partnership between VDOT and coal companies that would reduce the construction costs by $2.3 billion, about 45% of the total cost.

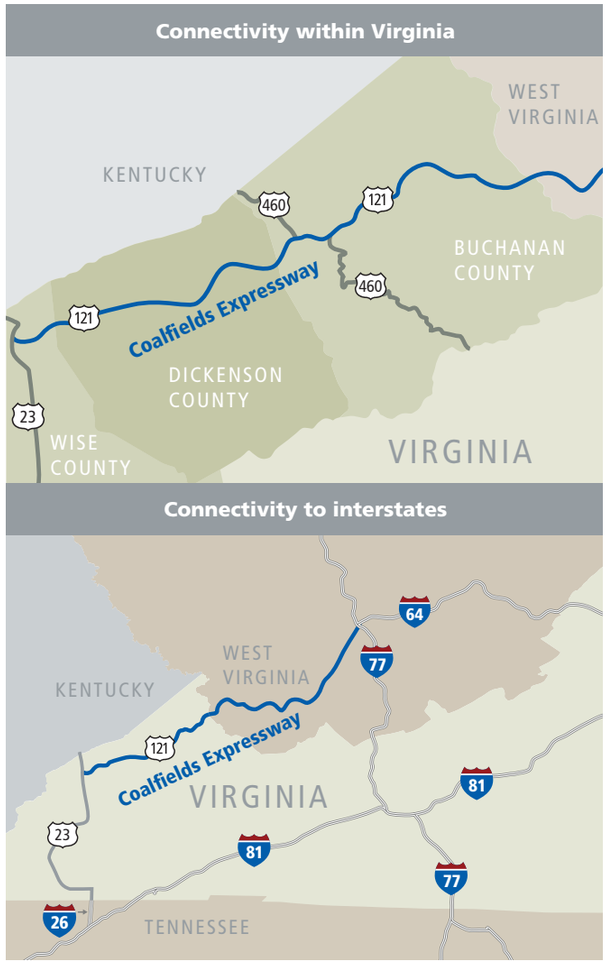
WHAT IS "COAL SYNERGY"?

Compared to traditional road construction techniques, coal synergy involves the use of larger earth-moving equipment to prepare the road bed. As the material is excavated for construction, marketable coal reserves are recovered along the way to help offset the cost.

WHY IS IT BEING BUILT?

With no major highway access, the population of southwestern Virginia is one of the most isolated in the state. The Coalfields Expressway will greatly improve local transportation as well as enhance the interstate system. It is expected to boost the economy of an area that is currently suffering from high unemployment, a declining population, and a poverty rate nearly double that of the state. This highway will improve travel, tourism, and commerce. It will provide approximately 1,700 construction-related jobs per year and also will create developable land to help the localities build and diversify their economies.

COALFIELDS EXPRESSWAY VIRGINIA LOCATION



For more information about the Coalfields Expressway, please visit www.virginiadot.org/coalfieldsexpressway

WHAT IS THE COALFIELDS EXPRESSWAY?

The Coalfields Expressway will be a safe, modern, and efficient highway in southwestern Virginia. It will be designated as part of the National Highway System and will link Interstates 64 and 77 in West Virginia to Route 23 in Virginia, which links to interstates in Kentucky and Tennessee.

HOW IS IT BEING BUILT?

In 1995, Congress authorized funding for the planning and design of the Coalfields Expressway. Projected costs escalated over the years, severely slowing the progress of the building of the highway. In 2006, the Virginia Department of Transportation (VDOT) began exploring ways to drastically cut those costs. This led to the idea of using "coal synergy," a

MILESTONES: CONNECTING THE APPALACHIAN REGION

1964

President's Appalachian Regional Commission tells Congress that stimulating economic growth to **help the people of Appalachia** requires overcoming the region's isolation.

1965

Congress authorizes the construction of the **Appalachian Development Highway System** to generate economic development and connect Appalachia to the rest of the nation.

1995

Congress designates the Coalfields Expressway (CFX) in Virginia as a **Congressional High Priority Corridor.**

1995

Virginia lawmakers pass the **Public Private Transportation Act** allowing VDOT flexibility with private enterprise to build projects more quickly and cost effectively.

2001

Federal Highway Administration approves the **Final Environmental Impact Statement** for the proposed location of the CFX.

2002

VDOT works with KBR and **begins preliminary engineering of Coalfields Expressway** as a PPTA project. Due to escalating construction cost estimates, KBR and VDOT explore more economically viable alternatives in 2005.

2006

To substantially reduce costs, Alpha, Pioneer, KBR and VDOT explore an innovative, FHWA-approved construction process being used in West Virginia called **"coal synergy."**

2008

The Federal Highway Administration approves the use of coal synergy for CFX based on the potential to **reduce costs by 45% and expedite the construction schedule.**

2011

The **first 2-mile construction segment of CFX ("Hawks Nest") is completed** to rough grade and preliminary engineering begins on two additional segments ("Pound Connector" and "Doe Branch").