

APPENDIX C

Overview of Cost Changes since the ADHS 2007 Cost-to-Complete Estimate

PREFACE

The 2012 total estimated cost to complete the ADHS is \$11.4 billion, including \$32 million in projects prefinanced with state funds. This total is \$400 million lower than the 2007 total estimated cost. Between the 2007 estimate and the 2012 estimate, 126.3 miles of ADHS corridors were completed.

The estimated cost to complete the remaining miles of ADHS corridors was affected by the following factors:

- Design changes made to accommodate changes in construction standards since the 2007 estimate and to add needed environmental mitigation measures.
- Changes in corridor locations.
- Updated construction quantities.

The state overviews in this appendix provide information on significant cost changes since the 2007 cost-to-complete estimate.

Alabama

The estimated cost to complete Alabama's ADHS corridors has increased from \$3.001 billion to \$3.254 billion since the 2007 estimate.

Corridor V: The estimated cost to complete decreased from \$178.3 million to \$156.2 million reflecting completion of 14.8 miles.

Corridor X: The estimated cost to complete decreased from \$316.1 million to \$132 million, reflecting completion of a major interchange between Corridor X and I-65 in Birmingham since the 2007 estimate.

Corridor X-1: The estimated cost to complete increased from \$2.5 billion to \$3.0 billion due to general inflation. Six segments on Corridor X-1 had cost increases of more than 21.67 percent.

Georgia

The estimated cost to complete Georgia's ADHS corridors has increased from \$369.3 million to \$408.0 million since the 2007 estimate. There were no miles completed since the 2007 cost estimate. The increase in cost since the 2007 cost estimate can be attributed to general inflation, which averaged 3 percent annually.

Kentucky

The estimated cost to complete Kentucky's ADHS corridors has decreased from \$1.02 billion to \$812.4 million since the 2007 estimate.

Corridor G: The final 7.3 miles of Corridor G in Kentucky were completed between the 2007 estimate and the 2012 estimate. All of Corridor G is now complete.

Corridor F: The cost to complete increased from \$409 million in the 2007 estimate to \$441.2 million. The increase can be attributed to general inflation.

Corridor Q: The estimated cost to complete Corridor Q decreased from \$473.4 million to \$371.2 million since the 2007 estimate. This can be attributable to the 2.5 miles of Corridor Q completed since the 2007 estimate, and to the 8.4 miles currently under construction.

Maryland

The estimated cost to complete Maryland's ADHS corridors has increased from \$228.5 million to \$289.6 million since the 2007 estimate.

Corridor N: The cost to complete increased from \$145.0 million in 2007 estimate to \$183.9 million. The increase reflects substantive changes to earthwork and bridge quantities and added environmental mitigation measures.

Corridor O: The cost to complete has increased from \$83.4 million to \$105.7 million. The higher estimate reflects an increase in construction costs due to general inflation.

Mississippi

The estimated cost to complete Mississippi's ADHS corridors has decreased from \$79.7 million to \$31.0 million since the 2007 estimate.

Corridor V: Mississippi has completed 9.1 miles of Corridor V since the 2007 estimate. This progress is the reason for the decrease in cost since the 2007 estimate. In 2010, ARC removed the funding cap it had imposed on Corridor V in 2001.

New York

The estimated cost to complete New York's ADHS corridors has decreased from \$144.2 million to \$38.4 million since the 2007 estimate.

Corridor T: The last 5.5 miles of Corridor T are under construction, which has contributed to the decrease in the cost to complete New York's ADHS corridors.

Corridor U-1: The cost to complete Corridor U-1 in New York is \$38.4 million. Construction is underway for approximately 4.9 miles of the corridor. In 2010, ARC removed the funding cap it had imposed on the corridor in 2001.

North Carolina

The estimated cost to complete North Carolina's ADHS corridors has increased from \$757.3 million to \$823.2 million since the 2007 estimate.

Corridor A: The cost to complete increased from \$56.3 million in the 2007 estimate to \$62.7 million in the 2012 estimate due to general inflation.

Corridor K: The cost to complete increased from \$676.7 million in the 2007 estimate to \$760.5 million in the 2012 estimate due to general inflation.

Corridor W: Construction is underway on 2.8 miles of Corridor W. No further funding is needed for this corridor.

Ohio

The estimated cost to complete Ohio's ADHS corridors has increased from \$413.2 million to \$459.7 million since the 2007 estimate.

Corridor B: The estimated cost to complete increased from \$333.8 million in the 2007 estimate to \$360.7 million in the 2012 estimate due to general inflation.

Corridor C: The estimated cost to complete increased from \$79.5 million in the 2007 estimate to \$98.9 million. The increase in cost is attributable to general inflation.

Pennsylvania

The estimated cost to complete Pennsylvania's ADHS corridors has increased from \$2.7 billion to \$3.2 billion since the 2007 estimate. The increase can be attributed to general inflation.

Corridor M: the estimated cost increased from 1.40 billion in 2007 to 1.48 billion. The increase can be attributed to general inflation on the remaining miles.

Corridor N: The estimated cost increased from \$373.8 million in 2007 to \$510.1 million. The increase can be attributed to general inflation.

Corridor O: The estimated cost increased from \$81.9 million in 2007 to \$114.8 million. In 2010, ARC removed the funding cap it had imposed on Corridor O in 2001.

Corridor P: The estimated cost increased from \$202.4 million in 2007 to \$236.1 million. The increase was due to general inflation. In 2010, ARC removed the funding cap it had imposed on Corridor P in 2001.

Corridors O-1 and P-1 Eligibility Transfer: In 2010, ARC approved Pennsylvania's request to transfer ADHS funding eligibility from 12.5 miles of Corridor O-1 to a new ADHS corridor, P-1. Corridor P-1 extends approximately 52 miles along the alignment of US Route 11 from its intersection with US Routes 22 and 322 near Amity Hall, Pennsylvania, and proceeds northward, crossing the Susquehanna River north of Shamokin Dam, merging onto PA Route 147, and proceeds northward to the connect with Interstate 80.

Corridor O-1: The estimated cost decreased from \$606.2 million in 2007 to \$336.1 million. The decrease was due to the transfer of ADHS funding eligibility of 12.5 miles from Corridor O-1 to Corridor P-1. Funding for Corridor O-1 was capped by Congress, and this cap applies to Corridor P-1. Funding for Corridor O-1 is limited to \$132.2 million.

Corridor P-1: The estimated cost is \$485.8 million. Funding for Corridor P-1 is limited to \$149 million, as of September 30, 2011.

Corridor U: Corridor U has been completed since the 2007 cost estimate.

Corridor U-1: Corridor U-1 in Pennsylvania has been completed since the 2007 cost estimate. In 2010, ARC removed the funding cap it had imposed on Corridor U-1 in 2001.

South Carolina

Corridor W: All eligible work is complete, except for a 4.3-mile portion currently under construction. No further funding is required.

Tennessee

The estimated cost to complete Tennessee's ADHS corridors has decreased from \$827.2 million to \$701.2 million since the 2007 estimate.

Tennessee has completed 9.9 miles of its ADHS corridors (Corridor B:1 mile; Corridor J: 6.3 miles; Corridor K: 2.6 miles). Several of these projects were in a stage construction status and already open to traffic.

Corridor K: The estimated cost to complete increased from \$527.9 million to \$535.4 million. This increase is due to general inflation.

Virginia

The estimated cost to complete Virginia's ADHS corridors has decreased from \$1.179 billion to \$582.7 million (including prefinanced funds) since the 2007 estimate. The decrease is due to the realignment of Corridor Q and to a public-private partnership with several coal companies in the area that has resulted in the construction of road beds by the coal companies.

Corridor H: The estimated cost to complete increased from \$107 million to \$138.3 million since the 2007 estimate. The cost increase is due to general inflation.

Corridor Q: The cost to complete decreased from \$1.1 billion in the 2007 estimate to \$432.5 million. Significant savings were realized through a realignment of the corridor and a public-private partnership with several coal companies in the area. The realignments reduced the number of required structures and facilitated coal synergy—using a rough roadbed constructed by the coal companies while extracting coal. In 2010, ARC removed the financial cap placed on some sections of Corridor Q in 2001.

West Virginia

The estimated cost to complete West Virginia's ADHS corridors has decreased from \$875.4 million to \$830.2 million (including prefinanced funds) since the 2007 estimate.

Corridor D: Corridor D has been completed since the 2007 cost estimate.

Corridor H: The cost to complete has decreased from \$869.5 million to \$810.0 million since 2007. This is attributable to the completion of 23.6 miles of Corridor H, and to refinement of costs in the remaining miles to be completed.