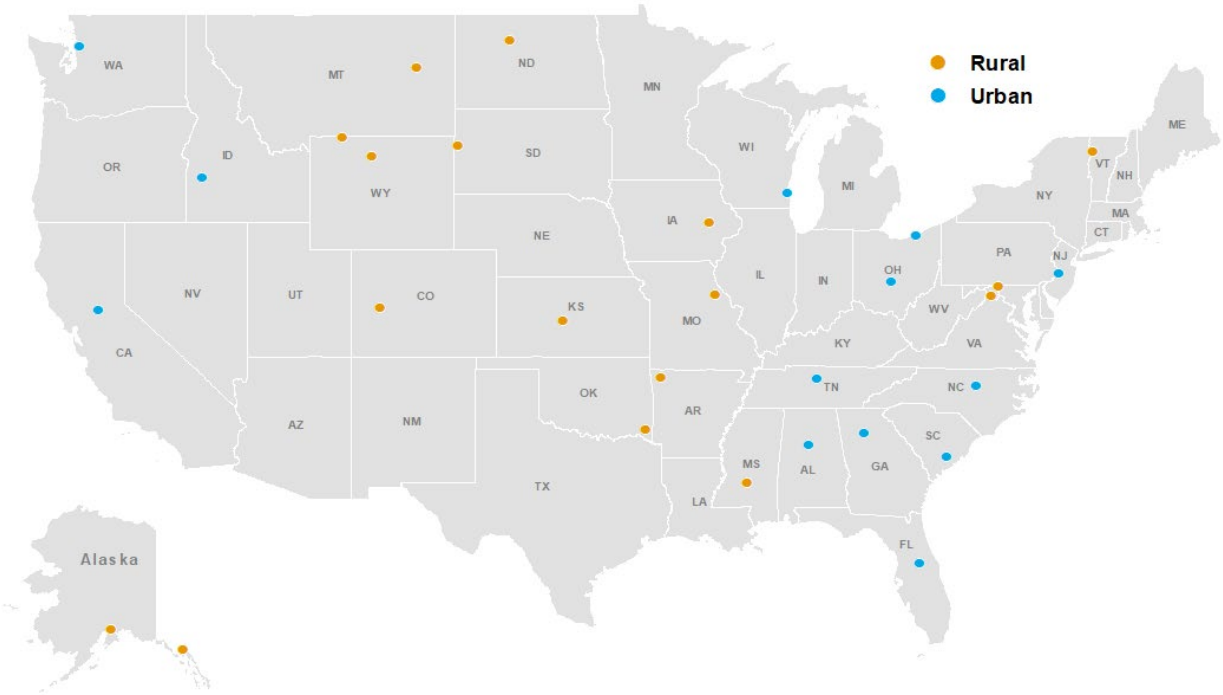
BUILD 2025 Round 2 Fact Sheets

July 2025



transportation.gov/BUILDgrants

Contents

DOCK REBUILD PLANNING PROJECT

Recipient	Chilkoot Indian Association
Location	Haines Borough, AK: Alaska
Project Type	Planning
Urban or Rural	Rural
BUILD Grant Funding	$2,822,774
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will plan and design the reconstruction of a dock at Portage Cove in Haines. It will also analyze parking needs and pedestrian connections at the dock.

Project Benefits: The project is expected to provide significant benefits to the community by reconstructing and expanding a dock that supports travel, safety, and economic growth. As a vital piece of infrastructure, the new dock strengthens the port's role as an economic driver, enhancing its functionality and contribution to the local economy.

Figure 3: The current dock design. (Source: CIA)

PORT MACKENZIE BARGE RAMP PROJECT

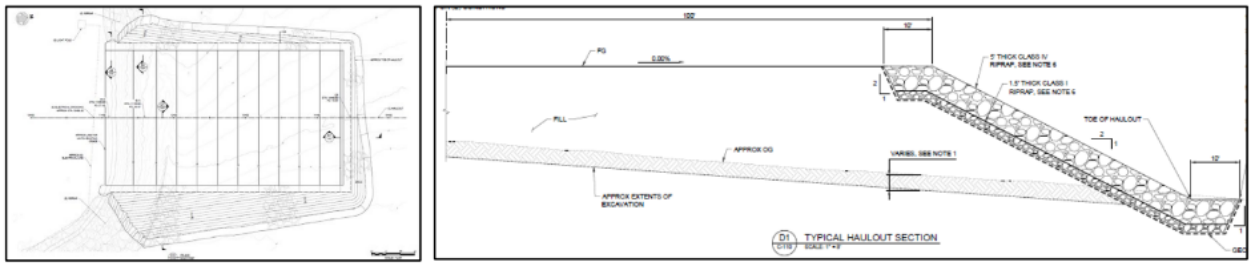
Recipient	Matanuska-Susitna Borough
Location	Matanuska-Susitna Borough, AK: Alaska
Project Type	Capital
Urban or Rural	Rural
BUILD Grant Funding	$7,891,044
Construction Start (estimate)	January 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will construct an approximately 60,000 square-foot barge ramp at Port MacKenzie to support barge haulout and loading operations.

Project Benefits: The project is expected to enhance safety by providing safer grounding options for vessels and improving emergency response capacity. It will facilitate more efficient freight movement across the region, reduce transportation fees at larger ports, and support economic development by expanding shipping options and making the port more attractive to users. Additionally, it will create new infrastructure to expand operational capacities using efficient design and construction methods, with strong support from local, regional, and national stakeholders.

Fig. 5. Barge Ramp Design and Typical Haul Out Section



OPERATIONS & MAINTENANCE FACILITY

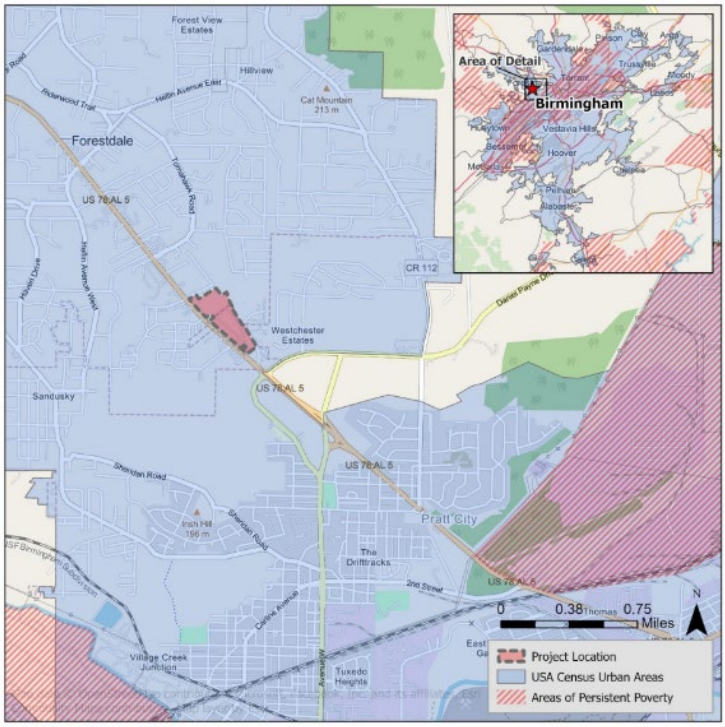
Recipient	Birmingham-Jefferson County Transit Authority
Location	Jefferson County, AL: Alabama
Project Type	Capital
Urban or Rural	Urban
BUILD Grant Funding	$25,000,000
Construction Start (estimate)	August 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will construct a new operations and maintenance facility in Birmingham to support the Birmingham-Jefferson County Transit Authority's (BJCTA) fixed-route, paratransit, and microtransit fleet services.

Project Benefits: The project offers significant safety and environmental benefits through the relocation of the facility outside of a flood zone, minimizing water-related service disruptions and damage. The new facility design will meet both current and future needs of BJCTA's expanding fleet incorporating state-of-the-art systems, like tire racks with cranes and tire carousels that reduce worker strain and injury.

Figure 2: Project Location



SPRINGDALE NORTHERN BYPASS - FINAL PHASE

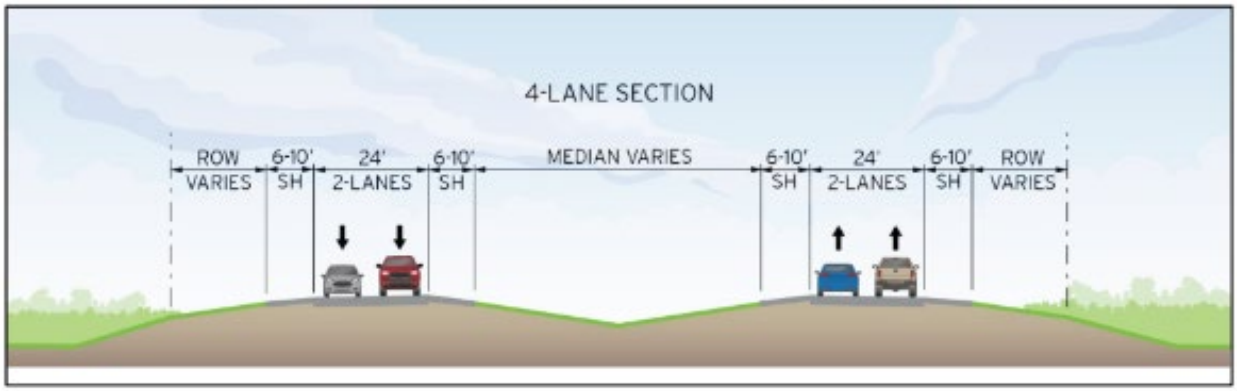
Recipient	Arkansas Department of Transportation
Location	Washington and Benton Counties, AR: Arkansas
Project Type	Capital
Urban or Rural	Rural
BUILD Grant Funding	$24,463,315
Construction Start (estimate)	December 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will construct the final phase of the approximately 20-mile Springdale Northern Bypass, including approximately 6.63 miles of roadway with two 12-foot travel lanes in each direction, separated by a variable-width median, extending from a new interchange at Highway 265 in Springdale to a new interchange at Highway 412 near Blue Springs.

Project Benefits: The project aims to enhance roadway safety in an underserved rural community in Northwest Arkansas. As part of a larger bypass initiative, completion of this final segment is expected to reduce roadway fatalities and serious injuries below the state-wide average as well as reduce congestion and improve truck travel time reliability.

Figure 2. Springdale Northern Bypass– Final Phase, Typical Section



SR-65 TO I-80: IMPROVING MOBILITY, SAFETY, AND ECONOMIC DEVELOPMENT

Recipient	Placer County Transportation Planning Agency
Location	Placer County, CA: California
Project Type	Capital
Urban or Rural	Urban
BUILD Grant Funding	$22,480,000
Construction Start (estimate)	January 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will construct an outside southbound third lane of approximately 1.4 miles on SR-65 from Blue Oaks Boulevard to Galleria Boulevard, as well as a southbound auxiliary lane of approximately 0.8 miles from Pleasant Grove Boulevard to Galleria Boulevard.

Project Benefits: The project is designed to improve roadway safety by expanding the current infrastructure through the addition of a third lane and an auxiliary lane to keep traffic off parallel non-interstate arterial roadways which have high fatality rates. These enhancements aim to provide safer and more efficient traffic flow, reduce congestion, and improve response times for emergency responders.

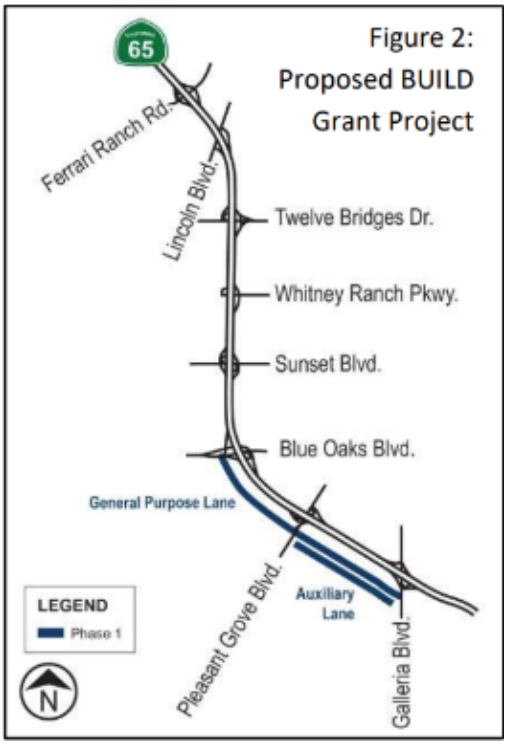


Figure 2: Proposed BUILD Grant Project

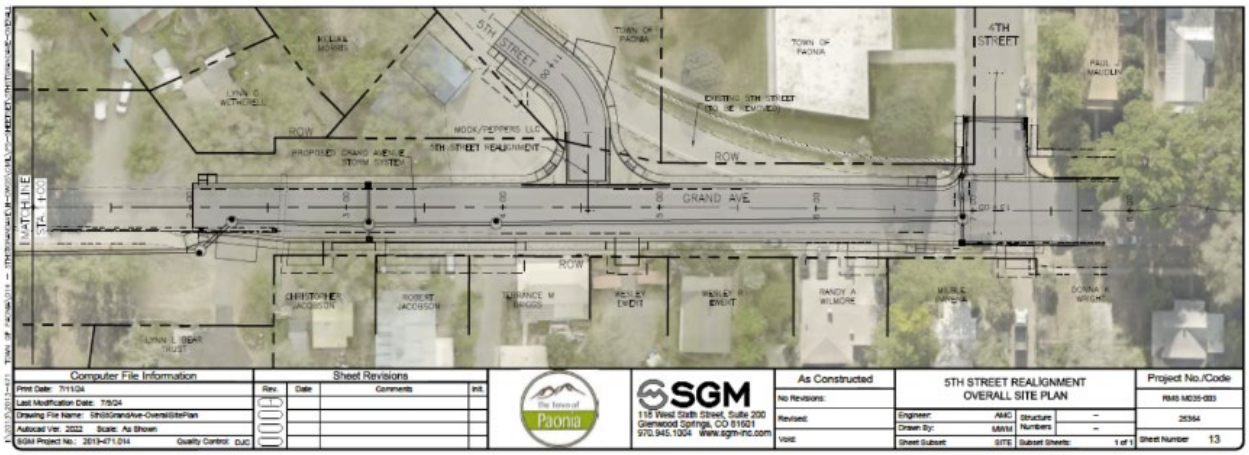
SAFE PATHWAYS FOR PAONIA PROJECT

Recipient	Town of Paonia
Location	Delta County, CO: Colorado
Project Type	Capital
Urban or Rural	Rural
BUILD Grant Funding	$1,884,901
Construction Start (estimate)	April 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will reconstruct the intersection at 5th Street and Grand Avenue, extending from 4th Street to approximately 200 feet north of the 5th Street intersection on Grand Avenue. The work will include installing sidewalks, curbs, gutters, and ADA-compliant curb ramps. Sidewalks will be extended to connect with existing sidewalks, crosswalks will be painted, and RRFB pedestrian signals will be installed. Grooved pavement will also be added to alert traffic to reduced speed limits and school crossings.

Project Benefits: The project will address documented safety issues at a high-risk intersection that is expected to increase safe and convenient access to daily destinations including two area schools, restaurants, other businesses, and parks.



Engineering Plans 90% complete SGM, Inc. July 2024

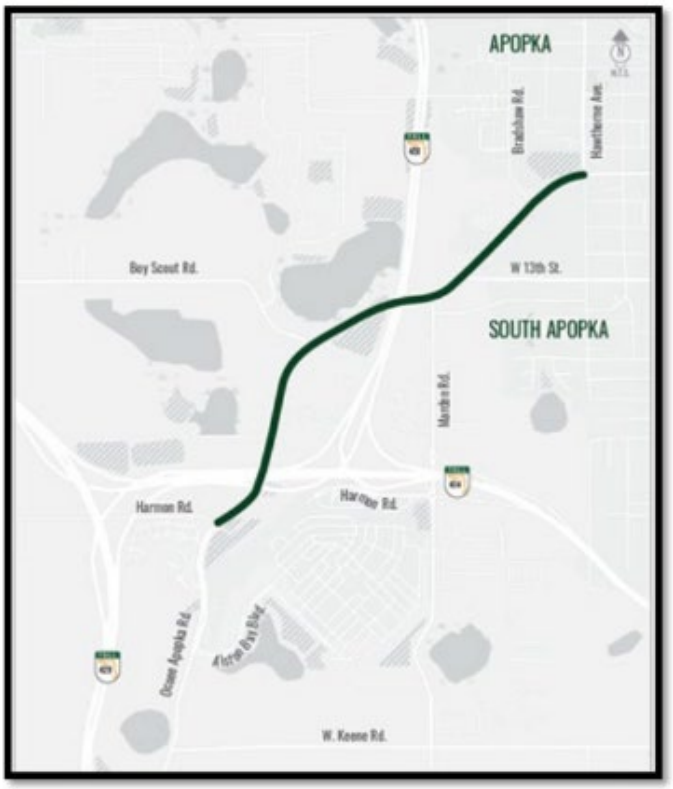
OCOEE-APOPKA ROAD (CR) 437A COMPLETE STREETS ALIGNMENT

Recipient	City of Apopka
Location	Orange County, FL: Florida
Project Type	Capital
Urban or Rural	Urban
BUILD Grant Funding	$17,360,000
Construction Start (estimate)	September 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will plan, design, and construct improvements to Ocoee-Apopka Road (CR 437A) from Harmon Road to South Hawthorne Avenue. The improvements will include expanding the roadway from approximately two to four lanes, adding bicycle lanes, a multi-use path, and accessibility features such as smart lighting, sensors, and ADA-compliant enhancements.

Project Benefits: The project aims to enhance safety of all roadway users. The project is expected to reduce fatalities and serious injuries in the community by widening the road, adding lighting and improving drainage to prevent ponding and other dangerous roadway conditions.



Map 3: ***Project Location***

OLD ALABAMA BRIDGE REPLACEMENTS

Recipient	City of Johns Creek
Location	Fulton County, GA: Georgia
Project Type	Capital
Urban or Rural	Urban
BUILD Grant Funding	$12,800,000
Construction Start (estimate)	June 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will design and construct the replacement of the Old Alabama Road bridges over the Chattahoochee Tributary and Johns Creek. The project will include bridge widening, sidewalks, a multi-use trail, and updated drainage systems.

Project Benefits: The bridges will be designed to improve safety for pedestrians and cyclists, reduce rear-end crashes, strengthen the resilience of infrastructure against storms, and increase stormwater flow capacity.

FLOOD RESILIENCE AND MULTI-MODAL IMPROVEMENTS AT I-380 THROUGH UP RAILROAD PROJECT

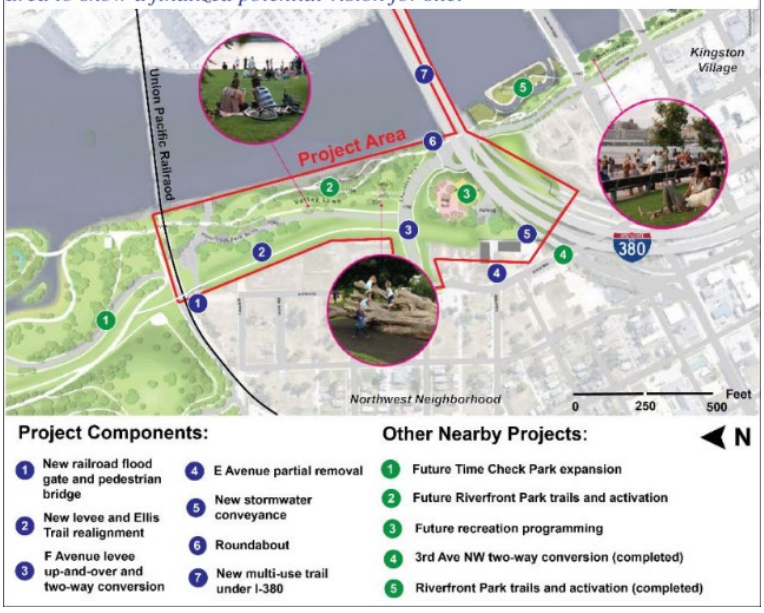
Recipient	City of Cedar Rapids
Location	Linn County, IA: Iowa
Project Type	Capital
Urban or Rural	Rural
BUILD Grant Funding	$25,000,000
Construction Start (estimate)	April 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will complete the design, right-of-way acquisition, and construction of flood resiliency and multimodal improvements from I-380 to the Union Pacific Railroad. The project includes an approximately 0.3-mile levee and realignment of F Avenue "up and over" the levee, with a trail along the top. Additional components include converting F Avenue from a one-way to a two-way configuration, constructing a floodwall from E Avenue to the existing levee south of I-380, a roundabout on F Avenue, a stormwater conveyance system, a railroad flood gate, and a pedestrian bridge.

Project Benefits: The project is designed to significantly enhance safety by reducing crashes, fatalities, and serious injuries, especially at a dangerous intersection being converted into a roundabout reducing conflict points which will benefit all road users. Additionally, the project improves at-risk infrastructure to be resilient to extreme weather events and natural disasters by using flood adaptive recreational design and by incorporating necessary flood storage and conveyance to reduce damage to the transportation system and disruption of the transportation network.

Figure 2 - Rendering of Project components and other proposed work in the area to show a finalized potential vision for site.



ACCESS TO OPPORTUNITY: BUILD THE BOISE BENCH PROJECT

Recipient	Ada County Highway District
Location	Ada County, ID: Idaho
Project Type	Capital
Urban or Rural	Urban
BUILD Grant Funding	$18,436,000
Construction Start (estimate)	March 2029
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct ADA-compliant sidewalks, curb ramps, crossings, pavement rehabilitation, bicycle facilities, stormwater management improvements, as well as add lighting and signage along four corridors on the Boise Bench. The project totals approximately 5.0 miles along Allumbaugh Street from Northview Street to Fairview Avenue, Franklin Road from Milwaukee Street to Liberty Street, Irving Street from Curtis Road to Roosevelt Street, and Phillippi Street/Malad Street from Irving Street to Orchard Street.

Project Benefits: The project offers significant community benefits by enhancing safety for non-motorized travelers, providing affordable transportation options, and improving direct access to daily destinations. It incorporates proven safety measures like pedestrian hybrid beacons, safety lighting, and traffic signal modifications to address serious pedestrian crash risks. Additionally, it strengthens infrastructure resilience to extreme weather events.

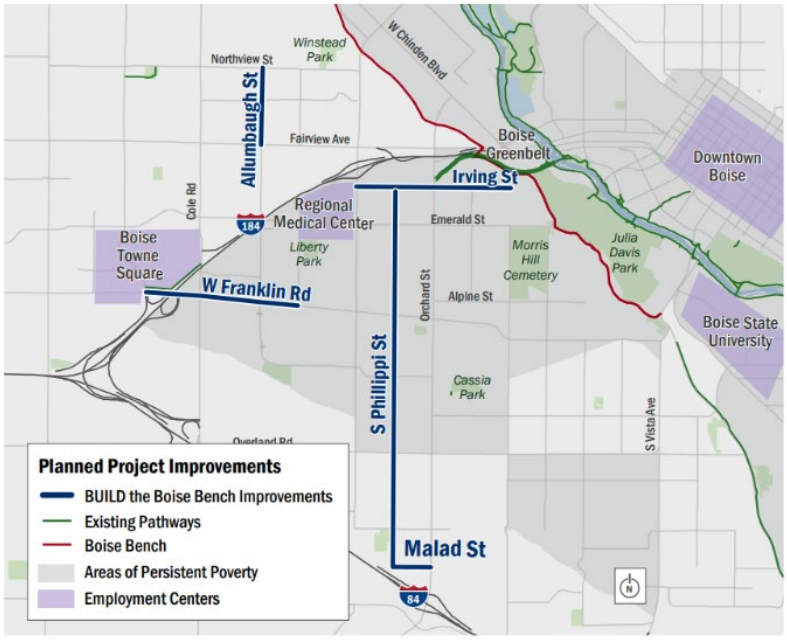


FIGURE 2: Access to Opportunity: BUILD the Boise Bench Project Area

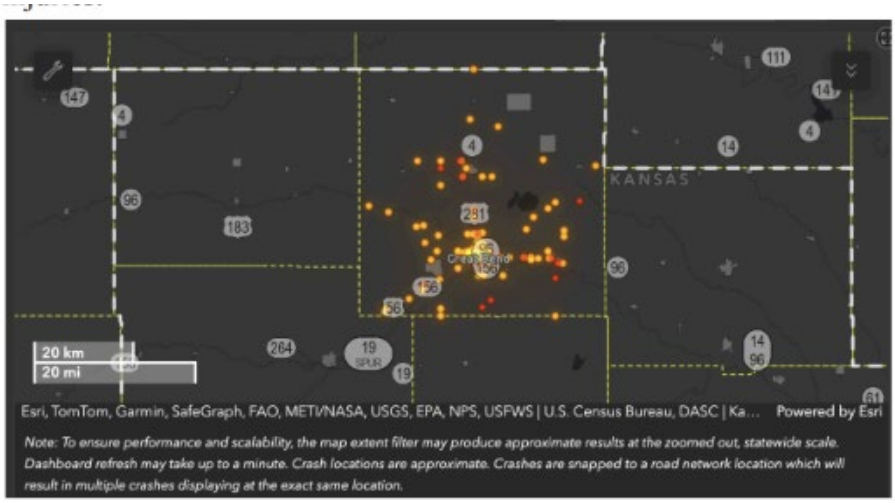
BARTON COUNTY ACCESSIBLE PUBLIC TRANSPORTATION (BCAPT) PLANNING PROJECT

Recipient	Barton County
Location	Barton, Rice, and Ellsworth Counties, KS: Kansas
Project Type	Planning
Urban or Rural	Rural
BUILD Grant Funding	$239,138
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will develop an accessible public transportation master plan for Barton County. Activities will include a community engagement process in each of the county's census tracts, using surveys, focus groups, and community events to assess the transportation needs in this rural county.

Project Benefits: The project aims to enhance transportation options by focusing on affordability and accessibility, benefiting residents who face challenges accessing essential services. It seeks to address service gaps through community feedback and data collection, expanding connectivity to transit networks and mobility services. The initiative has strong potential to improve overall mobility and community connectivity, supporting residents without vehicle access or those unable to drive.



The above image shows the locations of traffic accidents in Barton County in 2019–2023, with red dots indicating fatalities and orange dots indicating injuries.

EXPANDING RURAL TRANSIT OPTIONS: WASHINGTON COUNTY BUS FACILITY PROJECT

Recipient	Maryland Transit Administration
Location	Washington County, MD: Maryland
Project Type	Planning
Urban or Rural	Rural
BUILD Grant Funding	$2,832,390
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will complete the NEPA process and finalize the design for a new administrative, maintenance, and transit vehicle storage facility in Hagerstown.

Project Benefits: The project will expand transit capacity to better serve a growing population, improve access to jobs and essential services, and provide infrastructure to manage stormwater runoff. It also aims to meet the community's transportation needs by increasing mobility options.

Figure 5: Preliminary Site Sketch Plan

US ROUTE 54 SHARED FOUR-LANE PROJECT

Recipient	County of Audrain
Location	Pike, Ralls, and Audrain Counties, MO: Missouri
Project Type	Capital
Urban or Rural	Rural
BUILD Grant Funding	$24,892,433
Construction Start (estimate)	December 2029
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will complete the right-of-way acquisition and construction to widen an approximately 14-mile segment of US Route 54 from a two-lane roadway to a four-lane configuration between Farber and Curryville. The project also includes the construction of a roundabout at the intersection of US Route 54 and MO 154 (Jennings Corner) and utility relocations.

Project Benefits: The project offers significant benefits by enhancing access to essential daily destinations such as jobs, healthcare facilities, grocery stores, schools, places of worship, and recreational areas. The addition of a four-lane highway will improve mobility and connectivity within the community and support increased intermodal and multimodal freight movement.

Figure 1: Project Location

ENHANCING SAFETY AND MOBILITY ON US 49 AND MS 13 IN SIMPSON COUNTY

Recipient	Mississippi Department of Transportation
Location	Simpson County, MS: Mississippi
Project Type	Capital
Urban or Rural	Rural
BUILD Grant Funding	$21,340,000
Construction Start (estimate)	April 2029
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will design and construct the replacement of two bridge structures on US 49 over Mississippi Highway 13 (MS -13) in Simpson County. The new bridges will provide increased vertical clearance, and the interchanges between US 49 and MS-13 will be redesigned as roundabouts. Additionally, MS-13 will be excavated and lowered to achieve the required vertical clearance.

Project Benefits: The project offers significant safety and mobility benefits along vital transportation routes in the region. The replacement of two bridge structures and the introduction of roundabouts in place of existing diamond interchanges will improve traffic flow and reduce crash risks. Increased vertical clearance on MS-13 will prevent truck collisions, while added shoulders on the new bridges will further enhance safety. The project also aims to reduce crashes, travel-time delays and provide more reliable freight movement supporting local, regional, and national supply chains.

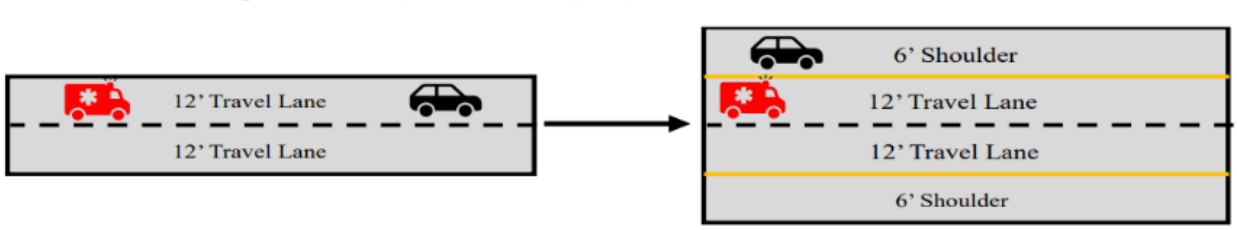
BROCKWAY-WEST PROJECT

Recipient	Montana Department of Transportation
Location	McCone County, MT: Montana
Project Type	Capital
Urban or Rural	Rural
BUILD Grant Funding	$25,000,000
Construction Start (estimate)	April 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will reconstruct approximately 7 miles of Montana Highway 200, including widening shoulders to 6 feet, reducing and flattening vertical curves, and installing milled centerline and shoulder rumble strips.

Project Benefits: The project will significantly enhance safety by addressing documented risks in the region through roadway reconstruction and the addition of new features, such as wide shoulders, centerline and shoulder rumble strips, and improved road grades. These improvements aim to reduce serious injuries and fatalities, including risks associated with rollover crashes. The inclusion of highway shoulders will also provide space for vehicles to safely pull over, improving overall traffic flow and emergency response efficiency. Following completion, the crash rate in the area is expected to decrease substantially, benefiting motorists and improving long-term roadway safety.



JOHN BRANTLEY BLVD. EXTENSION PROJECT

Recipient	Raleigh Durham Airport Authority
Location	Wake County, NC: North Carolina
Project Type	Capital
Urban or Rural	Urban
BUILD Grant Funding	$24,666,750
Construction Start (estimate)	November 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will realign key sections of the roadway in front of two terminals at Raleigh-Durham International Airport and widen the roadway from two lanes to four lanes.

Project Benefits: The project provides significant benefits by improving roadway design to enhance vehicle mobility and reduce traffic congestion, resulting in time savings for drivers and passengers. It accommodates public transportation options while expanding roadways and optimizing intersections to facilitate smoother travel to and from the airport and the surrounding region. With a focus on multi-modal transportation, the initiative ensures a more seamless and connected travel experience for community members and anticipates future growth in transportation demand.

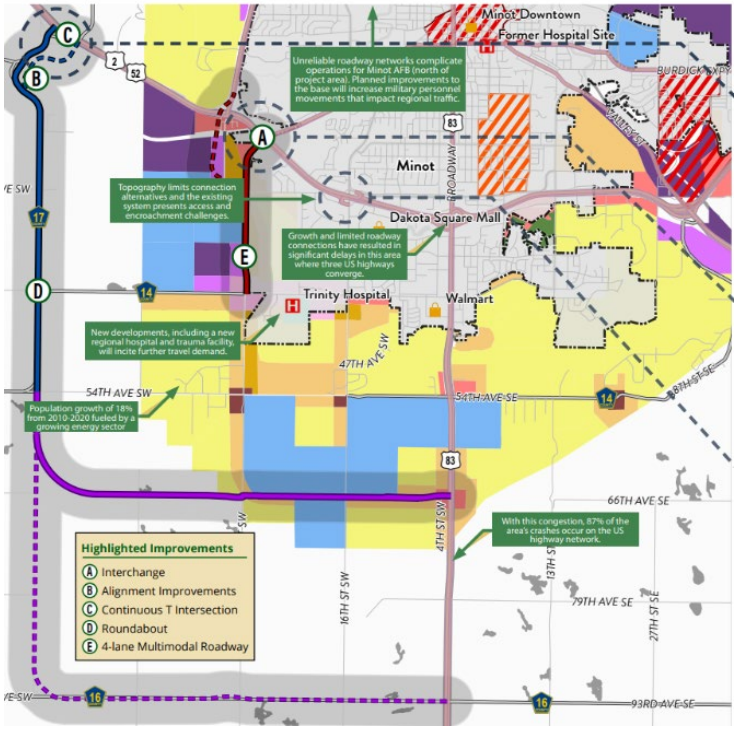
MINOT'S ACCESSIBLE, GROWTH-DRIVING INTERMODAL CONNECTOR (MAGIC)

Recipient	Ward County
Location	Ward County, ND: North Dakota
Project Type	Planning
Urban or Rural	Rural
BUILD Grant Funding	$4,050,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will conduct planning, environmental documentation, and preliminary design for three corridors and their connected intersections, including the Outer Connector from US Highway 2/52 to US Highway 83 along County Roads 14 and 16, and the Inner Connector from US Highway 2/52 to County Road 14 along 30th Street SW.

Project Benefits: The project offers significant benefits by improving transportation efficiency through the introduction of a limited access road, reducing stop-and-go traffic, and addressing gaps in the existing network. It enhances mobility and connectivity within the community by implementing carefully planned upgrades based on data and stakeholder input.



CLEVELAND NORTH COAST CONNECTOR MULTIMODAL HUB AREA STUDY

Recipient	City of Cleveland
Location	Cuyahoga County, OH: Ohio
Project Type	Planning
Urban or Rural	Urban
BUILD Grant Funding	$960,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will develop plans and designs for a modern, centralized transportation hub on Cleveland's downtown lakefront, featuring enhanced passenger amenities to support multimodal access. It will also assess potential efficiencies for intermodal freight movement through the site as part of the proposed Port Access Road, which will establish dedicated connectivity between the Port of Cleveland General Cargo Terminal and the regional Interstate System.

Project Benefits: The project offers benefits by enhancing safety and community connectivity. It aims to centralize transit, rail, and pedestrian transportation options, addressing existing challenges posed by disconnected facilities and infrastructure. By modernizing transportation hubs, the project improves travel accessibility and convenience, making it easier for users to navigate the area. It also promotes better system-wide connectivity through redesigned travel hubs and coordinated schedules between transit and rail, ultimately streamlining transportation for the benefit of the community.

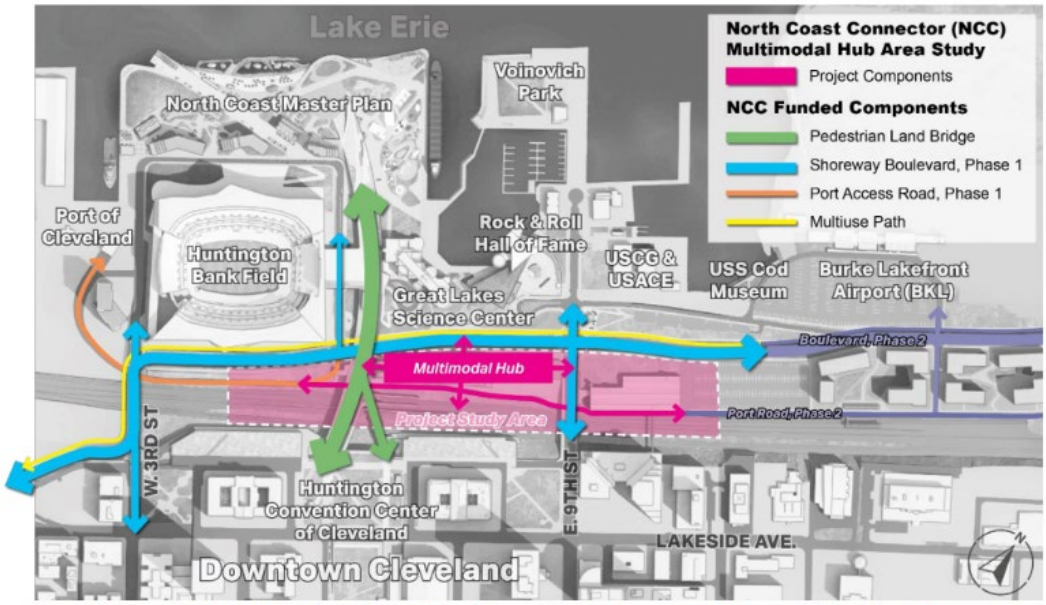


Figure 1 – The Multimodal Hub Area Study (Project) is a critical next step in the Cleveland North Coast Connector.

ALUM CREEK DRIVE (SR 317 TO GROVEPORT ROAD)

Recipient	Franklin County Engineer
Location	Franklin County, OH: Ohio
Project Type	Capital
Urban or Rural	Urban
BUILD Grant Funding	$25,000,000
Construction Start (estimate)	March 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will widen Alum Creek Drive to add a third through lane in each direction between State Route 317 (London-Groveport Road) and Groveport Road, spanning approximately 2.6 miles. The project will also include the construction of pedestrian facilities, including a concrete sidewalk and an asphalt shared-use path. Additionally, the two bridges over Big Walnut Creek will be replaced.

Project Benefits: The project will deliver significant benefits by enhancing safety and efficiency for road users. It is designed to reduce congestion, improve traffic flow, and decrease the likelihood of accidents via safety countermeasures. The project aims to accommodate future increased traffic volumes while supporting the safe and reliable movement of both freight and passenger vehicles.

Alum Creek Drive bridges over Big Walnut Creek

HOCHATOWN COMMUNITY ACCESS AND PEDESTRIAN SAFETY PROJECT

Recipient	Oklahoma Department of Transportation
Location	McCurtain County, OK: Oklahoma
Project Type	Capital
Urban or Rural	Rural
BUILD Grant Funding	$20,000,000
Construction Start (estimate)	January 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will reconstruct approximately 6.25 miles of US 259 in Hochatown, Oklahoma, within the boundaries of the Choctaw Nation. Improvements include widening the highway to two lanes in each direction with a center turn lane, installing approximately 1 mile of sidewalk, adding approximately 2 miles of street lighting, and constructing an approximately 1.8-mile shared-use trail for bicycles and pedestrians.

Project Benefits: The project is expected to enhance transportation safety significantly by incorporating measures to reduce collision risks including the construction of center turn lanes, which are projected to lower the annual number of collisions along the corridor. This initiative aims to create safer travel conditions for all road users in the project area.

REVITALIZATION OF BRISTOL PORT TERMINAL

Recipient	Redevelopment Authority of the County of Bucks
Location	Bucks County, PA: Pennsylvania
Project Type	Capital
Urban or Rural	Urban
BUILD Grant Funding	$25,000,000
Construction Start (estimate)	November 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will design and construct improvements to the Bristol Port Facility, including the construction of a new approximately 1,100-foot dock, modernization of offloading equipment, dredging of approximately 70,000 cubic yards of material, and integration of upgraded rail systems.

Project Benefits: The project offers significant safety and environmental benefits by reducing reliance on truck transportation and enhancing multimodal freight options, including barge and rail systems. These improvements are expected to alleviate roadway congestion, decrease accidents involving heavy vehicles, and protect vulnerable roadway users. Additionally, the project promotes ease of freight movement with the modernized equipment that are expected to reduced vessel dwell times.

US 78 WIDENING, PHASE 3A

Recipient	Dorchester County
Location	Dorchester County, SC: South Carolina
Project Type	Capital
Urban or Rural	Urban
BUILD Grant Funding	$24,666,750
Construction Start (estimate)	June 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will widen US 78 from west of Orangeburg Road to North Maple Street, expanding the roadway from two lanes to five lanes, with 12-foot-wide travel lanes and a 15-foot-wide center turn lane. The project includes the installation of approximately 3.39 miles of sidewalk, approximately 4.9 miles of bicycle lanes, and approximately 0.41 miles of multi-use path. Additional improvements involve upgrading intersections with dedicated turn lanes and concrete medians, replacing the Rumphs Hill Creek culvert, and adding curb and gutter along the corridor.

Project Benefits: The project is designed to deliver significant benefits to the community by improving traffic flow, expanding transportation options, and enhancing mobility and connectivity for travelers. The inclusion of widened roads and sidewalks aims to provide safer and more accessible transportation solutions, while also supporting better access to nearby bus transit systems and destinations. These enhancements will improve freight movement along the highway, strengthen connections to essential services and jobs, and make the roadway corridor more accessible for a variety of travelers.

Figure 1 | US 78 Widening Proposed Improvements

US 85 BELLE FOURCHE RIVER BRIDGE REPLACEMENT

Recipient	South Dakota Department of Transportation
Location	Butte County, SD: South Dakota
Project Type	Capital
Urban or Rural	Rural
BUILD Grant Funding	$22,009,000
Construction Start (estimate)	May 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will replace the Belle Fourche River Bridge on US 85 in Belle Fourche. The existing seven-span steel bridge will be replaced with a new structure that includes resurfacing the roadway, four vehicular lanes, and two six-foot-wide pedestrian paths. The project will also implement safety features such as guardrails, lighting, and erosion control measures to stabilize the riverbanks.

Project Benefits: The project is focused on significantly improving safety for travelers by addressing existing risks and enhancing overall conditions for both pedestrians and drivers. By aiming to reduce the likelihood of crashes, it seeks to create a safer and more accessible environment for all roadway users. Improved visibility and separation between pedestrians and traffic contribute to a safer traveling experience, helping to promote a sense of security and ease for those navigating the area.

MIDDLE TENNESSEE CONNECTIVITY & ECONOMIC ADVANCEMENT PROJECT

Recipient	City of Mt. Juliet
Location	Wilson County, TN: Tennessee
Project Type	Capital
Urban or Rural	Urban
BUILD Grant Funding	$24,666,750
Construction Start (estimate)	April 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will complete the engineering design, right-of-way acquisition, and construction of a new interchange at SR-265/Central Pike and I-40, located between Exit 221 (at SR-45) and Exit 226 (at SR-171). The project involves removing the existing overpass, constructing two new bridges with pedestrian and bicycle facilities, building on- and off-ramps, realigning connecting roads—including SR-265—and adding signing, striping, and two traffic signals.

Project Benefits: The project offers significant benefits to the community and transportation network. It is projected to reduce traffic congestion and lower crash rates. It also improves system-wide connectivity, including better freight access to regional warehouses and distribution centers. Additionally, the project incorporates features that protect vulnerable road users including pedestrians, cyclists, and wheelchair users, and enhances accessibility and ease of travel for all users.

Figure 5. Project Layout

WINOOSKI RIVER BRIDGE REPLACEMENT PROJECT

Recipient	Vermont Agency of Transportation
Location	Chittenden County, VT: Vermont
Project Type	Capital
Urban or Rural	Rural
BUILD Grant Funding	$22,713,315
Construction Start (estimate)	October 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will replace and upgrade the Winooski River Bridge widening travel lanes, incorporating separated shared-use paths, and will use durable materials.

Project Benefits: The project will improve access and connectivity for motorists, pedestrians, and cyclists, as well as freight movement to key facilities. It aims to enhance mobility between Burlington and Winooski, connecting residents to jobs, recreational areas, community events, and other daily destinations.

SNOHOMISH COUNTY EVERETT INTERMODAL YARD AND CURVE IMPROVEMENTS

Recipient	Snohomish County
Location	Snohomish County, WA: Washington
Project Type	Planning
Urban or Rural	Urban
BUILD Grant Funding	$2,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan and develop the preliminary design for upgrades to the Snohomish County Everett Intermodal Yard and surrounding rail infrastructure within the BNSF Northwest Division's Bellingham Subdivision (Milepost 9.3 to Milepost 10.9). Planned improvements include constructing approximately 13,000 feet of new mainline track and a 4,300-foot siding west of the existing Rogers mainline, reconfiguring the former mainline into yard storage tracks, and relocating the Rogers mainline westward to improve curve geometry and operational efficiency.

Project Benefits: The project increases the capacity of the Snohomish County Everett Intermodal Yard, enabling more efficient intermodal and multimodal freight movement. This will help reduce congestion on truck routes by shifting freight to rail, allowing the facility to handle more containers that currently rely on trucks for transportation.

Figure 1: View of Existing 9-degree Curve at Delta Junction

PURPLELINE TRANSIT ENHANCEMENTS FOR MOBILITY AND ACCESSIBILITY

Recipient	Milwaukee County
Location	Milwaukee County, WI: Wisconsin
Project Type	Capital
Urban or Rural	Urban
BUILD Grant Funding	$21,013,750
Construction Start (estimate)	March 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will enhance select bus stops along the PurpleLine corridor by installing new shelters with miscellaneous furnishings, ADA-compliant concrete boarding pads, and advanced treatments at select stops, such as bus platforms, islands, and bulbs. Signalized intersections along the route will be equipped with Transit Signal Priority (TSP) technology, including new TSP transponders for buses. All improvements will be implemented within the existing right-of-way, primarily along the Layton Boulevard and 27th Street corridors.

Project Benefits: This project provides numerous benefits by improving safety, mobility, and access to economic opportunities for pedestrians, transit riders, and the wider community. The project will expand access to jobs, education, healthcare, grocery stores and other essential services by improving service and ride experience on the PurpleLine corridor.

STATEWIDE TRUCK PARKING PROJECT

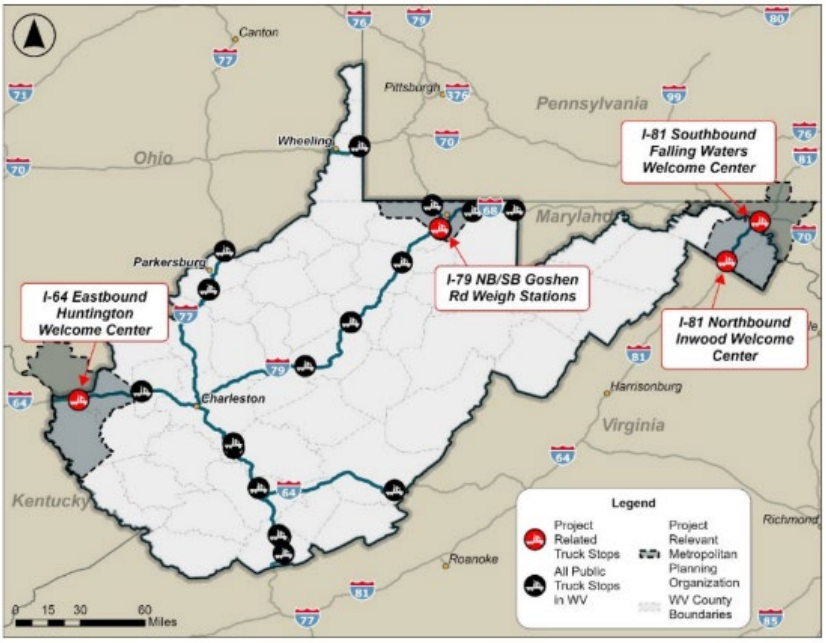
Recipient	West Virginia Department of Transportation
Location	Cabell, Monongalia, and Berkeley Counties, WV: West Virginia
Project Type	Capital
Urban or Rural	Rural
BUILD Grant Funding	$24,837,048
Construction Start (estimate)	December 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will construct truck parking capacity expansion improvements at three existing West Virginia Division of Highways (WVDOH) facilities along I-81, I-64, and I-79.

Project Benefits: The project aims to enhance roadway safety for truck drivers, as well as motorized and non-motorized users, by expanding designated truck parking. Additional truck parking spaces will reduce the number of drowsy truck drivers on the roads. Drowsy driving is extremely dangerous and can lead to increased crash rates and fatalities. By providing adequate and secure parking facilities, the project seeks to address the challenges posed by insufficient truck parking, thereby reducing crash incidents involving parked commercial motor vehicles.

Figure 1 – Project Map



RECONSTRUCTION OF ORCHARD BENCH ROAD FOR SAFETY

Recipient	Big Horn County
Location	Big Horn County, WY: Wyoming
Project Type	Capital
Urban or Rural	Rural
BUILD Grant Funding	$4,074,642
Construction Start (estimate)	October 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will upgrade, rehabilitate, and repair approximately 6.75 miles of Orchard Bench Road. Improvements will include asphalt milling, extensive shoulder widening, asphalt overlay with leveling, culvert replacement with concrete head structures, removal of an existing bridge and installation of a multi-cell box culvert, revegetation of disturbed areas, minor fencing, and temporary and permanent traffic control.

Project Benefits: The roadway improvements will reduce fatal and injury crashes as well as run-off-road incidents. By addressing the roadway's design and hazards, the project will provide a safer and more reliable transportation corridor for all users –from tractor-trailers to school buses and mail carries.

Figure 1 Antelope Creek Bridge

BEARTOOTH HIGHWAY SEGMENT 4 ENGINEERING AND DESIGN

Recipient	Wyoming Department of Transportation
Location	Park County, WY: Wyoming
Project Type	Planning
Urban or Rural	Rural
BUILD Grant Funding	$10,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will finalize engineering and design for approximately 12.5 miles of roadway between Mileposts 30.6 and 43.1. The work will address challenging alignment, steep grades, and 13 switchbacks to enhance functionality and durability. Improvements will include drainage system upgrades, shoulder widening, and structural enhancements, utilizing advanced techniques tailored for alpine terrain.

Project Benefits: The project will provide safer, more efficient, and sustainable infrastructure that supports the area's increasing multimodal needs and conserves its unique environmental and recreational characteristics. The project will extend the lifespan of this route, drastically reduce maintenance demands, and accommodate diverse traffic, including buses, motorcycles, recreational vehicles, and bicycles. Furthermore, the addition of pullouts will enhance the visitor experience, allowing travelers to engage with the region's ecological, geological, and cultural significance.

Figure 2. Beartooth Highway Segments