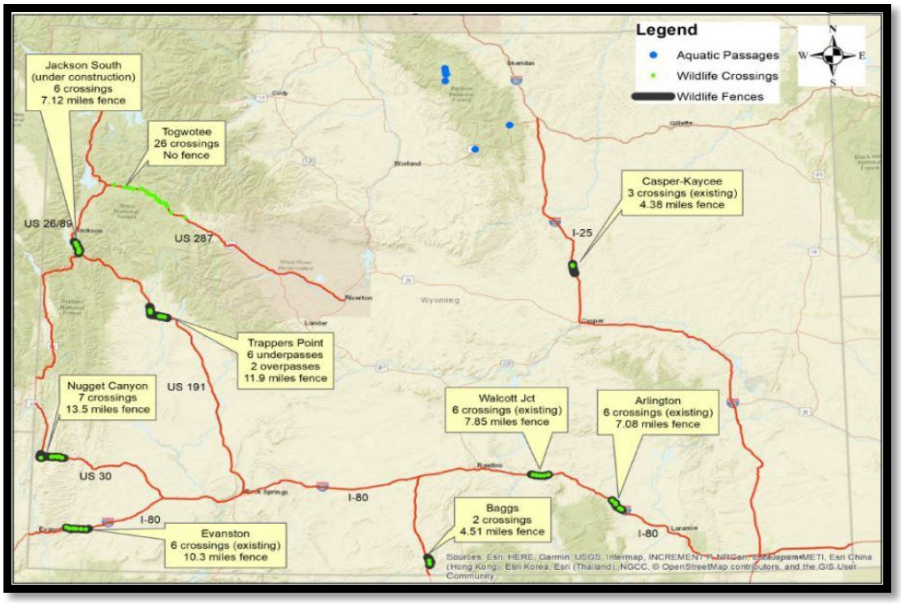
PROJECT LOCATION: Sublette County, Wyoming

PROJECT DESCRIPTION:

The project will construct a series of crossings, fencing, and related improvements on approximately 19 miles of US 189 between La Barge and Big Piney.

PROJECT HIGHLIGHTS AND BENEFITS:

The project improves safety by installing wildlife crossing structures and associated fencing aimed at reducing the wildlife-vehicle collisions that result in injuries, property damage, and loss of life for both humans and wildlife. The project also seeks to avoid the safety hazards for crews and the traveling public presented by carcass removal and clean up required after wildlife-related crashes. The project improves wildlife habitat connectivity by preserving species diversity, movement, health, of animals in their natural environment, and maintaining migration routes which support herd population levels.



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