

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

BUILD 2020

Urban/Rural

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● Rural

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FY 2020 Capital Awards

Project Name	State	BUILD Award Amount	Urban/Rural
<u>Tuscaloosa Landing Area Project</u>	Alabama	\$15,000,000	Rural
<u>Anchorage International Airport Intermodal Cargo and Cold Storage Facility</u>	Alaska	\$21,000,000	Urban
<u>Tonto Creek Bridge Project</u>	Arizona	\$21,095,564	Rural
<u>35th Avenue Safety Corridor Project</u>	Arizona	\$17,422,515	Urban
<u>State Highway 83 Spur/U.S. Highway 278 Connector</u>	Arkansas	\$4,000,000	Rural
<u>U.S. Highway 67 Corridor Improvements</u>	Arkansas	\$10,000,000	Urban
<u>SR99 and Commercial Avenue Interchange Project</u>	California	\$16,000,000	Urban
<u>Stockton Diamond Grade Separation</u>	California	\$20,000,000	Urban
<u>Crystal Valley Parkway Interchange</u>	Colorado	\$5,400,000	Rural
<u>RFTA Regional Transit Center</u>	Colorado	\$13,009,000	Rural
<u>I-75/Big Bend Road Mobility and Access Project</u>	Florida	\$25,000,000	Urban
<u>Tampa Multimodal Network and Safety Improvements</u>	Florida	\$24,000,000	Urban
<u>SR 96 Improvement Project: Providing the Critical Link Between I-16 and I-75</u>	Georgia	\$22,000,000	Rural
<u>Aht'Wy Interchange Project</u>	Idaho	\$19,134,710	Rural
<u>I-55 at IL 59 Access Project</u>	Illinois	\$20,000,000	Rural
<u>St. Louis Bi-State Regional Ports Improvement Project</u>	Illinois and Missouri	\$20,840,000	Urban
<u>I-70 Rehabilitation and Modernization</u>	Indiana	\$22,500,000	Rural
<u>US 36 Safety and Capacity Project-Connecting Avon</u>	Indiana	\$5,000,000	Urban

Broadway Avenue Multimodal Improvements	Iowa	\$25,000,000	Urban
Interchange Improvements in Coralville, Iowa: Building Safety, Access, and Capacity	Iowa	\$20,525,359	Rural
North Junction Gold Project	Kansas	\$21,000,000	Urban
KY 536 Improvement Program - Priority Section 1	Kentucky	\$9,640,000	Urban
US 25W Widening and Access Improvements	Kentucky	\$15,050,000	Rural
US 79 Bridge Replacement	Kentucky	\$13,504,000	Rural
Re-Building University Avenue: Gateway to Our Future	Louisiana	\$10,000,000	Urban
Bridging the Economy of Rural Maine	Maine	\$20,000,000	Rural
Ticonic Bridge Replacement Project	Maine	\$25,000,000	Rural
Resiliency and Flood Mitigation Improvements at Dundalk Marine Terminal	Maryland	\$10,000,000	Urban
I-495/I-90 Interchange Improvements Project	Massachusetts	\$21,000,000	Urban
Michigan Statewide Central Signal Control System Expansion	Michigan	\$8,333,600	Rural
US 14: New Ulm to Nicollet Mobility and Safety Improvement Project	Minnesota	\$22,000,000	Rural
US Highway 10: Rum River Bridge Replacement, Intersection Improvements	Minnesota	\$15,000,000	Urban
Hattiesburg Downtown Railroad Innovation: Construction of Grade Separations and Connection Track at Major Rail Intersection	Mississippi	\$13,223,900	Rural
Jefferson Avenue and 20th Street Revitalization Corridors	Missouri	\$7,950,000	Urban
Kansas City Streetcar Riverfront Extension	Missouri	\$14,199,453	Urban
Northwest Billings Connector and Marathon Trail	Montana	\$11,656,765	Rural
Blair South Bypass	Nebraska	\$7,560,000	Rural

Pyramid Highway Improvements	Nevada	\$23,000,000	Urban
Lexington Train Station	North Carolina	\$24,960,534	Urban
Pembroke Transportation Investment for Revitalization	North Carolina	\$5,262,618	Rural
Improving Resiliency of Rural North Dakota Roads	North Dakota	\$22,000,000	Rural
Glass City Riverwalk	Ohio	\$23,668,160	Urban
Rail Car Replacement Program - Phase 1	Ohio	\$15,000,000	Urban
Reconstruction of US-281 Bridgeport Bridge	Oklahoma	\$22,000,000	Rural
Erie Bayfront Parkway Mobility and Freight Improvement Program	Pennsylvania	\$21,000,000	Rural
Gateway 228 Capacity & Safety Improvements - Three Degree and Freedom Road Project	Pennsylvania	\$25,000,000	Urban
Opening the Cranston Canyon	Rhode Island	\$21,329,338	Urban
Ridgeville Industrial Campus Supporting Infrastructure Project	South Carolina	\$21,678,125	Rural
SD 46 Reconstruction from US 81 to I-29	South Dakota	\$22,000,000	Rural
Port of Cates Landing Rail Extension Project	Tennessee	\$7,000,000	Rural
Interstate 20 Energy Sector Safety Project	Texas	\$25,000,000	Rural
North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) Program	Texas	\$25,000,000	Urban
St. Paul's Transformation Project	Virginia	\$14,400,000	Urban
Pioneer Street Extension Project	Washington	\$5,812,000	Rural
Mills to Maritime Cargo Terminal Project	Washington	\$17,750,000	Urban
District 4: I-79 Bridge Rehabilitation and Replacement Project	West Virginia	\$20,000,000	Rural

Red Cliff Band of Lake Superior Chippewa Transportation Renewal Project	Wisconsin	\$5,817,640	Rural
Teton Mobility Corridor Improvements Project	Wyoming and Idaho	\$20,000,000	Rural

BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program



PROJECT NAME: Tuscaloosa Landing Area Project
APPLICANT/SPONSOR: City of Tuscaloosa
BUILD GRANT AWARD: \$15,000,000
TOTAL PROJECT COST: \$20,000,000
PROJECT LOCATION: Tuscaloosa, Alabama

PROJECT DESCRIPTION:

The project will construct three components to improve access to the Riverwalk area in West Tuscaloosa: Black Warrior River barge mooring improvements; a bicycle and pedestrian path; and a pedestrian bridge. The mooring improvements will allow the abandoned lock structure to be used for the construction of the shared-use path. The pedestrian bridge will cross the new Jack Warner Parkway. The bicycle and pedestrian path will run from the new pedestrian bridge to the existing riverfront park to the east, with lighting and security elements.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will provide a safe, dedicated, and well-lit transportation alternative for bicyclists and pedestrians. It will enhance connectivity to public greenspace, event venues, markets, lodging, mixed-use developments, offices, and restaurants in the Riverwalk area. The mooring improvements will add more length to expand barge storage capacity, promoting economic competitiveness. The project will be delivered in partnership with Elevate Tuscaloosa, a community-driven advisory council that informs city planning.



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PROJECT NAME: Anchorage International Airport Intermodal Cargo and Cold Storage Facility

Urban

APPLICANT/SPONSOR: Alaska Energy Authority

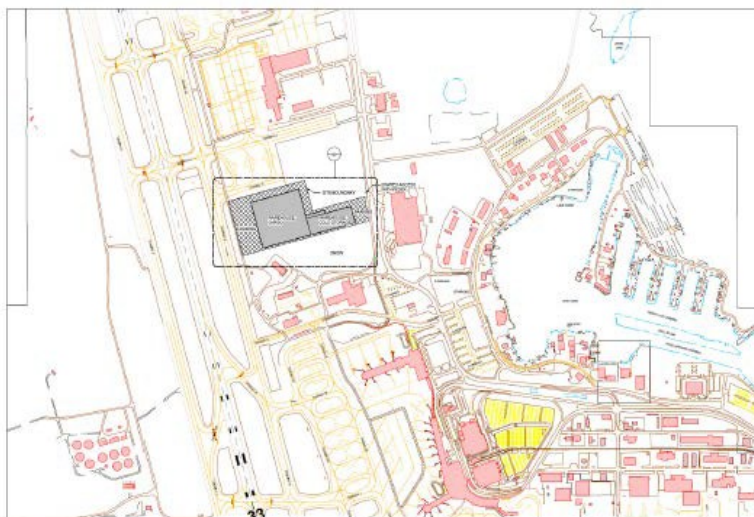
BUILD GRANT AWARD: \$21,000,000

TOTAL PROJECT COST: \$87,862,460

PROJECT LOCATION: Anchorage, Alaska

PROJECT DESCRIPTION:

This project will construct an approximately 190,000 square-foot cold storage and climate-controlled air cargo transfer facility at Ted Stevens Anchorage International Airport (ANC). The development is Phase 1 of a larger project to construct an approximately 715,000 square-foot cargo transfer and storage facility. The facility incorporates a solar rooftop and geothermal cooling system.



PROJECT HIGHLIGHTS AND BENEFITS:

The project leverages ANC's unique cargo transfer rights and strategic refueling location to provide a critical intermodal link between maritime, road, and aviation infrastructure. Specifically, it will increase economic competitiveness by providing local cold storage options for Alaska's \$300 million seafood industry and will avoid cargo loss in perishable supply chains.



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Rural

PROJECT NAME: Tonto Creek Bridge Project

APPLICANT/SPONSOR: Gila Country

BUILD GRANT AWARD: \$21,095,564

TOTAL PROJECT COST: \$24,479,014

PROJECT LOCATION: Tonto Basin, Arizona

PROJECT DESCRIPTION:

The project replaces an at-grade dirt road that crosses Tonto Creek with a bridge between Old State Highway 188 and Greenback Valley Road in Tonto Basin. The project also widens and improves approximately 1.5 miles of Old State Highway 188 connecting to the bridge.



PROJECT HIGHLIGHTS AND BENEFITS:

The project generates safety benefits by constructing all-weather access across Tonto Creek where there is currently an at-grade dirt road crossing, and improving emergency response time across the creek. Since 1995, eight people have died attempting to cross Tonto Creek under high-water conditions. Due to high water, the at-grade roads crossing Tonto Creek are closed an average of 25 days each year, and the nearest detour adds approximately 71 miles and still requires high-clearance vehicles. Avoiding the detour generates travel time savings by creating a more direct and accessible connection to school, jobs, and other essential services that are inaccessible during high-water events. The project eliminates soil disturbance and the presence of oil, grease, and gasoline in the creek from vehicles crossing the creek bed, and also improves air quality by replacing approximately 1.5 miles of dirt road. The project restores permanent connectivity between the east and west sides of Tonto Basin.



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PROJECT NAME: 35th Avenue Safety Corridor Project

APPLICANT/SPONSOR: City of Phoenix

Urban

BUILD GRANT AWARD: \$17,422,515

TOTAL PROJECT COST: \$24,876,192

PROJECT LOCATION: Phoenix, Arizona

PROJECT DESCRIPTION:

The project will implement a series of improvements that target current pedestrian and vehicular safety concerns on 35th Avenue between Interstate 10 and Camelback Road as well as improve vehicular mobility. This includes installing approximately three pedestrian hybrid beacons, LED lighting, raised medians, broadband to support intelligent and connected transportation systems, and upgraded signals throughout the corridor. The project will also modernize nine intersections and treat pavement on a deteriorated section.

PROJECT HIGHLIGHTS AND BENEFITS:

By improving signaling through installing flashing yellow left-turn arrows and pedestrian beacons, lighting, mid-block crossings, and median islands for pedestrians, the project will increase the safety on one of Phoenix's most dangerous roadways. The project will replace traffic signals that have exceeded their service life, and will allow for future ITS integration. The improved signaling and Green Wave Technology is forecasted to reduce travel time savings, improve quality of life, and implement innovative technology.

Project Improvements



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PROJECT NAME: State Highway 83 Spur/U.S. Highway 278 Connector

APPLICANT/SPONSOR: Arkansas Department of Transportation

Rural

BUILD GRANT AWARD: \$4,000,000

TOTAL PROJECT COST: \$16,719,000

PROJECT LOCATION: Monticello, Arkansas

PROJECT DESCRIPTION:

The project will construct a new two-lane rural highway from State Highway 83 Spur (Scogin Drive) approximately 1.25 miles north to U.S. Highway 278, including a grade-separated overpass of the Arkansas Midland Railroad and the addition of turn lanes at Jordan Drive and Scogin Drive.



PROJECT HIGHLIGHTS AND BENEFITS:

By including a grade-separated crossing of the railroad, the project provides a safer alternative for vehicles traveling between the north and south sides of Monticello. The new connection also provides a more direct route for freight and passenger vehicles on the west side, allowing them to bypass downtown Monticello and the US 278 and US 425 intersection. By providing a faster route to important educational and healthcare facilities on the southwest side of Monticello, the project is also expected to enhance the quality of life for Monticello residents.



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PROJECT NAME: U.S. Highway 67 Corridor Improvements

APPLICANT/SPONSOR: Arkansas Department of Transportation

Urban

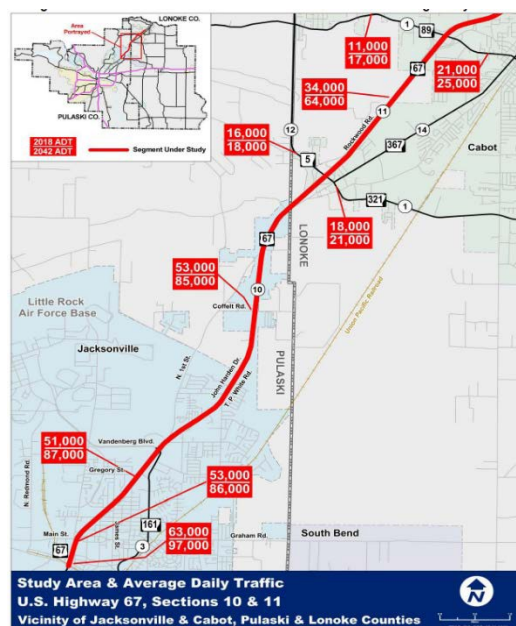
BUILD GRANT AWARD: \$10,000,000

TOTAL PROJECT COST: \$242,161,183

PROJECT LOCATION: Pulaski and Lonoke Counties, Arkansas

PROJECT DESCRIPTION:

This project will reconstruct and improve two sections of US Highway 67 northeast of Little Rock. The project will widen US 67 from four to six lanes, construct an overpass, convert frontage roads to one-way operation, and reconstruct two interchanges.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will reduce travel times, alleviate congestion, and address safety hazards posed by the current obsolete design of US 67 and adjacent frontage roads. Widening US Highway 67 between Cabot and Jacksonville will accommodate the heavy peak-period traffic flows. Converting the frontage roads to one-way operation, and eliminating stop- and yield-controlled slip ramps between the freeway and frontage roads will further reduce crashes in the corridor. The Arkansas Department of Transportation will deliver the project using Cost-Plus-Time bidding and is exploring employing innovative construction techniques and using high-performance materials to minimize maintenance costs.



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Urban

PROJECT NAME: SR 99 and Commercial Avenue Interchange Project

APPLICANT/SPONSOR: Tulare County Association of Governments

BUILD GRANT AWARD: \$16,000,000

TOTAL PROJECT COST: \$52,800,000

PROJECT LOCATION: Tulare, California

PROJECT DESCRIPTION:

This project will construct a new four-lane interchange at Commercial Avenue and State Route 99, and construct auxiliary lanes on State Route 99 between the proposed interchange and the existing Paige Avenue interchange. The project will also install turn lanes on K Street for Commercial Avenue, widen and extend Commercial Avenue to Laspina Street, extend Blackstone Street to Commercial Avenue, install shoulders at on- and off-ramps, construct bike lanes along Commercial Avenue between K Street and Laspina Street, install sidewalk on both sides of Commercial Avenue, install drainage systems, and relocate utilities.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will improve safety through new lighting, shoulder rumble strips, and expanded capacity in the auxiliary lanes. The new interchange promotes economic competitiveness by providing improved access to SR 99 and dairy processing facilities. The project also includes innovative ITS elements for first responders, as well as ITS fiber optic communication within the interchange, freeway ramp metering systems, IP camera systems, and traffic detectors.

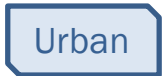


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PROJECT NAME: Stockton Diamond Grade Separation

APPLICANT/SPONSOR: California Department of Transportation

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$237,132,800

PROJECT LOCATION: Stockton, California

PROJECT DESCRIPTION:

The project will grade separate the Union Pacific Railroad and BNSF Railway mainlines in Stockton, California, in addition to constructing local roadway improvements along the rail lines, including some rail-roadway grade separations.



PROJECT HIGHLIGHTS AND BENEFITS:

Rail-roadway grade separations and improvements and closures of at-grade rail-roadway crossings will result in a decrease in fatalities, injuries, and property damage for vehicles. The improvements will provide for an uninterrupted flow of rail traffic through the crossing, which will improve freight movements and lead to lower costs for freight shipping and reduced delays.



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Rural

PROJECT NAME: Crystal Valley Parkway Interchange

APPLICANT/SPONSOR: Town of Castle Rock

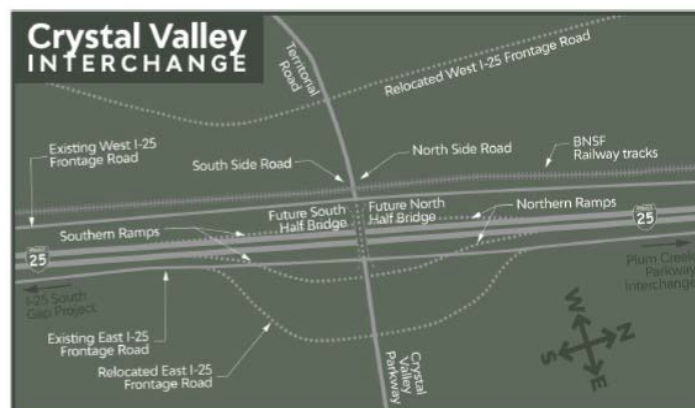
BUILD GRANT AWARD: \$5,400,000

TOTAL PROJECT COST: \$12,000,000

PROJECT LOCATION: Castle Rock, Colorado

PROJECT DESCRIPTION:

This project will fund pre-construction activities and right-of-way acquisition associated with the construction of the Crystal Valley Parkway Interchange. The project will re-evaluate the previously approved Environmental Assessment, complete the final design of the interchange, and acquire any necessary right-of-way to construct the interchange and associated roadway improvements. Plans for the project to be eventually completed include a new interchange on I-25 at Douglas Lane, five new miles of roadway, and relocation of the existing frontage road to eliminate four at-grade unprotected railroad crossings.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve safety and facilitate efficient freight movement through elimination of queuing into the I-25 main travel lanes and four at-grade rail crossings. A Crystal Valley Interchange Coalition was established to facilitate partnership in project design and funding, and consist of the town, the county, property owners, private developers, businesses, and economic development agencies.



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PROJECT LOCATION: West Glenwood Springs, Colorado

Rural

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PROJECT NAME: I-75/ Big Bend Road Mobility and Access Project

APPLICANT/SPONSOR: Hillsborough County

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$91,885,332

PROJECT LOCATION: Tampa, Florida

Urban

PROJECT DESCRIPTION:

This project will widen and reconstruct the existing interchange at Big Bend Road and I-75. In addition to interchange improvements on the ramps, approximately two miles of Big Bend Road will be widened from four to six lanes with buffered bicycle lanes and multi-use paths, the stop-controlled intersection of Old Big Bend Road and Bullfrog Creek Road will be reconfigured to a roundabout, the traffic signal and access to East Bay High School will be removed, and advanced traffic management systems will be incorporated throughout.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will reduce severe congestion and related rear-end collisions, on interstate ramps while creating safer access for students at three nearby schools. Reduced congestion will also result in environmental benefits. The project also supports economic competitiveness as it is a major connector to Port Tampa Bay, and is strong in partnership with support from transit entities, the schools, the port, utilities, medical facilities, major employers, and non-profit organizations.



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PROJECT NAME: Tampa Multimodal Network and Safety Improvements

APPLICANT/SPONSOR: City of Tampa

BUILD GRANT AWARD: \$24,000,000

TOTAL PROJECT COST: \$30,000,000

PROJECT LOCATION: Tampa, Florida

Urban

PROJECT DESCRIPTION:

This project will complete approximately 12 miles of contiguous multi-modal path separated from vehicle traffic, with complete streets and traffic calming improvements. The project will connect downtown Tampa, the University of Tampa, West Tampa, Tampa Heights, Bayshore, Hyde Park and Ybor City with multimodal paths, complete streets and under bridge/over water segments, site work, new pavement, guard rails, lighting, landscaping, and seawall repair.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will improve safety in an area experiencing a high number of pedestrian and bicycle crashes by completing segmented sidewalks, signalized crosswalks, lane arrow markings, and curb bulb-outs. The project supports quality of life and economic competitiveness by providing a dedicated pedestrian and bicycle link between the disadvantaged communities in the project area, downtown employment centers, and essential services. The improvements will support environmental sustainability by reducing debris and runoff into Hillsborough River. Seawall repair and restoration of native shoreline will also increase wildlife rehabilitation, filter stormwater runoff, and increase resiliency to high tides, storms and hurricanes.



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PROJECT NAME: SR 96 Improvement Project: Providing the Critical Link Between I-16 and I-75

Rural

APPLICANT/SPONSOR: Georgia Department of Transportation

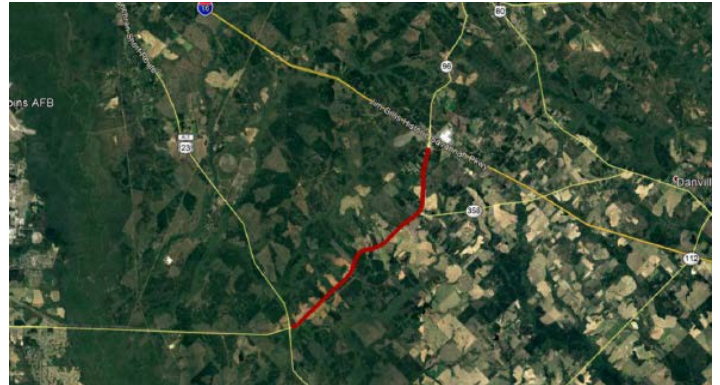
BUILD GRANT AWARD: \$22,000,000

TOTAL PROJECT COST: \$49,019,223

PROJECT LOCATION: Twiggs County, Georgia

PROJECT DESCRIPTION:

The project will widen State Route 96 from a two-lane road to four lanes and add a grass median on approximately seven miles between I-16 and SR 87/US 23/US 129. The project will include bicycle lanes as the route is part of the statewide bicycle network, and will also incorporate several animal crossings.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide safer passing opportunities around farm equipment and other heavy trucks, and will also reduce the high number of collisions with bears and other animals crossing the road, promoting safety and environmental sustainability. Quality of life will be improved from the addition of a bicycle lane, safer and easier access to regional health facilities, and facilitated emergency response in an area at high risk for wildfires. The project will improve access to Robins Air Force Base (RAFB), a major employer and a designated Defense Strategic Distribution Point. It will also facilitate exports of Twiggs County's natural resources through the Port of Savannah.



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Rural

PROJECT NAME: Aht'Wy Interchange Project

APPLICANT/SPONSOR: Nez Perce Tribe

BUILD GRANT AWARD: \$19,134,710

TOTAL PROJECT COST: \$20,141,800

PROJECT LOCATION: Lapwai, Idaho

PROJECT DESCRIPTION:

The project will rebuild the Aht'Wy interchange and plaza area on US 95/12 to facilitate eastbound access, including construction of a diamond-shaped interchange, replacement of the current at-grade intersection with an overpass to access to the plaza, and addition of deceleration and acceleration ramps for eastbound US 95 traffic. Broadband conduit and pedestrian walkway construction is also included.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will remove the at-grade crossing of left-turning vehicles through two lanes of oncoming traffic along one of the most dangerous road segments in Idaho. Eliminating the difficult left turn will also reduce delays experienced by the local transit system. It will result in improved access to Clearwater River tourist areas and major employment centers. It also improves the efficiency and safety of freight movement, especially for the agricultural and logging industries, to the nearby ports of Lewistown and Wilma. Broadband conduits will be installed as part of a larger initiative between Nez Perce Tribe and the Idaho Department of Transportation.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: I-55 at IL 59 Access Project

APPLICANT/SPONSOR: City of Joliet

Rural

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$125,312,285

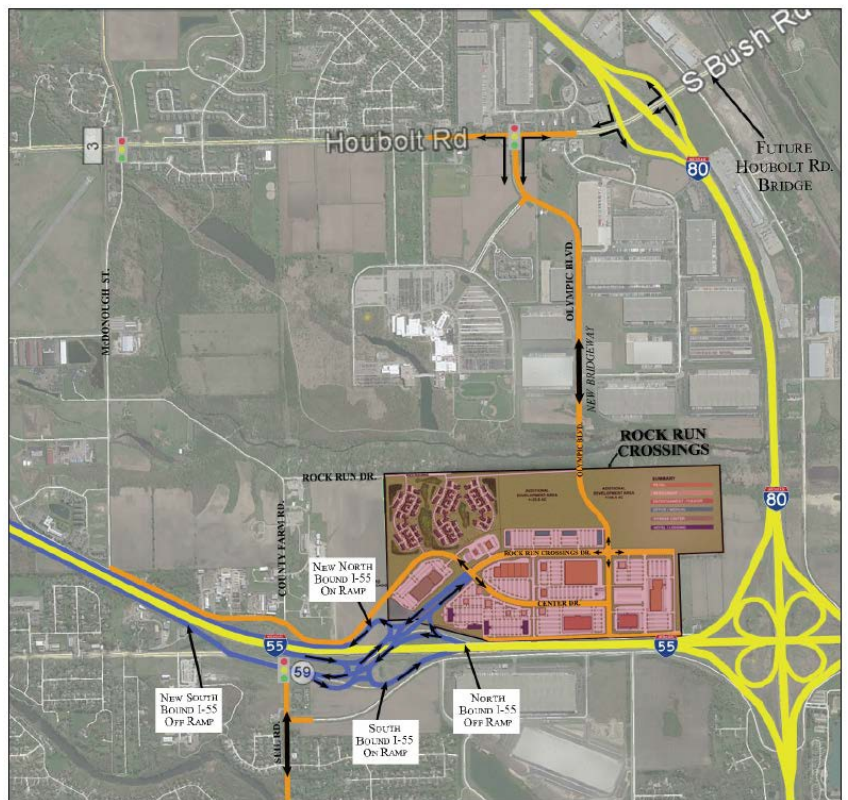
PROJECT LOCATION: Will County, Illinois

PROJECT DESCRIPTION:

The project will construct a diverging-diamond interchange at I-55, new east-west connectivity through extension of Olympic Boulevard, and safety and capacity improvements to Seil Road including construction of mini-roundabouts.

PROJECT HIGHLIGHTS AND BENEFITS:

The project design features of a diverging-diamond will help reduce the rate and severity of injuries and damage from collisions. Rear-end and turning accidents will decrease if congestion is reduced and intersections are improved. Congestion reduction will also reduce emissions and travel time in the area.



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PROJECT NAME: St. Louis Bi-State Regional Ports Improvement Project

APPLICANT/SPONSOR: America's Central Port District

BUILD GRANT AWARD: \$20,840,000

TOTAL PROJECT COST: \$26,050,000

PROJECT LOCATION: St. Louis, Illinois and Missouri

Urban

PROJECT DESCRIPTION:

This project will make several regional investments in multimodal infrastructure. At America's Central Port in Granite City, Illinois, this project includes approximately 2,050 linear feet of new railroad track, a new terminal access roadway, a new belt system, and barge loading system replacement. At St. Louis Port Authority, Missouri, this project includes approximately 7,300 linear feet of new railroad track, barge loading equipment modernization, conveyor replacement, loading shed updates, and flood mitigation work. At Southwest Regional Port District, Illinois, this project includes loading shed and electrical system updates, hoist system and barge loading upgrades, and flood mitigation work.



PROJECT HIGHLIGHTS AND BENEFITS:

New grain storage, conveyer equipment, and additional track at these facilities will make the port district more competitive; by modernizing existing assets, the facilities will expand capacity, reduce wait times, and provide an attractive alternative for grain shippers. The project will also increase resiliency and environmental sustainability, as it would allow the facilities to remain open in the event of Mississippi River flooding, which has caused extended closure in recent years.



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Rural

PROJECT NAME: I-70 Rehabilitation and Modernization

APPLICANT/SPONSOR: Indiana Department of Transportation

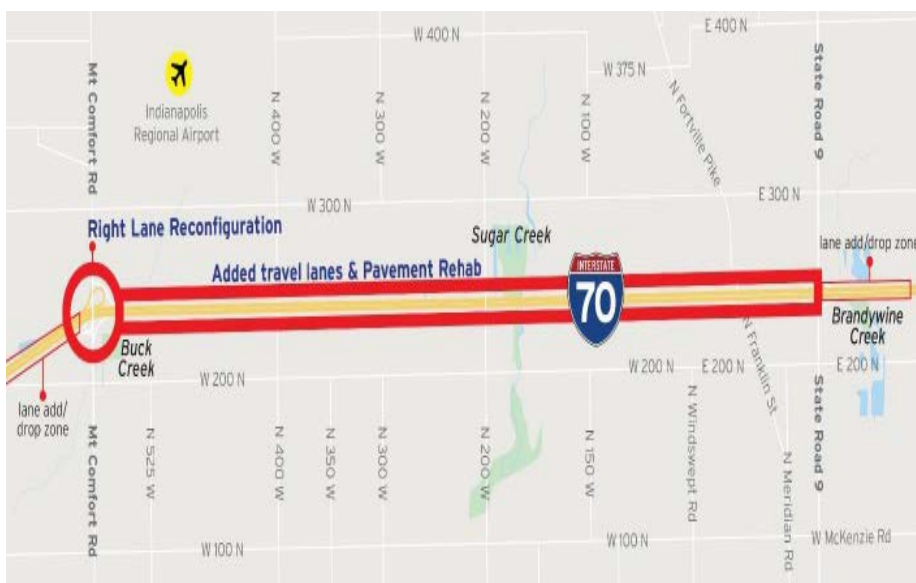
BUILD GRANT AWARD: \$22,500,000

TOTAL PROJECT COST: \$82,450,000

PROJECT LOCATION: Indianapolis, Indiana

PROJECT DESCRIPTION:

The project will widen Interstate 70 from two to three lanes in each direction, replace failing pavement along approximately five miles of westbound lanes and rehabilitate deficient pavement along another approximately five miles of eastbound and westbound lanes within an approximate ten-mile stretch of I-70. Additionally, the eastbound lane drop and westbound lane add at Mt. Comfort Road will be reconfigured.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will add capacity and modernize the existing roadway features to incorporate current design standards for a safer lane drop and addition. With the current section of roadway at the end of its useful life, this project will bring the pavement into a state of good repair. The project is expected to help reduce travel time, and improve the efficient movement of freight. The project will increase connectivity and access to Indianapolis, giving commuters more options for travel and to utilize the two bus lines that connect to downtown Indianapolis from the Mount Comfort corridor.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: US 36 Safety and Capacity Project- Connecting Avon

APPLICANT/SPONSOR: Indiana Department of Transportation

BUILD GRANT AWARD: \$5,000,000

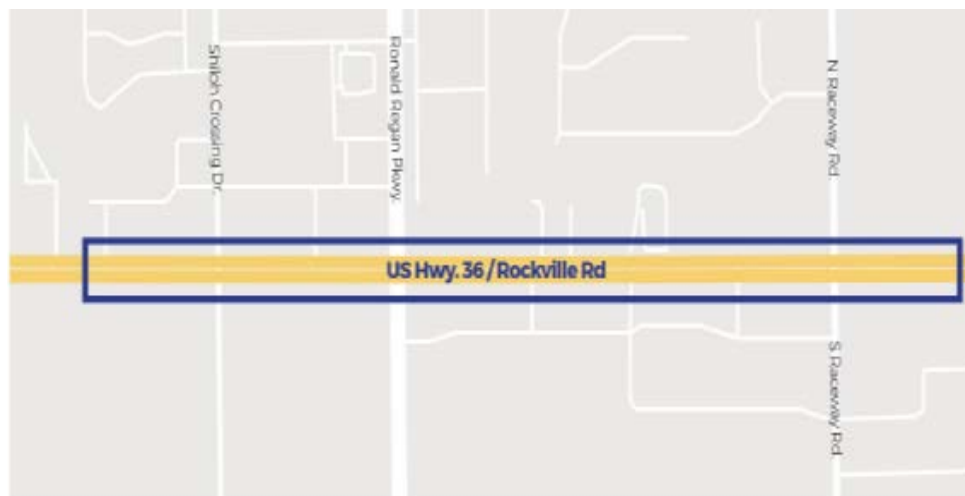
TOTAL PROJECT COST: \$11,400,000

PROJECT LOCATION: Avon, Indiana

Urban

PROJECT DESCRIPTION:

This project will improve approximately 1.2 miles of US 36/Rockville Road, adding an additional travel lane in each direction, replacing the two-way-left turning-lane with a raised/curbed median, implementing access control to reduce multiple conflicts, installing infrastructure to accommodate non-motorized travel, and modernizing existing signalized intersections.



PROJECT HIGHLIGHTS AND BENEFITS:

A center median increases safety by limiting left turns to signalized intersections, reducing the frequency of 90-degree or T-bone crashes in the area. The modernized intersections will include a refuge island for people walking and biking. The project increases speeds and reduces travel times for passenger vehicles and freight. The project incorporates innovative technology by installing modernized intersections with wireless detection technology coordinated to optimize motor vehicle traffic flow.



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Urban

PROJECT NAME: Broadway Avenue Multimodal Improvements
APPLICANT/SPONSOR: Polk County
BUILD GRANT AWARD: \$25,000,000
TOTAL PROJECT COST: \$39,891,000
PROJECT LOCATION: Polk County, Iowa

PROJECT DESCRIPTION:

The project will reconstruct approximately five miles of a two-lane rural arterial to a three-lane urban road, including a new underpass for grade separation at a dual railroad crossing, increased vertical clearance of Broadway Avenue under the I-235 overpass, addition of a paved multi-use trail, and installation of a fiber optic traffic signal interconnect network to enable adaptive signal control.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will widen a dangerous road segment and eliminate an at-grade rail crossing, which have contributed to several severe and fatal crashes in recent years. It will fix poor pavement conditions and increase the height of the overpass, which currently prevent the road from accommodating full-size semi-tractors transporting freight. The project will provide a direct connection to the Central Iowa Trails System and improve access to transit services. It also incorporates innovative elements, such as deployment of adaptive fiber optic traffic signal interconnected network and conduits for future broadband connectivity.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Interchange Improvements in Coralville, Iowa:
Building Safety, Access, and Capacity

Rural

APPLICANT/SPONSOR: City of Coralville

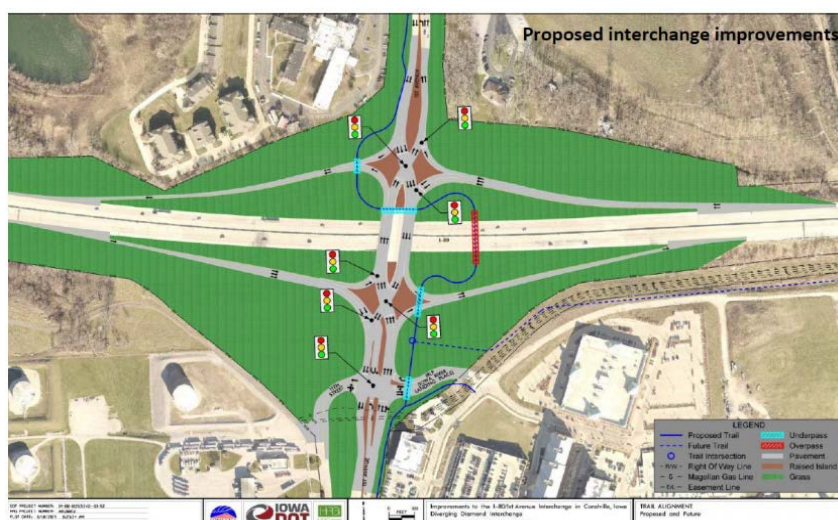
BUILD GRANT AWARD: \$20,525,359

TOTAL PROJECT COST: \$41,050,718

PROJECT LOCATION: Coralville, Iowa

PROJECT DESCRIPTION:

This project will replace the existing standard diamond interchange at Exit 242 on Interstate 80 with a diverging diamond interchange. It will also replace existing dual bridges over Interstate 80 at 1st Avenue with a single structure, reconstruct four exit and entrance ramps, relocate one ramp terminal intersection, and construct crossover intersections at the ramp terminal intersections. These improvements will allow the future widening of the interstate from six lanes to eight lanes.



PROJECT HIGHLIGHTS AND BENEFITS:

Safety will be improved by reducing the number of conflict points on the interchange and relocating a fuel terminal access road to avoid fuel trucks crossing or blocking the road. Reconstruction of Exit 242 will improve access to essential services, entertainment, and employment centers such as the University of Iowa, the Department of Veterans Affairs Medical Center, and the Iowa River Landing brownfield commercial development. The project will reduce emissions from congestion, and incorporates a bioswale to filter runoff and channel stormwater, supporting environmental sustainability.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: North Junction Gold Project

APPLICANT/SPONSOR: City of Wichita

BUILD GRANT AWARD: \$21,000,000

TOTAL PROJECT COST: \$116,550,000

PROJECT LOCATION: Wichita, Kansas

Urban

PROJECT DESCRIPTION:

This project will construct a separate collector-distributor system to connect I-235 to I-135 and K-96, replace outdated single-lane system ramps with new two-lane system ramps as well as a new flyover ramp, add new continuous auxiliary lanes on mainline sections, and resurface and improve bridge conditions.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will make critical improvements including construction of a separate collector-distributor system, replacement of the old one-loop ramps with a new dual-lane flyover ramp and other ramp upgrades, and road re-pavement and bridge improvements. These improvements will reduce the risk of accidents involving trucks carrying hazardous materials that are transported to and from nearby industrial areas, and improve the condition of the facilities that exceed their design capacity.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: KY 536 Improvement Program- Priority Section 1

APPLICANT/SPONSOR: Kenton County

BUILD GRANT AWARD: \$9,640,000

TOTAL PROJECT COST: \$12,050,000

PROJECT LOCATION: Kenton County, Kentucky

Urban

PROJECT DESCRIPTION:

This project realigns and widens an approximately 1.5-mile section of KY 36 adjacent to the INFRA-funded KY 536/I-75 interchange project with a raised median separating the directions of travel, curb and gutter improvements, and a shared-use path in both directions, as well as several intersection improvements and a roundabout conversion.



PROJECT HIGHLIGHTS AND BENEFITS:

The project updates a roadway with numerous hills and limited sight distance to current design standards including widened lanes, raised median, and a roundabout to improve safety and traffic control. The project also addresses two high crash spots. The project improves entrances to the expanding Kroger and FedEx distribution centers and the Enterprise V Industrial Park in the project's vicinity, creating safer and more efficient goods movement and more reliable access to employment centers.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: US 25W Widening and Access Improvements

APPLICANT/SPONSOR: City of Corbin

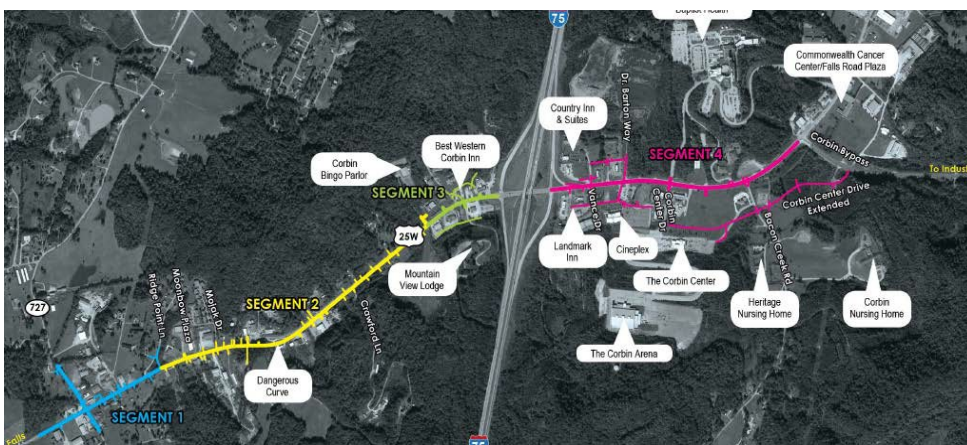
BUILD GRANT AWARD: \$15,050,000

TOTAL PROJECT COST: \$25,550,000

PROJECT LOCATION: Corbin, Kentucky

PROJECT DESCRIPTION:

This project will reconstruct US 25W along an approximately 2-mile stretch from KY 727 to the Corbin Bypass (KY 3041). It will expand capacity to four travel lanes, improve traffic management with controlled turning lanes, install medians, reduce the number of access points, and make safety improvements at access points.



PROJECT HIGHLIGHTS AND BENEFITS:

The project area currently experiences 3.5 times more crashes than on similar roads. By expanding the road and installing dedicated turn lanes, the project will reduce crashes by up to 41%. The project will also improve quality of life as the road connects travelers to local schools, nearby state and national parks, and other popular destinations. The project incorporates innovative design solutions to address access management and safety issues, including partially controlled access, U-turns, entrance elimination/combination, backage roads, and signal coordination.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: US 79 Bridge Replacement

APPLICANT/SPONSOR: Kentucky Transportation Cabinet

BUILD GRANT AWARD: \$13,504,000

TOTAL PROJECT COST: \$16,880,000

PROJECT LOCATION: Russellville, Kentucky

PROJECT DESCRIPTION:

The project will replace and widen approximately 4 existing bridges on US 79 between Guthrie and Russellville, Kentucky. Two of the bridges are located in Todd County, one over the CSX Railroad and one over Elk Fork Creek. Two of the bridges are located in Logan County, one over Vick's Branch Creek and one over Whippoorwill Creek. The existing 10' travel lanes with 0-2' shoulder bridges will be replaced and widened to 12' travel lanes with 10' shoulders.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will help decrease crashes on the bridges over streams, and over the railroad. Replacing the bridge over the railroad with a bridge that has a higher clearance will meet CSX's current railroad design policies. The four bridges are nearly 90 years old, and have structural deficiency issues. Wider, more modern bridges are needed to support industries in the area. Replacing the bridges in a controlled project will allow traffic to continue traveling along US 79, thereby avoiding detours.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Re-Building University Avenue: Gateway to Our Future
APPLICANT/SPONSOR: Lafayette City- Parish Consolidated Government

Urban

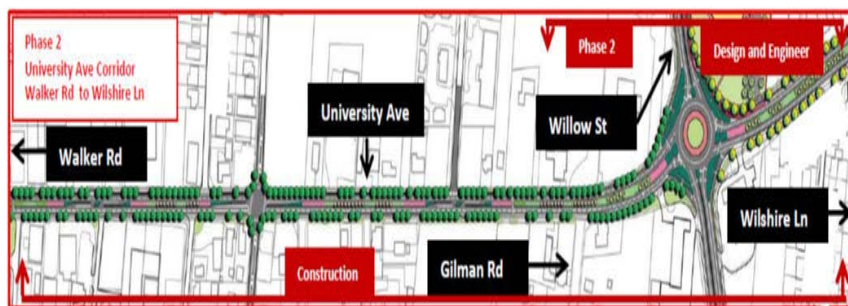
BUILD GRANT AWARD: \$10,000,000

TOTAL PROJECT COST: \$16,387,682

PROJECT LOCATION: Lafayette, Louisiana

PROJECT DESCRIPTION:

The project will construct two components of the University Avenue Corridor Project. The first component will convert the five-lane University Avenue from Walker Road to Wilshire Lane to a four-lane road with a raised median and constructs a multi-lane roundabouts at the Willow Street intersection. The second component will improve and expand the Wilshire Lane to Hollywood Drive section, including a multi-lane roundabout and improvements at Alcide Dominique Drive. The project also includes a pedestrian zone with sidewalks and landscaping.



PROJECT HIGHLIGHTS AND BENEFITS:

By replacing the center turn lane with a raised median, the project will improve safety at intersections in the corridor, which currently experience a crash rate higher than the statewide average. The project will bring the corridor to a state of good repair, will eliminate some traffic signals requiring maintenance, and will benefit from the University Gateway Economic Development District's commitment to cost-match future maintenance. The project will reduce congestion and increase transportation alternatives by creating pedestrian facilities. This project is identified as a critical infrastructure priority by the regional chamber of commerce.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Bridging the Economy of Rural Maine

APPLICANT/SPONSOR: Maine Department of Transportation

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$29,520,000

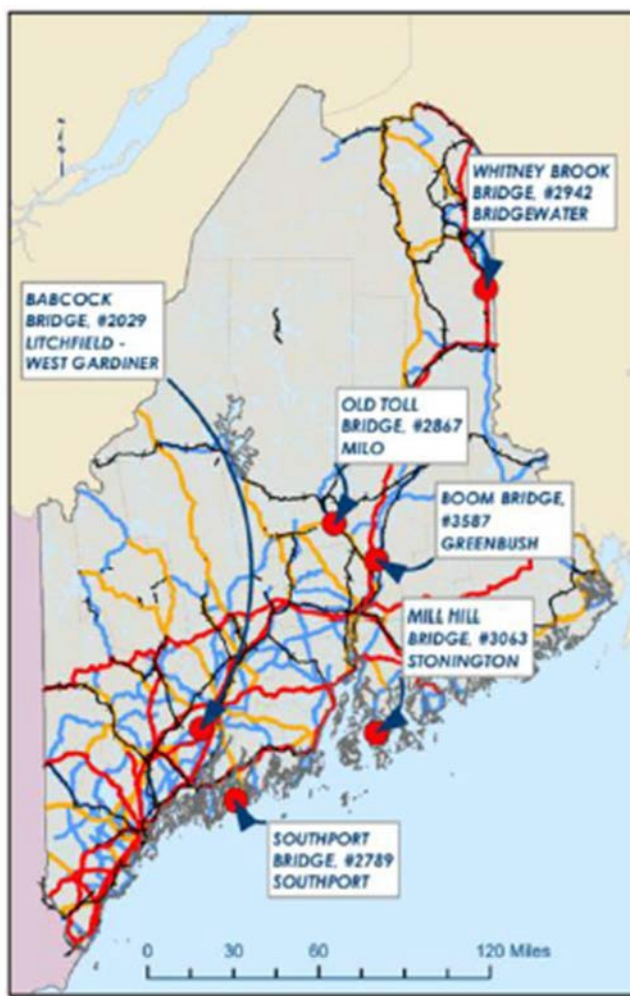
PROJECT LOCATION: Augusta, Maine

PROJECT DESCRIPTION:

The project will replace approximately 5 bridges and rehabilitate 1 bridge in the rural communities of Litchfield, Stonington, Greenbush, Southport, Milo and Bridgewater, Maine. The BUILD Grant will fund construction and construction engineering activities only.

PROJECT HIGHLIGHTS AND BENEFITS:

The new bridges will have numerous safety features that the old bridges do not have, such as crash-tested bridge rail, wider shoulders, improved drainage and reconstruction of approaching curves that cause accidents. All of the new bridges will eliminate the current poor-condition vulnerabilities, have modern safety features, and are designed for a 100-year lifespan. The bridges fall within critical commerce routes that support Maine's forest and lobster industries, as well as farming, tourism and recreation.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Ticonic Bridge Replacement Project

APPLICANT/SPONSOR: Maine Department of Transportation

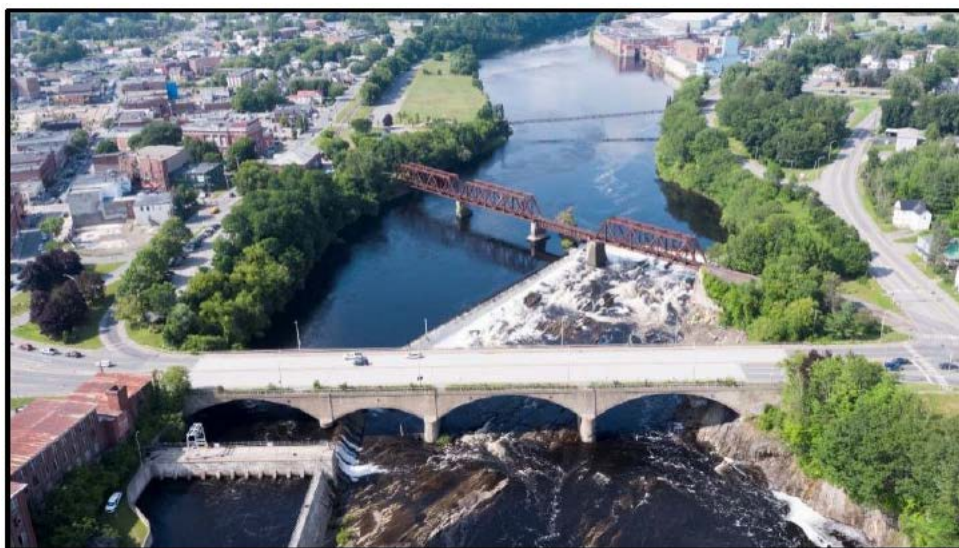
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$40,500,000

PROJECT LOCATION: Kennebec County, Maine

PROJECT DESCRIPTION:

The project replaces the US 201 bridge over the Kennebec River between Waterville and Winslow, Maine.



PROJECT HIGHLIGHTS AND BENEFITS:

The project returns a deteriorating portion of the highway system to a state of good repair and ensures the long-term reliability of the connection between Waterville and Winslow. Additionally, the project avoids costly near-term rehabilitation work that would not ultimately address the bridge's condition. By increasing substandard lane width, adding shoulders to accommodate bicyclists and other modes where none currently exist, and changing roadway geometry to improve drainage, the project improves safety.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Resiliency and Flood Mitigation Improvements at Dundalk Marine Terminal

Urban

APPLICANT/SPONSOR: Maryland Port Administration

BUILD GRANT AWARD: \$10,000,000

TOTAL PROJECT COST: \$36,700,000

PROJECT LOCATION: Baltimore, Maryland

PROJECT DESCRIPTION:

This project will provide critical flood mitigation improvements at the Dundalk Marine Terminal, including installing 15 backflow preventers, constructing approximately 4,000 feet of box culvert with a pump for extreme rain events, and installing a perimeter barrier to prevent storm surge from overtopping the berths.



PROJECT HIGHLIGHTS AND BENEFITS:

Storm surges are frequent and costly events that could flood up to 318 acres or 72% of the Terminal's open storage area, damaging high-value Roll-on/Roll-off cargo. The project improvements will reduce the chance of catastrophic flood damage by 70% and avoid up to 24 inches of flooding that is currently experienced in some locations. The box culvert will also reduce or eliminate contaminated sediment and groundwater discharging into the Patapsco River, promoting environmental sustainability.

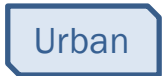


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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program



PROJECT NAME: I-495/I-90 Interchange Improvements Project
APPLICANT/SPONSOR: Massachusetts Department of Transportation
BUILD GRANT AWARD: \$21,000,000
TOTAL PROJECT COST: \$371,300,000
PROJECT LOCATION: Boston, Massachusetts

PROJECT DESCRIPTION:

The project includes the redesign and reconstruction of the I-495/I-90 Interchange and associated improvements on 3.5 miles of the I-495 mainline and 2.5 miles of the I-90 mainline. This includes the replacement of approximately 6 existing bridges along with removing approximately 2 other existing structures. The project will reconfigure the ramp system from the existing double trumpet interchange to a semi-directional system interchange.



PROJECT HIGHLIGHTS AND BENEFITS:

The proposed interchange improvements will eliminate the conflict and friction of I-495 in the current weaving lanes and will reduce the number of crashes, improving safety. The existing bridges and roadways were constructed between 1957 and 1968, therefore these interstate roadways will be improved significantly by eliminating approximately two bridges and reconstructing approximately six others that were all nearing the ends of their service lives. The project will reduce projected greenhouse gas emissions due to the improvements in traffic flow associated with the reconstruction of the interchange. The project will also mitigate impacts to wetlands, groundwater, and other water resources through the replacement of the Whitehall Brook culvert under I-90 and introduce proposed stream crossing improvements to address existing vulnerabilities within stream systems.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Michigan Statewide Central Signal Control System Expansion

APPLICANT/SPONSOR: Michigan Department of Transportation

Rural

BUILD GRANT AWARD: \$8,333,600

TOTAL PROJECT COST: \$10,417,000

PROJECT LOCATION: Lansing, Michigan

PROJECT DESCRIPTION:

This project will overhaul outdated traffic signal infrastructure and streamline maintenance processes related to that infrastructure. MDOT will expand its Phase 1 success and convert the approximately 1,000 locations to the Central Signal Control System (CSCS) across all signals the department owns, operates, and maintains statewide.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will help create a safer, more efficient transportation system throughout the state. Remote coordination of signal operations will help reduce the potential of rear-end crashes, having significant long-term benefits. The system will replace outdated signals and allow MDOT to remotely determine malfunctioning signals, saving response time and money. The CSCS will create a centralized traffic signal management system with innovative technology that will allow the state to quickly detect and mitigate traffic signal issues. It will also be a faster way to document and collect information regarding the issues to improve decision making.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: US 14 New Ulm to Nicollet Mobility and Safety Improvement Project

APPLICANT/SPONSOR: Minnesota Department of Transportation

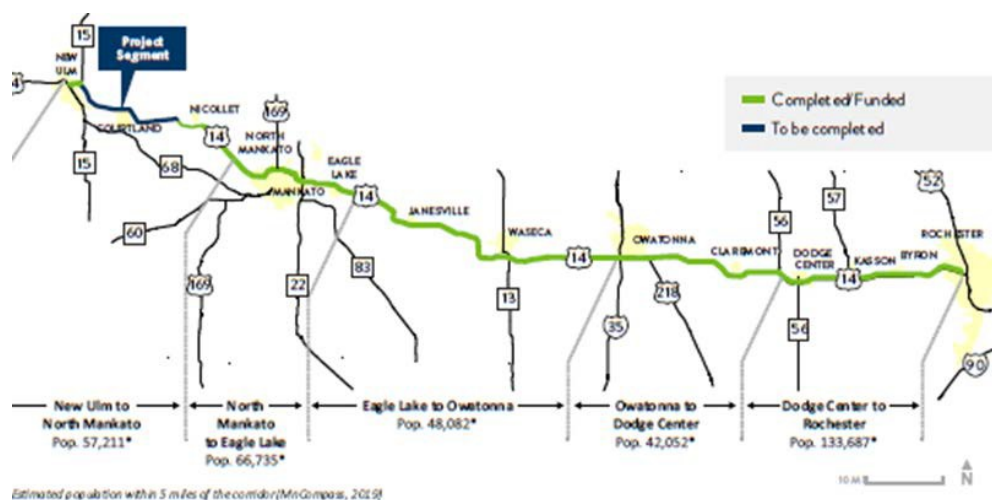
BUILD GRANT AWARD: \$22,000,000

TOTAL PROJECT COST: \$92,740,000

PROJECT LOCATION: New Ulm, Minnesota

PROJECT DESCRIPTION:

This project will reconstruct the existing 2-lane US 14 into a 4-lane divided expressway with interchanges at CR 37 and CR12/CR 24.



PROJECT HIGHLIGHTS AND BENEFITS:

The 4-lane divided highway, additional interchange, restricted-crossing U-turn intersections, right turn lanes at all intersections, intersection lighting, wide shoulders, shoulder rumble strips, and recoverable ditch slopes will all contribute to a decrease in accidents on the project corridor. By replacing the 1938 pavement, the condition of the modern roadway will be improved. The project also increases reliability and efficiency in the movement of commuters and freight, and features several technology components including Advance Warning Flashers, dynamic messaging systems, automated gates, a snow fence, and restricted-crossing U-turn intersections.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: US 10 Rum River Bridge Replacement, Intersection Improvements

Urban

APPLICANT/SPONSOR: Minnesota Department of Transportation

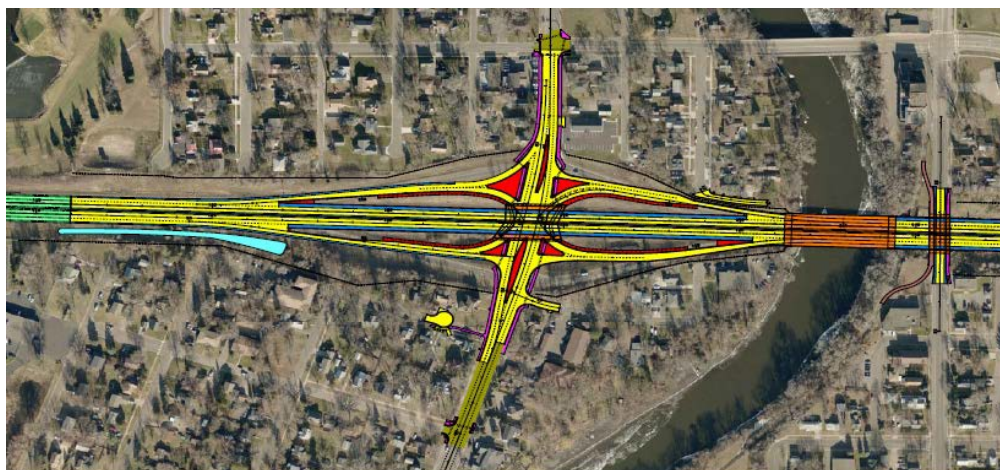
BUILD GRANT AWARD: \$15,000,000

TOTAL PROJECT COST: \$89,721,000

PROJECT LOCATION: Ramsey County, Minnesota

PROJECT DESCRIPTION:

The project will replace the existing bridge over the Rum River on US 10, and replace the adjacent 4th Avenue Bridge over US 10 in the City of Anoka. The project also includes the reconfiguration of the US 10/TH 47/US 169 Interchange.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will reduce the crash and injury rate in both rural and urban areas along US 10 by improving pavement condition, extending exit lane lengths to prevent queuing, converting the interchange to a safer geometry, and replacing two bridges no longer fit for safe service. Reconstruction of the interchange will increase the bridge clearance which will allow adequate vertical clearance for high freight loads, and therefore create safer and more efficient travel of goods. The project will implement stormwater Best Management Practices (BMPs) to provide sediment filtration, MPCA volume control (infiltration), and flow rate control. The bridge replacement will also include wildlife passage benches (leveled paths within rip rap) allowing wildlife to pass safely along the riverbank.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Hattiesburg Downtown Railroad Innovation: Construction of Grade Separations and Connection Tract at a Major Rail Intersection

APPLICANT/SPONSOR: The City of Hattiesburg

BUILD GRANT AWARD: \$13,223,900

TOTAL PROJECT COST: \$26,621,200

PROJECT LOCATION: Hattiesburg, Mississippi

PROJECT DESCRIPTION:

This project would construct an overpass and make improvements on the western portion of Hall Avenue and add a roundabout at the intersection of Hall Avenue, James Street, and Bay Street.



PROJECT HIGHLIGHTS AND BENEFITS:

The Hall Avenue overpasses will eliminate approximately two at-grade crossings, thereby reducing reroutes and vehicle miles traveled. There will also be new dynamic messaging and sensors along the route, which will likely reduce traffic accidents. The overpasses will also create a direct, faster route for emergency services without having to deal with train delays. The local downtown employees, as well as downtown businesses and restaurants will benefit from the increased transportation system reliability through the city and decrease in long delays.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Jefferson Avenue and 20th Street Revitalization Corridors

APPLICANT/SPONSOR: City of Saint Louis Board of Public Service

BUILD GRANT AWARD: \$7,950,000

TOTAL PROJECT COST: \$38,994,000

PROJECT LOCATION: St. Louis, Missouri

Urban

PROJECT DESCRIPTION:

This project will improve approximately 2 miles of Jefferson Avenue to a Complete Street between Market Street and Natural Bridge Avenue in St. Louis. This project will also improve 20th Street to include new low-stress bicycle facilities between Market Street and St. Louis Avenue. The project also includes signal improvements, pedestrian improvements, and storm water improvements.



PROJECT HIGHLIGHTS AND BENEFITS:

Planned improvements to the roadways include reduced lane width and travel lanes to slow travel speeds, connected and transit-optimized traffic signals to reduce congestion, additions of center medians, and addition of separated pedestrian/cyclist paths. These improvements will help decrease crashes and accidents for the traveling public. The current surface condition hinders the efficient transport of vehicles, transit, freight and pedestrians throughout the local area. By completing the roadway revitalization, the City of St. Louis will be able to maintain the two roads in a good state of repair through this project. The improved infrastructure will enable an increase in local development, and improved access from downtown.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Kansas City Streetcar Riverfront Extension

APPLICANT/SPONSOR: Kansas City Area Transportation Authority

Urban

BUILD GRANT AWARD: \$14,199,453

TOTAL PROJECT COST: \$20,169,677

PROJECT LOCATION: Kansas City, Missouri

PROJECT DESCRIPTION:

The project will extend the Kansas City Streetcar approximately 0.55 mile from its current terminus near 3rd Street and Grand Boulevard, across the existing Grand Avenue Bridge, to the Berkley Riverfront.



PROJECT HIGHLIGHTS AND BENEFITS:

By extending the existing streetcar line to the developing Berkley Riverfront area, the project anticipates leveraging significant new investment along the riverfront that currently serves features several recreational destinations. The current streetcar has been a proven generator of economic development in the downtown area and extending the regional transportation network to the riverfront is projected to expand development trends. The project extends transit access to parks and green space along the riverfront and provides a transit connection across Grant Avenue bridge which currently lacks pedestrian and bicycle amenities.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Northwest Billings Connector and Marathon Trail

APPLICANT/SPONSOR: City of Billings

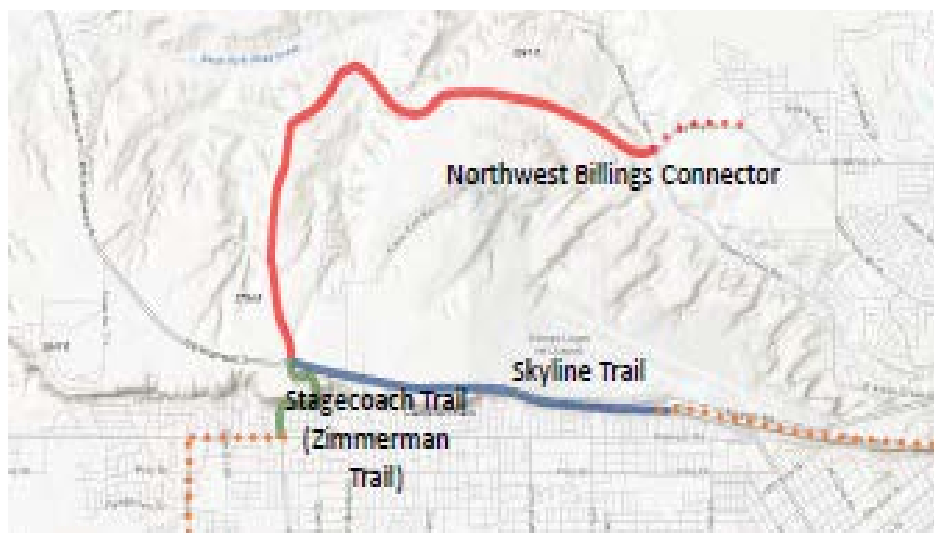
BUILD GRANT AWARD: \$11,656,765

TOTAL PROJECT COST: \$18,741,765

PROJECT LOCATION: Billings, Montana

PROJECT DESCRIPTION:

The project constructs (1) the Northwest Billings Connector, a five-mile stretch of two-lane rural roadway with a detached multi-use trail, from Alkali Creek Road/Skyway Drive to Highway 3/Zimmerman Trail, connecting the Heights and West End neighborhoods and (2) the Skyline Trail section of the multi-use Marathon Trail consisting of an approximately 2.9 segment from the intersection of Highway 3/Zimmerman Trail through Airport Road along Highway 3.



PROJECT HIGHLIGHTS AND BENEFITS:

The constrained artery between the Heights and West End neighborhoods experiences a disproportionate crash rate compared to the rest of Billings. The project improves safety by providing a continuous off-street or low volume on-street route alternative for bicyclists and pedestrians to reduce potential for crashes. The project adds approximately 8.8 miles of multi-use trails, which expand transportation mode choices and promotes active transportation for accessing facilities and amenities.



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Rural

PROJECT NAME: Blair South Bypass

APPLICANT/SPONSOR: City of Blair

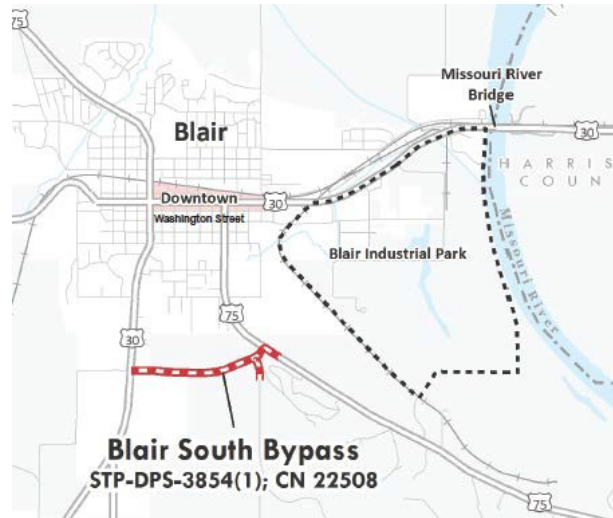
BUILD GRANT AWARD: \$7,560,000

TOTAL PROJECT COST: \$14,444,040

PROJECT LOCATION: Washington County, Nebraska

PROJECT DESCRIPTION:

This project will construct a new connection between US 75 and the US 30 in Blair, Nebraska to bypass the community's existing downtown. The proposed corridor will be a three-lane section, configured as a "Super 2" with passing lanes constructed in the uphill direction to reduce conflicts between passenger vehicles and trucks. The project will also construct a bicycle and pedestrian trail adjacent to the new roadway.



PROJECT HIGHLIGHTS AND BENEFITS:

The project's primary purpose is to provide an alternative route for truck traffic traveling between US Highway 75 and US Highway 30 which are currently routed through downtown Blair. With growing freight volume in the area, the project is expected to increase the safety of pedestrians and cyclists in downtown Blair by reducing the through traffic on Washington Street. The bypass is also expected to reduce travel times for freight and thereby enhance the economic competitiveness of the region.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Pyramid Highway Improvements

APPLICANT/SPONSOR: Regional Transportation Commission of Washoe County

Urban

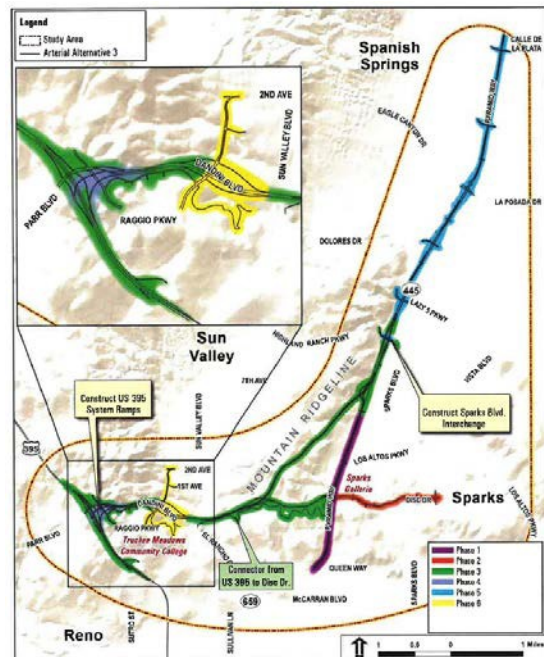
BUILD GRANT AWARD: \$23,000,000

TOTAL PROJECT COST: \$54,100,000

PROJECT LOCATION: Washoe County, Nevada

PROJECT DESCRIPTION:

The project will improve and widen approximately 2.4 miles of Pyramid Highway by widening approximately 1.6 miles from Queen Way to Los Altos Parkway from four-lanes to six-lanes and reconstructing approximately 0.75 miles of existing four-lane roadway from Los Altos Parkway to Golden View Drive. It also includes installation of smart traffic signals, widening the median, shoulders, bike lanes, and sidewalks, and installation of enhanced drainage and storm water infrastructure.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will primarily reduce congestion, which is a factor in the high number of rear-end crashes in the project area, and a cause of delay in the movement of goods and people. The project installs drainage improvements and water quality basins to reduce storm water pollution.



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PROJECT NAME: Lexington Train Station

APPLICANT/SPONSOR: City of Lexington

Urban

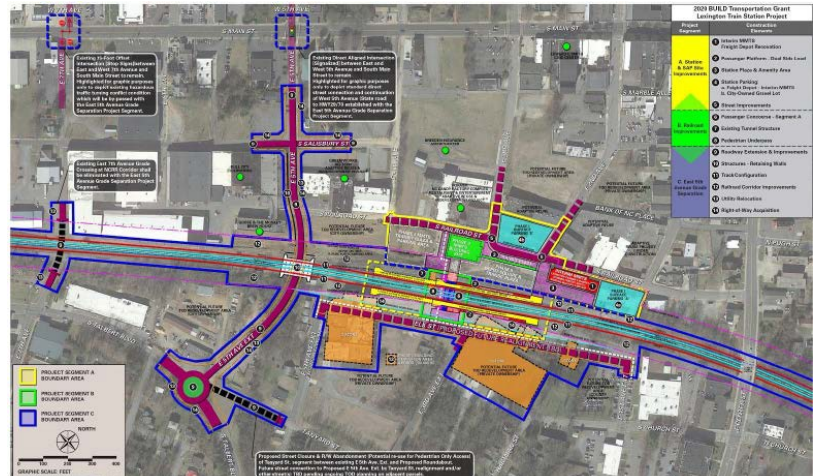
BUILD GRANT AWARD: \$24,960,534

TOTAL PROJECT COST: \$40,910,534

PROJECT LOCATION: Lexington, North Carolina

PROJECT DESCRIPTION:

The project constructs a multimodal passenger rail and bus station in Lexington's Depot District, replaces the 7th Avenue at-grade rail crossing with a grade-separated rail crossing at 5th Avenue, and makes track improvements between the two components.



PROJECT HIGHLIGHTS AND BENEFITS:

The project eliminates an at-grade crossing at 7th Avenue and eliminates additional turns on two busy roads, eliminating potential crashes and generating safety benefits. The project also constructs a grade-separated pedestrian underpass below the tracks to address the lack of safe pedestrian crossing in the area. Despite passenger stops at regular intervals along the Raleigh-to-Charlotte corridor, Davidson County is disconnected from the region's passenger rail corridor. The project introduces rail service and increases passenger rail connectivity, as well as facilitates redevelopment in the Depot District. The project improves quality of life by expanding access to Charlotte, Winston-Salem, High-Point, Greensboro, and Raleigh's employment and education centers.



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Rural

PROJECT NAME: Pembroke Transportation Investment for Revitalization

APPLICANT/SPONSOR: Town of Pembroke

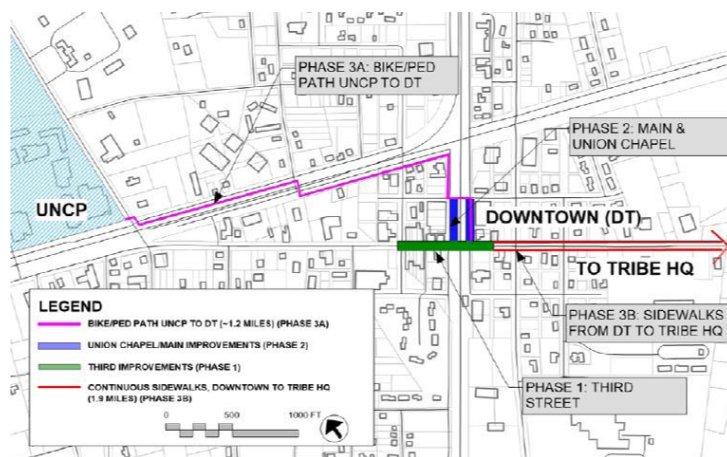
BUILD GRANT AWARD: \$5,262,618

TOTAL PROJECT COST: \$6,690,517

PROJECT LOCATION: Pembroke, North Carolina

PROJECT DESCRIPTION:

This project will create a network of complete streets to connect the downtown to the University of North Carolina at Pembroke to the west and the headquarters of the Lumbee Tribe to the east. The project includes the installation of dedicated two-way left turn lanes on NC Highway 711 and approximately 12,400 linear feet of bike and pedestrian pathways. Street improvements will be made in the center of the historic downtown, including replacement of deteriorated infrastructure, re-location of overhead utility lines, installation of lighting and landscaping improvements, crosswalks, ramps, bike lanes, and new sidewalks.



PROJECT HIGHLIGHTS AND BENEFITS:

The expansion of pedestrian and bicycle infrastructure will provide alternative, safer routes to busy Third Street, reducing injuries to cyclists and pedestrians by as much as 50%. The project also repairs deteriorating subsurface stormwater and sewer infrastructure in conjunction with surface treatments aimed at restoring the town's roads to a state of good repair. Once completed, the project will enhance connectivity and access between the University to the west and small businesses downtown, reinvigorating business and improving quality of life for residents.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Improving Resiliency of Rural North Dakota Roads

APPLICANT/SPONSOR: North Dakota Department of Transportation

BUILD GRANT AWARD: \$22,000,000

TOTAL PROJECT COST: \$50,554,544

PROJECT LOCATION: State-wide, North Dakota

PROJECT DESCRIPTION:

This project will raise the grade of roadways at approximately 13 different locations along eight rural North Dakota highways and Interstate 94 in various areas of the state in order to reduce occasional road closures necessitated by seasonal water accumulation and road flooding in local drainage basins.



PROJECT HIGHLIGHTS AND BENEFITS:

The topography and seasonal climate patterns of North Dakota result in frequent flooding of closed drainage basins, known as “prairie potholes”, which can close rural highways vital to the flow of freight and commerce. The resulting detours increase the time and distance drivers must travel. Often, they force trucks to use routes not built to accommodate heavy loads, further deteriorating the system. By raising the grade of the roads which cross these “potholes”, the project will eliminate costly detours. Proactively raising roadway grades improves roadway resiliency and reduces the environmental impact caused by flooding.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Glass City Riverwalk

APPLICANT/SPONSOR: Toledo Metropolitan Area Council of Governments

Urban

BUILD GRANT AWARD: \$23,668,160

TOTAL PROJECT COST: \$29,585,200

PROJECT LOCATION: Toledo, Ohio

PROJECT DESCRIPTION:

This project will construct more than one mile of shared-used paths with amenities, install transient docks, add a transit stop, install a bike share hub, create a kayak share location, and repair existing seawall along the Maumee River in downtown Toledo, Ohio.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide dedicated multi-use paths for bicyclists and pedestrians, which have experienced an increased fatality rate in the area in recent years. The project will revitalize downtown Toledo by providing efficient, reliable, and lower cost local transportation, contributing to economic competitiveness and improved quality of life. In addition to reducing emissions from the shift to alternative modes of transportation, this project plans to increase parklands and greenspace tenfold, or by approximately 320-acres.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: GCRTA Rail Car Replacement Program- Phase 1

APPLICANT/SPONSOR: Greater Cleveland Regional Transit Authority (GCRTA)

Urban

BUILD GRANT AWARD: \$15,000,000

TOTAL PROJECT COST: \$125,000,000

PROJECT LOCATION: Cleveland, Ohio

PROJECT DESCRIPTION:

The project replaces 40 heavy rail vehicles with 34 heavy rail vehicles and makes associated infrastructure upgrades to the rail maintenance facility, equipment, and stations to accommodate the new vehicles.



PROJECT HIGHLIGHTS AND BENEFITS:

The project replaces an aging and shrinking vehicle fleet with costly maintenance needs. Due to the rail car's significant corrosion, outdated systems, and obsolete components, maintenance costs increased approximately 44 percent from 2010 to 2018 and GCRTA estimates vehicle replacement is the lowest cost state of good repair upgrade option over the long term. Vehicle replacement also eliminates safety concerns associated with the aging vehicles such as corrosion, severe scratches, cracking or incorrectly located decals, and cracked window rubbers that pose danger to those operating, servicing, or riding the vehicle. The project ensures continued operation of GCRTA service that would degrade and experience additional delays and disruptions without vehicle replacement.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Reconstruction of US 281 Bridgeport Bridge
APPLICANT/SPONSOR: Oklahoma Department of Transportation
BUILD GRANT AWARD: \$22,000,000
TOTAL PROJECT COST: \$34,895,000
PROJECT LOCATION: Canadian and Caddo Counties, Oklahoma

PROJECT DESCRIPTION:

This project will reconstruct the multi-span pony truss bridge on US 281 (historic Route 66) over the Canadian River between Canadian and Caddo Counties in Oklahoma.



PROJECT HIGHLIGHTS AND BENEFITS:

The US 281 bridge, originally constructed in 1933, exceeded its anticipated design life. It is currently load posted to 9 tons and expected to close soon due to its quickly deteriorating condition. Restoring the structure brings the bridge to current standards and results in maintenance cost savings. The project installs a wider deck surface and decreases potential for crashes, and avoids additional traffic and travel time that would result from a closure-related detour.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Erie Bayfront Parkway Mobility and Freight Improvement Program

APPLICANT/SPONSOR: Pennsylvania Department of Transportation

BUILD GRANT AWARD: \$21,000,000

TOTAL PROJECT COST: \$63,871,989

PROJECT LOCATION: Erie, Pennsylvania

PROJECT DESCRIPTION:

This project constructs improvements to better connect Erie's central business district to its waterfront including reconstructing three major intersections, removing existing railroad tracks including two at-grade crossings, closing gaps in a multi-use trail network, and constructing a multimodal bridge.



PROJECT HIGHLIGHTS AND BENEFITS:

The project replaces two intersections with roundabouts and builds a third grade-separated intersection which reduces traffic speeds and conflicts, eliminates two at-grade highway rail crossings, and expands pedestrian and bicycle infrastructure. The project enhances access between the waterfront and downtown activity centers, facilitating more efficient traffic movements throughout the area and encouraging waterfront development. The project increases transportation choices to the waterfront area and removes physical barriers to the waterfront to create a more connected and revitalized area.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: Gateway 228 Capacity & Safety Improvements- Three Degree and Freedom Road Project

APPLICANT/SPONSOR: Butler County

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$58,323,300

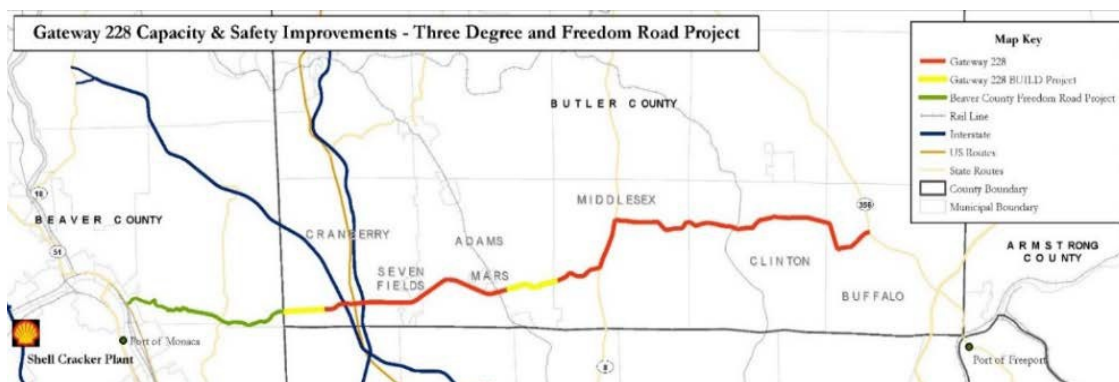
PROJECT LOCATION: Butler County, Pennsylvania

PROJECT DESCRIPTION:

The project will construct roadway, intersection, and pedestrian improvements along three segments of State Route 228 (Freedom Road) as part of a larger project on the 26.4-mile corridor. Various improvements include widening lanes, adding turn lanes, converting intersections to roundabouts or jug handles, installing ADA ramps, adding multi-use paths, upgrading signals, and adding pavement markings. Improvements will be made on segments from Lovi Road to Powell Road, Powell Road to Haine School Road, and at the intersection with Three Degree Road. This project connects to the BUILD 2018 Gateway 228 project.

PROJECT HIGHLIGHTS AND BENEFITS:

The crash rate for the project area was 36.7% higher than the statewide crash rate, with multiple school student or school bus-involved crashes in recent years. The project will improve safety by adding turning lanes, widening the road, and improving pedestrian facilities in the area. A new frontage road will be constructed for properties along the south side of SR 228 and an intersection will be relocated to a safer location. The project promotes economic competitiveness in a rapidly growing area that faces congestion.

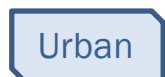


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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program



PROJECT NAME: Opening the Cranston Canyon

APPLICANT/SPONSOR: Rhode Island Department of Transportation

BUILD GRANT AWARD: \$21,329,338

TOTAL PROJECT COST: \$85,000,000

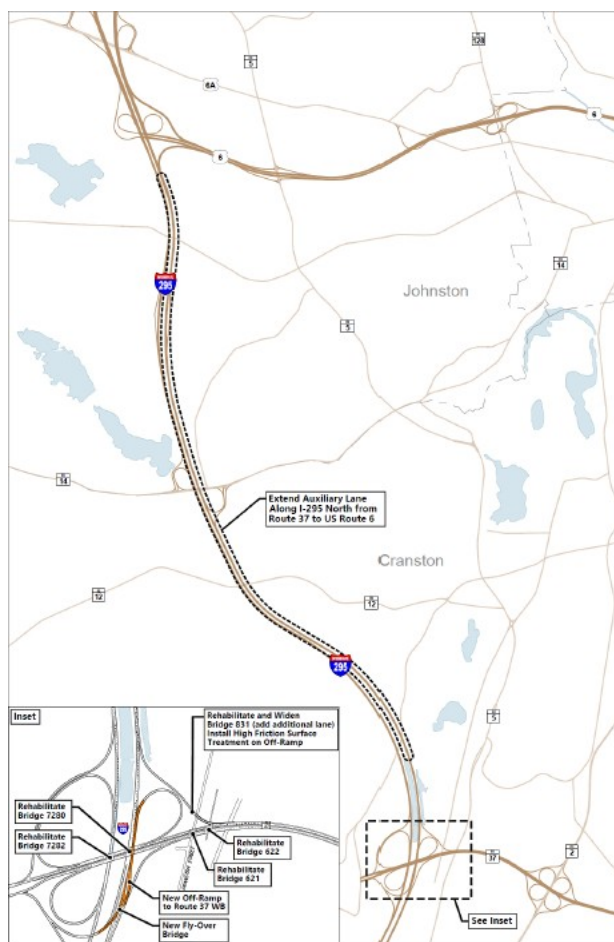
PROJECT LOCATION: Cranston, Rhode Island

PROJECT DESCRIPTION:

This project will repair approximately five bridges in poor condition in a high-traffic corridor, make safety improvements, and mitigate congestion along Route 37 and I-295 in Cranston, Rhode Island.

PROJECT HIGHLIGHTS AND BENEFITS:

This project includes several roadway improvements that will help improve safety and reduce travel time along the SR 37/I-295 corridor. Queueing and congestion along I-295 North between Route 37 and Route 6 will be addressed by an auxiliary travel lane. The project will also address lane departure crashes due to horizontal curve at the SR 37 Westbound and I-295 Northbound interchange, by installing a high-friction surface treatment. By addressing numerous structural deterioration issues, the project would bring the bridges that are incorporated within the I-295/SR 37 interchange into a state of good repair.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Ridgeville Industrial Campus Supporting Infrastructure Project

APPLICANT/SPONSOR: South Carolina Ports Authority

Rural

BUILD GRANT AWARD: \$21,678,125

TOTAL PROJECT COST: \$50,500,000

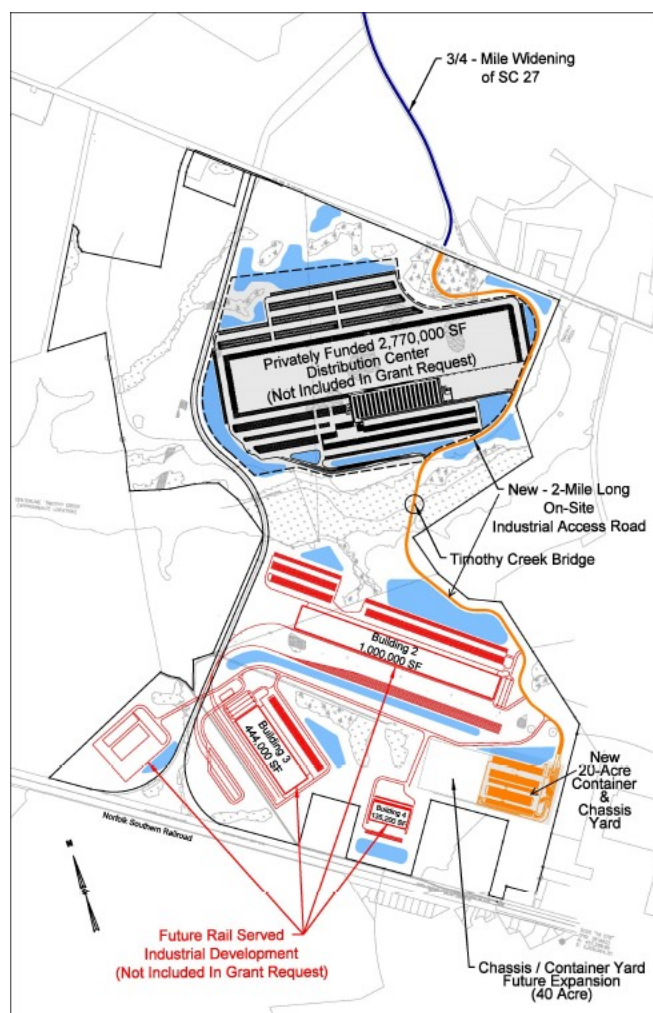
PROJECT LOCATION: Ridgeville, South Carolina

PROJECT DESCRIPTION:

The project includes both onsite and offsite improvements to the Ridgeville Industrial Campus. The on-site improvements include a new two-mile long industrial access road and a new 20-acre truck chassis/empty container storage yard, in preparation for development of an import distribution center. It will also widen approximately ¾-mile of an existing off-site road (SC27) to provide improved access from the project site to I-26.

PROJECT HIGHLIGHTS AND BENEFITS:

By preparing the site for development of a distribution center, the project supports a rural area strategically located in proximity to the port and I-26. The storage yard and new distribution center will make the transfer of goods more efficient, reducing the number of container truck trips within South Carolina and therefore reducing crashes and emissions.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: SD 246 Reconstruction from US 81 to I-29

APPLICANT/SPONSOR: South Dakota Department of Transportation

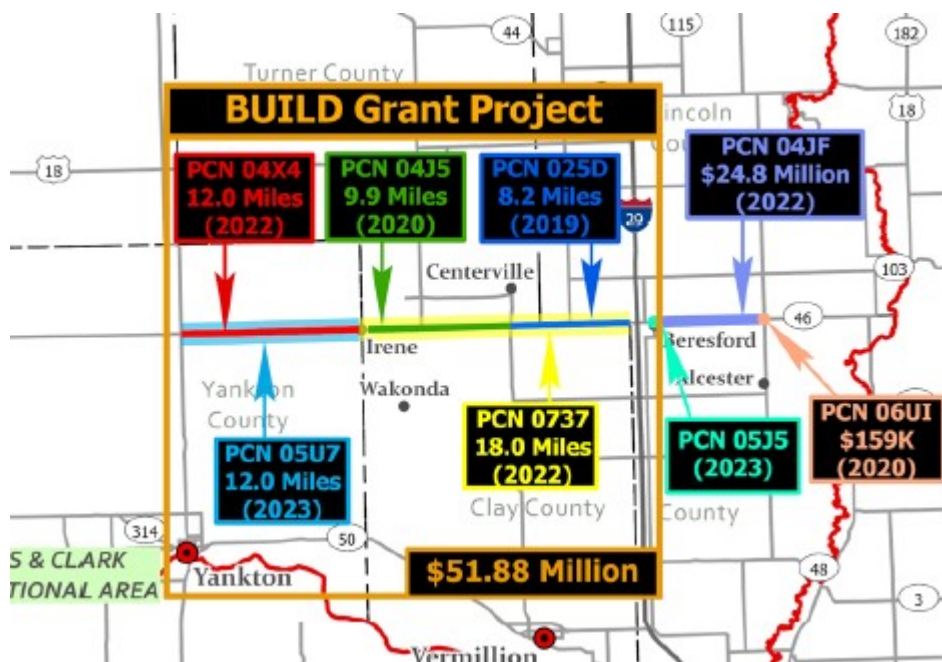
BUILD GRANT AWARD: \$22,000,000

TOTAL PROJECT COST: \$54,975,402

PROJECT LOCATION: Clay, Turner, and Yankton Counties, South Dakota

PROJECT DESCRIPTION:

This project reconstructs approximately 30 miles of South Dakota 46 from US 81 to I-29, including regrading vertical curves, widening shoulders, improving sight distance, replacing bridge structures, installing left-turn lanes, adding rumble strips, improving intersections, and reconstructing and resurfacing roadways.



PROJECT HIGHLIGHTS AND BENEFITS:

By improving deficient vertical curves and sags, widening narrow shoulders, installing rumble strips and left turn lanes, and adding intersection lighting the project, the project will reduce the number and severity of crashes. The project replaces deficient bridge structures and resurfaces roadways at the end of their useful life.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Port of Cates Landing Rail Extension Project

APPLICANT/SPONSOR: Tennessee Department of Economic and Community Development

Rural

BUILD GRANT AWARD: \$7,000,000

TOTAL PROJECT COST: \$12,000,000

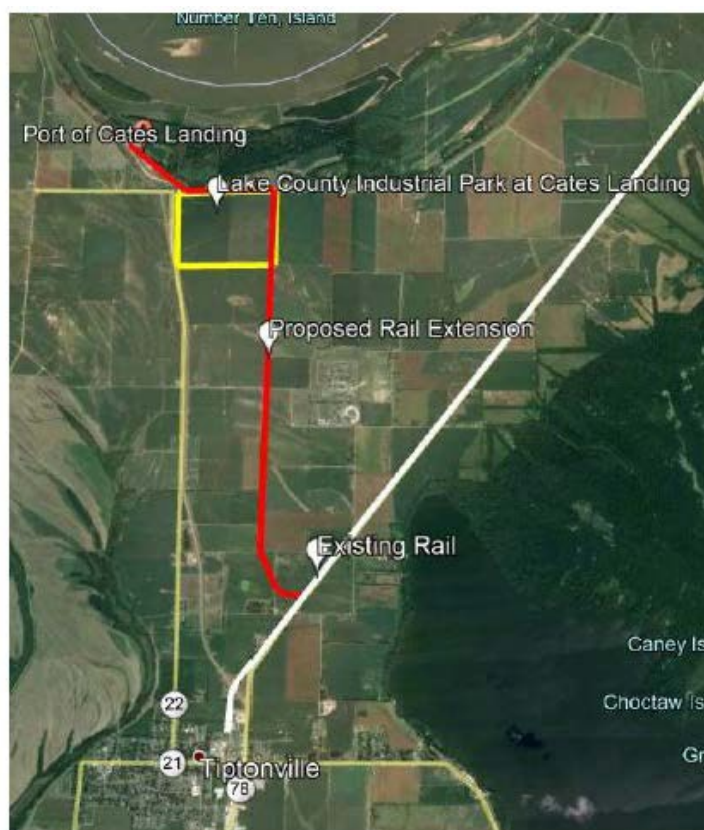
PROJECT LOCATION: Lake County, Tennessee

PROJECT DESCRIPTION:

This project will construct approximately 5.5 miles of rail to connect the Port of Cates Landing and the adjoining Select Tennessee certified industrial site to the TennKen short-line railroad.

PROJECT HIGHLIGHTS AND BENEFITS:

By providing a rail alternative and reducing truck vehicle miles traveled, the project reduces emissions and decreases transportation costs. The rail connection will be constructed above the 100-year flood plain, reducing the chances that it will be impacted by flooding, and allowing the Port to remain operational during a natural disaster. The Northwest Tennessee Regional Port Authority (NWTRPA) has partnered with TennKen Rail and the Lake County Industrial Park to develop, implement, and maintain the project.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Interstate 20 Energy Sector Safety Project

APPLICANT/SPONSOR: Texas Department of Transportation

Rural

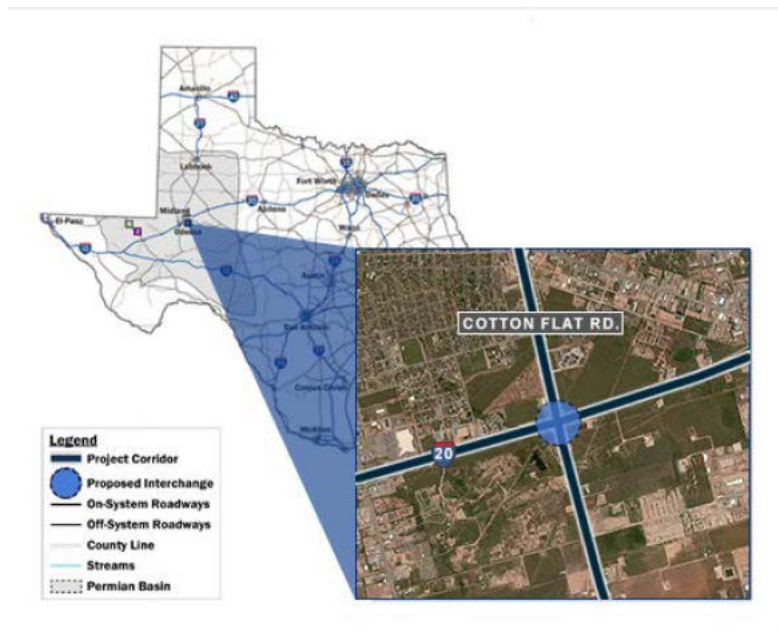
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$38,885,000

PROJECT LOCATION: Midland County, Texas

PROJECT DESCRIPTION:

This project will reconstruct the existing interchange at I-20/Cotton Flat Road in the Odessa/Midland area, by raising the Cotton Flat Road overpass, converting access ramps from diamond configuration to X-configuration, and modifying traffic signalization at the frontage road intersections.



PROJECT HIGHLIGHTS AND BENEFITS:

By raising the Cotton Flat Road overpass, the project will allow for larger trucks and equipment to traverse the corridor safely and efficiently, thereby facilitating energy industry growth in the Permian Basin area. It will also reduce congestion and related crashes on I-20 caused by delays from bridge strikes by overweight trucks and commercial vehicles. The project will save millions of dollars in maintenance and emergency repairs from bridge strikes, and the pavement will also be reconstructed to withstand heavy commercial truck weight.

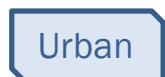


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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program



PROJECT NAME: North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) Program

APPLICANT/SPONSOR: North Central Texas Council of Governments

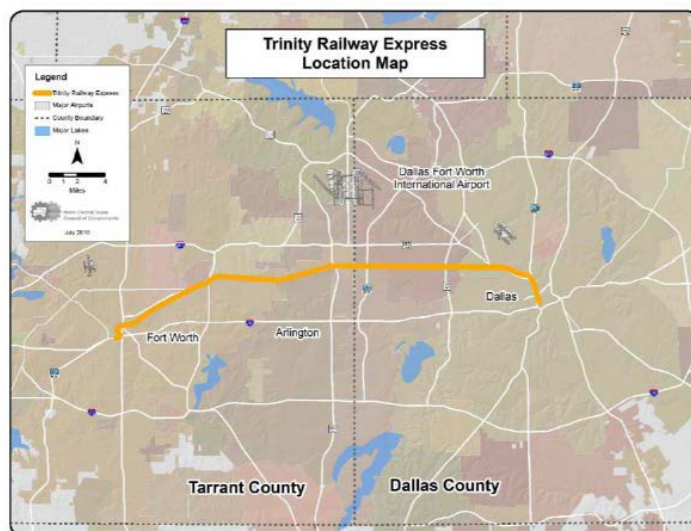
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$55,000,000

PROJECT LOCATION: Fort Worth and Dallas, Texas

PROJECT DESCRIPTION:

This project makes commuter and freight rail capacity improvements between Fort Worth and Dallas including: (1) approximately 1.2 miles of double track from Medical Market Center to Stemmons Freeway; (2) approximately 2.4 miles of second track from Handley Ederville Road to Precinct Line Road; and (3) implementing Clear Path technology to exchange information on train movement in the terminal complex.



PROJECT HIGHLIGHTS AND BENEFITS:

By replacing or upgrading bridges and double-tracking portions of Dallas Area Rapid Transit's (DART) Trinity Railway Express corridor that also accommodates Amtrak and freight movement, the project will increase reliability and decrease travel time of commuter and freight train movements. The project rehabilitates or replaces aging bridges whose current condition results in speed restrictions. The project installs Clear Path technology for agencies and users to exchange timely and accurate information on train movements to improve rail throughput, safety, and on-time performance in congested, urban rail corridors.



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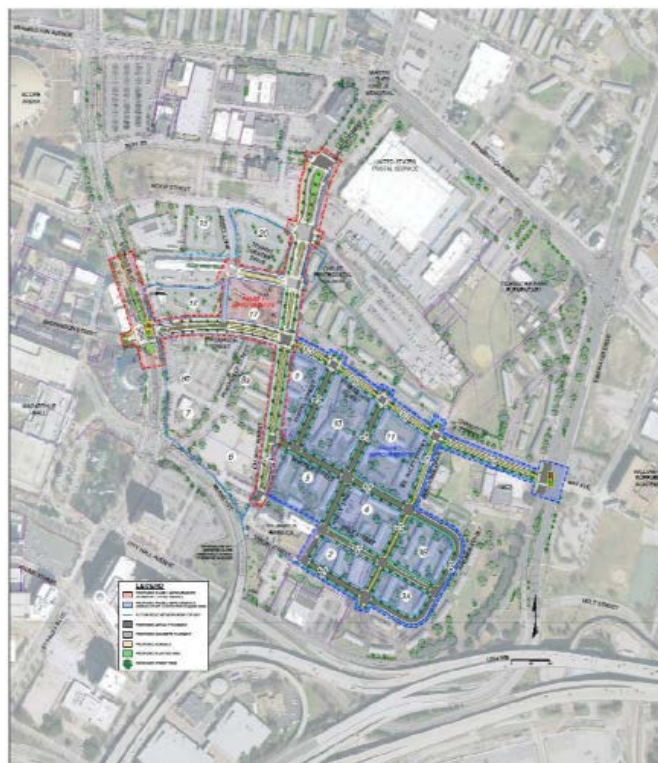
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: St. Paul's Transformation Project
APPLICANT/SPONSOR: City of Norfolk
BUILD GRANT AWARD: \$14,400,000
TOTAL PROJECT COST: \$20,600,000
PROJECT LOCATION: Norfolk, Virginia

PROJECT DESCRIPTION:

This project upgrades approximately 1.33 miles of streets in Norfolk's St. Paul's area to reestablish a connected street grid in a new, mixed-use development. The project upgrades corridors and intersections along Freemason, Church, Tidewater, Chapel, Reilly, Mariner, and Holt Streets and Resilience Drive as complete streets with expanded sidewalks and streetscape improvements, dedicated bicycle facilities, wayfinding signage, transit connectivity, and flood mitigation.



PROJECT HIGHLIGHTS AND BENEFITS:

This project facilitates the mixed-use commercial and residential redevelopment of three public housing complexes. By transforming outdated, super-block style streets into a grid pattern of complete streets bounded around a central commercial corridor, the project creates a more walkable neighborhood with better transit access and transportation choices. The project elevates roadways and equips streets in a flood-prone area to better accommodate stormwater. This project is an outgrowth of a U.S. Department of Housing and Urban Development (HUD)-funded "Neighborhood Transformation Plan" to revitalize the area and demonstrates partnership between the State, City, HUD, and private developers.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Pioneer Street Extension Project

APPLICANT/SPONSOR: City of Ridgefield

BUILD GRANT AWARD: \$5,812,000

TOTAL PROJECT COST: \$7,012,000

PROJECT LOCATION: Ridgefield, Washington

PROJECT DESCRIPTION:

This project expands and extends Pioneer Street approximately 400 feet east to a new roundabout and then extends south approximately 1,100 feet to South 5th Avenue, creating a major new arterial road connecting Interstate 5 to the Ridgefield Junction area.



PROJECT HIGHLIGHTS AND BENEFITS:

Currently, freight dependent businesses must access the Union Ridge Business Park on narrow roads with sharp turns that are not designed for current freight traffic or volumes. Constructing a new primary arterial with a roundabout, access control measures, and improved sight distance, creates a more direct and safer connection between Interstate 5 and the business park and Clark College site and reduces potential for crashes. The project improves direct access to employment centers and underutilized land in the Ridgefield Junction area targeted for employment-generating activities.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Mills to Maritime Cargo Terminal Project

Urban

APPLICANT/SPONSOR: Port of Everett

BUILD GRANT AWARD: \$17,750,000

TOTAL PROJECT COST: \$35,950,000

PROJECT LOCATION: Everett, Washington

PROJECT HIGHLIGHTS AND BENEFITS:

The project is expected to reduce dependence on congested Interstate 5 by providing upland capacity for freight destined north of Seattle and preparing the site to offer container-on-barge service. By offering an alternative to truck travel, the barge service would reduce vehicle crashes on the Interstate 5 corridor. The new cargo terminal will restore the dormant industrial site to productive maritime freight use, creating employment opportunities and decreasing transportation costs by diverting freight from truck to barge.

PROJECT DESCRIPTION:

This project will develop a new cargo terminal on a brownfield site, with paving, lighting, storm water infrastructure, utilities, and supporting infrastructure for storage of containers and breakbulk cargo.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: District 4: I-79 Bridge Rehabilitation and Replacement Project

APPLICANT/SPONSOR: West Virginia Department of Transportation

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$70,000,000

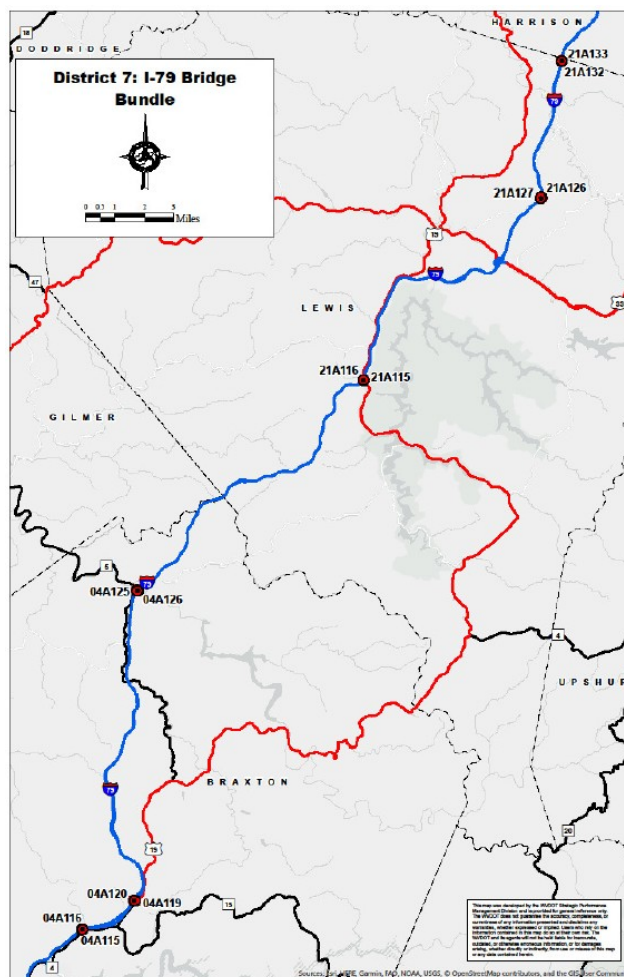
PROJECT LOCATION: Marion and Monongalia Counties, West Virginia

PROJECT DESCRIPTION:

This project will establish a more robust, reliable and resilient transportation facility that enables the traveling public and freight to smoothly traverse through Harrison, Marion and Monongalia Counties in West Virginia. It includes replacement and rehabilitation of approximately 19 bridges.

PROJECT HIGHLIGHTS AND BENEFITS:

By improving the condition of the bridges, the roadway will see a decrease in work zone related accidents and injuries caused by traffic delays and congestion during on-going maintenance. With the majority of the bridges past their useful life and in poor condition, these improvements will bring them into a state of good repair. This project will likely decrease transportation costs by reducing delays and idling vehicles and offer more efficient and reliable access to employment centers and job opportunities.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Red Cliff Band of Lake Superior Chippewa Transportation Renewal Project

APPLICANT/SPONSOR: Red Cliff Band of Lake Superior Chippewa

BUILD GRANT AWARD: \$5,817,640

TOTAL PROJECT COST: \$5,941,727

PROJECT LOCATION: Bayfield, Wisconsin

PROJECT DESCRIPTION:

This project constructs a multi-purpose transportation center with storage and maintenance bays and transportation related office space, and purchases a road grader, front-end loader, tracked backhoe, plow trucks, and two additional buses for Miskwaabekong Transit.



PROJECT HIGHLIGHTS AND BENEFITS:

The Red Cliff Band uses trucks and equipment at the end of their useful life to maintain 48 miles of Federally-owned roads. By replacing roadway maintenance equipment and creating a facility to shield that equipment from Northern Wisconsin winters, the project assists routine maintenance activities to better preserve the tribal roads. The project expands transit capacity to meet demand and increases access to medical facilities, schools, and essential services. Better maintained roads facilitate tourism opportunities for visitors accessing the National Lakeshore.



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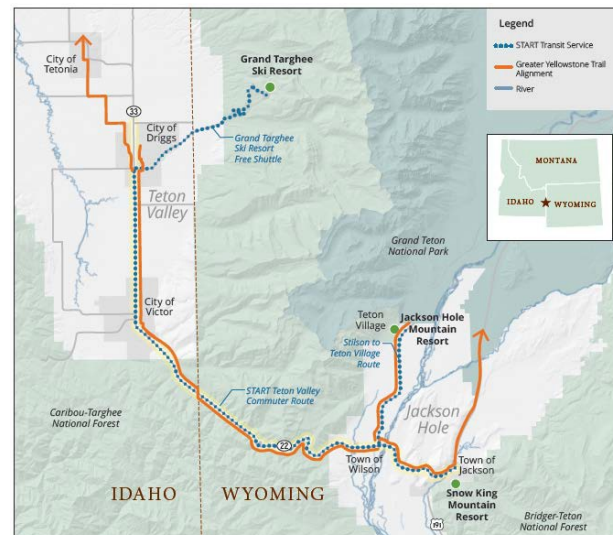
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program



PROJECT NAME: Teton Mobility Corridor Improvement Project
APPLICANT/SPONSOR: Teton County
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$28,397,661
PROJECT LOCATION: Jackson Hole, Wyoming and Driggs, Idaho

PROJECT DESCRIPTION:

This project will implement a series of multimodal improvements along the Idaho 33/Wyoming 22 corridor, including the development of two transit centers; a park-and-ride facility; completion of approximately 8.5 miles of missing links in the pathway network; transit signal prioritization; purchase of four regional commuter buses and two electric local buses; and highway upgrades.



PROJECT HIGHLIGHTS AND BENEFITS:

The project implements turn and passing lanes on ID-33 to reduce crash potential on a corridor with steep grades and hazardous conditions over the Teton Pass, expands transit access to recreational and employment destinations along the corridor to reduce commute and personal auto trips, and provides high-quality active transportation infrastructure to protect vulnerable roadway users. The project demonstrates partnership through the coalition of local and State governments, business owners, and public land managers that developed plans for the multi-modal regional transportation system.



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FY 2020 Planning Awards

Project Name	State	BUILD Award Amount	Urban/Rural
<u>Long Range Transportation Study to Widen State Routes 167 and 52</u>	Alabama	\$450,000	Rural
<u>Regional Value Capture Mechanism Study</u>	Connecticut	\$400,000	Urban
<u>Lakeshore Connection Planning Project</u>	Idaho	\$1,399,786	Rural
<u>Adams Road Corridor Project</u>	Michigan	\$2,000,000	Urban
<u>Relocating Bob Anthony Parkway in Hinds, Madison and Rankin Counties</u>	Mississippi	\$2,800,000	Urban
<u>I-29 / I-35 Corridor Study</u>	Missouri	\$640,000	Urban
<u>The San Juan Four Corners Freight Rail Project</u>	New Mexico	\$2,000,000	Rural
<u>Cayuga Waterfront Revitalization Project</u>	New York	\$1,372,533	Rural
<u>Hood River/White Salmon Interstate Bridge Replacement: Pre-Construction Phase 2</u>	Oregon and Washington	\$5,000,000	Rural
<u>Planning the Final Link in the 'Missing Move' and Quonset Connector Ramps</u>	Rhode Island	\$4,000,000	Urban
<u>Bridge to Bridge Corridor Master Plan</u>	Tennessee	\$220,000	Rural
<u>Mississippi River Regional Planning Commission Multimodal Freight Strategy Project</u>	Wisconsin	\$140,000	Rural

BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Long Range Transportation Study to Widen State Routes 167 and 52

APPLICANT/SPONSOR: Southeast Alabama Regional Planning & Development Commission

BUILD GRANT AWARD: \$450,000

TOTAL PROJECT COST: \$450,000

PROJECT LOCATION: Coffee, Geneva, and Dale Counties, Alabama

PROJECT DESCRIPTION:

This planning grant will fund the technical and economic feasibility study of two projects on approximately 24 miles of SR 167 and SR 52. The first project would widen approximately 24 miles of SR 167 in Alabama from a two-lane undivided roadway to a four-lane divided roadway from the Alabama State Line to US 84. The second project would widen approximately 13 miles of SR 52, extending a segment from Geneva to Dothan that is currently being widened to SR 167.



PROJECT HIGHLIGHTS AND BENEFITS:

The study will assess how to enable the safe passing of heavy trucks navigating the numerous steep grades on SR167, which is a major evacuation route. By expanding capacity on the two routes, quality of life benefits from increased flow of traffic could be expected.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Regional Value Capture Mechanism Study

Urban

APPLICANT/SPONSOR: Western Connecticut Council of Governments

BUILD GRANT AWARD: \$400,000

TOTAL PROJECT COST: \$500,000

PROJECT LOCATION: Fairfield County, Connecticut

PROJECT DESCRIPTION:

The project will fund the "Regional Value Capture Mechanism Study" along the Metro-North Danbury and New Canaan Branch Lines in Connecticut. The purpose of this study is to determine whether a regional value capture mechanism, such as a Tax Increment Financing (TIF) district or comparable mechanism, can be used on a regional, multi-jurisdictional level to generate the funds required to support improvements along the two Branch Lines. The study will include extensive legal, governance, service, and economic analysis to develop a financial and implementation plan.

PROJECT HIGHLIGHTS AND BENEFITS:

The study seeks to identify ways to develop rail service that will attract commuters and divert freight movements away from the region's highways. A reduction in vehicle miles traveled will contribute to a reduction in crashes, injuries, and fatalities. The study will also serve as an opportunity to evaluate funding new technologies that enhance safety, such as design elements to improve safety of at-grade rail crossings. The study will evaluate the many recommendations made for the Branch Line in various plans and studies and will develop a financial and implementation plan to move these to construction. These recommendations align with State and regional efforts to maintain transportation infrastructure in a state of good repair. Recommended improvements to the Danbury Branch Line, especially expanding passenger rail service back into New Milford and Brookfield, will be catalysts to economic growth.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Lakeshore Connection Planning Project

APPLICANT/SPONSOR: City of Ponderay

BUILD GRANT AWARD: \$1,399,786

TOTAL PROJECT COST: \$1,749,732

PROJECT LOCATION: Ponderay, Idaho

PROJECT DESCRIPTION:

This planning grant will fund design and engineering of a multimodal link from Ponderay to the Pend d'Oreille Bay Trail including a new city street, a shared-use pathway under railroad tracks, and upgrades to the frontage road on Lake Pend d'Oreille. The project also includes preliminary design for enhancements to SH-200 that will prioritize the safety of pedestrians and bicyclists.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will eliminate the need for non-motorized traffic to trespass and cross two sets of heavily used railroad tracks in order to get to the Pend d'Oreille Bay Trail and the lake. It will also divert bicyclists and pedestrians away from the narrow shoulders of SH-200. The planning efforts will also evaluate the potential for construction of an artificial wetland to treat storm water and mitigate impacts to other wetlands.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Adams Road Corridor Project

APPLICANT/SPONSOR: Road Commission for Oakland County

Urban

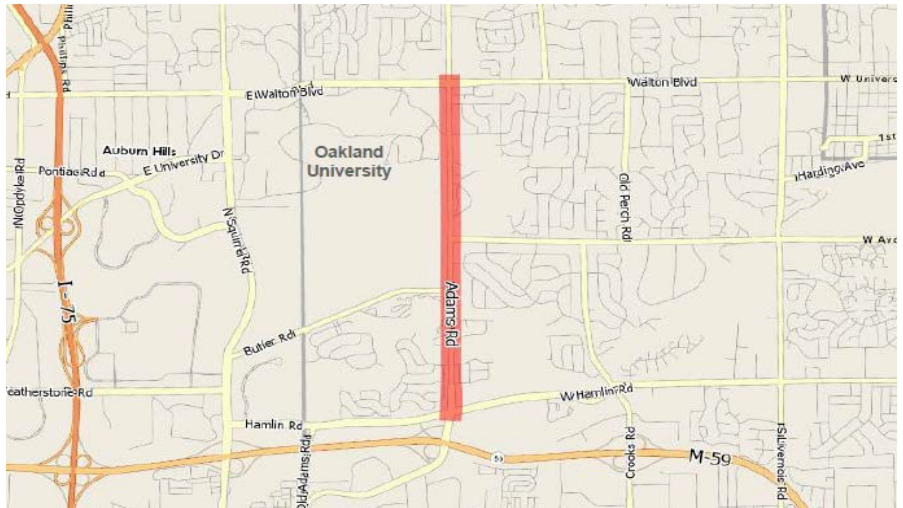
BUILD GRANT AWARD: \$2,000,000

TOTAL PROJECT COST: \$2,500,000

PROJECT LOCATION: Oakland County, Michigan

PROJECT DESCRIPTION:

This project will fund the preparation and completion of an environmental assessment for a future widening and reconstruction project along approximately 2.22 miles of Adams Road, from Hamlin Road to Walton Boulevard in Rochester Hills.



PROJECT HIGHLIGHTS AND BENEFITS:

The environmental assessment would consider the best improvement options for areas of high crash occurrences, including geometric and physical condition enhancements to the intersection, such as adding a roundabout. The project is adjacent to several hubs of economic activity, including residential, commercial, and academic institutions. Having a more efficient transportation corridor along Adams Road with less congestion and new safety measures will generate economic competitiveness, increase quality of life benefits, and reduce greenhouse gas emissions. The current roadway has a D level of service, so reconstruction will increase capacity and improve traffic flow through the intersections. The project will add sidewalks/paths on both sides of the roadway.

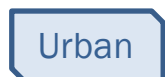


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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program



PROJECT NAME: Relocating Bob Anthony Parkway in Hinds, Madison, and Rankin Counties

APPLICANT/SPONSOR: Mississippi Department of Transportation

BUILD GRANT AWARD: \$2,800,000

TOTAL PROJECT COST: \$3,500,000

PROJECT LOCATION: Madison and Rankin Counties, Mississippi

PROJECT DESCRIPTION:

The project completes remaining environmental studies and preliminary engineering needed to relocate an existing 3.1-mile segment of Bob Anthony Parkway.



PROJECT HIGHLIGHTS AND BENEFITS:

The relocation of Bob Anthony Parkway will improve safety, efficiency and reliability within a critical segment of the transportation system in Mississippi. The route contains a limited bike lane that rides very close to passing cars. Construction of this structure will remove that issue and allow the old road to be used exclusively for bicyclists, pedestrians, and dam facility maintenance. Removal of the road from the dam will allow Water District employees unfettered access to make improvements and perform needed maintenance that is otherwise limited to traffic. With the improvements of this project, current road restrictions will be lifted and allow easier and more efficient use of the road, particularly for truck traffic.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: I-29/I-35 Corridor Study

APPLICANT/SPONSOR: City of Kansas City, Missouri

BUILD GRANT AWARD: \$640,000

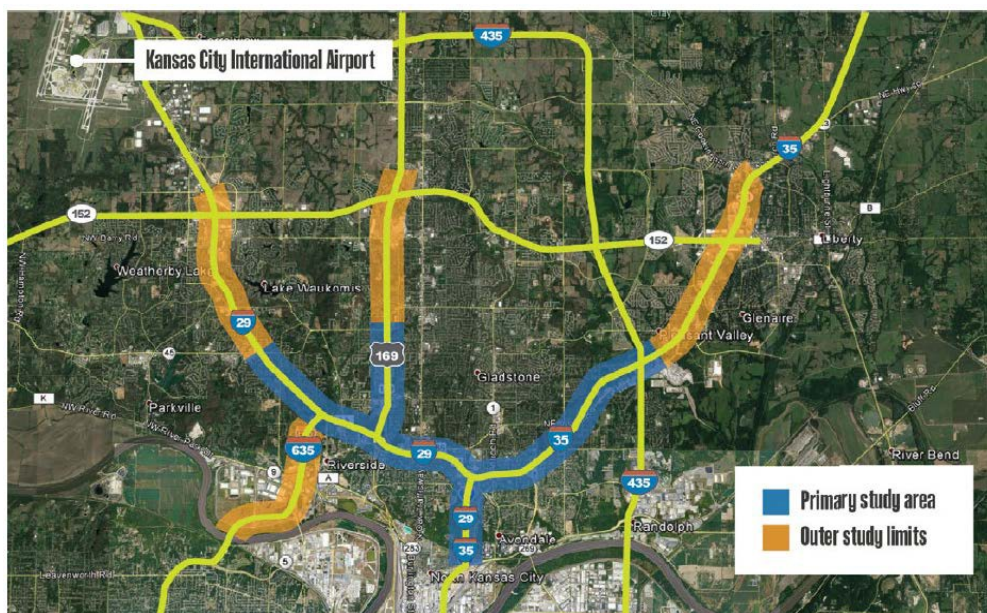
TOTAL PROJECT COST: \$800,000

PROJECT LOCATION: Kansas City, Missouri

Urban

PROJECT DESCRIPTION:

The project conducts a corridor study of the Interstate 29, Interstate 35, and US 169 corridors that merge directly north of Kansas City's central business district to document existing conditions, freight impact, and potential solutions to better serve people and goods movement in the northern portion of the Kansas City metropolitan area.



PROJECT HIGHLIGHTS AND BENEFITS:

The I-29 and I-35 corridors carry approximately 85,000 vehicles per day, approximately 35% of which is trucks representing significant freight movement. The limited number of traffic lanes and high volume of car and truck traffic contributes to excessive delays for minor incidents or maintenance activities. The project will document existing crashes and identify potential mitigation measures, document pavement and bridge conditions and potential flooding impacts, and study critical linkages for workers and goods in the corridor.



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PROJECT NAME: The San Juan Four Corners Freight Rail Project

APPLICANT/SPONSOR: San Juan County

Rural

BUILD GRANT AWARD: \$2,000,000

TOTAL PROJECT COST: \$2,000,000

PROJECT LOCATION: San Juan, New Mexico

PROJECT DESCRIPTION:

This project will complete the planning phase for the realignment of NM 371 corridor rail. The proposed rail line will connect the Farmington, NM area to the Burlington Northern Santa Fe (BNSF) corridor, Interstate 40, and Thoreau, New Mexico across the San Juan and McKinley Counties.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will help reduce the amount of freight traffic on U.S. 491, U.S. 550 and other regional collector and local roads. This will decrease the potential for accidents and possible injuries and fatalities. This reduction in heavy truck traffic will also improve the state of good repair on the roads by reducing the maintenance requirements along the roadways. The upgraded connection to the existing BNSF freight network will improve the efficiency of the freight network and the movement of people. San Juan County and Navajo Nation officials signed a Memorandum of understanding to memorialize their partnership in planning for and ultimately constructing a railroad spur and a petrochemical industrial complex in San Juan County, demonstrating strong partnerships.



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Rural

PROJECT NAME: Cayuga Waterfront Revitalization Project

APPLICANT/SPONSOR: City of Ithaca

BUILD GRANT AWARD: \$1,372,533

TOTAL PROJECT COST: \$2,745,066

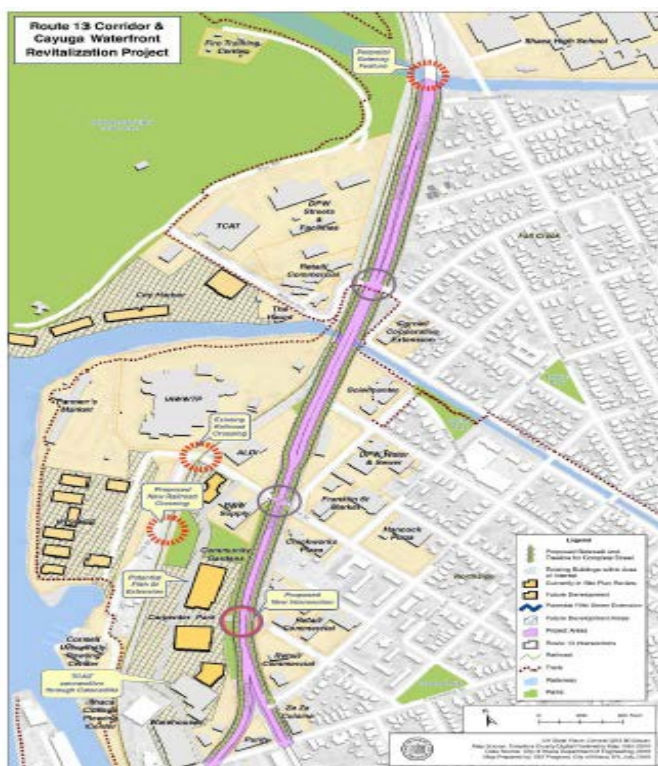
PROJECT LOCATION: Ithaca, New York

PROJECT DESCRIPTION:

This project redesigns an approximate 0.85 mile Route 13 corridor segment into a complete street boulevard with improved crossings at key intersections, clearly marked pedestrian and bicycle facilities, and traffic-calming strategies and plans to extend 5th Street approximately 0.2 miles across Route 13 to open a new route to the Cayuga Lake waterfront.

PROJECT HIGHLIGHTS AND BENEFITS:

By planning to more effectively utilize shoulder space, turn lanes, and other wide lanes to better manage traffic flows while allowing for other non-motorized users on Route 13, the project seeks to introduce safety and traffic calming measures on a road that currently functions as a four-lane highway without sidewalks and bike lanes. The project will double access points to the Cayuga waterfront and better manage traffic flows, encouraging new commercial, residential, and retail development on the waterfront. The project facilitates waterfront infill development in an underutilized area and improve access to civic, recreational, and employment destinations.



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Rural

PROJECT NAME: Hood River/White Salmon Interstate Bridge Replacement: Pre-Construction Phase 2

APPLICANT/SPONSOR: Port of Hood River

BUILD GRANT AWARD: \$5,000,000

TOTAL PROJECT COST: \$6,250,000

PROJECT LOCATION: Hood River, Oregon and White Salmon, Washington

PROJECT DESCRIPTION:

The project will complete engineering and other supporting studies for the replacement of the Hood River/White Salmon Interstate Bridge connecting White Salmon and Bingen, Washington with Hood River, Oregon over the Columbia River.



PROJECT HIGHLIGHTS AND BENEFITS:

The Hood River/White Salmon Interstate Bridge is deteriorating, load limited, and incurs costly maintenance and repairs. The project works to improve the bridge's state of good repair. Widening travel lanes and shoulders and adding a dedicated bike/pedestrian facility on the bridges will improve safety, as will creating a wider navigational opening for marine traffic that currently face challenges navigating the bridge. The project will increase the bridge's weight capacity and, therefore, eliminate additional miles load limited trucks must travel to move freight across state borders. The ability to handle larger and heavier freight traffic creates more efficient goods movement for local industries.



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Urban

PROJECT NAME: Planning the Final Link in the 'Missing Move' and Quonset Connector Ramps

APPLICANT/SPONSOR: Rhode Island Department of Transportation

BUILD GRANT AWARD: \$4,000,000

TOTAL PROJECT COST: \$5,000,000

PROJECT LOCATION: North Kingstown and City of Warwick, Rhode Island

PROJECT DESCRIPTION:

This project includes planning and permitting for improvements to the interchange connecting Interstate 95 and Route 4 and the Quonset Connector Ramps connecting Route 403 and Route 4.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will correct safety issues by improving freeway-to-freeway connections and reducing traffic on local arterials. The project expands access and reduces travel time to the Quonset Business Park, one of the largest employers in the State. Engagement between a private development corporation and the State demonstrates partnership for this project.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Bridge to Bridge Corridor Master Plan

APPLICANT/SPONSOR: City of Kingston

Rural

BUILD GRANT AWARD: \$220,000

TOTAL PROJECT COST: \$220,000

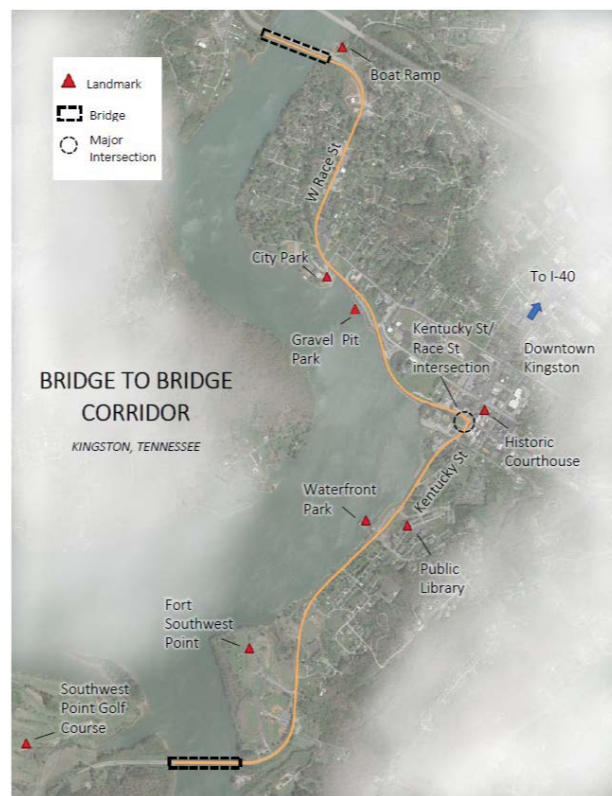
PROJECT LOCATION: Kingston, Tennessee

PROJECT DESCRIPTION:

This project will develop a Master Plan to identify multi-modal capital and operation improvement projects along the corridor running from US Route 70 to the Thomas W. Pickel Bridge, to the intersection with State Route 58, to Kingston Point at Watts Bar Reservoir.

PROJECT HIGHLIGHTS AND BENEFITS:

The Master Plan will address safety issues for pedestrians and bicyclists trying to access the waterfront or the City's parks, and will prioritize improvements that reduce the total number of crashes in the corridor. The project will increase walkability and bicycle connectivity, while improving access to surrounding land uses. The City has partnered with the Roane County Alliance economic development organization and a private developer of the waterfront area in project planning efforts.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Mississippi River Regional Planning Commission
Multimodal Freight Strategy Project

APPLICANT/SPONSOR: Mississippi River Regional Planning
Commission

BUILD GRANT AWARD: \$140,000

TOTAL PROJECT COST: \$200,000

PROJECT LOCATION: Buffalo, Crawford, Jackson, LaCrosse,
Monroe, Pepin, Pierce, Trempealeau, and
Vernon Counties, Wisconsin

PROJECT DESCRIPTION:

This project supports the analysis and development of a freight system strategy for the nine-county Mississippi River Regional Planning Commission region in Western Wisconsin. The study includes developing background information on freight transportation in the region, generating freight growth projects and system performance for major commodities in the region, and creating content to incorporate into County and local comprehensive plans.



PROJECT HIGHLIGHTS AND BENEFITS:

By developing specialized freight transportation planning and strategy development, the project seeks to support growing and traditional regional industries in a rural area known for agriculture, mining, energy, food production, and industrial commodities. The project will assess community and environmental impacts of freight movement, including conflicts between passengers and freight, to identify potential safety improvements. The project will also identify the roadways that face disproportionate heavy truck use to better inform state of good repair decisions.



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