

STATUS OF CORRIDORS IN NEW YORK

Appalachian Development Highway System (ADHS) New York Status of Corridors as of September 30, 2013

Summary

Total Number of ADHS Miles:	272.0 miles
Number of ADHS Miles Eligible for Funding:	222.0 miles
Number of ADHS Completed Miles:	220.2 miles
Miles Remaining Stage Construction (Open to Traffic):	0.7 miles
Miles Under Construction	1.1 miles

Total ADHS-Funded Obligations To Date
(Federal and State): \$785.9 million

Estimated Cost to Complete, Federal and State Funds:
(as of September 30, 2011) \$38.4 million

Corridor T:	all funds are obligated
Corridor U:	Complete
Corridor U1:	\$38.4 million

Fiscal Year 2013 Obligations

During fiscal year 2013, New York obligated \$19.3 million federal funds on the ADHS from dedicated federal funds to ADHS prior to MAP-21.

Status of Corridors

Corridor T (State Route 17, I-86)

Corridor T runs from the Pennsylvania state line, west of Sherman, to I-81 at Binghamton. The total length of the corridor in New York is 245.8 miles.

Authorized for ADHS Funding	213.5 miles
All Eligible Work Complete	213.5 miles

Corridor U (State Route 328)

Corridor U runs from the Pennsylvania state line near Sealy Creek north to Corridor T at Elmira. The total length of the corridor is 13.7 miles.

Authorized for ADHS Funding	2.7 miles
All Eligible Work Complete	2.7 miles

Corridor U1 (U.S. 15)

Corridor U1 runs from the Pennsylvania state line near Lawrenceville to Corridor T at Painted Post. The total length of the corridor is 12.5 miles.

Authorized for ADHS Funding	5.8 miles
All Eligible Work Complete	4.0 miles
Remaining Stage Construction	0.7 miles
Under Construction	1.1 miles

Projects currently under way on Corridor U1 in New York include:

- Construction is progressing for the six paired structures from Watson Creek Road to Presho. This construction project is currently scheduled for completion in July 2014.
- The Rest Area/Tourist Information Center design was initiated several years ago to determine its location and footprint to facilitate disposal of surplus excavated material created under the first mile earthwork project. At this time, NYSDOT has decided not to commit the resources needed to construct, operate and maintain the RATIC. Should the current economic climate change, NYSDOT would reconsider pursuing this construction opportunity.

