

2022 Rural Surface Transportation Grant Program Awards

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Advancing Connectivity and Equity in the Remote Bering Straits Region

Kawerak, Incorporated

Native Village of Wales, Alaska

Historically Disadvantaged Community

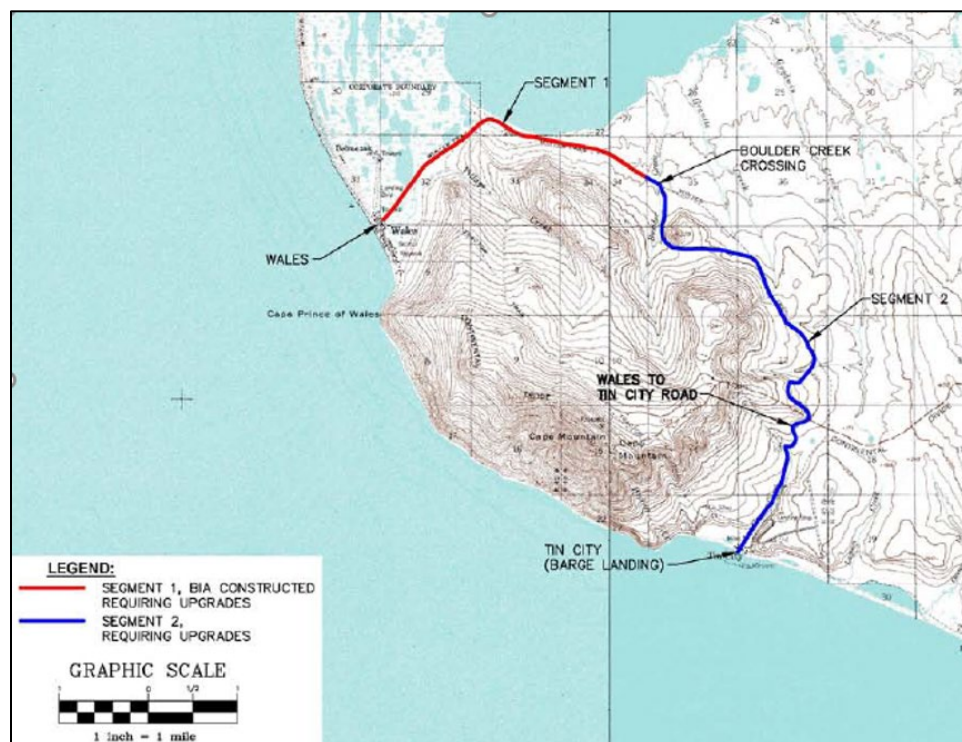
Award Subject to 23 U.S.C. 173(k)(3)

Award: \$10,000,000

Estimated Future Eligible Project Costs: \$17,320,136

Project Description: The project will construct approximately 3.6 miles of access road from the Native Village of Wales, the westernmost city in Alaska on the North American mainland, where 99.6% of residents are Alaska Natives, to Tin City Road. The new access road will connect the Native Village of Wales to the existing Bureau of Indian Affairs (BIA) road segment and create a new route to nearby Tin City.

Project Benefits: The project will facilitate safe transportation from the barge landing in Tin City to the underserved community in the Native Village of Wales, which is only accessible by sea or air. The project road will be the only emergency evacuation route available to the community, which is particularly vulnerable to flooding and erosion. The project will improve the road alignment and steep grade which currently do not meet AASHTO standards. Additionally, the project will improve access to goods, supplies, housing, emergency medical services, and employment opportunities for residents.



Madera 41 Expressway

Madera County

Fresno, California

Area of Persistent Poverty

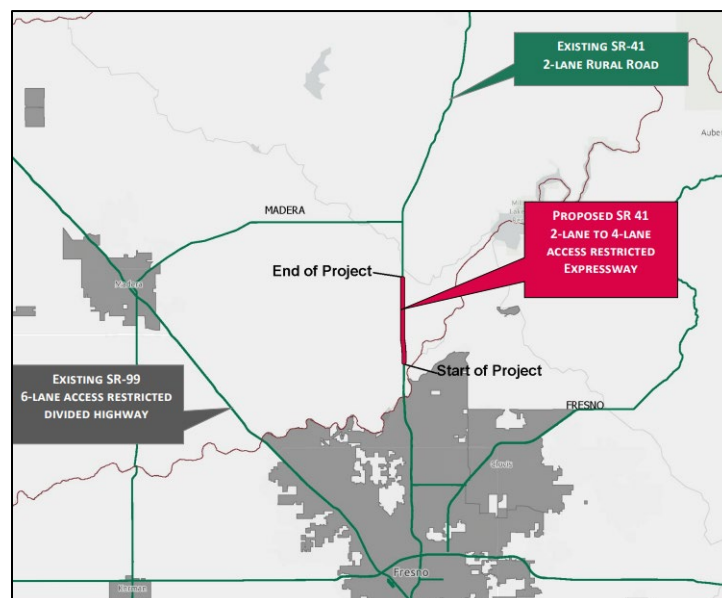
Historically Disadvantaged Community

Award: \$25,000,000

Estimated Future Eligible Project Costs: \$94,000,000

Project Description: The project will upgrade approximately four miles of the Madera 41 South Expressway from a two-lane rural highway to a four-lane limited-access expressway. In addition to the construction of the four-lane expressway, the project will improve the local road network by widening the Lateral 6.2 canal crossing near Avenue 15, constructing storm water detention basins, raising the height of the new roadway and constructing at-grade intersections at Avenue 12 and Avenue 15, reserving right-of-way for a future freeway interchange at Avenue 12, and adding a widened and raised median between the canal and Avenue 15.

Project Benefits: The project will improve safety by upgrading travel lanes and road shoulders to meet Caltrans standards for freeways. The project's structural design will account for the higher-than-average volume of heavy truck traffic along the corridor to reduce peak-hour congestion and related emissions. The project scope also includes several environmental benefits, including new energy-efficient lighting. It will also include ways to capture and treat stormwater runoff and use green practices and materials to control erosion. Additionally, the project will link commercial, residential, and mixed-use development to alternative modes of transportation, like cycling and ride-share. It will also enhance freight movement and improve access to nearby Yosemite National Park for tourists and park employees.



Louisiana DOT&D Ferry Design and Construction

Louisiana Department of Transportation and Development

Plaquemines Parish and Cameron Parish, Louisiana

Area of Persistent Poverty

Historically Disadvantaged Community

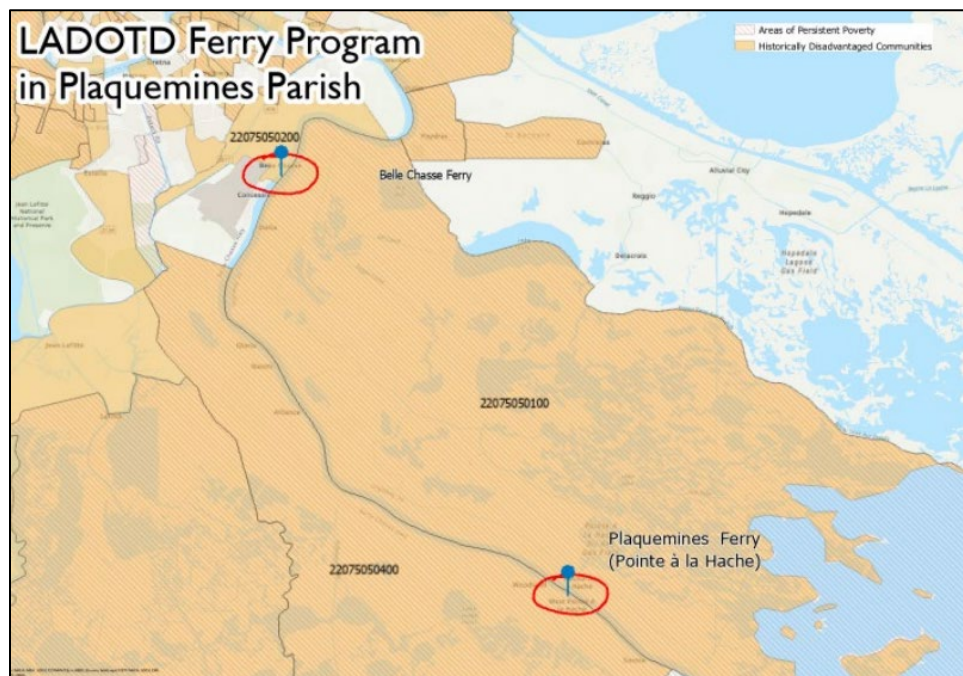
Award Subject to 23 U.S.C. 173(k)(3)

Award: \$25,000,000

Estimated Future Eligible Project Costs: \$52,000,000

Project Description: The project will design and construct two ferry boats. One ferry boat will provide continued access across the Mississippi River between Highway 23 and Highway 39 at Pointe a la Hache, and between Belle Chasse and Scarsdale in Plaquemines Parish. The other ferry boat will provide continued access across the Calcasieu Ship Channel in Cameron Parish.

Project Benefits: The new ferries will improve upon existing ferry services, benefiting the communities with reduced down time, lower operations and maintenance costs, reduced environmental impacts, improved safety, and time savings. Additionally, the project will improve economic opportunity in these communities by providing consistent and reliable ferry service.



Downtown Moorhead Grade Separation Project

City of Moorhead

City of Moorhead, Minnesota

Award: \$26,309,600

Estimated Future Eligible Project Costs: \$114,700,000

Project Description: The project will construct two underpasses that will eliminate two at-grade railroad crossings on 11th street in Downtown Moorhead, as part of a comprehensive project to improve US Highway 10 and US Highway 75 through downtown Moorhead.

Project Benefits: The new underpasses are expected to reduce total train crossing exposures by around 35%, reducing the risk of downtown train-vehicle crashes and preventing life-threatening delays in emergency response times caused by rail blockages. Reduced congestion as a result of the new underpasses will also help reduce vehicle emissions in the downtown area – leading to improved air quality for Moorhead residents. Additionally, the project will improve non-motorized transportation options and will incorporate universal design elements.



West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection

City of Kalispell

City of Kalispell, Montana

Award Subject to 23 U.S.C. 173(k)(3)

Award: \$25,000,000

Estimated Future Eligible Project Costs: \$31,686,494

Project Description: The project will improve West Reserve Drive through the following elements: 1) widening approximately 0.8 miles of West Reserve Drive from three to five lanes, including a center turn lane; 2) reconstructing the Stillwater River bridge and widening it consistent with the roadway including sidewalks on each side; 3) adding landscape boulevards with shared use paths and sidewalks for separated pedestrian and bicycle users; 4) making intersection improvements to Hutton Ranch Road and Whitefish Stage Road intersections, including dedicated turn lanes, signalization and surfacing; and 5) constructing curbing and drainage on Whitefish Stage Road.

Project Benefits: The project will reduce congestion in the corridor, reducing travel times and making freight movement more efficient. The project will also improve mobility in the community through the construction of the north and south side of West Reserve Drive, which will strengthen connections to educational facilities, employment opportunities, retail, and recreation areas for local residents. The project will also address several safety concerns, including the high number of rear-end collisions in the project area, and will build pedestrian infrastructure where it is currently missing.



Mobility for Everyone, Everywhere in North Carolina (MEE NC)

North Carolina Department of Transportation

North Carolina

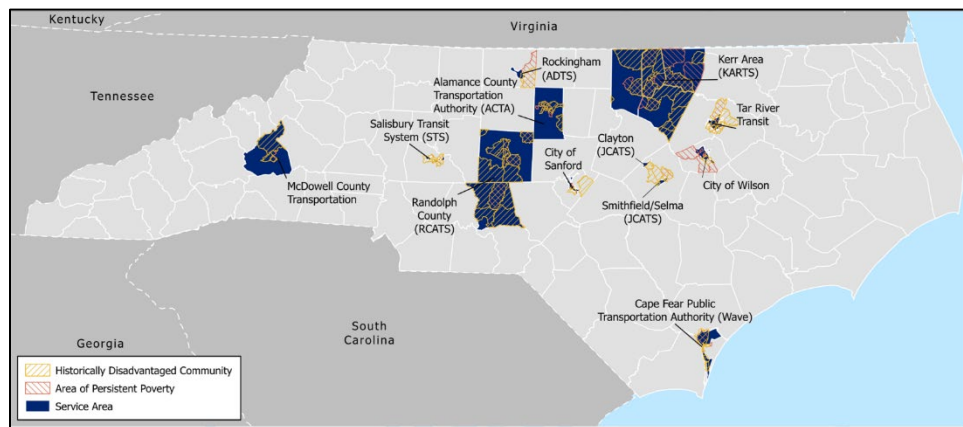
Award Subject to 23 U.S.C. 173(k)(3)

Award: \$10,400,000

Estimated Future Eligible Project Costs: \$15,358,526

Project Benefits: The project will expand on-demand transit services for up to 11 rural communities across North Carolina: Henderson, Selma, Marion, Asheboro, Burlington, the City of Wilson, Rockingham County, the City of Sanford, Castle Hayne, Salisbury, and Rocky Mount.

Project Benefits: The project will provide improved connectivity for these 11 rural communities by providing on-demand services that are tailored to each community's mobility needs. The project will encourage pooled transit trips to reduce emissions, reduce wait times and improve travel time reliability in rural areas, and extend the useful life of transit vehicles and equipment. It will also further the North Carolina Department of Transportation's goals of creating an interdependent multi-modal transportation network that safely accommodates all users.



Niagara County Rural Bridge Improvement Initiative

Niagara County

Niagara County, New York

Award: \$959,304.80

Estimated Future Eligible Project Costs: \$1,199,131

Project Description: The project will rehabilitate the Hartland Road Bridge over Golden Hill Creek to restore the bridge to a state of good repair and meet modern safety and design standards.

Project Benefits: The current Hartland Road Bridge is over 70 years old and has not had any major rehabilitation work in over 30 years. The project improvements will ensure that the bridge meets current safety standards. The project will use Accelerated Bridge Construction techniques in order to minimize the bridge's closure time and related detours. Once complete, the rehabilitated bridge will support Niagara County's agricultural economy.



Central Susquehanna Valley Transportation (CSVt) Project - Southern Section

Pennsylvania Department of Transportation

Snyder County, Pennsylvania

Award Subject to 23 U.S.C. 173(k)(2)

Award: \$69,000,000

Estimated Future Eligible Project Costs: \$416,200,000

Project Description: The project will construct approximately 6.1 miles of new four-lane limited access highway, which will connect U.S. Routes 11/15 near Selinsgrove to U.S. Route 15 near Winfield and will include an interchange and connector within Shamokin Dam to PA Route 61 into Sunbury.

Project Benefits: Currently, the project area exceeds statewide crash and fatality rates, and a high number of crashes involve trucks. The new highway will provide safer access management by separating trucks and other through traffic from local traffic, making travel in the area more efficient and safer for not only vehicular traffic, but pedestrians and cyclists as well. The project is expected to reduce delays, particularly for freight, and improve access to several tourism and recreational destinations, including several national trails, a state park, and Lake Augusta.



BIA Route 7 Regional Improvement Project

Rosebud Sioux Tribe

Todd County, South Dakota

Award Subject to 23 U.S.C. 173(k)(3)

Area of Persistent Poverty

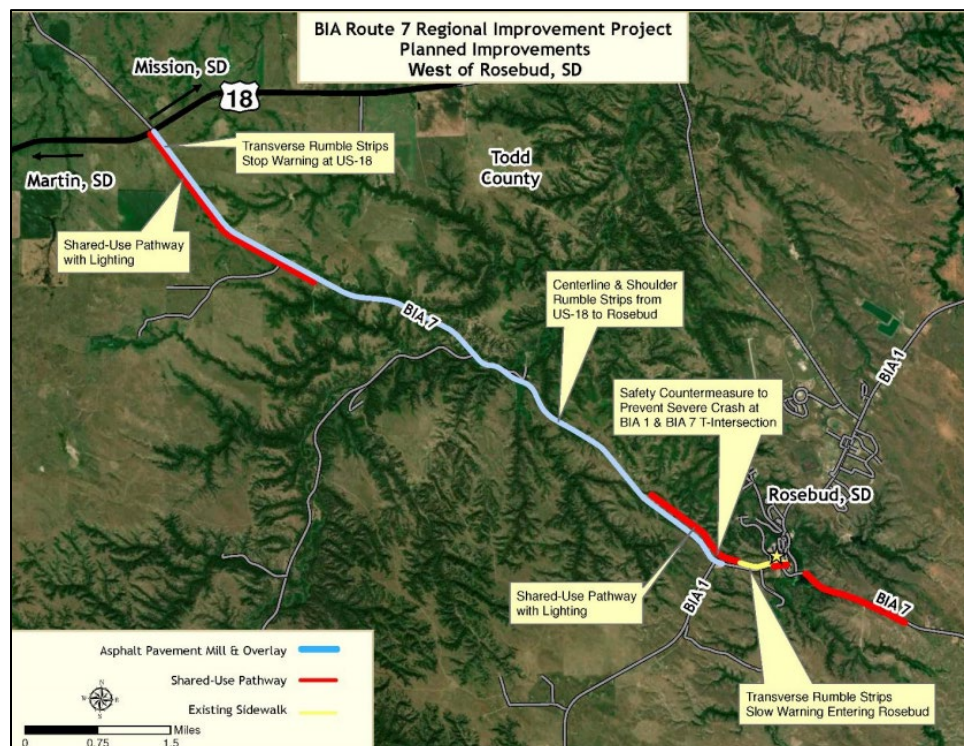
Historically Disadvantaged Community

Award: \$26,200,400

Estimated Future Eligible Project Costs: \$32,750,500

Project Description: The project will reconstruct and resurface approximately 24 miles of arterial roadway from U.S. Route 18 to U.S. Route 83. Several sections will also add separated shared-use pathways.

Project Benefits: The improved roadway will enhance safety, freight movement, economic access, and climate resilience. The project will provide improved access to the town of Rosebud and essential Tribal services including healthcare, as well as employment opportunities and education for people across the Rosebud Sioux Reservation, which is one of the most economically disadvantaged Reservations in the nation. The project will also improve the existing road surface, bringing it into a state of good repair. The project will incorporate proven safety countermeasures to reduce fatalities and serious injury crashes, which is critical as Tribal communities have some of the highest rates of traffic deaths in the country.



Ibapah Road Safety and Rehabilitation Project

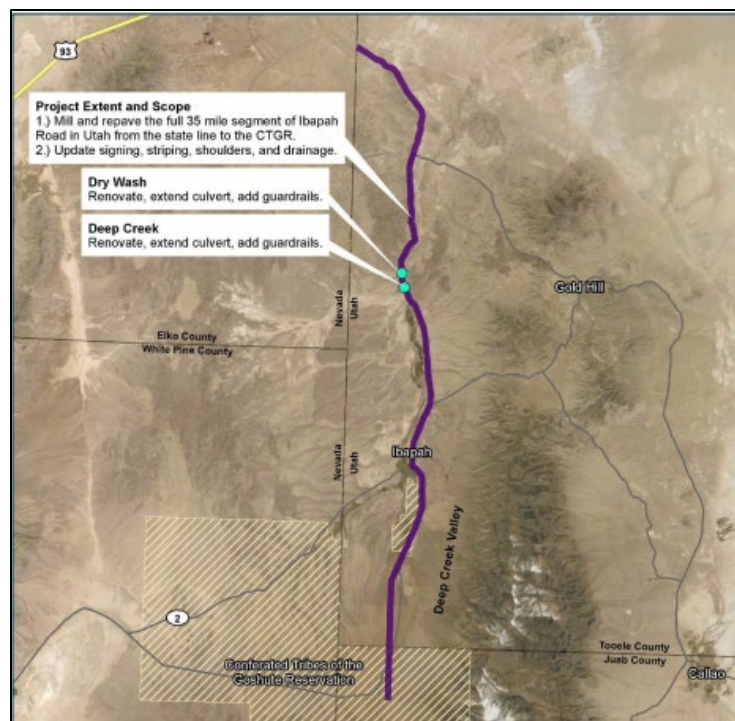
Tooele County, Juab County, and the Goshute Indian Reservation
Tooele, Utah

Award: \$6,030,695.20

Estimated Future Eligible Project Costs: \$25,092,541

Project Description: The project will repave the roadway surface, improve and widen shoulders, update signing, renovate culverts and install guardrails, on an approximately 35-mile segment of Ibapah Road from the Utah-Nevada border to the origination of the road in Juab County, Utah.

Project Benefits: The improved roadway will enhance safety, increase reliability, and improve mobility for the Tribal community on the Goshute Reservation, and other residents of the economically disadvantaged Deep Creek Valley. It will reduce emergency vehicle response times and improve access to essential goods, services, education facilities, and economic opportunity in nearby Wendover for Tribal residents.



I-64 Widening Project

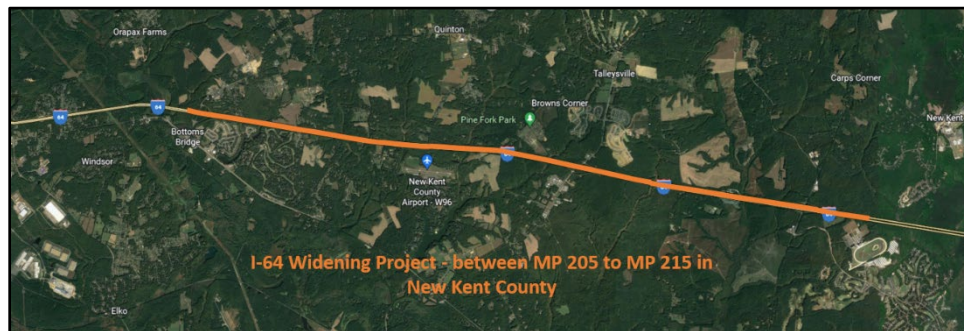
Virginia Department of Transportation
New Kent County, Virginia

Award: \$25,000,000

Estimated Future Eligible Project Costs: \$300,000,000

Project Description: The project will add a third lane in each direction, widen shoulders, add rumble strips, and add wider and flatter clear zones in each direction of I-64 for an approximately 10-mile segment between MP 205 to MP 215 in New Kent County.

Project Benefits: The project targets major safety issues along I-64 in which 70% of crashes resulted from vehicle roadway departures. The additional lane capacity aims to improve spacing of heavy vehicles. It will improve safety, efficiency, and reliability along what is known as the I-64 Innovation Corridor, supporting access to more than 1 million jobs in the region.



Coalfields Expressway Project

West Virginia Department of Transportation

Wyoming County, West Virginia

Area of Persistent Poverty

Award Subject to 23 U.S.C. 173(k)(3)

Award: \$25,000,000

Estimated Future Eligible Project Costs: \$587,000,000

Project Description: The project will construct an approximately 15-mile segment of the Coalfields Expressway, from West Virginia Route 16 to the City of Mullens. Once completed, the Coalfields Expressway will be a limited access multi-lane expressway connecting I-64/I-77 (the West Virginia Turnpike) at Beckley, West Virginia and US 23 in Slate, Virginia.

Project Benefits: The project will improve the existing winding road through a mountainous area with many blind curves and poor sight distances. The project will reduce conflict points and improve safe access to driveways for residents and businesses along the route. The project includes shoulders, median strips, increased radius of roadway curvature and longer and flatter vertical curves to improve safety. The project is expected to save over 8,000 travel hours annually. The project will improve access to several tourism destinations including local and national trail systems and a state park. The project will also include broadband conduit installation to enable quality broadband access to thousands of residents in the region.

