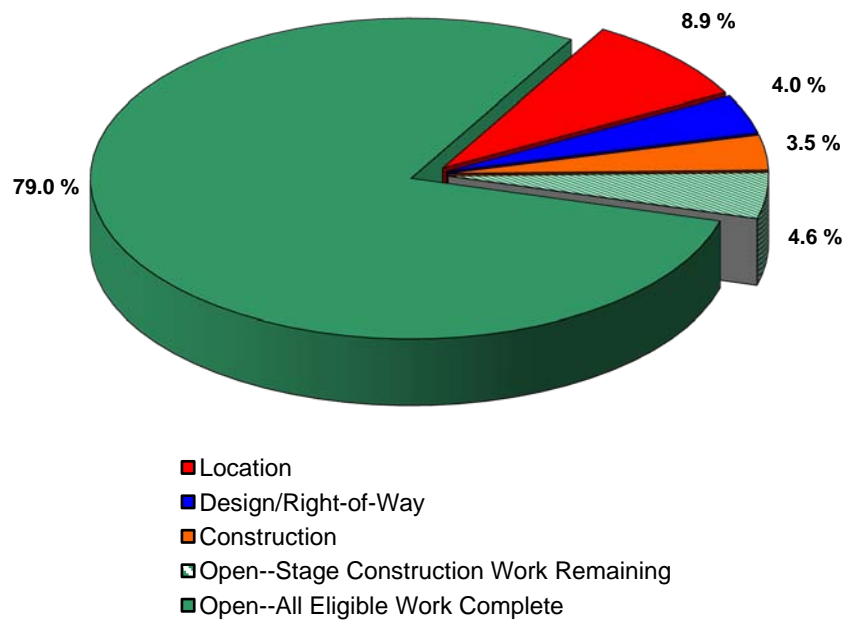


**TABLE 1**

**Status of Completion of the ADHS (Miles)  
as of September 30, 2009**

State	Miles Open to Traffic		Miles Not Open to Traffic			Total Miles Eligible for ADHS Funding
	Complete	Remaining Stage Construction	Construction Under Way	Design Stage	Location Stage	
Alabama	166.7	53.3	7.6	4.4	63.7	295.7
Georgia	100.9	0.0	0.0	11.1	20.5	132.5
Kentucky	395.2	0.0	9.8	13.1	8.2	426.3
Maryland	77.0	3.7	0.0	0.0	2.5	83.2
Mississippi	97.0	0.0	12.2	8.3	0.0	117.5
New York	211.6	1.3	3.6	5.5	0.0	222.0
North Carolina	175.4	4.2	6.6	9.8	8.3	204.3
Ohio	178.2	0.0	0.0	16.2	7.1	201.5
Pennsylvania	301.8	2.9	35.1	13.4	99.9	453.1
South Carolina	18.6	0.0	0.0	4.3	0.0	22.9
Tennessee	220.9	77.1	11.2	2.6	17.5	329.3
Virginia	160.7	0.0	1.6	14.3	15.6	192.2
West Virginia	338.0	0.9	21.5	19.0	30.2	409.6
<b>System Totals</b>	<b>2,442.0</b>	<b>143.4</b>	<b>109.2</b>	<b>122.0</b>	<b>273.5</b>	<b>3,090.1</b>

**Appalachian Development Highway System  
Status of Completion as of 9/30/2009  
3090.1 Eligible Miles**



**TABLE 2**

**APPALACHIAN DEVELOPMENT HIGHWAY PROGRAM  
STATUS OF MILES BY CORRIDOR AND STATE  
As of September 30, 2009**

Corridor	State	Miles Authorized for ADHS Funding	Not Open to Traffic			Open to Traffic		Percent Open to Traffic
			Location Studies Needed	Design & ROW Under Way	Under Construction	Additional Stage Work Needed or Under Way	All Eligible Work Completed	
A	Georgia	116.7	20.5	10.5	0.0	0.0	85.7	73.4 %
	North Carolina	81.9	0.0	0.0	3.8	3.5	74.6	95.4
	<b>Total</b>	<b>198.6</b>	<b>20.5</b>	<b>10.5</b>	<b>3.8</b>	<b>3.5</b>	<b>160.3</b>	<b>82.5</b>
A-1	Georgia	15.8	0.0	0.6	0.0	0.0	15.2	96.2
	<b>Total</b>	<b>15.8</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>15.2</b>	<b>96.2</b>
B	Kentucky	139.0	0.0	0.0	0.0	0.0	139.0	100.0
	North Carolina	31.0	0.0	0.0	0.0	0.0	31.0	100.0
	Ohio	20.6	0.0	16.2	0.0	0.0	4.4	21.4
	Tennessee	57.4	0.0	0.0	0.0	12.1	45.3	100.0
	Virginia	57.5	0.0	0.0	0.0	0.0	57.5	100.0
	<b>Total</b>	<b>305.5</b>	<b>0.0</b>	<b>16.2</b>	<b>0.0</b>	<b>12.1</b>	<b>277.2</b>	<b>94.7</b>
B-1	Kentucky	12.3	0.0	0.0	0.0	0.0	12.3	100.0
	Ohio	5.7	0.0	0.0	0.0	0.0	5.7	100.0
	<b>Total</b>	<b>18.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.0</b>	<b>100.0</b>
C	Ohio	13.1	7.1	0.0	0.0	0.0	6.0	45.8
	<b>Total</b>	<b>13.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>45.8</b>
C-1	Ohio	9.4	0.0	0.0	0.0	0.0	9.4	100.0
	<b>Total</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>100.0</b>
D	Ohio	152.7	0.0	0.0	0.0	0.0	152.7	100.0
	West Virginia	80.2	0.0	0.0	0.0	0.0	80.2	100.0
	<b>Total</b>	<b>232.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>232.9</b>	<b>100.0</b>
E	Maryland	77.0	0.0	0.0	0.0	0.0	77.0	100.0
	West Virginia	32.2	0.0	0.0	0.0	0.0	32.2	100.0
	<b>Total</b>	<b>109.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>109.2</b>	<b>100.0</b>
F	Kentucky	78.0	8.2	5.6	0.8	0.0	63.4	81.3
	Tennessee	36.8	0.0	0.0	0.0	16.8	20.0	100.0
	<b>Total</b>	<b>114.8</b>	<b>8.2</b>	<b>5.6</b>	<b>0.8</b>	<b>16.8</b>	<b>83.4</b>	<b>87.3</b>
G	Kentucky	26.9	0.0	0.0	0.0	0.0	26.9	100.0
	West Virginia	78.2	0.0	0.0	0.0	0.0	78.2	100.0
	<b>Total</b>	<b>105.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>105.1</b>	<b>100.0</b>
H	Virginia	14.4	14.4	0.0	0.0	0.0	0.0	0.0
	West Virginia	131.7	30.2	19.0	21.5	0.9	60.1	46.3
	<b>Total</b>	<b>146.1</b>	<b>44.6</b>	<b>19.0</b>	<b>21.5</b>	<b>0.9</b>	<b>60.1</b>	<b>41.8 %</b>

Corridor	State	Miles Authorized for ADHS Funding	Not Open to Traffic			Open to Traffic		Percent Open to Traffic
			Location Studies Needed	Design & ROW Under Way	Under Construction	Additional Stage Work Needed or Under Way	All Eligible Work Completed	
I	Kentucky	59.9	0.0	0.0	0.0	0.0	59.9	100.0 %
	<b>Total</b>	<b>59.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59.9</b>	<b>100.0</b>
J	Kentucky	93.7	0.0	0.0	0.0	0.0	93.7	100.0
	Tennessee	115.9	3.4	2.6	3.7	13.8	92.4	91.6
	<b>Total</b>	<b>209.6</b>	<b>3.4</b>	<b>2.6</b>	<b>3.7</b>	<b>13.8</b>	<b>186.1</b>	<b>95.4</b>
J-1	Tennessee	22.9	0.0	0.0	0.0	0.0	22.9	100.0
	<b>Total</b>	<b>22.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.9</b>	<b>100.0</b>
K	North Carolina	83.9	8.3	9.8	0.0	0.7	65.1	78.4
	Tennessee	43.8	14.1	0.0	0.0	15.9	13.8	67.8
	<b>Total</b>	<b>127.7</b>	<b>22.4</b>	<b>9.8</b>	<b>0.0</b>	<b>16.6</b>	<b>78.9</b>	<b>74.8</b>
L	West Virginia	60.5	0.0	0.0	0.0	0.0	60.5	100.0
	<b>Total</b>	<b>60.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.5</b>	<b>100.0</b>
M	Pennsylvania	170.2	59.8	0.0	8.3	0.0	102.1	60.0
	<b>Total</b>	<b>170.2</b>	<b>59.8</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>102.1</b>	<b>60.0</b>
N	Maryland	2.5	2.5	0.0	0.0	0.0	0.0	0.0
	Pennsylvania	51.9	7.0	11.4	0.0	0.0	33.5	64.5
	<b>Total</b>	<b>54.4</b>	<b>9.5</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>33.5</b>	<b>61.6</b>
O	Maryland	3.7	0.0	0.0	0.0	3.7	0.0	100.0
	Pennsylvania	83.4	0.0	2.0	18.5	0.0	62.9	75.4
	<b>Total</b>	<b>87.1</b>	<b>0.0</b>	<b>2.0</b>	<b>18.5</b>	<b>3.7</b>	<b>62.9</b>	<b>76.5</b>
O-1	Pennsylvania	26.7	26.7	0.0	0.0	0.0	0.0	0.0
	<b>Total</b>	<b>26.7</b>	<b>26.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
P	Pennsylvania	59.5	6.4	0.0	0.0	2.9	50.2	89.2
	<b>Total</b>	<b>59.5</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>50.2</b>	<b>89.2</b>
Q	Kentucky	16.5	0.0	7.5	9.0	0.0	0.0	0.0
	Virginia	120.3	1.2	14.3	1.6	0.0	103.2	85.8
	West Virginia	26.8	0.0	0.0	0.0	0.0	26.8	100.0
	<b>Total</b>	<b>163.6</b>	<b>1.2</b>	<b>21.8</b>	<b>10.6</b>	<b>0.0</b>	<b>130.0</b>	<b>79.5</b>
R	Kentucky	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
S	Tennessee	48.7	0.0	0.0	7.5	14.7	26.5	84.6
	<b>Total</b>	<b>48.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>14.7</b>	<b>26.5</b>	<b>84.6</b>
T	New York	213.5	0.0	5.5	0.0	0.0	208.0	97.4
	Pennsylvania	6.8	0.0	0.0	0.0	0.0	6.8	100.0
	<b>Total</b>	<b>220.3</b>	<b>0.0</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>214.8</b>	<b>97.5 %</b>

Corridor	State	Miles Authorized for ADHS Funding	Not Open to Traffic			Open to Traffic		Percent Open to Traffic
			Location Studies Needed	Design & ROW Under Way	Under Construction	Additional Stage Work Needed or Under Way	All Eligible Work Completed	
U	New York	2.7	0.0	0.0	0.0	0.0	2.7	100.0 %
	Pennsylvania	51.0	0.0	0.0	4.7	0.0	46.3	90.8
	<b>Total</b>	<b>53.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>49.0</b>	<b>91.2</b>
U-1	New York	5.8	0.0	0.0	3.6	1.3	0.9	37.9
	Pennsylvania	3.6	0.0	0.0	3.6	0.0	0.0	0.0
	<b>Total</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>1.3</b>	<b>0.9</b>	<b>23.4</b>
V	Alabama	135.4	1.9	1.2	3.2	35.7	93.4	95.3
	Mississippi	108.4	0.0	8.3	12.2	0.0	87.9	81.1
	Tennessee	3.8	0.0	0.0	0.0	3.8	0.0	100.0
	<b>Total</b>	<b>247.6</b>	<b>1.9</b>	<b>9.5</b>	<b>15.4</b>	<b>39.5</b>	<b>181.3</b>	<b>89.2</b>
W	North Carolina	7.5	0.0	0.0	2.8	0.0	4.7	62.7
	South Carolina	22.9	0.0	4.3	0.0	0.0	18.6	81.2
	<b>Total</b>	<b>30.4</b>	<b>0.0</b>	<b>4.3</b>	<b>2.8</b>	<b>0.0</b>	<b>23.3</b>	<b>76.6</b>
X	Alabama	95.3	0.0	0.0	4.4	17.6	73.3	95.4
	Mississippi	9.1	0.0	0.0	0.0	0.0	9.1	100.0
	<b>Total</b>	<b>104.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>17.6</b>	<b>82.4</b>	<b>95.8</b>
X-1	Alabama	65.0	61.8	3.2	0.0	0.0	0.0	0.0
	<b>Total</b>	<b>65.0</b>	<b>61.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Grand Total</b>		<b>3,090.1</b>	<b>273.5</b>	<b>122.0</b>	<b>109.2</b>	<b>143.4</b>	<b>2,442.0</b>	<b>83.7 %</b>

# TABLE 3

## APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM (ADHS) CUMULATIVE ALLOCATIONS OF ADHS FUNDS AND APPORTIONMENTS OF TEA-21 AND SAFETEA-LU FUNDS, BY STATE

As of September 30, 2009

(Thousands of Dollars)

State	Total Cumulative ARC ADHS Allocations	Cumulative TEA-21/SAFETEA-LU Apportionments through FY2009*
Alabama	\$ 337,462	\$ 518,796
Georgia	131,844	196,494
Kentucky	612,493	566,778
Maryland	155,329	83,247
Mississippi	155,748	57,883
New York	316,271	161,240
North Carolina	209,658	349,386
Ohio	166,156	232,254
Pennsylvania	639,099	1,222,144
South Carolina	22,440	32,211
Tennessee	435,145	486,447
Virginia	162,891	230,854
West Virginia	1,011,822	770,483
<b>Total</b>	<b>\$ 4,356,362</b>	<b>\$ 4,908,216</b>

\* Including funds from the Surface Transportation Extension Acts

**TABLE 4**

**2007 Appalachian Development Highway System Cost Estimate:  
Cost to Complete and Remaining Needs**  
(Thousands of dollars)

<b>Corridor and State Totals</b>	<b>Cost to Complete: State and Federal Funds</b>	<b>Prefinanced Projects: State &amp; Federal Funds</b>	<b>Total Cost to Complete: State &amp; Federal Funds</b>	<b>Total Cost to Complete: Federal Share</b>	<b>Available<sup>3</sup> Federal Funds: All Sources</b>	<b>Remaining Needs: Federal Funds</b>
<b>Alabama</b>						
V	178,268	0	178,268			
X	316,129	0	316,129			
X-1	2,506,659	0	2,506,659			
<i>State Total</i>	<i>3,001,056</i>	<i>0</i>	<i>3,001,056</i>	<i>2,400,845</i>	<i>152,284</i>	<i>2,248,561</i>
<b>Georgia</b>						
A	351,224	0	351,224			
A-1	18,115	0	18,115			
<i>State Total</i>	<i>369,339</i>	<i>0</i>	<i>369,339</i>	<i>295,471</i>	<i>193,339</i>	<i>102,132</i>
<b>Kentucky</b>						
N	0	54,769	54,769			
N	409,010	0	409,010			
O I	0	47,271	47,271			
Q	473,385	33,252	506,637			
<i>State Total</i>	<i>882,395</i>	<i>135,292</i>	<i>1,017,687</i>	<i>814,150</i>	<i>322,982</i>	<i>491,168</i>
<b>Maryland</b>						
N	145,036	0	145,036			
O	83,445	0	83,445			
<i>State Total</i>	<i>228,481</i>	<i>0</i>	<i>228,481</i>	<i>182,785</i>	<i>54,261</i>	<i>128,524</i>
<b>Mississippi</b>						
V	79,721	0	79,721			
<i>State Total</i>	<i>79,721</i>	<i>0</i>	<i>79,721</i>	<i>50,298</i>	<i>45,738</i>	<i>4,560</i>
<b>New York</b>						
T	21,028	61,328	82,356			
U-1	123,193	0	123,193			
<i>State Total</i>	<i>144,221</i>	<i>61,328</i>	<i>205,549</i>	<i>145,237</i>	<i>78,112</i>	<i>67,125</i>
<b>North Carolina</b>						
A	56,280	0	56,280			
B	0	0	0			
K	676,688	0	676,688			
W	24,332	0	24,332			
<i>State Total</i>	<i>757,300</i>	<i>0</i>	<i>757,300</i>	<i>605,840</i>	<i>202,658</i>	<i>403,182</i>
<b>Ohio</b>						
B	333,797	0	333,797			
C	79,456	0	79,456			
<i>State Total</i>	<i>413,253</i>	<i>0</i>	<i>413,253</i>	<i>330,602</i>	<i>73,405</i>	<i>257,197</i>
<b>Pennsylvania<sup>1</sup></b>						
M	1,363,645	42,000	1,405,645			
N	373,821	0	373,821			
O	81,816	21,250	103,066			
O-1	602,283	0	602,283			
P	202,385	0	202,385			
U	48,734	0	48,734			
U-1	12,560	0	12,560			
<i>State Total</i>	<i>2,685,244</i>	<i>63,250</i>	<i>2,748,494</i>	<i>1,865,086<sup>1</sup></i>	<i>335,506</i>	<i>1,529,580</i>

<b>Corridor and State Totals</b>	<b>Cost to Complete: State and Federal Funds</b>	<b>Prefinanced Projects: State &amp; Federal Funds</b>	<b>Total Cost to Complete: State &amp; Federal Funds</b>	<b>Total Cost to Complete: Federal Share</b>	<b>Available<sup>3</sup> Federal Funds: All Sources</b>	<b>Remaining Needs: Federal Funds</b>
<b>South Carolina</b>						
W	41,315	22,253	63,568			
<i>State Total</i>	<i>41,315</i>	<i>22,253</i>	<i>63,568</i>	<i>50,854</i>	<i>15,504</i>	<i>35,350</i>
<b>Tennessee</b>						
B	47,321	0	47,321			
F	28,065	0	28,065			
J	133,341	0	133,341			
K	527,877	0	527,877			
S	52,539	0	52,539			
V	38,091	0	38,091			
<i>State Total</i>	<i>827,234</i>	<i>0</i>	<i>827,234</i>	<i>661,787</i>	<i>376,661</i>	<i>285,126</i>
<b>Virginia<sup>2</sup></b>						
H	106,980	0	106,980			
Q	1,071,895	0	1,071,895			
<i>State Total</i>	<i>1,178,875</i>	<i>0</i>	<i>1,178,875</i>	<i>633,402<sup>2</sup></i>	<i>156,381</i>	<i>477,021</i>
<b>West Virginia</b>						
D	5,892	0	5,892			
H	869,529	26,835	896,364			
<i>State Total</i>	<i>875,421</i>	<i>26,835</i>	<i>902,256</i>	<i>721,805</i>	<i>272,666</i>	<i>449,139</i>
<b>Region Total</b>	<b>11,483,855</b>	<b>308,958</b>	<b>11,792,813</b>	<b>8,758,162</b>	<b>2,279,497</b>	<b>6,478,665</b>

<sup>1</sup>Federal share of Pennsylvania cost to complete Corridor O-1 is limited in accordance with Section 1117(d) of TEA-21 to \$223,434,871

<sup>2</sup>Federal share of Virginia cost to construct portions of Corridor Q is limited. The federal share of the cost to complete eligible for ADHS funding is \$547,818,000.

<sup>3</sup>Available federal funds include prospective FY 2008 and FY 2009 allocations and apportionments authorized in SAFETEA-LU.