

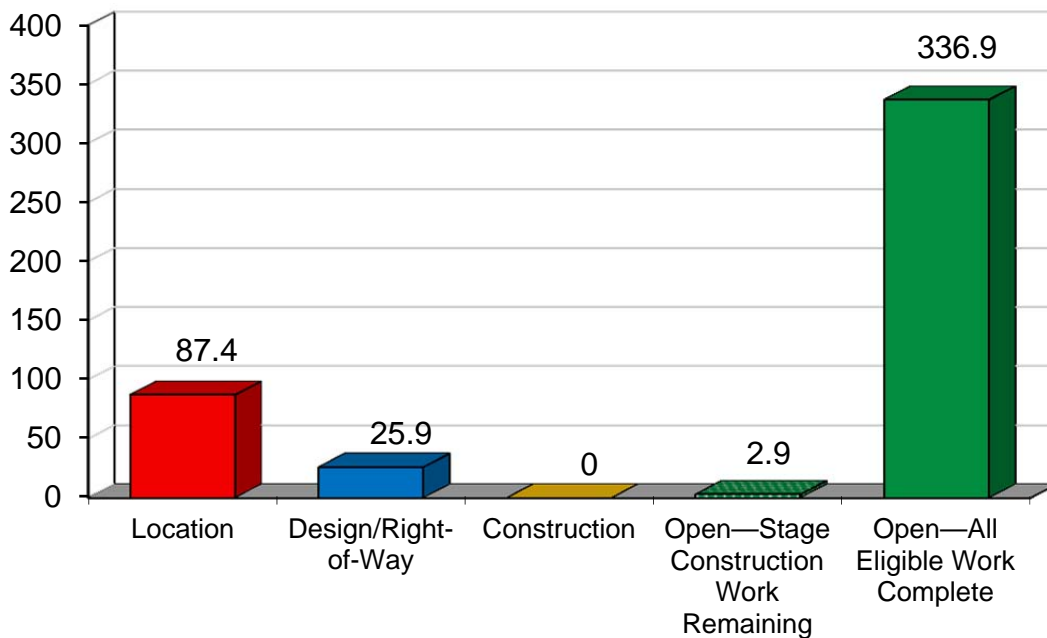
## PENNSYLVANIA 2012 ADHS COST-TO-COMPLETE ESTIMATE

Pennsylvania has nine corridors on its 603.2-mile portion of the ADHS (including 150.1 miles of adequate sections). Eligible mileage is 74 percent complete. The 2012 cost-to-complete estimate for Pennsylvania is \$3.16 billion.

Pennsylvania has \$571.7 million in federal funds available, including unobligated funds from the ADHS apportionments, earmarks under various highway appropriations acts (including TEA-21, ISTEA and SAFETEA-LU), and allocations under other appropriations acts.

Pennsylvania needs \$2.05 billion to complete its portion of the ADHS. This total includes federal funding limitations placed by Congress on Corridors O-1 and P-1. (See page18.)

**Status of Completion of ADHS Miles in Pennsylvania,  
as of September 30, 2011**  
(Eligible Miles: 453.1)



### Corridors U and U-1

These corridors are completed.

### Corridor M

Corridor M extends 200.1 miles (including 29.9 miles of adequate sections) from the New Stanton interchange with the Pennsylvania Turnpike to I-81 at Harrisburg. The estimated cost to complete Corridor M is \$1.48 billion.

Remaining work includes the construction of a 59-8 mile section between Hollidaysburg and Lewistown.

### **Corridor N**

Corridor N extends 65.6 miles (including 13.7 miles of adequate sections) from the Maryland state line to Corridor M (US 22). The estimated cost to complete Corridor N is \$510.1 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 miles of adequate sections) from the Maryland state line to I-80. The estimated cost to complete Corridor O is \$114.8 million.

A system change authorized in Section 1117(d) of TEA-21 resulted in the loss of eligibility for ADHS funding of 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.

As part of a system action 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 funding, with federal funds limited to \$61,331,519. A subsequent ARC action in October 2010 removed the funding limitation on this section of Corridor O.

### **Corridor O-1**

Corridor O-1 extends 26.7 miles, including 12.5 ineligible miles, from Corridor O at Port Matilda, to I-80 northeast of Clearfield. This corridor was added to the ADHS by Section 1117(d) of TEA-21, which limited funding for the corridor to \$188.4 million (the 1997 estimated cost of the 23.7-mile section of Corridor O no longer eligible for ADHS funding, adjusted for inflation).

As part of a subsequent system action in October 2010, 12.5 eligible miles and a correlated percentage of funding was transferred from Corridor O-1 to a new corridor, P-1. The amount transferred, after adjustments for inflation and the payback of previously obligated funding, was \$149.1 million. The remaining funding available for Corridor O-1 is \$132.2 million. The estimated cost to complete Corridor O-1 is \$336.2 million.

### **Corridor P**

Corridor P extends 60.0 miles (including 0.5 miles of adequate sections) from I-80 near Lock Haven around Williamsport back to I-80 near Milton. The estimated cost to complete Corridor P is \$236.2 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 December 2010, a segment on Corridor P from SR 287 east to existing US 220 was made eligible for ADHS funds by a system action that transferred eligibility and funding from Corridor U to sections of Corridors O, P, and O-1. Funding was limited to \$14.4 million (federal funds), which was the amount of funding remaining on this segment of Corridor U (in 2005 dollars). A subsequent system action in October 2010 removed the funding limitation on this corridor section.

### **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 proceeding northward to the connection with Interstate 80. The majority of the miles in Corridor P-1 (39.5) are adequate. The estimated cost to complete the 12.5 eligible miles of Corridor P-1 is \$236.2 million. Funding for Corridor P-1 is limited to \$149.1 million (the amount transferred to Corridor P-1 from Corridor O-1).

