

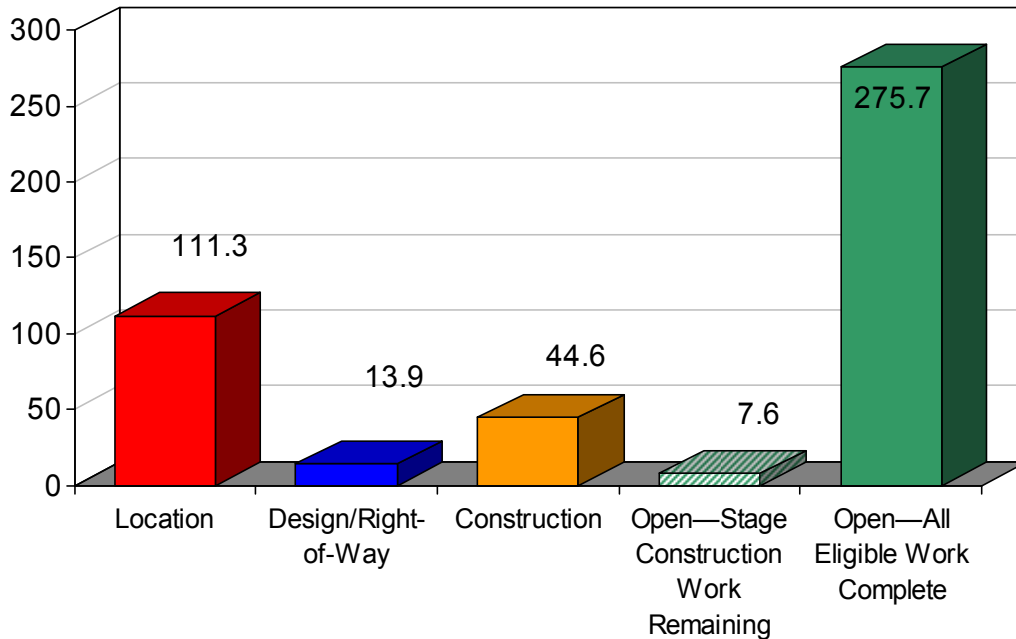
PENNSYLVANIA ADHS 2007 COST-TO-COMPLETE ESTIMATE

Pennsylvania has eight ADHS corridors totaling 551.5-miles, including 98.4 ineligible miles. Eligible mileage is 61 percent complete and open to traffic; an additional 12 percent is in the stage construction phase. The 2007 cost estimate for Pennsylvania is \$2.75 billion (state and federal funds), including \$63.2 million for prefinanced projects. The federal share of work eligible for ADHS funds is \$1.9 billion.

Pennsylvania has \$335.5 million in federal funds available, including funds from ADHS apportionments and earmarks in TEA-21, ISTEA, STURAA and SAFETEA-LU, allocations under various appropriations acts, and future apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

Pennsylvania needs \$1.5 billion in additional federal funds to complete its portion of the ADHS.

**Status of Completion of ADHS Miles in Pennsylvania,
as of September 30, 2006**
(Eligible Miles: 453.1)



Corridor M

Corridor M extends 200.1 miles (including 29.9 ineligible miles) from the New Stanton interchange with the Pennsylvania Turnpike to I-81 at Harrisburg. The estimated cost to complete Corridor M is \$1.40 billion, including \$42 million for prefinanced projects.

Remaining work includes the construction of four lanes generally paralleling US 22 on the following sections:

- A 4.1-mile section between SR 982 and Blairsville; construction is scheduled to start in FY 2007.
- A 4.2-mile section from Cemetery Rd. to one mile west of Armagh; construction is scheduled to start in FY 2007.
- A 59.8-mile section to provide four lanes on new location between Hollidaysburg and Lewistown.

Corridor N

Corridor N extends 65.6 miles (including 13.7 ineligible miles) from the Maryland state line to Corridor M (US 22). The estimated cost to complete Corridor N is \$373.8 million.

Remaining work includes the relocation of a 7.0-mile section of US 219 from the Maryland state line to the Meyersdale Bypass, and construction of four lanes on an 11.4-mile section of US 219 from the Meyersdale Bypass to south of Somerset.

Corridor O

Corridor O extends 116.4 miles (including 33.0 ineligible miles) from the Maryland state line to I-80. The estimated cost to complete Corridor O is \$103.1 million, including a \$21.2 million prefinanced project.

A system change authorized in Section 1117(d) of TEA-21 resulted in a loss of eligibility for the 23.7-mile section of Corridor O from the Maryland state line to south of Bedford. The existing two-lane highway (US 220) was retained as part of the ADHS to provide continuity; however, improvements to this section are not eligible for ADHS funding. The corridor is currently under final design.

As part of an ARC-approved ADHS change in December 2001, a 2-mile section of Corridor O on a new location (from SR 550 north to a junction with I-80) was made eligible for ADHS funds, with federal funding limited to \$65,452,800.

Corridor O-1

Corridor O-1 extends 26.7 miles from Corridor O at Port Matilda, paralleling US 322, to I-80 northeast of Clearfield. This corridor was added to the ADHS in Section 1117(d) of TEA-21. The corridor is 23.7 miles long and its estimated cost is \$602.3 million.

Remaining work includes the construction of a four-lane facility on a new location from Port Matilda to I-80 east of Clearfield in the vicinity of Woodland.

The eligible cost for ADHS funding is limited, in accordance with Section 1117(d) of TEA-21, to \$194,681,098 in federal funds (in 2005 dollars). In addition, \$28,753,773 in federal funds was made available as the result of the ARC-approved ADHS change in December 2001.

Corridor P

Corridor P extends 60.0 miles (including 0.5 ineligible miles) from I-80 near Lock Haven around Williamsport back to I-80 near Milton. The estimated cost to complete Corridor P is \$202.4 million.

Remaining work includes the addition of two lanes on a 2.9-mile section of US 220 from I-80 to Mill Hall, and the construction of a 6.4-mile section from Jersey Shore east to existing US 220 at Williamsport.

In accordance with an ARC-approved ADHS change in December 2001, a segment on Corridor P from SR 287 east to existing US 220 was made eligible for ADHS funds. Federal funds are limited to \$14,376,886 (in 2005 dollars) on this segment.

Corridor U

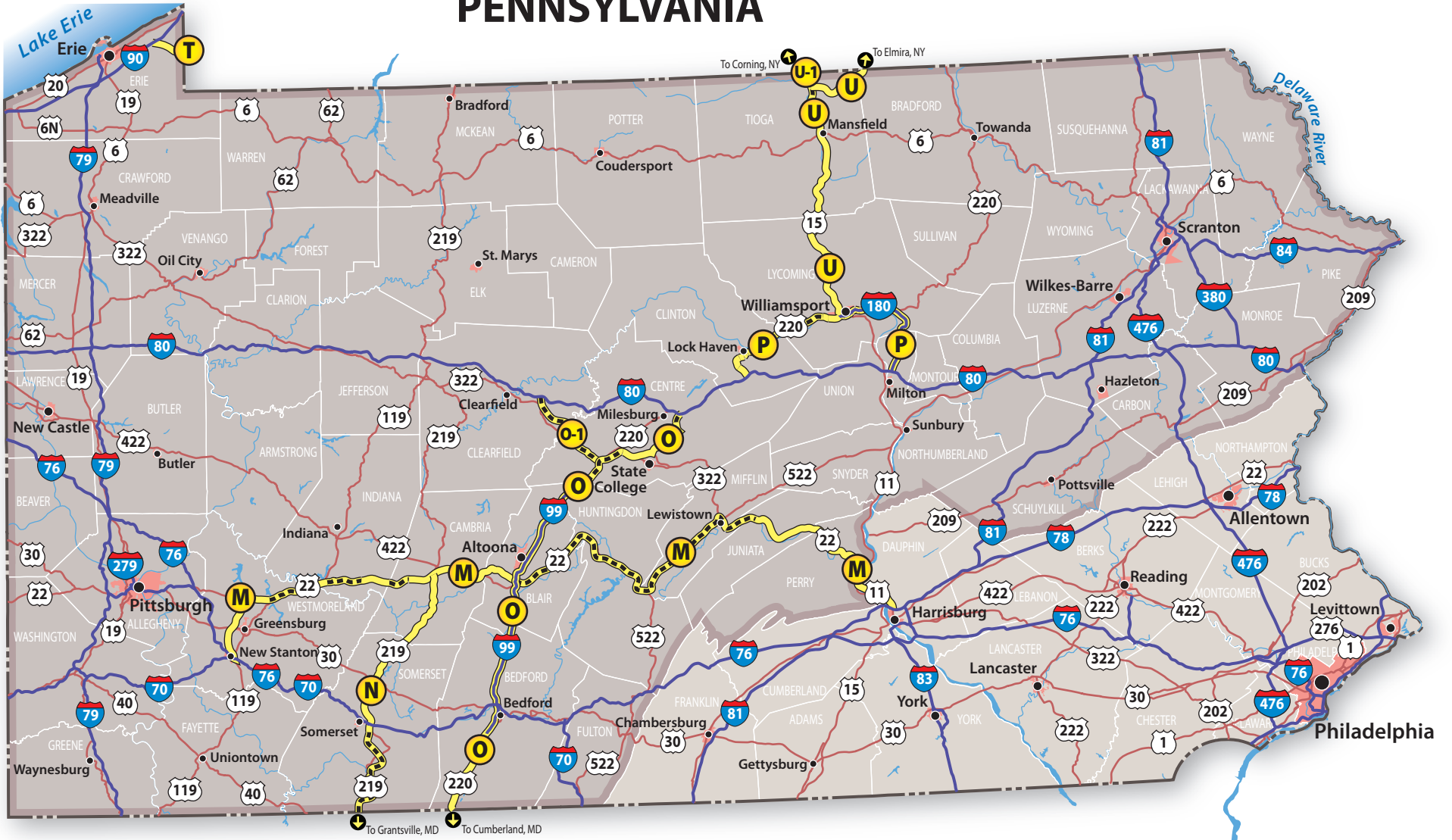
As the result of an ARC-approved ADHS change in December 2001, a portion of Corridor U's mileage and ADHS funding eligibility was transferred to a new corridor (Corridor U-1) and to sections of Corridors O, P, and O-1. Corridor U has been retained on the ADHS and extends 72.3 miles (including 21.3 ineligible miles) from Corridor P at Williamsport to the New York state line.

Corridor U-1

The newly added corridor, Corridor U-1, extends 3.6 miles along US 15 from Corridor U north to the New York state line. The estimated cost to complete Corridor U-1 is \$12.6 million. *In accordance with the limitations established by the ARC-approved ADHS changes in December 2001, a total of \$4.1 million in ADHS funds can be obligated for use on Corridor U-1.*

Remaining work includes the construction of four lanes on the 3.6-mile corridor to the New York state line; construction is scheduled to start in FY 2007.

Appalachian Development Highway System PENNSYLVANIA



Appalachian Corridor

(Status as of September 30, 2006)



Open to Traffic



Interstate Highway



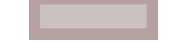
Populated Place



Not Open to Traffic



U.S. Highway



Appalachian Region