



## US Route 121 (Coalfields Expressway) & US Route 460 (Corridor Q) Program Financial Plan (Annual Update)

November 30, 2019

UPC	State Project No.
100519	0121-097-830,B651,B652,B653,C501,P101,R201
86416	0121-097-787,P101
100583	0121-097-831,C501,P101
102702	0121-025-761,P101
100521	0121-013-845,C501,P101,R201
100467	0121-013-843,P101
100550	0121-013-847
90076	0121-013-787,C501,P101
90096	0121-013-788,C501,P101
90282	0121-013-793,C501,P101,P102,R201
104094	0121-013-902,C501,P101,R201
90280	0121-013-791,P101
85126	0121-013-101,B601,B602,B603,B604,B605,P101
82033	TPOF-013-101
85914	0460-013-773,B628,B629,B630,B633,C501,R201
64144	0460-013-120,B621,B622,B625,B626,P101
100707	0460-013-849,C501,P101,R201
88140	0460-013-781,P101
100708	0460-013-848,C501,P101
100520	0121-013-846,C501,P101,R201
100468	0121-013-844,P101

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**ATTACHMENTS:**

Attachment 1a-2019 and 1b-2019	Schedules (2019)
Attachment 2a-2019 and 2b-2019	Costs by Phase (2019)
Attachment 3a-2019 and 3b-2019	Summary of Funding by Source (2019)
Attachment 4a-2019 and 4b-2019	Cash Flow Analysis (2019)

## EXECUTIVE SUMMARY

The US Route 121 (Coalfields Expressway) is comprised of five sections. The construction of these sections are contingent upon SMART SCALE prioritization and National Environmental Policy Act (NEPA) completion.

The US Route 460 (Corridor Q) project is comprised of six sections. The 460 Connector Phase I section was completed in 2015. The 460 Connector Phase II, 121-Corridor Q Intersection, Hawks Nest and Poplar Creek Phase A projects are funded and are under construction with the following schedules:

### 460 Connector Phase II

- Rough Grade Road – anticipated completion date June 2020. The construction has been completed. The time extension has been approved due to Right of Way Issues.
- Paved Road (2-lane) - anticipated construction start date fall 2020

### 121-Corridor Q Intersection

- Rough Grade – Under construction, anticipated completion date Spring 2020
- Paved Road (2-lane) - anticipated construction start fall 2020

### Hawks Nest

- Paved Road (2-lane) - anticipated construction start fall 2020

### Poplar Creek Phase A –

- Truck climbing lanes required where 200 lb/hp trucks reduce speed by 10 mph or more.
- Complete Grade - construction start date August 2019, anticipated completion date Winter 2024

The Poplar Creek Phase B is not funded at this time and a SMART SCALE application was submitted for this section in 2018 and was not funded.

## 1. PROJECT DESCRIPTION

The US Route 121 (Coalfields Expressway) and US Route 460 (Corridor Q) corridors are both regional transportation initiatives. The Project Map (Figure 1) below shows the alignment of both corridors. US Route 121 shares 6.6 miles of the US Route 460 alignment as shown on the map. Both of these routes have a shared purpose and need of regional connectivity, safety and economic development.

### US Route 121

US Route 121 is a planned, multi-state, limited access facility on new alignment. This corridor will provide a modern, safe and efficient highway through the coalfields region of southwestern Virginia and is also expected to be an economic lifeline for a region experiencing high unemployment and a declining population.

US Route 121 extends from Pound, Virginia, 116 miles northeast to connect with I-77/I-64 in Beckley, West Virginia. As proposed, Virginia's portion of Route 121 extends approximately 50 miles through southwestern Virginia in Wise, Dickenson, and Buchanan counties. A portion of Corridor Q shares its alignment with Route 121 (121/460 Intersection, Hawks Nest and Poplar Creek).



Figure 1 – Project Map

This corridor is divided into multiple sections for National Environmental Policy Act (NEPA) evaluation and construction. There are eight (8) construction segments along the US Route 121 alignment within the five (5) NEPA Sections. Figure 2 below depicts the NEPA Sections that were determined in coordination with FHWA. Three (3) of the construction sections share their alignment with Route 460 and are included in the US Route 460 section of this report.

US Route 121 (Coalfields Expressway) & US Route 460 (Corridor Q) Projects  
 Financial Plan (Annual Update)  
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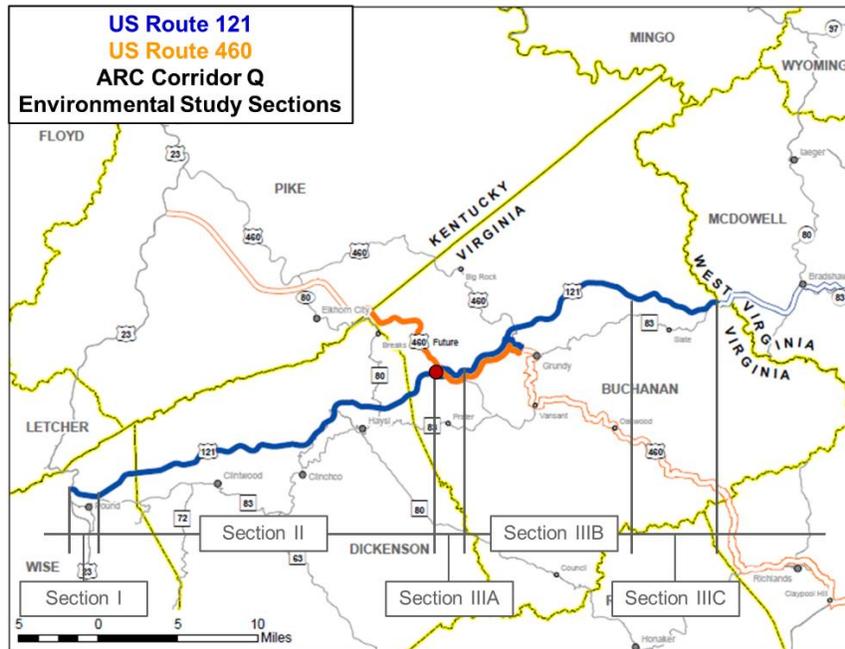


Figure 2 – Environmental Study Sections

Table 1 on the following page provides a list of all projects, UPCs, State Project Numbers, and the NEPA Section and Status for each US Route 121 project.

US Route 121 (Coalfields Expressway) & US Route 460 (Corridor Q) Projects  
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**Table 1 – US Route 121**

Project Section	UPC	State Project No.	Length (miles)	NEPA Section	NEPA Status
Pound Connector	100519	0121-097-830,B651,B652,B653,C501,P101,R201	7.1	NEPA Section I & II	<ul style="list-style-type: none"> <li>▪ January 8, 2009 Reevaluation completed and signed by FHWA.</li> <li>▪ Located between Route 23 and Route 83 (connection at old high school.)</li> <li>▪ Pound Phase II : Draft SEIS for NEPA Section II approved by FHWA on 06/06/2016 and will be provided for public comment once funding is available.</li> </ul>
	86416	0121-097-787,P101			
	100583	0121-097-831,C501,P101			
Cranes Nest	102702	0121-025-761,P101	15.7	NEPA Section II	<ul style="list-style-type: none"> <li>▪ June 13, 2012, Environmental Assessment (EA) published/public hearings held.</li> <li>▪ May 22, 2014, FHWA requires Supplemental Environmental Impact Statement.</li> <li>▪ Draft SEIS for NEPA Section II approved by FHWA June 6, 2016, and will be provided for public comment once funding is available.</li> </ul>
Doe Branch	100521	0121-013-845,C501,P101,R201	5.0		
	100467	0121-013-843,P101			
	100550	0121-013-847			
Elkins	n/a	n/a	10.9	NEPA Section IIIB	<ul style="list-style-type: none"> <li>▪ Includes Elkins and Poplar Creek Sections</li> <li>▪ September 23, 2014 – Public Hearing for Environmental Studies Document</li> <li>▪ Feb. 18, 2015 – CTB approved location of the Modified F1 Alignment for the Corridor Q section only (Poplar Creek).</li> <li>▪ July 20, 2015 – FHWA concurred that a Supplemental Environmental Impact Statement (SEIS) was not necessary for the Modified F1 Alignment for the Poplar Creek Section.</li> <li>▪ April 19, 2017 - NEPA reevaluation completed for Phase A to address change in scope to construct culvert in place of bridge.</li> <li>▪ Elkins Section is required to undergo additional NEPA documentation prior to final design.</li> </ul>
Rockhouse	90280	0121-013-791,P101	5.2	NEPA Section IIIC	<ul style="list-style-type: none"> <li>▪ Reevaluation completed and signed by FHWA October 29, 2008.</li> <li>▪ Located between State Route 643 and the West Virginia State line. Additional NEPA documentation will be required prior to design.</li> </ul>
RTE 121-VDOT Alpha/Pioneer Oversight (FEDERAL)	85126	0121-013-101,B601,B602,B603,B604,B605,P101	57.0	n/a	This UPC is for preliminary engineering, NEPA, and VDOT oversight only.

Additional information on the US Route 121 project can be found on VDOT's public website at:

- [https://www.virginiadot.org/projects/bristol/route\\_121.asp](https://www.virginiadot.org/projects/bristol/route_121.asp)

### **US Route 460**

Corridor Q, designated U.S. Route 460, of the Appalachian Development Highway System (ADHS) is located in Virginia and Kentucky. Virginia's portion of Corridor Q extends 127.5 miles northeast from the VA-KY state line near the Breaks Interstate Park to I-81 near Christiansburg, Virginia. Figure 3 below shows the Grassy Creek Bridge at the Kentucky State Line (Route 460 Connector Phase I).

There are approximately 13 miles of uncompleted Corridor Q in Virginia, as one mile was recently completed with the Route 460 Connector Phase I project. NEPA evaluation has been divided into six (6) construction sections. All sections are eligible for federal funding thru the Appalachian Regional Commission's (ARC) Appalachian Development Highway System (ADHS) and are funded in the FY20-25 Six-Year Improvement Program (SYIP) except for the last 1.6 miles (Poplar Phase B) which is currently unfunded.

Table 2 on the following page provides a list of all projects, UPCs, State Project Numbers, and the NEPA Section and Status for US Route 460.



Figure 3 – Creek Bridge at KY State Line (Route 460 Connector Phase I)

US Route 121 (Coalfields Expressway) & US Route 460 (Corridor Q) Projects  
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**Table 2 – US Route 460**

Project Section	UPC	State Project No.	Length (miles)	NEPA Section	NEPA Status
Route 460 Connector Phase I	85914	0460-013-773,B628,B629,B630,B633,C501,R201	0.8	n/a	<ul style="list-style-type: none"> <li>▪ FHWA issued a FONSI in January 1999 for the Kentucky Route 460 Relocation project which included this portion of Route 460 in Virginia.</li> <li>▪ VDOT prepared an Environmental Assessment and FHWA issued a FONSI in March 2010 for the Route 460 Connector project.</li> <li>▪ In 2007 VDOT prepared a written reevaluation of both environmental Assessments necessitated by changes in the location and design of the Route 460 Connector Phase I project. The re-evaluation found no significant environmental impacts and additional NEPA documentation was not needed. FHWA concurred with findings on November 5, 2007.</li> <li>▪ On September 9, 2010, VDOT submitted proposed changes to the permanent drainage easements and acquisition of additional property. FHWA concurrent no additional NEPA documentation was needed on September 24, 2010.</li> </ul>
	64144	0460-013-120,B621,B622,B625,B626,P101			
Route 460 Connector Phase II	100707	0460-013-849,C501,P101,R201	6.2	n/a	<ul style="list-style-type: none"> <li>▪ Environmental Assessment was completed and FHWA issued a FONSI for the Route 460 Connector Phase II including the Route 121/460 intersection at Hawks Nest on January 26, 2010.</li> <li>▪ October 31, 2014 – FHWA concurred with the written reevaluation.(Phase II)</li> <li>▪ August 28, 2018 – FHWA concurred with the written reevaluation (Intersection) for design impacts outside the approved NEPA</li> <li>▪ September 12, 2019 - NEPA reevaluation for paving Phase II and the Intersection</li> </ul>
	88140	0460-013-781,P101			
	100708	0460-013-848,C501,P101			
Route 121/460 Intersection	100520	0460-013-846,C501,P101,R201	0.57		
	100468	0460-013-844,P101			
Hawks Nest	90076	0121-013-787,C501,P101	2.0	NEPA Section IIIA	<ul style="list-style-type: none"> <li>▪ Reevaluation completed and signed by FHWA on March 26, 2008.</li> <li>▪ Located between the 121/460 intersection and State Route 614.</li> </ul>
	90096	0121-013-788,C501,P101			
Poplar Creek Phase A	90282	0121-013-793,C501,P101,P102,R201	2.9	NEPA Section IIIB Corridor Q Overlap	<ul style="list-style-type: none"> <li>▪ Includes Elkins and Poplar Creek Sections.</li> <li>▪ September 23, 2014 – Public Hearing for Environmental Studies Document.</li> <li>▪ Feb. 18, 2015 – CTB approved location of the Modified F1 Alignment for the Corridor Q section only (Poplar Creek).</li> <li>▪ July 20, 2015 – FHWA concurred that an SEIS was not necessary for the Modified F1 Alignment for the Poplar Creek Section (A and B).</li> <li>▪ April 19, 2017 - NEPA reevaluation completed for Phase A to address change in scope to construct culvert in place of bridge.</li> <li>▪ Feb 7 2017 – Public Hearing for Environmental Studies Document.</li> <li>▪ June 27, 2017 – Design Public Hearing (Poplar Creek Section Phase A).</li> </ul>
	104094	0121-013-902,C501,P101,R201			
Poplar Creek Phase B	TBD		1.6		

Additional information on the US Route 460 projects can be found on VDOT's public website at:

- [https://www.virginia.gov/projects/bristol/corridor\\_q\\_route\\_460-route\\_121\\_intersection\\_buchanan\\_county.asp](https://www.virginia.gov/projects/bristol/corridor_q_route_460-route_121_intersection_buchanan_county.asp)
- [https://www.virginia.gov/projects/bristol/route\\_460\\_connector\\_-\\_phase\\_ii\\_new\\_construction\\_buchanan\\_county.asp](https://www.virginia.gov/projects/bristol/route_460_connector_-_phase_ii_new_construction_buchanan_county.asp)
- [https://www.virginia.gov/projects/bristol/corridor\\_q\\_route\\_460-121\\_poplar\\_creek\\_phase\\_a\\_new\\_construction\\_buchanan\\_county.asp](https://www.virginia.gov/projects/bristol/corridor_q_route_460-121_poplar_creek_phase_a_new_construction_buchanan_county.asp)

## 2. SCHEDULE

### US Route 121

The program schedule for the Initial Finance Plan completed in 2006 is shown in Table 3 below.

**Table 3 - US Route 121 Program Schedule (Initial Finance Plan)**

Activity	Initial Start Date	Initial Completion Date
Preliminary Development Activities	October 2006	June 2007
VDOT Evaluation	July 2007	August 2007
Agreement Development & Execution	September 2007	December 2007
Final Design & Construction	July 2008	December 2022

The proposed schedules for five (5) US Route 121 projects are contingent upon SMART SCALE prioritization, with the remaining three (3) already funded under the dually designated portions of Corridor Q.

Preliminary engineering work continues for the NEPA process and the preliminary engineering design work has been completed for Pound Connector and Doe Branch. Cranes Nest, Poplar Phase B, Elkins and Rockhouse are in the Conceptual Design Stage. All parcels were acquired for the Hawks Nest section under the Alpha bankruptcy through settlement, negotiation or donation.

The program schedule for this Annual Update is included as **Attachment 1a-2019**. Project specific NEPA work was completed under UPC 85126 which is for Admin of Route 121. There are UPCs set up for all but one of the five projects and PE design has taken place on two of them. NEPA Section II documentation was approved by FHWA on June 6, 2016 enabling to projects to be eligible for SMART SCALE funding.

**US Route 460**

The program schedule for the Initial Finance Plan completed in 2006 is shown in Table 4 below.

**Table 4 - US Route 460 Program Schedule (Initial Finance Plan)**

Activity	Initial Start Date	Initial Completion Date
Preliminary Development Activities	October 2006	June 2007
VDOT Evaluation	July 2007	August 2007
Agreement Development & Execution	September 2007	December 2007
Final Design & Construction	July 2008	December 2012

There are six (6) project sections associated with US Route 460:

- US Route 460 Connector Phase I has been completed. Right of Way will continue until all the condemnations are complete.
- US Route 460 Connector Phase II Rough Grade construction activities have been completed. The contract is being kept open to finalize Right of Way. Anticipated final completion is June 2020. Paving to begin Summer 2020.
- US Route 121/460 Intersection project will connect Route 460 with Route 121. Construction is currently under way and completion is expected spring of 2020. Paving will begin in summer 2020.
- The Poplar Creek section has adopted a phased approach to facilitate construction with the allocated funds.
  - Phase A: The design-build contract was signed on July 6, 2016. NEPA reevaluation was completed April 19, 2017 for Phase A to address change in scope to construct culvert in place of bridge. Construction began in August 2019 with completion anticipated Winter 2024
  - Phase B: NEPA Section II documentation was approved by FHWA on June 6, 2016, enabling the project to be eligible for SMART SCALE funding. A SMART SCALE application was submitted for the Poplar Creek Phase B section in 2018. This project was not selected for funding.
- The Hawks Nest Section has been constructed to rough grade. All property has been acquired for Hawks Nest either through property negotiations, settlements, or donations. Paving is scheduled to begin fall 2020.

The program schedule for this Annual Update is shown in **Attachment 1b-2019**. The schedules for this program will be updated on an annual basis to reflect SMART SCALE selection process.

**3. PROJECT COST**

**INITIAL FINANCE PLAN**

The Initial Finance Plan combined two transportation initiatives. Table 5 below is the project costs included in the Initial Finance Plan.

**Table 5a - Project Cost Estimate (Initial Finance Plan)**

State Project Number	Engineering	Right of Way	Utilities	Construction	Total
Coalfields Expressway 0121-013-101 UPCs 64726, 64145, 14810, 80666	\$149,291,779	\$60,000,000	\$5,900,000	\$2,284,808,221	\$2,500,000,000
Route 460 Corridor Q	\$14,756,000	\$11,036,100	\$84,000	\$215,784,000	\$241,660,100

**2019 ANNUAL UPDATE**

The current total cost estimate for Coalfields Expressway (Route 121) remains at \$2,500,000,000 dollars, which includes Route 121 and the overlapping sections of Route 460. However the current total cost estimate of \$270,111,687 reflects the cost estimates associated with the Route 121 sections and associated phases that are currently funded. The current total cost estimate of Route 460, Corridor Q is \$533,346,770 including the overlapping sections with Route 121.

The cost-to-complete estimates developed for the 121/460 program uses the most recent and detailed information available to develop costs for the design, construction, management, and administration of each route of the program. These estimates include all costs necessary to perform the preliminary engineering, right-of-way, environmental mitigation, construction, project management, public outreach and costs of external third party work such as utility and railroad relocations.

The cost data used in the estimates for both transportation initiatives is planning level information based on a variety of sources. These include the cost proposals by Pioneer Group, Inc. (now Bizzack) in the July 2007 Limited Feasibility Study and the July 2007 Alpha Natural Resources Limited Feasibility Report. These reports provide the best available data for the coal synergy aspects of the proposed projects. They also include important cost factors for key items such as excavation. Other important sources of information are: The Route 460 Phase II Public

Private Partnership (P3) contract that was negotiated and executed as a design-build contract for the design and construction to rough grade on July 30, 2013. The Poplar Creek Phase A contract was negotiated and executed as a design build contract for the design and construction on June 6, 2016. The 460 Connector Intersection contract was negotiated and executed as a design and construction to rough grade on November 1, 2017. All of these are in very similar terrain and should be a good indication of the costs for both Route 121 and 460 alignments.

The cost data has been normalized to reflect 2019 costs as the basis for the estimate in accordance with VDOT's policy. Escalation factors have been applied to reflect the impacts of inflation for advertisement of projects for any year between 2018 and 2025. The 2019 Annual Update Project Costs for Route 121 and Route 460 are included as **Attachment 2a-2019** and **Attachment 2b-2019** respectively.

The original Poplar Creek UPC's (104094, 90282) have been revised as "Poplar Creek Phase A" to reflect the section being split into Phase A and Phase B due to funding issues. Consequently, the UPC's have been altered to reflect a reduced estimate to align with only the Poplar Creek Phase A section. When funding becomes available for Phase B, new UPC's will be created.

#### 4. PROJECT FUNDS

##### US Route 121

The following projects are listed in the Statewide Transportation Improvement Program (STIP):

- Route 121 VDOT Oversight (UPC 80666)
- Doe Branch VDOT Oversight (UPC 100467)
- Doe Branch (UPC 100521)
- Cranes Nest (UPC 102702)
- Pound Connector VDOT Oversight (UPC 86416)
- Pound Connector (UPC 100519)

A Summary of Project Funding by Source for FY18-23 is included in **Attachment 3a-2019** for each of the US Route 121 projects and associated UPC.

##### US Route 460

The following projects are listed in the Statewide Transportation Improvement Program (STIP):

- Route 460 Connector Phase I VDOT Oversight (UPC 64144)
- Route 460 Connector Phase I Design-Build (UPC 85914)
- Route 460 Connector Phase II VDOT Oversight (UPC 88140)
- Route 460 Connector Phase II Rough Grade Design-Build (UPC 100707)
- Route 121/460 Finish Grade (UPC 100708)
- Route 121/460 Intersection VDOT Oversight (UPC 100468)
- Route 121/460 Intersection Rough Grade Design-Build (UPC 100520)
- Hawks Nest Rough Grade Design-Build (UPC 90076)

- Hawks Nest VDOT Oversight (UPC 90096)
- Poplar Creek Phase A Design-Build (UPC 90282)
- Poplar Creek Phase A VDOT Oversight (UPC 104094)

A Summary of Project Funding by Source for FY19-25 is included in **Attachment 3b-2019** for each of the US Route 460 projects and associated UPC.

## 5. FINANCING ISSUES

### US Route 121

Of the five (5) projects associated with Route 121, the Cranes Nest section had previously been funded for preliminary design and Doe Branch and the Pound Connector were previously funded for construction. However, due to the ongoing NEPA process through a Supplemental Environmental Impact Statement (SEIS), the projects were required to be submitted for funding consideration through the new SMART SCALE prioritization process.

### US Route 460

Of the six (6) projects associated with the US Route 460, all are funded for construction except the Poplar Creek Phase B section.

As part of the preliminary design work for the Poplar Creek project, VDOT was able to develop a scoping level estimate for the project. The estimate revealed a project cost that was uneconomical based on the SYIP allocations; therefore the project has been divided. A 2-phased approach was successfully developed for Poplar Creek to facilitate construction within the allocated funds. A SMART SCALE application will be submitted for the Poplar Creek Phase B section. Funding for this project will be contingent on the SMART SCALE prioritization in the future. The project to date has not received any SMART SCALE funds.

## 6. CASH FLOW

### US Route 121

Cash flow analysis for US Route 121 is included in **Attachment 4a-2019** which shows expenditures through project completion.

### US Route 460

The Route 121/460 Intersection (UPCs 100520, 100468) is currently under construction with completion to rough grade due in Spring 2020.

The Cash Flow Analysis for Poplar Creek Phase B reflects the pre-scoping estimate of \$180 million with the utilization of Coal Synergy. This section is currently unfunded.

Cash flow analysis for US Route 460 is included in **Attachment 4b** which shows expenditures through project completion.

## 7. P3 ASSESSMENT

The Comprehensive Agreement (CA) was executed on January 11, 2002 between KBR and the Department for the design, construction and maintenance of US Route 121. Negotiations to amend and restate the CA to incorporate the Coal Synergy approach were ongoing with Bizzack and Alpha until Alpha filed Chapter 11 Bankruptcy. However, on August, 3, 2015, the Bankruptcy Court approved a purchase agreement for Contura Energy to purchase Alpha on June 7, 2016, which included Contura assuming the roles and responsibilities of Alpha under the CA. VDOT has been in close coordination with Contura regarding the Assumption by Contura of the CA. The Amended and Restated Comprehensive Agreement (ARCA) was executed on May 1, 2017. All remaining US Route 121 projects (three are dually designated US Route 460 Projects) will be developed under the ARCA using Coal Synergy to reduce the construction costs.

The ARCA executed on May 1, 2017 will provide for the following benefits:

1. **Assures no Liability for the Department**– Provides no obligatory requirements to enter into any contract.
  - a. Provides VDOT right to develop a Project Section with own personnel/separate contractor.
  - b. Provides Department the right to terminate for convenience at no cost to Department.
2. **Provides Contract Templates**- Provides models for phased development to facilitate future funding of Project Sections:
  - a. Preliminary Design and Engineering Services Agreement (“PDESA”)
  - b. Design Build Agreement (Rough Grade Roadbed)
  - c. Design Build Agreement (Paved Road)
3. **Facilitates Completion of US Route 460 (Corridor Q)** – Provides procurement and contract template
  - a. 121/460 Intersection and Paving Hawks Nest – Funded
4. **Separates Contura and Bizzack** – Provides rights to develop and negotiate without other entity
  - a. Provides transfer of rights for project sections between Contura and Bizzack

## 8. RISK AND RESPONSE STRATEGIES

### **US Route 121**

In 2013 Bizzack Construction LLC assumed the Rapoca's rights and responsibilities under the Assignment & Assumption Agreement. In addition, VDOT was in negotiations with Alpha and Bizzack to develop the ARCA which would enable separate contract negotiations with each partner. Alpha filed Chapter 11 Bankruptcy August 3, 2015. The court approved a purchase agreement for Contura Energy to buy Alpha on June 7, 2016. VDOT has been in close coordination with Alpha and Contura regarding an Assumption by Contura of the CA. The ARCA was executed on May 1, 2017.

FHWA issued a determination on May 22, 2014, that a Supplemental Environmental Impact Statement is necessary for NEPA Section II impacting the Pound Connector, Cranes Nest and Doe Branch sections of US Route 121. The Route 121 Section II draft SEIS was signed on June 2016. The project was placed on hold due to funding constraints and has not advanced to public hearing or final approvals. The SEIS effort is not advancing until additional funding sources are identified.

As projects move forward and receive funding a Risk Assessment will be conducted.

### **US Route 460**

Poplar Creek – Due to the funding shortfall, VDOT developed a phased approach to allow the majority of this alignment to be built within the current SYIP allocations.

Route 121/460 Intersection – Estimate has been revised to mitigate \$10 million deficit that was created due to allocated TPOF funds being removed.

## **9. ANNUAL UPDATE CYCLE**

The submission date of the Initial Financial Plan was November 30, 2006. Annual updates will be submitted by November 30 of that year, with a "data as of" date of August 31 of that year.

## **10. SUMMARY OF COST CHANGES SINCE LAST YEAR'S FINANCIAL PLAN**

### **US Route 121**

Since the Updated Financial Plan in 2018, the Cost to Complete Estimates for all of US Route 121 projects, including the three (3) dually designated US Route 460 projects, estimates have remained unchanged and have been noted in Section 3 above.

### **US Route 460**

VDOT has developed a 2-phased approach to the Poplar Creek section that reduced the scope to a 2-lane facility with truck climbing lanes as needed. This approach includes Phase A which is 2.9 miles and Phase B which is 1.6 miles, and includes a connector to the existing US Route 460 in Grundy, VA. While Phase A has an estimate with matching allocations of \$199 million, Phase B is currently unfunded with an estimate of \$180 million.

In comparing the 2019 Annual Update Costs with the prior 2018 Annual Update Costs, the following UPC: 104094 and 90282 Estimates have been (and will continue to be) revised to align with expenditures, as they approach completion:

## 11. COST AND FUNDING TRENDS SINCE INITIAL FINANCIAL PLAN

Advancement of the US Route 121 projects will be dependent upon selection through the SMART SCALE prioritization process. There were 2 projects submitted for SMART SCALE funding by the Planning District Commission; Doe Branch in Dickenson County and Poplar Creek Phase B in Buchanan County, however neither project was selected for funding. The initial and current cost for the Route 121 is \$2,500,000,000, which includes all sections of both Routes 121 and the overlapping sections of Route 460. However, the current total cost estimate for Coalfields Expressway (Route 121) is \$290,111,687 reflects the cost estimates associated with the Route 121 sections and associated phases that are currently funded. The localities shall prepare requests for funding of individual sections through the SMART SCALE program, which includes both Routes 121 and the overlapping sections of Route 460.

## 12. SUMMARY OF SCHEDULE CHANGES SINCE LAST YEAR'S FINANCIAL PLAN

### US Route 121

The proposed construction schedules for US Route 121 are contingent upon SMART SCALE prioritization.

FHWA issued a determination on May 22, 2014 that a Supplemental Environmental Impact Statement is necessary for NEPA Section II. The Route 121 Section II draft SEIS was signed on June 2016. The project was placed on hold due to funding constraints and has not advance to public hearing or final approvals. The SEIS effort is not advancing until additional funding sources are identified. This impacts the Pound Connector, Cranes Nest and Doe Branch sections of US Route 121.

### US Route 460

VDOT has developed a phased approach to the Poplar Creek project to provide a buildable section within the SYIP allocations.

- **Phase II:** One of six construction segments that remains for completing Corridor "Q" in Virginia. The Budget allocations for completing Corridor "Q" were set in 2012 By Map 21 with no additional funds allocated since that time. In an effort to stay within budget allocations and complete the remaining funded sections, cost reductions are required. The typical section was revised from 4 lane divided to 4 lane undivided, and to allow paving 2 lanes with climbing lanes until future traffic warrants paving the fourth lane. The typical section reduction necessitated a change order, which increased the contract time, and amount, but resulted in programmatic savings of approximately \$18MM. This cost reduction strategy was implemented for Corridor "Q" programmatic financial stewardship

US Route 121 (Coalfields Expressway) & US Route 460 (Corridor Q) Projects  
Financial Plan (Annual Update)  
November 30, 2019

- **Phase A:** The design-build contract was signed on July 6, 2016. NEPA reevaluation was completed April 19, 2017 for Phase A to address change in scope to construct culvert in place of bridge. Construction began August 2019.
- **Phase B:** Schedule undetermined due to lack of funding. This will be updated in the next annual report.
- **Intersection:** The design-build contract was signed on November 1, 2017 for 15.75 million. May 17, 2018 Design Public Hearing. NEPA reevaluation was completed August 28, 2018 to address design impacts outside the original approved NEPA. Construction began in March 2019.

### **13. SCHEDULE TRENDS SINCE INITIAL FINANCIAL PLAN**

#### **US Route 121**

The construction phases of the projects have not started; therefore, there are no schedule trends at this time.

#### **US Route 460**

The federal authorization MAP-21, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act, signed into law on July 6, 2012, required submittal of a completion plan. VDOT's April 30, 2013, Completion Plan projected completion of Corridor Q by 2021 based on comparable federal funding provided in Virginia's obligation authority as was set aside in the past. Although the initial plan was to complete Corridor Q by 2021, the current cash flow projection and cost estimates have pushed this completion to 2024 for all funded projects. Schedules for unfunded projects will be updated in each subsequent Annual Update as funding becomes available. The ARCA negotiations are complete and a contract to pave the Intersection for Hawks Nest will be imminent.

Last Revised on: 9/1/2019

Bristol 121 (CFX) Projects Bristol District		Project Length (miles)	PRELIMINARY ENGINEERING (PE)				
Description	UPC		Estimate	SYIP	Federal Auth	Expend This Pd	Expend To Date
Pound Connector Design Build (Rough Grade)	<a href="#">100519</a>	7.12	\$4,000,000.00	\$2,684,316.00	\$1,748,422.00	\$0.00	\$2,446,375.19
Pound Connector VDOT Oversight (Rough Grade)	<a href="#">86416</a>	7.12	\$5,292,830.00	\$1,941,539.00	\$5,733,768.00	\$0.00	\$1,943,166.39
Pound Connector (Finish Grade)	<a href="#">100583</a>	7.12	\$3,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Cranes Nest (Rough Grade)	<a href="#">102702</a>	15.65	\$10,000,000.00	\$250,000.00	\$8,000,000.00	\$0.00	\$256,888.66
Doe Branch Design Build (Rough Grade)	<a href="#">100521</a>	4.96	\$2,000,000.00	\$1,999,798.00	\$1,691,947.00	\$0.00	\$1,718,351.65
Doe Branch VDOT Oversight (Rough Grade)	<a href="#">100467</a>	4.96	\$4,000,000.00	\$660,202.00	\$3,200,000.00	\$0.00	\$566,968.25
Doe Branch (Finish Grade)	<a href="#">100550</a>	4.96	\$2,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Hawks Nest Design Build (Rough Grade)	<a href="#">90076</a>	2.00	\$1,500,127.00	\$1,500,127.00	\$1,200,000.00	\$0.00	\$1,500,126.55
Hawks Nest VDOT Oversight (Rough Grade)	<a href="#">90096</a>	2.00	\$3,312,063.00	\$3,312,063.00	\$3,312,063.00	\$0.00	\$271,913.17
Poplar Creek Phase A (Finish Grade)	<a href="#">90282</a>	4.60	\$20,767,715.00	\$20,767,715.00	\$20,767,715.00	\$1,117,025.15	\$22,423,630.34
Poplar Creek Phase A (Rough Grade)	<a href="#">104094</a>	4.60	\$3,309,081.00	\$4,000,000.00	\$3,309,081.00	\$52,134.76	\$4,351,331.08
Rockhouse VDOT Oversight (Rough Grade)	<a href="#">90280</a>	5.20	\$1,000,000.00	\$104,719.04	\$83,241.00	\$0.00	\$104,719.04
RTE 121 - COALFIELDS EXPRESSWAY SECTION A - PE ONLY <b>CLOSED</b>	<a href="#">64726</a>	8.30	\$32,255,549.00	\$32,255,549.00	\$18,791,510.00	\$0.00	\$32,255,549.00
RTE 121-VDOT Alpha/Pioneer Oversight (FEDERAL)	<a href="#">85126</a>	57.00	\$7,116,996.00	\$7,116,996.00	\$5,693,597.00	\$3,043.96	\$6,094,825.00
RTE 121-VDOT Alpha/Pioneer Oversight (STATE) <b>CLOSED 08-15-2014</b>	<a href="#">80666</a>	57.00	\$638,260.00	\$638,259.63	\$0.00	\$0.00	\$638,259.63
TPOF AERIAL SURVEY, PE BY COAL CO. & VDOT OVERSIGHT <b>Waiting Financial Closure</b>	<a href="#">82033</a>	55.00	\$1,772,534.00	\$2,000,000.00	\$0.00	\$0.00	\$1,772,534.00
<b>TOTALS:</b>			<b>\$101,965,155.00</b>	<b>\$79,231,283.67</b>	<b>\$73,531,344.00</b>	<b>\$1,172,203.87</b>	<b>\$76,323,462.01</b>

Last Revised on: 9/1/2019

<b>Bristol 121 (CFX) Projects Bristol District</b>		
Description	UPC	Remaining (SYIP)
Pound Connector Design Build (Rough Grade)	<a href="#">100519</a>	\$237,940.81
Pound Connector VDOT Oversight (Rough Grade)	<a href="#">86416</a>	(\$1,627.39)
Pound Connector (Finish Grade)	<a href="#">100583</a>	\$0.00
Cranes Nest (Rough Grade)	<a href="#">102702</a>	(\$6,888.66)
Doe Branch Design Build (Rough Grade)	<a href="#">100521</a>	\$281,114.48
Doe Branch VDOT Oversight (Rough Grade)	<a href="#">100467</a>	\$93,233.75
Doe Branch (Finish Grade)	<a href="#">100550</a>	\$0.00
Hawks Nest Design Build (Rough Grade)	<a href="#">90076</a>	\$0.45
Hawks Nest VDOT Oversight (Rough Grade)	<a href="#">90096</a>	\$3,043,131.56
Poplar Creek Phase A (Finish Grade)	<a href="#">90282</a>	(\$1,654,429.52)
Poplar Creek Phase A (Rough Grade)	<a href="#">104094</a>	(\$334,290.82)
Rockhouse VDOT Oversight (Rough Grade)	<a href="#">90280</a>	\$0.00
RTE 121 - COALFIELDS EXPRESSWAY SECTION A - PE ONLY <i>CLOSED</i>	<a href="#">64726</a>	\$0.00
RTE 121-VDOT Alpha/Pioneer Oversight (FEDERAL)	<a href="#">85126</a>	\$1,022,171.00
RTE 121-VDOT Alpha/Pioneer Oversight (STATE) <i>CLOSED 08-15-2014</i>	<a href="#">80666</a>	\$0.00
TPOF AERIAL SURVEY, PE BY COAL CO. & VDOT OVERSIGHT <i>Waiting Financial Closure</i>	<a href="#">82033</a>	\$227,466.00
<b>TOTALS:</b>		<b>\$2,907,821.66</b>

Last Revised on: 9/1/2019

Bristol 121 (CFX) Projects Bristol District		RIGHT OF WAY (RW)						
		UPC	Estimate	SYIP	Federal Auth	Expend This Pd	Expend To Date	Remaining (SYIP)
Pound Connector Design Build (Rough Grade)	<a href="#">100519</a>	\$6,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Pound Connector VDOT Oversight (Rough Grade)	<a href="#">86416</a>	\$886,169.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Pound Connector (Finish Grade)	<a href="#">100583</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cranes Nest (Rough Grade)	<a href="#">102702</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Doe Branch Design Build (Rough Grade)	<a href="#">100521</a>	\$5,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Doe Branch VDOT Oversight (Rough Grade)	<a href="#">100467</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Doe Branch (Finish Grade)	<a href="#">100550</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Hawks Nest Design Build (Rough Grade)	<a href="#">90076</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Hawks Nest VDOT Oversight (Rough Grade)	<a href="#">90096</a>	\$1,424,410.00	\$1,424,410.00	\$1,375,362.00	\$0.00	\$176,180.50	\$1,248,229.50	
Poplar Creek Phase A (Finish Grade)	<a href="#">90282</a>	\$10,900,000.00	\$10,900,000.00	\$10,900,000.00	\$1,078,780.00	\$2,247,457.26	\$8,601,113.58	
Poplar Creek Phase A (Rough Grade)	<a href="#">104094</a>	\$10,900,000.00	\$12,400,000.00	\$10,900,000.00	\$870,455.78	\$2,908,964.53	\$9,553,818.90	
Rockhouse VDOT Oversight (Rough Grade)	<a href="#">90280</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
RTE 121 - COALFIELDS EXPRESSWAY SECTION A - PE ONLY <b>CLOSED</b>	<a href="#">64726</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
RTE 121-VDOT Alpha/Pioneer Oversight (FEDERAL)	<a href="#">85126</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
RTE 121-VDOT Alpha/Pioneer Oversight (STATE) <b>CLOSED 08-15-2014</b>	<a href="#">80666</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
TPOF AERIAL SURVEY, PE BY COAL CO. & VDOT OVERSIGHT <b>Waiting Financial Closure</b>	<a href="#">82033</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
<b>TOTALS:</b>		<b>\$35,110,579.00</b>	<b>\$24,724,410.00</b>	<b>\$23,175,362.00</b>	<b>\$1,949,235.78</b>	<b>\$5,321,248.02</b>	<b>\$19,403,161.98</b>	

Last Revised on: 9/1/2019

Bristol 121 (CFX) Projects Bristol District		CONSTRUCTION (CN)				
		UPC	Estimate	SYIP	Federal Auth	Expend This Pd
Pound Connector Design Build (Rough Grade)	<a href="#">100519</a>	\$42,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Pound Connector VDOT Oversight (Rough Grade)	<a href="#">86416</a>	\$10,917,789.00	\$0.00	\$0.00	\$0.00	\$0.00
Pound Connector (Finish Grade)	<a href="#">100583</a>	\$58,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Cranes Nest (Rough Grade)	<a href="#">102702</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Doe Branch Design Build (Rough Grade)	<a href="#">100521</a>	\$45,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Doe Branch VDOT Oversight (Rough Grade)	<a href="#">100467</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Doe Branch (Finish Grade)	<a href="#">100550</a>	\$23,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Hawks Nest Design Build (Rough Grade)	<a href="#">90076</a>	\$8,392,998.00	\$8,499,873.00	\$0.00	\$0.00	\$8,392,073.45
Hawks Nest VDOT Oversight (Rough Grade)	<a href="#">90096</a>	\$1,949,213.00	\$1,949,213.00	\$0.00	\$0.00	\$764,230.47
Poplar Creek Phase A (Finish Grade)	<a href="#">90282</a>	\$147,212,117.00	\$147,212,117.00	\$123,630,421.00	\$355,495.39	\$1,595,495.39
Poplar Creek Phase A (Rough Grade)	<a href="#">104094</a>	\$4,700,000.00	\$4,009,081.00	\$3,558,184.00	\$0.00	\$0.00
Rockhouse VDOT Oversight (Rough Grade)	<a href="#">90280</a>	\$5,731,560.00	\$0.00	\$0.00	\$0.00	\$0.00
RTE 121 - COALFIELDS EXPRESSWAY SECTION A - PE ONLY <b>CLOSED</b>	<a href="#">64726</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RTE 121-VDOT Alpha/Pioneer Oversight (FEDERAL)	<a href="#">85126</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RTE 121-VDOT Alpha/Pioneer Oversight (STATE) <b>CLOSED 08-15-2014</b>	<a href="#">80666</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TPOF AERIAL SURVEY, PE BY COAL CO. & VDOT OVERSIGHT <b>Waiting Financial Closure</b>	<a href="#">82033</a>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTALS:</b>		<b>\$367,403,677.00</b>	<b>\$161,670,284.00</b>	<b>\$127,188,605.00</b>	<b>\$355,495.39</b>	<b>\$10,751,799.31</b>

Last Revised on: 9/1/2019

<b>Bristol 121 (CFX) Projects Bristol District</b>		
Description	UPC	Remaining (SYIP)
Pound Connector Design Build (Rough Grade)	<a href="#">100519</a>	\$0.00
Pound Connector VDOT Oversight (Rough Grade)	<a href="#">86416</a>	\$0.00
Pound Connector (Finish Grade)	<a href="#">100583</a>	\$0.00
Cranes Nest (Rough Grade)	<a href="#">102702</a>	\$0.00
Doe Branch Design Build (Rough Grade)	<a href="#">100521</a>	\$0.00
Doe Branch VDOT Oversight (Rough Grade)	<a href="#">100467</a>	\$0.00
Doe Branch (Finish Grade)	<a href="#">100550</a>	\$0.00
Hawks Nest Design Build (Rough Grade)	<a href="#">90076</a>	\$106,875.00
Hawks Nest VDOT Oversight (Rough Grade)	<a href="#">90096</a>	\$1,185,907.08
Poplar Creek Phase A (Finish Grade)	<a href="#">90282</a>	\$145,616,621.61
Poplar Creek Phase A (Rough Grade)	<a href="#">104094</a>	\$4,009,081.00
Rockhouse VDOT Oversight (Rough Grade)	<a href="#">90280</a>	\$0.00
RTE 121 - COALFIELDS EXPRESSWAY SECTION A - PE ONLY <b>CLOSED</b>	<a href="#">64726</a>	\$0.00
RTE 121-VDOT Alpha/Pioneer Oversight (FEDERAL)	<a href="#">85126</a>	\$0.00
RTE 121-VDOT Alpha/Pioneer Oversight (STATE) <b>CLOSED 08-15-2014</b>	<a href="#">80666</a>	\$0.00
TPOF AERIAL SURVEY, PE BY COAL CO. & VDOT OVERSIGHT <b>Waiting Financial Closure</b>	<a href="#">82033</a>	\$0.00
<b>TOTALS:</b>		<b>\$150,918,484.69</b>

Last Revised on: 9/1/2019

Bristol 121 (CFX) Projects Bristol District		TOTALS				
		Description	UPC	Estimate	SYIP	Federal Auth
Pound Connector Design Build (Rough Grade)	<a href="#">100519</a>	\$72,000,000.00	\$2,684,316.00	\$1,748,422.00	\$2,446,375.19	\$237,940.81
Pound Connector VDOT Oversight (Rough Grade)	<a href="#">86416</a>	\$17,096,788.00	\$1,941,539.00	\$5,733,768.00	\$1,942,677.12	(\$1,138.12)
Pound Connector (Finish Grade)	<a href="#">100583</a>	\$61,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Cranes Nest (Rough Grade)	<a href="#">102702</a>	\$10,000,000.00	\$250,000.00	\$8,000,000.00	\$256,888.66	(\$6,888.66)
Doe Branch Design Build (Rough Grade)	<a href="#">100521</a>	\$52,000,000.00	\$1,999,798.00	\$1,691,947.00	\$1,719,346.42	\$280,451.58
Doe Branch VDOT Oversight (Rough Grade)	<a href="#">100467</a>	\$4,000,000.00	\$660,202.00	\$3,200,000.00	\$560,886.04	\$99,315.96
Doe Branch (Finish Grade)	<a href="#">100550</a>	\$25,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Hawks Nest Design Build (Rough Grade)	<a href="#">90076</a>	\$9,893,125.00	\$10,000,000.00	\$1,200,000.00	\$9,893,124.55	\$106,875.45
Hawks Nest VDOT Oversight (Rough Grade)	<a href="#">90096</a>	\$6,685,686.00	\$6,685,686.00	\$4,687,425.00	\$1,207,305.86	\$5,478,380.14
Poplar Creek Phase A (Finish Grade)	<a href="#">90282</a>	\$178,879,832.00	\$178,879,832.00	\$155,298,136.00	\$19,486,391.10	\$159,393,440.90
Poplar Creek Phase A (Rough Grade)	<a href="#">104094</a>	\$18,909,081.00	\$18,909,081.00	\$17,767,265.00	\$3,534,468.46	\$15,374,612.54
Rockhouse VDOT Oversight (Rough Grade)	<a href="#">90280</a>	\$6,731,560.00	\$104,719.04	\$83,241.00	\$104,719.04	\$0.00
RTE 121 - COALFIELDS EXPRESSWAY SECTION A - PE ONLY <b>CLOSED</b>	<a href="#">64726</a>	\$32,255,549.00	\$32,255,549.00	\$18,791,510.00	\$32,255,549.00	\$0.00
RTE 121-VDOT Alpha/Pioneer Oversight (FEDERAL)	<a href="#">85126</a>	\$7,116,996.00	\$7,116,996.00	\$5,693,597.00	\$6,009,698.26	\$1,107,297.74
RTE 121-VDOT Alpha/Pioneer Oversight (STATE) <b>CLOSED 08-15-2014</b>	<a href="#">80666</a>	\$638,260.00	\$638,259.63	\$0.00	\$638,259.63	\$0.00
TPOF AERIAL SURVEY, PE BY COAL CO. & VDOT OVERSIGHT <b>Waiting Financial Closure</b>	<a href="#">82033</a>	\$1,772,534.00	\$2,000,000.00	\$0.00	\$1,772,534.00	\$227,466.00
<b>TOTALS:</b>		\$504,479,411.00	\$264,125,977.67	\$223,895,311.00	\$81,828,223.33	\$182,297,754.34

Last Revised on: 9/1/2019

<b>Bristol 121 (CFX) Projects Bristol District</b>		
Description	UPC	Funding Type
<b>Pound Connector</b> Design Build (Rough Grade)	<a href="#">100519</a>	APD
<b>Pound Connector</b> VDOT Oversight (Rough Grade)	<a href="#">86416</a>	NH
<b>Pound Connector</b> (Finish Grade)	<a href="#">100583</a>	STP
<b>Cranes Nest</b> (Rough Grade)	<a href="#">102702</a>	PPTA
<b>Doe Branch</b> Design Build (Rough Grade)	<a href="#">100521</a>	APD
<b>Doe Branch</b> VDOT Oversight (Rough Grade)	<a href="#">100467</a>	STP
<b>Doe Branch</b> (Finish Grade)	<a href="#">100550</a>	None
<b>Hawks Nest</b> Design Build (Rough Grade)	<a href="#">90076</a>	APD/S
<b>Hawks Nest</b> VDOT Oversight (Rough Grade)	<a href="#">90096</a>	NH
<b>Poplar Creek Phase A</b> (Finish Grade)	<a href="#">90282</a>	APD
<b>Poplar Creek Phase A</b> (Rough Grade)	<a href="#">104094</a>	APD
<b>Rockhouse</b> VDOT Oversight (Rough Grade)	<a href="#">90280</a>	DEMO
<b>RTE 121 - COALFIELDS EXPRESSWAY SECTION A - PE ONLY <i>CLOSED</i></b>	<a href="#">64726</a>	APD/NH
<b>RTE 121-VDOT Alpha/Pioneer Oversight (FEDERAL)</b>	<a href="#">85126</a>	NH
<b>RTE 121-VDOT Alpha/Pioneer Oversight (STATE) <i>CLOSED 08-15-2014</i></b>	<a href="#">80666</a>	APD/S
<b>TPOF AERIAL SURVEY, PE BY COAL CO. &amp; VDOT OVERSIGHT <i>Waiting Financial Closure</i></b>	<a href="#">82033</a>	S
<b>TOTALS:</b>		

Last Revised on: 9/1/2019

<b>Bristol 121 (CFX) Projects Bristol District</b>			
<b>Description</b>	<b>UPC</b>	<b>State Project #</b>	<b>Federal Project #</b>
<b>Pound Connector</b> Design Build (Rough Grade)	<a href="#">100519</a>	0121-097-830,P101, R201, C501, B651, B652, B653	NH-097-1(077) (80%)
<b>Pound Connector</b> VDOT Oversight (Rough Grade)	<a href="#">86416</a>	0121-097-787,P101	HPD-097-1(072) (80%)
<b>Pound Connector</b> (Finish Grade)	<a href="#">100583</a>	0121-097-831,C501,P101	n/a
<b>Cranes Nest</b> (Rough Grade)	<a href="#">102702</a>	0121-025-761,P101	STP-025-1(066) (100%)
<b>Doe Branch</b> Design Build (Rough Grade)	<a href="#">100521</a>	0121-013-845,P101, R201, C501	STP-013-1(059) (80%)
<b>Doe Branch</b> VDOT Oversight (Rough Grade)	<a href="#">100467</a>	0121-013-843,P101	STP-013-1(058) (80%)
<b>Doe Branch</b> (Finish Grade)	<a href="#">100550</a>	0121-013-847	n/a
<b>Hawks Nest</b> Design Build (Rough Grade)	<a href="#">90076</a>	0121-013-787,P101, C501	NH-121-1(021)
<b>Hawks Nest</b> VDOT Oversight (Rough Grade)	<a href="#">90096</a>	0121-013-788,P101, R201, C501	NH-121-1(022) (80%)
<b>Poplar Creek Phase A</b> (Finish Grade)	<a href="#">90282</a>	0121-013-793,P102, P101, R201, C501, B638, B637	APD-013-1(067) (100%)
<b>Poplar Creek Phase A</b> (Rough Grade)	<a href="#">104094</a>	0121-013-902,P101, R201, C501	APD-013-1(068) (100%)
<b>Rockhouse</b> VDOT Oversight (Rough Grade)	<a href="#">90280</a>	0121-013-791,P101	HPD-121-1(024)
<b>RTE 121 - COALFIELDS EXPRESSWAY SECTION A - PE ONLY <i>CLOSED</i></b>	<a href="#">64726</a>	0121-013-101,B601,B602,B603,B604,B605,P101	APD-121-1(003)
<b>RTE 121-VDOT Alpha/Pioneer Oversight (FEDERAL)</b>	<a href="#">85126</a>	0121-013-772,P101	NH-121-1(020) (80%)
<b>RTE 121-VDOT Alpha/Pioneer Oversight (STATE) <i>CLOSED 08-15-2014</i></b>	<a href="#">80666</a>	0121-013-102,P101	n/a
<b>TPOF AERIAL SURVEY, PE BY COAL CO. &amp; VDOT OVERSIGHT <i>Waiting Financial Closure</i></b>	<a href="#">82033</a>	TPOF-013-101,P101	n/a
<b>TOTALS:</b>			

Last Revised on: 9/1/2019

<b>Bristol 121 (CFX) Projects Bristol District</b>		
Description	UPC	Status
<b>Pound Connector</b> Design Build (Rough Grade)	<a href="#">100519</a>	Active
<b>Pound Connector</b> VDOT Oversight (Rough Grade)	<a href="#">86416</a>	Active
<b>Pound Connector</b> (Finish Grade)	<a href="#">100583</a>	Active
<b>Cranes Nest</b> (Rough Grade)	<a href="#">102702</a>	Active
<b>Doe Branch</b> Design Build (Rough Grade)	<a href="#">100521</a>	Active
<b>Doe Branch</b> VDOT Oversight (Rough Grade)	<a href="#">100467</a>	Active
<b>Doe Branch</b> (Finish Grade)	<a href="#">100550</a>	Active
<b>Hawks Nest</b> Design Build (Rough Grade)	<a href="#">90076</a>	Active
<b>Hawks Nest</b> VDOT Oversight (Rough Grade)	<a href="#">90096</a>	Active
<b>Poplar Creek Phase A</b> (Finish Grade)	<a href="#">90282</a>	Active
<b>Poplar Creek Phase A</b> (Rough Grade)	<a href="#">104094</a>	Active
<b>Rockhouse</b> VDOT Oversight (Rough Grade)	<a href="#">90280</a>	Active
<b>RTE 121 - COALFIELDS EXPRESSWAY SECTION A - PE ONLY</b> <i>CLOSED</i>	<a href="#">64726</a>	Waiting Financial Closure
<b>RTE 121-VDOT Alpha/Pioneer Oversight (FEDERAL)</b>	<a href="#">85126</a>	Active
<b>RTE 121-VDOT Alpha/Pioneer Oversight (STATE)</b> <i>CLOSED 08-15-2014</i>	<a href="#">80666</a>	CLOSED per email on 08-15-2014
<b>TPOF AERIAL SURVEY, PE BY COAL CO. &amp; VDOT OVERSIGHT</b> <i>Waiting Financial Closure</i>	<a href="#">82033</a>	Waiting Financial Closure
<b>TOTALS:</b>		







**ATTACHMENT 2a-2019**  
**COST BY PHASE**  
**Expenditures as of August 31, 2019**  
**US Route 121**

			A	B	A-B
UPC	Phase	Estimate	Current Expenditures	Balance to Complete	
Pound Connector	86416	PE	\$5,292,830	\$1,943,166	\$3,349,664
		RW	\$886,169	\$0	\$886,169
		CN	\$10,917,789	\$0	\$10,917,789
		TOTAL	\$17,096,788	\$1,943,166	\$15,153,622
	100519	PE	\$4,000,000	\$2,446,375	\$1,553,625
		RW	\$6,000,000	\$0	\$6,000,000
		CN	\$42,000,000	\$0	\$42,000,000
		TOTAL	\$52,000,000	\$2,446,375	\$49,553,625
	100583	PE	\$3,000,000	\$0	\$3,000,000
		RW	\$0	\$0	\$0
		CN	\$58,000,000	\$0	\$58,000,000
		TOTAL	\$61,000,000	\$0	\$61,000,000
Cranes Nest	102702	PE	\$10,000,000	\$256,889	\$9,743,111
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$10,000,000	\$256,889	\$9,743,111
Doe Branch	100467	PE	\$4,000,000	\$566,968	\$3,433,032
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$4,000,000	\$566,968	\$3,433,032
	100521	PE	\$2,000,000	\$1,718,352	\$281,648
		RW	\$5,000,000	\$0	\$5,000,000
		CN	\$45,000,000	\$0	\$45,000,000
		TOTAL	\$52,000,000	\$1,718,352	\$50,281,648
	100550	PE	\$2,000,000	\$0	\$2,000,000
		RW	\$0	\$0	\$0
		CN	\$23,500,000	\$0	\$23,500,000
		TOTAL	\$25,500,000	\$0	\$25,500,000

**ATTACHMENT 2a-2019**  
**COST BY PHASE**  
**Expenditures as of August 31, 2019**  
**US Route 121**

			A	B	A-B
	UPC	Phase	Estimate	Current Expenditures	Balance to Complete
Rockhouse	90280	PE	\$1,000,000	\$104,719	\$895,281
		RW	\$0	\$0	\$0
		CN	\$5,731,560	\$0	\$5,731,560
		TOTAL	\$6,731,560	\$104,719	\$6,626,841
Elkins	n/a	PE	\$0	\$0	\$0
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$0	\$0	\$0
VDOT Admin	85126	PE	\$7,116,996	\$6,094,825	\$1,022,171
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$7,116,996	\$6,094,825	\$1,022,171
CFX Section A	64726	PE	\$32,255,549	\$32,255,549	\$0
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$32,255,549	\$32,255,549	\$0
VDOT Oversight	80666	PE	\$638,260	\$638,260	\$0
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$638,260	\$638,260	\$0
TPOF Aerial	82033	PE	\$1,772,534	\$1,772,534	\$0
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$1,772,534	\$1,772,534	\$0
<b>GRAND TOTAL</b>			<b>\$270,111,687</b>	<b>\$47,797,637</b>	<b>\$222,314,050</b>

**ATTACHMENT 2b-2019**  
**COST BY PHASE**  
**Expenditures as of August 31, 2019**  
**US Route 460 Connector**

			A	B	A-B	
UPC	Phase	Estimate	Current Expenditures	Balance to Complete		
US Route 460 Connector Phase I	85914	PE	\$12,631,706	\$12,631,706	(\$0)	
		RW	\$4,357,054	\$4,354,471	\$2,583	
		CN	\$85,413,342	\$85,413,342	\$0	
		TOTAL	\$102,402,102	\$102,399,519	\$2,583	
	64144	PE	\$10,873,460	\$10,873,460	\$1	
		RW	\$1,495,761	\$677,806	\$817,955	
		CN	\$5,547,437	\$5,578,121	(\$30,684)	
		TOTAL	\$17,916,658	\$17,129,386	\$787,272	
US Route 460 Connector Phase II	100707	PE	\$11,215,291	\$10,984,626	\$230,665	
		RW	\$7,244,726	\$5,032,566	\$2,212,160	
		CN	\$101,539,983	\$99,809,197	\$1,730,786	
		TOTAL	\$120,000,000	\$115,826,389	\$4,173,611	
	88140	PE	\$4,728,341	\$4,228,777	\$499,564	
		RW	\$1,029,608	\$755,634	\$273,974	
		CN	\$6,516,372	\$3,745,554	\$2,770,818	
		TOTAL	\$12,274,321	\$8,729,966	\$3,544,355	
	100708	PE	\$3,297,979	\$0	\$3,297,979	
		RW	\$0	\$0	\$0	
		CN	\$38,310,579	\$0	\$38,310,579	
		TOTAL	\$41,608,558	\$0	\$41,608,558	
	US Route 121/460 Intersection *	100520	PE	\$1,583,987	\$2,666,153	(\$1,082,166)
			RW	\$635,465	\$135,495	\$499,970
			CN	\$20,557,955	\$4,031,719	\$16,526,237
			TOTAL	\$22,777,407	\$6,833,366	\$15,944,041
100468		PE	\$800,000	\$924,257	(\$124,257)	
		RW	\$200,000	\$5,811	\$194,189	
		CN	\$1,000,000	\$238,797	\$761,203	
		TOTAL	\$2,000,000	\$1,168,866	\$831,134	

**ATTACHMENT 2b-2019**  
**COST BY PHASE**  
**Expenditures as of August 31, 2019**  
**US Route 460**

		A	B	A-B	
UPC	Phase	Estimate	Current Expenditures	Balance to Complete	
Hawks Nest *	90076	PE	\$1,500,127	\$1,500,127	\$0
		RW	\$0	\$0	\$0
		CN	\$8,392,998	\$8,392,073	\$925
		TOTAL	\$9,893,125	\$9,892,200	\$925
	90096	PE	\$3,312,063	\$271,913	\$3,040,150
		RW	\$1,424,410	\$176,181	\$1,248,230
		CN	\$1,949,213	\$764,230	\$1,184,983
		TOTAL	\$6,685,686	\$1,212,324	\$5,473,362
Poplar Creek - Phase A	104094	PE	\$3,309,081	\$4,351,331	(\$1,042,250)
		RW	\$10,900,000	\$2,908,965	\$7,991,035
		CN	\$4,700,000	\$0	\$4,700,000
		TOTAL	\$18,909,081	\$7,260,296	\$11,648,785
	90282	PE	\$20,767,715	\$22,423,630	(\$1,655,915)
		RW	\$10,900,000	\$2,247,457	\$8,652,543
		CN	\$147,212,117	\$1,595,495	\$145,616,622
		TOTAL	\$178,879,832	\$26,266,583	\$152,613,249
<b>GRAND TOTAL</b>		<b>\$533,346,770</b>	<b>\$296,718,895</b>	<b>\$236,627,875</b>	

\* Note: Finish Grade work included in UPCs 88140 and 100708

**ATTACHMENT 3a-2019  
SUMMARY OF FUNDING BY SOURCE  
As of August 31, 2019  
US Route 121 (Coalfields Expressway)**

**Pound Connector**

Funding Source		Previous	FY21	FY22	FY23	FY24	FY25	FY26	TOTAL
86416	<i>List all Federal</i>								
	TEA-21 High Priority Funds	\$1,553,145	\$0	\$0	\$0	\$0	\$0	\$0	\$1,553,145
	National Highway System Allocations: Non-Interstate NHS Primary	\$533	\$0	\$0	\$0	\$0	\$0	\$0	\$533
	<b>Subtotal</b>	<b>\$1,553,678</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,553,678</b>
	<i>List all State</i>								
	Primary Formula State	\$4,785	\$0	\$0	\$0	\$0	\$0	\$0	\$4,785
	Other State Match	\$382,943	\$0	\$0	\$0	\$0	\$0	\$0	\$382,943
	National Highway System Allocations: Non-Interstate NHS Match	\$133	\$0	\$0	\$0	\$0	\$0	\$0	\$133
	<b>Subtotal</b>	<b>\$387,861</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$387,861</b>
	<i>List all Other</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Debt Proceeds</i>								
	<b>TOTAL</b>	<b>\$1,941,539</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,941,539</b>
100519	<i>List all Federal</i>								
	National Highway System Allocations: Non-Interstate NHS Primary	\$328,580	\$0	\$0	\$0	\$0	\$0	\$0	\$328,580
	TEA-21 High Priority Funds	\$1,455,842	\$0	\$0	\$0	\$0	\$0	\$0	\$1,455,842
	<b>Subtotal</b>	<b>\$1,784,422</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,784,422</b>
	<i>List all State</i>								
	National Highway System Allocations: Non-Interstate NHS Match	\$82,145	\$0	\$0	\$0	\$0	\$0	\$0	\$82,145
	Bond Proceeds Capital Projects Revenue	\$453,788	\$0	\$0	\$0	\$0	\$0	\$0	\$453,788
	Other State Match	\$363,961	\$0	\$0	\$0	\$0	\$0	\$0	\$363,961
	<b>Subtotal</b>	<b>\$899,894</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$899,894</b>
	<i>List all Other</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Debt Proceeds</i>								
	<b>TOTAL</b>	<b>\$2,684,316</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,684,316</b>
100583	<i>List all Federal</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all State</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Other</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Debt Proceeds</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>GRAND TOTAL</b>	<b>\$4,625,855</b>	<b>\$0</b>						

**ATTACHMENT 3a-2019  
SUMMARY OF FUNDING BY SOURCE  
US Route 121 (Coalfields Expressway)**

**Cranes Nest**

Funding Source		Previous	FY21	FY22	FY23	FY24	FY25	FY26	TOTAL	
102702	<i>List all Federal</i>									
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	<i>List all State</i>									
	Bond Proceeds Capital Projects Revenue	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	
	<b>Subtotal</b>	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	
	<i>List all Other</i>									
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	<i>List all Debt Proceeds</i>									
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	<b>TOTAL</b>	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
	<b>GRAND TOTAL</b>	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000

**ATTACHMENT 3a-2019  
SUMMARY OF FUNDING BY SOURCE  
US Route 121 (Coalfields Expressway)**

**Doe Branch**

Funding Source		Previous	FY21	FY22	FY23	FY24	FY25	FY26	TOTAL
100521	<i>List all Federal</i>								
	Map21 NHPP: NHPP Statewide 80/20	\$100,294	\$0	\$0	\$0	\$0	\$0	\$0	\$100,294
	Map21 NHPP: NHPP Statewide 80/20 Soft	\$25,074	\$0	\$0	\$0	\$0	\$0	\$0	\$25,074
	Map21 STP: STP <5K	\$127,786	\$0	\$0	\$0	\$0	\$0	\$0	\$127,786
	Map21 STP: STP <5K Soft Match	\$31,947	\$0	\$0	\$0	\$0	\$0	\$0	\$31,947
	<b>Subtotal</b>	<b>\$285,101</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$285,101</b>
	<i>List all State</i>								
	Bond Proceeds Capital Projects Revenue	\$1,714,697	\$0	\$0	\$0	\$0	\$0	\$0	\$1,714,697
	<b>Subtotal</b>	<b>\$1,714,697</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,714,697</b>
	<i>List all Other</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Debt Proceeds</i>								
	<b>TOTAL</b>	<b>\$1,999,798</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,999,798</b>
100467	<i>List all Federal</i>								
	National Highway System Allocations: Non-Interstate NHS Primary	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$440,000
	<b>Subtotal</b>	<b>\$440,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$440,000</b>
	<i>List all State</i>								
	National Highway System Allocations: Non-Interstate NHS Match Primary	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000
	Bond Proceeds Capital Projects Revenue	\$110,202	\$0	\$0	\$0	\$0	\$0	\$0	\$110,202
	<b>Subtotal</b>	<b>\$220,202</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$220,202</b>
	<i>List all Other</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<i>List all Debt Proceeds</i>									
<b>TOTAL</b>	<b>\$660,202</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$660,202</b>	
100550	<i>List all Federal</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all State</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Other</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Debt Proceeds</i>								
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>GRAND TOTAL</b>	<b>\$2,660,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,660,000</b>

**ATTACHMENT 3a-2019  
SUMMARY OF FUNDING BY SOURCE  
US Route 121 (Coalfields Expressway)**

**Rockhouse**

Funding Source		Previous	FY21	FY22	FY23	FY24	FY25	FY26	TOTAL
90280	<i>List all Federal</i>								
	National Highway System Allocations: Non-Interstate NHS - Primary	\$48,753	\$0	\$0	\$0	\$0	\$0	\$0	\$48,753
	TEA-21 High Priority Funds	\$34,488	\$0	\$0	\$0	\$0	\$0	\$0	\$34,488
	<b>Subtotal</b>	<b>\$83,241</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$83,241</b>
	<i>List all State</i>								
	National Highway System Allocations: Non-Interstate NHS Match - Primary	\$12,189	\$0	\$0	\$0	\$0	\$0	\$0	\$12,189
	Primary: Other State Match	\$8,623	\$0	\$0	\$0	\$0	\$0	\$0	\$8,623
	Primary: State	\$666							\$666
	<b>Subtotal</b>	<b>\$21,478</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,478</b>
	<i>List all Other</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Debt Proceeds</i>								
	<b>TOTAL</b>	<b>\$104,719</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$104,719</b>
	<b>GRAND TOTAL</b>	<b>\$104,719</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$104,719</b>

**Route 121 VDOT Oversight**

Funding Source		Previous	FY21	FY22	FY23	FY24	FY25	FY26	TOTAL
85126	<i>List all Federal</i>								
	National Highway System Allocations: Non-Interstate NHS - Primary	\$3,263,017	\$0	\$0	\$0	\$0	\$0	\$0	\$3,263,017
	TEA-21 High Priority Funds	\$1,096,771	\$0	\$0	\$0	\$0	\$0	\$0	\$1,096,771
	Primary Formula STP	\$1,049,764	\$0	\$0	\$0	\$0	\$0	\$0	\$1,049,764
	Primary Formula - EB(MG)	\$111,304	\$0	\$0	\$0	\$0	\$0	\$0	\$111,304
	Primary Formula - IM to STP	\$38,932	\$0	\$0	\$0	\$0	\$0	\$0	\$38,932
	<b>Subtotal</b>	<b>\$5,559,788</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,559,788</b>
	<i>List all State</i>								
	National Highway System Allocations: Non-Interstate NHS Match - Primary	\$815,755	\$0	\$0	\$0	\$0	\$0	\$0	\$815,755
	Primary Formula Match - Bristol	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
	Primary Formula - State	\$167,261	\$0	\$0	\$0	\$0	\$0	\$0	\$167,261
	Primary: Other State Match	\$274,192	\$0	\$0	\$0	\$0	\$0	\$0	\$274,192
	<b>Subtotal</b>	<b>\$1,557,208</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,557,208</b>
	<i>List all Other</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Debt Proceeds</i>								
	<b>TOTAL</b>	<b>\$7,116,996</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,116,996</b>
	<b>GRAND TOTAL</b>	<b>\$7,116,996</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,116,996</b>

**ATTACHMENT 3a-2019  
SUMMARY OF FUNDING BY SOURCE  
US Route 121 (Coalfields Expressway)**

**TPOF Aerials**

Funding Source		Previous	FY21	FY22	FY23	FY24	FY25	FY26	TOTAL
82033	<i>List all Federal</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all State</i>								
	TPOF - Grant	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
	<b>Subtotal</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>
	<i>List all Other</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Debt Proceeds</i>								
	<b>TOTAL</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>GRAND TOTAL</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	

**CFX Section A**

Funding Source		Previous	FY21	FY22	FY23	FY24	FY25	FY26	TOTAL
64726	<i>List all Federal</i>								
	Federal Demonstration Funds: Demo - Access	\$3,802,188	\$0	\$0	\$0	\$0	\$0	\$0	\$3,802,188
	Appalachian Funds: Federal Development	\$14,989,322	\$0	\$0	\$0	\$0	\$0	\$0	\$14,989,322
	<b>Subtotal</b>	<b>\$18,791,510</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,791,510</b>
	<i>List all State</i>								
	Primary Formula - State	\$3,626,114	\$0	\$0	\$0	\$0	\$0	\$0	\$3,626,114
	Primary FRANS	\$5,144,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,144,000
	Discretionary State Fund	\$2,734,867	\$0	\$0	\$0	\$0	\$0	\$0	\$2,734,867
	Primary Other State Match	\$1,959,058	\$0	\$0	\$0	\$0	\$0	\$0	\$1,959,058
	<b>Subtotal</b>	<b>\$13,464,039</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,464,039</b>
	<i>List all Other</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Debt Proceeds</i>								
	<b>TOTAL</b>	<b>\$32,255,549</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,255,549</b>

<b>GRAND TOTAL</b>	<b>\$32,255,549</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,255,549</b>
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**ATTACHMENT 3b-2019  
SUMMARY OF FUNDING BY SOURCE  
US Route 460 (Corridor Q)**

**Route 460 Connector Phase I**

Funding Source		Previous	FY21	FY22	FY23	FY24	FY25	FY26	TOTAL
85914	<i>List all Federal</i>								
	Map21 NHPP: NHPP APD	\$2,462,414	\$0	\$0	\$0	\$0	\$0	\$0	\$2,462,414
	Appalachian Funds: Appalachian Federal Development - Primary	\$66,661,839	\$0	\$0	\$0	\$0	\$0	\$0	\$66,661,839
	Appalachian Funds: Federal Development	\$12,797,428	\$0	\$0	\$0	\$0	\$0	\$0	\$12,797,428
	<b>Subtotal</b>	<b>\$81,921,681</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$81,921,681</b>
	<i>List all State</i>								
	Appalachian Funds: State Match - APD	\$2,369,340	\$0	\$0	\$0	\$0	\$0	\$0	\$2,369,340
	Bond Match: Bond Match - Primary	\$14,296,120	\$0	\$0	\$0	\$0	\$0	\$0	\$14,296,120
	Priority Transportation Funds: Access PTF	\$1,986,117	\$0	\$0	\$0	\$0	\$0	\$0	\$1,986,117
	Formula - Primary: Other State Match	\$1,213,240	\$0	\$0	\$0	\$0	\$0	\$0	\$1,213,240
	Map21 NHPP: NHPP APD State Match	\$615,604	\$0	\$0	\$0	\$0	\$0	\$0	\$615,604
	<b>Subtotal</b>	<b>\$20,480,421</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,480,421</b>
	<i>List all Other</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Debt Proceeds</i>								
<b>TOTAL</b>	<b>\$102,402,102</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$102,402,102</b>	
64144	<i>List all Federal</i>								
	Appalachian Funds: Appalachian Federal Development - Primary	\$6,335,522	\$0	\$0	\$0	\$0	\$0	\$0	\$6,335,522
	Appalachian Funds: Federal Development	\$7,499,039	\$0	\$0	\$0	\$0	\$0	\$0	\$7,499,039
	<b>Subtotal</b>	<b>\$13,834,561</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,834,561</b>
	<i>List all State</i>								
	Bond Match: Bond Match - Primary	\$1,583,880	\$0	\$0	\$0	\$0	\$0	\$0	\$1,583,880
	Priority Transportation Funds: Access PTF	\$13,883	\$0	\$0	\$0	\$0	\$0	\$0	\$13,883
	Formula - Primary: Primary Formula - State	\$609,574	\$0	\$0	\$0	\$0	\$0	\$0	\$609,574
	Formula - Primary: Other State Match	\$1,874,760	\$0	\$0	\$0	\$0	\$0	\$0	\$1,874,760
	<b>Subtotal</b>	<b>\$4,082,097</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,082,097</b>
	<i>List all Other</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Debt Proceeds</i>								
	<b>TOTAL</b>	<b>\$17,916,658</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,916,658</b>

<b>GRAND TOTAL</b>	<b>\$120,318,760</b>	<b>\$0</b>	<b>\$120,318,760</b>						
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**ATTACHMENT 3b-2019  
SUMMARY OF FUNDING BY SOURCE  
US Route 460 (Corridor Q)**

**Route 460 Connector Phase II**

Funding Source		Previous	FY21	FY22	FY23	FY24	FY25	FY26	TOTAL	
100707	<i>List all Federal</i>									
	Map21 NHPP: NHPP APD	\$27,411,057	\$0	\$0	\$0	\$0	\$0	\$0	\$27,411,057	
	Appalachian Funds: Appalachian Federal Development - Primary	\$46,600,020	\$0	\$0	\$0	\$0	\$0	\$0	\$46,600,020	
	Appalachian Funds: Federal Development	\$25,188,631	\$0	\$0	\$0	\$0	\$0	\$0	\$25,188,631	
	SAFETEA-LU Earmarks: HPP-F - Primary	\$9,824,500	\$0	\$0	\$0	\$0	\$0	\$0	\$9,824,500	
	<b>Subtotal</b>	<b>\$109,024,208</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$109,024,208</b>	
	<i>List all State</i>									
	SAFETEA-LU Earmarks: HPP-F - Bond Match Primary	\$1,394,155	\$0	\$0	\$0	\$0	\$0	\$0	\$1,394,155	
	SAFETEA-LU Earmarks: HPP-F Match -Primary	\$1,061,970	\$0	\$0	\$0	\$0	\$0	\$0	\$1,061,970	
	Formula - Primary: Other State Match	\$340,415	\$0	\$0	\$0	\$0	\$0	\$0	\$340,415	
	Map21 NHPP: NHPP APD State Match	\$8,179,252	\$0	\$0	\$0	\$0	\$0	\$0	\$8,179,252	
	<b>Subtotal</b>	<b>\$10,975,792</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,975,792</b>	
	<i>List all Other</i>									
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
	<i>List all Debt Proceeds</i>									
	<b>TOTAL</b>	<b>\$120,000,000</b>	<b>\$0</b>	<b>\$120,000,000</b>						
	88140	<i>List all Federal</i>								
Map21 NHPP: NHPP APD		\$246,846	\$0	\$0	\$0	\$0	\$0	\$0	\$246,846	
Appalachian Funds: Appalachian Federal Development - Primary		\$6,436,102	\$0	\$0	\$0	\$0	\$0	\$0	\$6,436,102	
Appalachian Funds: Federal Development		\$4,077,742	\$0	\$0	\$0	\$0	\$0	\$0	\$4,077,742	
SAFETEA-LU Earmarks: HPP-F - Primary		\$922,258	\$0	\$0	\$0	\$0	\$0	\$0	\$922,258	
<b>Subtotal</b>		<b>\$11,682,948</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,682,948</b>	
<i>List all State</i>										
SAFETEA-LU Earmarks: HPP-F Match -Primary		\$230,565	\$0	\$0	\$0	\$0	\$0	\$0	\$230,565	
Formula - Primary: Other State Match		\$174,321	\$0	\$0	\$0	\$0	\$0	\$0	\$174,321	
Map21 NHPP: NHPP APD State Match		\$495,044	\$0	\$0	\$0	\$0	\$0	\$0	\$495,044	
<b>Subtotal</b>		<b>\$899,930</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$899,930</b>	
<i>List all Other</i>										
<b>Subtotal</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<i>List all Debt Proceeds</i>										

TOTAL	\$12,582,878	\$0	\$0	\$0	\$0	\$0	\$0	\$12,582,878
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**ATTACHMENT 3b-2019  
SUMMARY OF FUNDING BY SOURCE  
US Route 460 (Corridor Q)**

**Route 460 Connector Phase II (cont'd)**

Funding Source		Previous	FY21	FY22	FY23	FY24	FY25	FY26	TOTAL
100708	<i>List all Federal</i>								
	Map21 NHPP: NHPP APD	\$22,663,325	\$0	\$0	\$0	\$0	\$0	\$0	\$22,663,325
	MAP21 STP: STP <5k	\$12,051,617	\$0	\$0	\$0	\$0	\$0	\$0	\$12,051,617
	MAP21 STP: STP <5K Soft Match	\$3,012,907	\$0	\$0	\$0	\$0	\$0	\$0	\$3,012,907
	CTB Formula - PPTA STP Federal	\$2,895,321	\$0	\$0	\$0	\$0	\$0	\$0	\$2,895,321
	CTB Formula - PPTA STP Soft Match	\$723,830	\$0	\$0	\$0	\$0	\$0	\$0	\$723,830
	Appalachian Funds: Appalachian Federal Development - Primary	\$7,446	\$0	\$0	\$0	\$0	\$0	\$0	\$7,446
	Appalachian Funds: Federal Development	\$203,290	\$0	\$0	\$0	\$0	\$0	\$0	\$203,290
	<b>Subtotal</b>	<b>\$41,557,736</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,557,736</b>
	<i>List all State</i>								
	CTB Formula: CTB Formula High Priority State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Formula - Primary: Other State Match	\$50,822	\$0	\$0	\$0	\$0	\$0	\$0	\$50,822
	<b>Subtotal</b>	<b>\$50,822</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,822</b>
	<i>List all Other</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

	<i>List all Debt Proceeds</i>								
	<b>TOTAL</b>	<b>\$41,608,558</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,608,558</b>
<b>GRAND TOTAL</b>		<b>\$174,191,436</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$174,191,436</b>

**ATTACHMENT 3b-2019  
SUMMARY OF FUNDING BY SOURCE  
US Route 460 (Corridor Q)**

**Route 121/460 Intersection**

Funding Source		Previous	FY21	FY22	FY23	FY24	FY25	FY26	TOTAL
100520	<i>List all Federal</i>								
	Appalachian Funds: Appalachian Federal	\$18,819,097	\$0	\$0	\$0	\$0	\$0	\$0	\$18,819,097
	Appalachian Funds: Federal Development	\$161,975	\$0	\$0	\$0	\$0	\$0	\$0	\$161,975
	<b>Subtotal</b>	<b>\$18,981,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,981,072</b>
	<i>List all State</i>								
	Formula - Primary: Other State Match	\$1,184,186	\$0	\$0	\$0	\$0	\$0	\$0	\$1,184,186
	Map21 NHPP: NHPP APD State Match	\$444,159	\$0	\$0	\$0	\$0	\$0	\$0	\$444,159
	Appalachian Funds: State Match - APD	\$2,167,990	\$0	\$0	\$0	\$0	\$0	\$0	\$2,167,990
	<b>Subtotal</b>	<b>\$3,796,335</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,796,335</b>
	<i>List all Other</i>								
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<i>List all Debt Proceeds</i>									
<b>TOTAL</b>	<b>\$22,777,407</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,777,407</b>
100468	<i>List all Federal</i>								
	Appalachian Funds: Appalachian Federal Development - Primary	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800,000
	<b>Subtotal</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800,000</b>
	<i>List all State</i>								
	Map21 NHPP: NHPP APD State Match	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
	<b>Subtotal</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>
	<i>List all Other</i>								
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

	<i>List all Debt Proceeds</i>								
	<b>TOTAL</b>	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
<b>GRAND TOTAL</b>		\$24,777,407	\$0	\$0	\$0	\$0	\$0	\$0	\$24,777,407

**ATTACHMENT 3b-2019  
SUMMARY OF FUNDING BY SOURCE  
US Route 460 (Corridor Q)**

**Hawks Nest**

Funding Source		Previous	FY21	FY22	FY23	FY24	FY25	FY26	TOTAL
90076	<i>List all Federal</i>								
	<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all State</i>								
	Transportation Partnership Opportunity Fund: TPOF Grant	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
	<b>Subtotal</b>	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
	<i>List all Other</i>								
	<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Debt Proceeds</i>								
	<b>Subtotal</b>								
<b>TOTAL</b>	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
90066	<i>List all Federal</i>								
	Map21 STP: STP 5-200K	\$535,077	\$0	\$0	\$0	\$0	\$0	\$0	\$535,077
	Map21 STP: STP 5-200K Soft Match	\$133,769	\$0	\$0	\$0	\$0	\$0	\$0	\$133,769
	National Highway System Allocations: Non-Interstate NHS - Primary	\$196,189	\$0	\$0	\$0	\$0	\$0	\$0	\$196,189
	Appalachian Funds: Appalachian Federal Development - Primary	\$3,790,784	\$0	\$0	\$0	\$0	\$0	\$0	\$3,790,784
	<b>Subtotal</b>	\$4,655,819	\$0	\$0	\$0	\$0	\$0	\$0	\$4,655,819
	<i>List all State</i>								
	Formula - Primary: Primary Formula - State	\$1,033,124	\$0	\$0	\$0	\$0	\$0	\$0	\$1,033,124
	National Highway System Allocations: Non-Interstate NHS Match - Primary	\$49,047	\$0	\$0	\$0	\$0	\$0	\$0	\$49,047
	Appalachian Funds: State Match - APD	\$947,696	\$0	\$0	\$0	\$0	\$0	\$0	\$947,696
	<b>Subtotal</b>	\$2,029,867	\$0	\$0	\$0	\$0	\$0	\$0	\$2,029,867
	<i>List all Other</i>								
<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

	<i>List all Debt Proceeds</i>								
	<b>TOTAL</b>	<b>\$6,685,686</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,685,686</b>
<b>GRAND TOTAL</b>		<b>\$16,685,686</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,685,686</b>

**ATTACHMENT 3b-2019  
SUMMARY OF FUNDING BY SOURCE  
US Route 460 (Corridor Q)**

**Poplar Creek Phase A**

Funding Source	Previous	FY21	FY22	FY23	FY24	FY25	FY26	TOTAL
<i>List all Federal</i>								
CTB Formula: CTB Formula - PPTA Federal	\$386,647	\$0	\$0	\$0	\$0	\$0	\$0	\$386,647
Map21 NHPP: NHPP APD	\$58,882,601	\$0	\$0	\$0	\$0	\$0	\$0	\$58,882,601
Appalachian Federal Development - Primary	\$21,171,837	\$0	\$0	\$0	\$0	\$0	\$0	\$21,171,837
NHPP: NHPP Statewide 80/20	\$13,675,878	\$0	\$0	\$0	\$0	\$0	\$0	\$13,675,878
NHPP: NHPP Statewide Softmatch 80/20	\$3,418,969	\$0	\$0	\$0	\$0	\$0	\$0	\$3,418,969
Federal STP under 200K: Access: Federal STP Under 5K :Primary	\$3,109,957		\$0	\$0	\$0	\$0	\$0	\$3,109,957
Soft Match: STP Under 200K Soft Match - Primary	\$777,489	\$0	\$0	\$0	\$0	\$0	\$0	\$777,489
TEA-21 High Priority Funds	\$1,605,436	\$0	\$0	\$0	\$0	\$0	\$0	\$1,605,436
National Highway System Allocations: Non-Interstate NHS - Primary	\$483,309	\$0	\$0	\$0	\$0	\$0	\$0	\$483,309
CTB Formula: CTB Formula - PPTA Soft Match	\$96,662	\$0	\$0	\$0	\$0	\$0	\$0	\$96,662
Formula - Primary: Primary Formula - STP	\$1,226,417	\$0	\$0	\$0	\$0	\$0	\$0	\$1,226,417
Formula - Primary: Primary Formula - EB (MG)	\$94,557	\$0	\$0	\$0	\$0	\$0	\$0	\$94,557
Formula - Primary: Primary Formula - IM to STP	\$33,297	\$0	\$0	\$0	\$0	\$0	\$0	\$33,297
Map21 STP: STP Statewide 80/20	\$1,849,953	\$0	\$0	\$0	\$0	\$0	\$0	\$1,849,953
Map21 STP: STP Statewide Soft Match 80/20	\$462,488	\$0	\$0	\$0	\$0	\$0	\$0	\$462,488
Appalachian Funds: Federal Development	\$5,196,065	\$0	\$0	\$0	\$0	\$0	\$0	\$5,196,065
Map21 STP: STP <5K	\$3,168,640	\$0	\$0	\$0	\$0	\$0	\$0	\$3,168,640
Map21 STP: STP <5K Soft Match	\$792,160	\$0	\$0	\$0	\$0	\$0	\$0	\$792,160
CTB Formula - PPTA STP Federal	\$16,441,825	\$0	\$0	\$0	\$0	\$0	\$0	\$16,441,825
CTB Formula - PPTA STP Soft Match	\$4,110,457	\$0	\$0	\$0	\$0	\$0	\$0	\$4,110,457
CTB Formula: CTB PPTA HIP <5k - Federal	\$7,846,118	\$0	\$0	\$0	\$0	\$0	\$0	\$7,846,118
CTB Formula: CTB PPTA HIP <5k - Soft Match	\$1,961,529	\$0	\$0	\$0	\$0	\$0	\$0	\$1,961,529
<b>Subtotal</b>	<b>\$146,792,291</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$146,792,291</b>
<i>List all State</i>								
National Highway System Allocations: Non-Interstate NHS Match - Primary	\$120,826	\$0	\$0	\$0	\$0	\$0	\$0	\$120,826
Appalachian Funds: State Match - APD	\$4,669,964	\$0	\$0	\$0	\$0	\$0	\$0	\$4,669,964
Bond Match: Bond Match - Primary	\$8,024,327	\$0	\$0	\$0	\$0	\$0	\$0	\$8,024,327
Bond Proceeds: Bond Proceeds - Capital Projects Revenue	\$979,908	\$0	\$0	\$0	\$0	\$0	\$0	\$979,908
Formula - Primary: Primary Formula - Match	\$338,568	\$0	\$0	\$0	\$0	\$0	\$0	\$338,568

90282

CTB Formula - PPTA State	\$14,554,655	\$0	\$0	\$0	\$0	\$0	\$0	\$14,554,655
Residue Parcel Revenue: Residue Parcel	\$77,411	\$0	\$0	\$0	\$0	\$0	\$0	\$77,411
Formula - Primary: Primary Formula - State	\$603,960	\$0	\$0	\$0	\$0	\$0	\$0	\$603,960
Formula - Primary: Other State Match	\$401,360	\$0	\$0	\$0	\$0	\$0	\$0	\$401,360
Map21 NHPP: NHPP APD State Match	\$2,316,562	\$0	\$0	\$0	\$0	\$0	\$0	\$2,316,562
<b>Subtotal</b>	<b>\$32,087,541</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,087,541</b>
<i>List all Other</i>								
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<i>List all Debt Proceeds</i>								
<b>TOTAL</b>	<b>\$178,879,832</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$178,879,832</b>

**ATTACHMENT 3b-2019  
SUMMARY OF FUNDING BY SOURCE  
US Route 460 (Corridor Q)**

**Poplar Creek Phase A (cont'd)**

104094	<i>List all Federal</i>							
	Map21 NHPP: NHPP APD	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000
	Map21 STP: STP <5K	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$1,600,000
	Map21 STP: STP <5K Soft Match	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
	Appalachian Funds: Appalachian Federal Development - Primary	\$12,200,000	\$0	\$0	\$0	\$0	\$0	\$12,200,000
	<b>Subtotal</b>	<b>\$16,700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,700,000</b>
	<i>List all State</i>							
	Bond Proceeds: Bond Proceeds - Capital Projects Revenue	\$455,353	\$0	\$0	\$0	\$0	\$0	\$455,353
	CTB Formula: CTB Formula - PPTA State	\$3,253,728	\$0	\$0	\$0	\$0	\$0	\$3,253,728
	<b>Subtotal</b>	<b>\$3,709,081</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,709,081</b>
	<i>List all Other</i>							
	<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<i>List all Debt Proceeds</i>							
	<b>TOTAL</b>	<b>\$20,409,081</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,409,081</b>
<b>Grand Total</b>	<b>\$199,288,913</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$199,288,913</b>	









**ATTACHMENT 4b-2019  
CASH FLOW ANALYSIS  
US Route 460**

Expenditures		Thru FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Total	
US Route 460 Connector Phase II	100707	PE	\$10,985	\$0	\$0	\$0	\$0	\$0	\$0	\$10,985	
		RW	\$5,033	\$50	\$0	\$0	\$0	\$0	\$0	\$5,083	
		CN	\$99,809	\$0	\$0	\$0	\$0	\$0	\$0	\$99,809	
	88140	PE	\$4,229	\$100	\$400	\$200	\$13	\$0	\$0	\$0	\$4,942
		RW	\$756	\$50	\$45	\$85	\$50	\$0	\$0	\$0	\$986
		CN	\$3,746	\$900	\$750	\$750	\$756	\$0	\$0	\$0	\$6,902
	100708	PE	\$0	\$500	\$500	\$500	\$298	\$0	\$0	\$0	\$1,798
		RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CN	\$0	\$8,000	\$19,000	\$24,004	\$22,735	\$9,500	\$0	\$0	\$83,239
	Cumulative Expenditures		\$124,556	\$134,156	\$154,851	\$180,391	\$204,243	\$213,743	\$213,743	\$213,743	\$213,743
	Total Annual Allocations		\$132,536	\$0	\$39,844	\$41,347	\$0	\$0	\$0	\$0	\$213,726
	Cumulative Allocations		\$132,536	\$132,536	\$172,379	\$213,726	\$213,726	\$213,726	\$213,726	\$213,726	\$213,726
<b>Cash Flow per Year</b>		<b>\$7,980</b>	<b>(\$1,620)</b>	<b>\$17,528</b>	<b>\$33,336</b>	<b>\$9,484</b>	<b>(\$16)</b>	<b>(\$16)</b>	<b>(\$16)</b>	<b>(\$16)</b>	

**ATTACHMENT 4b-2019  
CASH FLOW ANALYSIS  
US Route 460**

Expenditures		Thru FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Total	
US Route 121/460 Intersection *	100520	PE	\$2,666	\$584	\$584	\$0	\$0	\$0	\$0	\$0	\$3,834
		RW	\$135	\$285	\$285	\$0	\$0	\$0	\$0	\$0	\$706
		CN	\$4,032	\$6,375	\$6,300		\$0	\$0	\$0	\$0	\$16,707
	100468	PE	\$924	\$122	\$122	\$0	\$0	\$0	\$0	\$0	\$1,167
		RW	\$6	\$50	\$50	\$0	\$0	\$0	\$0	\$0	\$106
		CN	\$239	\$1,250	\$770	\$0	\$0	\$0	\$0	\$0	\$2,259
Cumulative Expenditures		\$8,002	\$16,668	\$24,779	\$24,779	\$24,779	\$24,779	\$24,779	\$24,779	\$24,779	
Total Annual Allocations		\$24,777	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,777	
Cumulative Allocations		\$24,777	\$24,777	\$24,777	\$24,777	\$24,777	\$24,777	\$24,777	\$24,777	\$24,777	
<b>Cash Flow per Year</b>		<b>\$16,775</b>	<b>\$8,109</b>	<b>(\$2)</b>							

Hawks Nest *	90096	RW	\$176	\$700	\$100	\$83	\$60	\$0	\$0	\$0	\$1,120
		CN	\$764	\$509	\$500	\$400	\$300	\$0	\$0	\$0	\$2,473
Cumulative Expenditures		\$1,212	\$3,372	\$4,572	\$5,604	\$6,364	\$6,364	\$6,364	\$6,364	\$6,364	
Total Annual Allocations		\$6,686	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,686	
Cumulative Allocations		\$6,686	\$6,686	\$6,686	\$6,686	\$6,686	\$6,686	\$6,686	\$6,686	\$6,686	
<b>Cash Flow per Year</b>		<b>\$5,473</b>	<b>\$3,314</b>	<b>\$2,114</b>	<b>\$1,082</b>	<b>\$322</b>	<b>\$322</b>	<b>\$322</b>	<b>\$322</b>	<b>\$322</b>	

**ATTACHMENT 4b-2019  
CASH FLOW ANALYSIS  
US Route 460**

Expenditures		Thru FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Total	
Poplar Creek Phase A	104094	PE	\$4,351	\$152	\$100	\$100	\$10	\$0	\$0	\$0	\$4,713
		RW	\$2,909	\$2,120	\$2,100	\$2,020	\$120	\$2,000	\$1,919	\$1,919	\$15,107
		CN	\$0	\$1,000	\$800	\$900	\$900	\$400	\$200	\$200	\$4,400
	90282	PE	\$22,424	\$1,619	\$0	\$0	\$0	\$0	\$0	\$0	\$24,043
		RW	\$2,247	\$3,000	\$1,000	\$1,500	\$1,400	\$1,500	\$1,135	\$1,135	\$12,917
		CN	\$1,595	\$33,500	\$33,500	\$64,000	\$2,000	\$1,000	\$7,412	\$7,412	\$150,420
Cumulative Expenditures		\$33,527	\$74,918	\$112,418	\$180,938	\$185,368	\$190,268	\$200,934	\$211,600	\$211,600	
Total Annual Allocations		\$199,288.91	\$14,088	\$46,607	\$0	\$0	\$0	\$0	\$0	\$259,983	
Cumulative Allocations		\$199,288.91	\$213,377	\$259,983	\$259,983	\$259,983	\$259,983	\$259,983	\$259,983	\$259,983	
<b>GRAND TOTAL</b>		<b>\$165,762</b>	<b>\$138,459</b>	<b>\$147,566</b>	<b>\$79,046</b>	<b>\$74,616</b>	<b>\$69,716</b>	<b>\$59,050</b>	<b>\$48,383</b>	<b>\$48,383</b>	

\* Note: Finish Grade work included in UPCs 88140 and 100708