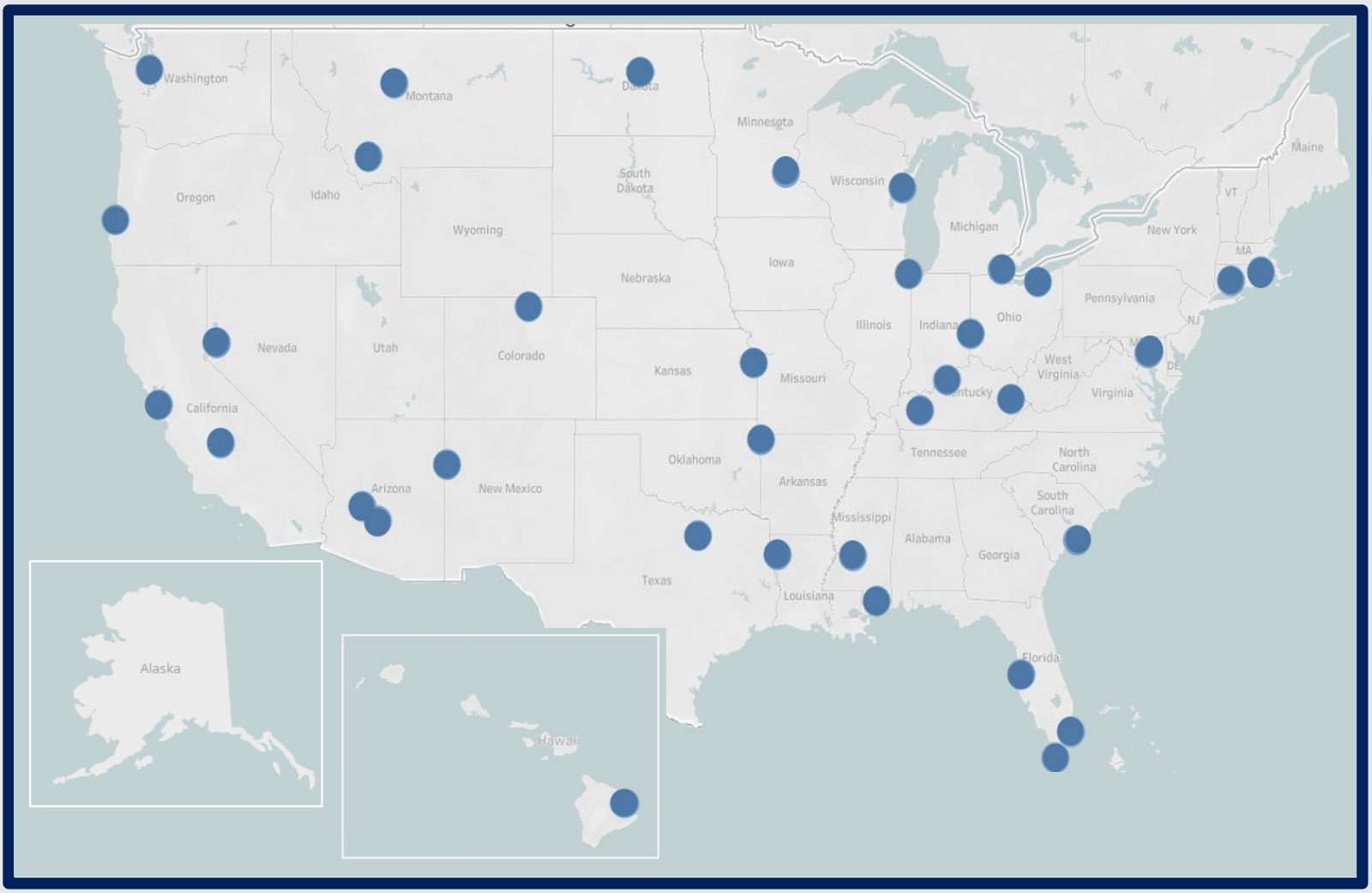
INFRA

INFRASTRUCTURE FOR REBUILDING AMERICA

U.S. Department of Transportation



INFRA AWARDS

FY 2025-2026

INFRA INFRASTRUCTURE FOR REBUILDING AMERICA

U.S. Department of Transportation

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INFRA INFRASTRUCTURE FOR REBUILDING AMERICA

U.S. Department of Transportation

Grand Avenue Improvements

Maricopa Association of Governments

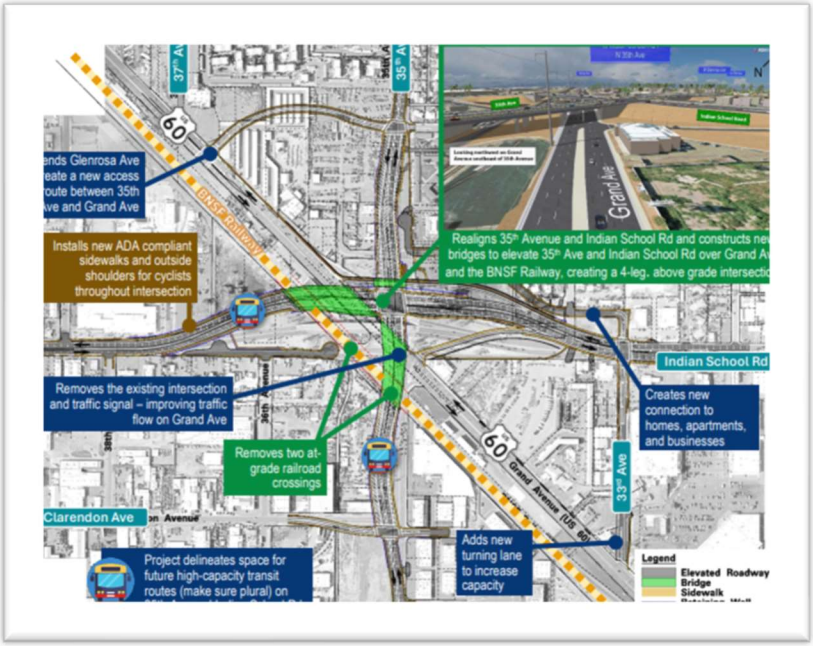
Phoenix, Arizona

Urban

INFRA Award: FY 2025 - $133,888,089

Project Description:

The project will reconstruct the US 60 (Grand Avenue), 35th Avenue, and Indian School Road intersection to mitigate complex issues around a six-legged highway/arterial intersection with two at-grade railroad crossings. Proposed improvements include raising 35th Avenue to create a new elevated intersection with Indian School Road above Grand Avenue, constructing new bridges over the BNSF railroad, addressing local circulation needs, installing new, wider ADA accessible sidewalks, right-of-way acquisition, accommodating future high-capacity transit, and installing separate bus pull-outs and new bus shelters. This project will also receive funding from the Mega Grant program for a full MPDG award amount of $146,627,854.



Project Benefits:

The project is strong in the State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; and Innovation. The project will update the existing intersection design to provide a modernized and safer intersection. By eliminating two at-grade crossings which are within approximately 100 feet from a major intersection, the project reduces associated queuing and delays in freight movement at a key bottleneck identified in the 2021 ADOT Statewide Freight Plan. This route provides a direct freight connection between Phoenix and Long Beach and Los Angeles, which currently experiences service disruptions and supply chain issues due to traffic and vehicle crashes that may block the rail crossing.

US 93 Corridor Improvements - Wickenburg Ranch Way to Vista Royale

Town of Wickenburg

Wickenburg, Arizona

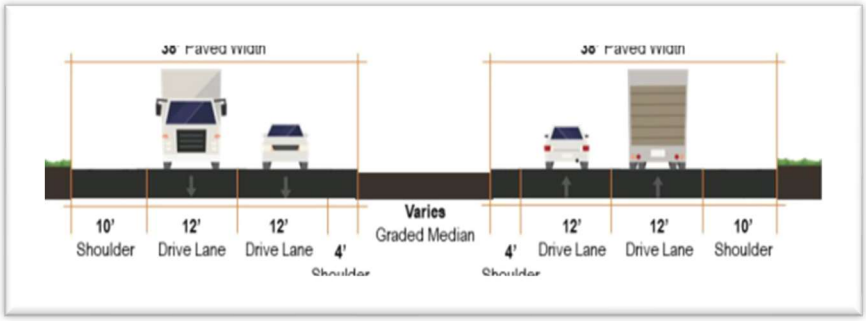
Rural

INFRA Award: $26,000,000

(FY 2025 - $6,000,000, FY 2026 - $20,000,000)

Project Description:

The project will convert approximately 4.5 miles US 93 from a two-lane rural highway, to a four-lane divided highway in the town of Wickenburg. The project includes 8 foot shoulders and broadband conduit, a new two-lane frontage road, a new southbound two-lane bridge over BNSF tracks with a pedestrian walkway, and a roundabout at US 93 and the SR 89 intersection.



Project Benefits:

The project is strong in Safety; Economic Impacts, Freight Movement, and Job Creation; and Equity Multimodal Options, and Quality of Life. As a result of several safety countermeasures such as pedestrian walkways, median barriers, SafetyEdge, corridor access management, roundabouts, and dedicated left/right turn lanes, the project is expected to reduce fatal and serious injury crashes by more than 70 percent. It also enhances school bus safety by relocating the stops to frontage roads. By addressing a key bottleneck identified in the 2022 Arizona Department of Transportation Statewide Plan, the project is expected to facilitate freight movement and support local businesses, such as the nearby copper mine. The frontage road increases mobility for residents in an Area of Persistent Poverty and expands active transportation options.

SR84 - US 101 Interchange Reimagined Project

California Department of Transportation

Redwood City, California

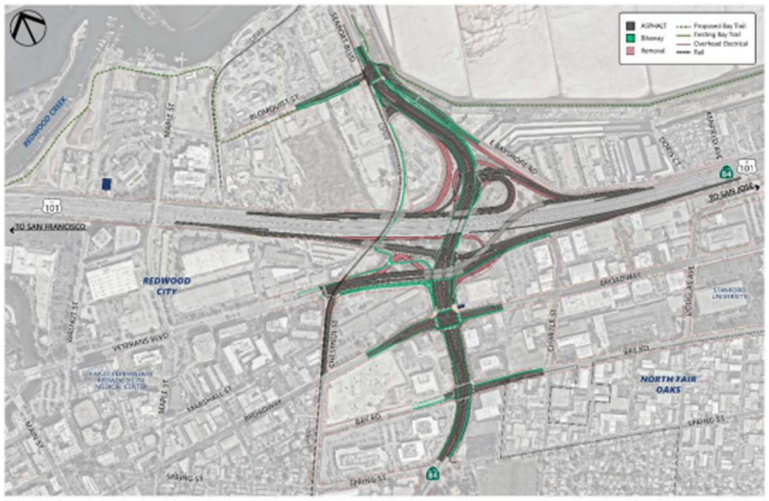
Urban

INFRA Award: $105,000,000

(FY 2025 - $25,000,000, FY 2026 - $80,000,000)

Project Description:

The project will replace all ramps at the US 101/SR 84 interchange, widen Woodside Road to six lanes between Bay Road and the northbound US 101 off-ramp at Seaport Boulevard, lower Woodside Road to increase the vertical clearance at US 101, and eliminate the 5-leg intersection at Broadway/Woodside Road. The project will also signalize ramp intersections, add turn lanes, and construct flyover ramps between Veterans Boulevard and US 101 with sidewalks and bicycle paths.



Project Benefits:

The project is strong in State of Good Repair and Economic Impacts, Freight Movement, and Job Creation. The project will modernize the outdated interchange and provide standard vertical clearance under US 101, which is a significant freight bottleneck in accessing the nearby Port of Redwood City, the only deep-water port in the South San Francisco Bay and the fastest-growing small bulk port in California. The interchange is the main gateway from US 101 to the Port and adjacent industrial and commercial job centers. This project supports long-term good-paying jobs, is expected to utilize union labor in construction, and includes workforce training programs.

Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Improvements

California Department of Transportation

Tulare, California

Rural

INFRA Award: $98,040,000

(FY 2025 - $30,000,000, FY 2026 - $68,040,000)

Project Description:

The project will reconstruct four outdated hook ramps into a consolidated multimodal interchange, sequential roundabouts at the ramp termini and adjacent local street intersections. In addition, 10-foot-wide Class I shared-use paths will be constructed along both sides of Paige Ave to provide an east-west multimodal corridor for users. Along SR99, in the City of Tulare, the project will convert 5.4 miles of four-lane freeway into a six-lane freeway utilizing the existing median for planned future managed-lane use.

Project Benefits:

The project is strong in Economic Impacts, Freight Movement, Job Creation and Equity, Multimodal Options, and Quality of Life. The improvements on SR 99 mainline will support economies in the southern half of the San Joaquin Valley by reducing a regional freight bottleneck, thereby supporting workforce development by getting people and goods to their destinations quicker. The reconstructed interchange at Paige Ave provides for equitable safety improvements such as separated ten-foot-wide shared use paths on both sides of Paige Ave for bicyclists and pedestrians. The project also provides additional sidewalks on surrounding local streets that expand from the Paige Ave interchange, which provides safe access to the new facilities at the interchange. Areas of Persistent Poverty and Historically Disadvantaged Communities will directly benefit from the project.

US 287 Corridor Safety Improvements

Colorado Department of Transportation

Larimer and Boulder Counties, Colorado

Rural

INFRA Award: FY 2025 - $47,259,000

Project Description:

This project will add passing lanes and widen shoulders, flatten substandard side slopes, construct wildlife crossings and intersection improvements, implement centerline rumble strips, and add an 11-mile median barrier on US 287 from the Colorado-Wyoming state border to the Boulder County line.

Project Benefits:

The project is strong in Safety; State of Good Repair; and Equity, Multimodal Options, and Quality of Life. In a corridor where wildlife collisions account for 33 percent of crashes, the project will provide a land bridge and 10 miles of wildlife fencing. Another main cause of crashes in the area are crossovers resulting in head-on collisions, which will be addressed with centerline rumble strips and a new median barrier. The safety benefits directly relate to quality of life, since there will be less frequent closures of US 287 and fewer delays to the transit service in the area, such as such as the Fort Collins FLEX system between Fort Collins and Loveland, Longmont, and Boulder.

I-91/I-691 Route 15 Interchange Improvements Project

Connecticut Department of Transportation

Meriden, Middletown, Connecticut

Urban

INFRA Award: FY 2025 - $125,000,000

Project Description:

The project will reconstruct, realign, and reconfigure the interchange connecting I-91, I-691, and Route 15, in Meriden and Middletown, Connecticut. It will build additional operational lanes in both the northbound and southbound directions, widen and/or realign seven exit ramps, construct one new bridge, and replace/rehabilitate eighteen bridges. The project will also build one new culvert, replace/rehabilitate thirteen culverts, construct approximately 9,000 feet of new retaining wall, construct a new sound barrier, and upgrade all barriers, guiderails, lighting, and signs. The project will repave and remark the three highways within the project limits, and relocate and update the drainage systems.

RENDERING OF PROPOSED ADDITIONAL EXIT LANE ALONG I-91 SOUTHBOUND

Project Benefits:

The project is strong in Safety; Economic Impacts, Freight Movement, and Job Creation; and Innovation. This stretch of highway currently accommodates some of the heaviest volumes in the State of Connecticut, between 15,000 and 22,000 trucks per day, connecting the New York metro area with Hartford and points north.Traffic modeling completed by Connecticut DOT showed a wide geographic dispersion of truck origins and destinations, reflecting the broad significance of the project. The project invests in high-quality workforce training programs and committed to utilizing a Project Labor Agreement in collaboration with the State Building Trades Institute (CSBTI) to support a pre-apprenticeship program for laborers and carpenters. The project also includes LiDAR mapping to create a digital twin of the completed interchange, smart work zones to improve safety and mobility, and an innovative project delivery method that splits the project into multiple independent procurements under one design.

US 1/SR 5 Long Key Bridge Replacement Project

Florida Department of Transportation

Monroe County, Florida

Rural

INFRA Award: $66,500,000
(FY 2025 - $33,000,000, FY 2026 - $33,500,000)

Project Description:

The project will replace the US 1/SR 5 Long Key Bridge. The replacement bridge will provide wider 10-foot shoulders, a bicycle/pedestrian shared use path, a 75-year service life design, and greater resilience to severe tropical storms.

Project Benefits:

The project is strong in State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; and Innovation. The bridge is the only highway serving residents in the area and is facing degradation of its substructure, being rated fair or poor for the last 15 years. The project uses many innovative bridge materials and delivery systems such as prefabricated footing tubes and pier caps, materials more resistant to salt water, and fiber reinforced polymer in structural elements.

East Port Omniport Expansion of Berths and Uplands

Port Tampa Bay

Tampa, Florida

Rural

INFRA Award: FY 2025 - $22,000,000

Project Description:

The project will support the expansion of a berth and uplands area at one of Port Tampa Bay's newest port complexes. East Port Omniport will increase the existing facility from 18 acres with a 400-foot wharf, to roughly 27 acres with a 675-foot wharf capable of berthing vessels longer than 800 feet.

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 transform the facility from a small underutilized dock and yard into a large marine terminal, capable of accommodating deepwater ships. It will be designed to safely accommodate both breakbulk and containers with dedicated operations, and will also make safety and resiliency upgrades to prevent erosion along the adjacent street serving a disadvantaged community. The project is aligned with the Tampa Bay Regional Resilience Action Plan for its soil remediation, habitat restoration, and stormwater treatment improvements. Environmental impacts will be further mitigated by using the innovative method for low-carbon cleaned dredge material. The port is committed to 40 percent small/disadvantaged business utilization on the contracts for this project.

PortMiami Electrification Project

Miami-Dade County: PortMiami

Miami-Dade County, Florida

Urban

INFRA Award: FY 2026 - $25,661,034

Project Description:

The project will acquire electric and hybrid cargo handling equipment at PortMiami, including a total of 50 electric terminal tractors, 76 hybrid trucks, 42 dual charging stations, and the infrastructure to connect and charge the equipment for 2 cargo terminals. The project will also replace 432 existing diesel-powered reefer generators, creating a new total of 820 all-electric reefer outlets.

Project Benefits:

The project is strong in State of Good Repair; Climate Change, Resiliency, and the Environment; and Innovation. The project will provide new electrified and hybrid cargo moving equipment that will replace old diesel equipment, which will significantly reduce maintenance and downtime from the older equipment, as well as significantly reduce the amount of emissions, greenhouse gases, and other toxic emissions from the port. The transition to electric equipment provides opportunities for the Port's robust workforce development programs, including its partnership with Miami-Dade College and the local workforce development board.

Hawaii Belt Road Wailuku River Bridge Rehabilitation

Hawai'i Department of Transportation

Hilo, Hawai'i

Rural

INFRA Award: FY 2025 - $33,007,500

Project Description:

The project will rehabilitate the Wailuku River Bridge located on Hawaii Belt Road (Mamalahoa Highway or HI-19) around Hawaii Island. The project will include replacing the superstructure with similar steel girders and grating using bolted connections, removing two existing foundation piers, reconstructing the remaining two piers, and reinforcing the substructure with additional drilled shafts. The bridge will also be widened to be ADA accessible, and the bridge railings will be upgraded to meet current safety standards.

Project Benefits:

The project is strong in State of Good Repair; Economic Impacts, Freight Movement and Job Creation; and Equity, Multimodal Options, and Quality of Life. The Wailuku River Bridge is over 70 years old and is currently in “Poor” condition, requiring significant ongoing repair costs that would be avoided with replacement. The bridge is part of the key freight route connecting Hilo, the island’s largest port with rural areas in the north and the city of Kona, as the only alternative route has a steep grade and results in a 61-mile detour. The project will prevent lengthy detours through disadvantaged communities, improve travel reliability, and preserve a north-south connection for freight.

CREATE Project EW2A

Illinois Department of Transportation

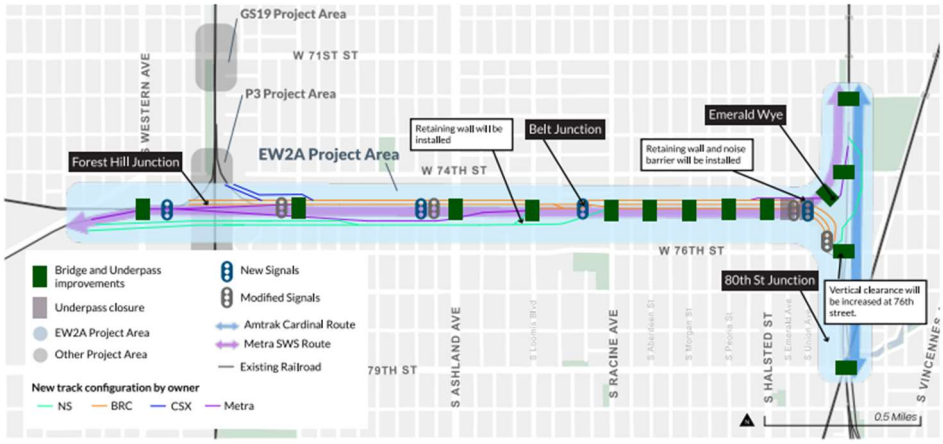
Chicago, Illinois

Urban

INFRA Award: FY 2025 - $81,301,065

Project Description:

This project will make improvements along an approximately 3-mile elevated rail corridor on Chicago's South Side. The project will reconfigure track segments and signals at Belt Junction; add a third track to the Norfolk Southern line; replace and restore 14 aging bridge and viaduct structures; and implement mobility improvements on surface streets throughout the corridor. This project will also receive funding from the Mega Grant program for a full MPDG award amount of $291,179,049.



Project Benefits:

The project is strong in State of Good Repair; Economic Impacts, Freight Movement and Job Creation; and Climate Change, Resiliency, and the Environment. The project will restore tracks, upgrade surface street intersections, and modernize signal structures at 14 locations over 100 years old. The project will also result in maintenance cost savings and reduce delays by separating passenger and freight movements at Belt Junction. It will also include signal timing and community improvements such as ADA ramps, lighting, and sidewalk/pedestrian enhancements. The project improves freight mobility between intermodal yards across the region and enhances passenger rail access to national recreation areas and tourism areas. In addition, the project will reduce emissions by avoiding detours due to track closures, and will include resiliency improvements to mitigate flash flooding events. This project committed to utilizing a Project Labor Agreement.

Improve 64

Indiana Department of Transportation

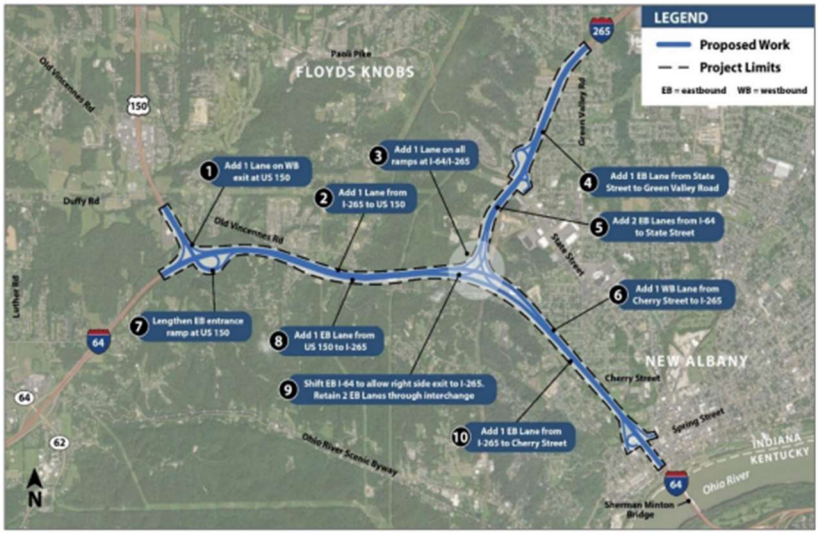
Floyd County, Indiana

Urban

INFRA Award: FY 2025 - $105,100,000

Project Description:

The project will reconstruct the I-64 and I-265 interchange, add travel lanes, and rehabilitate pavement throughout the corridor, replace 7 bridges, rehabilitate 8 bridges, build 1 new bridge, improve lighting, improve roadway painting of US-150 bridges, add turn lanes at 2 intersections, and lengthen the eastbound I-64 entrance ramp among other improvements.



Project Benefits:

The project is strong in State of Good Repair and Economic Impacts, Freight Movement, and Job Creation. The project will address aging infrastructure of I-64 and I-265, with rehabilitation efforts including pavement and bridge replacement, drainage enhancements, and signage improvements. The corridor is listed as a key bottleneck in the Indiana State Freight Plan, and supports freight movement throughout the Louisville region. The project will include an On-the-Job-Training apprenticeship program, providing specific opportunities for minorities and women. The project also supports Indiana's Better-Your-Future program, which brings apprenticeship opportunities to those incarcerated.

I-35 Santa Fe Forward

Kansas Department of Transportation

Olathe, Kansas

Urban

INFRA Award: FY 2025 - $97,785,099

Project Description:

The project will improve I-35 from Old 56 Highway to 119th Street and on the major arterials of Santa Fe Street and Old Highway 56 in the city of Olathe, Kansas. Improvements include converting the interchange configuration at Santa Fe Street to a single point urban interchange (SPUI), making access management modifications on Santa Fe, auxiliary lane improvements on I-35, pavement reconstruction on I-35, and expanding the Old 56 Highway flyover bridge to two lanes.

Project Benefits:

The project is strong in Safety; Equity, Multimodal Options, and Quality of Life; and Innovation. The project will reconstruct a geometrically constrained and congested interchange at Santa Fe Road with I-35, enhancing freight mobility and efficiency while reducing speeds to bring serious crashes below the statewide average. The area is experiencing significant freight growth as Kansas City expands nearby logistics and manufacturing operations. The project also enhances the connectivity by adding a 10-foot multiuse path and a 5-foot sidewalk that will join the Indian Creek trail and the downtown city center. The project will institute various innovative technologies and approaches, such as installing EV charging stations along the corridor to mitigate congestion and using the SMART Work Zone method to manage the project schedule effectively. This project is committed to utilizing a Project Labor Agreement.

Mountain Parkway Expansion

Kentucky Transportation Cabinet

Magoffin and Floyd Counties, Kentucky

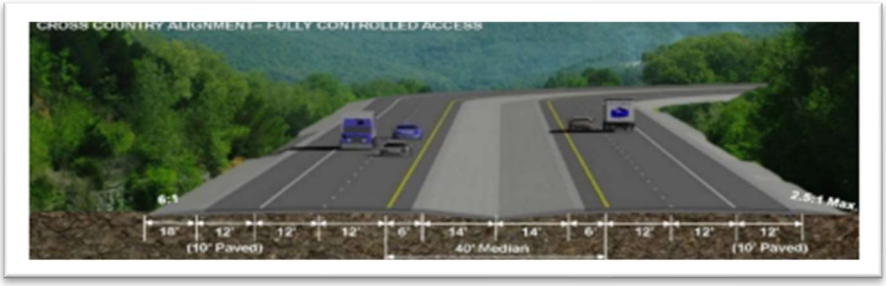
Rural

INFRA Award: $116,320,000

(FY 2025 - $91,320,000, FY 2026 - $25,000,000)

Project Description:

The project will construct an approximately 12.6-mile roadway that connects the existing Mountain Parkway to KY 114. The roadway will have four 12-foot lanes, a 40-foot median, and 12-foot shoulders.



Project Benefits:

The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; and Equity, Multimodal Options, and Quality of Life. The project addresses known vulnerabilities in the current transportation network by constructing a 12.6-mile roadway that connects the existing Mountain Parkway to KY 114. It will significantly reduce fatalities and serious injuries through countermeasures bringing the KY 114's crash rate below national and state averages. It will also utilize an asset management plan to reduce costs and improve operations and maintenance along the roadway. The project will reduce freight congestion and bottlenecks in the region while increasing public and private investments in disadvantaged areas. Furthermore, the project will increase access to critical destinations like the Highland Regional Healthcare facility and local bike trails like the Dawkins Line Rail trail.

Paducah & Louisville Railway Infrastructure Project

Ohio County Fiscal Court

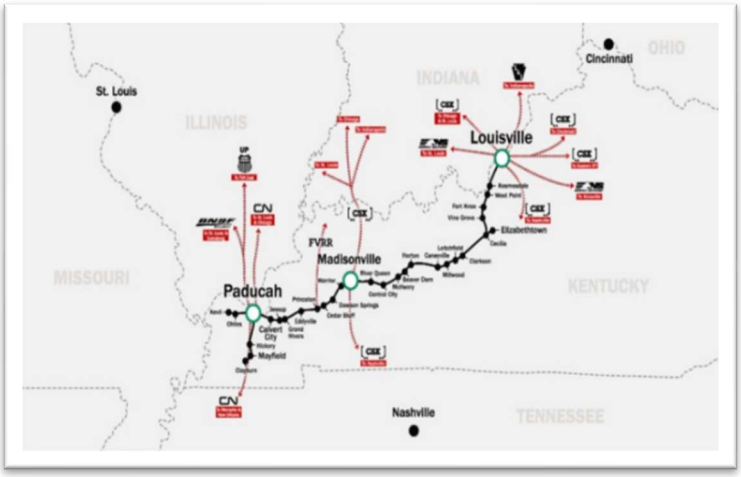
Paducah, Madisonville, and Louisville, Kentucky

Rural

INFRA Award: FY 2026 - $33,780,304

Project Description:

The Project will provide upgrades to the Paducah & Louisville Railway, Inc. rail infrastructure including upgrading 180,000 linear feet of rail on the entire 280-mile line, which originates at Paducah and terminates at Louisville. The project includes Traffic Control System upgrades between Louisville and Gilbertsville, acquisition and installation of a Wheel Truing System at the Paducah Roundhouse, and the rehabilitation of five bridges at mileposts 20.5, 125.9, 126.0, 126.1, and 126.2.



Project Benefits:

The project is strong in State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; and Equity, Multimodal Options, and Quality of Life. The project will address current vulnerabilities on a mainline that serves as a crucial link in the movement of freight from the west to the east across Kentucky and further across the nation. The rail upgrades will result in high quality job creation by supporting good paying jobs with a free and fair choice to join a union, in project construction, and in ongoing operations and maintenance. These jobs will incorporate strong labor standards through the use of project labor agreements in an Area of Persistent Poverty. Rehabilitation of the rail infrastructure will address the safety risks and detrimental quality of life effects that rail lines can have on communities by reducing the likelihood of derailments and other high-consequence events on the line and eliminating the increased risk of highway crashes that would result from a diversion of freight rail to trucks.

Port of Caddo-Bossier I-69 Connector

Caddo-Bossier Parishes Port Commission

De Soto and Caddo Counties, Louisiana

Rural

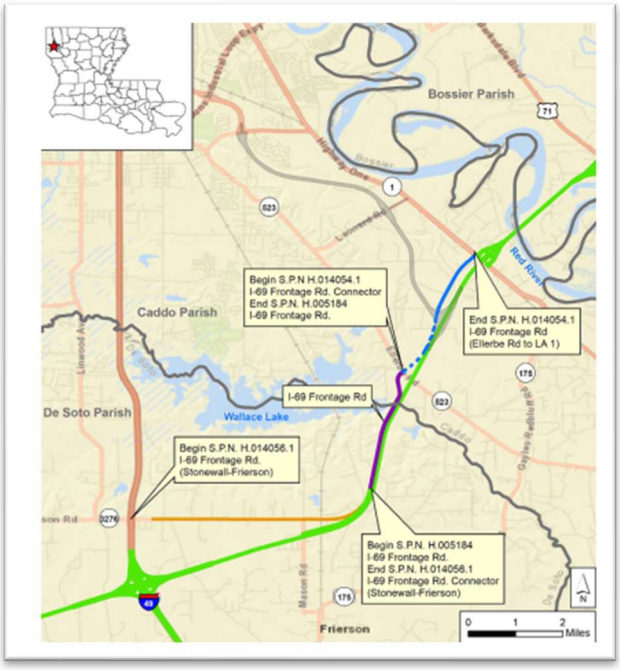
INFRA Award: FY 2025 - $22,595,853

Project Description:

The project will make improvements to Stonewall Frierson Road, Robson, and Ellerbe Road to connect to the newly constructed roadway that would eventually serve as the I-69 Corridor Frontage Road. Improvements include extending the roadways, replacing two bridges, and constructing a new bridge.

Project Benefits:

The project is strong in State of Good Repair; Climate Change, Resiliency, and the Environment; and Equity, Multimodal Options, and Quality of Life. The project will significantly reduce freight delays as the connector will provide a faster and more efficient route, less wear on local roads, and fewer greenhouse gas emissions in a residential disadvantaged community. The project will also pursue equitable and inclusive opportunities through partnering with Disadvantaged Business Enterprises (DBE).



Curtis Creek Drawbridge Rehabilitation and Resiliency Project

Maryland Transportation Authority

Baltimore and Anne Arundel Counties, Maryland

Urban

INFRA Award: FY 2025 - $7,500,000

Project Description:

The project will rehabilitate parallel drawbridges over Curtis Creek on I-695. The project will replace portions of the reinforced concrete deck, perform repairs to the exposed steel superstructure and existing catwalks, remove and replace bridge parapets, traffic lights, and low-level lights, and install new electrical service systems, drainage systems, and pavement markings. The new reinforced concrete deck sections will match the existing geometry of the bridge.

Project Benefits:

The project is strong in State of Good Repair, and Equity, Multimodal Options, and Quality of Life. The current wiring for the bridge and traffic signals is over 50 years old and not compliant with the current code. In addition to the reinforced concrete deck improvements, the project will install new roadway lighting, traffic signals, and warning gates. The Curtis Creek Drawbridge connects Curtis Bay residents to key employment opportunities located on the other side of Curtis Creek. It also connects to the broader I-695 corridor and is expected to be completed in a timely manner to support the nearby Key Bridge replacement project.

Dundalk Marine Terminal Reconstruction of Berth 11

Maryland Port Administration

Baltimore, Maryland

Urban

INFRA Award: FY 2025 - $30,906,076

Project Description:

The project will reconstruct Berth 11, consisting of the rehabilitation and replacement of approximately 597 linear feet of wharf deck, including pilings, substructure, storm water drainage, utilities, and installation of new mooring bollards, cleats, pneumatic fenders, flood barriers, and tidal gates.

Project Benefits:

The project is strong in State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; and Equity, Mulitmodal Options, and Quality of Life. Currently, Berth 11 is unable to operate at full capacity, after a 2021 inspection restricted its use due to critical findings. This rehabilitation will allow Berth 11 to reopen and accommodate automobile and High & Heavy roll-on/roll-off (Ro-Ro) cargo ships, preventing supply chain disruptions from diversion of cargo traffic to the Mid-Atlantic and other ports. The project prevents wharf failure or loss of operations, which would cause economic hardship for workers in the surrounding disadvantaged community.

River Raisin Bridge and Interstate 75 Revitalization Project

Michigan Department of Transportation

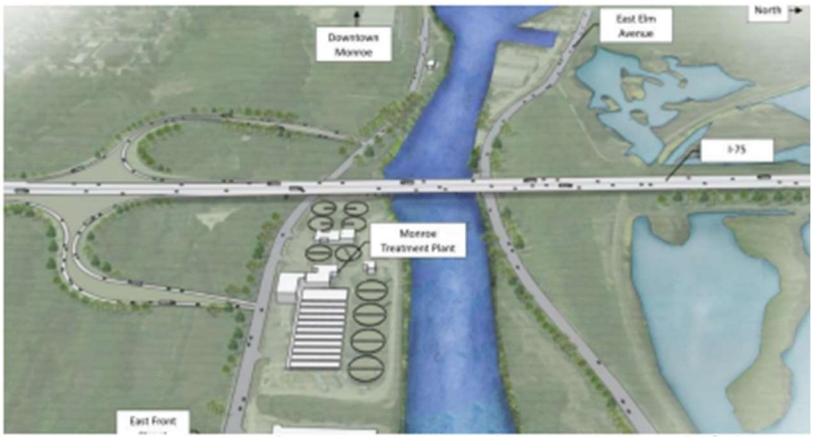
Monroe County, Michigan

Rural

INFRA Award: FY 2026 - $196,005,837

Project Description:

The project will replace the structurally deficient River Raisin Bridge and revitalize roadway along I-75. The project will also replace six existing structures, reconfigure the Front Street interchange, eliminate the Elm Avenue interchange, replace multiple culverts, and enhance the River Raisin Heritage Trail.



Project Benefits:

The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movement and Job Creation; Climate Change, Resiliency, and the Environment; and Equity, Multimodal Options, and Quality of Life. The proposed ramps at Front Street will feature improved geometric design, with increased turning radii and superelevation, enhancing vehicle stability and allowing for safer entry and exit maneuvers. The I-75 Bridge over River Raisin, and two others in the project area, are currently classified as scour critical, and replacements will be designed for a 100-year service life. The new bridges will also have drainage systems to control Interstate runoff into the River Raisin as the deck currently drains into the river. Underserved communities will directly benefit from the improvement of the walking and biking infrastructure on the River Raisin Heritage Trail, and this project is expected to utilize union labor in construction.

I-494 E-ZPass Project

Minnesota Department of Transportation

Minneapolis, Minnesota

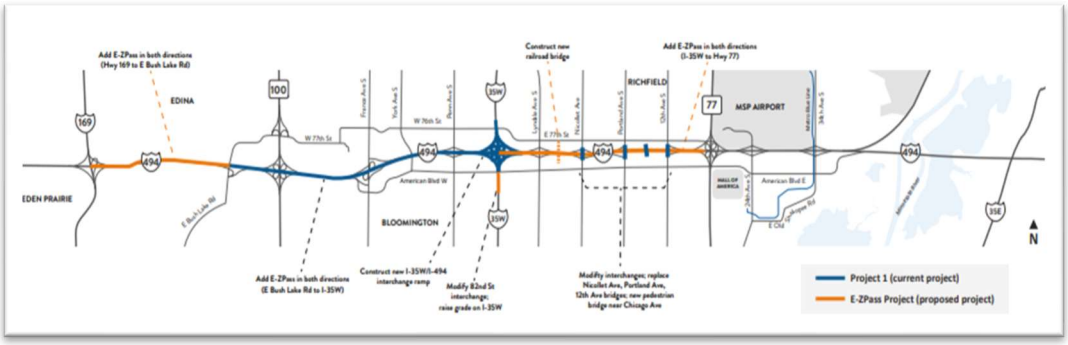
Urban

INFRA Award: $138,001,000

(FY 2025 - $25,000,000, FY 2026 - $113,001,000)

Project Description:

The project will add E-ZPass lanes on I-494 in both directions between Highway 169 and East Bush Lake Road, and I-35W and Highway 77; replace old infrastructure including a railroad bridge over I-494 between Lyndale Avenue and Nicollet Avenue; and reconstruct the interchange at I-35W and 82nd Street.



Project Benefits:

The project is strong in Safety and Innovation and has benefits in Economic Impacts, Freight Movement, and Job Creation and Climate Change, Resilience, and the Environment. The project will significantly reduce fatalities along the I-494 corridor by lowering congestion and conflict points by adding auxiliary and E-ZPass lanes, replacing a railroad bridge, and reconstructing an interchange. The project will also install striping and fiber and use more prominent pavement stripes in some areas to accommodate the future use of autonomous vehicles. It will improve freight movement to and from the airport by diverting heavy commercial traffic off the main lanes. Furthermore, it will help improve demand management and disaster preparedness strategies by investing in commuter incentive programs and constructing stormwater management measures to divert stormwater off the roadway.

Improvements to the I-20/I-55 Freight Corridor

Mississippi Department of Transportation

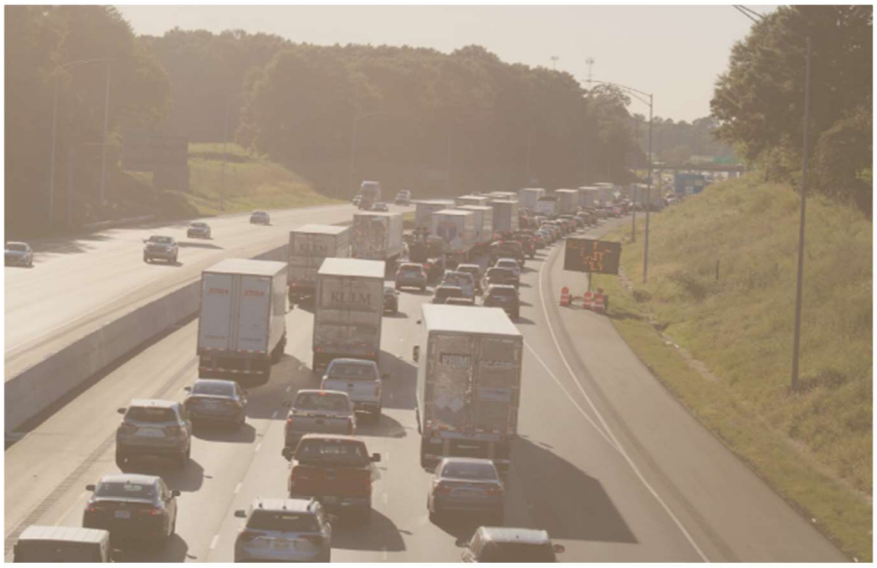
Jackson, Mississippi

Urban

INFRA Award: $86,648,270
(FY 2025 - $51,609,270, FY 2026 - $35,039,000)

Project Description:

This project will update seven bridge structures to meet modern design standards, repair an additional 19 bridge structures, deploy Intelligent Transportation Systems (ITS) equipment, and resurface approximately 32 linear miles of interstate and highway along the Interstate 20 (I-20) Corridor.



Project Benefits:

The project is strong in State of Good Repair and offers benefits in Safety, Climate Change, Resiliency, and the Environment. Four of the eleven Tier 1 Freight Corridors identified in the Mississippi State Freight plan converge in the project area, and six of the top ten bottlenecks identified in the plan are located on impacted project corridors. The project is expected to reduce the annual rate of fatal crashes by 37 percent. It will also improve environmental outcomes by utilizing warm mix asphalt and helping reduce vehicle miles traveled from road closures and detour events, lessening emissions.

SR 67 Superstreet Corridor Project

Mississippi Department of Transportation

Harrison County, Mississippi

Rural

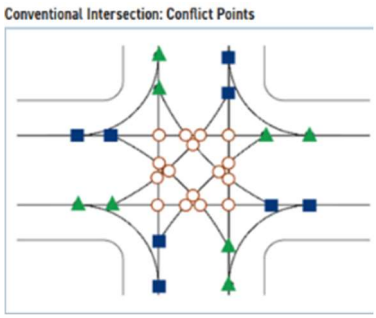
INFRA Award: FY 2025 - $40,648,542

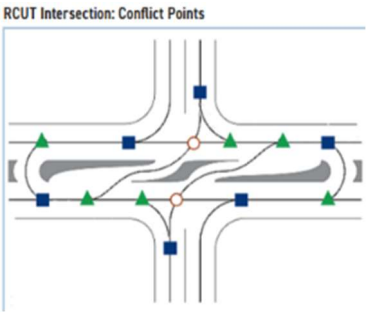
Project Description:

The project will upgrade SR 67 to a Superstreet Corridor and will include a comprehensive redesign of 43 intersections and median turns along the route.

Project Benefits:

The project is strong in Safety and Equity, Multimodal Options, and Quality of Life. The project will mitigate the occurrence of future crashes through changing intersections into Restricted Crossing U-turns and improve safety through the use of FHWA SafetyEdge treatment. The project will improve access to daily destinations, increase access to the schools in the project area with safer intersections, and establish new bicycle infrastructure in an area that is popular for cyclists.





Stone Creek North Reconstruction Project

Montana Department of Transportation

Madison and Beaverhead Counties, Montana

Rural

INFRA Award: FY 2025 - $23,905,489

Project Description:

The project will reconstruct approximately seven miles of Montana Highway 41. Specifically, horizontal and vertical curves will be straightened and flattened, shoulders will be widened to 8-feet, centerline and shoulder rumble strips will be installed. In addition, two bridges within the project area will be replaced.

Project Benefits:

The project is strong in Safety. The project also has benefits in State of Good Repair; Economic Impacts, Freight Movement and Job Creation; Climate Change, Resiliency, and the Environment; and Equity, Multimodal Options, and Quality of Life. The safety features are expected to reduce the frequency and severity of crashes. The project will replace two bridges, that if left unimproved, could collapse from deterioration or flooding. The improvements will also increase access to recreational and tourism areas including Beaverhead-Deerlodge National Forest, Bannack State Park, Virginia City, and Nevada City. This project will include policies to promote equity and inclusion in the workplace through the use of FHWA's On-the-Job-Training (OJT) Program and promote equity for disadvantaged businesses through MDT's Disadvantaged Business Enterprise (DBE) program.

Gore Hill Interchange Reconstruction Project

Montana Department of Transportation

Cascade County, Montana

Rural

INFRA Award: FY 2025 - $19,051,663

Project Description:

The project will reconfigure the Gore Hill Interchange from a stop-controlled design into roundabouts. It will also reconstruct the overpass with wider shoulders and realign two connecting roads to accommodate the wider overpass and the new roundabouts. The project will also construct three new pedestrian facilities on and near the Gore Hill Interchange and relocate one frontage road. The project will also construct a third southbound interstate lane (an auxiliary lane) between Gore Hill Interchange and 10th Ave S. Interchange, and will lengthen the acceleration areas for the on- and off-ramps as well.

Project Benefits:

The project has benefits in Safety; 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 roadway design, as roundabouts are a proven safety countermeasure, that will also improve freight movement, reduce idle time, and reduce greenhouse gas emissions. The project will improve freight movement on the Canamex Trade Corridor (designated a "High Priority Corridor"), an integral part of the National Highway Freight Network in Montana, and will improve access to the Great Falls International Airport. Additionally, the new pedestrian path and sidewalks will reduce vehicle dependence by providing a safe transportation alternative.

Freight Reliability and Preservation on US 52

North Dakota Department of Transportation

Carrington to Portal, North Dakota

Rural

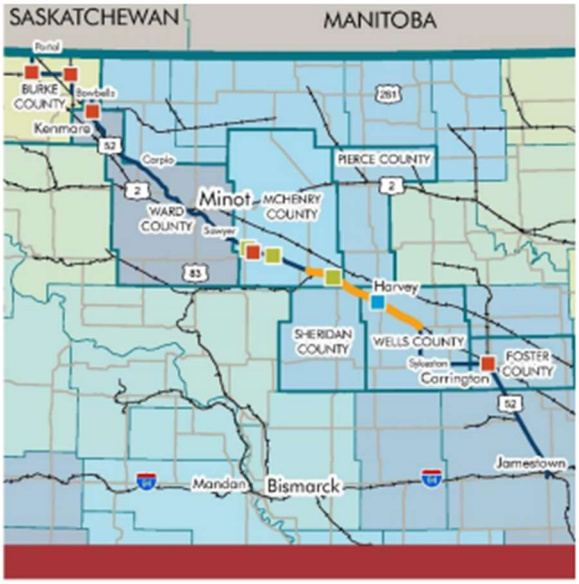
INFRA Award: FY 2025 - $20,000,000

Project Description:

The Project will rehabilitate 45.4 miles of existing asphalt pavement from west of Drake to Fessenden, consolidate access points at the intersection of US 52 and North Dakota Highway 3 (ND 3) in Harvey, add acceleration and deceleration lanes at existing at-grade railroad crossings, and add turn lanes at critical intersections from seven miles south of Portal to Carrington.

Project Benefits:

The project is strong in Safety; State of Good Repair; and Innovation. The Project will simultaneously improve the condition of the road and reduce serious crashes by improving access management, adding acceleration and deceleration lanes, and rehabilitating the pavement. Resurfacing 45 miles between Drake and Fessenden, a segment where 37 percent of vehicles are heavy-duty trucks, ensures that critical agricultural commodities will continue to be able to access grain elevators swiftly and efficiently. The project incorporates innovative financing methods, including the Flexible Transportation Fund, created by the state of North Dakota to match discretionary grant funds.



Interstate 40 over Rio Puerco Project

New Mexico Department of Transportation

McKinley County, New Mexico

Rural

INFRA Award: FY 2026 - $30,437,377

Project Description:

The Project would replace paired bridges that carry Interstate 40 over the Rio Puerco. Additional works include partial reconstruction of the interstate's approaches to the bridges to address existing horizontal geometric deficiencies.

Project Benefits:

The project is strong in State of Good Repair, and also benefits Safety; Climate Change, Resiliency, and the Environment; and Innovation. The Project will replace two bridges that are past their useful asset lives with an outdated design method which has been identified as a safety risk. If the project was not completed and the bridges were forced to close, travelers and freight would be forced to add approximately 50 miles to their trips, which would increase greenhouse gas emissions. Additionally, the project will utilize accelerated bridge construction for improved project delivery.

I-80 East Lane Addition and Shoulder Widening

Nevada Department of Transportation

Washoe County, Nevada

Rural

INFRA Award: $275,520,000
(FY 2025 - $25,000,000, FY 2026 - $250,520,000)

Project Description:

The project will widen I-80 from Vista Boulevard to USA Parkway between the Reno/Sparks metro area and Tahoe Reno Industrial Center. Improvements include one additional lane in each direction, shoulder widening, bridge reconstruction, new pavement, and ITS facilities.

Project Benefits:

The project is strong in Safety and has good benefits in Economic Impacts, Freight Movement and Job Creation. The project is located in an area of rapid residential, commercial, and industrial development, contributing to elevated crash rates that could be reduced with wider shoulders and reduced congestion. This project will connect the Reno/Sparks area with the Tahoe Reno Industrial Center (TRIC), create 50 new truck parking spots, and improve travel time reliability along the corridor. The TRIC facility is home to some of the nation's largest manufacturing and distribution centers and is anticipated to produce 35,000 to 50,000 jobs over the next 20 years, as a key Northern Nevada employment center.

Ohio Truck Parking Expansion Project

Ohio Department of Transportation

Trumbull and Preble Counties, Ohio

Rural

INFRA Award: FY 2025 - $17,897,842

Project Description:

The project will repurpose two closed rest areas as new truck parking facilities; one on I-70 eastbound near New Paris with 100 truck parking spaces, and the other on I-80 eastbound near Hubbard with 38 truck parking spaces.

Project Benefits:

The project is strong in Safety; State of Good Repair; and Innovation. The I-70 and I-80 corridors are two of the most heavily used long-haul trucking routes in the nation. ODOT's 2022 Statewide truck parking study revealed that over a one-year period, 654 trucks parked in undesignated locations within 8 miles of the I-70 location, while 487 trucks parked in undesignated locations within 2 miles of the I-80 site. Providing these drivers with a safer alternative to rest and recuperate will improve safety for drivers and other motorists alike. The project will incorporate video surveillance and the parking areas will be incorporated into the Truck Parking Information Management System, providing realtime parking information to drivers.

Cleveland North Coast Connector- Elements of Phase 1

City of Cleveland

Cleveland, Ohio

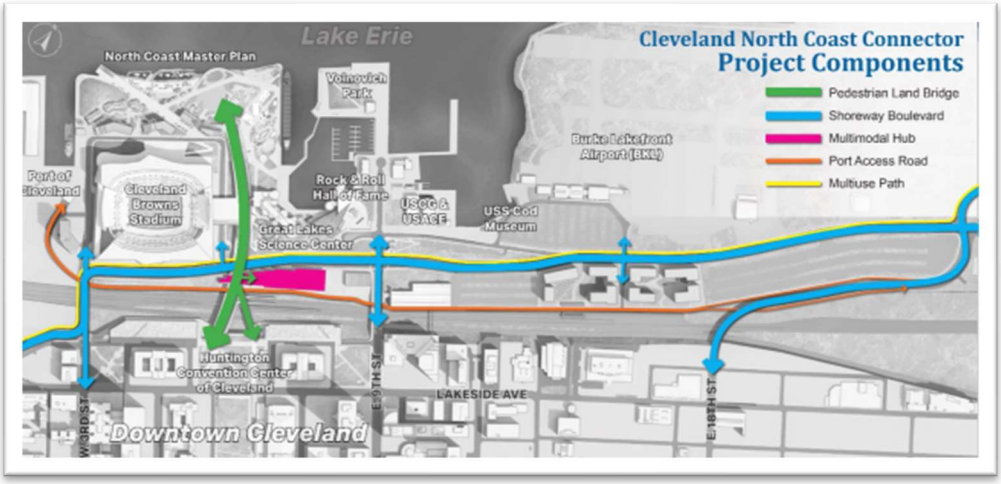
Urban

INFRA Award: $59,719,267

(FY 2025 - $21,181,506, FY 2026 - $38,537,761)

Project Description:

The project will transform key sections of Cleveland Memorial Shoreway (State Route 2) from a substandard limited access highway into a low-speed, pedestrian-friendly boulevard with at-grade signaled intersections, ADA compliant sidewalks, and a sustainable landscape treatment. In addition, the project will construct the first phase of enabling infrastructure to provide a dedicated access road for the Port of Cleveland.



Project Benefits:

The project is strong in State of Good Repair; Economic Impacts, Freight Movement and Job Creation; and Innovation. It is part of a larger program to transform the Cleveland Memorial Shoreway (State Route 2) from a substandard limited access highway into a pedestrian-friendly boulevard, providing significant safety and mobility benefits for people and freight throughout the region. The project aligns with the City's own and other regional resilience plans and efforts to address climate change including the Cleveland Climate Action Plan (CAP), Neighborhood Climate Action Toolkit, and Cleveland Climate Action Fund. Innovative financing is demonstrated through use of a Tax Increment District.

US-59 Safety Improvement and Freight Development Project

Cherokee Nation

Delaware County, Oklahoma

Rural

INFRA Award: FY 2026 - $32,070,566

Project Description:

The Project involves widening most of an eight-mile segment of US-59 from two lanes with limited/no shoulders to four-and-five-lane sections with 10-foot shoulders throughout. A small segment in the southern-most portion of the project will also be resurfaced.

Project Benefits:

The project is strong in Safety; 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. In addition to clear safety benefits of shoulders, the improvements will reduce maintenance costs, enhance recreational and tourism opportunities by providing increased access to Great Lake State Park, and improve access to emergency care and essential services. Additionally, local industries such as agriculture and the growing aviation and aerospace cluster surrounding the corridor will benefit from the improved and widened roadway through less congestion and safer conditions. This project specifically benefits the surrounding underserved community and the Cherokee Nation.

Pacific Coast Intermodal Port (PCIP) Terminal Planning Project

Oregon International Port of Coos Bay

Coos Bay, Oregon

Rural

INFRA Award: FY 2025 - $25,018,750

Project Description:

This planning project will advance environmental review, permitting, and preliminary engineering and design for the intermodal terminal component of the larger PCIP project, including the railyard, container yard, wharf, and berths.

Project Benefits:

The project is strong in Economic Impacts, Freight Movement and Job Creation; and Equity, Multimodal Options, and Quality of Life. While this is a planning grant, the project to be developed could alleviate freight bottlenecks on the West Coast. The project is expected to create an estimated thousands of direct operational jobs and support hiring underrepresented populations.

Washington Bridge Replacement

Rhode Island Department of Transportation

Providence, Rhode Island

Urban

INFRA Award: FY 2025 - $95,589,533

Project Description:

The project will replace the Washington Bridge North, with resurfacing and restriping on the I-195 mainline to restore the closed bridge to its full capacity. This project will also receive funding from the Mega Grant program for a full MPDG award amount of $220,980,000.

Project Benefits:

The project is strong in State of Good Repair; Economic Impacts, Freight Movement and Job Creation; Climate Change, Resilience, and the Environment; Equity, Multimodal Options, and Quality of Life; and Innovation. With the recent emergency closure of the westbound lanes of the Washington Bridge in December 2023, the project will alleviate delays on the current facility, which handles bidirectional traffic on the remaining span, but with narrow lanes and lower speeds. It will also eliminate a physical barrier and benefit the community by alleviating traffic congestion, reducing travel time, limiting traffic on local roads, and improving access to emergency and essential services by providing a new superstructure and substructure to the Washington Bridge North. The project will also increase freight mobility and improve connectivity to important jobs and healthcare centers in the Providence metropolitan area.

I-526 - Long Point Road Project

South Carolina Department of Transportation

Charleston, South Carolina

Urban

INFRA Award: $195,000,000

(FY 2025 - $53,394,723, FY 2026 - $141,605,277)

Project Description:

The project will improve operations of the I-526/Long Point Road interchange and I-526 mainline and reduce operational conflicts between port-related and local traffic with new collector distributor ramps off the mainline directly to the port; improvements to existing ramps; the addition of a 10-foot multiuse path; and construction of noise barriers.

Project Benefits:

The project is strong in State of Good Repair, Economic Impacts, Freight Movement and Job Creation, and Innovation. The project will address current transportation system deficiencies by expanding shoulder width and adding acceleration and deceleration ramps, resulting in lower long-term maintenance costs. The project will create dedicated ramps from I-526 to directly connect to the port terminal to facilitate efficient freight movement, remove port-related traffic from local roads, and create high-quality jobs. The project will incorporate several innovative approaches, including the use of electronic wayfinding signage to reduce wait times for truck drivers and a design-build project delivery method to save time and money in project delivery.

AllianceTexas Inland Port Project

North Central Texas Council of Governments

Dallas-Fort Worth, Texas

Urban

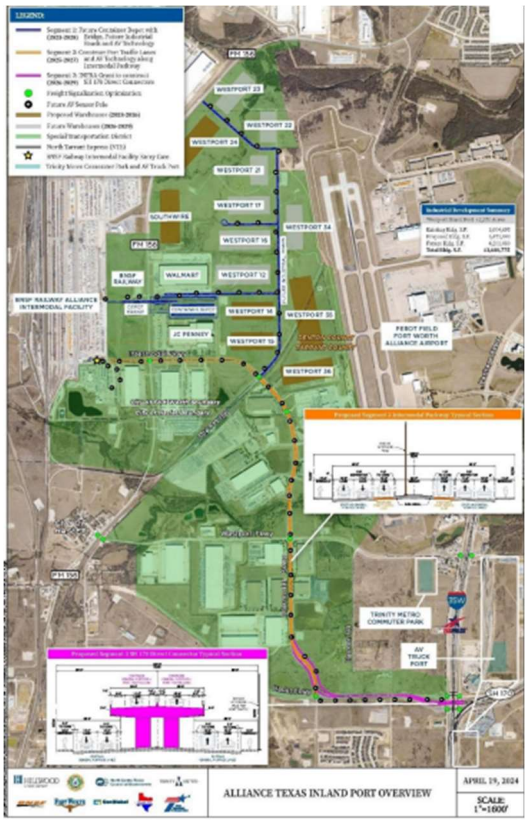
INFRA Award: FY 2026 - $80,000,000

Project Description:

The project will construct approximately 15 miles of SH 170/Intermodal Parkway Smart Connected Corridor to connect the BNSF intermodal facility with warehousing and distribution facilities. The project includes freight traffic signal optimization at thirteen locations, shared use paths and port lanes.

Project Benefits:

The project is strong in Economic Impacts, Freight Movement and Job Creation, and Innovation. The project will significantly benefit freight mobility and efficiency while incorporating innovative technologies to create a network for connected and automated trucks. The project will create a corridor that improves local freight traffic from the BNSF intermodal terminal to adjacent facilities. The project will also generate high-quality and high-paying jobs in highway construction, freight and transportation, logistics and distribution, engineering, and science and technology.



SR 104 Hood Canal Bridge Girder Replacement

Washington State Department of Transportation

Jefferson County and Kitsap County, Washington

Rural

INFRA Award: FY 2026 - $51,125,916

Project Description:

The project will enhance the resilience of the Hood Canal Bridge by replacing 55 reinforced concrete beams and 216 prestressed concrete girder lines along 3,400 linear feet on the west-half superstructure of the Hood Canal Bridge.

Project Benefits:

The project is strong in State of Good Repair and Economic Impacts, Freight Movement and Job Creation. The project will replace the west end of the Hood Canal Bridge, which has several structural issues due to the harsh marine environment. It will also enhance recreational and tourism opportunities by providing direct access to Olympic National Park.

I-43 Safety Rest Areas and Truck Parking Expansions

Wisconsin Department of Transportation

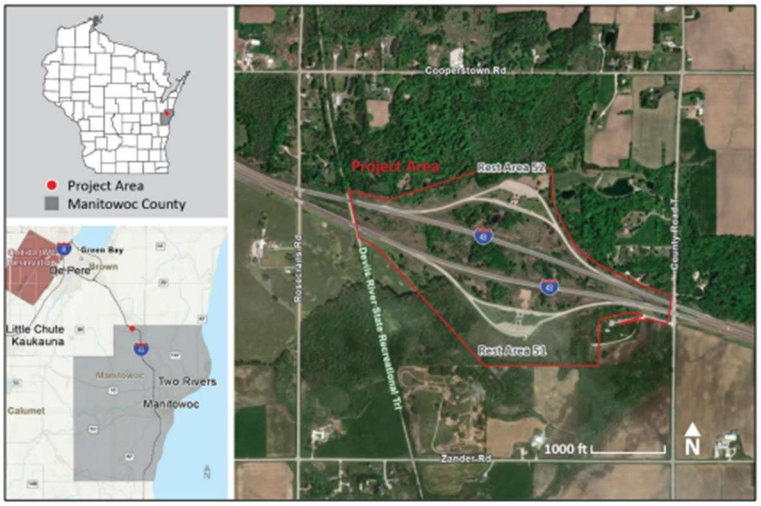
Manitowoc County, Wisconsin

Rural

INFRA Award: FY 2025 - $12,500,000

Project Description:

The project will replace both the Rest Area 51 Maribel and Rest Area 52 Denmark facilities along I-43 in Manitowoc County, Wisconsin. Each of the sites would include razing and construction of a new rest area building, maintenance garage, and parking lots for both automobiles and trucks. The capacity of truck parking would increase by a total of 72 stalls. Lighting will be replaced throughout both facilities, ingress/egress roadways will be reconstructed to accommodate the addition of truck parking stalls, pavement will be improved, and a substandard beam guard will be removed.



Project Benefits:

The project is strong in Safety; State of Good Repair; and Innovation. The project will increase the availability of safe truck parking facilities between Green Bay, Wisconsin and Chicago, Illinois, to eliminate commercial vehicle operators from parking in unsafe or unauthorized areas and improve conditions of the roadway connections to the parking areas. Additionally, the project will incorporate the rest areas into the state's Truck Parking Information Management System, which provides real-time data to drivers on the number and location of available truck parking spots.