

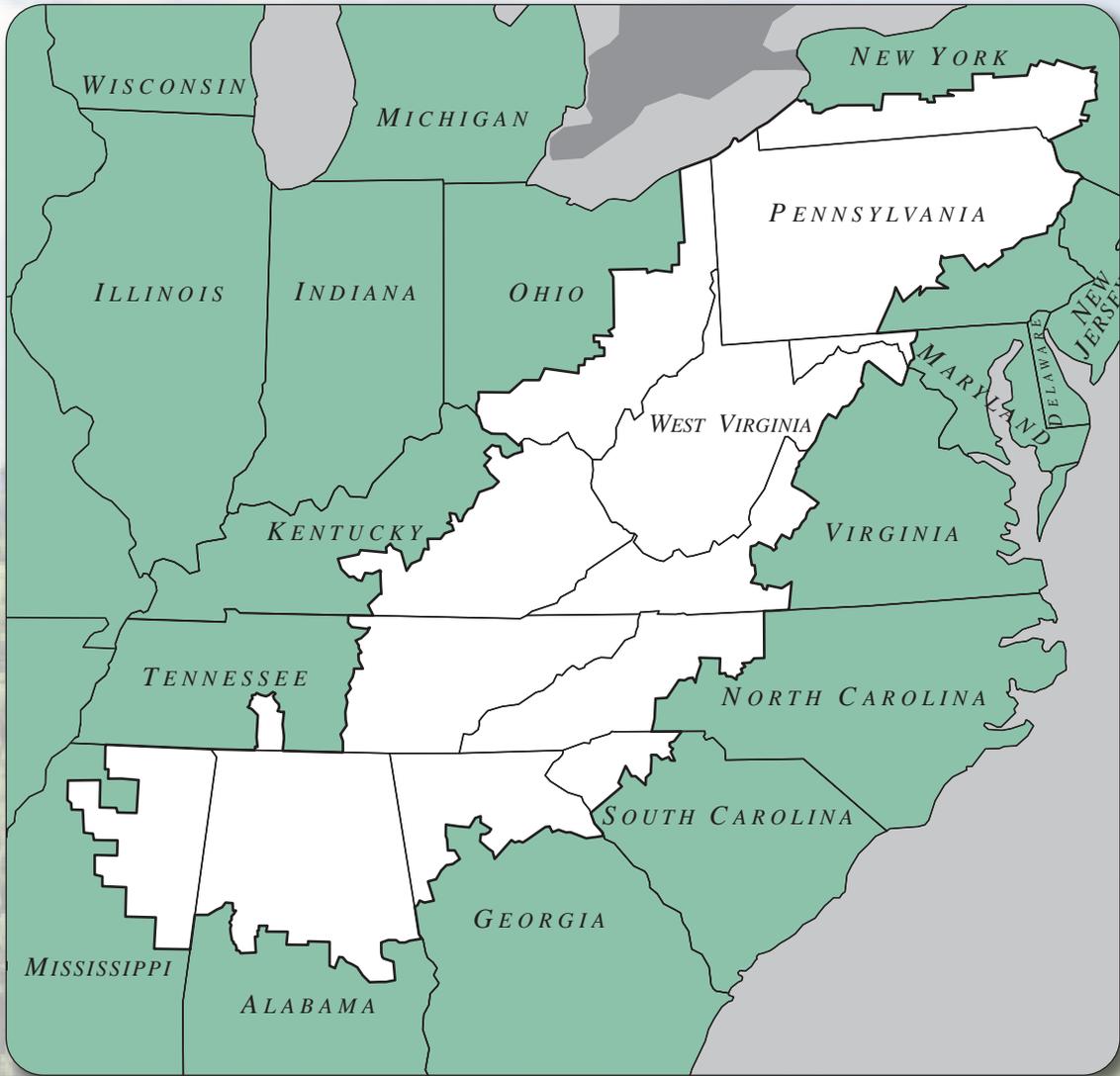


APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM
COMPLETION PLAN REPORT

September 2013



Appalachian Region



OVERVIEW

Authorization and Funding of the Appalachian Development Highway System

Congress created the Appalachian Regional Commission (ARC) in 1965 to facilitate economic and community development in the Appalachian Region. The Appalachian Region is a 205,000- square-mile region that follows the spine of the Appalachian Mountains from southern New York to northern Mississippi. It includes all of West Virginia and parts of 12 other states: Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, and Virginia.

Recognizing the importance of an efficient transportation system to the Region’s development, Congress established the Appalachian Development Highway System (ADHS) as the centerpiece of ARC’s economic and community development programs. The ADHS was designed to connect Appalachia, both physically and economically, to the rest of the nation, and to generate jobs across the Region.





The Appalachian Regional Development Act of 1965 authorized the construction of 2,350 miles of ADHS corridor highways. Over the past four decades, Congress has added 740 miles to the ADHS: 350 miles were added in 1967; 200 miles in 1975; 125 miles in 1978; and 65 miles in 2004. The 3,090 miles of ADHS highways authorized for construction are contained within 32 corridors that connect with other ADHS corridors or interstate highways.

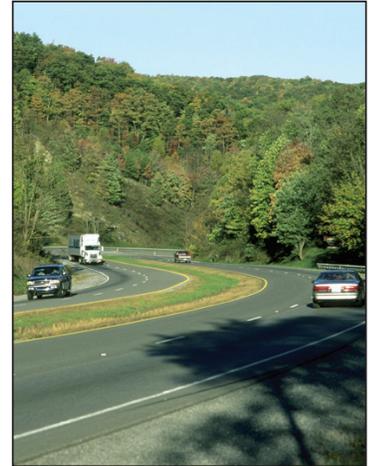
In recent years (fiscal years 1999 through 2012), annual funding for the completion of the ADHS was provided from the federal Highway Trust Fund, at an 80 percent federal participation rate. Funds authorized for the ADHS were apportioned to the Appalachian states annually, based on each state's proportional share of the cost to complete the ADHS as specified in the most recent cost-to-complete estimate. These funds remain with the states until expended.

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 the ADHS in the Surface Transportation Program (STP) grants to the states, along with other highway funding. The STP funds are apportioned to the Appalachian states annually, with each state using the funding at its own discretion. MAP-21 also increased the federal share of funding for ADHS corridors and access roads from 80 percent to 100 percent. This increase applies to funds apportioned to the ADHS in prior years as well as to new funds that are apportioned to the states through the STP and used for construction of ADHS corridors. The authority for 100 percent federal funding of ADHS corridors extends from FY 2012 through FY 2021.

A "Sense of the Senate" provision in MAP-21 states that "the timely completion of the Appalachian Development Highway System is a transportation priority in the national interest." Underscoring Congress's interest in prioritizing the completion of the ADHS is another provision in the law requiring each of the 13 Appalachian states to establish, within one year, a plan to finish the construction of its designated corridors.

Cost to Complete the ADHS

Every five years, ARC, in cooperation with the Federal Highway Administration and the state departments of transportation, develops an estimate of the cost to complete the ADHS corridors. In the most recent estimate, completed in 2012, the total estimated cost to complete the ADHS was \$11.4 billion (in 2010 dollars), including \$32 million in projects pre-financed with state funds that are eligible for federal reimbursement. As of September 30, 2011, there was \$2.3 billion in federal funding previously apportioned to the Appalachian states available for the ADHS.



Methodology for State Completion Plans

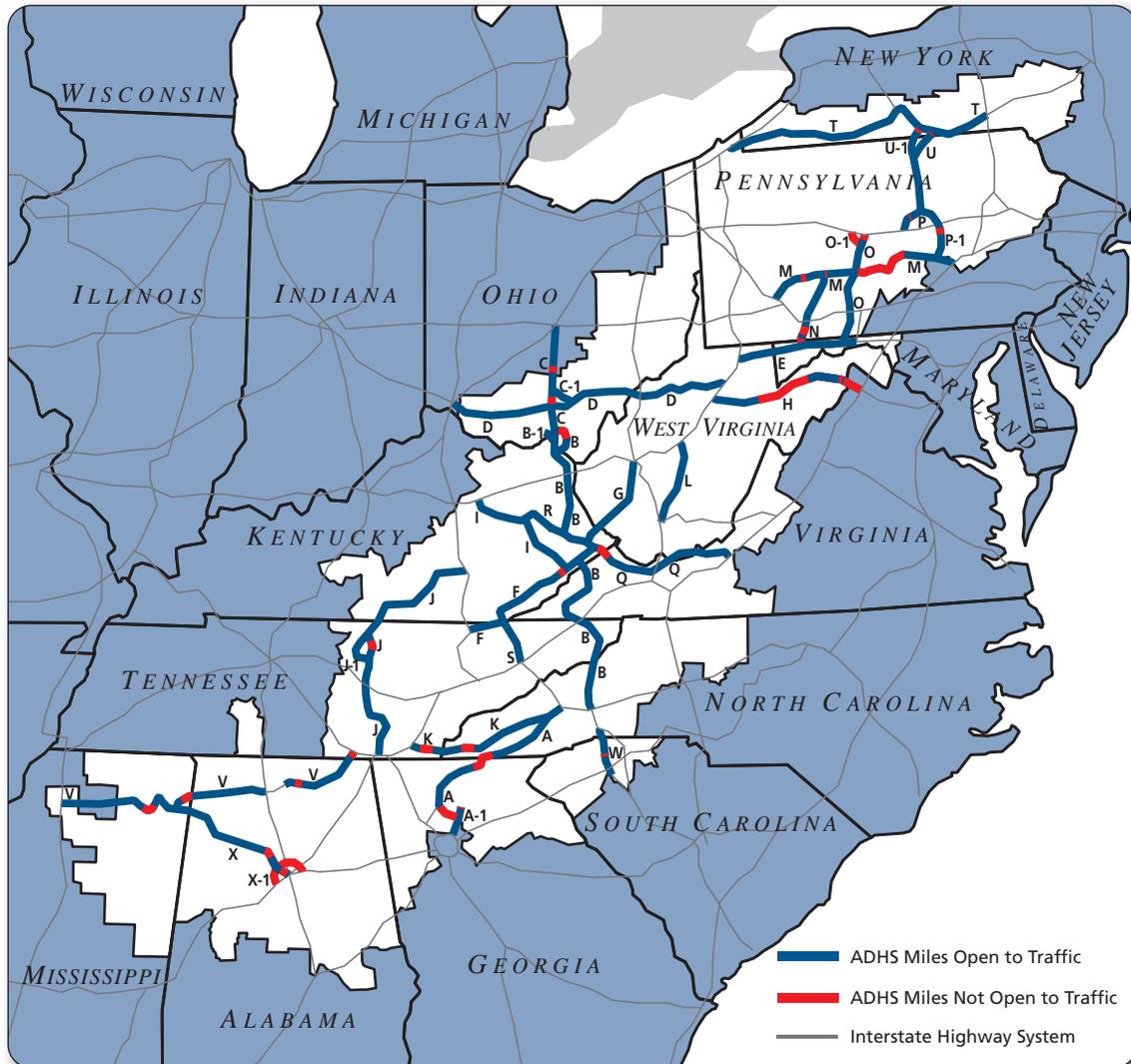
During the process of developing the 2012 ADHS cost-to-complete estimate, individual segments within each ADHS corridor were classified according to one of five stages of completion: complete, open to traffic with stage construction work remaining, under construction, design and right-of way acquisition, and location studies under way.

The states used this classification data in preparing their ADHS completion plans. For each ADHS corridor segment remaining to be completed, states submitted the estimated start and completion dates of the segment's current and remaining stages of completion. States were also requested to provide a narrative explaining their plans to complete their ADHS corridors.

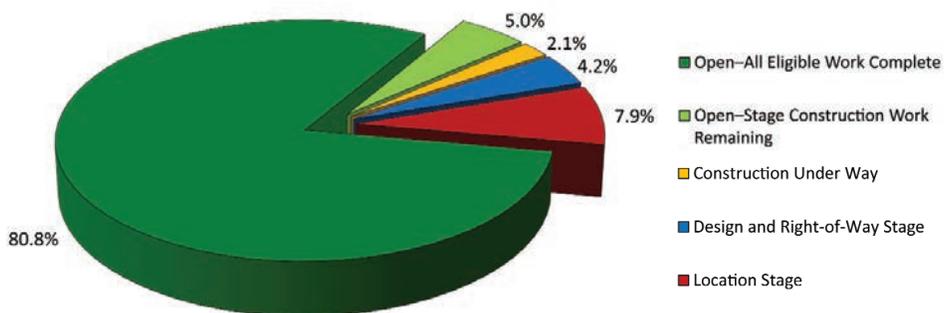
States prepared their ADHS completion plans based on their respective state transportation priorities and projected funding availability.



Appalachian Development Highway System (April 30, 2013)



Status of Completion of the ADHS:
Percentage of Miles in Each Stage of Development
(as of April 30, 2013)



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

State	Total Miles Eligible for ADHS Funding	MILES NOT OPEN TO TRAFFIC			MILES OPEN TO TRAFFIC	
		Location Study Needed or Under Way	Design and/or Right-of-Way Under Way	Construction Under Way	Remaining Stage Construction	Complete
Alabama	295.7	62.5	4.4	17.8	58.6	152.4
Georgia	132.5	20.5	11.1	0.0	0.0	100.9
Kentucky	426.3	0.0	22.1	6.5	0.0	397.7
Maryland	83.2	2.5	0.0	0.0	3.7	77.0
Mississippi	117.5	0.0	8.3	9.8	0.0	99.4
New York	222.0	0.0	0.0	4.2	0.7	217.1
North Carolina	204.3	18.1	0.0	0.0	8.0	178.2
Ohio	201.5	7.1	16.2	0.0	0.0	178.2
Pennsylvania	453.1	87.4	25.9	0.0	2.9	336.9
South Carolina	22.9	0.0	0.0	4.3	0.0	18.6
Tennessee	329.3	14.1	3.4	6.3	78.3	227.2
Virginia	192.2	15.3	13.4	0.8	1.2	161.5
West Virginia	409.6	15.3	25.0	15.8	0.9	352.6
Total	3,090.0	242.8	129.8	65.5	154.3	2,497.7

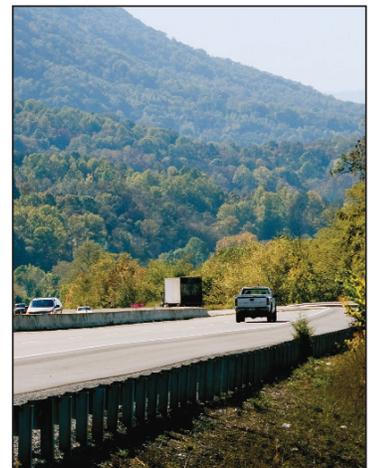
Notes: Totals may not add because of rounding.

Status of Completion of the ADHS

As of April 30, 2013, a total of 2,717.5 miles, or 87.9 percent of the 3,090 miles authorized for the ADHS, were either complete, open to traffic with stage construction remaining, or under construction. Another 129.8 miles were in the design and right-of-way acquisition phase, and 242.8 miles were in the location studies phase.

Estimated Completion Dates

The ADHS completion plans submitted by the states to ARC included estimated completion dates for all corridor segments the states currently plan to complete. The completion dates range from August 2013 (South Carolina) to April 2045 (Alabama). However, it is important to note that several states have indicated that they have no current plans to complete some of their corridor segments.



STATE ADHS COMPLETION PLANS

ALABAMA

Alabama has 143.3 miles of ADHS corridors remaining to be completed. The miles are on three corridors: V, X, and X-1. Alabama's estimated completion date for the corridors is April 2045.

In a letter to ARC, Alabama proposed beginning construction on all planned work on their ADHS corridors over the next 25 years.

Corridor V

Alabama's portion of Corridor V, which runs from the Mississippi state line near Red Bay through Huntsville to the Tennessee state line near Bridgeport, has 41.7 miles remaining to be completed. Alabama estimates that the corridor will be completed no later than 2029.

Segments of Corridor V are in either the open with stage construction remaining, under construction, or design and right-of-way acquisition stages.

Alabama has no current plans to complete several segments of Corridor V that are open to traffic with stage construction remaining. The work remaining on these segments, which encompass 15.2 miles, includes the addition of an interchange and upgrades to existing lanes.

Corridor X

Alabama's portion of Corridor X, which runs from the Mississippi state line near Weston to I-65/I-59 at Birmingham, has 36.6 miles remaining to be com-

pleted. Alabama estimates that the corridor will be completed no later than September 2020.

Segments of Corridor X are in either the open with stage construction remaining, under construction, or design and right-of-way acquisition stages.

As with Corridor V, Alabama has no current plans to complete several segments of Corridor X that are open to traffic with stage construction remaining. The work remaining on these segments, which encompass 13.2 miles, includes adding a lane in each direction.

Corridor X-1

Corridor X-1, which extends approximately 65 miles along the alignment of the planned Birmingham Northern Beltline, from I-20/I-59 west of Birmingham northward across SR 269, Corridor X, and I-65, and eastward to I-20 northeast of Birmingham, has 65 miles remaining to be completed. Alabama's estimated completion date for the corridor is April 2045.

All 65 miles of Corridor X-1 are in the location studies stage.

Alabama has no current plans to complete the 12.5-mile segment of Corridor X-1 between I-59 and I-20, east of Birmingham.

GEORGIA

Georgia has 31.6 miles of ADHS corridors remaining to be completed. The miles are on two corridors: A

and A-1. Georgia's estimated completion date for these corridors is July 2042.

In spite of environmental challenges, Georgia indicated that it is committed to completing its ADHS corridors.

Corridor A

Georgia's portion of Corridor A, which runs from I-285 north of Atlanta to the North Carolina state line, has 31.0 miles remaining to be completed. Georgia's estimated completion date for the corridor is July 2042.

Georgia is currently considering transferring eligibility for ADHS funding from a 20.5-mile segment between Georgia Route 400 and Interstate 575 to a new corridor that would start near Blue Ridge, Georgia, and run to Corridor K near Ducktown, Tennessee. The state is pursuing an economic impact study to determine the feasibility of this change.

In addition, Georgia has indicated that once North Carolina moves forward with its segment of Corridor A near the North Carolina-Georgia state line, it will pursue completion of the 7.7-mile segment between the state line and Blairsville, Georgia.

Corridor A-1

Corridor A-1, which runs north of Corridor A from State Route 515 to State Route 53, has .6 miles remaining to be completed. The section remaining is an interchange near Dawson. Georgia's estimated completion date for the corridor is January 2016.

KENTUCKY

Kentucky has 28.6 miles of ADHS corridors remaining to be completed. The miles are on two corridors: F and Q. Kentucky's estimated completion date for the corridors is December 2024

Corridor F

Kentucky's portion of Corridor F, which runs from the Cumberland Gap Tunnel near Middlesboro, Kentucky, at the Virginia state line, to Corridor B at Jenkins, Kentucky, has 14.6 miles remaining to be completed. Kentucky's estimated completion date for the corridor is December 2024.

Corridor Q

Kentucky's portion of Corridor Q, which runs from Corridor B at Shelbiana, Kentucky, to Elkhorn, Kentucky, at the Virginia state line, has 14 miles remaining to be completed. Kentucky's estimated completion date for the corridor is November 2019.

MARYLAND

Maryland has 6.2 miles of ADHS corridors remaining to be completed. These miles are on two corridors: N and O. Maryland's estimated completion date for the corridors is January 2022.

Corridor N

Maryland's portion of Corridor N, which runs from Corridor E (I-68) near Grantsville, Maryland, to the Pennsylvania state line, has 2.5 miles remaining to be completed. Maryland's estimated completion date for the corridor is January 2022.

Maryland has requested that Pennsylvania allow it to take the lead in reinitiating joint project- planning activities for the full length of Corridor N—from I-68 in Maryland to just south of Meyersdale, Pennsylvania. When the project planning is completed, Maryland plans to move forward with the design and construction of its portion of Corridor N.

Corridor O

Maryland's portion of Corridor O, which runs from Corridor E (I-68) near Cumberland, Maryland, to the Pennsylvania state line, has 3.7 miles remaining to be completed. Maryland has completed the construction of two lanes on all of Corridor O and had planned to construct an additional two lanes on the corridor once Pennsylvania completed its connecting segment of Corridor O (from near Bedford to the Maryland state line). However, since ADHS funding eligibility for that segment was withdrawn in the Transportation Equity Act for the 21st Century, Pennsylvania has no current plans to complete the segment. In light of this, Maryland has no current plans to construct the additional two lanes on their portion of the corridor.

MISSISSIPPI

Mississippi has 18.1 miles of ADHS corridors remaining to be completed. All the miles are on Corridor V. Mississippi's estimated completion date for the corridor is June 2014.

Corridor V

Mississippi's portion of Corridor V, which runs from I-55 at Batesville, Mississippi, to the Alabama state

line near Red Bay, has 18.1 miles remaining to be completed. Mississippi's estimated completion date for the corridor is June 2014.

Mississippi has no current plans to complete 8.3 miles of Corridor V near the Alabama state line. The state has no ADHS-specific funds remaining and has indicated that for any future ADHS project to move forward, a new funding source would have to be identified.

NEW YORK

New York has 4.9 miles of ADHS corridors remaining to be completed. All the miles are on Corridor U-1. New York's estimated completion date for the corridor is July 2014.

Corridor U-1

New York's portion of Corridor U-1, which runs from the Pennsylvania state line near Lawrenceville, New York, to Corridor T at Painted Post, has 4.9 miles remaining to be completed. New York's estimated completion date for the corridor is July 2014.

New York has indicated that it has no current plans to construct a rest area near the Pennsylvania state line that was identified in their 2012 ADHS cost-to-complete estimate.

NORTH CAROLINA

North Carolina has 26.1 miles of ADHS corridors remaining to be completed. The miles are on two corridors: A and K. North Carolina's estimated completion date for the corridors is October 2042.

Corridor A

North Carolina's portion of Corridor A, which runs from the Georgia state line south of Hayesville to I-40, has 7.3 miles remaining to be completed. North Carolina's estimated completion date for the corridor is July 2042.

Corridor K

North Carolina's portion of Corridor K, which runs from Wolf Creek, North Carolina, at the Tennessee state line to east of Corridor A at Sylva, North Carolina, has 18.8 miles remaining to be completed. North Carolina's estimated completion date for the corridor is October 2028.

North Carolina uses a data-driven prioritization system to determine which highway projects receive funding. The criteria the system uses to score projects could change in the future, impacting the state's current ADHS schedule

OHIO

Ohio has 23.3 miles of ADHS corridors remaining to be completed. The miles are on two corridors: B and C. Ohio's estimated completion date for the corridors is September 2019.

Corridor B

Ohio's portion of Corridor B, which runs from the Kentucky state line at Greenup Dam, Ohio, to Corridor C near Lucasville, Ohio, has 16.2 miles remaining to be completed. Ohio's estimated completion date for the corridor is September 2019.

Corridor C

Corridor C, which runs from Corridor B near Lucasville to I-270 at Columbus, Ohio, has 7.1 miles remaining to be completed. Ohio has no current plans to complete Corridor C.

PENNSYLVANIA

Pennsylvania has 116.2 miles of ADHS corridors remaining to be completed. The miles are on six corridors: M, N, O, O-1, P and P-1. Pennsylvania's estimated completion date for the corridors is November 2017.

Pennsylvania has no current plans to complete their portion of the ADHS other than an 11.4-mile segment on Corridor N. The state has indicated that it currently plans to dedicate only unused ADHS-specific funds to ADHS corridor projects. Pennsylvania has more than 4,000 structurally deficient bridges and 9,200 roadway miles considered in poor condition within the state. Under MAP-21, dollars to address these needs are provided by the same federal funding source that would provide the \$2.7 billion needed to complete the remaining ADHS Corridors in Pennsylvania.

Corridor M

Corridor M, which runs from I-76 near New Stanton, Pennsylvania, to I-81 near Harrisburg, has 59.8 miles remaining to be completed. There are no current plans for completing these remaining miles.

Corridor N

Corridor N, which runs from the Maryland state line near Salisbury, Pennsylvania, north to Corridor M near Ebensburg, Pennsylvania, has 18.4 miles remaining to be completed. Pennsylvania plans to complete 11.7 of these miles by November 2017. There are no current plans for completing the remaining 6.7 miles from Meyersdale to the Maryland state line.

Corridor O

Corridor O, which runs from the Maryland state line near Cumberland to I-80 near Bellefonte, Pennsylvania, has 2 miles remaining to be completed. These miles encompass the interchange between Corridor O and I-80. There are no current plans for completing this interchange.

Pennsylvania has no current plans to complete a segment of Corridor O that runs from the Maryland state line to south of Bedford. The Transportation Equity Act for the 21st Century removed ADHS funding eligibility for this segment. The existing two-lane highway (US 220) was retained as part of the ADHS to provide continuity; however, improvements to the section are not eligible for ADHS funding.

Corridor O-1

Corridor O -1, which runs from Port Matilda, Pennsylvania, to I-80 near Clearfield, Pennsylvania, has 14.2 miles remaining to be completed. There are no current plans for completing the remaining 14.2 miles.

Corridor P

Corridor P, which runs from I-80 near Lock Haven, Pennsylvania, via U.S. 220 and I-180, by way of Williamsport, to a junction with I-80 near Milton, Pennsylvania, has 9.3 miles remaining to be completed. There are no current plans for completing the remaining 9.3 miles.

Corridor P-1

Corridor P-1, which runs from Corridor M near New Buffalo north to Corridor M near Milton, Pennsylvania, has 12.5 miles remaining to be completed. There are no current plans for completing the 12.5 miles.

SOUTH CAROLINA

South Carolina has 4.3 miles of ADHS corridors remaining to be completed. The miles are on Corridor W. South Carolina estimates that the corridor will be completed in August 2013.

TENNESSEE

Tennessee has 102.1 miles of ADHS corridors remaining to be completed. The miles are on six corridors: B, F, J, K, S, and V. Tennessee's estimated completion date for the corridors is December 2025.

Tennessee has a number of miles in stage construction status that it has no current plans to complete. Most of the work remaining on these miles is on interchanges, rest areas, railroad crossings, and additional upgrades to existing lanes.

Corridor B

Tennessee's portion of Corridor B, which runs from the North Carolina State line at Sam's Gap, Tennessee, to the Virginia State line at Kingsport, Virginia, has a total of 5.8 miles remaining to be completed. Tennessee's estimated completion date for the corridor is May 2015.

Corridor F

Tennessee's portion of Corridor F, which runs from I-75 at Caryville, Tennessee, to the Cumberland Gap at the Kentucky state line, has 16.8 miles remaining to be completed. Tennessee's estimated completion date for the corridor is December 2018.

Corridor J

Tennessee's portion of Corridor J, which runs from I-124 at Chattanooga, Tennessee, to the Kentucky state line near Celina, Tennessee, has 23.5 miles remaining to be completed. Tennessee's estimated completion date for the corridor is September 2018.

There are several miles of Corridor J in stage construction status that Tennessee has indicated it has no current plans to complete. The work remaining on these miles includes additional improvements such as interchanges, railroad grade crossings, and rest areas.

Corridor K

Tennessee's portion of Corridor K, which runs from I-75 at Cleveland, Tennessee, west to the North Carolina state line, has 30 miles remaining to be completed. Tennessee's estimated completion date for the corridor is December 2025.

There are several miles in stage construction status that Tennessee has indicated it has no current plans to complete. The work remaining on these miles is an upgrade to two existing lanes.

Corridor S

Corridor S, which runs from I-81 near Morristown, Tennessee, north to Corridor F near the Cumberland Gap, has 22.2 miles remaining to be completed. Tennessee's estimated completion date for the corridor is December 2019.

Tennessee has indicated that it has no current plans to complete 16.2 miles currently in stage construction status. The work remaining on these miles is adding interchanges and rest areas.

Corridor V

Tennessee's portion of Corridor V, which runs from the Alabama state line near South Pittsburg, Tennessee, to I-24 at Kimball, Tennessee, has 3.8 miles remaining to be completed. Tennessee's estimated completion date for the corridor is December 2013.

Tennessee has indicated that it has no current plans to upgrade two existing lanes or to construct a rest area, both of which it had identified in the 2012 ADHS cost-to-complete estimate.

VIRGINIA

Virginia has 30.7 miles of ADHS corridors remaining to be completed. The miles are on two corridors: H and Q. Virginia's estimated completion date for the corridors is September 2026.

Corridor H

Virginia's portion of Corridor H, which runs from the West Virginia state line to I-81 at Strasburg, Virginia, has 14.4 miles remaining to be completed. Virginia's estimated completion date for the corridor is September 2026.

Corridor Q

Virginia's portion of Corridor Q, which runs from Breaks Interstate Park at the Kentucky state line to I-81 at Christiansburg, Virginia, has 16.3 miles remaining to be completed. Virginia's estimated completion date for the corridor is December 2021.

WEST VIRGINIA

West Virginia has 57 miles of ADHS corridors remaining to be completed. All the miles are on Corridor H. West Virginia's estimated completion date for the corridor is April 2042.

Corridor H

Corridor H, which runs from I-79 at Weston to the Virginia state line near Wardensville, West Virginia, has 57 miles remaining to be completed. West Virginia's estimated completion date for the corridor is April 2042.

LOOKING AHEAD

The provisions of MAP-21 present an important opportunity for the completion of the ADHS. By increasing the federal share of funding on ADHS corridors to 100 percent, the law enables the Appalachian states to plan, design, and construct ADHS corridors without relying on state funds.

The ADHS is a vital part of the Appalachian Region's transportation resources, providing residents with safe and reliable access to jobs, education, health care, and social services. It also plays a vital role in giving the Region access to domestic and international markets. In today's global marketplace, a modern system of highways is essential for economic growth and for enabling Appalachia to become a net contributor to the national economy.







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