Status of the Appalachian Development Highway System

as of September 30, 2016
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, 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
The most recent ADHS cost-to-complete study (October 2012) estimated the total cost of completing the ADHS at $11.4 billion, in 2010 dollars (as of September 30, 2011). A total of $2.3 billion in unobligated federal funds distributed to the ADHS prior to September 30, 2011 was available at that time; in addition, two corridors in Pennsylvania (Corridors O-1 and P-1) were subject to federal funding limitations. Taking these into account, the total federal funding required to complete the ADHS was estimated at $8.6 billion, in 2010 dollars, assuming 100 percent federal participation.

Funding for the ADHS

FY 1965–FY 1998
From FY 1965 through FY 1998, funding for the ADHS was provided through annual appropriations in the Energy and Water Development Appropriations Acts. Funds were apportioned to the 13 Appalachian states annually, based on each state’s proportional share of the cost to complete the ADHS.
FY 1999–FY 2004

The Transportation Equity Act for the 21st Century (TEA-21) provided annual authorizations of $450 million for the ADHS through the Highway Trust Fund from FY 1999 through FY 2003, for a total of $2.25 billion over the five-year period. The same funding level was continued in FY 2004 through a series of Surface Transportation Extension Acts that followed the expiration of TEA-21. Although the funds were authorized from the Highway Trust Fund, ARC continued to exercise programmatic and administrative control over the funding. This ensured that the governors of the 13 Appalachian states continued to determine where and how the money was used on the ADHS highways in their states. The funds authorized in TEA-21 were apportioned to the 13 Appalachian 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.

FY 2005–FY 2012

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provided annual authorizations of $470 million from the Highway Trust Fund for the ADHS from FY 2005 through FY 2009, for a total of $2.35 billion over the five-year period. The funds were apportioned to the 13 Appalachian 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 to the 13 Appalachian states 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 2011, $517,796,946 for the ADHS was authorized through the Surface Transportation Extension Act of 2010, as amended; through the Surface Transportation Extension Act of 2010, Part II; and through the Surface Transportation Extension Act of 2011. The funds were apportioned to the 13 Appalachian states 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 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 through the Surface Transportation Extension Act of 2012, Part II. The funds were apportioned to the 13 Appalachian states 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. The authority for 100 percent federal funding extended from FY 2012 through FY 2021.

**FY 2013-2015**

From FY 2013 through FY 2015, the transportation law *Moving Ahead for Progress in the 21st Century* (MAP-21) and its extensions made ADHS projects eligible for Federal-aid Highway funding apportioned to the states from the Surface Transportation Program or the National Highway Performance Program funds. The law also increased the federal share of funding for ADHS corridors and access roads from 80 percent to 100 percent. The 100 percent federal share applied to funds apportioned to the ADHS in prior years and to new funds apportioned to the 13 Appalachian states through MAP-21 and used for ADHS construction.

**FY 2016-2020**

In December 2015, Congress continued funding the ADHS from MAP-21, through the *Fixing America’s Surface Transportation (FAST) Act*. However, the FAST Act amended the federal share in ADHS projects from “100 percent” to “up to 100 percent” and extended funding authority through FY 2050.

**Additional Funding for the ADHS**

Periodically, Congress has appropriated additional funds to the ADHS through annual DOT or other appropriation bills:

- The ADHS 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 the ADHS, to be allocated to Corridor H in West Virginia.
• The Revised Continuing Appropriations Resolution for FY 2007 maintained the funding appropriated for the ADHS in FY 2007 at the FY 2006 level. As a result, under the provisions of the Transportation, Treasury, Housing and Urban Development, The Judiciary, the District of Columbia, and Independent Agencies Appropriations Act, 2006, $19.8 million was appropriated for the ADHS after a government-wide rescission. The funds were distributed by formula to all 13 Appalachian states as set forth in SAFETEA-LU.

• Under the provisions of the Consolidated Appropriations Act for FY 2008, $15,680,000 was appropriated for the ADHS. The funding was allocated for Corridor H in West Virginia.

**Benefits of the ADHS**
ARC has undertaken studies of the ADHS to evaluate the impact of corridors on economic development and highway safety. Key findings are listed below.

*Economic Impact*
An economic impact study on the ADHS conducted by Cambridge Systematics, Inc. with Economic Development Research Group, Inc. was published in June 2008. The objective of this study was to assess the travel performance, trade, and economic development impacts directly related to completing the ADHS. In addition, the study assessed how 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 for both the Appalachian Region and the nation. Key study findings included the following:

• 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 to 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 with what would occur if the corridor segments are not completed. 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 Appalachian 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 Appalachian Region based on the origin-destination pattern of trips. However, over 65 percent of benefits to freight flows are external to the Appalachian 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 Appalachian Region.

- Completion of the ADHS will also result in market accessibility improvements for large segments of the Appalachian Region. Out of 410 Appalachian counties, 235 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. In addition, 325 out of 410 counties are estimated to increase their accessibility to buyer and supplier markets within a three-hour drive, with 59 counties experiencing an improvement greater than 10 percent.

- Improvements in market accessibility for the Appalachian Region will directly lead to increased economic development opportunities for the Region. Accessibility gains were measured for labor, customer, tourist, buyer, and supplier markets, as well as reduced travel times to seaports, border crossings, airports, and intermodal rail facilities. The Appalachian 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 completion of the ADHS 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 Appalachian 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 the Appalachian Region’s 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 and maintenance costs, total cost is estimated to be $12.2 billion.

• Economic return on investment in the form of benefit/cost ratios were estimated from two perspectives: (1) Appalachian 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 Appalachian Region as it becomes more competitive and captures a larger share of future economic growth. Meanwhile, travel efficiency benefits are higher for the nation, since a significant share of impacted trips are long-distance freight shipments with origins and destinations outside the Appalachian Region. Correspondingly, the estimated benefit/cost ratio for the Appalachian Region is 3.5, with a probable range of 1.9 to 6.2. At the national level, the estimated return on investment yields $3.00 for every dollar invested.

**Highway Safety**

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

**Status of Completion of the ADHS**
At the end of FY 2016, a total of 2,794.7 miles, or 90.4 percent of the 3,090 miles authorized for the ADHS, were either complete or open to traffic or under construction; 64.4 miles were in the final design or right-of-way acquisition phase, and 231.0 miles were in the location studies phase.

**ADHS Accomplishments in FY 2016**

**ADHS Miles Completed**
A total of 10.9 miles of the ADHS were completed in FY 2016, on the following corridors:
- 1.2 miles on Corridor V (Alabama)
- 5.9 miles on Corridor J (Tennessee)
- 1.4 miles on Corridor S (Tennessee)
- 10.8 miles on Corridor H (West Virginia)

**ADHS Stage Construction Miles Completed**
A total of 0.9 miles of stage construction work was completed in FY 2016 on the following corridor:
- 0.9 miles on Corridor H (West Virginia)

**ADHS Miles Advanced to Stage Construction Phase**
A total of 3.0 miles advanced to the stage construction phase in FY 2016, on the following corridor:
- 3.0 miles on Corridor X (Alabama)
**ADHS Miles Advanced to Construction Phase**
A total of 10.9 miles advanced to the construction phase in FY 2016, on the following corridors:

- 0.2 miles on Corridor Q (Kentucky)
- 3.4 miles on Corridor P1 (Pennsylvania)
- 7.3 miles on Corridor H (West Virginia)

**ADHS Obligations in FY 2016**
In FY 2016, the 13 Appalachian states obligated a total of $271.2 million for ADHS highways from funds dedicated to the ADHS and apportioned or allocated to the Appalachian states prior to MAP-21.
STATUS OF CORRIDORS IN ALABAMA

Appalachian Development Highway System (ADHS)
Alabama Corridors as of September 30, 2016

Summary
Total Number of ADHS Miles: 308.4 miles
Number of ADHS Miles Eligible for Funding: 295.7 miles
  Number of ADHS Completed Miles: 176.1 miles
  Miles Remaining Stage Construction (Open to Traffic): 53.9 miles
  Miles Under Construction: 3.2 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): $1,991.4 million

Estimated Cost to Complete, Federal and State Funds: $3,254.7 million
(as of September 30, 2011)
  Corridor V: $156.2 million
  Corridor X: $132.1 million
  Corridor X1: $2,966.4 million

Fiscal Year 2016 Obligations
During fiscal year 2016, Alabama obligated a total of $4.0 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 108.5 miles
   Remaining Stage Construction 26.2 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.

**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 67.6 miles
   Remaining Stage Construction 27.7 miles

Projects currently under way on Corridor X in Alabama include:

- Final Design on the section from east of I-65 to the US 31 interchange at Birmingham
- Construction underway on a 5.4-mile section of the ultimate paving from SR 118 to the overpass ramps to SR 118
- Construction underway on a 1.0-mile section of interchange lighting in the Corridor X (I-22)/I-65 interchange
- 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.

Authorized for ADHS Funding 65.0 miles

<table>
<thead>
<tr>
<th>Stage</th>
<th>Length</th>
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<tbody>
<tr>
<td>Construction Under Way</td>
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<tr>
<td>Design &amp; ROW Stage</td>
<td>19.2 miles</td>
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<tr>
<td>Location Study Stage</td>
<td>42.6 miles</td>
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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.
STATUS OF CORRIDORS IN GEORGIA

Appalachian Development Highway System (ADHS)
Georgia Corridors as of September 30, 2016

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 Remaining Stage Construction (Open to Traffic): 0.6 miles
  Miles in Design/Right-of-Way Stage: 10.5 miles
  Miles in Location Study Stage: 20.5 miles

Total ADHS-Funded Obligations To Date
(Federal and State): $252.3 million

Estimated Cost to Complete, Federal and State Funds: $408.0 million
(as of September 30, 2011)
  Corridor A: $393.5 million
  Corridor A1: $14.5 million

Fiscal Year 2016 Obligations
During fiscal year 2016, Georgia obligated $3.6 million 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 20.5-mile section between State Route 400 and I-575 north of Atlanta.

- Design/ROW phase, with construction scheduled for 2020: an 8.5 mile widening and relocation of SR 515 from Blairsville to Young Harris.

- The remaining miles of SR 515, from SR 2 to the NC state line, is in long range.

**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
  - Remaining Stage Construction: 0.6 miles

Project currently under way on Corridor A1 in Georgia:

- State Route 400 at State Route 53 intersection improvement started construction in January with a completion date of April 2017.
STATUS OF CORRIDORS IN KENTUCKY

Appalachian Development Highway System (ADHS)
Kentucky Corridors as of September 30, 2016

Summary
Total Number of ADHS Miles: 574.7 miles
Number of ADHS Miles Eligible for Funding: 426.3 miles
  Number of ADHS Completed Miles: 404.2 miles
  Miles Under Construction: 13.4 miles
  Miles in Design/Right-of-Way Stage: 0.7 miles
  Miles in Location Study Stage: 8.0 miles

Total ADHS-Funded Obligations To Date
(Federal and State): $2,061.6 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 2016 Obligations
During fiscal year 2016, Kentucky obligated a total of $5.6 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: 65.5 miles
- Construction Under Way: 4.5 miles
- Location Studies Underway: 8.0 miles

Projects currently under way on Corridor F in Kentucky include:
- Construction is continuing on three sections (Sections 3A, 3B and 4) let to construction during 2013 and 2014. Section 3A is from west of Roberts Branch to Joe Day Branch, a distance of 1.8 miles. Section 3B is from Joe Day Branch to 0.4 miles west of Brown Branch, a distance of 0.9 miles. Section 4 is from 0.4 miles west of Brown Branch to 0.15 miles West of KY 806 at Oven Fork (including a temporary approach to existing US 119), a distance of 1.8 miles.

The first of two final surfacing contracts has been awarded and is about to begin. Contract letting for the last section targeted for 2017.
• Location studies continue 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  
All Eligible Work Complete 6.9 miles  
Construction Under Way 8.9 miles  
Design and ROW Under Way 0.7 miles

Projects currently under way on Corridor Q in Kentucky include:
• Seven sections or portions of sections totaling 6.9 miles are currently complete and open to traffic. 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 complete on sections (5.6 miles) with the exception of surfacing. They are: Section 5, 0.4 miles west of KY 195 to 0.1 miles west of KY 195 (0.3 miles); Section 6A, KY 195 to east of Pond Creek (1.4 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 mile); and Section 8B, Right Fork of Beaver Creek to the KY/VA state line (2.3 miles).

• Final Construction has begun on three sections (3.3 miles). They are Section 5A, 0.1 miles west of KY 195 to KY 195, Marrowbone Bridge (0.2 miles); Section 6B, East of Pond Creek to Dunleary Hollow (2.1 miles); and Section 8A, Beaver Creek near Flat Fork to Right Fork of Beaver Creek (1.0 miles).

• The Design phase for two sections is complete (0.7 miles); Section 6A-2, bridge over Pond Creek (0.2 miles) and Section 6C, bridge over Russell Fork and CSX Railroad near Beaver Creek (0.5 miles). All right-of-way has been acquired.

• The Design phase is near completion for the following: Section 7A-2, Ramp at Beaver Creek near Elkhorn City; and Surfacing for Sections 7A, 7B, 8A and 8B.

**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.
Appalachian Development Highway System
KENTUCKY

Appalachian Corridor
(Status as of September 30, 2016)

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

0 25 50
Miles

NORTH

Appalachian Regional Commission

To Celina, TN
To Franklin Furnace, OH
To Tazewell, TN
To Grundy, VA
To Williamson, WV
To Wise, VA

Ohio River
Ohio River
Ohio River

To Franklin Furnace, OH
To Williamson, WV
STATIS OF CORRIDORS IN MARYLAND

Appalachian Development Highway System (ADHS)
Maryland Corridors as of September 30, 2016

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): $371.6 million

Estimated Cost to Complete, Federal and State Funds: $289.6 million
(as of September 30, 2011)
  Corridor E: complete
  Corridor N: $183.9 million
  Corridor O: $105.7 million

Fiscal Year 2016 Obligations
During fiscal year 2016, Maryland obligated a total of $2.8 million 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 completed a Planning and Environmental Linkage (PEL) Study for the full length of the US 219, from I-68 in Maryland to just south of Meyersdale, Pennsylvania.
- Maryland has initiated the NEPA study to develop a project from I-68 to north of Old Salisbury Road based on the recommendations from the PEL Study.

**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
STATUS OF CORRIDORS IN MISSISSIPPI

Appalachian Development Highway System (ADHS)
Mississippi Corridors as of September 30, 2016

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)
  Corridor V: $31.0 million
  Corridor X: complete

Fiscal Year 2016 Obligations
During fiscal year 2016, Mississippi did not obligate 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 competed 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
STATUS OF CORRIDORS IN NEW YORK

Appalachian Development Highway System (ADHS)
New York Status of Corridors as of September 30, 2016

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): $783.9 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 2016 Obligations
During fiscal year 2016, New York de-obligated $121,016 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.
STATUS OF CORRIDORS IN NORTH CAROLINA

Appalachian Development Highway System (ADHS)
North Carolina Corridors as of September 30, 2016

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): $598.7 million

Estimated Cost to Complete, Federal and State Funds: $823.2 million
(as of September 30, 2011)
  Corridor A: $62.7 million
  Corridor B: complete
  Corridor K: $760.5 million
  Corridor W: all funds are obligated

Fiscal Year 2016 Obligations
During fiscal year 2016, North Carolina obligated a total of $550,251 federal funds on the
ADHS from past 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

Projects currently underway on Corridor A in North Carolina include:

- Project development activities are underway for the widening of NC 69 from the Georgia State line to US 64 (STIP Project A-0011C) south of Hayesville in Clay County.

**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 studies and preliminary engineering have been underway to identify and develop strategies to address regional needs for remaining location study sections of Corridor K in Cherokee and Graham Counties. Activities include coordination with federal, state, and local agencies.

**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, 2016

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 Under Construction: 16.2 miles
  Miles in Location Study Stage: 7.1 miles

Total ADHS-Funded Obligations To Date
(Federal and State): $625.8 million

Estimated Cost to Complete, Federal and State Funds: $459.7 million
(as of September 30, 2011):
  Corridor B: $360.8 million
  Corridor B1: complete
  Corridor C: $98.9 million
  Corridor C1: complete
  Corridor D: complete

Fiscal Year 2016 Obligations
During fiscal year 2016, Ohio obligated $9.6 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.
Projects currently under way on Corridor B in Ohio include:

- Construction is underway on the Portsmouth Bypass. ODOT entered a Public-Private-Partnership (P3) Agreement with a Developer in December 2014 to complete construction as a single phase. Responsibility for designing, building, financing, operating and maintaining the Project is transferred from ODOT to the Developer. Construction commenced June 2015 with scheduled completion in December 2018. Following the completion of construction, the contract includes a 35-year operating and maintenance (O&M) period. During the operating period, per the agreement the Developer will be responsible for lifecycle capital improvements such as resurfacing and reconstruction. In return, ODOT will make payments to the Developer to cover the equity share in the project; principal and interest on loans; and maintenance and operating costs. The payment schedule consists of two milestone payments during construction at the respective 70% and 80% completion stages, another milestone payment upon substantial completion and 35 years of monthly availability payments beginning the first year of operation in late 2018 through 2053.

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
STATUS OF CORRIDORS IN PENNSYLVANIA

Appalachian Development Highway System (ADHS)
Pennsylvania Corridors as of September 30, 2016

Summary
Total Number of ADHS Miles: 606.3 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: 15.3 miles
  - Miles in Design/Right-of-Way Stage: 10.6 miles
  - Miles in Location Study Stage: 87.4 miles

Total ADHS-Funded Obligations To Date
  (Federal and State): $3,086.9 million
Estimated Cost to Complete, Federal and State Funds:
  (as of September 30, 2011)
  - 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 2016 Obligations
During fiscal year 2016, Pennsylvania obligated $234.6 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 underway on Corridor N in Pennsylvania include:

- Planning and Environmental Linkage (PEL) Study on a 7.0-mile section from I-68 in Maryland to Meyersdale, was completed in July of 2016. The study was a joint state effort between Pennsylvania and Maryland. Study recommended alignments for further consideration and identified standalone project in Maryland.

- Construction underway on an 11.4-mile section, from Meyersdale north to just south of the Pennsylvania Turnpike. Construction began in 2013 with open to traffic anticipated in summer of 2018.

**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
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  
Construction Under Way 3.9 miles  
Design & ROW Stage 8.6 miles

Projects currently under way on Corridor P1 in Pennsylvania include:

- Central Susquehanna Valley Transportation Project (CSVT) Northern Section: 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 Winfield interchange at existing State Route 15 and County Line Road is anticipated to be open for bids in March of 2017.

- CSVT Southern Section: Design & ROW on 6.2 miles from State Route 522 north to the Winfield interchange at existing State Route 15 and County Line Road.

**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, 2016

**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

Estimated Cost to Complete, Federal and State Funds: $0
(as of September 30, 2011)

Corridor W: all funds are obligated

**Fiscal Year 2016 Obligations**

During fiscal year 2016, South Carolina did not obligate any federal funds on the ADHS.

**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, 2016

Summary
Total Number of ADHS Miles: 372.6 miles
Number of ADHS Miles Eligible for Funding: 329.3 miles
  Number of ADHS Completed Miles: 250.4 miles
  Miles Remaining Stage Construction (Open to Traffic): 61.4 miles
  Miles Under Construction: 3.4 miles
  Miles in Location Study Stage: 14.1 miles

Total ADHS-Funded Obligations To Date
(Federal and State): $1,152.2 million

Estimated Cost to Complete, Federal and State Funds: $701.2 million
(as of September 30, 2011)
  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 2016 Obligations
During fiscal year 2016, Tennessee de-obligated $3.3 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 57.4 miles

**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.

- Environmental study for SR 9, Bridge over Big Creek in Lafollette (Bridge & Approaches).

**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 104.5 miles
   Remaining Stage Construction 8.0 miles
   Construction Under Way 3.4 miles

Projects currently under way on Corridor J in Tennessee include:

- Construction on a 3.4-mile section of SR-52 from SR-111 in Livingston to near Oakley-Allons Road in Overton County.
- Environmental study for SR-111, Intersection at Taft Church Road in Sparta to construct new interchange, White 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 27.9 miles
Remaining Stage Construction 20.8 miles

Projects currently under way on Corridor S in Tennessee include:
- Environmental study for SR-32, Interchange at SR-345 in Claiborne 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
STATUS OF CORRIDORS IN VIRGINIA

Appalachian Development Highway System (ADHS)
Virginia Corridors as of September 30, 2016

Summary
Total Number of ADHS Miles: 204.6 miles
Number of ADHS Miles Eligible for Funding: 192.2 miles
  Number of ADHS Completed Miles: 163.5 miles
  Miles Under Construction: 6.5 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): $686.6 million

Estimated Cost to Complete, Federal and State Funds
(as of September 30, 2011)
  Corridor B: complete
  Corridor H: $138.3 million
  Corridor Q: $444.4 million (includes prefinanced projects)

Fiscal Year 2016 Obligations
During fiscal year 2016, Virginia obligated $10.6 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)
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: 106.0 miles
  - Construction Under Way: 6.5 miles
  - Design & ROW Stage: 7.5 miles
  - Location Studies Stage: 0.3 miles

Projects currently under way on Corridor Q in Virginia include:

- Connector, Phase II Section (6.2 mile section from Connector, Phase I project to proposed Route 121) – Design-Build firm currently working on completing rough grade along with obtaining environmental permit final approvals.

- Popular Creek Section, Phase A (4.4 mile section from Hawks Nest project to Existing Route 604) – contract executed July 2016, Design-Build firm currently working on preliminary design including NEPA reevaluation.
STATUS OF CORRIDORS IN WEST VIRGINIA

Appalachian Development Highway System (ADHS)
West Virginia Corridors as of September 30, 2016

Summary
Total Number of ADHS Miles: 424.8 miles
Number of ADHS Miles Eligible for Funding: 409.6 miles
  Number of ADHS Completed Miles: 379.4 miles
  Miles Under Construction: 7.3 miles
  Miles in Design/Right-of-Way Stage: 7.6 miles
  Miles in Location Study Stage: 15.3 miles

Total ADHS-Funded Obligations to Date (Federal and State): $3,040.3 million
Estimated Cost to Complete, Federal and State Funds: $830.2 million (as of September 30, 2006)
  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 2016 Obligations
During fiscal year 2016, West Virginia obligated $557,398 federal funds on ADHS from past dedicated federal funds to ADHS prior to MAP-21.

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             101.5 miles  
Construction Under Way             7.3 miles  
Design & ROW Stage             7.6 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 7.6 miles from US 219 northeast of Elkins to CR 31 north of Parsons.

• Construction on a 7.3-mile section from CR 7 northeast of Elkins to US 219 in Tucker 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
# Table 1

**Status of Completion of the ADHS (Miles) as of September 30, 2016**

<table>
<thead>
<tr>
<th>State</th>
<th>Miles Open to Traffic</th>
<th>Miles Not Open to Traffic</th>
<th>Total Miles Eligible for ADHS Funding</th>
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<td>Complete</td>
<td>Remaining Stage Construction</td>
<td>Construction Under Way</td>
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<td>Alabama</td>
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<td>Virginia</td>
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<td><strong>131.8</strong></td>
<td><strong>65.3</strong></td>
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![Pie chart showing completion status of the Appalachian Development Highway System](chart.png)

**Appalachian Development Highway System**

*Status of Completion as of 9/30/2016*

*3090.1 Eligible Miles*
**TABLE 2**

**APPALACHIAN DEVELOPMENT HIGHWAY PROGRAM**  
**STATUS OF MILES BY CORRIDOR AND STATE**  
As of September 30, 2016

<table>
<thead>
<tr>
<th>Corridor</th>
<th>State</th>
<th>Miles</th>
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<td>Under Construction or Under Way</td>
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### 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, 2016

(Thousands of Dollars)

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<th>Cumulative TEA-21/SAFETEA-LU Apportionments through FY2012*</th>
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* Including funds from the Surface Transportation Extension Acts

No ADHS apportionments have been provided after FY 2012