

**Status of the Appalachian
Development Highway System
as of September 30, 2014**

GENERAL REPORT

Appalachian Development Highway System (ADHS)

Purpose of the ADHS

In 1964, the President's Appalachian Regional Commission (PARC) reported to Congress that economic growth in Appalachia would not be possible until the Region's isolation had been overcome. The nation's Interstate Highway System had largely bypassed the Appalachian Region, going through or around the Region's rugged terrain as cost-effectively as possible.

The PARC report recommended, and Congress authorized, construction of the Appalachian Development Highway System (ADHS) in the Appalachian Development Act of 1965. The ADHS was designed to generate economic development in previously isolated areas, supplement the interstate system, connect Appalachia to the interstate system, and provide access to areas within the Region as well as to markets in the rest of the nation.

Cost to Complete the ADHS

According to the most recent ADHS Cost-to-Complete Study of 2012, the total estimated cost to complete the ADHS is \$11.4 billion in 2010 dollars as of September 30, 2011. There were \$2.3 billion unobligated federal funds available from federal funding distributed to ADHS prior to September 30, 2011. After deducting the available federal funds as well as incorporating federal funding limitations on Corridors O-1 and P-1 in Pennsylvania, the total estimated federal funds required to complete the ADHS is \$8.6 billion in 2010 dollars (at 100% federal participation).

Funding for the ADHS

Prior to 1999, funding for the ADHS was provided through annual appropriations in the Energy and Water Development Appropriations Acts. In FY 1999, for the first time, annual funding for the completion of the ADHS was provided from the Federal Highway Trust Fund, in the Transportation Equity Act for the 21st Century (TEA-21). The act provides a steady and substantial source of funding for the Appalachian highway program through FY 2003.

TEA-21 provides annual authorizations of \$450 million for the ADHS for FY 1999 through FY 2003, for a total of \$2.25 billion over the five-year period from the Highway Trust Fund. This funding level was also continued in a series of surface transportation extension acts following the expiration of TEA-21. Although the funds are authorized from the Highway Trust Fund, ARC continues to exercise programmatic and administrative control over the funds. This ensures that the governors of the 13 Appalachian states continue to determine where and how the money is used on ARC highways in their states. The \$450 million authorized in TEA-21 is apportioned to states annually based on each state's proportional share of the cost to complete the ADHS as specified in the latest cost to complete estimate.

Section 1101 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides annual authorizations of \$470 million for the ADHS for FY 2005 through FY 2009, for a total of \$2.35 billion over the five-year period from the Highway Trust Fund. The \$470 million authorized in SAFETEA-LU is again apportioned to states annually based on each state's proportional share of the cost to complete the ADHS as specified in the latest available ADHS Cost to Complete Estimate.

In FY 2010, \$470 million for the ADHS was authorized through the Surface Transportation Extension Act of 2010 and apportioned in the same manner as defined in SAFETEA-LU.

In FY 2011, \$517,796,946 for the ADHS was authorized through the Surface Transportation Extension Act of 2010 as amended by the Surface Transportation Extension Act of 2010 Part II and the Surface Transportation Extension Act of 2011.

In FY 2012, \$438,776,680 for the ADHS was authorized through the Surface Transportation Extension Act of 2011, Part II as amended by the Surface Transportation Extension Act of 2012 and the Surface Transportation Extension Act of 2012, Part II.

In July 2012, Congress changed the way the ADHS is funded. The transportation law Moving Ahead for Progress in the 21st Century (MAP-21) includes ADHS funding as part of the larger Surface Transportation Program (STP). Under MAP-21, STP funds are apportioned to the Appalachian states, with each state using the funding at its own direction. The law also increases the federal share of funding for ADHS corridors and access roads from 80 percent to 100 percent. The 100 percent federal share applies to funds apportioned to the ADHS in prior years and new funds apportioned to the states and used for ADHS construction. The authority for 100 percent federal funding extends from FY 2012 through FY 2021.

Periodically, Congress also appropriate additional funds to ADHS through annual DOT or related appropriation bills. The Appalachian Development Highway System Section of the Transportation, Treasury, Housing and Urban Development, The Judiciary, the District of Columbia, and Independent Agencies Appropriations Act for FY 2006 appropriated an additional \$20 million for ADHS. This fund is to be allocated for Corridor H in West Virginia.

Section 101(a) of the Revised Continuing Appropriations Resolution for FY 2007 (PL 110-5) maintains the funding appropriated for the ADHS in FY 2007 at the FY 2006 level. As a result, under the provisions of Title I of Division A of the Transportation, Treasury, Housing, and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act FY 2006 (PL 109-115), \$19.8 million was appropriated for the ADHS after a government-wide rescission under the provisions of Section 101(c)(2) of Public Law 110-5. These funds were distributed by the formula to all 13 Appalachian States set forth in Section 1116(a) of SAFETEA-LU (PL 109-59).

Under the provisions of Division K of the Consolidated Appropriations Act for FY 2008 (PL 110-161), \$15,680,000 was appropriated for the ADHS. This fund is to be allocated for Corridor H in West Virginia.

Benefits of the ADHS

Studies of the ADHS were undertaken to evaluate the impact of corridors on economic development and on highway safety.

A recent economic impact study on ADHS conducted by Cambridge Systematics, Inc with Economic Development Research Group, Inc, is published in June 2008. The

objective of this study is to assess the travel performance, trade, and economic development impacts directly related to completing the ADHS. In addition, the study also assessed connectivity, accessibility and network effects – in order words, how do the ADHS corridor improvements connect Appalachian people and businesses to other highway facilities, multimodal transportation, and economic markets. The study produced estimates of near-term and long-term travel and economic benefits, including benefit/cost analysis to demonstrate the expected economic return on investment of completing the ADHS to both the ARC region and the nation. The key study findings include:

- Completion of the ADHS will result in a significant reduction in travel time for personal, business, and long-distance freight trips. By 2020, the aggregate savings in travel time is estimated to be over 67 million hours (240,000 hours daily of travel time saved), and grow to almost 180 million hours of reduced travel time by 2035.
- The improvements on the to-be-completed ADHS segments will result in a dramatic increase in traffic using largely rural interstates and expressways. Average daily traffic volumes are expected to increase by approximately 130 percent compared to not completing the corridor segments. Despite the increase in traffic volumes, adding new capacity will result in lower total travel times with average speeds roughly doubling.
- ADHS corridor improvements will produce significant monetized travel benefits to individuals and businesses both within and outside the ARC region. Total user benefits (travel time, fuel and non-fuel operating costs, and safety) are estimated to be \$1.3 billion in 2020, the year of system completion, and grow to \$4.3 billion by 2035. Over half the benefit is expected to accrue to business-related travel – commodity-based truck flows, local non-freight truck trips, and on-the-clock auto trips.
- Over 90 percent of auto and non-freight truck benefits are estimated to accrue to the ARC region based on the origin-destination pattern of trips. However, over 65 percent of benefits to freight flows are external to the ARC region, reflecting the long-distance nature of the shipments impacted and the national importance of completing the ADHS to facilitate goods movement into, out of and through the ARC region.
- Completion of the ADHS will also result in market accessibility improvements for large segments of the ARC region. 235 out of 410 ARC counties are expected to see reductions in travel time to the nearest commercial airport, with 26 counties

experiencing an 8 percent or greater reduction in travel time. 325 out of 410 counties are estimated to increase their accessibility to buyer and supplier markets within a 3 hour drive, with 59 counties experiencing an improvement greater than 10 percent.

- Improvements in market accessibility for the ARC region will directly lead to increased economic development opportunities for the region. Accessibility gains were measured in for labor, customer, tourist, buyer, and supplier markets as well as reduced travel times to seaports, border crossings, airports, and intermodal rail facilities. The ARC region is estimated to gain upwards of \$2.1 billion in value added due to market accessibility gains by 2035, with a gradual phase-in of impacts based on historic time-series analysis.
- The industries projected to benefit most directly from ADHS completion in terms of business retention, expansion and relocation include: warehousing and distribution, manufacturing, mining and utilities, professional services, and other business services.
- Total economic impacts for the ARC region include the direct effects of reduced travel time and costs, along with increased regional competitiveness via market accessibility gains and multiplier effects. These effects gradually increase over time and by 2035 are estimated to total approximately 80,500 jobs, \$5.0 billion in increased value added production, and \$3.2 billion in increased wages for ARC region workers.
- Total capital costs (in 2007 dollars) to complete the remaining segments of the ADHS are estimated to be \$11.2 billion. However, when applying construction inflation factors to the future time series of construction costs, the total cost is \$16.6 billion. In present value terms, applying a 5% real discount rate and incorporating future operations & maintenance costs, total cost is estimates to be \$12.2 billion.
- Economic return on investment in the form of benefit/cost ratios were estimated from two perspectives: (1) ARC region; and (2) entire U.S. While costs are the same from either perspective, benefits vary in two important ways. Market accessibility-based economic development gains primarily accrue to the ARC region as it becomes more competitive and captures a larger share of future economic growth. Meanwhile, travel efficiency benefits are higher for the U.S. since a significant share of impacted trips are long-distance freight shipments with origins and destinations outside the ARC region. Correspondingly, the estimated benefit/cost ratio for the ARC region is 3.5 with a probable range of 1.9 to 6.2. At

the U.S. level, the estimated return on investment yields \$3.00 for every dollar invested.

The study of the impact of improvements on the ADHS on highway safety was completed in 1999. The study compared crash rates on completed portions of the ADHS with crash rates on existing highway to be improved or replaced in the unbuilt portions of the ADHS. Data was collected from highway agencies in all 13 states through FHWA division offices. Average crash rates were developed for the Region for built and unbuilt highways for two- and four-lane highways. Comparison between average crash rates on built sections of the ADHS and average crash rates on existing highways (in unbuilt ADHS sections) shows a substantial reduction to the crash rates has been obtained and can be expected as the result of improvements in ADHS corridors. As an example, comparison shows replacing an existing two-lane highway with a four-lane divided highway can reduce the crash rate by over 60 percent.

Status of Completion

At the end of FY 2014, a total of 2,762.9 miles, or 89.4 percent of the 3,090 miles authorized for the ADHS, were either complete or open to traffic or under construction. Another 96 miles were in the final design or right-of-way acquisition phase and 231.2 miles were in the location studies phase.

Summary of the FY 2014 Accomplishments on the ADHS

Obligation of Funds

The States obligated a total of \$153.9 million federal funds on the ADHS in FY 2014 from the funds dedicated to ADHS and apportioned to the Appalachian States prior to MAP-21. This included \$29.1 million from SAFETEA-LU, \$111.2 million from the Surface Transportation Extension Act of 2010, 2011 and 2012, \$3.4 million from the Surface Transportation Extension Acts after TEA-21, \$2.5 million from TEA-21 funds, \$17,854 de-obligated from Energy & Water Appropriations Acts, \$7.7 million from FY 1998 DOT Appropriation Act, \$160,000 de-obligated from FY 2001 DOT Appropriation Act, \$1.3 million from FY 2002 DOT Appropriation Act, \$99,620 de-obligated from FY 2003 Omnibus Appropriations Act, \$20,525 from FY 2005 Consolidated Appropriations Act and \$1.2 million de-obligated from Revised Continuing Appropriations Resolution for FY 2007.

Miles Advanced from Design / Right-of-Way Acquisition to Construction

The States advanced a total of 4.0 miles from the design/right-of-way acquisition phase to the construction phase in FY 2014 on the following corridors:

- Alabama – 3.2 miles on Corridor X1
- Kentucky – 0.8 miles on Corridor Q

Miles Advanced to Stage Construction and Open to Traffic

The States advanced 1.8 miles to remaining stage construction (open to traffic) stage in FY 2014:

- Alabama – 1.2 miles on Corridor V
- New York – 0.6 miles on Corridor U1.

Miles Completed

A total of 26.4 miles of the ADHS were completed from the final construction phase in FY 2014 on the following sections:

- Alabama – an 8.5-mile section of Corridor V east of Red Bay from SR247 to CR21 in Franklin County.
- Kentucky – a 4.4-mile section of Corridor Q east of Creasy Creek in Pike County.
- Mississippi – a 9.8-mile section of Corridor V in south west of Tupelo cross Pontotoc and Lee Counties.
- New York – a 0.5-miles section of Corridor U1 north of Watson Creek Road in Steuben County.
- West Virginia – a 3.2-mile section of Corridor H north of Mount Storm Lake in Grant County.



APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

September 30, 2014



-  ADHS Miles Open to Traffic
-  ADHS Miles Not Open to Traffic
-  Interstate Highway System

STATUS OF CORRIDORS IN ALABAMA

Appalachian Development Highway System (ADHS) Alabama Corridors as of September 30, 2014

Summary

Total Number of ADHS Miles:	308.4 miles
Number of ADHS Miles Eligible for Funding:	295.7 miles
Number of ADHS Completed Miles:	160.9 miles
Miles Remaining Stage Construction (Open to Traffic):	59.8 miles
Miles Under Construction:	12.5 miles
Miles in Design/Right-of-Way Stage:	19.2 miles
Miles in Location Study Stage:	43.3 miles
 Total ADHS-Funded Obligations To Date (Federal and State):	 \$1,957.6 million
 Estimated Cost to Complete, Federal and State Funds: (as of September 30, 2011)	 \$3,254.7 million
Corridor V:	\$156.2 million
Corridor X:	\$132.1 million
Corridor X1:	\$2,966.4 million

Fiscal Year 2014 Obligations

During fiscal year 2014, Alabama obligated a total of \$79.7 million federal funds on the ADHS from past dedicated federal funds to ADHS prior to MAP-21.

Status of Corridors

Corridor V (State Route 24, I-565, State Routes 2 and 3, U.S. 72)

Corridor V enters Alabama at the Mississippi state line near Red Bay and runs through Huntsville to the Tennessee state line near Bridgeport. The total length of the corridor in Alabama is 145.4 miles.

Authorized for ADHS Funding	135.4 miles
All Eligible Work Complete	102.2 miles
Remaining Stage Construction	26.2 miles
Construction Under Way	6.3 miles
Location Study Stage	0.7 miles

Projects currently under way on Corridor V in Alabama include:

- Construction on a 7.8-mile section from Dempsey to 3 miles west of Russellville.
- Construction on a 2.7-mile section east of Huntsville.

Corridor X (State Route 4, U.S. 78, State Route 3, U.S. 31)

Corridor X enters the state at the Mississippi state line near Weston and ends at I-65/I-59 at Birmingham. The total length of the corridor in Alabama is 98.0 miles.

Authorized for ADHS Funding	95.3 miles
All Eligible Work Complete	58.7 miles
Remaining Stage Construction	33.6 miles
Construction Under Way	3.0 miles

Projects currently under way on Corridor X in Alabama include:

- Construction underway from CR 105 in Jefferson County to 400 feet west of I-65 in Jefferson County.
- Construction underway on the 2nd phase of the Corridor X/I-65 interchange
- Final design on the section from 1.4 miles west of I-65 to the I-65/US 31 Interchange at Birmingham.
- Final design on a 5.4 mile section of the ultimate paving from SR118 to CR 307 in Walker County.

- Final design on the Welcome Center near the Mississippi State line in Marion County.

Corridor X1 (Birmingham Northern Beltline)

Section 123 of the FY 2004 Consolidated Appropriations Act added Corridor X1 in Alabama to ADHS. Corridor X1 extends approximately 65 miles along the alignment of the planned Birmingham Northern Beltline from I-20/59, in the vicinity of I-495 southwest of Birmingham, and extending northward crossing SR 269 and Corridor X and continuing eastward crossing I-65, US 31, SR 79, SR75, I-59, US 11, US 411 and connecting to I-20 to the east of Birmingham.

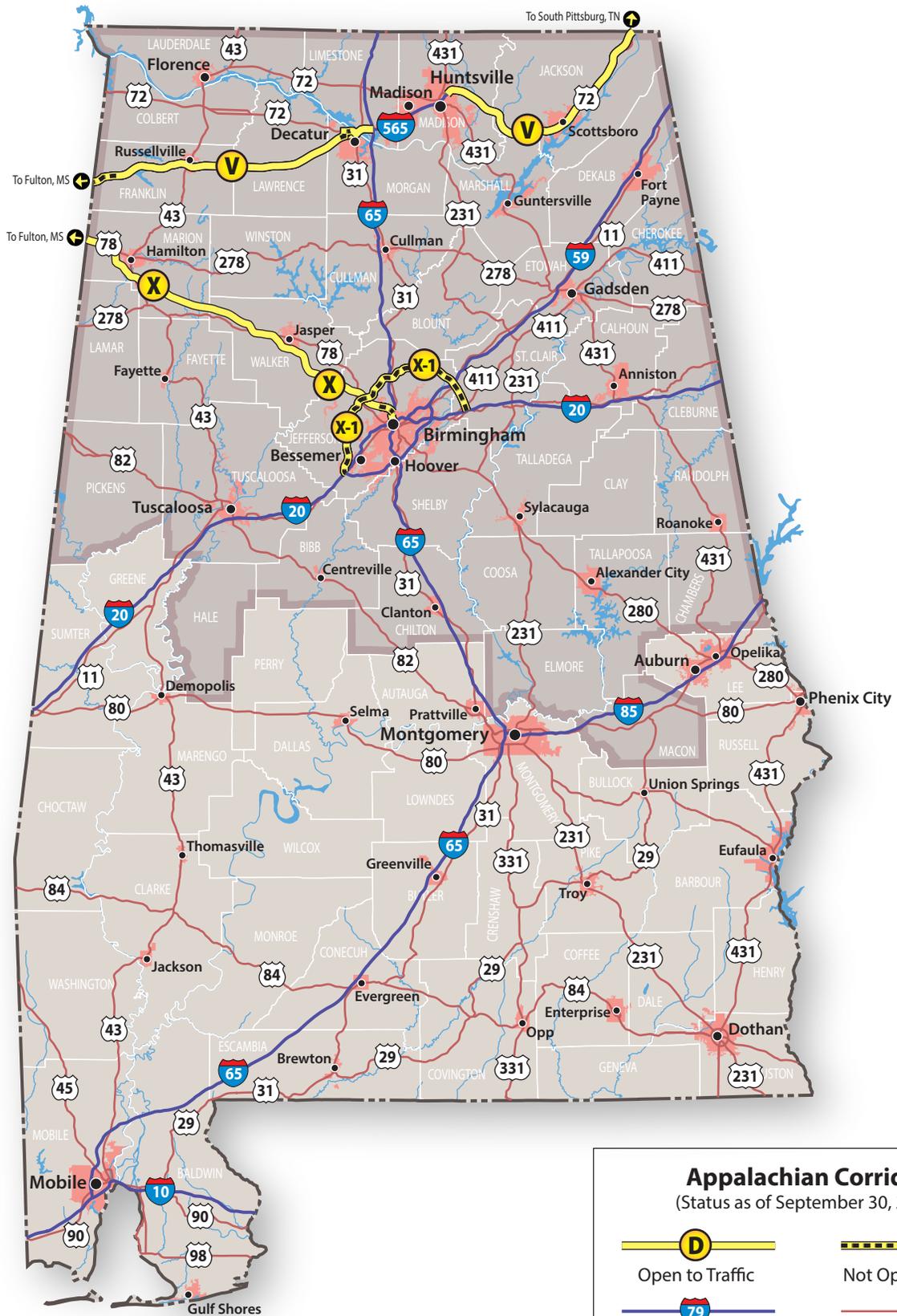
Authorized for ADHS Funding	65.0 miles
Construction Under Way	3.2 miles
Design & ROW Stage:	19.2 miles
Location Study Stage:	42.6 miles

Project currently under way on Corridor X1 in Alabama include:

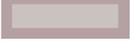
- Construction on a 3.4-mile section from west of SR 79 to east of SR 75.

Appalachian Development Highway System

ALABAMA



Appalachian Corridor
(Status as of September 30, 2014)

	
Open to Traffic	Not Open to Traffic
	
Interstate Highway	U.S. Highway
	
City/Town	Appalachian Region

STATUS OF CORRIDORS IN GEORGIA

Appalachian Development Highway System (ADHS) Georgia Corridors as of September 30, 2014

Summary

Total Number of ADHS Miles:	142.9 miles
Number of ADHS Miles Eligible for Funding:	132.5 miles
Number of ADHS Completed Miles:	100.9 miles
Miles in Design/Right-of-Way Stage:	11.1 miles
Miles in Location Study Stage:	20.5 miles

Total ADHS-Funded Obligations To Date
(Federal and State): \$235.1 million

Estimated Cost to Complete, Federal and State Funds:
(as of September 30, 2011) \$408.0 million

- Corridor A: \$393.5 million
- Corridor A1: \$14.5 million

Fiscal Year 2014 Obligations

During fiscal year 2014, Georgia obligated \$558,489 federal funds on the ADHS from dedicated federal funds to ADHS prior to MAP-21.

Status of Corridors

Corridor A (State Route 400, U.S. 19, State Route 515, U.S. 76)

Corridor A runs from I-285 north of Atlanta to the North Carolina state line. The total corridor length is 127.1 miles.

Authorized for ADHS Funding	116.7 miles
All Eligible Work Complete	85.7 miles
Design & ROW Stage	10.5 miles
Location Studies Stage	20.5 miles

Projects currently under way on Corridor A in Georgia include:

- Location studies on a 23.3-mile section between State Route 400 and I-575 north of Atlanta.
- Location studies on a 7.7-mile section running from Blairsville to the North Carolina State line.

Corridor A1 (State Route 400, U.S. 19)

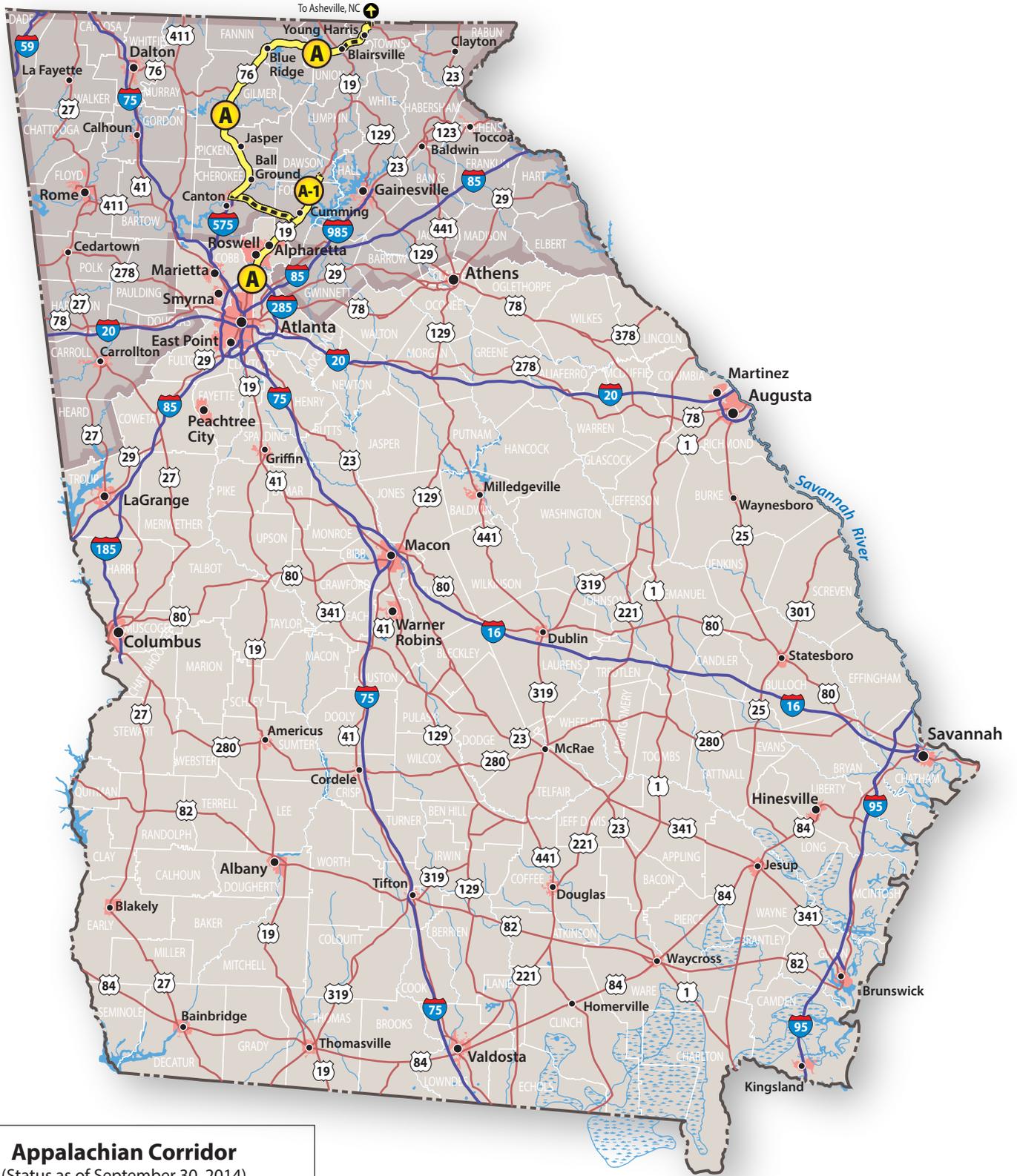
Corridor A1 runs north from Corridor A at State Route 515 to State Route 53. The total corridor length is 15.8 miles.

Authorized for ADHS Funding	15.8 miles
All Eligible Work Complete	15.2 miles
Design & ROW Stage:	0.6 miles

Project currently under way on Corridor A1 in Georgia:

- Final design for the State Route 53 interchange.

Appalachian Development Highway System GEORGIA



Appalachian Corridor

(Status as of September 30, 2014)

Open to Traffic	Not Open to Traffic
Interstate Highway	U.S. Highway
City/Town	Appalachian Region



STATUS OF CORRIDORS IN KENTUCKY

Appalachian Development Highway System (ADHS) Kentucky Corridors as of September 30, 2014

Summary

Total Number of ADHS Miles:	574.7 miles
Number of ADHS Miles Eligible for Funding:	426.3 miles
Number of ADHS Completed Miles:	402.9 miles
Miles Under Construction:	14.3 miles
Miles in Design/Right-of-Way Stage:	0.9 miles
Miles in Location Study Stage:	8.2 miles

Total ADHS-Funded Obligations To Date
(Federal and State): \$1,977.8 million

Estimated Cost to Complete, Federal and State Funds: \$812.4 million
(as of September 30, 2011)

Corridor B:	complete
Corridor B1:	complete
Corridor F:	\$441.2 million
Corridor G:	complete
Corridor I:	complete
Corridor J:	complete
Corridor Q:	\$371.2 million
Corridor R:	designated without ADHS funds

Fiscal Year 2014 Obligations

During fiscal year 2014, Kentucky obligated a total of \$19.9 million federal funds on the ADHS from past dedicated federal funds to ADHS prior to MAP-21.

Status of Corridors

Corridor B (U.S. 23, U.S. 119, State Route 10, State Route 80)

Corridor B runs from the Virginia state line at Jenkins to the Ohio state line, crossing at Greenup. The total length of the corridor is 144.7 miles.

Authorized for Funding	139.0 miles
All Eligible Work Complete	139.0 miles

Corridor B1 (U.S. 23)

Corridor B1 runs from its junction with Corridor B at Greenup to the Ohio state line at Portsmouth. The total length of the corridor is 12.6 miles.

Authorized for ADHS Funding	12.3 miles
All Eligible Work Complete	12.3 miles

Corridor F (U.S. 25E, U.S. 119)

Corridor F runs from the Cumberland Gap Tunnel near Middlesboro, at the Virginia state line, to Corridor B at Jenkins. The total length of the corridor is 94.4 miles.

Authorized for ADHS Funding	78.0 miles
All Eligible Work Complete	64.2 miles
Construction Under Way	5.6 miles
Location Studies Underway	8.2 miles

Projects currently under way on Corridor F in Kentucky include:

- Construction continuing on three sections that were let to construction during late 2012 and in 2013 (Section 2: Collier's Creek to West of Roberts Branch, a distance of 1.3 miles; Section 3A: from west of Roberts Branch to Joe Day Branch, a distance of 1.8 miles; Section 3B: from Joe Day Branch to 0.4 miles west of Brown Branch, a distance of 0.9 miles).

- Construction is about to begin on Section 4 from 0.4 miles west of Brown Branch to existing US 119 near Eolia. This 1.8-mile section will be let to construction in December 2014.
- Final Construction Surfacing is scheduled to begin for Sections 2 through 4 in the first quarter of 2017.
- Location studies continuing on an 8.0-mile section of US 119 through Pine Mountain from Oven Fork to Whitesburg.

Corridor G (U.S. 119)

Corridor G runs from Corridor B at Pikeville to Williamson at the West Virginia state line. The total length of the corridor is 26.9 miles.

Authorized for ADHS Funding	26.9 miles
All Eligible Work Complete	26.9 miles

Corridor I (State Route 15, State Route 80)

Corridor I runs from Corridor F at Whitesburg to I-64 at Winchester. The total length of the corridor is 126.2 miles.

Authorized for ADHS Funding	59.9 miles
All Eligible Work Complete	59.9 miles

Corridor J (State Route 90, State Route 15, U.S. 27, and State Route 80)

Corridor J runs from the Tennessee state line near Peytonsburg to I-75 at London. The total length of the corridor is 102.7 miles.

Authorized for ADHS Funding	93.7 miles
All Eligible Work Complete	93.7 miles

Corridor Q (State Route 80)

Corridor Q runs from Corridor B at Shelbiana to Elkhorn City, at the Virginia state line. The total length of the corridor is 16.5 miles.

Authorized for ADHS Funding	16.5 miles
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All Eligible Work Complete	6.9 miles
Construction Under Way	8.7 miles
Design and ROW Under Way	0.9 miles

Projects currently under way on Corridor Q in Kentucky include:

- Seven sections or portions of sections totaling 6.9 miles are currently complete except for striping. They are the US 23/US 460 interchange (0.5 miles) and Section 1, US 23 to Stagger Fork (2.0 miles), Section 2, Stagger Fork to Greasy Creek (0.7 miles); Section 3, Greasy Creek to Snake Branch (2.0 miles); Section 4A, Snake Branch to Coleman Hollow (0.8 miles); Section 4B, Coleman Hollow to 0.6 miles west of KY 195 (0.4 miles); and a portion of Section 5, 0.6 miles west of KY 195 to 0.5 miles west of KY 195 (0.5 miles).
- Stage construction is currently underway on six sections (grade and drain only). They are: Section 6A, KY 195 to east of Pond Creek (1.4 miles); Section 6B, East of Pond Creek to Dunleary Hollow (2.1 miles); Section 7A-1, KY 80 at Beaver Creek to east of Beaver Bottom (0.6 miles); Section 7B, East of Beaver Bottom to Beaver Creek near Flat Fork (1.0 miles); Section 8A, Beaver Creek near Flat Fork to Right Fork of Beaver Creek (1.0 miles) and Section 8B, Right Fork of Beaver Creek to the KY/VA state line (2.3 miles).
- Final Construction has begun on one section. It is 0.4 miles west of KY 195 to 0.1 miles west of KY 195 (0.3 miles). Sections 1 through 5 (totaling 8.1 miles) are scheduled to be open to traffic in the winter of 2014.
- Right-of-way acquisition is near completion on Section 7A-2 (no mainline miles – ramp only).

- The Design phase for the following three sections or portions of sections totaling 0.9 miles is underway: Section 5, 0.1 miles west of KY 195 to KY 195, Marrowbone Bridge (0.2 miles); Section 6A-1, bridge over Pond Creek (0.2 miles); and Section 6C, bridge over Russell Fork and CSX Railroad near Beaver Creek (0.5 miles).

Corridor R (U.S. 460)

Corridor R runs from Corridor I at Campton to Corridor B at Prestonsburg. The total length of the corridor is 50.7 miles.

Corridor R was built with other funds and incorporated into the ADHS.

STATUS OF CORRIDORS IN MARYLAND

Appalachian Development Highway System (ADHS) Maryland Corridors as of September 30, 2014

Summary

Total Number of ADHS Miles:	86.8 miles
Number of ADHS Miles Eligible for Funding:	83.2 miles
Number of ADHS Completed Miles:	77.0 miles
Miles Remaining Stage Construction (Open to Traffic):	3.7 miles
Miles in Location Study Stage:	2.5 miles

Total ADHS-Funded Obligations To Date
(Federal and State): \$356.7 million

Estimated Cost to Complete, Federal and State Funds:
(as of September 30, 2011) \$289.6 million

Corridor E:	complete
Corridor N:	\$183.9 million
Corridor O:	\$105.7 million

Fiscal Year 2014 Obligations

During fiscal year 2014, Maryland obligated \$937,620 federal funds on the ADHS from past dedicated federal funds to ADHS prior to MAP-21.

Status of Corridors

Corridor E (I-68)

Corridor E runs from the West Virginia state line near Friendsville to I-70 at Hancock. The total length of the corridor is 80.6 miles.

Authorized for ADHS Funding	77.0 miles
All Eligible Work Complete	77.0 miles

Corridor N (U.S. 219)

Corridor N runs from Corridor E at Grantsville to the Pennsylvania State line. The total length of the corridor is 2.5 miles.

Authorized for ADHS Funding	2.5 miles
Location Studies Under Way	2.5 miles

Projects currently under way on Corridor N in Maryland include:

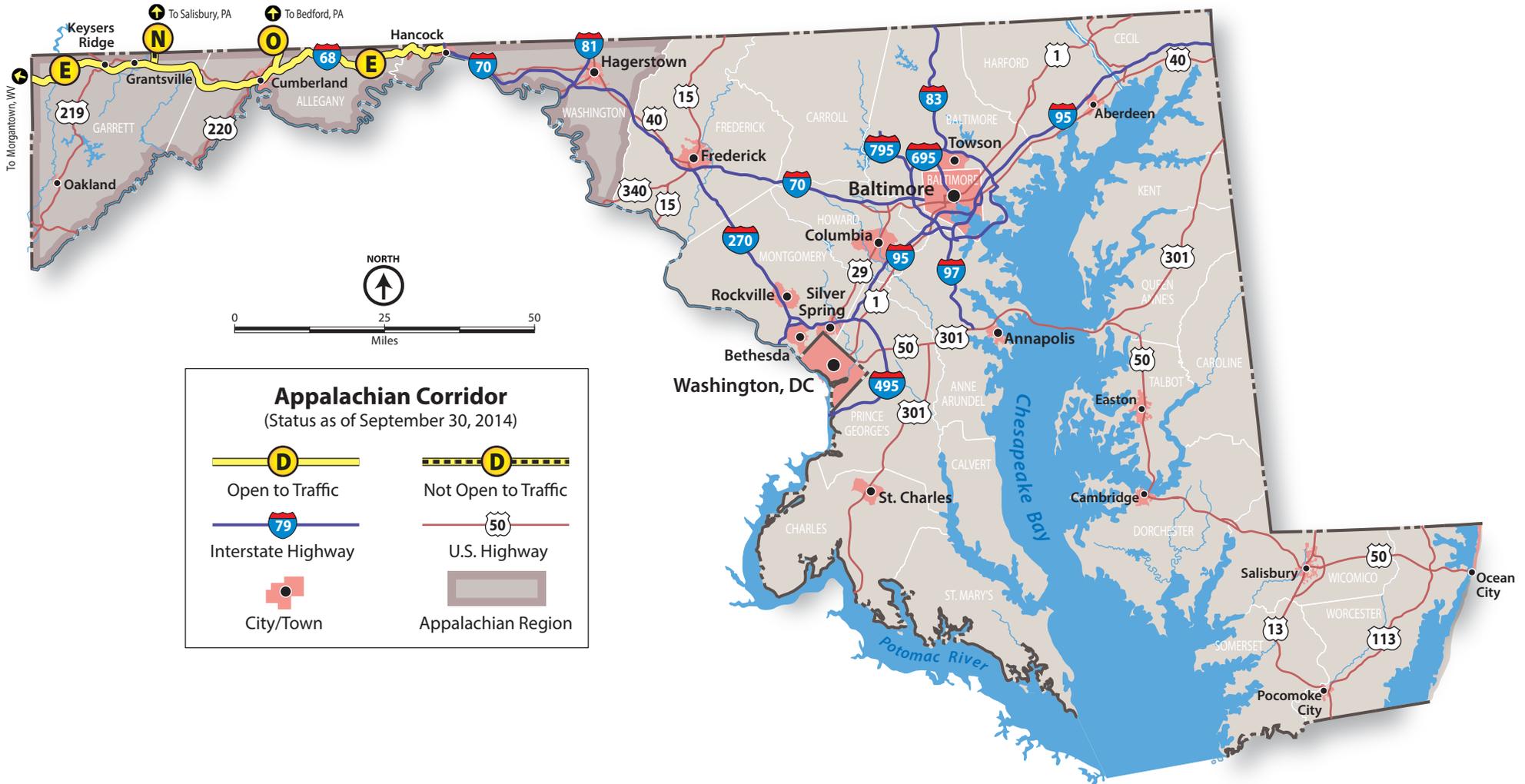
- In partnership with Pennsylvania, Maryland has initiated joint project planning activities for the full length of the US 219, from I-68 in Maryland to just south of Meyersdale, Pennsylvania.

Corridor O (U.S. 220)

Corridor O runs from Corridor E near Cumberland to the Pennsylvania State line. The total length of the corridor is 3.7 miles.

Authorized for ADHS Funding	3.7 miles
Remaining Stage Construction	3.7 miles

Appalachian Development Highway System MARYLAND



STATUS OF CORRIDORS IN MISSISSIPPI

Appalachian Development Highway System (ADHS) Mississippi Corridors as of September 30, 2014

Summary

Total Number of ADHS Miles:	127.9 miles
Number of ADHS Miles Eligible for Funding:	117.5 miles
Number of ADHS Completed Miles:	109.2 miles
Miles in Design/Right-of-Way Stage:	8.3 miles
 Total ADHS-Funded Obligations To Date (Federal and State):	 \$341.5 million
 Estimated Cost to Complete, Federal and State Funds: (as of September 30, 2011)	 \$31.0 million
Corridor V:	\$31.0 million
Corridor X:	complete

Fiscal Year 2014 Obligations

During fiscal year 2014, Mississippi obligated \$4.9 million federal funds on the ADHS from past dedicated federal funds to ADHS prior to MAP-21.

Status of Corridors

Corridor V (State Route 76, U.S. 278, State Route 25, U.S. 78)

Corridor V runs from I-55 at Batesville to the Alabama state line at Red Bay. The total length of the corridor is 118.8 miles.

Authorized for ADHS Funding	108.4 miles
All Eligible Work Complete	100.1 miles
Design & ROW Under Way	8.3 miles

Projects currently under way on Corridor V in Mississippi include:

- Design and ROW acquisition have been completed on the section between Fairview (at SR 25) and SR 23. Construction has not been programmed.

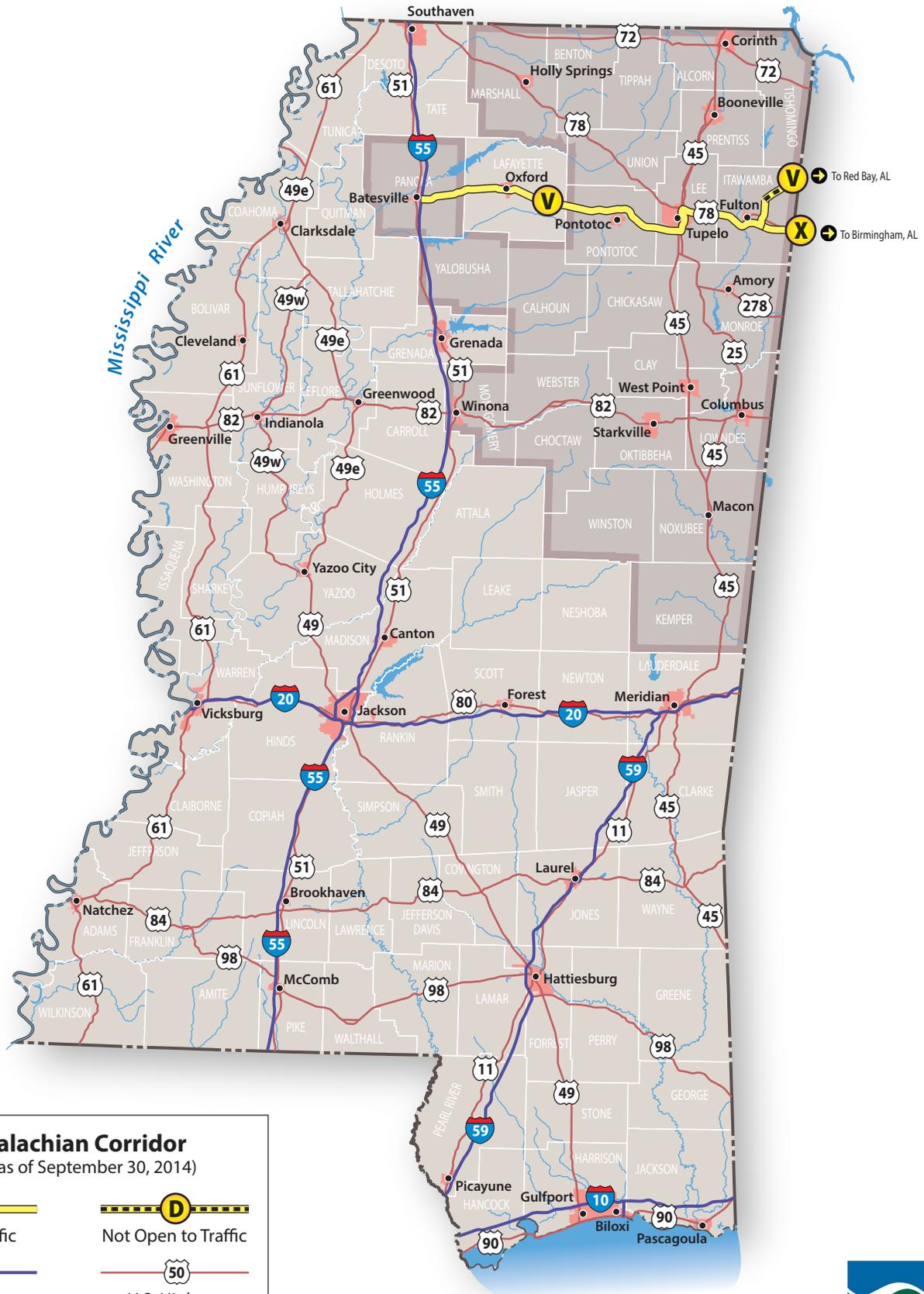
Corridor X (U.S. 78)

Corridor X runs from Corridor V at Fulton to the Alabama state line. The total length of the corridor is 9.1 miles.

Authorized for ADHS Funding	9.1 miles
All Eligible Work Complete	9.1 miles

Appalachian Development Highway System

MISSISSIPPI



Appalachian Corridor
(Status as of September 30, 2014)

Open to Traffic	Not Open to Traffic
Interstate Highway	U.S. Highway
City/Town	Appalachian Region



STATUS OF CORRIDORS IN NEW YORK

Appalachian Development Highway System (ADHS) New York Status of Corridors as of September 30, 2014

Summary

Total Number of ADHS Miles:	272.0 miles
Number of ADHS Miles Eligible for Funding:	222.0 miles
Number of ADHS Completed Miles:	220.7 miles
Miles Remaining Stage Construction (Open to Traffic):	1.3 miles

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

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

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

Fiscal Year 2014 Obligations

During fiscal year 2014, New York de-obligated \$9,045 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)

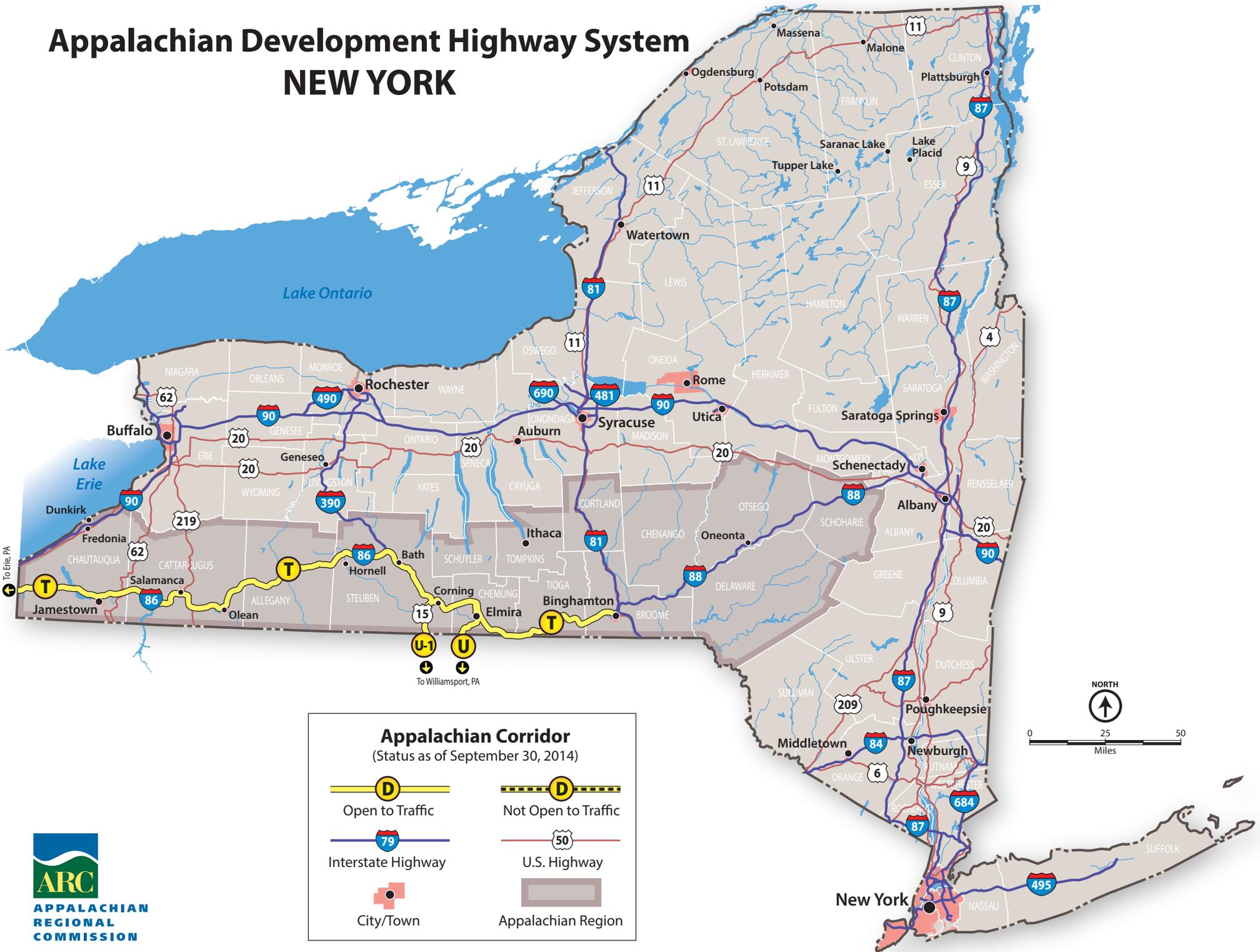
Corridor U1 runs from the Pennsylvania state line near Lawrenceville to Corridor T at Painted Post. The total length of the corridor is 12.5 miles.

Authorized for ADHS Funding	5.8 miles
All Eligible Work Complete	4.5 miles
Remaining Stage Construction	1.3 miles

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

- 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.

Appalachian Development Highway System NEW YORK



Appalachian Corridor
(Status as of September 30, 2014)

Open to Traffic	Not Open to Traffic
Interstate Highway	U.S. Highway
City/Town	Appalachian Region



STATUS OF CORRIDORS IN NORTH CAROLINA

Appalachian Development Highway System (ADHS) North Carolina Corridors as of September 30, 2014

Summary

Total Number of ADHS Miles:	207.0 miles
Number of ADHS Miles Eligible for Funding:	204.3 miles
Number of ADHS Completed Miles:	178.2 miles
Miles Remaining Stage Construction (Open to Traffic):	8.0 miles
Miles in Location Study Stage:	18.1 miles

Total ADHS-Funded Obligations To Date
(Federal and State): \$598.4 million

Estimated Cost to Complete, Federal and State Funds:
(as of September 30, 2011) \$823.2 million

Corridor A:	\$62.7 million
Corridor B:	complete
Corridor K:	\$760.5 million
Corridor W:	all funds are obligated

Fiscal Year 2014 Obligations

During fiscal year 2014, North Carolina obligated \$6.6 million federal funds on the ADHS from dedicated federal funds to ADHS prior to MAP-21.

Status of Corridors

Corridor A (State Route 64, U.S. 23)

Corridor A runs from the Georgia state line south of Hayesville to I-40 west of Asheville. The total length of the corridor is 82.7 miles.

Authorized for ADHS Funding	81.9 miles
All Eligible Work Complete	74.6 miles

Remaining Stage Construction 7.3 miles

Corridor B (U.S. 23, future I-26)

Corridor B runs from I-40 at Asheville north to the Tennessee State line at Sam’s Gap. The total length of the corridor is 31.4 miles.

Authorized for ADHS Funding 31.0 miles
All Eligible Work Complete 31.0 miles

Corridor K (U.S. 19)

Corridor K runs from Wolf Creek at the Tennessee State line east to Corridor A at Sylva. The total length of the corridor is 83.9 miles.

Authorized for ADHS Funding 83.9 miles
All Eligible Work Complete 65.1 miles
Remaining Stage Construction 0.7 miles
Location Studies Stage 18.1 miles

Projects currently underway on Corridor K in North Carolina include:

- Planning and design work is underway on the section from Robbinsville to Stecoah.

Corridor W (U.S. 25)

Corridor W runs from the South Carolina State line near Lake Summit to I-26 near Flat Rock. The total length of the corridor is 9.0 miles.

Authorized for ADHS Funding 7.5 miles
All Eligible Work Complete 7.5 miles

STATUS OF CORRIDORS IN OHIO

Appalachian Development Highway System (ADHS) Ohio Corridors as of September 30, 2014

Summary

Total Number of ADHS Miles:	303.2 miles
Number of ADHS Miles Eligible for Funding:	201.5 miles
Number of ADHS Completed Miles:	178.2 miles
Miles in Design/Right-of-Way Stage:	16.2 miles
Miles in Location Study Stage:	7.1 miles

Total ADHS-Funded Obligations To Date
(Federal and State): \$604.4 million

Estimated Cost to Complete, Federal and State Funds:
(as of September 30, 2011): \$459.7 million

Corridor B:	\$360.8 million
Corridor B1:	complete
Corridor C:	\$98.9 million
Corridor C1:	complete
Corridor D:	complete

Fiscal Year 2014 Obligations

During fiscal year 2014, Ohio obligated \$11.9 million federal funds on the ADHS from past dedicated federal funds to ADHS prior to MAP-21.

Status of Corridors

Corridor B (U.S. 52, State Route 253)

Corridor B runs from the Kentucky state line at Greenup Dam, along the Ohio River to east of Portsmouth, then north to Scioto County Airport and towards northwest to Corridor C near Lucasville. The total length of the corridor is 23.0 miles.

Authorized for ADHS Funding	20.6 miles
All Eligible Work Complete	4.4 miles
Design & ROW Stage	16.2 miles

Projects currently under way on Corridor B in Ohio include:

- Location studies underway on the Portsmouth Bypass.

Corridor B1 (U.S. 23)

Corridor B1 runs from the Kentucky state line at Portsmouth north to the junction of Corridor C and Corridor B. The total length of the corridor is 11.6 miles.

Authorized for ADHS Funding	5.7 miles
All Eligible Work Complete	5.7 miles

Corridor C (U.S. 23)

Corridor C runs from its junction with Corridor B near Lucasville to I-270 at Columbus. The total length of the corridor is 71.7 miles.

Authorized for ADHS Funding	13.1 miles
All Eligible Work Complete	6.0 miles
Location Studies Stage	7.1 miles

Corridor C1 (U.S. 35)

Corridor C1 runs from its junction with Corridor C at Chillicothe to its junction with Corridor D at Jackson. The total length of Corridor C1 is 27.3 miles.

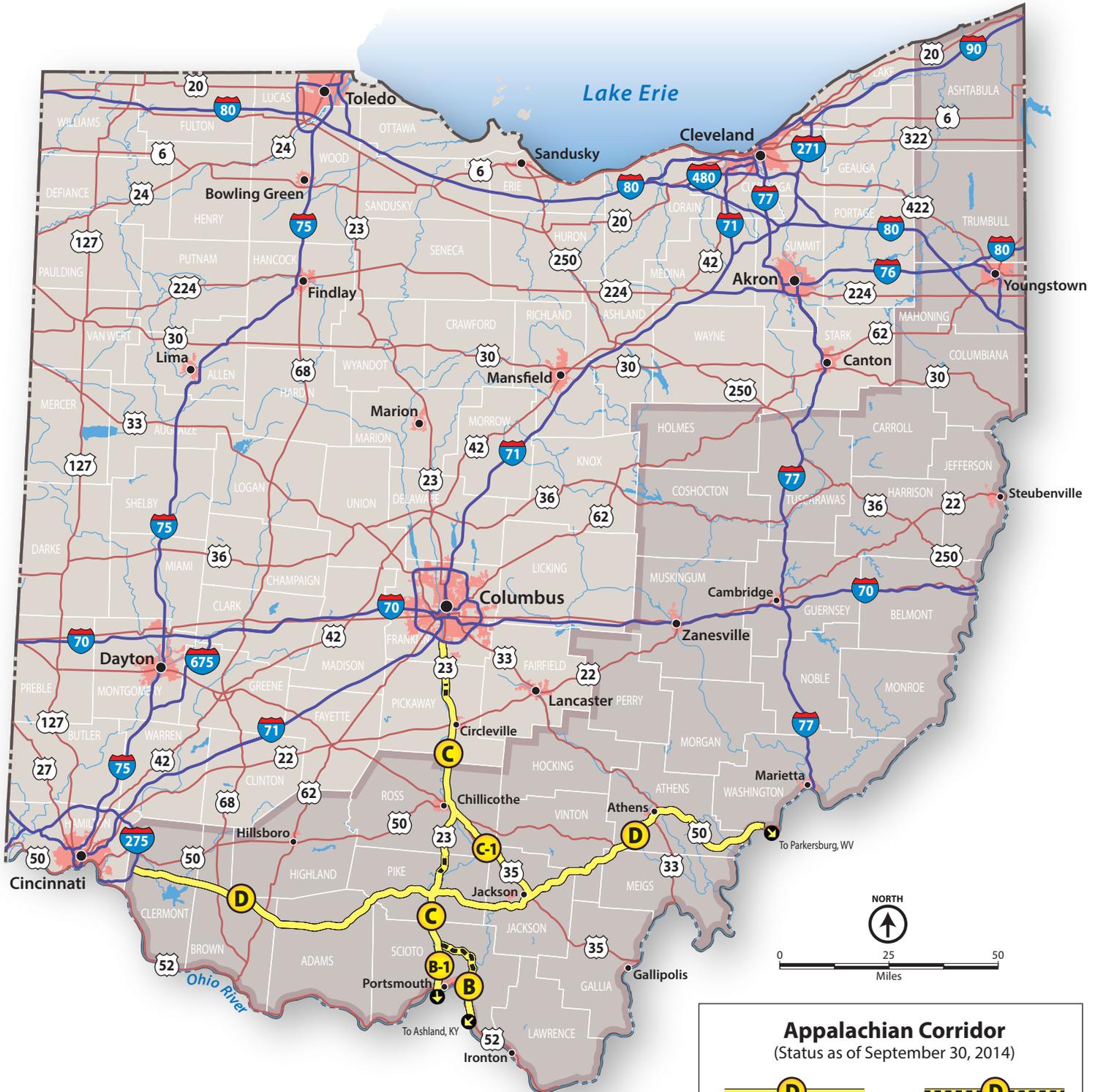
Authorized for ADHS Funding	9.4 miles
All Eligible Work Complete	9.4 miles

Corridor D (State Route 32, State Route 124, U.S. 50)

Corridor D runs from I-275 east of Cincinnati to the West Virginia state line at Belpre and Parkersburg. The total length of the corridor is 169.6 miles.

Authorized for ADHS Funding	152.7 miles
All Eligible Work Complete	152.7 miles

Appalachian Development Highway System OHIO



Appalachian Corridor
(Status as of September 30, 2014)

Open to Traffic	Not Open to Traffic
Interstate Highway	U.S. Highway
City/Town	Appalachian Region

STATUS OF CORRIDORS IN PENNSYLVANIA

Appalachian Development Highway System (ADHS) Pennsylvania Corridors as of September 30, 2014

Summary

Total Number of ADHS Miles:	606.1 miles
Number of ADHS Miles Eligible for Funding:	453.1 miles
Number of ADHS Completed Miles:	336.9 miles
Miles Remaining Stage Construction (Open to Traffic):	2.9 miles
Miles Under Construction:	11.4 miles
Miles in Design/Right-of-Way Stage:	14.5 miles
Miles in Location Study Stage:	87.4 miles

Total ADHS-Funded Obligations To Date
(Federal and State): \$2,613.2 million

Estimated Cost to Complete, Federal and State Funds:
(as of September 30, 2011) \$3,160.1 million

Corridor M:	\$1,477.1 million
Corridor N:	\$510.1 million
Corridor O:	\$114.8 million
Corridor O1:	\$336.2 million
Corridor P:	\$236.2 million
Corridor P1:	\$485.8 million
Corridor T:	complete
Corridor U:	complete
Corridor U1:	complete

Fiscal Year 2014 Obligations

During fiscal year 2014, Pennsylvania obligated \$32.7 million federal funds on the ADHS from past dedicated federal funds to ADHS prior to MAP-21.

Status of Corridors

Corridor M (U.S. 22, State Route 66)

Corridor M runs from I-76 near New Stanton to a junction with I-81 near Harrisburg. The total length of the corridor in Pennsylvania is 200.1 miles.

Authorized for ADHS Funding	170.2 miles
All Eligible Work Complete	110.4 miles
Location Studies Stage	59.8 miles

Corridor N (U.S. 219)

Corridor N runs from the Maryland state line near Salisbury north to a junction with Corridor M (U.S. 22) near Ebensburg. The total length of the corridor is 65.6 miles.

Authorized for ADHS Funding	51.9 miles
All Eligible Work Complete	33.5 miles
Construction Under Way	11.4 miles
Location Studies Stage	7.0 miles

Projects currently under way on Corridor N in Pennsylvania include:

- Environmental studies on a 7.0-mile section from the Maryland State line to Meyersdale.
- Construction (earthwork and structures) underway on an 11.4-mile section from Meyersdale north to just south of the Pennsylvania Turnpike. Paving contract to be let in fall 2015

Corridor O (U.S. 220, I-99)

Corridor O runs from the Maryland State line near Cumberland north to a junction with I-80 near Bellefonte. The total length of the corridor is 116.4 miles.

Authorized for ADHS Funding	83.4 miles
All Eligible Work Complete	81.4 miles
Design & ROW Stage	2.0 miles

Projects currently under way on Corridor O in Pennsylvania include:

- Design is underway at I-80 Interchange.

Corridor O1 (U.S. 322)

Section 1117 of TEA-21 added a 23.7-mile segment from Corridor O at Port Matilda to I-80 near Clearfield which is designated as Corridor O1. On November 9, 2001, ARC approved the State’s request to move the eligibility of an additional 3.0 miles from Corridor U. The total length of the Corridor O1 is now 26.7 miles. The ADHS eligibility was removed from the 23.7-mile segment of Corridor O south of Bedford to the Maryland state line and the segment was declared “adequate”. On October 25, 2010, ARC approved the State’s request to move 12.5 eligible miles from Corridor O1 to establish a new Corridor P1. The total length of the Corridor O1 is now 26.7 miles with 14.2 miles eligible for ADHS funding.

Authorized for ADHS Funding	14.2 miles
Location Studies Under Way	14.2 miles

Corridor P (U.S. 220, I-180)

Corridor P runs from I-80 near Lock Haven via U.S. 220 and I-180, by way of Williamsport, to a junction with I-80 near Milton. The total length of the corridor is 60.0 miles.

Authorized for ADHS Funding	59.5 miles
All Eligible Work Complete	50.2 miles
Remaining Stage Construction	2.9 miles
Location Studies Stage	6.4 miles

Corridor P1 (U.S. 11, new alignment, State Route 147)

On October 25, 2010, ARC approved the State’s request to establish Corridor P1 by transferring 12.5 miles from Corridor O1. Corridor P1 runs from Corridor M (U.S 22) near New Buffalo north via U.S. 11 to Selinsgrove where it runs north, via new alignment, to State Route 147 at Chillisquaque and on north via State Route 147 to Corridor P near Milton. The total length of Corridor P1 is 54.6 miles with 12.5 miles eligible for ADHS funding.

Authorized for ADHS Funding	12.5 miles
Design & ROW Stage	12.5 miles

Projects currently under way on Corridor P1 in Pennsylvania include:

- Design and ROW acquisition on the 5.4-mile northern section from just south of the proposed interchange with State Route 15 north to the beginning of the 4-lane section on State Route 147 just south of the interchange with State Route 45. The proposed major river crossing is included in the northern section.

Corridor T (State Route 17)

Corridor T runs from I-90 near Erie east via State Route 17 to the New York state line. The total length of the corridor is 6.8 miles.

Authorized for ADHS Funding	6.8 miles
All Eligible Work Complete	6.8 miles

Corridor U (U.S. 15, State Route 328)

Corridor U runs from Corridor P (U.S. 220) at Williamsport north via U.S. 15 and State Route 328 to the New York State line. The total length of the corridor is 72.3 miles.

Authorized for ADHS Funding	51.0 miles
All Eligible Work Complete	51.0 miles

Corridor U1 (U.S. 15)

Corridor U1 runs from Corridor U near Tioga Junction to the New York state line near Lawrenceville. The total length of the corridor is 3.6 miles.

Authorized for ADHS Funding	3.6 miles
All Eligible Work Complete	3.6 miles

STATUS OF CORRIDORS IN SOUTH CAROLINA

Appalachian Development Highway System (ADHS) South Carolina Corridor as of September 30, 2014

Summary

Total Number of ADHS Miles:	30.7 miles
Number of ADHS Miles Eligible for Funding:	22.9 miles
Number of ADHS Completed Miles:	22.9 miles

Total ADHS-Funded Obligations To Date (Federal and State):	\$69.4 million
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Estimated Cost to Complete, Federal and State Funds: (as of September 30, 2011)	\$0
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Corridor W:	all funds are obligated
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Fiscal Year 2014 Obligations

During fiscal year 2014, South Carolina de-obligated \$2.4 million federal funds on the ADHS from dedicated federal funds to ADHS prior to MAP-21.

Status of Corridor

Corridor W (U.S. 25)

Corridor W runs from I-85 at Greenville north to the North Carolina State line. The total length of the corridor is 30.7 miles.

Authorized for ADHS Funding	22.9 miles
All Eligible Work Complete	22.9 miles

South Carolina became the first state to complete its entire ADHS miles among all 13 Appalachian states in FY 2013.

STATUS OF CORRIDORS IN TENNESSEE

Appalachian Development Highway System (ADHS) Tennessee Corridors as of September 30, 2014

Summary

Total Number of ADHS Miles:	372.6 miles
Number of ADHS Miles Eligible for Funding:	329.3 miles
Number of ADHS Completed Miles:	237.3 miles
Miles Remaining Stage Construction (Open to Traffic):	68.6 miles
Miles Under Construction:	5.9 miles
Miles in Design/Right-of-Way Stage:	3.4 miles
Miles in Location Study Stage:	14.1 miles

Total ADHS-Funded Obligations To Date
(Federal and State): \$1,115.3 million

Estimated Cost to Complete, Federal and State Funds:
(as of September 30, 2011) \$701.2 million

Corridor B:	\$3.3 million
Corridor F:	\$30.8 million
Corridor J:	\$54.2 million
Corridor J1:	complete
Corridor K:	\$535.5 million
Corridor S:	\$46.7 million
Corridor V:	\$30.7 million

Fiscal Year 2014 Obligations

During fiscal year 2014, Tennessee obligated \$4.3 million federal funds on the ADHS from past dedicated federal funds to ADHS prior to MAP-21.

Status of Corridors

Corridor B (U.S 23, State Route 36, I-26, U.S. 19W)

Corridor B runs from the North Carolina State line at Sam’s Gap to the Virginia State line at Kingsport. The total length of the corridor is 57.4 miles.

Authorized for ADHS Funding	57.4 miles
All Eligible Work Complete	51.6 miles
Remaining Stage Construction	5.8 miles

Projects currently underway on Corridor B in Tennessee include:

- One mile construction of a welcome center and interchange on I-26 in Kingsport, Sullivan Co., near the Tennessee/Virginia State line. (This final construction work will complete the 5.8 mile section of remaining stage construction phase. This will also complete Corridor B.)

Corridor F (U.S. 25W, State Route 63, State Route 9, U.S. 25E)

Corridor F runs from I-75 at Caryville to the Cumberland Gap at the Kentucky State line. The total length of the corridor is 41.0 miles.

Authorized for ADHS Funding	36.8 miles
All Eligible Work Complete	20.0 miles
Remaining Stage Construction	16.8 miles

Projects currently under way on Corridor F in Tennessee include:

- Environmental study for stage construction work on a 14.1-mile section of US 25W (SR-63) between LaFollette in Campbell County and Hall Lane in Claiborne County.

Corridor J (U.S. 27, State Route 29, State Route 111, State Route 52)

Corridor J runs from I-124 at Chattanooga to the Kentucky state line north of Celina. The total length of the corridor is 140.8 miles.

Authorized for ADHS Funding	115.9 miles
All Eligible Work Complete	98.6 miles
Remaining Stage Construction	8.0 miles
Construction Under Way	5.9 miles
Design & ROW Stage	3.4 miles

Projects currently under way on Corridor J in Tennessee include:

- Construction on a 3.0-mile section of SR-52 from Poorhouse Road to SR-53, Celina in Clay County.
- Design/ROW on a 3.4-mile section of SR-52 from SR-111 in Livingston to Allons Road in Overton County.

Corridor J1 (Proposed State Route 451, State Route 56)

Corridor J1 runs from Algood City limits west to S.R. 56, north to Gainesboro, then along SR 53, meeting the relocated junction with Corridor J south of Celina. The total length of the corridor is 37.1 miles.

Authorized for ADHS Funding	22.9 miles
All Eligible Work Complete	22.9 miles

Corridor K (State Route 40, U.S. 64, U.S. 74, State Route 311)

Corridor K runs from I-75 at Cleveland west to the North Carolina State line. The total length of the corridor in Tennessee is 43.8 miles.

Authorized for ADHS Funding	43.8 miles
All Eligible Work Complete	16.4 miles
Remaining Stage Construction	13.3 miles
Location Studies Stage	14.1 miles

Projects currently under way on Corridor K in Tennessee include:

- Location/Environmental study to establish an alternate route for a 20.1-mile section of the corridor along US 64/74 (SR-40) in the vicinity of the Ocoee River and Ocoee Lake to Ducktown.

Corridor S (U.S. 25E, State Route 32)

Corridor S runs from I-81 near Morristown north to Corridor F near the Cumberland Gap. The total length of the corridor is 48.7 miles.

Authorized for ADHS Funding	48.7 miles
All Eligible Work Complete	26.5 miles
Remaining Stage Construction	22.2 miles

Projects currently under way on Corridor S in Tennessee include:

- One mile construction of the College Park Drive interchange on US 25E (SR-32) in Morristown, Hamblen County.

Corridor V (State Route 27, U.S. 72)

Corridor V runs from the Alabama State line near South Pittsburg to I-24 at Kimball. The total length of the corridor is 3.8 miles.

Authorized for ADHS Funding	3.8 miles
All Eligible Work Complete	1.3 miles
Remaining Stage Construction	2.5 miles

Appalachian Development Highway System TENNESSEE



Appalachian Corridor
(Status as of September 30, 2014)

Open to Traffic	Not Open to Traffic
Interstate Highway	U.S. Highway
City/Town	Appalachian Region

STATUS OF CORRIDORS IN VIRGINIA

Appalachian Development Highway System (ADHS) Virginia Corridors as of September 30, 2014

Summary

Total Number of ADHS Miles:	204.6 miles
Number of ADHS Miles Eligible for Funding:	192.2 miles
Number of ADHS Completed Miles:	161.5 miles
Miles Remaining Stage Construction (Open to Traffic):	1.2 miles
Miles Under Construction:	7.3 miles
Miles in Design/Right-of-Way Stage:	7.5 miles
Miles in Location Study Stage:	14.7 miles

Total ADHS-Funded Obligations To Date
(Federal and State): \$665.7 million

Estimated Cost to Complete, Federal and State Funds
(as of September 30, 2011) \$582.7 million

Corridor B:	complete
Corridor H:	\$138.3 million
Corridor Q:	\$444.4 million (includes prefinanced projects)

Fiscal Year 2014 Obligations

During fiscal year 2014, Virginia obligated \$480.545 federal funds on the ADHS from past dedicated federal funds to ADHS prior to MAP-21.

Status of Corridors

Corridor B (U.S. 23)

Corridor B runs from Weber City at the Tennessee State line to the State line near Jenkins, Kentucky. The total length of the corridor is 61.5 miles.

Authorized for ADHS Funding 57.5 miles

All Eligible Work Complete 57.5 miles

Corridor H (State Route 55)

Corridor H runs from the West Virginia State line to I-81 at Strasburg. The total length of the corridor is 14.4 miles.

Authorized for ADHS Funding	14.4 miles
Location Study Phase	14.4 miles

Corridor Q (U.S. 460)

Corridor Q runs from Breaks Interstate Park at the Kentucky State line to I-81 at Christiansburg. The total length of the corridor is 128.7 miles.

Authorized for ADHS Funding	120.3 miles
All Eligible Work Complete	104.0 miles
Remaining Stage Construction	1.2 miles
Construction Under Way	7.3 miles
Design & ROW Stage	7.5 miles
Location Studies Stage	0.3 miles

Projects currently under way on Corridor Q in Virginia include:

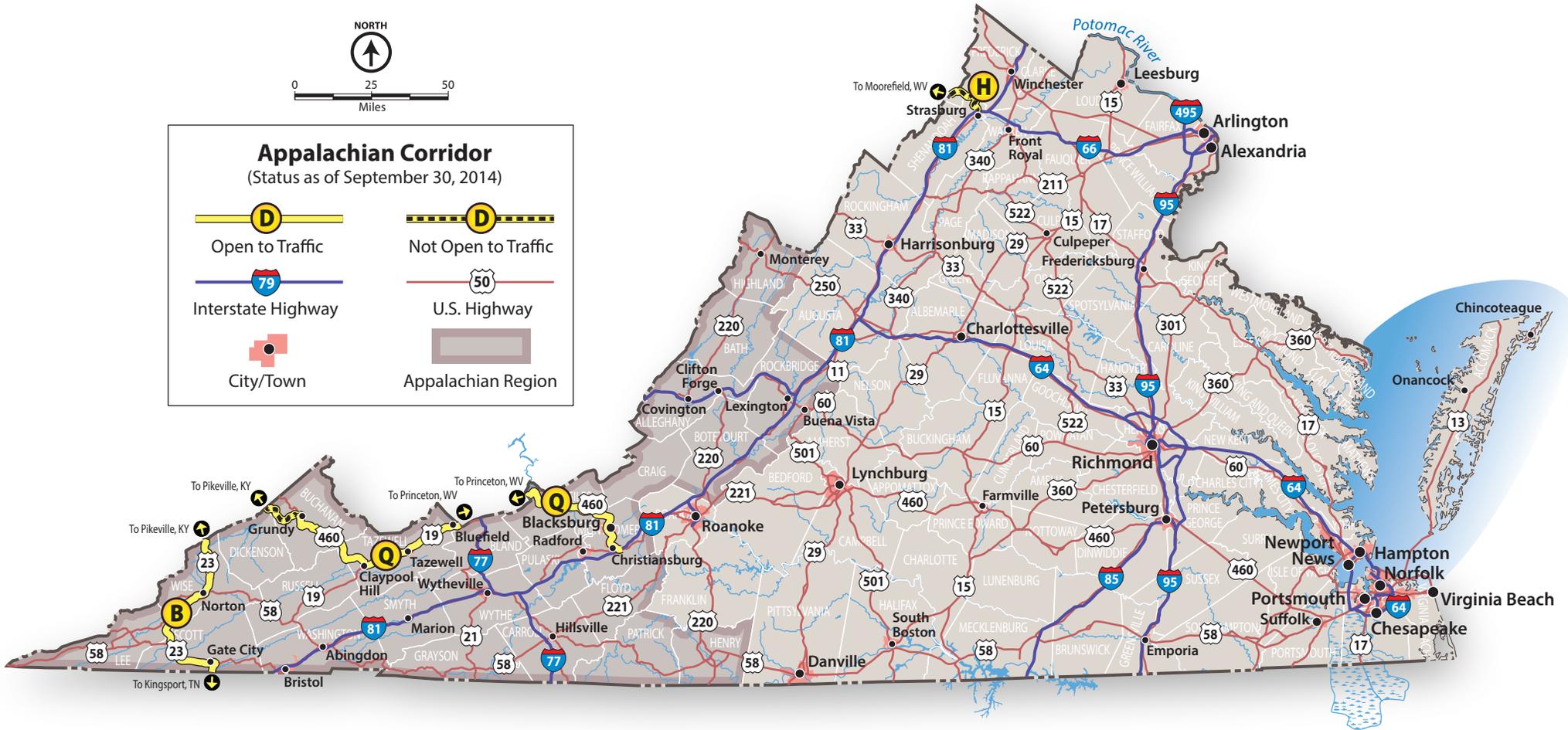
- Construction on approximately 1.2-mile section in Grundy.
- Construction on approximately 0.83-mile section from Kentucky State Line.
- Construction on approximately 6.5-mile section from the 0.8 mile of Kentucky State Line

Appalachian Development Highway System VIRGINIA



Appalachian Corridor
(Status as of September 30, 2014)

Open to Traffic	Not Open to Traffic
Interstate Highway	U.S. Highway
City/Town	Appalachian Region



STATUS OF CORRIDORS IN WEST VIRGINIA

Appalachian Development Highway System (ADHS) West Virginia Corridors as of September 30, 2014

Summary

Total Number of ADHS Miles:	424.8 miles
Number of ADHS Miles Eligible for Funding:	409.6 miles
Number of ADHS Completed Miles:	362.7 miles
Miles Remaining Stage Construction (Open to Traffic):	0.9 miles
Miles Under Construction:	15.8 miles
Miles in Design/Right-of-Way Stage:	14.9 miles
Miles in Location Study Stage:	15.3 miles

Total ADHS-Funded Obligations to Date
(Federal and State): \$2,993.9 million

Estimated Cost to Complete, Federal and State Funds:
(as of September 30, 2006) \$830.2 million

Corridor D:	complete
Corridor E:	complete
Corridor G:	complete
Corridor H:	\$830.2 million (includes prefinanced projects)
Corridor L:	complete
Corridor Q:	complete

Fiscal Year 2014 Obligations

During fiscal year 2014, West Virginia de-obligated a total of \$5.7 million federal funds on ADHS.

Status of Corridors

Corridor D (U.S. 50)

Corridor D runs from the Ohio State line at Parkersburg to I-79 at Clarksburg. The total length of the corridor in West Virginia is 82.3 miles.

Authorized for ADHS Funding	80.2 miles
All Eligible Work Complete	80.2 miles

Corridor E (I-68)

Corridor E runs from I-79 at Morgantown to the Maryland State line near Hazelton. The total length of the corridor is 32.2 miles.

Authorized for ADHS Funding	32.2 miles
All Eligible Work Complete	32.2 miles

Corridor G (U.S. 119, State Route 214)

Corridor G runs from the Kentucky state line at Williamson to I-64 at Charleston. The total length of the corridor is 79.6 miles.

Authorized for ADHS Funding	78.2 miles
All Eligible Work Complete	78.2 miles

Corridor H (U.S. 33, State Route 55)

Corridor H runs from I-79 at Weston to the Virginia State line near Wardensville. The total length of the corridor is 133.6 miles.

Authorized for ADHS Funding	131.7 miles
All Eligible Work Complete	84.8 miles
Remaining Stage Construction	0.9 miles
Construction Under Way	15.8 miles
Design & ROW Stage	14.9 miles
Location Study Stage	15.3 miles

Projects currently under way on Corridor H in West Virginia include:

- Supplemental Final Environmental Impact Statement (SFEIS) underway on 10.3 miles from CR 31 north of Parsons to SR 32 east of Davis.
- Location approved by ARC and FHWA on 6.5 miles from SR 55 west of Wardensville to the Virginia State line.
- Final design and ROW acquisition on 14.9 miles from CR 7 northeast of Elkins to CR 31 north of Parsons.
- Construction on a 16-mile section from SR 32 of Davis in Tucker County to West of WV 93 near Scherr in Grant County.

Corridor L (U.S. 19)

Corridor L runs from I-77 near Beckley to I-79 near Sutton. The total length of the corridor in West Virginia is 69.9 miles.

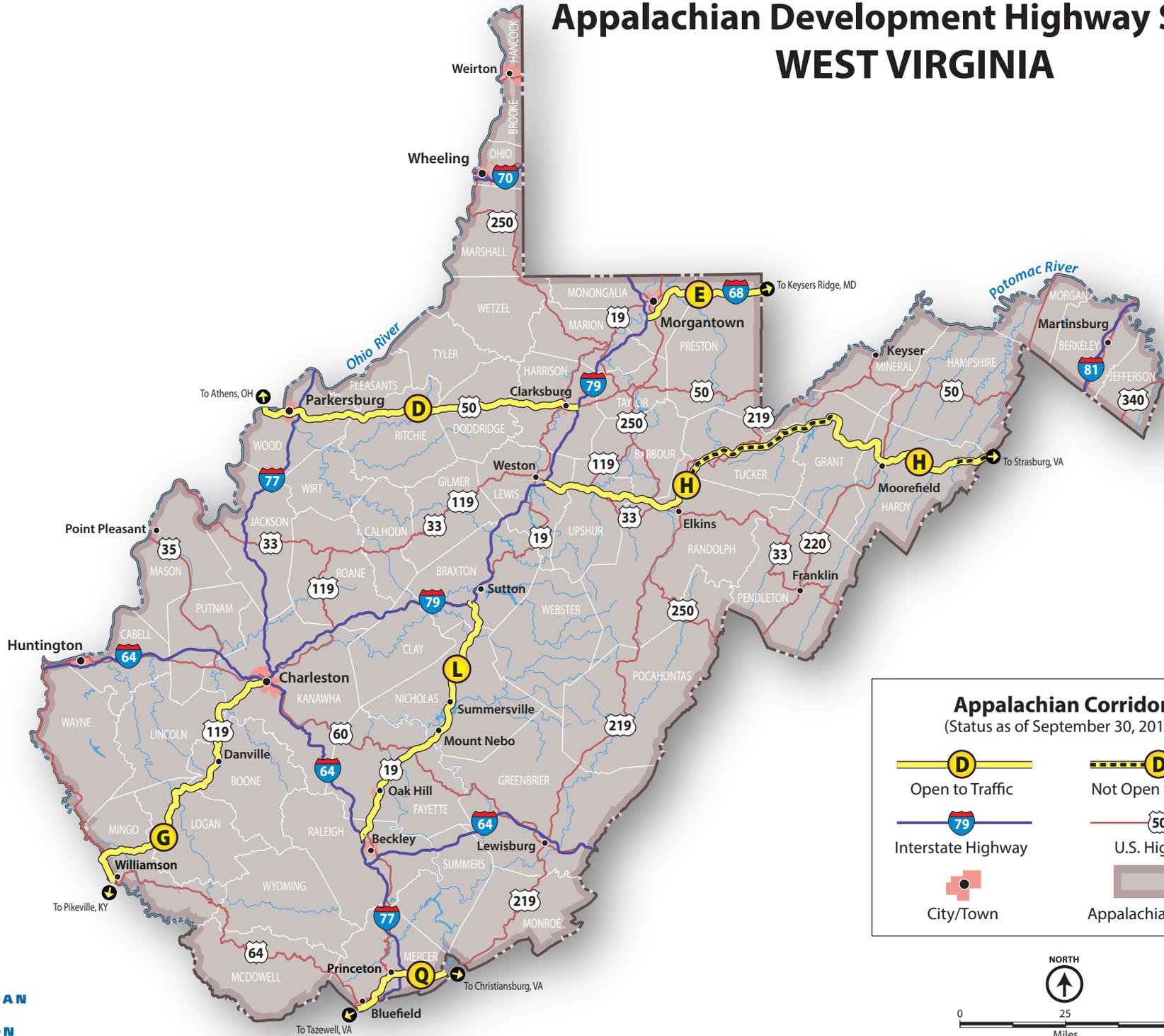
Authorized for ADHS Funding	60.5 miles
All Eligible Work Complete	60.5 miles

Corridor Q (U.S. 460)

Corridor Q runs from the Virginia state line at Bluefield to the Virginia state line near Glen Lyn. The total length of the corridor in West Virginia is 27.2 miles.

Authorized for ADHS Funding	26.8 miles
All Eligible Work Complete	26.8 miles

Appalachian Development Highway System WEST VIRGINIA



Appalachian Corridor
(Status as of September 30, 2014)

Open to Traffic	Not Open to Traffic
Interstate Highway	U.S. Highway
City/Town	Appalachian Region



TABLE 1

**Status of Completion of the ADHS (Miles)
as of September 30, 2014**

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	160.9	59.8	12.5	19.2	43.3	295.7
Georgia	100.9	0.0	0.0	11.1	20.5	132.5
Kentucky	402.9	0.0	14.3	0.9	8.2	426.3
Maryland	77.0	3.7	0.0	0.0	2.5	83.2
Mississippi	109.2	0.0	0.0	8.3	0.0	117.5
New York	220.7	1.3	0.0	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	362.7	0.9	15.8	14.9	15.3	409.6
System Totals	2,549.3	146.4	67.2	96.0	231.2	3,090.1

**Appalachian Development Highway System
Status of Completion as of 9/30/2014
3090.1 Eligible Miles**

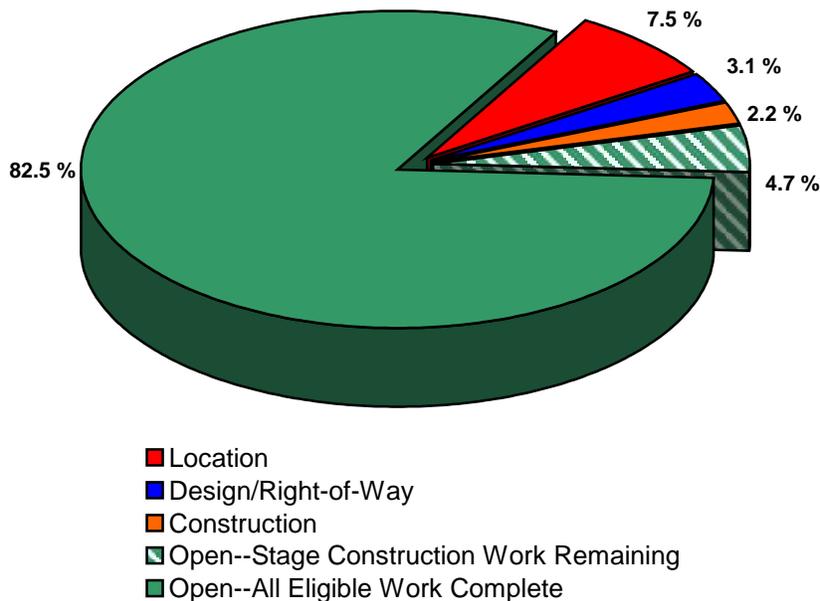


TABLE 2

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

As of September 30, 2014

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
	Total	198.6	20.5	10.5	0.0	7.3	160.3	84.4
A-1	Georgia	15.8	0.0	0.6	0.0	0.0	15.2	96.2
	Total	15.8	0.0	0.6	0.0	0.0	15.2	96.2
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
	Total	305.5	0.0	16.2	0.0	5.8	283.5	94.7
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
	Total	18.0	0.0	0.0	0.0	0.0	18.0	100.0
C	Ohio	13.1	7.1	0.0	0.0	0.0	6.0	45.8
	Total	13.1	7.1	0.0	0.0	0.0	6.0	45.8
C-1	Ohio	9.4	0.0	0.0	0.0	0.0	9.4	100.0
	Total	9.4	0.0	0.0	0.0	0.0	9.4	100.0
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
	Total	232.9	0.0	0.0	0.0	0.0	232.9	100.0
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
	Total	109.2	0.0	0.0	0.0	0.0	109.2	100.0
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
	Total	114.8	8.2	0.0	5.6	16.8	84.2	88.0
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
	Total	105.1	0.0	0.0	0.0	0.0	105.1	100.0
H	Virginia	14.4	14.4	0.0	0.0	0.0	0.0	0.0
	West Virginia	131.7	15.3	14.9	15.8	0.9	84.8	65.1
	Total	146.1	29.7	14.9	15.8	0.9	84.8	58.7 %

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 %
	Total	59.9	0.0	0.0	0.0	0.0	59.9	100.0
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
	Total	209.6	0.0	3.4	5.9	8.0	192.3	95.6
J-1	Tennessee	22.9	0.0	0.0	0.0	0.0	22.9	100.0
	Total	22.9	0.0	0.0	0.0	0.0	22.9	100.0
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
	Total	127.7	32.2	0.0	0.0	14.0	81.5	74.8
L	West Virginia	60.5	0.0	0.0	0.0	0.0	60.5	100.0
	Total	60.5	0.0	0.0	0.0	0.0	60.5	100.0
M	Pennsylvania	170.2	59.8	0.0	0.0	0.0	110.4	64.9
	Total	170.2	59.8	0.0	0.0	0.0	110.4	64.9
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
	Total	54.4	9.5	0.0	11.4	0.0	33.5	61.6
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
	Total	87.1	0.0	2.0	0.0	3.7	81.4	97.7
O-1	Pennsylvania	14.2	14.2	0.0	0.0	0.0	0.0	0.0
	Total	14.2	14.2	0.0	0.0	0.0	0.0	0.0
P	Pennsylvania	59.5	6.4	0.0	0.0	2.9	50.2	89.2
	Total	59.5	6.4	0.0	0.0	2.9	50.2	89.2
P-1	Pennsylvania	12.5	0.0	12.5	0.0	0.0	0.0	0.0
	Total	12.5	0.0	12.5	0.0	0.0	0.0	0.0
Q	Kentucky	16.5	0.0	0.9	8.7	0.0	6.9	41.8
	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
	Total	163.6	0.3	8.4	16.0	1.2	137.7	84.9
R	Kentucky	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S	Tennessee	48.7	0.0	0.0	0.0	22.2	26.5	100.0
	Total	48.7	0.0	0.0	0.0	22.2	26.5	100.0 %

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
	Total	220.3	0.0	0.0	0.0	0.0	220.3	100.0
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
	Total	53.7	0.0	0.0	0.0	0.0	53.7	100.0
U-1	New York	5.8	0.0	0.0	0.0	1.3	4.5	100.0
	Pennsylvania	3.6	0.0	0.0	0.0	0.0	3.6	100.0
	Total	9.4	0.0	0.0	0.0	1.3	8.1	100.0
V	Alabama	135.4	0.7	0.0	6.3	26.2	102.2	94.8
	Mississippi	108.4	0.0	8.3	0.0	0.0	100.1	92.3
	Tennessee	3.8	0.0	0.0	0.0	2.5	1.3	100.0
	Total	247.6	0.7	8.3	6.3	28.7	203.6	93.8
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
	Total	30.4	0.0	0.0	0.0	0.0	30.4	100.0
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
	Total	104.4	0.0	0.0	3.0	33.6	67.8	97.1
X-1	Alabama	65.0	42.6	19.2	3.2	0.0	0.0	0.0
	Total	65.0	42.6	19.2	3.2	0.0	0.0	0.0
Grand Total		3,090.1	231.2	96.0	67.2	146.4	2,549.3	87.2 %

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, 2014

(Thousands of Dollars)

State	Total Cumulative ARC ADHS Allocations	Cumulative TEA-21/SAFETEA-LU Apportionments through FY2012*
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
Total	\$ 4,356,359	\$ 6,458,400

* Including funds from the Surface Transportation Extension Acts
No ADHS apportionments have been provided after FY 2012