

FY 2019 INFRA Proposed Project Selections

Large Projects

I-10 Congestion Relief: Mobile River Bridge and Bayway

Alabama Department of Transportation

Mobile, Alabama

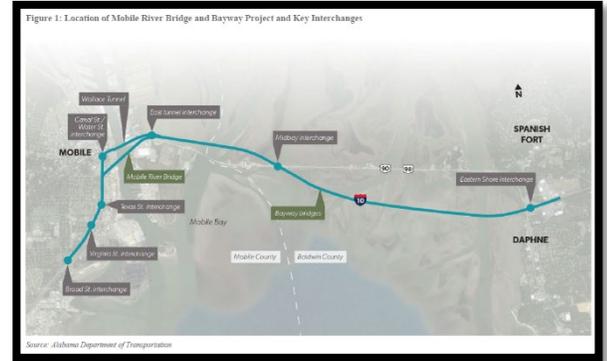
Proposed Award: \$125,000,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$2,292,060,227

Estimated Minimum Non-Federal Funding: \$1,385,374,038

Urban-Rural Designation: Urban



Project Description

The Alabama Department of Transportation will be awarded \$125 million to construct a new six-lane cable-stayed bridge with more than 215 feet of vertical clearance to carry I-10 across the Mobile River channel. The project also includes replacing the existing I-10 Bayway Bridges, reconstructing multiple interchanges along I-10, and installation of ITS and tolling systems.

Project Benefits

The project supports economic vitality by reducing travel times and congestion on Interstate 10. The project will increase capacity, alleviate congestion, reduce crashes, provide a direct interstate route for hazardous material transport, minimize adverse impacts to the maritime industries, and improve resiliency to storm surges. The project will be delivered through a public-private partnership, incorporating innovative technology and relying on innovative financing. The project's non-Federal leverage was in the second highest quintile of large project applications.



I-17: Flexible Demand

Arizona Department of Transportation
 Maricopa & Yavapai Counties, Arizona

Proposed Award: \$90,000,000
 Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0
 Estimated Future Eligible Project Costs: \$192,300,000
 Estimated Minimum Non-Federal Funding: \$96,800,000
 Urban-Rural Designation: Rural

Project Description

The Arizona Department of Transportation (ADOT) will be awarded \$90 million to add capacity on a rural, mountainous stretch of I-17 north of Phoenix. The project includes the construction of two new flexible (flex) lanes between Black Canyon City (MP 244) and Sunset Point (MP 252), as well as the construction of an additional southbound through lane between Table Mesa Road (MP 237) and the Black Canyon City interchange (MP 244).

Project Benefits

The project supports economic vitality and generates regional economic, mobility, and safety benefits through travel time savings, accident reductions and operating and emissions costs savings. The project contributes to the goals of safety, environmental sustainability and congestion relief through the reduction in congestion and delays due to the added lanes. The addition of flexible lanes to optimize traffic flow requires the use of innovative transportation technology, and innovative project delivery approaches will be used to manage delays during construction. The project's non-Federal leverage was in the third quintile of large project applications. As an accountability measure, the sponsor has agreed to forfeit or return up to 10% of this award if the project does not meet specific construction start and completion dates.

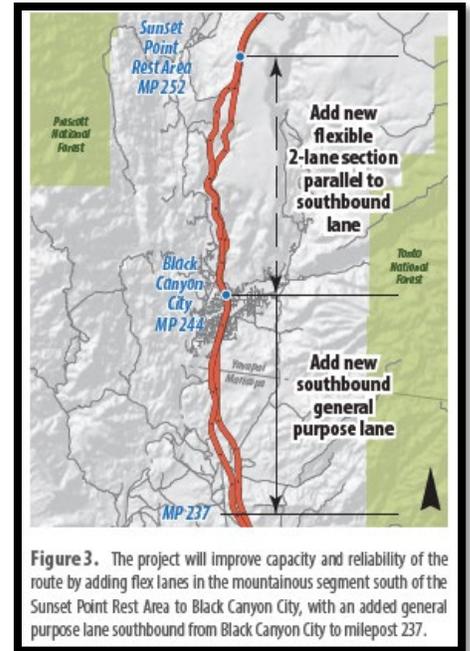


Figure 3. The project will improve capacity and reliability of the route by adding flex lanes in the mountainous segment south of the Sunset Point Rest Area to Black Canyon City, with an added general purpose lane southbound from Black Canyon City to milepost 237.

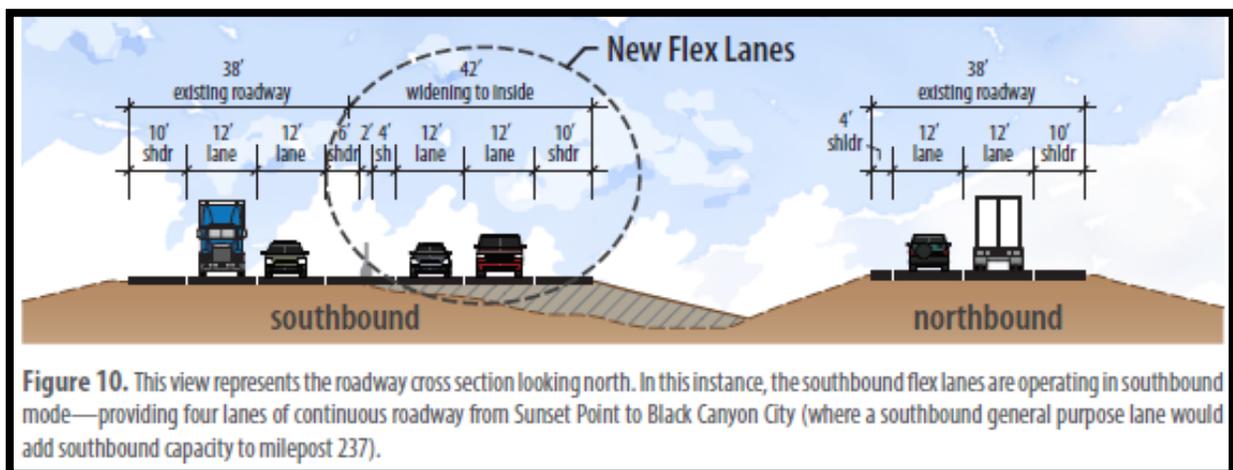


Figure 10. This view represents the roadway cross section looking north. In this instance, the southbound flex lanes are operating in southbound mode—providing four lanes of continuous roadway from Sunset Point to Black Canyon City (where a southbound general purpose lane would add southbound capacity to milepost 237).

I-15/French Valley Parkway Improvements Phase 2

City of Temecula, CA

Temecula, California

Proposed Award: \$50,000,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$110,131,181

Estimated Minimum Non-Federal Funding: \$58,528,821

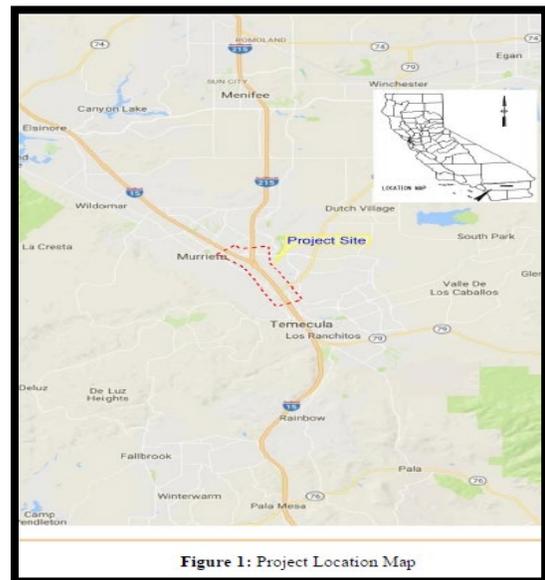
Urban-Rural Designation: Urban

Project Description

The City of Temecula will be awarded \$50 million to construct a two-lane northbound collector/distributor system along I-15 from the Winchester Road/I-15 interchange to the I-15/I-215 junction. The collector-distributor system will be barrier-separated from the mainline highway and is approximately 3.3 miles long. The project represents Phase II of a larger three-phase project to increase capacity on I-15.

Project Benefits

The project will generate regional economic, mobility, and safety benefits via travel time savings, safety, and emissions savings. The project contributes to the overall goals of safety and congestion reduction by eliminating weaving from northbound drivers attempting to merge between the Winchester Road interchange and the I-215 junction. The project's non-Federal leverage was in the third quintile of large project applications.



Cape Canaveral Spaceport Indian River Bridge Replacement & Space Commerce Way Connector

Space Florida

Brevard County, Florida

Proposed Award: \$90,000,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$165,000,000

Estimated Minimum Non-Federal Funding: \$42,000,000

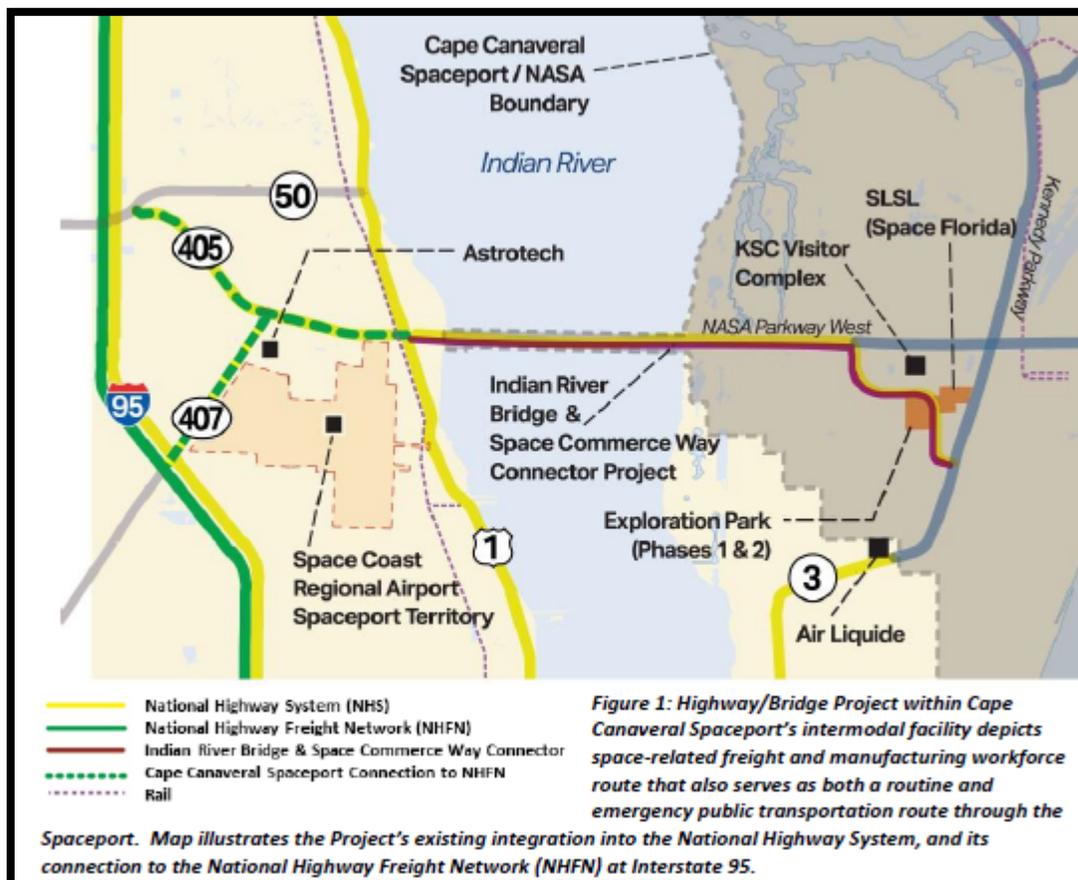
Urban-Rural Designation: Rural

Project Description

Space Florida will be awarded \$90 million to replace the Cape Canaveral Spaceport Indian River Bridge with new twin high-level bridges, widen approximately 2.7 miles of Space Commerce Way, and rehabilitate approximately 3.7 miles of NASA Parkway West.

Project Benefits

The project supports economic vitality by widening Space Commerce Way, which will allow transportation of oversized vehicles to launch sites and provide access to daily visitors accessing the Kennedy Space Center Visitor Complex. The project supports innovation by deploying fiber optic cable, dynamic messaging, CCTV cameras, microwave vehicle detection, Bluetooth travel time sensor, bridge security systems, and load monitoring systems. Although the project's non-Federal leverage was in the fifth quintile of large project applications, the sponsor has identified revenue sources for long term maintenance, including user fees, parking fee assessments, and revenue share of income from events.



Howard Street Tunnel Project

Maryland Department of Transportation
Baltimore, Maryland

Proposed Award: \$125,000,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$40,000,000

Estimated Future Eligible Project Costs: \$441,000,000

Estimated Minimum Non-Federal Funding: \$213,000,000

Urban-Rural Designation: Urban



Project Description

The Maryland Department of Transportation will be awarded \$125 million to raise the vertical clearance of the Howard Street Tunnel to allow CSX to operate double-stack trains throughout its primary intermodal network. The project will rebuild CSX's Howard Street Tunnel, raise clearances at approximately 22 existing grade-separated crossings, and relocate the Camden Street Storm Sewer Line Project under the Howard Street Tunnel.



Project Benefits

The project supports economic vitality by enabling rail operating efficiencies, reducing costs for container shipments from growth at the Port of Baltimore, and reducing negative impacts from truck travel due to mode shifts to rail. The project supports innovation through use of drones for surveying activities to support project delivery, and will receive substantial co-investment from the private sector. The project's non-Federal leverage was in the third quintile of large projects, and the project will be maintained by the operating railroad.



Madawaska International Bridge Replacement Project

Maine Department of Transportation

Madawaska, Maine

Proposed Award: \$36,000,000

Portion of Proposed Award Subject to 23 U.S.C.

117(d)(2): \$0

Estimated Future Eligible Project Costs: \$71,500,000

Estimated Minimum Non-Federal Funding:

\$35,500,000

Urban-Rural Designation: Rural

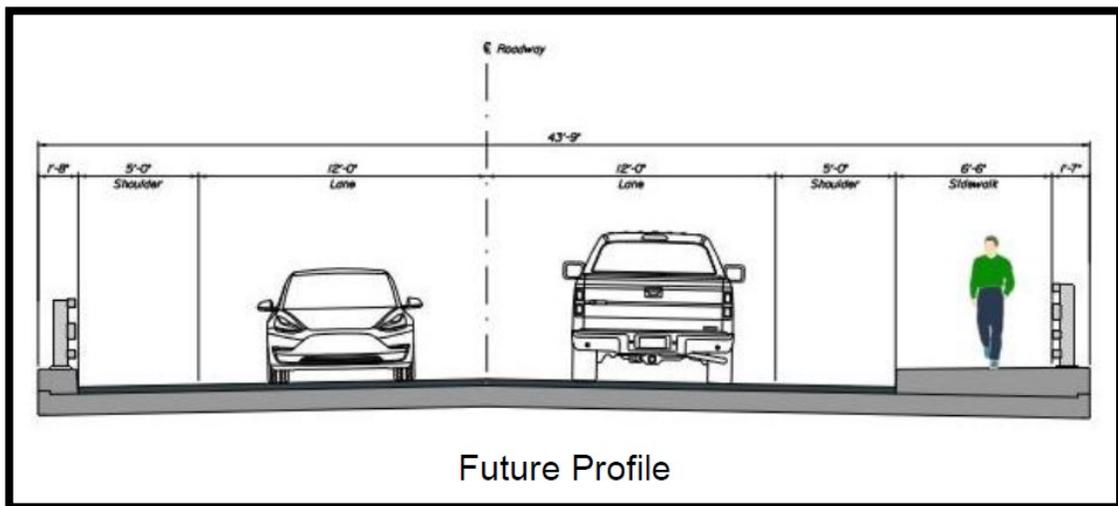
Project Description

Maine DOT will be awarded \$36 million in grant funding to replace the Madawaska International Bridge, a US-Canada border crossing bridge over the Saint John River that connects the towns of Madawaska, Maine, and Edmundston, New Brunswick. The new bridge will have wider travel lanes, shoulders, and a wider sidewalk. It will also have increased load capacity, a redundant structural system, and modern guardrails.



Project Benefits

The project supports national economic vitality by facilitating the movement of goods and people in a rural area of the U.S., ensuring they have access to jobs and commerce in neighboring area of Canada. Replacing the obsolete century old bridge with a more structurally sound and modern crossing will generate safety benefits for motorists, pedestrians, and bicyclists alike. The project will incorporate innovative technology such as dynamic signage to manage congestion and queuing at the Ports of entry. The project's non-federal leverage was in the third quintile of large project applications.



I-70 Rocheport Bridge & Mineola Climbing Lanes Project

Missouri Department of Transportation
Montgomery, Boone & Cooper Counties, Missouri

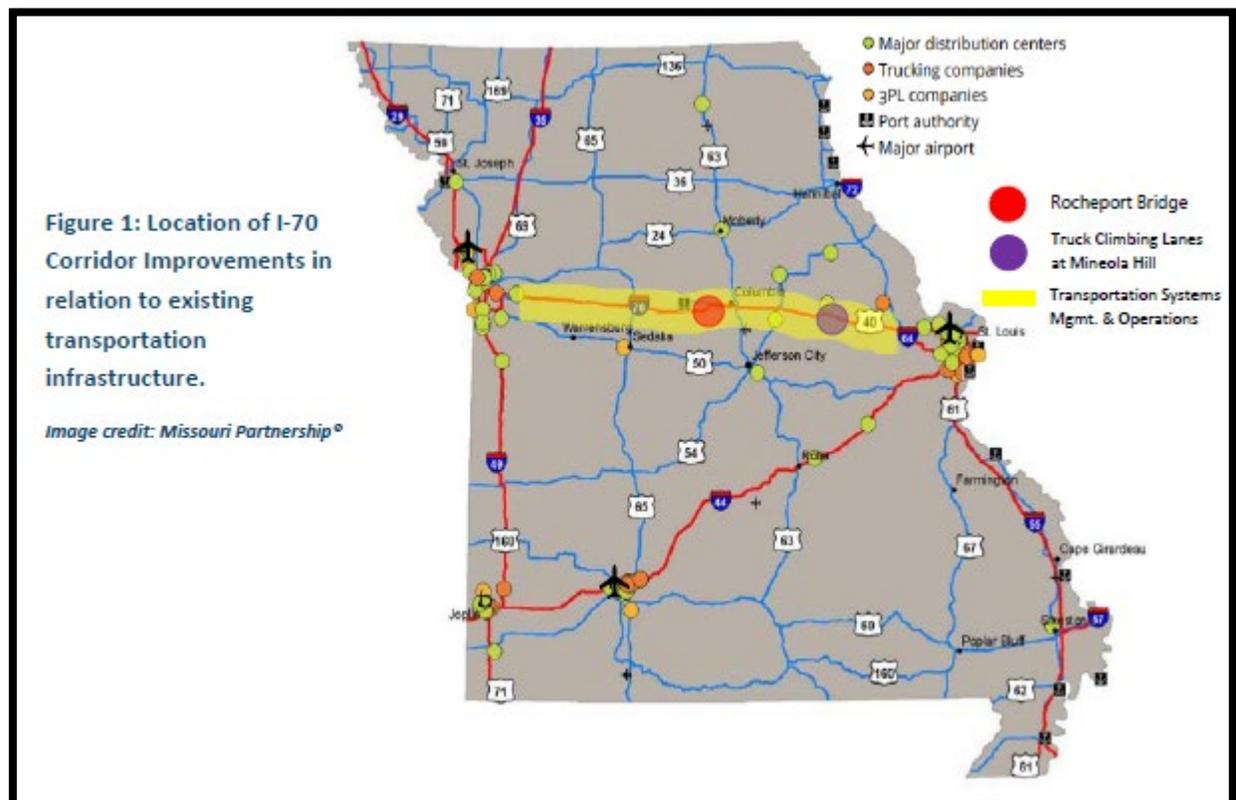
Proposed Award: \$81,200,000
Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0
Estimated Future Eligible Project Costs: \$255,801,380
Estimated Minimum Non-Federal Funding: \$168,112,380
Urban-Rural Designation: Rural

Project Description

Missouri DOT will be awarded \$81.2 million in INFRA funds to complete two critical upgrades along I-70. The project includes replacing the Rocheport Bridge over the Missouri River (a 60-year old fracture critical facility nearing the end of its service life), and constructing 1.2 miles of east-and west-bound truck climbing lanes near Mineola Hill to improve traffic flow.

Project Benefits

The project supports national economic vitality by maintaining and improving a vital freight corridor carrying interstate traffic. The Rocheport bridge carries more than 12.5 million vehicles per year, including 3.6 million trucks. Replacing the aging facility will avoid hours of possible future detours for freight and passengers traveling across Missouri. The Mineola Hill climbing lanes will generate safety and mobility benefits for both cars and trucks traveling at different speeds along that segment of I-70. The project incorporates innovative project delivery methodology, with the sponsor adopting multiple “Every Day Counts” initiatives into the project. The project’s non-Federal leverage was in the second quintile of large project applications.



SR 76 Freight and Capacity Improvements

Mississippi Department of Transportation

Itawamba County, Mississippi

Proposed Award: \$52,400,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$96,000,000

Estimated Minimum Non-Federal Funding: \$20,240,000

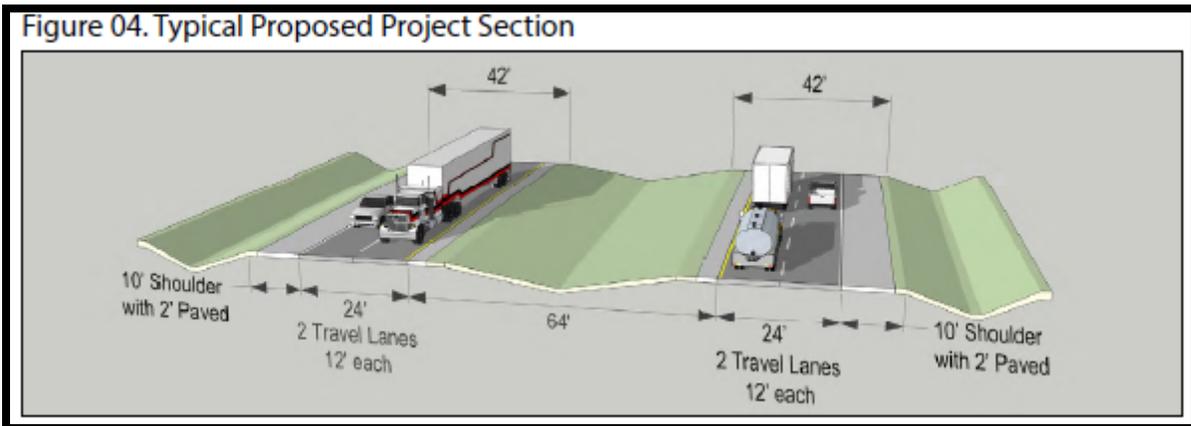
Urban-Rural Designation: Rural

Project Description

The Mississippi Department of Transportation will be awarded \$52.4 million to build a new 8.3-mile segment of a four-lane divided arterial, which will complete the ADHS (Appalachian Development Highway System) in Mississippi. The project will extend SR 76 from its current terminus at SR 23 west to SR 25.

Project Benefits

The project supports economic vitality by providing a new, faster route for freight and passengers traveling through Itawamba county. As an important freight corridor, traffic on the new SR 76 is anticipated to be almost one-third trucks. The project will incorporate innovative project delivery approaches from the Every Day Counts Initiative, including safety features, such as safety edge and rumble strips, from the Reducing Rural Roadway Departures Initiative. The project's non-Federal leverage was in the fifth quintile of large project applications, but the sponsor has estimated life-cycle costs for the project and will ensure the project is maintained according the requirements of MDOT's Transportation Asset Management Plan.



US 97 Bend North Corridor Improvement Project (US 97 and US 20 Components)

Oregon Department of Transportation

Bend, Oregon

Proposed Award: \$60,400,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

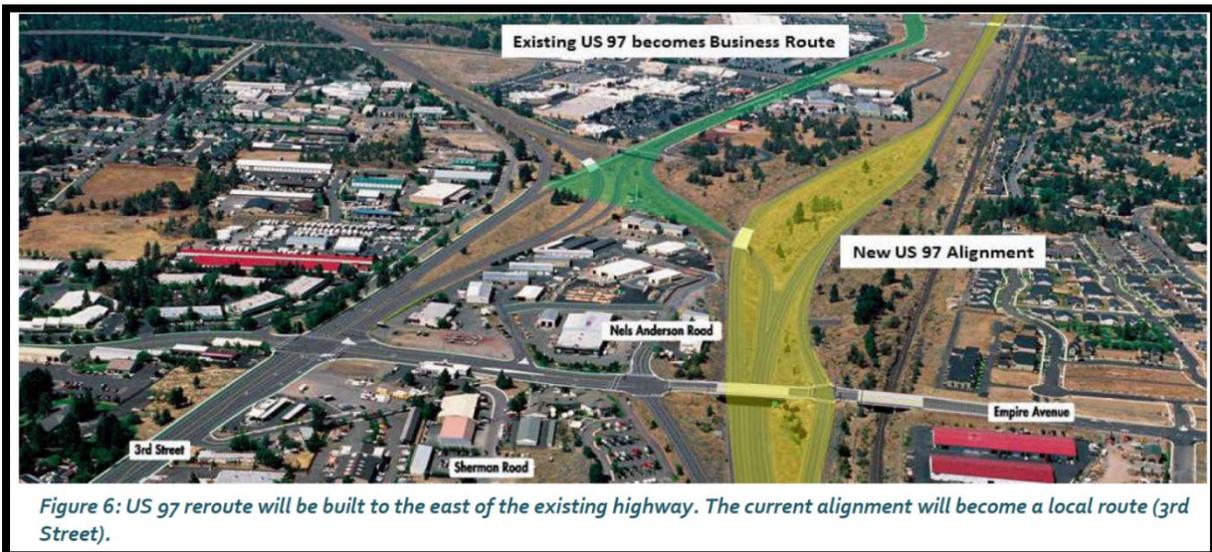
Estimated Future Eligible Project Costs: \$133,400,000

Estimated Minimum Non-Federal Funding: \$73,000,000

Urban-Rural Designation: Rural

Project Description

The Oregon Department of Transportation will be awarded \$60.4 million to make a series of improvements to roadways on the north side of Bend, Oregon. The project includes realigning US 97 east of its current location, constructing a new roundabout intersection between US 20 and Cooley Road, and improving and grade-separating Cooley Road from US 97 and the BNSF railway. Together, the project will help complete the final segment of the Bend Parkway.



Project Benefits

The project supports economic vitality by generating time savings for users traveling north and south through Bend. The applicant estimates that US 97 carries more than \$54 million in freight value per day, as well as serving as an alternative relief route to Interstate 5. The reconstructed Cooley Road will generate mobility and safety benefits as it reconnects multiple local routes with a roundabout and grade-separated crossing. The project will incorporate innovative technology as such as active traffic management and intelligent transportation technologies. The project's non-Federal leverage was in the third quintile of large project applications.

Transforming the Providence I-95 Northbound Viaduct

Rhode Island Department of Transportation

Providence, Rhode Island

Proposed Award: \$60,355,000

Portion of Proposed Award Subject to 23 U.S.C.

117(d)(2): \$0

Estimated Future Eligible Project Costs: \$250,000,000

Estimated Minimum Non-Federal Funding: \$52,292,000

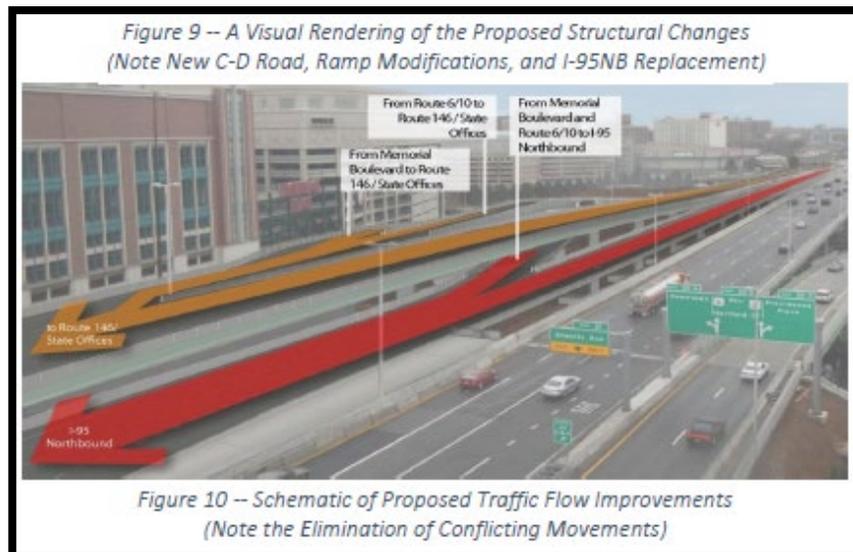
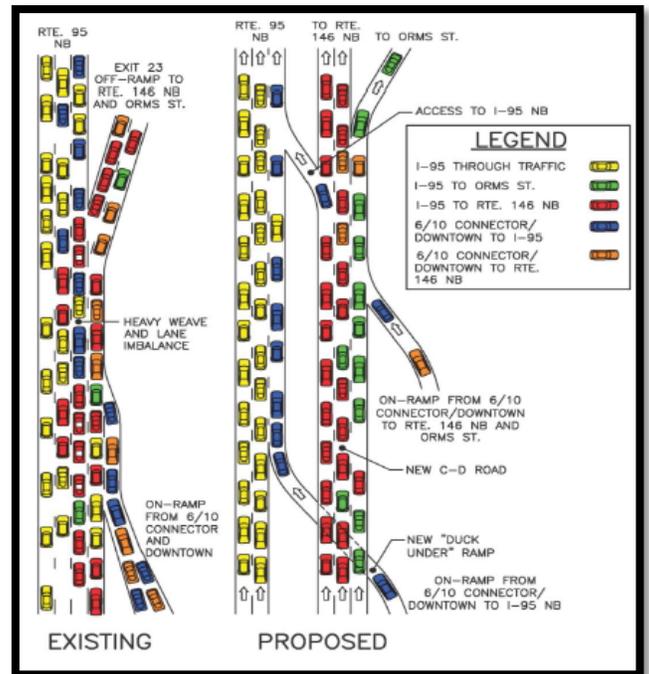
Urban-Rural Designation: Urban

Project Description

The Rhode Island Department of Transportation will be awarded \$60.355 million in INFRA funding to rebuild the Providence Interstate 95 Northbound Viaduct. The project consists of reconstructing the viaduct carrying northbound Interstate 95 through Providence, including reconstructing six bridges within the Route 6/10 and I-95 interchange. The project also includes building a new collector-distributor road east of the existing viaduct and reconfiguring existing ramps, improving the underside of the viaduct to enhance pedestrian connections, and the installation of ITS technology.

Project Benefits

The project supports national economic vitality by addressing a major bottleneck on the I-95 corridor which currently contributes to considerable congestion. The addition of collector-distributor lanes and realigned ramps will reduce conflicts and improve traffic flow, producing mobility and safety benefits. The project addresses innovation through the incorporation of technology to support real time traveler information systems, and supporting the future implementation of tolling on the corridor. The project's non-Federal leverage was in the fifth quintile of large project applications, but the sponsor is pursuing innovative financing options to maximize future revenues from the corridor.



Small Projects

Tuscaloosa Revitalization of Access Network Systems

City of Tuscaloosa Alabama

City of Tuscaloosa, Alabama

Proposed Award: \$6,870,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$11,450,000

Estimated Minimum Non-Federal Funding: \$4,580,000

Urban-Rural Designation: Rural

Project Description

The City of Tuscaloosa, Alabama will be awarded \$6.87 million to replace the University Boulevard/US82 Overpass Bridge with a new structure that is longer and wider.

Project Benefits

Upgrading transportation facilities and modes will increase access to jobs and health care for the community and increase access to local retail developments. This project will provide for the better movement of goods and people furthering economic vitality throughout the region. The project will lead to more efficient traffic flow on one of Tuscaloosa's busiest roadways, as well as allowing larger freight vehicles to utilize the University Bridge route. This project will also demonstrate reductions in emissions of automobiles and trucks, decrease the number of crashes and improve safety, and employ innovation through advanced ITS system during and after construction. The project's non-Federal leverage was in the fourth quintile of small project applications.



Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement

Southeast Arkansas Economic Development District

Southeastern Arkansas

Proposed Award: \$10,516,259

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$10,516,259

Estimated Future Eligible Project Costs: \$27,726,599

Estimated Minimum Non-Federal Funding: \$17,210,340

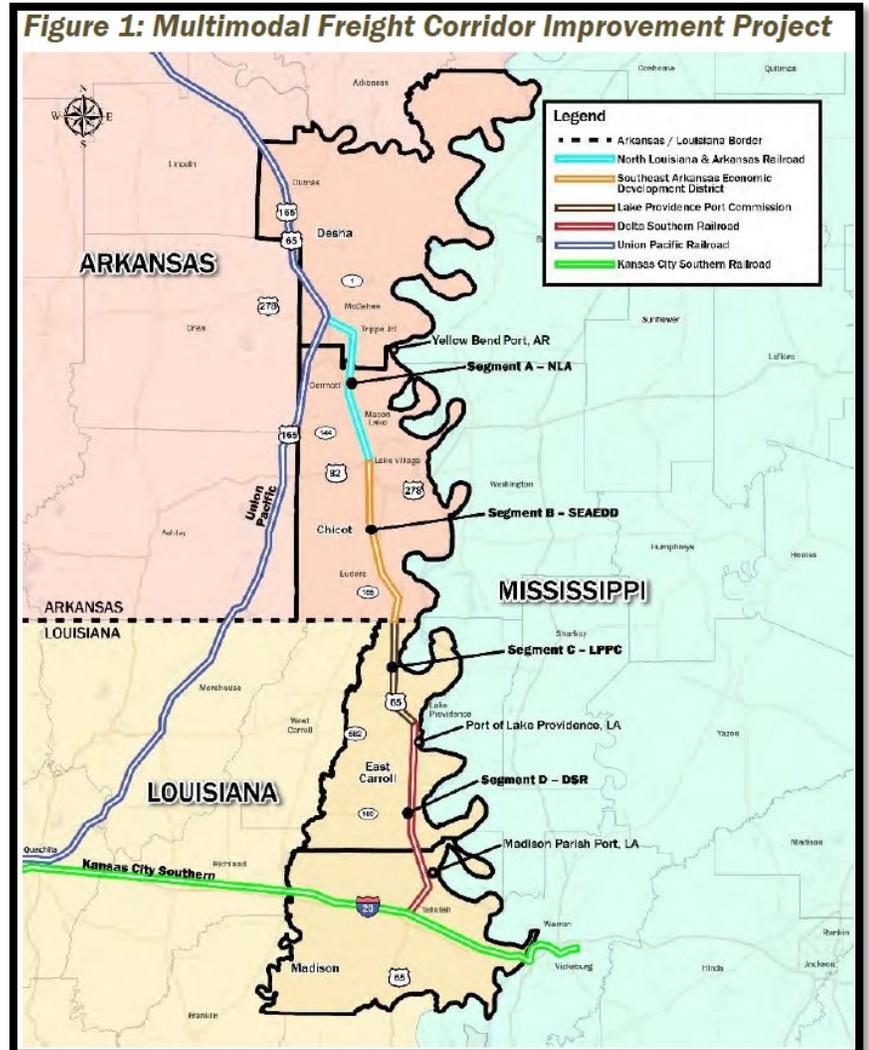
Urban-Rural Designation: Rural

Project Description

The Southeast Arkansas Economic Development District (SEAEDD) and its partners will be awarded \$10.5 million to rehabilitate a 91.3-mile continuous short line railroad corridor between McGehee, AR and Tallulah, LA. The proposed project would include upgrading 91 miles of track to Class 2 capacity, seven bridge upgrades, and extend shortline rail access to Port of Lake Providence and Madison Parish Port in Louisiana.

Project Benefits

The project supports economic vitality by restoring this route to Class 2 standards, which will allow rail to travel up to 25 mph, and handle modern, full-size, 286k lbs. rail car loads. This will enhance the productivity of the line, and provide better, more efficient service for the current shippers, as well as making the line a more attractive option for other shippers in the region. The project is expected to pursue innovative approaches to expedited project delivery. The project's non-Federal leverage was in the second quintile of small project applications.



Passing in the Plains: Improving Safety and Freight Efficiency Along Southeastern Colorado’s Ports-to-Plains Corridor

Colorado Department of Transportation
Southeastern Colorado

Proposed Award: \$8,297,000
Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0
Estimated Future Eligible Project Costs: \$24,800,000
Estimated Minimum Non-Federal Funding: \$11,100,000
Urban-Rural Designation: Rural

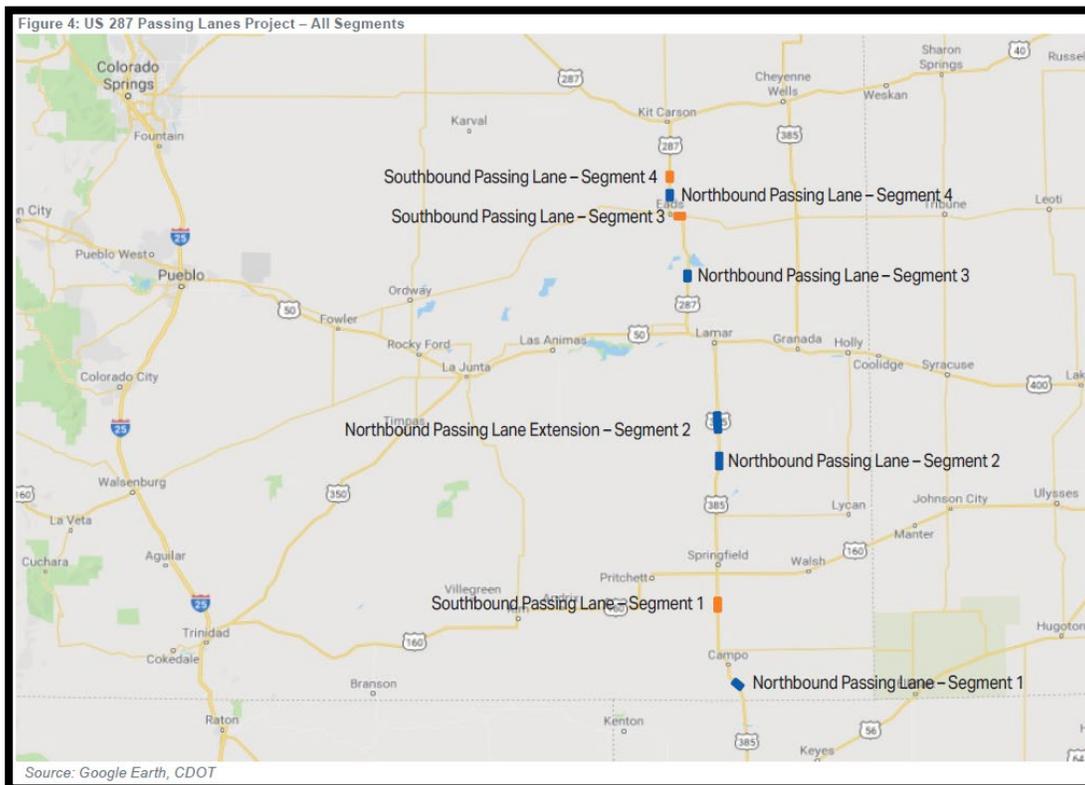


Project Description

The Colorado DOT will be awarded \$8.297 million to add approximately 12 miles of passing lanes (both north and south bound) along a 122-mile segment of US 287 in rural southeastern Colorado. Improvements to this part of the roadway link is divided into 4 segments, with each segment adding about 2 to 4 miles of passing lanes that can be northbound, southbound, or both.

Project Benefits

This project will generate regional mobility and safety benefits from avoided vehicle crashes, travel time savings, as well as truck operating cost savings. The project generates economic vitality benefits on an important inter-regional, intra-state, inter-state, and freight corridor by constructing safe passing lanes for slower-moving vehicles, which reduces truck queuing along the corridor, improves travel efficiency, and reduces crashes and fatalities. This project’s non-Federal leverage was in the second quintile of small project applications.



PortMiami Bulkhead Rehabilitation and Capacity Expansion Project

Miami-Dade County
Miami-Dade, Florida

Proposed Award: \$8,046,741

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$8,046,741

Estimated Future Eligible Project Costs: \$19,545,295

Estimated Minimum Non-Federal Funding: \$10,163,554

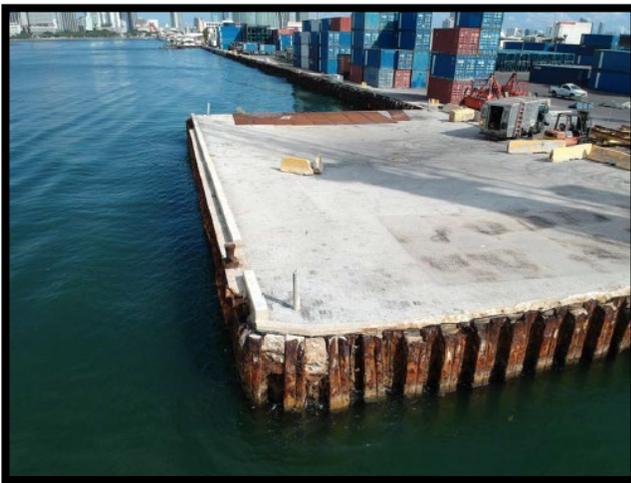
Urban-Rural Designation: Urban

Project Description

PortMiami will be awarded \$8,046,741 to rehabilitate and create new capacity on the Seaboard Bulkhead Bays 148 – 177, located along the south side of Dodge Island in the center of the Seaboard Marine Terminal. The project will rebuild the bays and create new capacity for berthing. This bulkhead is at the end of its useful life, creating hazardous conditions and reducing the overall space used at the Port for berthing. The project will rebuild the bulkhead and remove and level out Ro/Ro ramps that are obsolete.

Project Benefits

This project supports economic vitality by leveling out the berth to increase cargo movement efficiency. In addition to the renovation, the removal of the obsolete ramps will increase contiguous berth space increasing capacity for larger vessels and berthing up to two more vessels simultaneously. This project's non-Federal leverage was the top quintile of small project applications.



Akers Mill Ramp Phase II

Cobb County

Cobb County, Georgia

Proposed Award: \$5,000,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$18,013,331

Estimated Minimum Non-Federal Funding: \$6,923,788

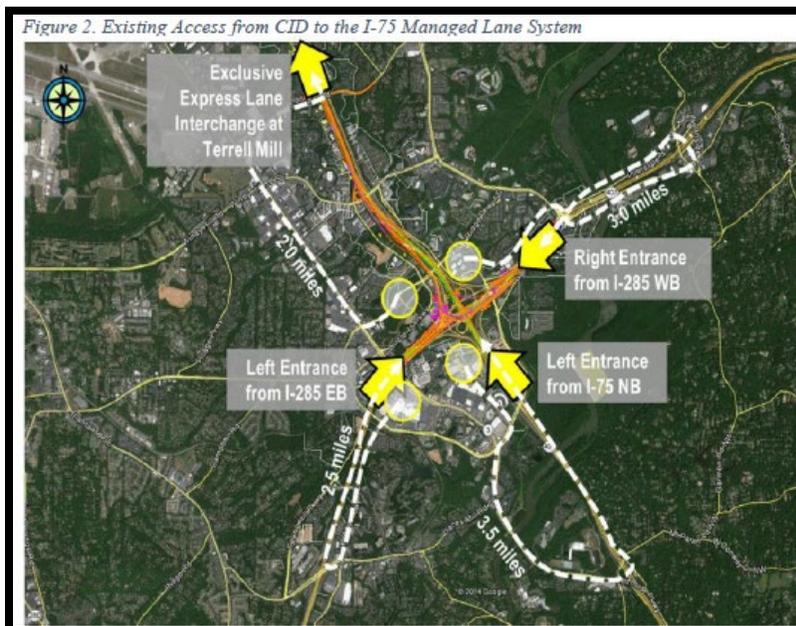
Urban-Rural Designation: Urban

Project Description

Cobb County, GA will be awarded \$5 million for the construction of a 24-foot-wide reversible ramp providing direct access from Akers Mill Road to the I-75 Managed Lanes system to reduce congestion and accommodate a major economic center in the greater Atlanta metropolitan area. Currently, the interchange provides access to and from the HOV lanes to the south on I-75 only. The ramp will allow motorists better access to the Cumberland Community Investment District in Cobb County, GA, on the outskirts of Atlanta.

Project Benefits

This project generates regional mobility and travel time savings by allowing motorists to bypass local road networks impacted by traffic congestion. The project supports economic vitality by facilitating more efficient movement of goods and people through a critical arterial, in addition to providing operational cost savings and safety benefits. The project demonstrates innovation with a P3 that was created for project delivery and providing an area access to a managed lane system, which generates revenue through



tolling. This project's non-Federal leverage was in the fourth quintile of small project applications. Lifecycle benefits/costs are identified in the BCA, and dynamic pricing revenue will pay for the Northwest Corridor Express Lanes' capital costs and pricing operation, maintenance, renewal and replacement costs.

Irishtown Bend M-90 Corridor Bank Stabilization

Northeast Ohio Areawide Coordinating Agency
Cleveland, Ohio

Proposed Award: \$9,020,000

Portion of Proposed Award Subject to 23 U.S.C.

117(d)(2): \$9,020,000

Estimated Future Eligible Project Costs: \$31,875,430

Estimated Minimum Non-Federal Funding:

\$16,256,470

Urban-Rural Designation: Urban

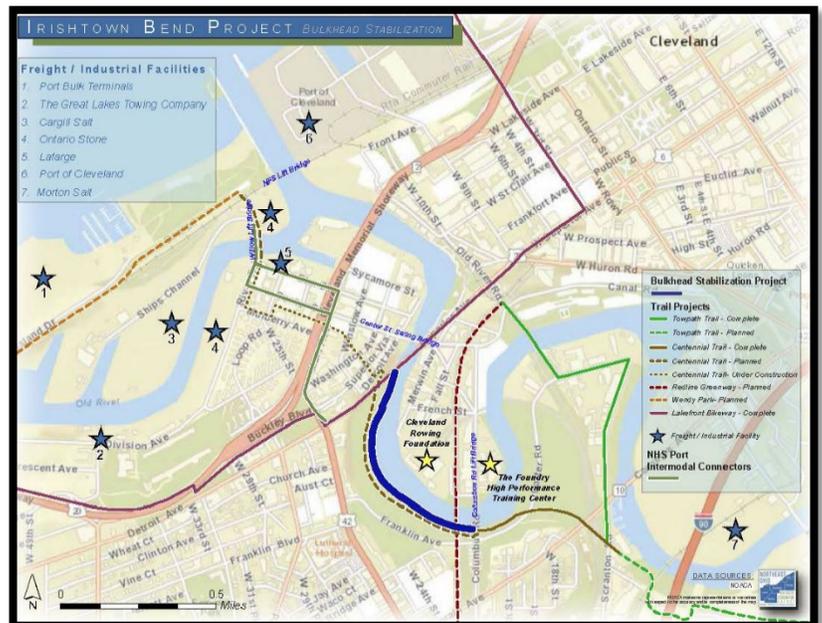


Project Description

The Northeast Ohio Areawide Coordinating Agency (NOACA) will be awarded \$9.02 million to rehabilitate aged and failing riverbank infrastructure along the Cuyahoga River. The project includes the installation of approximately 2,600 linear feet of sheet steel bulkheads along the shoreline of the Cuyahoga Ship channel. This stretch of deteriorating shoreline, which is referred to as the Irishtown Bend, is at risk for failure due to the existence of aged and damaged bulkheads. The hillside located along the Irishtown Bend has been rendered unsafe and unusable and inclinometer readings taken between 1995 and 2013 show that the hillside is slowly moving. If the existing bulkheads fail and a landslide takes place, Irishtown Bend would be closed to ship and barge traffic and local businesses will be unable to rely on waterborne transport for shipping/receiving essential goods. Nearby roads and sewer services would also be severely impacted by a landslide at Irishtown Bend.

Project Benefits

The project supports economic vitality by rehabilitating aged and failing infrastructure and thereby preserving shipping access to the Cuyahoga River's channel. The project generates regional safety benefits by preventing future hillside failures at Irishtown bend and economic benefits from avoided business loss in the event of a hillside failure. The project demonstrates innovation through the implementation of a design-build method for project delivery in addition to employing a competitive procurement process to secure partners to execute the innovative financing strategy of private crowdfunding platform. This project's non-Federal leverage was in the top quintile of small project applications.

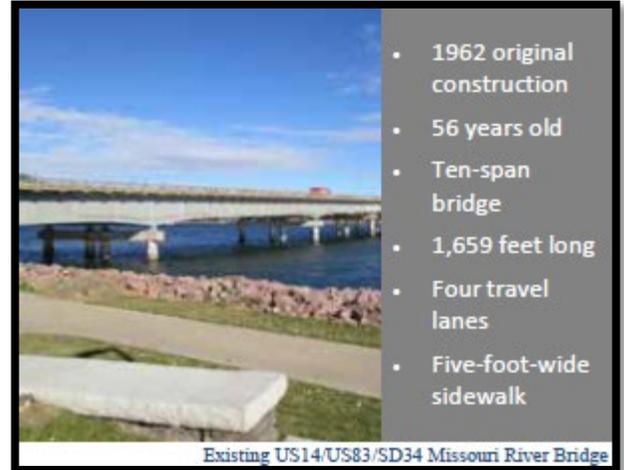


US 14/US 83/SD 34 Missouri River Bridge
 South Dakota Department of Transportation
 Pierre, South Dakota

Proposed Award: \$13,010,000
 Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2):
 \$0
 Estimated Future Eligible Project Costs: \$46,228,000
 Estimated Minimum Non-Federal Funding: \$12,221,000
 Urban-Rural Designation: Rural

Project Description

The South Dakota Department of Transportation will be awarded \$13.01 million to support bridge replacement project over the Missouri River in Pierre, SD. The replacement bridge north of the existing bridge that will be wider than the existing structure, providing for 12-foot travel lane, 3-foot shoulders, a raised concrete median rather than a concrete barrier, and a 12-foot pedestrian and bicycle path. The project would also include improvements to roadway approach alignments, the elimination of a slip ramp, and the construction of ADA compliant trails connecting to existing waterfront trails.



Project Benefits

This project supports economic vitality by ensuring long-term direct access over the Missouri River for local, regional, national travel, grain shipment, and commerce. This project will generate regional safety benefits by addressing the structural and geometric deficiencies of the existing bridge and reducing the number of crashes. The improved bridge will allow travel time savings and efficient crossings of the Missouri river for intercity, intrastate, and interstate travel. By improving the existing bridge, this project will result in cost savings of future maintenance of rehabilitation expenses. This project demonstrates high innovation through the implementation of an MOU between the State DOT and local agencies capturing the spirit of the "Community Connections" initiative promoted under EDC-4. The project also incorporates funding from the state infrastructure bank (SIB) to help fund their portion of the aesthetic enhancements to the bridge. This project's non-Federal leverage was in the fourth quintile of small project applications.



North Texas Strategic National Highway System (NHS) Bridge Program (Bridges 2,5,6,9,10,11,12)

North Central Texas Council of Governments

Dallas-Fort-Worth, Texas

Proposed Award: \$8,775,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$45,312,000

Estimated Minimum Non-Federal Funding: \$10,854,567

Urban-Rural Designation: Urban

Project Description

The North Central Council of Governments (NCTCOG) and Texas DOT will be awarded \$8.775 million for a series of 7 projects involving 7 bridges in various counties in the greater Dallas-Fort Worth area. The projects are a combination of bridge replacements, bridge reconstruction projects, and 1 complete bridge removal.

Project Benefits

The project benefits far outweigh the costs, and contributes to regional benefits with travel time savings and emission reductions, as well as addresses the program goals of environmental sustainability and congestion reduction. The project demonstrates a high level of innovation through the implementation of dynamic signaling, signal prioritization, and other Intelligent Transportation Systems strategies to reduce congestion and back-up on several of the bridge locations. The performance application incorporates innovative project delivery methods through the use of NEPA assignment, A+B Bidding, and possible use of incentive clauses as part of the A+B bidding. The project will also use innovative financing methods through Regional Toll Revenue funds in addition to federal, state, and local funding sources. This project's non-Federal leverage was in the fifth quintile of small project applications, but the project is included in the sponsor's transportation asset management plan and is benefitting from multiple state and local sources of match funding.





Regional Beltway Connector

City of Union Gap

Union Gap, Washington

Proposed Award: \$6,660,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Cost: \$17,950,000

Estimated Minimum Non-Federal Funding: \$3,590,000

Urban-Rural Designation: Rural

Project Description

The City of Union Gap will be awarded \$6.66 million to construct the Regional Beltway connecting SR-97 to Longfibre Road, allowing freight and other through traffic to bypass the Union Gap downtown interchange with Valley Mall Boulevard. The project includes a new roundabout connecting Main Street with the US-97 Interchange, a new bridge carrying the beltway over the BNSF railway, and a series of roundabouts to provide access to currently undeveloped land and Fulbright park. The project is Phase II of multi-phase improvements to aimed at reducing congestion on US-97 and I-82 in Union Gap.

Project Benefits

The project supports economic vitality by providing an alternative route for traveling from the lower Yakima Valley to the Union Gap’s commercial/industrial areas along Valley Mall Boulevard. Washington DOT has designated the unbuilt road a critical urban freight corridor due to the mobility and economic benefits it will generate. The project sponsor has addressed innovation by coordinating with the local high-speed internet utility to ensure the project will include the necessary utility conduits and cables to provide service to future commercial tenants. The project’s non-Federal leverage was in the top quintile of small project applications.



WV 2: Proctor to Kent

West Virginia Department of Transportation
Marshall & Wetzel Counties, West Virginia

Proposed Award: \$9,400,000
 Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0
 Estimated Future Eligible Project Costs: \$97,000,000
 Estimated Minimum Non-Federal Funding: \$32,000,000
 Urban-Rural Designation: Rural

Project Description

The West Virginia Division of Highways (WVDOT), will be awarded \$9.4 million for the WV-2 Proctor to Kent project which proposes to upgrade and relocate a 5.25-mile portion of West Virginia State Route 2 (WV 2) from Proctor, West Virginia to Kent, West Virginia in Wetzel and Marshall Counties. The project begins 0.47 miles south of the Marshall County Line and ends 0.18 miles south of Marshall County Route 78, just north of Sims Run. The proposed improvements include the upgrade of WV 2 from a rural two-lane arterial to a four-lane divided highway. This project is one of many on WV-2 that will provide increased capacity from I-77 in Parkersburg to Hancock County in the Northern Panhandle.

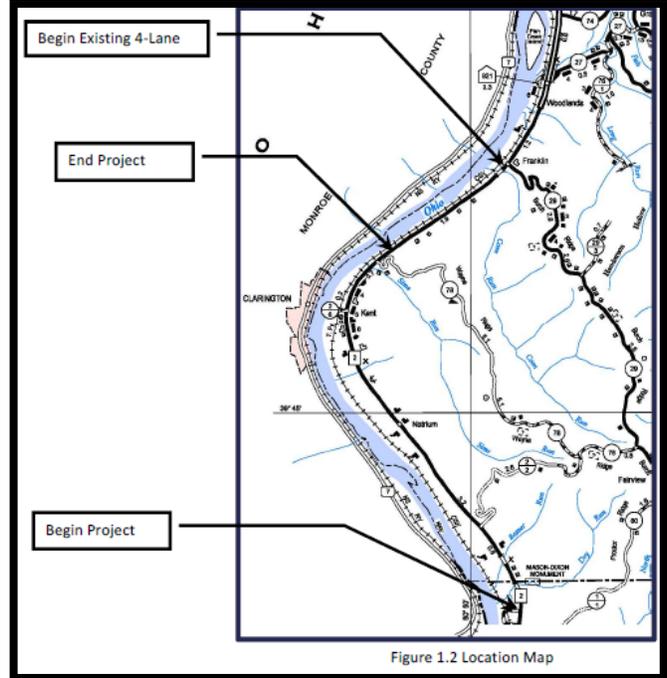


Figure 1.2 Location Map

Project Benefits

This project will generate regional safety benefits by upgrading the two-lane arterial with narrow shoulders to a four-lane divided highway. The project supports economic vitality by adding lanes to increase travel capacity, auto and truck time savings, and mobility throughout the project corridor. This project further supports economic vitality through improved access to rural communities, thereby facilitating growth in local and statewide economies. The project leverages federal funds with non-federal funds generated from bonding, and was in the third quintile for non-federal leverage.

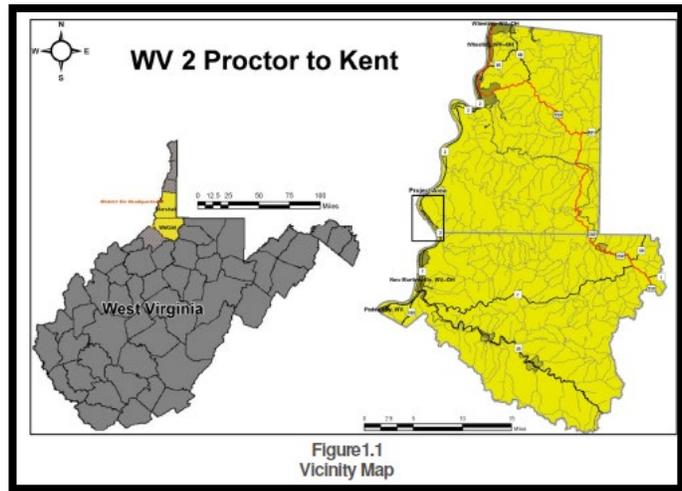


Figure 1.1 Vicinity Map