

INFRA AWARDS FY 2023-2024

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ARRC Bridge Replacement

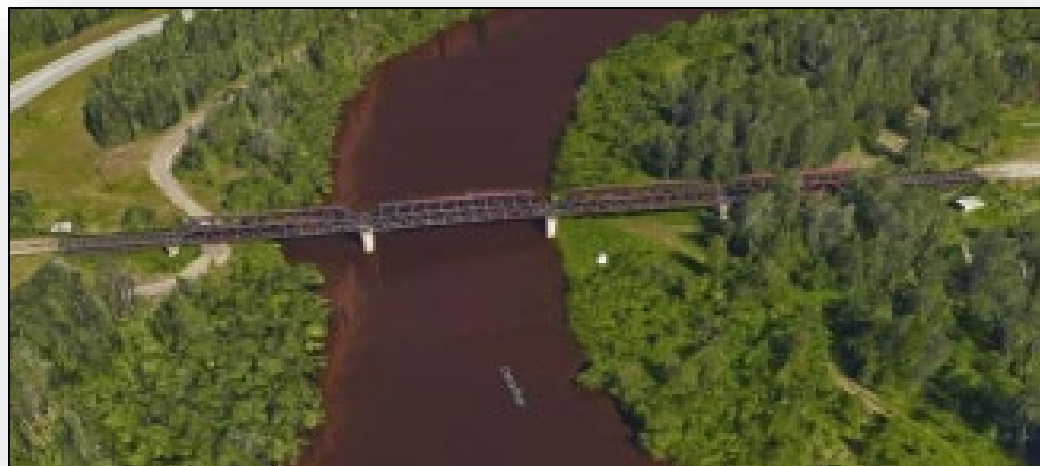
INFRA Award: \$17,148,610

Fairbanks, Alaska

Applicant: Alaska Railroad Corporation

Project Description:

The project will replace an aging railroad bridge that crosses the Chena River at Fort Wainwright in Fairbanks, Alaska. The proposed bridge will have a reduced total length of approximately 342 feet and will consist of 4 spans (2 new approach spans and 2 new through-plate girder spans) placed atop existing piers. The remaining distance over low-lying ground will be replaced with an embankment,



reducing the total bridge length by nearly half. The bridge is part of Alaska Railroad Corporation's (ARRC) Eielson Branch, which links ARRC's main line at Fairbanks with Fort Wainwright and Eielson Air Force Base.

Project Benefits:

The project is strong in Safety; State of Good Repair; and Economic Impacts, Freight Movement and Job Creation. The project also has benefits in Climate Change, Resiliency, and the Environment; and Equity, Multimodal Options, and Quality of Life. The project will restore and modernize the bridge, bringing the bridge up to railroad industry standards. The project will also reduce emissions due to avoided truck miles from cargo diversions and improve the transportation of bulk goods and intermodal shipments by rail.

Gila River Indian Community I-10 Project

INFRA Award: \$95,000,000

Pinal County, Arizona

State Incentives Pilot

Applicant: Arizona Department of Transportation

Project Description:

The project will widen approximately 10 miles of I-10 in the Gila River Indian Community and Pinal County from two lanes to three lanes, with inside and outside shoulders. The project will improve the SR387/SR 187/ Pinal Avenue interchanges, build a new Seed Farm Road interchange, and remove or replace the low-clearance bridges to improve clearance through the segment. Fiber-optic conduit will also be installed.

Project Benefits:

The project is strong in Safety, and also has benefits in Equity, Multimodal Options, and Quality of Life. The project includes adding a travel lane and shoulders to I-10 which will significantly improve safety and provide needed capacity between Tucson and Phoenix. The proposed bridge replacement to the SR 387/SR187/Pinal Avenue interchange will help to improve capacity, reduce conflict and result in safety improvement for both motorists and pedestrians. The new interchange at Seed Farm Road provides access to both the Gila River Farms and Sacaton (the Governance and healthcare center for the Gila River Indian Community), and includes pedestrian infrastructure.

The Arizona Department of Transportation commits to providing job opportunities for the Gila River Indian Community through project delivery, by working with the Community's Tribal Employment Rights Office. The recipient also commits to mitigating any increase in greenhouse gas emissions in the community, primarily by avoiding Interstate detours through the community.



Humboldt Bay Offshore Wind MVP (Minimum Viable Port)

INFRA Award: \$426,719,810

Humboldt County, California

State Incentives Pilot

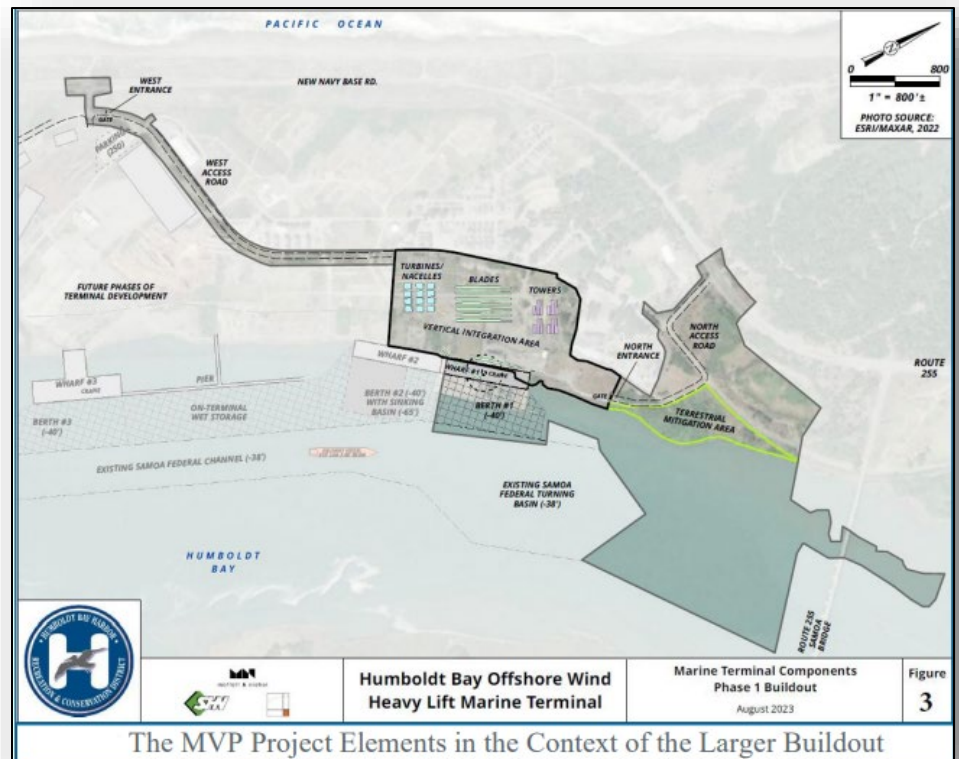
Applicant: Humboldt Bay Harbor, Recreation and Conservation District

Project Description:

The project will construct a modern marine terminal primarily for the transport, import, staging, preassembly, final assembly, launch, in-water construction, and long-term maintenance of floating offshore Wind Turbine Devices (WTDs). The project also includes environmental protection measures such as an eco-shoreline.

Project Benefits:

The project is strong in State of Good Repair; and Climate Change, Resiliency, and the Environment. The project will rehabilitate a defunct marine terminal, which will positively impact maritime industry in the area and establish the first offshore wind terminal on the Pacific Coast. By establishing the first offshore wind terminal on the Pacific Coast there are vast opportunities to reduce greenhouse gases and generate clean energy. The project directly and indirectly will result in restoration of the local environment.



San Dieguito Bridge Replacement Project

INFRA Award: \$53, 893, 206

San Diego, California

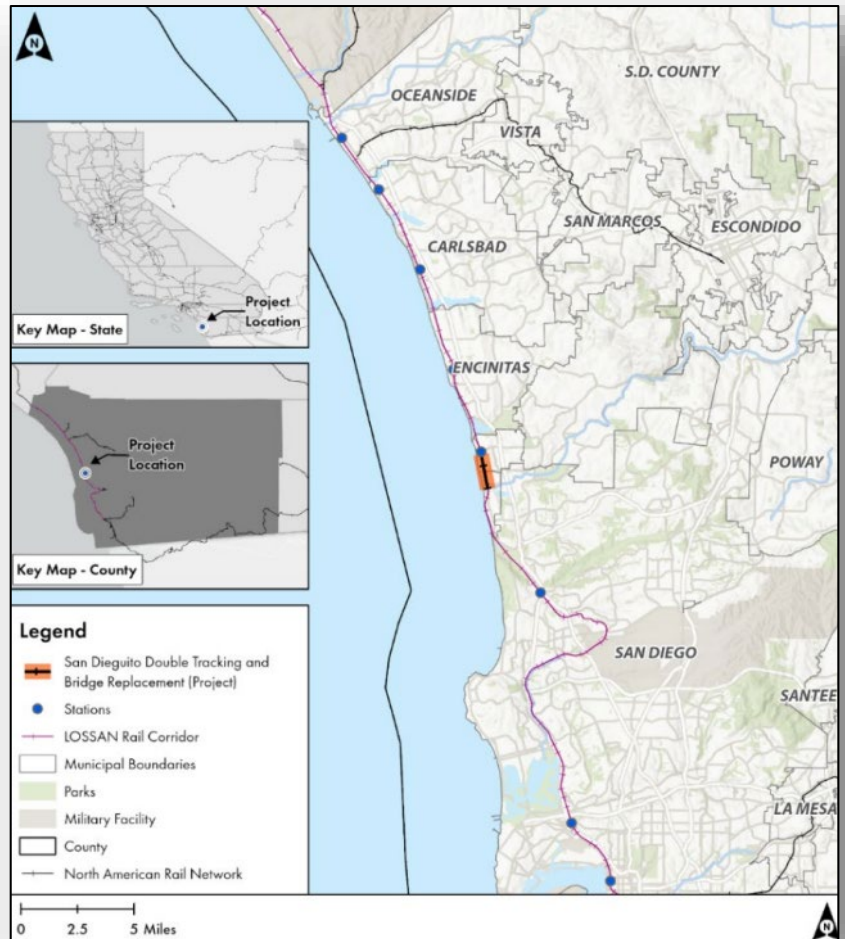
Applicant: North County Transit District

Project Description:

The project will replace the 107-year-old single track wooden trestle San Dieguito River Railway Bridge. The replacement bridge will move from a single track to a double track and raise the height of the tracks by 8 feet to account for increased sea level changes.

Project Benefits:

The project is strong in Safety and State of Good Repair. The project will replace a bridge that currently sits below the 100-year FEMA flood elevation. The newly lifted bridge structure will have new pedestrian and bicyclist infrastructure, improving safety in an area where there is frequent trespassing across the bridge to get to the coast and nearby trails.



I-76 Reconstruction and Improvements Project

INFRA Award: \$29,190,000

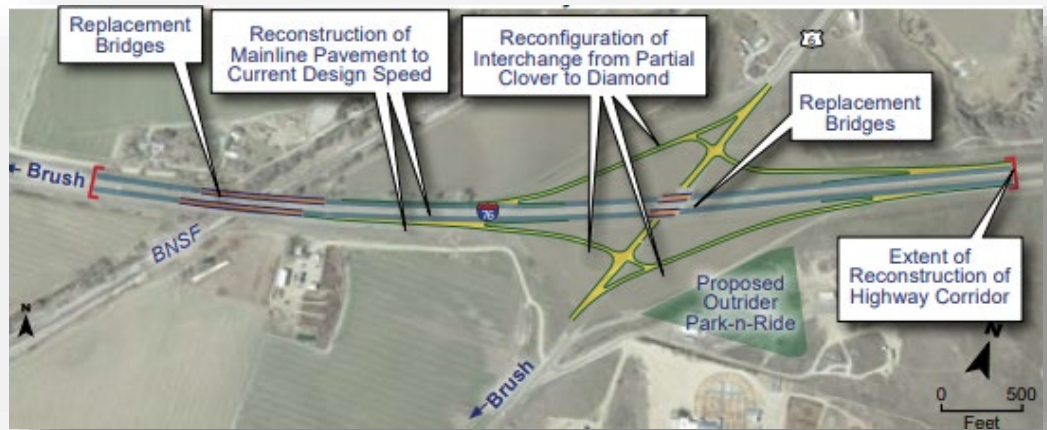
Morgan County, Colorado

State Incentives Pilot

Applicant: Morgan County

Project Description:

The project will reconstruct I-76 within its current lane configuration, including the reconstruction of approximately 1.45 miles of interstate corridor in both directions, the replacement of four bridges over I-76 (two bridges on I-76 over the BNSF rail lines, and two bridges that pass over US 6 at its interchange with I-76), the reconfiguration of the interchange with US 6, and the installation of a Park-n-Ride mobility hub.



Project Benefits:

The project is strong in State of Good Repair. The project also has benefits in Safety; Climate Change, Resiliency, and the Environment; Economic Impacts, Freight Movement and Job Creation; and Equity, Multimodal Options, and Quality of Life. The project will result in the repairs and/or replacement of multiple deficient bridges and repaired embankments. The project will also improve safety by reconfiguring the interchange, which is expected to reduce crashes resulting in serious injuries or fatalities.

US 160 East of Durango Safety and Mobility Improvements

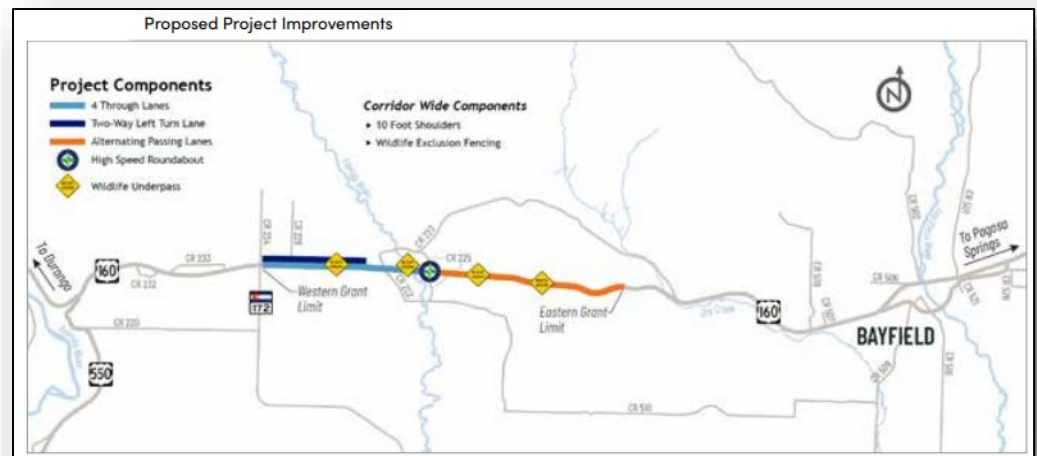
INFRA Award: \$58,940,000

La Plata County, Colorado

Applicant: Colorado Department of Transportation

Project Description:

The project will widen approximately 4.1 miles of US 160 from two to four lanes, adding an approximately 2.64 mile continuous two-way left turn lane. The project will also add left turn lanes, shoulder widening, and wildlife exclusion fencing with one wildlife underpass.



Project Benefits:

The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; and Climate Change, Resiliency, and the Environment. The project is expected to reduce crashes causing injury or fatality by 45%, while also reducing wildlife collisions by 90%. It will also restore and modernize the roadway to optimize the design life based on preventive maintenance and strengthen intermodal freight movement by eliminating major bottlenecks. The project will also have several benefits for nearby disadvantaged communities by reducing travel times and improving access to goods, services, and employment opportunities.

East Capitol Street Safety and Mobility Improvements

INFRA Award: \$34,038,000

Washington, District of Columbia

Applicant: District Department of Transportation

Project Description:

The project will construct the East Capitol Street Corridor from Burns Street to Southern Avenue and implement traffic calming measures, geometric upgrades, multimodal features, transit improvements, pedestrian refuges, storm water improvements, and signal improvements for approximately 2.1 miles.

Project Benefits:

The project is strong in Equity, Multimodal Options, and Quality of Life. The project also has benefits in Safety; Economic Impacts, Freight Movement and Job Creation; and Innovation. The project will improve multimodal access to community businesses, recreation, and services in the area through improved pedestrian facilities, bicycle lanes, bus stop improvements, and transit access. The project is expected to significantly reduce crashes, fatalities, and injuries, particularly for pedestrians and bicyclists. Furthermore, it will enhance transit with a new bus route and dedicated bus stops that will be easier to use in a designated Historically Disadvantaged Community.



I-4 Truck Parking Facilities

INFRA Award: \$180,009,420

Osceola, Seminole and Volusia Counties, Florida

Applicant: Florida Department of Transportation

Project Description:

This project will add approximately 917 truck parking spaces across four sites along I-4 in District Five in Central Florida, which includes locations in Volusia County, Seminole County and Osceola Counties.

Project Benefits:

The project has benefits in Safety; Economic Impacts, Freight Movement and Job Creation; and Climate Change, Resiliency, and the Environment. The project addresses the shortage of overnight parking for commercial motor vehicles on the National Highway System in this region, which also reduces safety issues such as fatigue and unauthorized parking, which is a known issue in the project areas. The project will also incorporate zero-emission vehicle infrastructure (electric hookups).



East River Terminal Berth Replacement Project

INFRA Award: \$15,073,107

Garden City, Georgia

State Incentives Pilot

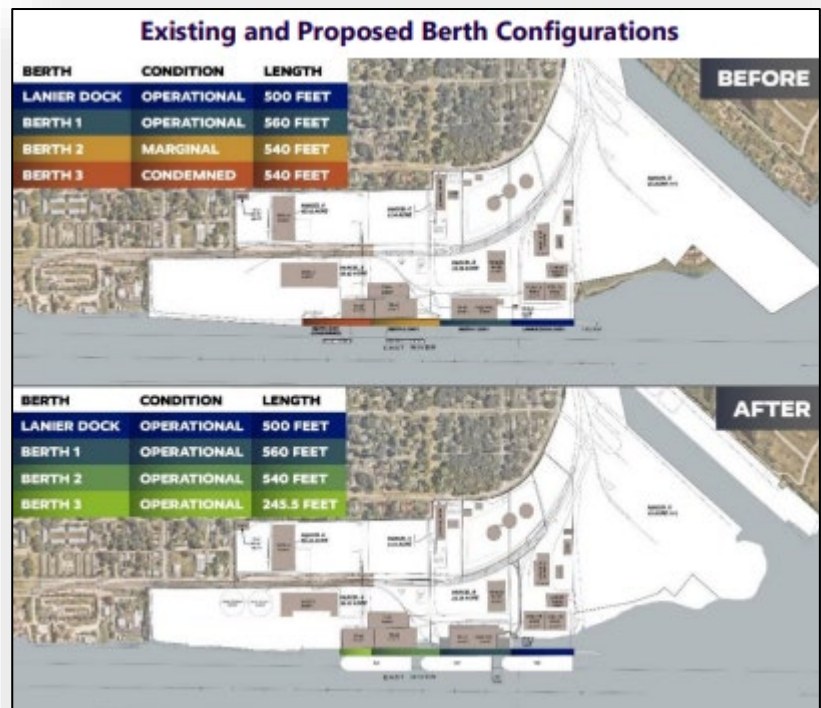
Applicant: Georgia Ports Authority

Project Description:

The project will replace a port berth and two vessel berths at the Port of Brunswick's East River Terminal. The project will demolish and replace Berth #2 main dock and demolish and rebuild Berth #3 at half its existing length to facilitate the long-term use of the terminal by vessels carrying U.S. exports. The project will also construct a continuous marine fender system for Berths #2 and #3, install electrical and water utilities, and dredge the Berth #3 vessel berthing area.

Project Benefits:

The project has benefits in State of Good Repair; Economic Impacts, Freight Movement and Job Creation; and Climate Change, Resiliency, and the Environment. The project will improve port infrastructure with the rebuilding of Berth #3 and repair of Berth #2, bringing the berths into a State of Good repair. The project will use public investment to sustain a growing export business of a renewable energy source (wood pellets), partnering with private investment to provide an efficient trade lane. Without the project, U.S. exports of pellets will become marginally less competitive, and additional costs will be imposed as these exports will have to use alternative ports generating additional overland truck movements at higher cost. This project will also reduce greenhouse gas (GHG) emissions by supporting a modal shift from truck to rail for the transportation of commodities to the Port of Brunswick.



Hawai'i Belt Road Bridges Rehabilitation Project

INFRA Award: \$74,634,000

Hawai'i County, Hawai'i

Applicant: Hawai'i Department of Transportation

Project Description:

The project will fund the rehabilitation of deteriorating substructures supporting the Nanue and Hakalau stream bridges, replacing underlying trestles, bracing, scouring, and also completing environmental remediation.

Project Benefits:

The project is strong in State of Good Repair; and Economic Impacts, Freight Movement and Job Creation. The project will replace two aging bridges that provide direct access to the southern part of Hawaii and are facing recurring closures and restrictions, causing lengthy and dangerous detours by residents. This project avoids costly temporary repairs and maintenance on a key freight route connecting Hilo, the island's largest port city and economic center, with other rural populated areas to the north. As a result of this project, the structures will better withstand the increasing frequency and intensity of extreme weather events such as hurricanes, heavy rainfall, and flooding, and provide a reliable evacuation route.



Randall Road Grade Separation and Intersection Safety Improvements Project

INFRA Award: \$25,000,000

Kane County, Illinois

State Incentives Pilot

Applicant: Kane County

Project Description:

This project will construct a grade separation of Randall Road over the Canadian National Railroad and reconstruct an existing intersection at Hopps Road adjacent to the grade separation.

Project Benefits:

The project is strong in Safety and State of Good Repair. The project will significantly reduce the occurrence of crashes in the project area through road realignment and pedestrian improvements. Additionally, the grade separation will allow for greater emergency vehicle access as the current grade crossing can block emergency vehicles from reaching local hospitals or emergency calls. The project will also restore and modernize core infrastructure that will result in lower long-term maintenance costs.



Southeast Connector SE 30th to US 65

INFRA Award: \$34,000,000

Des Moines, Iowa

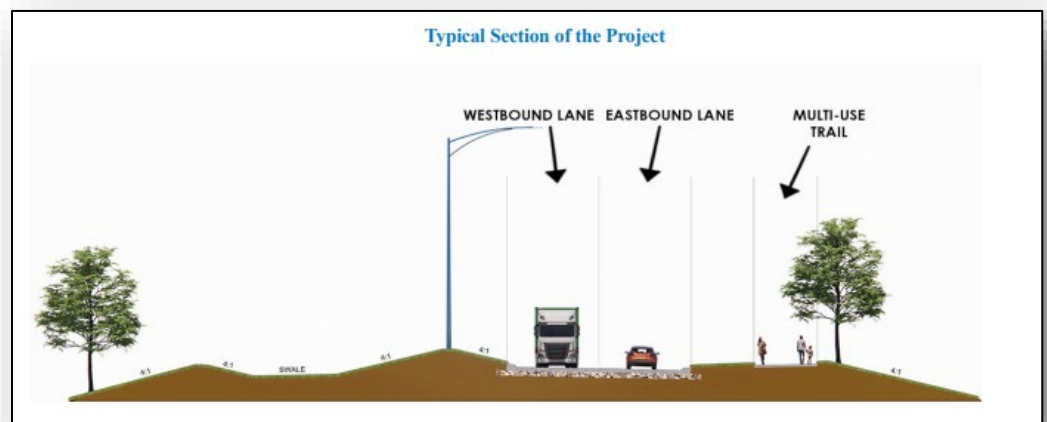
Applicant: City of Des Moines

Project Description:

The project will construct the final approximately 2.2-mile roadway section of the Southeast Connector between SE 30th Street in Des Moines to US 65 in Pleasant Hill and modify public infrastructure to facilitate the planned expansion of a transload facility. The project provides two vehicular travel lanes, curbs and gutters, street lighting, and an approximate

12-foot multi-use trail with green space on the south side.

The project also includes an approximately 1,515-foot long seven span bridge that will traverse over Fourmile Creek.



Project Benefits:

The project is strong in Safety and also has benefits in State of Good Repair; Economic Impacts, Freight Movement and Job Creation; Climate Change, Resiliency, and the Environment; Equity, Multimodal Options, and Quality of Life; and Innovation. The project will improve safety for vulnerable roadway users by adding a multi-use trail separated from the roadway. The project will also improve safety by eliminating three at-grade crossings.

Louisiana International Terminal Project

INFRA Award: \$226,220,195

St. Bernard Parish, Louisiana

State Incentives Pilot

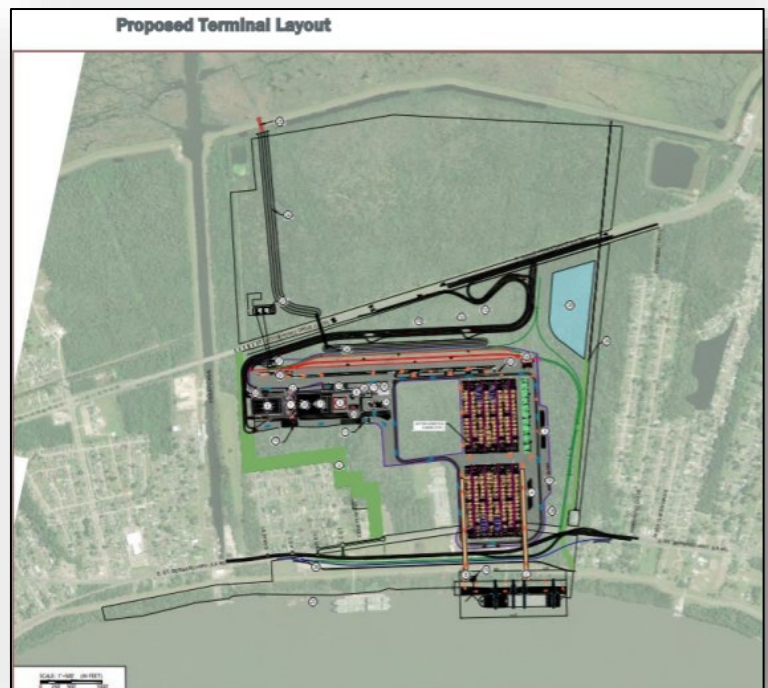
Applicant: Port of New Orleans

Project Description:

The project will construct a new container terminal on the Gulf Coast for the Port of New Orleans that is not air-draft restricted. The project will include approximately 1,700-feet of wharf, two ramps to connect the wharf to the container yard, a stacking crane yard, utilities, storm drainage, all necessary buildings for operations, entry and exit gates, intermodal rail yard, realignment of the Norfolk Southern rail and realignment of St Bernard Highway. This project will also receive funding from the Mega Grant Program for a full MPDG award.

Project Benefits:

The project is strong in Economic Impacts, Freight Movements and Job Creation. The new terminal is a competitive international terminal alternative to air-draft restricted terminals located farther inland on the Mississippi River, as it can accommodate larger vessels. For this reason the project has notable support from Midwestern inland ports. The project will create approximately 4,300 new jobs in the Violet community of St. Bernard Parish, an area of persistent poverty and historic disadvantage, in addition to coordinating transit connections to facilitate workforce training and the new facility. As a new terminal, it will also incorporate the most advanced and modern terminal technology and equipment and will incorporate climate resiliency in its design. The Project will be delivered through a public-private partnership.



US 169 Rural Safety and Mobility Interchange Project

INFRA Award: \$24,732,000

Sherburne County, Minnesota

Applicant: Sherburne County

Project Description:

This project will reconstruct approximately 1 mile of US-169 and approximately a half mile of County Road 4, create a grade-separated single-point urban interchange, install two reduced conflict intersections, construct three roundabouts, remove six at-grade access points, and develop multiuse trails/sidewalks.



Project Benefits:

The project is strong in Safety; Climate Change, Resiliency, and the Environment; Equity, Multimodal Options, and Quality of Life; and Innovation. The project will include grade-separated crossings with three roundabouts, a grade-separated multi-use trail, and reduced conflict intersections that will significantly reduce the risk of crashes for all roadway users. The project will significantly improve water quality in the area by addressing runoff and improve the region's resilience profile by incorporating fiber-optics communications infrastructure. Additionally, it will improve tourism-related travel, non-motorized travel, and local resident travel through access and connectivity along County Road 4, improve the pedestrian environment, and the proposed connections to the Great Northern Regional Trail.

Blatnik Bridge Replacement Project

INFRA Award: \$1,058,398,200

Duluth, Minnesota, Superior, Wisconsin

Applicant: Minnesota Department of Transportation

Project Description:

This project will replace the Blatnik Bridge, a major connection between the cities of Duluth, Minnesota, and Superior, Wisconsin. The replacement bridge will address geometric deficiencies, increase capacity, and create a new shared-use path for cyclists and pedestrians to access both states easily.

Project Benefits:

The project is strong in Safety; Economic Impacts, Freight Movement, and Job Creation; Equity, Multimodal Options, and Quality of Life; and Innovation. The project will update decaying infrastructure, prevent fatalities and serious injuries that are seven to ten times higher than the state averages, and improve employment access for approximately 6,000 daily commuters. The bridge is currently load restricted to a maximum weight of 80,000 pounds, approximately 60 percent of its intended capacity, which causes lengthy detours for regional freight. Without this project, the bridge is predicted to close within the next ten years. MnDOT has developed a contract with the Duluth Workforce Center for outreach to groups underrepresented in the heavy construction trades, while also leveraging its workforce development program with Duluth Public Schools. The project will also increase multimodal links between the states and to USBR 41, supporting the 25-year vision in the Duluth-Superior Metropolitan Bikeways Plan.



The Improve I-70 Program

INFRA Award: \$92,883,609

Jefferson, Saline, Howard, Cooper, Callaway, Boone, Petis, Warren, Lincoln, Montgomery Counties, Missouri
State Incentives Pilot

Applicant: Missouri State Department of Transportation

Project Description:

This project will fund three segments of the larger program to reconstruct 191 miles of I-70 across Missouri. The scope of this project includes reconstruction of Segment A (Blue Springs to Odessa), Segment D (Route 63 to Route 54), Segment F (Warrenton to I-64), including new truck parking facilities and truck parking information systems, ITS additions, wildlife crossing and pollinator habitat conservation, and other enhancements such as broadband infrastructure, solar panels, and smart work zone information systems. The project also includes workforce programs for disadvantaged communities.



Project Benefits:

The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movements and Job Creation; Climate Change, Resiliency, and the Environment; and Innovation. The project will address major safety issues, reducing potential crashes by up to 42 percent and providing new dedicated truck parking facilities to reduce the need for unauthorized parking. It will also modernize the current roadway, reducing maintenance costs and improving freight access. The project plans to implement innovative ITS and broadband elements, in addition to several environmentally-friendly approaches like recycled pavement and stormwater management improvements.

Mineral County I-90 Improvement Project

INFRA Award: \$34,443,681

Mineral County, Montana

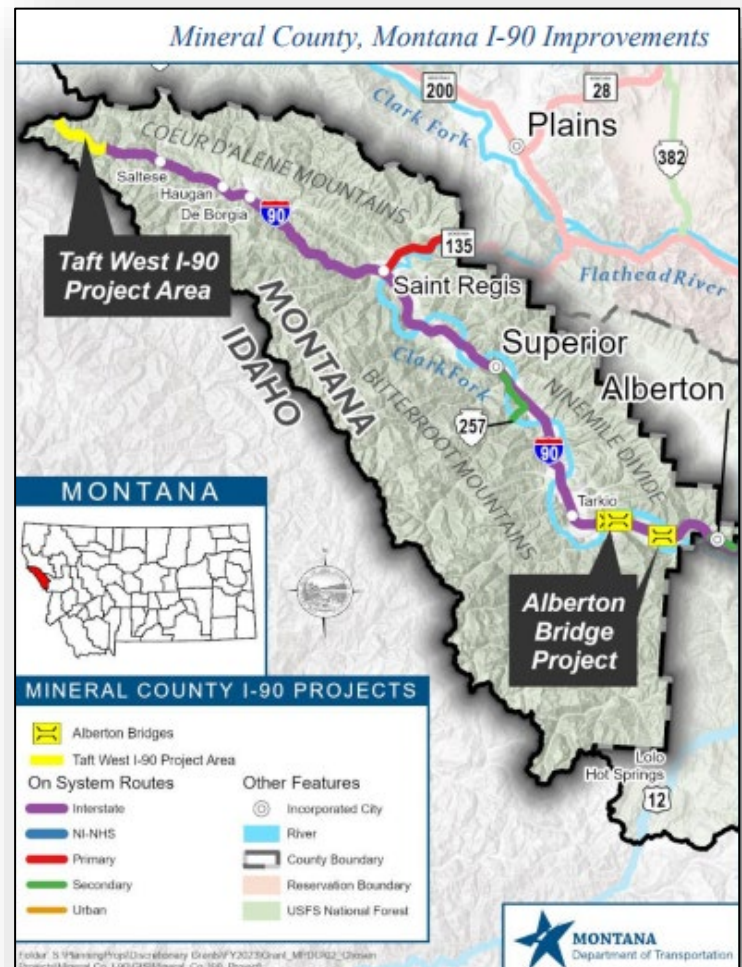
Applicant: Montana Department of Transportation

Project Description:

This project will replace and rehabilitate aging infrastructure on I-90 between the Idaho-Montana state border and the town of Alberton, Montana. The project consists of two smaller projects: Taft-West Reconstruction and Alberton Bridge Replacement. The Taft-West Project will reconstruct approximately 5.7 miles of eastbound and westbound I-90 to bring the roadway up to current Montana DOT pavement standards for harsh weather conditions, and will provide drainage, environmental, traffic, and safety improvements as well as new wildlife crossings. The Alberton Bridge Project will replace structures on westbound I-90 at Old Highway 10, Clark Fork River, and Cyr. This project will also receive funding from the Mega Grant Program for a full MPDG award.

Project Benefits:

The project is strong in State of Good Repair; and Economic Impacts, Freight Movement and Job Creation. In addition to providing critical access for freight and a resilient natural disaster evacuation route between Montana and Idaho, the project will help improve access to public lands and recreation areas, including the Lookout Pass Ski Area, NorPac trail, and the Route of the Hiawatha trail. The project includes Permanent Erosion and Sediment Control (PESC) features and wildlife crossings. At both the Clark Fork River and Cyr bridge sites, fencing tied into the grade separation of the structures will be used to direct animals under the bridge spans.



I-80 Odessa to Kearney

INFRA Award: \$21,172,718

Buffalo County, Nebraska

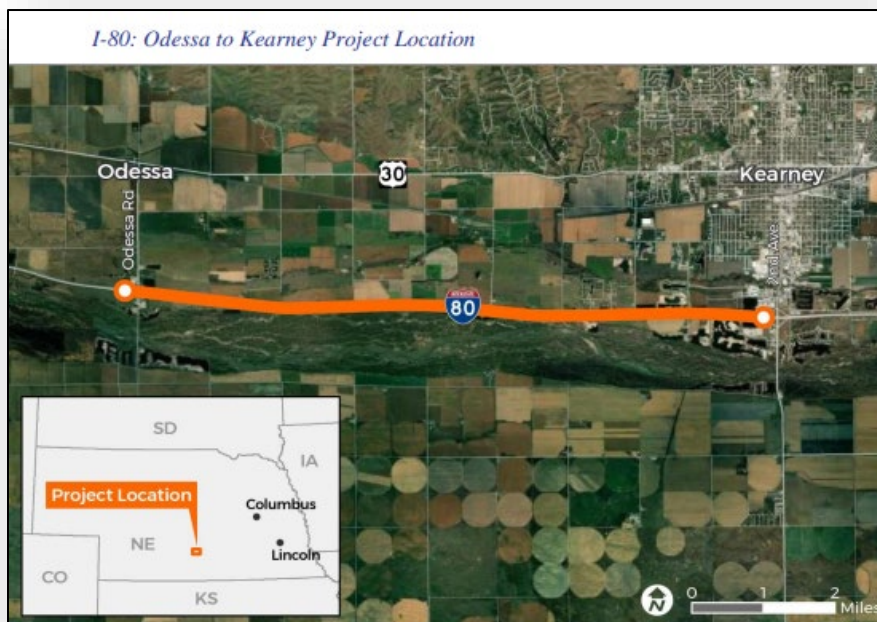
Applicant: Nebraska Department of Transportation

Project Description:

The project will reconstruct approximately 9 miles of Interstate 80, within its current lane configuration, in central Nebraska along with shoulders and replace a rural bridge over I-80.

Project Benefits:

The project is strong in Equity, Multimodal Options, and Quality of Life. The project will also address Economic Impacts, Freight Movement, and Job Creation. Approximately 7,500 trucks per day carrying an estimated \$336 million in freight use this segment of I-80 daily, and they will benefit from restored, smoother pavement and fewer maintenance related delays over time. The project will incorporate a defined Disadvantaged Business Enterprise (DBE) program to promote equity through the inclusion of DBE targets in the procurement process.



Elko Nevada Rail Corridor Enhancement Project

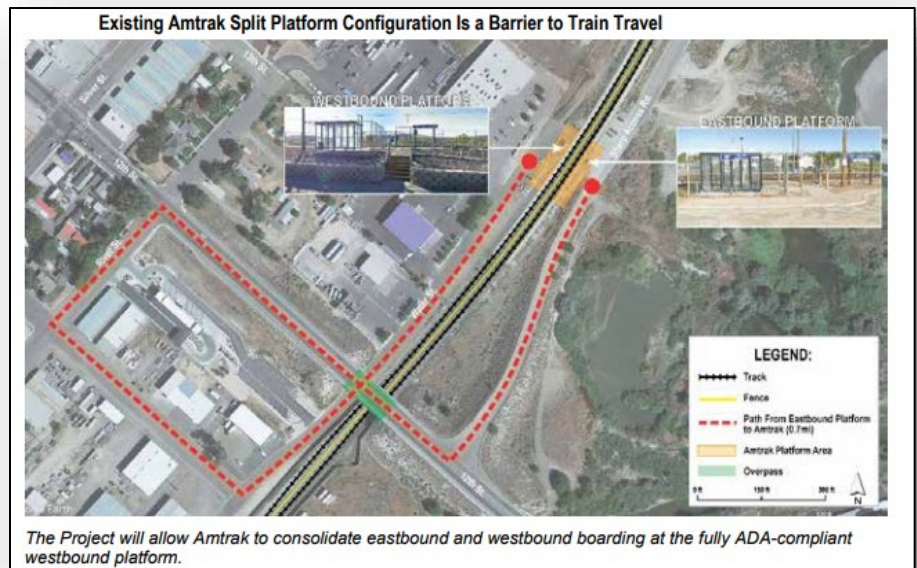
INFRA Award: \$28,046,624

Elko, Nevada

Applicant: Nevada Department of Transportation

Project Description:

The project will design and construct improvements on the Union Pacific Railroad (UP) Overland Route at the UP Elko Yard. The improvements include two new power-operated crossovers between existing bi-directional tracks and a new right-hand crossover connection track so trains can be diverted around the yard during freight train work events, new yard track extensions to accommodate work events in the rail yard off the main tracks, improved walking surfaces in the yard and upgraded infrastructure, and new or enhanced track and wayside signal infrastructure, including an interface with an existing Positive Train Control system.



Project Benefits:

The project is strong in State of Good Repair; and Equity, Multimodal Options, and Quality of Life. The project will address known rail vulnerabilities and upgrade railroad infrastructure and assets. The applicant expects the project to reduce an average of 2.5 hours of delay per freight train using the UP Overland Corridor. This corridor currently handles 14-18 freight trains per day serving the west coast and the Midwest, including cost sensitive exports and significant import volumes. The project will also benefit Amtrak operations, demonstrating how public investment in Class 1 rail infrastructure can serve both freight and passenger rail traffic. The project will consolidate the Amtrak boarding platform for eastbound and westbound travelers, which provides more direct and accessible connections between the boarding platform, transit, and parking.

Route 168 Reconstruction Project

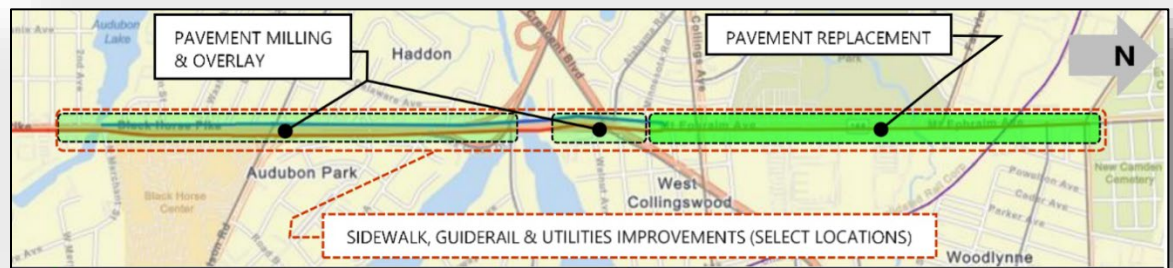
INFRA Award: \$8,000,000

Camden County, New Jersey

Applicant: New Jersey Department of Transportation

Project Description:

The project will improve Route 168 with reconstructed pavement (from approximately M.P. 9.80 to 10.75), resurfaced pavement (from approximately M.P. 8.56 to 9.80), a Road Diet and Complete Streets enhancements (from approximately M.P. 9.80 to 10.75), ADA accessible sidewalks, approximately 8 signalized intersections, bicycle lanes (from approximately M.P. 9.80 - 10.44), improved bus stops, at-grade rail crossing safety improvements, guiderail upgrades, utility relocations, upgraded stormwater management infrastructure, and Intelligent Transportation System (ITS) deployment.



Project Benefits:

The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; Equity, Multimodal Options, and Quality of Life; and Innovation. The project will address known safety challenges for an overburdened community by modernizing existing infrastructure and providing a more compatible environment for pedestrians and bicyclists. The project will also incorporate Complete Street standards and ITS measures to address the mobility needs of the communities' pedestrians, bicyclists, and motorists while also facilitating more efficient freight movement.

Logistics Lane

INFRA Award: \$8,773,800

Marietta, Ohio

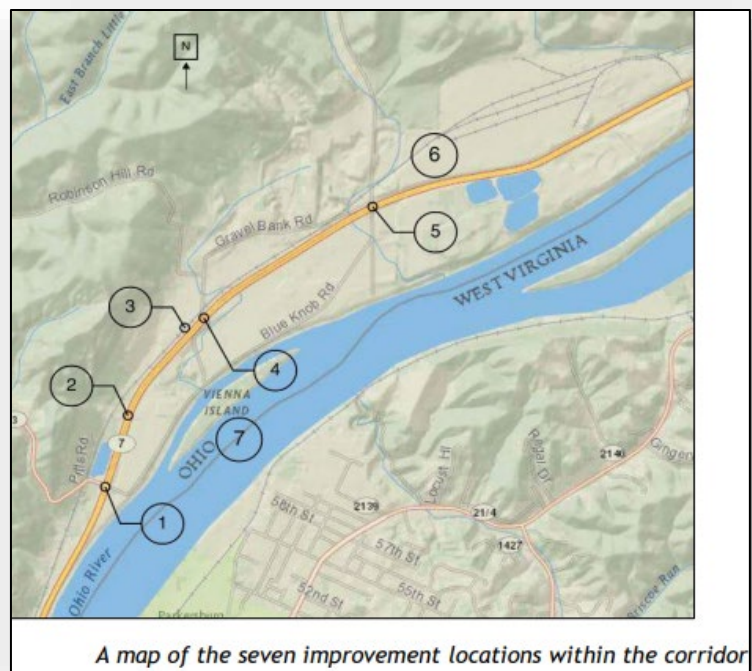
Applicant: Ohio Department of Transportation

Project Description:

The project will construct access management and safety improvements over SR7 to the river port on the Ohio River, deploy innovative mobility solutions to track and manage real-time freight information, and expand multimodal technology components in a key freight and logistics corridor in Washington County.

Project Benefits:

The project is strong in Safety; Economic Impacts, Freight Movement, and Job Creation; and Innovation. The project will replace and expand an intersection to better facilitate safe freight movement and reduce the crash rates along the route. The project includes smart mobility solutions, like connected and automated vehicle technology, and the expansion of the Central Ohio River Information System (CORIS) to provide users with real-time data on freight traffic on the Ohio River. Overall, the project offers safer and more efficient transportation for people and freight.



A map of the seven improvement locations within the corridor

Hood River – White Salmon Bridge Replacement Project

INFRA Award: \$200,000,000

Klickitat County, Washington and Hood River County, Oregon

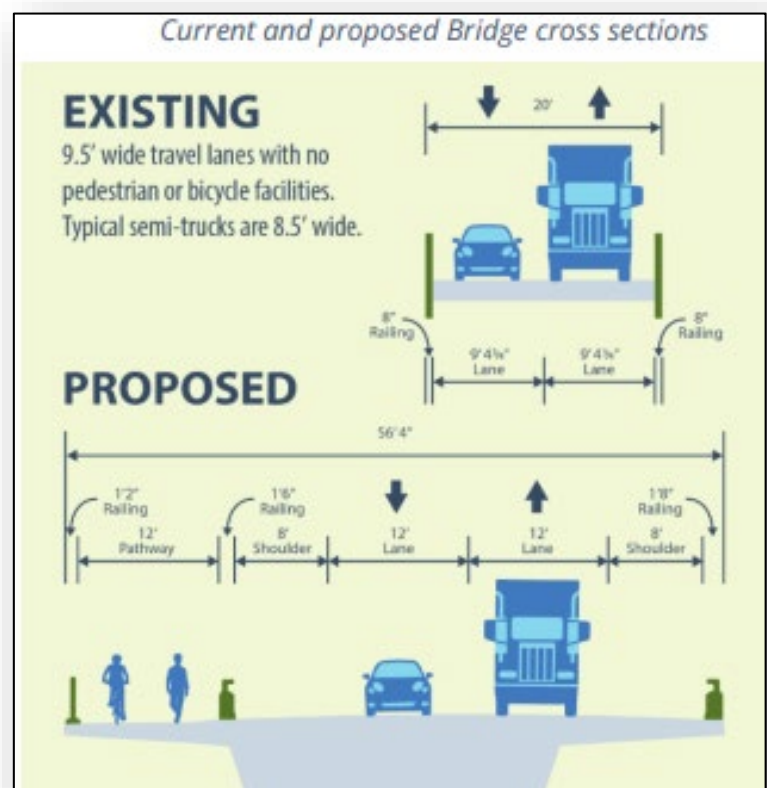
Applicant: Hood River – White Salmon Bridge Authority

Project Description:

The project will construct a replacement bridge between cities of Hood River, Oregon and White Salmon, Washington. The bridge will have higher clearances, wider lanes, better signage, seismic improvements, and a separated cross-river connection for bicyclists and pedestrians.

Project Benefits:

The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; Equity, Multimodal Options, and Quality of Life; and Innovation. The project will replace a structurally deficient bridge and provide a reliable link for people and freight, including hospital access and a wildfire evacuation route. It will also provide substantially safer facilities for bicycles and pedestrians. The project incorporates several innovative elements including the use of a roundabout interchange, dynamic ITS Road Weather Management System, and toll revenue financing.



ABE Airport Northside Logistics & Cargo Complex

INFRA Award: \$40,798,046

Lehigh and Northampton Counties, Pennsylvania

Applicant: Lehigh-Northampton Airport Authority

Project Description:

The project will construct a consolidated multimodal cargo facility at Lehigh Valley International Airport (ABE) with connectivity to the National Highway System. The facility will include a dedicated access road and intersection improvements; a cargo building; direct truck to aircraft loading operations area; and stormwater infrastructure enhancements.

Project Benefits:

The project is strong in Economic Impacts, Freight Movement, and Job Creation; and State of Good Repair. It will redevelop and modernize existing infrastructure, bringing it to a state of good repair. The project creates a safe truck parking area, as an alternative to the current practice of parking off-site in unauthorized nearby locations. The project is an alternative to congested air cargo hubs in Philadelphia or New York/New Jersey, and will serve express carriers by providing specialized facilities for time-sensitive package processing and decreasing travel time from the existing cargo facility to the aircraft operations area by approximately 15 minutes. The project is also expected to create employment opportunities for nearby underserved communities.



Packer Avenue Marine Terminal Connector Bridge Project

INFRA Award: \$13,017,024

Philadelphia, Pennsylvania

Applicant: Philadelphia Regional Port Authority

Project Description:

This project will construct a new two-lane bridge to connect Packer Avenue Marine Terminal to an adjacent site. The bridge will be a composite design of steel piles and girder, precast concrete planks, and cast-in-place concrete cap to support a safe on-terminal walkway and a two-way container-on-chassis operation. The bridge's load bearing capacity will be designed to accommodate the heavier loaded reach stackers. Additionally, an aging terminal trestle road will be demolished to accommodate the new bridge.



Project Benefits:

The project is strong in Safety; Economic Impacts, Freight Movement, and Job Creation; and Climate Change, Resiliency, and the Environment. The project will reduce traffic conflicts with trucks to improve safety for port workers and the surrounding community by creating two-way traffic flow, avoiding diversion of trucks to local streets, and also providing a well-lit pedestrian pathway. The project promises substantial efficiency gains in port operations through a direct and safer connection to an adjacent container yard. The port estimates that the bridge will reduce the number of drayage miles by hundreds per day, reduce vessel turn times by as an hour and half, and attract as much as 30,000 additional TEUs destined for the Philadelphia market from other, more distant ports. The project will modernize freight movement by allowing bi-directional container movement, to increase efficiency.

Completing the I-95 Missing Move and Ramps to Quonset Business Park

INFRA Award: \$81,000,000

Kent and Washington Counties, Rhode Island

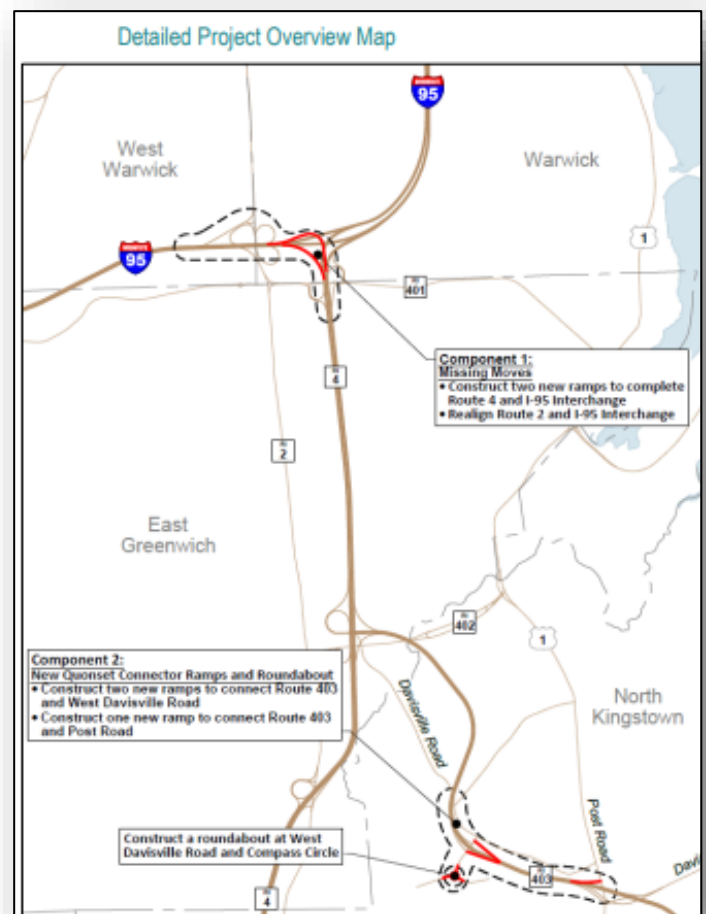
Applicant: Rhode Island Department of Transportation

Project Description:

The project will implement two components: Component 1 will complete gaps between Interstate 95 (I-95) and RI-4 to create a direct freeway connection and remove traffic from local roads. Component 2 will construct three ramps to service RI Route 403 (RI-403), expanding access to Quonset Business Park (QBP).

Project Benefits:

The project is strong in Safety; Economic Impacts, Freight Movement, and Job Creation; and Innovation. The project will alleviate congested freight and non-freight traffic from local roads and provide direct access to major roadways, strengthening rural communities' accessibility. It will also utilize innovative technologies and financing, including a public-private partnership, in the project delivery.



SD 73 Reconstruction – Improving Mobility, Safety and Access to the Pine Ridge Reservation

INFRA Award: \$16,780,703

Jackson County, South Dakota

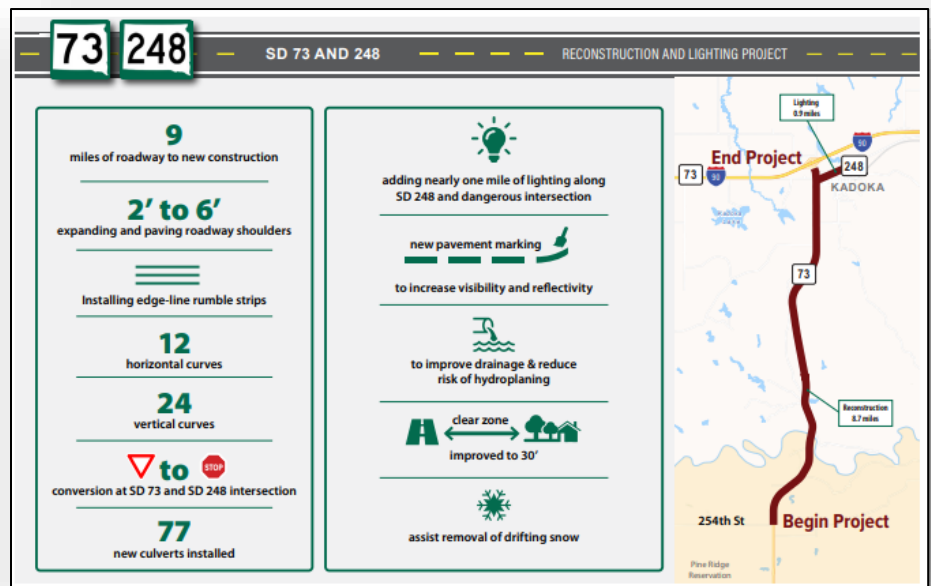
Applicant: South Dakota Department of Transportation

Project Description:

The project will reconstruct approximately 8.7 miles of South Dakota Highway 73 and add lighting improvements along nearly one mile of SD 248 in the City of Kadoka. Improvements include expanding roadway shoulders, installing edge-line rumble strips, addressing deficient horizontal and vertical curves, installation of culverts, and adding lighting.

Project Benefits:

The project is strong in Safety; State of Good Repair; and Equity, Multimodal Options, and Quality of Life. The project will expand roadway, improve lighting, and improve drainage to protect motorists, cyclists, and pedestrians. It will also replace outdated and degrading infrastructure along the corridor and help improve mobility and connectivity for the Pine Ridge Reservation.



I-5 Truck Parking Information Management System

INFRA Award: \$12,287,247

States of Washington/ Oregon/ California

Applicant: Washington State Department of Transportation, in partnership with California Department of Transportation (Caltrans) and the Oregon Department of Transportation (ODOT)

Project Description:

The project will deploy a regional truck parking information management system (TPIMS) at approximately 54 truck parking facilities along the I-5 corridor in Washington, Oregon, and California. Additionally, the project will collect and disseminate real-time truck parking information to connect truck drivers with available truck parking.

Project Benefits:

The project is strong in Safety; Equity, Multimodal Options, and Quality of Life; and Innovation. The project will deploy the TPIMS along the I-5 corridor, which will result in fewer fatalities and serious injuries, while also protecting truck drivers. Implementing this system will also reduce air and noise pollution while modernizing an essential industry to manage and inform drivers about parking options. Drivers will have four ways to get parking information: a website/mobile application, an application program interface, an in-cab system, and dynamic parking availability signs (DPAS).



I-90 WB Safety Rest Area – Sparta and Truck Parking Expansion

INFRA Award: \$8,000,000

Sparta, Wisconsin

State Incentives Pilot

Applicant: Wisconsin Department of Transportation

Project Description:

The project will reconstruct a Safety Rest Area located near Sparta, Wisconsin. This project will expand truck parking from 16 to approximately 70 spots, replace deteriorated pavement, and construct a new modernized facility with ADA-compliant restrooms.

Project Benefits:

The project is strong in Innovation. It also addresses Safety; Climate change, resiliency, and the environment; and Equity, Multimodal Options, and Quality of Life. The project will significantly expand truck parking spaces along I-90, which will address the current overloaded truck parking facility and provide drivers with more options. The project will result in 430% increase in available truck parking spaces at this location. The application estimates that more than 150 trucks per day are diverted from this rest stop due to lack of spaces and must drive an average of 56 minutes looking for parking. It will incorporate new technologies including integration with the regional Truck Parking Information Management System (TPIMS) which indicates truck parking availability at WisDOT owned Safety Rest Areas with the number of available spaces in real time. It will also help reduce air and noise pollution and prevent potential collisions with trucks that park in unauthorized locations on the shoulder.

