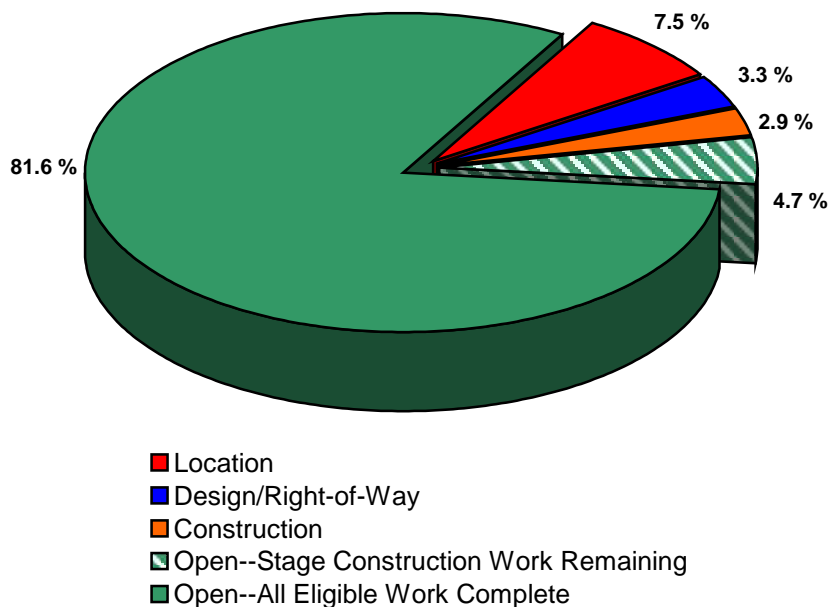


**TABLE 1**

**Status of Completion of the ADHS (Miles)  
as of September 30, 2013**

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	152.4	58.6	17.8	23.6	43.3	295.7
Georgia	100.9	0.0	0.0	11.1	20.5	132.5
Kentucky	398.5	0.0	18.8	0.8	8.2	426.3
Maryland	77.0	3.7	0.0	0.0	2.5	83.2
Mississippi	99.4	0.0	9.8	8.3	0.0	117.5
New York	220.2	0.7	1.1	0.0	0.0	222.0
North Carolina	178.2	8.0	0.0	0.0	18.1	204.3
Ohio	178.2	0.0	0.0	16.2	7.1	201.5
Pennsylvania	336.9	2.9	11.4	14.5	87.4	453.1
South Carolina	22.9	0.0	0.0	0.0	0.0	22.9
Tennessee	237.3	68.6	5.9	3.4	14.1	329.3
Virginia	161.5	1.2	7.3	7.5	14.7	192.2
West Virginia	359.5	0.9	19.0	14.9	15.3	409.6
<b>System Totals</b>	<b>2,522.9</b>	<b>144.6</b>	<b>91.1</b>	<b>100.3</b>	<b>231.2</b>	<b>3,090.1</b>

**Appalachian Development Highway System  
Status of Completion as of 9/30/2013  
3090.1 Eligible Miles**



# TABLE 2

## APPALACHIAN DEVELOPMENT HIGHWAY PROGRAM STATUS OF MILES BY CORRIDOR AND STATE

As of September 30, 2013

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	0.0	7.3	74.6	100.0
	<b>Total</b>	<b>198.6</b>	<b>20.5</b>	<b>10.5</b>	<b>0.0</b>	<b>7.3</b>	<b>160.3</b>	<b>84.4</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	5.8	51.6	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>5.8</b>	<b>283.5</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	0.0	5.6	0.0	64.2	82.3
	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>0.0</b>	<b>5.6</b>	<b>16.8</b>	<b>84.2</b>	<b>88.0</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	15.3	14.9	19.0	0.9	81.6	62.6
	<b>Total</b>	<b>146.1</b>	<b>29.7</b>	<b>14.9</b>	<b>19.0</b>	<b>0.9</b>	<b>81.6</b>	<b>56.5 %</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	
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	0.0	3.4	5.9	8.0	98.6	92.0
	<b>Total</b>	<b>209.6</b>	<b>0.0</b>	<b>3.4</b>	<b>5.9</b>	<b>8.0</b>	<b>192.3</b>	<b>95.6</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	18.1	0.0	0.0	0.7	65.1	78.4
	Tennessee	43.8	14.1	0.0	0.0	13.3	16.4	67.8
	<b>Total</b>	<b>127.7</b>	<b>32.2</b>	<b>0.0</b>	<b>0.0</b>	<b>14.0</b>	<b>81.5</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	0.0	0.0	110.4	64.9
	<b>Total</b>	<b>170.2</b>	<b>59.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>110.4</b>	<b>64.9</b>
N	Maryland	2.5	2.5	0.0	0.0	0.0	0.0	0.0
	Pennsylvania	51.9	7.0	0.0	11.4	0.0	33.5	64.5
	<b>Total</b>	<b>54.4</b>	<b>9.5</b>	<b>0.0</b>	<b>11.4</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	0.0	0.0	81.4	97.6
	<b>Total</b>	<b>87.1</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>3.7</b>	<b>81.4</b>	<b>97.7</b>
O-1	Pennsylvania	14.2	14.2	0.0	0.0	0.0	0.0	0.0
	<b>Total</b>	<b>14.2</b>	<b>14.2</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>
P-1	Pennsylvania	12.5	0.0	12.5	0.0	0.0	0.0	0.0
	<b>Total</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Q	Kentucky	16.5	0.0	0.8	13.2	0.0	2.5	15.2
	Virginia	120.3	0.3	7.5	7.3	1.2	104.0	87.4
	West Virginia	26.8	0.0	0.0	0.0	0.0	26.8	100.0
	<b>Total</b>	<b>163.6</b>	<b>0.3</b>	<b>8.3</b>	<b>20.5</b>	<b>1.2</b>	<b>133.3</b>	<b>82.2</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	0.0	22.2	26.5	100.0
	<b>Total</b>	<b>48.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>26.5</b>	<b>100.0 %</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	
T	New York	213.5	0.0	0.0	0.0	0.0	213.5	100.0 %
	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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>220.3</b>	<b>100.0</b>
U	New York	2.7	0.0	0.0	0.0	0.0	2.7	100.0
	Pennsylvania	51.0	0.0	0.0	0.0	0.0	51.0	100.0
	<b>Total</b>	<b>53.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53.7</b>	<b>100.0</b>
U-1	New York	5.8	0.0	0.0	1.1	0.7	4.0	81.0
	Pennsylvania	3.6	0.0	0.0	0.0	0.0	3.6	100.0
	<b>Total</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.7</b>	<b>7.6</b>	<b>88.3</b>
V	Alabama	135.4	0.7	1.2	14.8	25.0	93.7	87.7
	Mississippi	108.4	0.0	8.3	9.8	0.0	90.3	83.3
	Tennessee	3.8	0.0	0.0	0.0	2.5	1.3	100.0
	<b>Total</b>	<b>247.6</b>	<b>0.7</b>	<b>9.5</b>	<b>24.6</b>	<b>27.5</b>	<b>185.3</b>	<b>85.9</b>
W	North Carolina	7.5	0.0	0.0	0.0	0.0	7.5	100.0
	South Carolina	22.9	0.0	0.0	0.0	0.0	22.9	100.0
	<b>Total</b>	<b>30.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.4</b>	<b>100.0</b>
X	Alabama	95.3	0.0	0.0	3.0	33.6	58.7	96.9
	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>3.0</b>	<b>33.6</b>	<b>67.8</b>	<b>97.1</b>
X-1	Alabama	65.0	42.6	22.4	0.0	0.0	0.0	0.0
	<b>Total</b>	<b>65.0</b>	<b>42.6</b>	<b>22.4</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>231.2</b>	<b>100.3</b>	<b>91.1</b>	<b>144.6</b>	<b>2,522.9</b>	<b>86.3 %</b>

## TABLE 3

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### 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, 2013

(Thousands of Dollars)

State	Total Cumulative ARC ADHS Allocations	Cumulative TEA-21/SAFETEA-LU Apportionments through FY2013*
Alabama	\$ 337,462	\$ 887,289
Georgia	131,844	237,127
Kentucky	612,493	702,092
Maryland	155,329	127,472
Mississippi	155,748	74,866
New York	316,271	191,079
North Carolina	209,658	457,727
Ohio	166,156	306,692
Pennsylvania	639,099	1,589,357
South Carolina	22,440	54,833
Tennessee	435,145	571,835
Virginia	162,891	355,356
West Virginia	1,011,822	902,675
<b>Total</b>	<b>\$ 4,356,359</b>	<b>\$ 6,458,400</b>

\* Including funds from the Surface Transportation Extension Acts