

## ALABAMA ADHS 2007 COST-TO-COMPLETE ESTIMATE

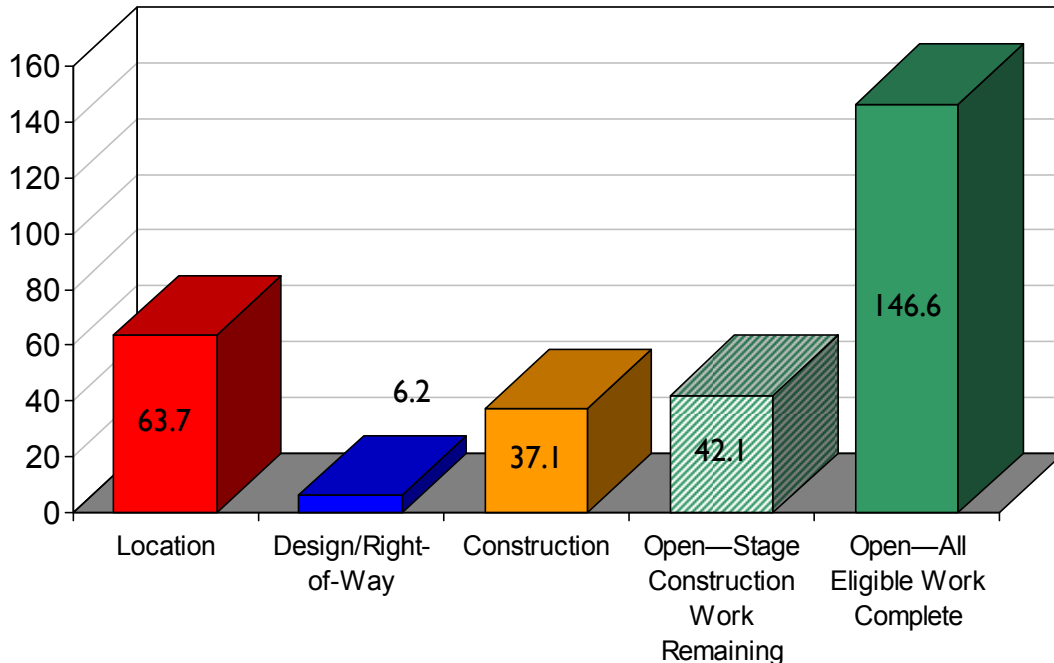
Alabama has three ADHS corridors with a total of 308.4 miles, including 12.7 ineligible miles. One of these corridors, 65-mile Corridor X-1, was added by Congress in the Consolidated Appropriations Act of 2004 (Public Law 108-199).

Nearly 50 percent of Alabama's eligible miles are complete and open to traffic; an additional 27 percent are in the stage construction phase. The 2007 cost-to-complete estimate for Alabama's ADHS corridors is \$3.0 billion (in state and federal funds). The federal share of the cost to complete is \$2.4 billion.

Alabama has \$152.3 million in federal funds available, including funds from ADHS apportionments and earmarks in TEA-21, ISTEA and SAFETEA-LU, allocations under various appropriations acts, and future apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

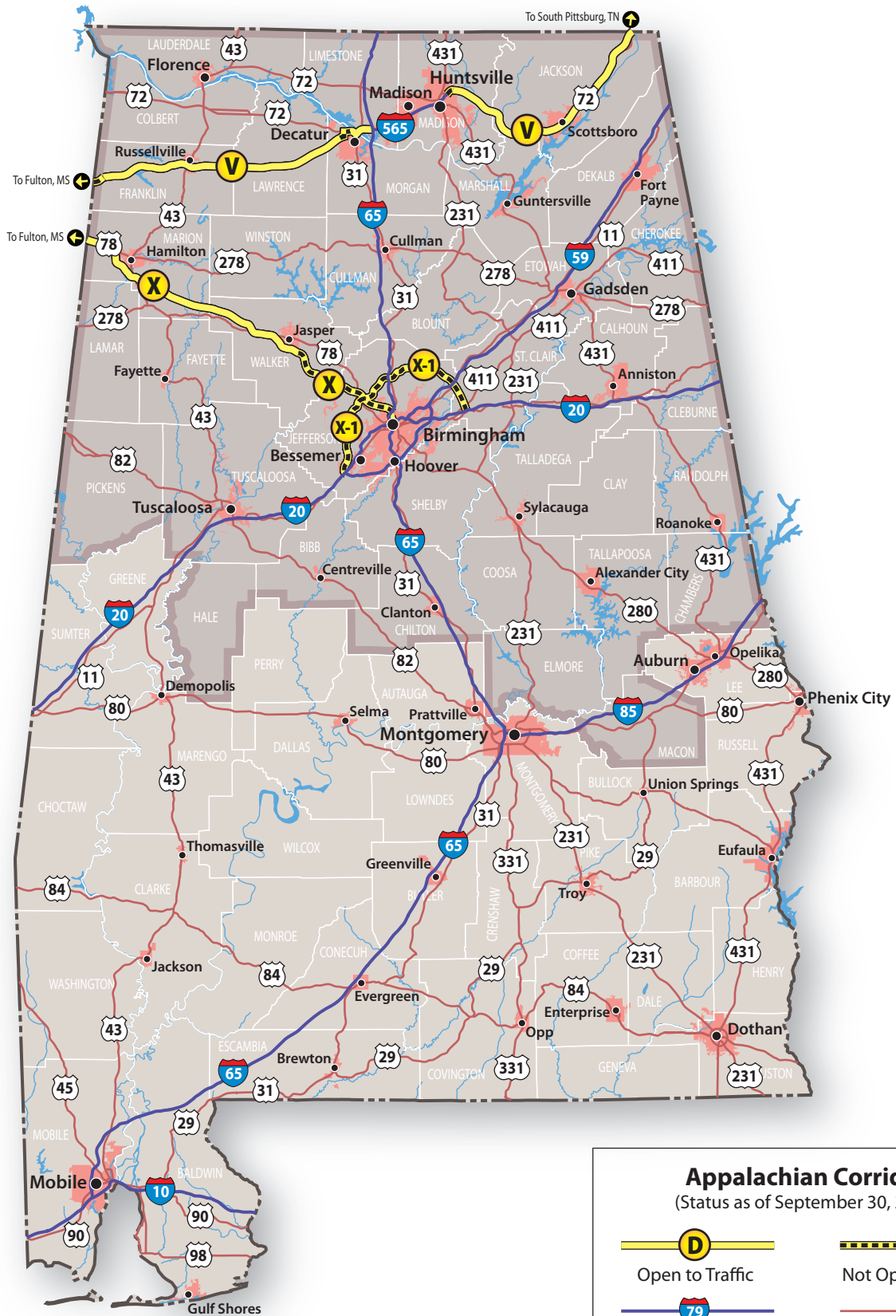
Alabama needs \$2.2 billion in additional federal funds to complete its portion of the ADHS.

**Status of Completion of ADHS Miles in Alabama,**  
as of September 30, 2006  
(Eligible Miles: 295.7)



# Appalachian Development Highway System

## ALABAMA



**Appalachian Corridor**  
(Status as of September 30, 2006)

Open to Traffic	Not Open to Traffic
Interstate Highway	U.S. Highway
Populated Place	Appalachian Region

## **Corridor V**

Corridor V extends 145.4 miles (including 10.0 ineligible miles) from the Mississippi state line near Red Bay, Alabama, to the Tennessee state line near Bridgeport. The estimated cost to complete Corridor V is \$178.3 million.

Remaining work in the 2007 estimate includes the following:

- Further construction on the relocation of State Route (SR) 24 from the Mississippi state line to U.S. Highway (US) 43 at Russellville and the addition of two lanes on a 23.1-mile section of SR 24 east to Russellville under staged construction. Work is scheduled to continue on these sections in 2007 and 2008;
- Addition of the SR 157 interchange near Moulton;
- The completion of design and the construction of two additional lanes on a 1.9-mile section in Decatur; and
- Location studies on a 1.2-mile segment that includes an interchange at Moores Mill Road in Huntsville, and completion of construction on 16.4 miles of US 72 (on several sections) from Huntsville east to SR 35 near Woodville.

## **Corridor X**

Corridor X extends 98.0 miles (including 2.7 ineligible miles) from the Mississippi state line near Weston southeast to I-65 in Birmingham. The estimated cost to complete Corridor X is \$316.1 million.

Remaining work in the 2007 estimate includes the following:

- A welcome center at the Mississippi state line; and
- Second-stage paving and signing of a 29-mile section of SR 4 from Jasper to the proposed interchange with I-65 in North Birmingham.

## **Corridor X-1**

Corridor X-1 extends 65.0 miles from I-459 southwest of Birmingham to I-20 near Leeds, northeast of Birmingham. The estimated cost to complete Corridor X-1 is \$2.5 billion.

Work is included in the 2007 estimate for location studies, design, and right-of-way acquisition, and construction of the proposed six- to eight-lane facility is projected to start in several years.

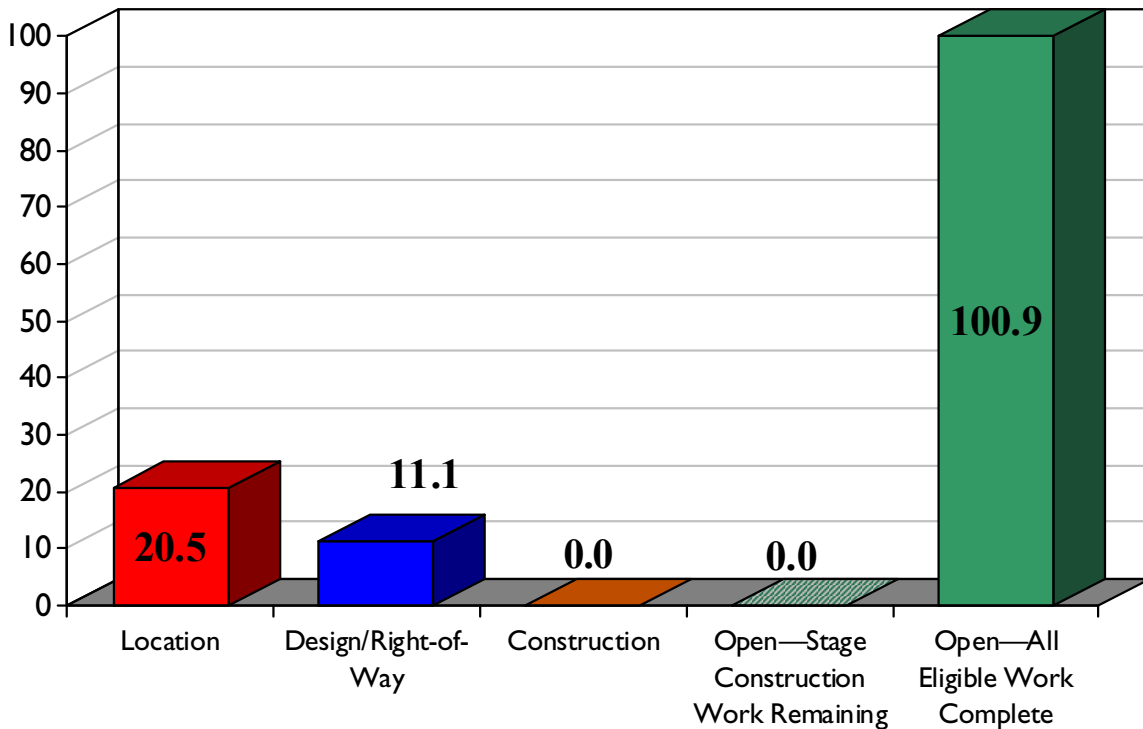
## GEORGIA 2007 ADHS COST-TO-COMPLETE ESTIMATE

Georgia has two ADHS corridors with a total of 142.9 miles, including 10.4 ineligible miles. Seventy-six percent of Georgia’s eligible miles are complete and open to traffic. The 2007 cost-to-complete estimate for Georgia’s ADHS corridors is \$369.3 million (state and federal funds). The federal share of the cost to complete is \$295.5 million.

Georgia has \$193.3 million of federal funds available, including funds from ADHS apportionments and earmarks in TEA-21, allocations under various appropriations acts, and future apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

Georgia needs \$102.1 million in additional federal funds to complete its portion of the ADHS.

**Status of Completion Of ADHS Miles in Georgia,  
as of September 30, 2006**  
(Eligible Miles: 132.5)



### Corridor A

Corridor A extends 127.1 miles (including 10.4 ineligible miles) north from I-285 at Atlanta to the North Carolina state line near Young Harris. The estimated cost to complete Corridor A is \$351.2 million.

Remaining work in the 2007 estimate includes the following:

- Construction of a 20.5-mile, four-lane section of SR 515 on a new location—from SR 400 to I-575 near Canton. Location studies are currently underway.
- An interchange at SR 2.
- Construction of a 9.3-mile, four-lane section of US 76 on a new location—from Blairsville to Young Harris—and reconstruction of a 1.2-mile section of SR 515 from its US76 intersection to the North Carolina state line. Design of the entire 10.5-mile segment is currently underway.

### **Corridor A-1**

Corridor A-1 extends 15.8 miles north from Corridor A near Atlanta to SR 53. The estimated cost to complete Corridor A-1 is \$18.1 million.

Remaining work in the 2007 estimate includes the construction of an interchange with SR 53, which is currently in the design phase.

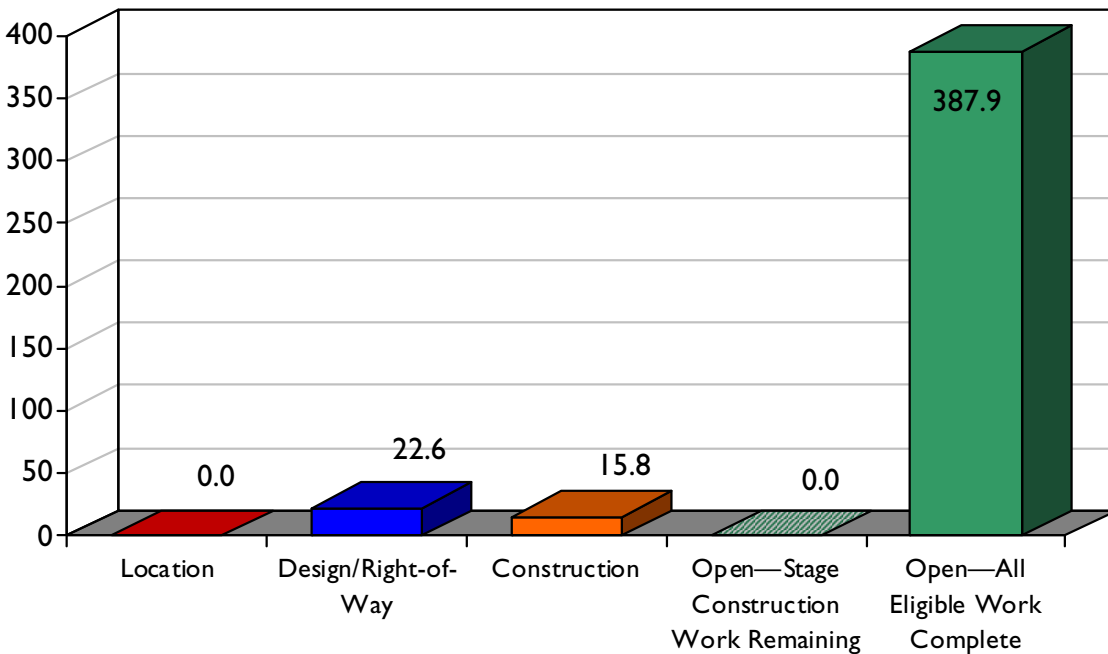
## KENTUCKY 2007 ADHS COST-TO-COMPLETE ESTIMATE

Kentucky has eight ADHS corridors with a total of 574.7 miles, including 148.4 ineligible miles. Ninety-one percent of Kentucky’s eligible miles are complete and open to traffic; an additional 4 percent are under stage and final construction. The 2007 cost-to-complete estimate for Kentucky’s ADHS corridors is \$1.02 billion (state and federal funds), including \$135.3 million in prefinanced projects. The federal share of the cost to complete is \$814.2 million.

Kentucky has \$323.0 million in federal funds available, including funds from ADHS apportionments, allocations under various appropriations acts, and future apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

Kentucky needs \$491.2 million in additional federal funds to complete its portion of the ADHS.

**Status of Completion of ADHS Miles in Kentucky,  
as of September 30, 2006**  
(Eligible Miles: 426.3)



### Corridors B, B-1, G, I, J, and R

These corridors are complete and open to traffic. The remaining cost in the 2007 estimate includes \$102.0 million for the conversion of prefinanced projects on Corridor B and Corridor I.

## **Corridor F**

Corridor F extends 94.4 miles (including 16.4 ineligible miles) from the Tennessee–Virginia state line at Cumberland Gap to a junction with Corridor B near Jenkins. The estimated cost to complete Corridor F is \$409.0 million.

Remaining work includes the reconstruction and relocation of US 119 as a two-lane highway, including a tunnel, across Pine Mountain to US 15 near Whitesburg. The 10.7-mile segment is currently in the design phase, and construction is scheduled to start in FY 2007 at the Letcher/Harlan county line.

## **Corridor Q**

Corridor Q extends 16.5 miles from Corridor B near Shelbiana to the Virginia state line at Elkhorn City. The estimated cost to complete Corridor Q is \$506.6 million, including \$33.3 million for the conversion of prefinanced projects.

Remaining work in the 2007 estimate is for the four-lane construction of a 16.5-mile section of US 460 from Corridor B to the Virginia state line, in a new location. The first 6.9 miles are currently under stage construction, with further work scheduled to start in FY 2007. Another 9.6 miles between SR 195 near Ratliff and the state line are currently in the design phase, with right-of-way acquisition nearing completion.

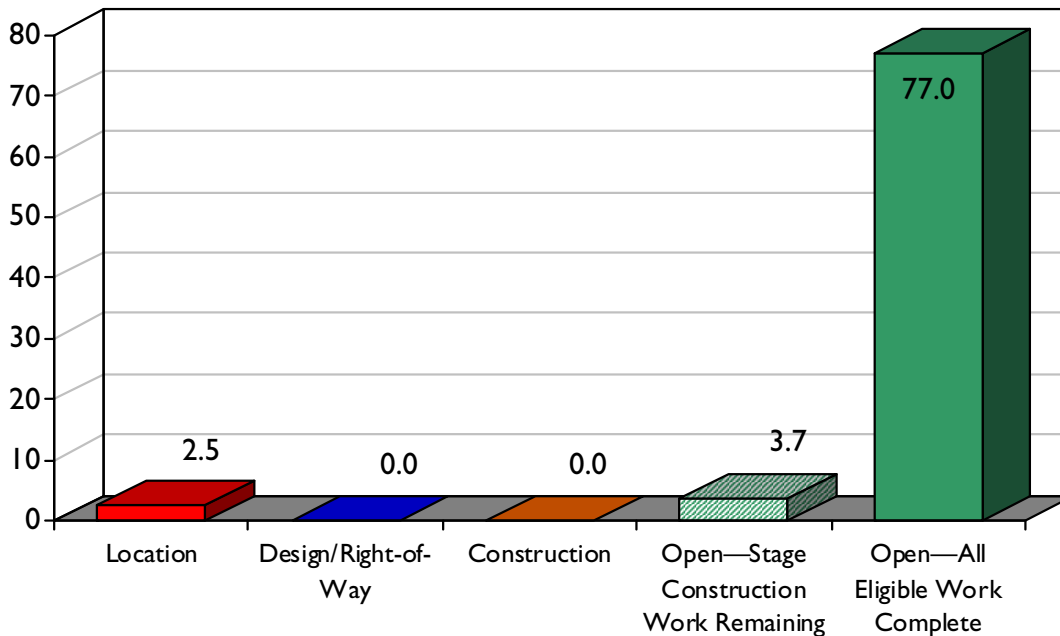
## MARYLAND 2007 ADHS COST-TO-COMPLETE ESTIMATE

Maryland has three ADHS corridors with a total of 86.8 miles, including 3.6 ineligible miles. Ninety-two percent of eligible miles are complete and open to traffic. The 2007 cost-to-complete estimate for Maryland’s ADHS corridors is \$228.5 million (state and federal funds). The federal share of the cost to complete is \$182.8 million.

Maryland has \$54.3 million in federal funds available, including funds from ADHS apportionments, allocations under various appropriations acts, and future apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

Maryland needs \$128.5 million in additional federal funds to complete its portion of the ADHS.

**Status of Completion of ADHS Miles in Maryland  
as of September 30, 2006**  
(Eligible Miles 83.2)



### Corridor E

Corridor E (I-68) is complete. Corridor E extends 80.6 miles (including 3.6 ineligible miles) from the West Virginia state line to I-70 at Hancock.

### Corridor N

Corridor N extends 2.5 miles north from Corridor E (I-68) east of Grantsville to the Pennsylvania state line. The estimated cost to complete is \$145.0 million.



Remaining work in the 2007 estimate is the four-lane construction of a 2.5-mile section of US 219 from Corridor E to the Pennsylvania state line in a new location. Location studies are underway, with design projected to start in FY 2008.

## **Corridor O**

Corridor O extends 3.7 miles from Corridor E east of Cumberland north to the Pennsylvania state line. The estimated cost to complete Corridor O is \$83.4 million.

Remaining work in the 2007 estimate includes the construction of two additional lanes on the 3.3-mile section of US 220 from Corridor E to the Pennsylvania state line and the reconstruction of the Corridor E interchange. Construction to the ultimate four lanes will be dependent on traffic demand and further widening of US 220 in Pennsylvania.

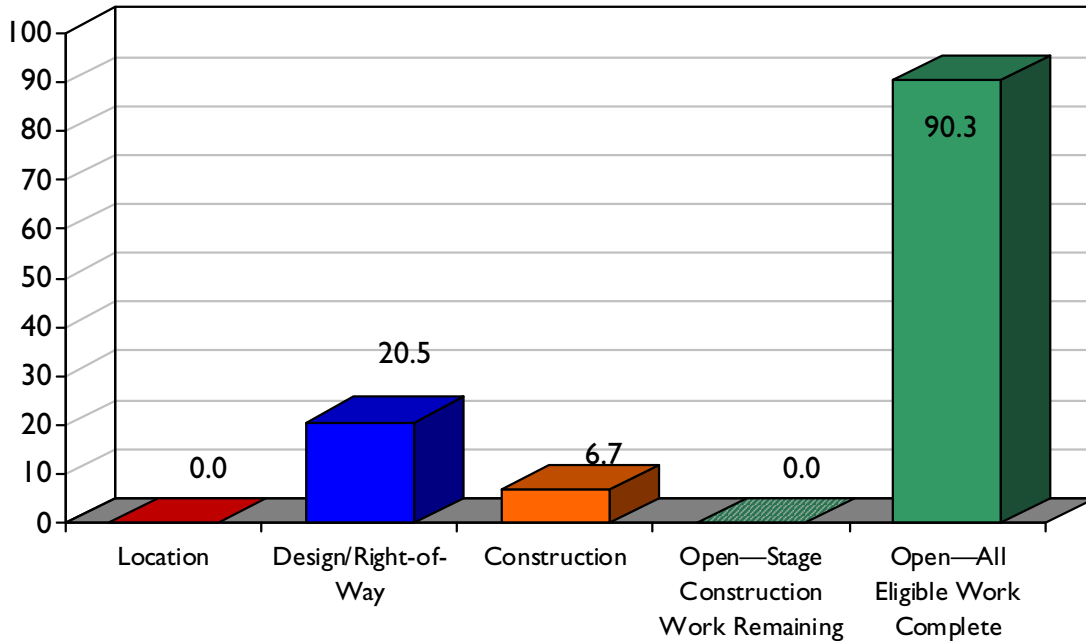
## MISSISSIPPI 2007 ADHS COST-TO-COMPLETE ESTIMATE

Mississippi has two ADHS corridors with a total of 127.9-miles (including 10.4 ineligible miles). Eligible mileage is 90 percent complete and open to traffic, and an additional 6 percent is in the stage construction phase. The 2007 cost-to-complete estimate for Mississippi's ADHS corridors is \$79.7 million (state and federal funds). The federal share of the cost to complete is \$50.3 million.

Mississippi has \$45.7 million in federal funds available, including funds from ADHS apportionments, earmarks in TEA-21, allocations under various appropriations acts, and future apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

Mississippi needs \$4.6 million in additional federal funds to complete its portion of the ADHS.

**Status of Completion of ADHS Miles in Mississippi,  
as of September 30, 2006**  
(Eligible Miles: 117.5)



### Corridor X

Corridor X is complete and open to traffic. The corridor extends 9.1 miles from Corridor V to the Alabama state line.

## **Corridor V**

Corridor V extends 118.8 miles (including 10.4 ineligible miles) from I-55 to the Alabama state line. The estimated cost to complete Corridor V is \$79.7 million. *As the result of a shift of eligibility approved on July 19, 2001, ADHS funding on a segment from the Pontotoc and Line County line to SR 145 is limited to \$27,860,360 (in 2005 dollars).*

Remaining work in the 2007 estimate is for the four-lane construction of a 9.8-mile section of SR 6 in a new location west of Tupelo, and 4.1 miles of an 11.4-mile section on a new location from SR 25 to the Alabama state line. Stage construction (grading, drainage and bridges) is scheduled to start in FY 2007.

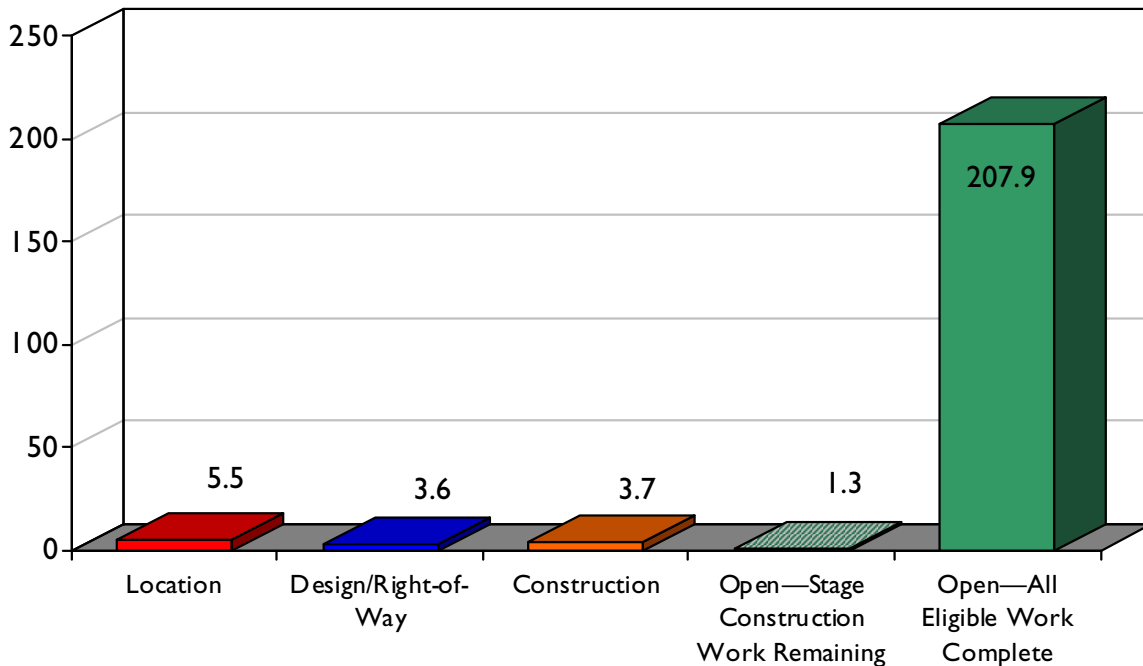
## NEW YORK 2007 ADHS COST-TO-COMPLETE ESTIMATE

New York has two corridors on its 272-mile portion of the ADHS, including 50 ineligible miles. Eligible mileage is nearly 94 percent complete and open to traffic, and an additional 3 percent is in the stage construction phase. The 2007 cost-to-complete estimate for New York’s ADHS corridors is \$205.5 million (state and federal funds), including \$61.3 million in prefinanced projects on Corridor T. The federal share of the cost to complete is \$145.2 million.

New York has \$78.1 million in federal funds available, including funds from ADHS apportionments and earmarks in TEA-21 and SAFETEA-LU, allocations under various appropriations acts, and future apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

New York needs \$67.1 million in additional federal funds to complete its portion of the ADHS.

**Status of Completion of ADHS Miles in New York,  
as of September 30, 2006**  
(Eligible Miles: 222.0)



### Corridor T

Corridor T extends 245.8 miles (including 32.3 ineligible miles) from the Pennsylvania state line to I-81 at Binghamton. The estimated cost to complete Corridor T is \$82.4 million, including \$61.3 million of prefinanced projects.

Remaining work in the 2007 estimate is stage construction to control access on a 5.5-mile section of SR 17 from Water Street in Elmira to 1 mile east of Route 8 with construction scheduled to start in FY 2008.

### **Corridor U-1**

Corridor U-1 extends 12.5 miles (including 6.7 ineligible miles) from the Pennsylvania state line to Corridor T in the Painted Post area. The estimated cost to complete Corridor U-1 is \$123.2 million.

Remaining work in the 2007 estimate is construction of a 4.9-mile four-lane section of US 15 from the Pennsylvania state line north with construction of first mile scheduled to start in FY 2007.

*As the result of the addition of Corridor U-1 via a shift of eligible ADHS miles for Corridor U, ADHS funding of Corridor U-1 is limited to \$89,084,000.*

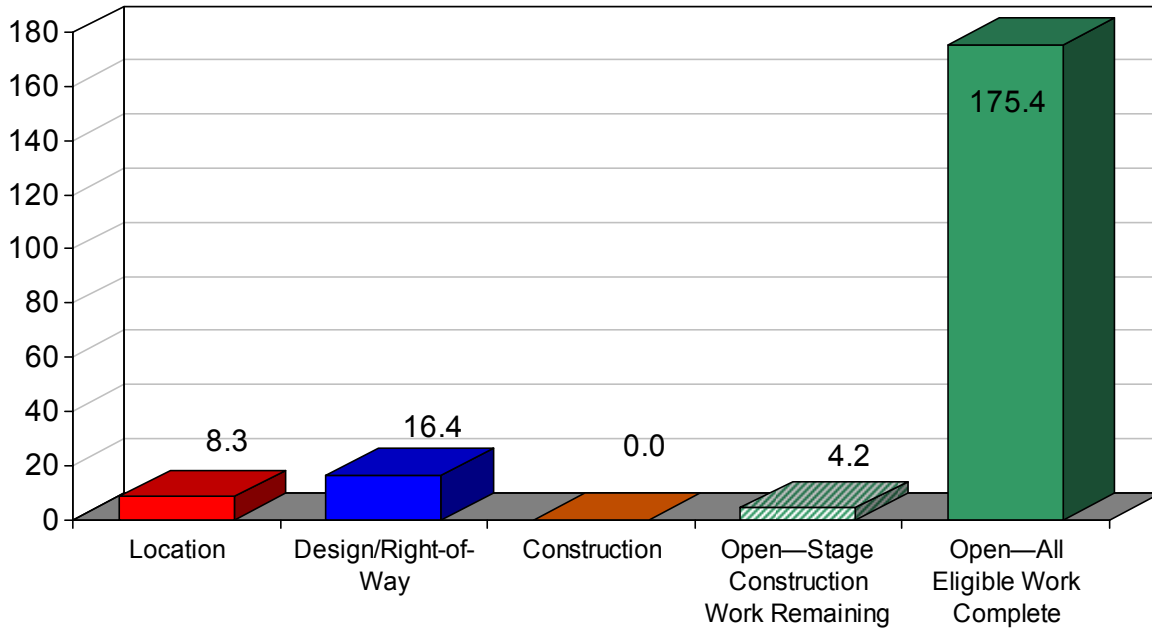
## NORTH CAROLINA 2007 ADHS COST-TO-COMPLETE ESTIMATE

North Carolina has four ADHS corridors totaling 207-miles, including 2.7 ineligible miles. Eligible mileage is 86 percent complete and open to traffic. The 2007 cost-to-complete estimate for North Carolina’s ADHS corridors is \$757.3 million (state and federal funds). The federal share of the cost to complete is \$605.8 million.

North Carolina has \$202.6 million in federal funds available, including funds from ADHS apportionments and allocations under various appropriations acts, and future apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

North Carolina needs \$403.2 million in additional federal funds to complete its portion of the ADHS.

**Status of Completion of ADHS Miles in North Carolina,  
as of September 30, 2006**  
(Eligible Miles: 204.3)



### Corridor A

Corridor A extends 82.7 miles (including 0.8 ineligible miles) from the Georgia state line to I-40 at Clyde. The estimated cost to complete Corridor A is \$56.3 million.

Remaining work includes construction of two additional lanes on a 3.5-mile section of SR 69 from the Georgia state line and on a 3.8-mile section of US 64 east of Hayesville.

## **Corridor K**

Corridor K extends 83.9 miles from the Tennessee state line to Corridor A near Sylvania. The estimated cost to complete Corridor K is \$676.7 million.

Remaining work includes construction of an 18.1-mile section on a new location from Andrews to Stecoah, and the construction of two added lanes with a rest area at the US 19 interchange east of Almonds.

## **Corridor W**

Corridor W extends 9.0 miles (including 1.5 ineligible miles) from the South Carolina state line to I-26 south of Hendersonville. The estimated cost to complete Corridor W is \$24.3 million.

Remaining work includes the construction of two additional lanes on a 2.8-mile section of SR 225 south of I-26.

## OHIO

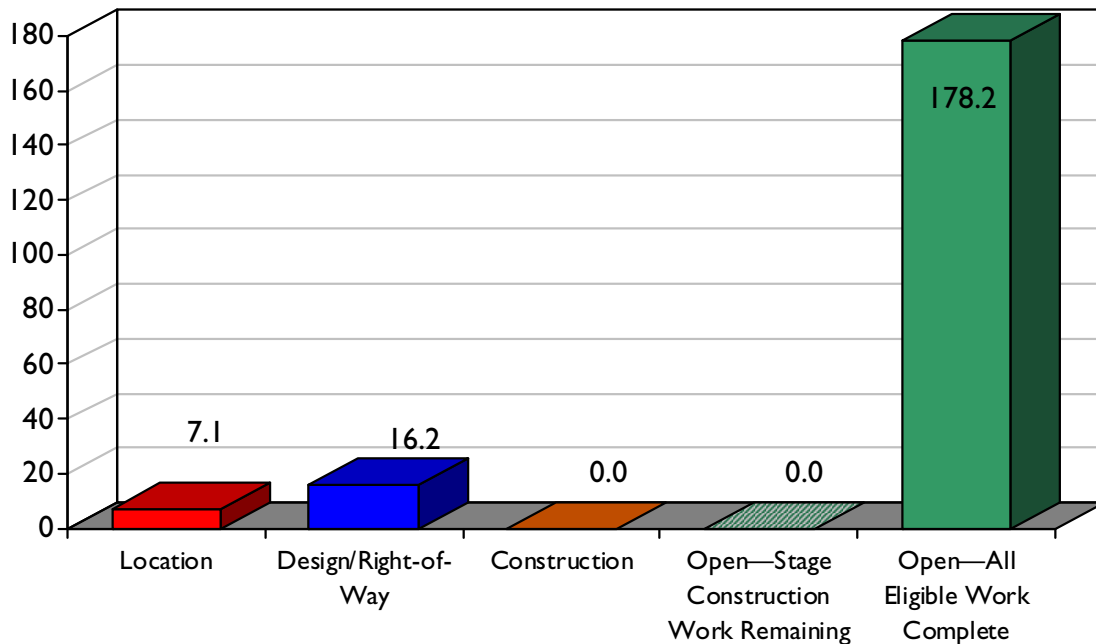
### 2007 ADHS COST-TO-COMPLETE ESTIMATE

Ohio has ADHS five corridors totaling 303.2-miles, including 101.7 ineligible miles. Eligible mileage is 88 percent complete and open to traffic. The 2007 cost-to-complete estimate for Ohio’s ADHS corridors is \$413.2 million (state and federal funds). The federal share of the cost to complete is \$330.6 million.

Ohio has \$73.4 million in federal funds available, including funds from the ADHS apportionments and earmarks in SAFETEA-LU, allocations under various appropriations acts, and future apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

Ohio needs \$257.2 million in additional federal funds to complete its portion of the ADHS.

**Status of Completion of ADHS Miles in Ohio,  
as of September 30, 2006**  
(Eligible Miles: 201.5)



### Corridor B

Corridor B extends 23 miles (including 2.4 ineligible miles) from the Kentucky state line at Greenup Dam to Corridor C at Lucasville, north of Portsmouth. The estimated cost to complete Corridor B is \$333.8 million.

Remaining work includes constructing a 15.9-mile, four-lane section on a new location around Portsmouth.



## **Corridor C**

Corridor C extends 71.7 miles (including 58.6 ineligible miles) from a junction with Corridor B at Lucasville to a junction with I-270 south of Columbus. The estimated cost to complete Corridor C is \$79.4 million.

Remaining work includes construction of a 4.2-mile, four-lane section of US 23 at Waverly and a 3.2-mile four-lane section of US 23 at Asheville.

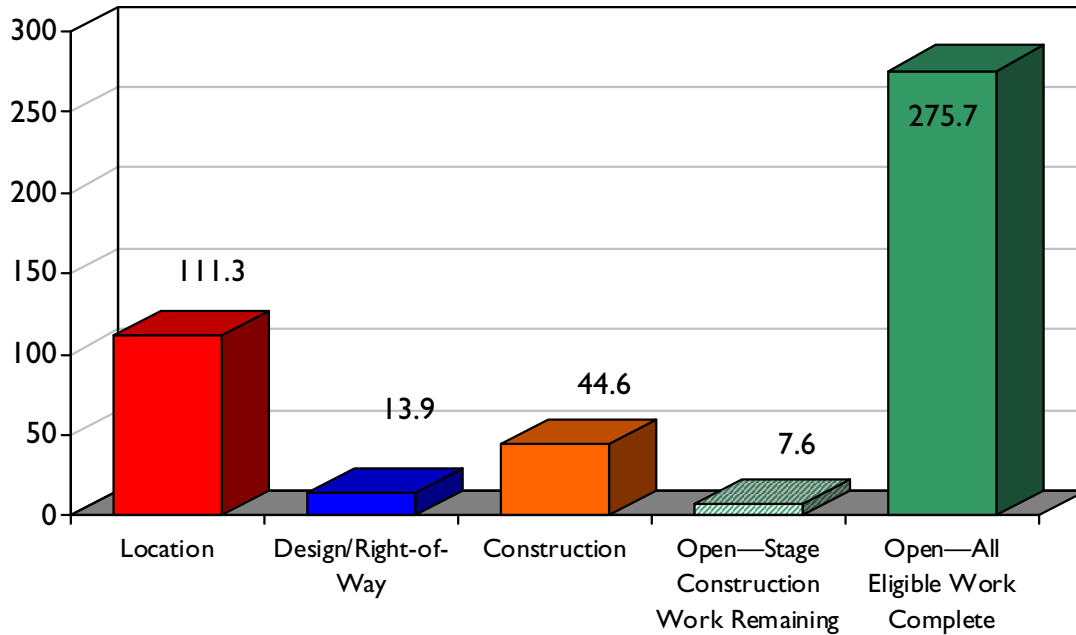
## PENNSYLVANIA 2007 ADHS COST-TO-COMPLETE ESTIMATE

Pennsylvania has eight ADHS corridors totaling 551.5-miles, including 98.4 ineligible miles. Eligible mileage is 61 percent complete and open to traffic; an additional 12 percent is in the stage construction phase. The 2007 cost estimate for Pennsylvania is \$2.75 billion (state and federal funds), including \$63.2 million for prefinanced projects. The federal share of work eligible for ADHS funds is \$1.9 billion.

Pennsylvania has \$335.5 million in federal funds available, including funds from ADHS apportionments and earmarks in TEA-21, ISTEA, STURAA and SAFETEA-LU, allocations under various appropriations acts, and future apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

Pennsylvania needs \$1.5 billion in additional federal funds to complete its portion of the ADHS.

**Status of Completion of ADHS Miles in Pennsylvania,  
as of September 30, 2006**  
(Eligible Miles: 453.1)



### Corridor M

Corridor M extends 200.1 miles (including 29.9 ineligible miles) from the New Stanton interchange with the Pennsylvania Turnpike to I-81 at Harrisburg. The estimated cost to complete Corridor M is \$1.40 billion, including \$42 million for prefinanced projects.

Remaining work includes the construction of four lanes generally paralleling US 22 on the following sections:

- A 4.1-mile section between SR 982 and Blairsville; construction is scheduled to start in FY 2007.
- A 4.2-mile section from Cemetery Rd. to one mile west of Armagh; construction is scheduled to start in FY 2007.
- A 59.8-mile section to provide four lanes on new location between Hollidaysburg and Lewistown.

## **Corridor N**

Corridor N extends 65.6 miles (including 13.7 ineligible miles) from the Maryland state line to Corridor M (US 22). The estimated cost to complete Corridor N is \$373.8 million.

Remaining work includes the relocation of a 7.0-mile section of US 219 from the Maryland state line to the Meyersdale Bypass, and construction of four lanes on an 11.4-mile section of US 219 from the Meyersdale Bypass to south of Somerset.

## **Corridor O**

Corridor O extends 116.4 miles (including 33.0 ineligible miles) from the Maryland state line to I-80. The estimated cost to complete Corridor O is \$103.1 million, including a \$21.2 million prefinanced project.

A system change authorized in Section 1117(d) of TEA-21 resulted in a loss of eligibility for the 23.7-mile section of Corridor O from the Maryland state line to south of Bedford. The existing two-lane highway (US 220) was retained as part of the ADHS to provide continuity; however, improvements to this section are not eligible for ADHS funding. The corridor is currently under final design.

*As part of an ARC-approved ADHS change in December 2001, a 2-mile section of Corridor O on a new location (from SR 550 north to a junction with I-80) was made eligible for ADHS funds, with federal funding limited to \$65,452,800.*

## **Corridor O-1**

Corridor O-1 extends 26.7 miles from Corridor O at Port Matilda, paralleling US 322, to I-80 northeast of Clearfield. This corridor was added to the ADHS in Section 1117(d) of TEA-21. The corridor is 23.7 miles long and its estimated cost is \$602.3 million.

Remaining work includes the construction of a four-lane facility on a new location from Port Matilda to I-80 east of Clearfield in the vicinity of Woodland.

*The eligible cost for ADHS funding is limited, in accordance with Section 1117(d) of TEA-21, to \$194,681,098 in federal funds (in 2005 dollars). In addition, \$28,753,773 in federal funds was made available as the result of the ARC-approved ADHS change in December 2001.*

## Corridor P

Corridor P extends 60.0 miles (including 0.5 ineligible miles) from I-80 near Lock Haven around Williamsport back to I-80 near Milton. The estimated cost to complete Corridor P is \$202.4 million.

Remaining work includes the addition of two lanes on a 2.9-mile section of US 220 from I-80 to Mill Hall, and the construction of a 6.4-mile section from Jersey Shore east to existing US 220 at Williamsport.

*In accordance with an ARC-approved ADHS change in December 2001, a segment on Corridor P from SR 287 east to existing US 220 was made eligible for ADHS funds. Federal funds are limited to \$14,376,886 (in 2005 dollars) on this segment.*

## Corridor U

As the result of an ARC-approved ADHS change in December 2001, a portion of Corridor U's mileage and ADHS funding eligibility was transferred to a new corridor (Corridor U-1) and to sections of Corridors O, P, and O-1. Corridor U has been retained on the ADHS and extends 72.3 miles (including 21.3 ineligible miles) from Corridor P at Williamsport to the New York state line.

### Corridor U-1

The newly added corridor, Corridor U-1, extends 3.6 miles along US 15 from Corridor U north to the New York state line. The estimated cost to complete Corridor U-1 is \$12.6 million. *In accordance with the limitations established by the ARC-approved ADHS changes in December 2001, a total of \$4.1 million in ADHS funds can be obligated for use on Corridor U-1.*

Remaining work includes the construction of four lanes on the 3.6-mile corridor to the New York state line; construction is scheduled to start in FY 2007.



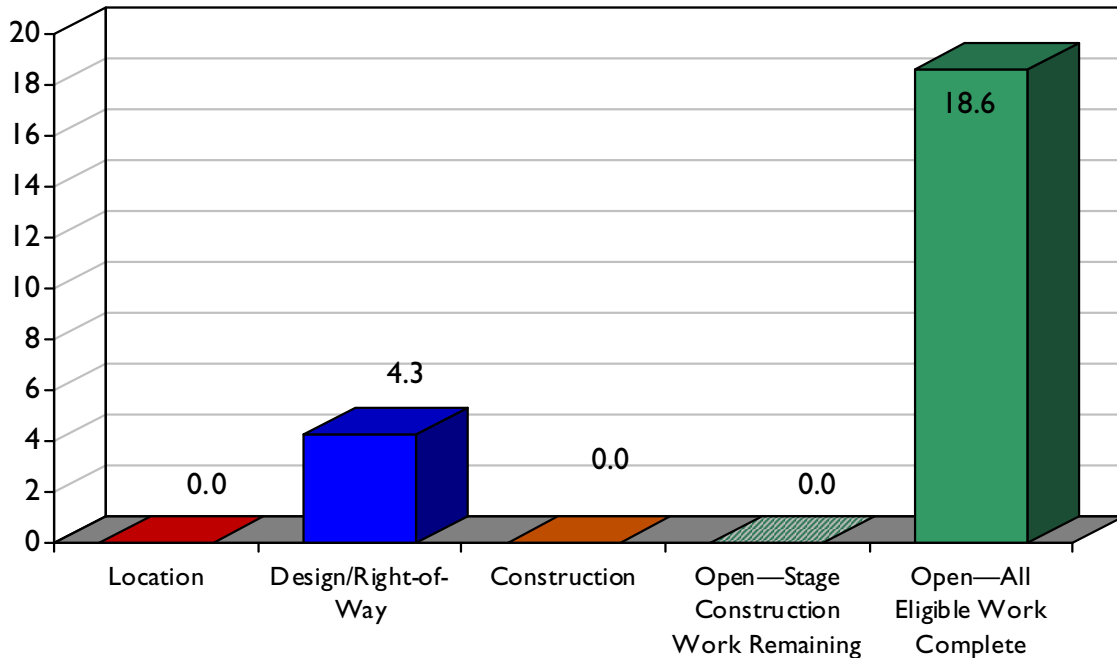
## SOUTH CAROLINA 2007 ADHS COST-TO-COMPLETE ESTIMATE

South Carolina has one ADHS corridor totaling 30.7 miles, including 7.8 ineligible miles. The corridor is open to traffic; however, two additional lanes are to be added on a 4.3-mile section. South Carolina has completed 81 percent of this work. The 2007 cost-to-complete estimate for South Carolina is \$63.6 million (state and federal funds), including \$22.2 million for prefinanced projects. The federal share of the cost to complete is \$50.8 million.

South Carolina has \$15.5 million in federal funds available, including funds from ADHS apportionments and allocations under various appropriations acts, and future apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

South Carolina needs \$35.3 million in additional federal funds to complete its portion of the ADHS.

**Status of Completion of ADHS Miles in South Carolina,  
as of September 30, 2006**  
(Eligible Miles: 22.9)



### Corridor W

Remaining work includes the addition of two lanes on a 4.3-mile section of US 25 in Greenville. Right-of-way acquisition has advanced and the start of construction will depend on the availability of funds.



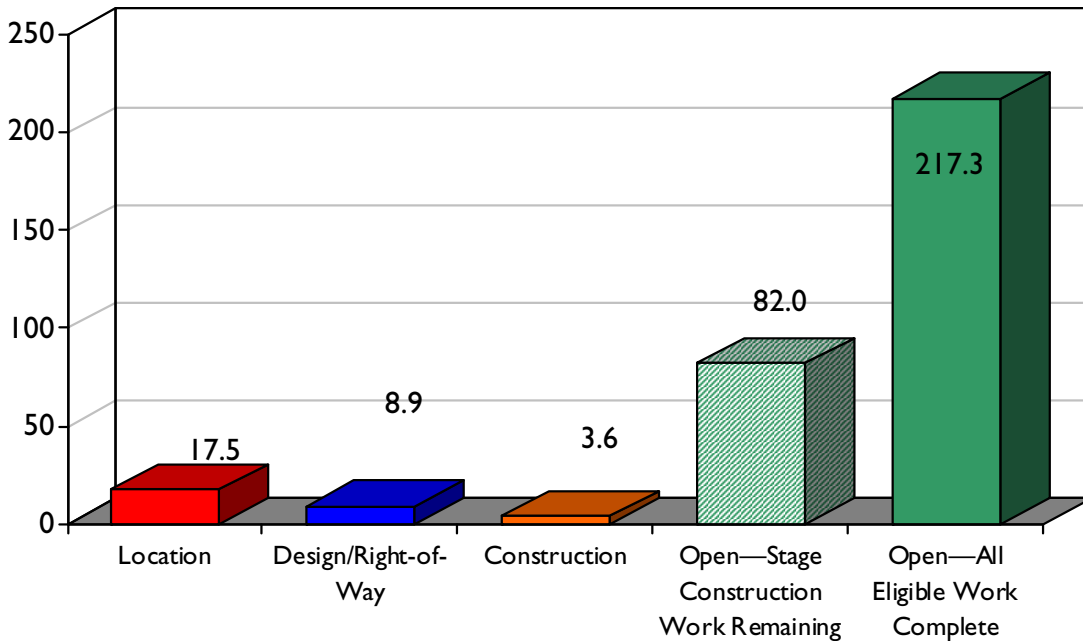
## TENNESSEE 2007 ADHS COST-TO-COMPLETE ESTIMATE

Tennessee has seven ADHS corridors totaling 372.6-miles, including 43.3 ineligible miles. Eligible mileage is 66 percent complete and open to traffic; an additional 28 percent is in the stage construction phase. The 2007 cost-to-complete estimate for Tennessee is \$827.2 million (state and federal funds). The federal share of the cost to complete is \$661.8 million.

Tennessee has \$376.7 million in federal funds available, including funds from the ADHS apportionments and earmarks in SAFETEA-LU, allocations under various appropriations acts, and future apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

Tennessee needs \$285.1 million in additional federal funds to complete its portion of the ADHS.

**Status of Completion of ADHS Miles in Tennessee,  
as of September 30, 2006**  
(Eligible Miles: 329.3)



### Corridor B

Corridor B extends 57.4 miles from the North Carolina state line to the Virginia state line. The estimated cost to complete Corridor B is \$47.3 million.



Remaining work includes the following:

- A welcome center at the Clear Branch interchange; construction is scheduled to start in late 2007.
- A welcome center at the Virginia state line.

## **Corridor F**

Corridor F extends 41.0 miles (including 4.2 ineligible miles) from I-75 to the Kentucky state line. The estimated cost to complete Corridor F is \$28.1 million.

Remaining work includes the following:

- Stage construction on a 2.4-mile section of SR 63 in La Follette.
- The addition of two lanes on a 14.4-mile section of SR 63 between La Follette and Pleasant Hill, including construction of a rest area north of Fincastle.

## **Corridor J**

Corridor J extends 140.8 miles from I-124 to the Kentucky state line (including 24.9 ineligible miles). The estimated cost to complete Corridor J is \$133.3 million.

Remaining work includes the following:

- Construction of interchanges at County Rd. 284 (Piney Rd).
- Construction of interchanges at County (CO) 285.
- Stage construction on a 1.6-mile section of SR 111 in Sparta.
- Construction of a 9.7-mile section in a new location (proposed SR 451) between SR 11 and SR 56.
- A welcome center at the Kentucky state line.

## **Corridor J-1**

Corridor J-1 extends 37.1 miles along SR 56 from SR 290 south of Gainesboro to Corridor J (including 14.2 ineligible miles). The corridor is open to traffic and was incorporated as an ADHS corridor as a result of a location change on Corridor J in the Cookeville area.

## **Corridor K**

Corridor K extends 43.8 miles from I-75 to the North Carolina state line. The estimated cost to complete Corridor K is \$527.9 million.

Remaining work includes the following:

- Stage construction on a 7.7-mile section of US 64/US 74 east of Cleveland.
- Construction of a 16.7-mile, four-lane section of US 64/US 74 from US 411 to Little Glassaway Road.
- Stage construction of two added lanes on a 6.0-mile section of US 64/US 74 from Rock Creek to Ducktown.

## **Corridor S**

Corridor S extends 48.7 miles from I-81 to Corridor F. The estimated cost to complete Corridor S is \$52.5 million.

Remaining work includes the following:

- Interchanges at CO 343 and College Park Drive in Morristown.
- A rest area at Bean Station.
- Stage construction on a 7.5-mile, four-lane section of US 25E/SR 32 from the Clinch River to Tazewell.
- A rest area near Springdale.
- Interchanges at existing SR 32, SR 33, and Dogwood Road in Tazewell.

## **Corridor V**

Corridor V extends 3.8 miles from the Alabama state line to I-24. The estimated cost to complete Corridor V is \$38.1 million.

Remaining work includes interchanges at E. Twelfth Street, E. Third Street, and I-24 in South Pittsburgh, as well as a welcome center at the Alabama state line.



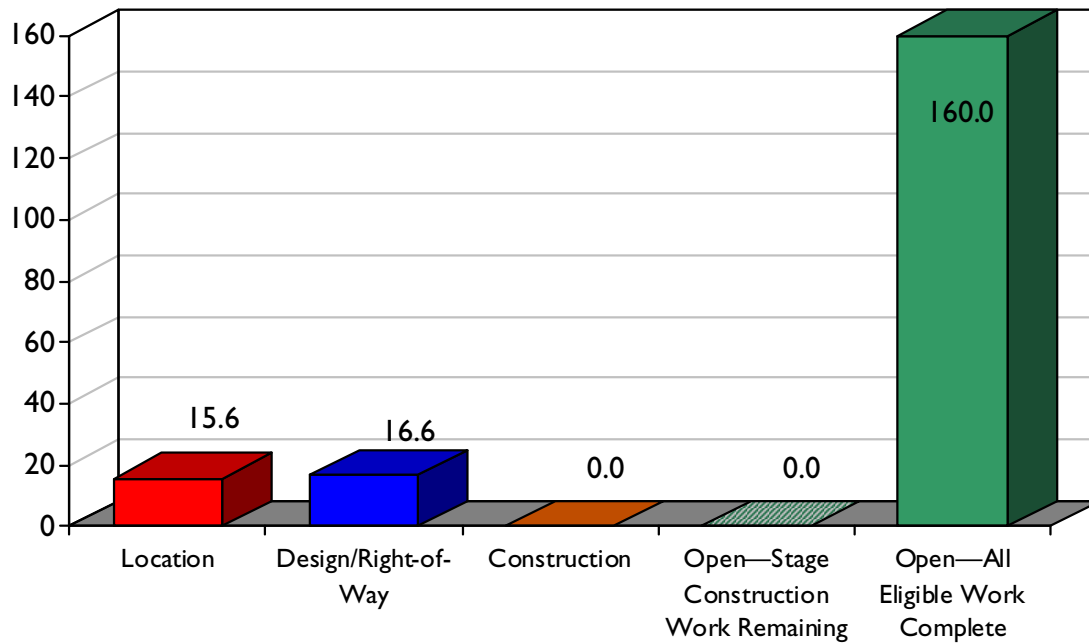
## VIRGINIA 2007 ADHS COST-TO-COMPLETE ESTIMATE

Virginia has three ADHS corridors totaling 204.6-miles, including 12.4 ineligible miles. The eligible mileage is 83 percent complete and open to traffic. The 2007 cost-to-complete estimate for Virginia’s corridors is \$1.18 billion (state and federal funds). The federal share of work eligible for ADHS funds is \$633.4 million.

Virginia has \$156.4 million in federal funds available, including funds from ADHS apportionments and apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

Virginia needs \$477.0 million in additional federal funds to complete its portion of the ADHS.

**Status of Completion of ADHS Miles in Virginia,  
as of September 30, 2006**  
(Eligible Miles: 192.2)



### Corridor H

Corridor H extends 14.4 miles from the West Virginia state line to I-81. The estimated cost to complete Corridor H is \$107.0 million.

Remaining work includes the addition of two lanes on SR 55 from the West Virginia state line to I-81 at Strasburg.

## Corridor Q

Corridor Q extends 128.7 miles from the Kentucky state line to I-81. The estimated cost to complete Corridor Q is \$1.07 billion.

On August 27, 2001, ARC approved a change in location of an 8.1-mile section of Corridor Q from 3.8 miles east of the Kentucky state line to 1 mile north of the Grundy corporate limit. The shift in location was made to align Corridor Q with the Coalfields Expressway rather than upgrade portions of the existing US 460.

*The use of ADHS funds in construction costs for the relocated section is limited to the 80 percent federal share of the construction cost shown in the 1997 estimate, adjusted to 2000 dollars (\$89,390,000), plus an additional \$52,800,552 approved by ARC.* The federal funding limitation for the construction costs of this section is \$113,752,442.

Remaining work on Corridor Q includes the following:

- Construction of a 13.9-mile, four-lane section of US 460 on a new location from the Kentucky state line to north of Grundy.
- Construction of a 2.7-mile, four-lane section on US 460 through Grundy.
- Reconstruction of the US 460/US 19 intersection.

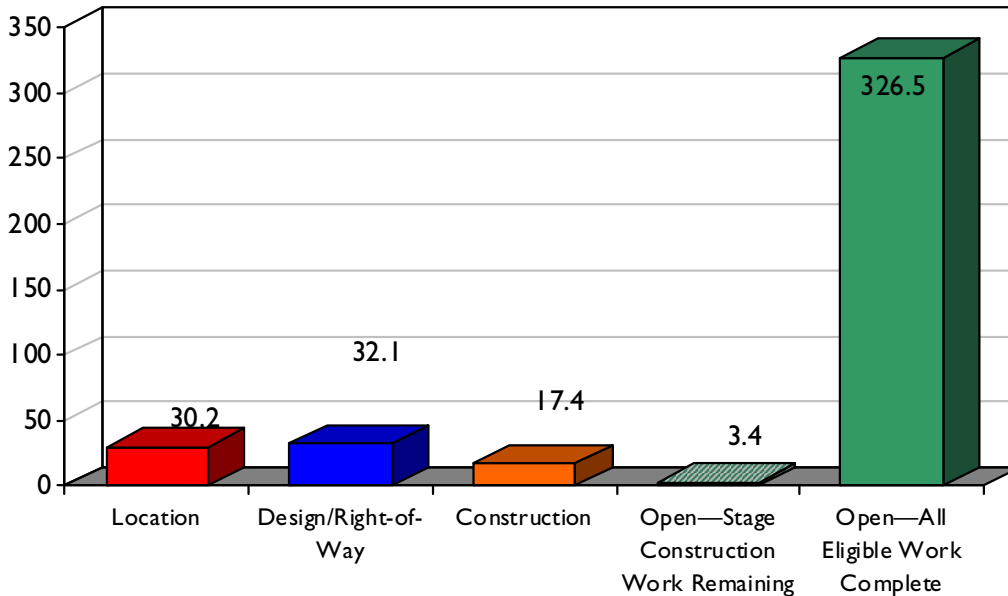
## WEST VIRGINIA 2007 ADHS COST-TO-COMPLETE ESTIMATE

West Virginia has six ADHS corridors totaling 424.8-miles, including 15.2 ineligible miles. The eligible mileage is 80 percent complete and open to traffic; an additional 5 percent is in the stage construction phase. The 2007 cost-to-complete estimate for West Virginia is \$902.2 million (state and federal funds), including \$26.8 million for prefinanced projects. The federal share of the cost to complete is \$721.8 million.

West Virginia has \$272.7 million in federal funds available, including funds from ADHS apportionments and earmarks in SAFETEA-LU, allocations under various appropriations acts, and future apportionments authorized for FY 2008 and FY 2009 under SAFETEA-LU.

West Virginia needs \$449.1 million in additional federal funds to complete its portion of the ADHS.

**Status of Completion of ADHS Miles in West Virginia  
As of September 30, 2006  
(Eligible Miles: 409.6)**



### Corridor D

Corridor D extends 82.3 miles (including 2.1 ineligible miles) from the Ohio state line at Parkersburg to the I-79 interchange at Bridgeport. The estimated cost to complete Corridor D is \$5.9 million.

Remaining work includes stage construction of a grade separation structure east of the Ohio River crossing; construction is scheduled to start in FY 2007.

## **Corridor H**

Corridor H extends 133.6 miles (including 1.9 ineligible miles) from the interchange with I-79 near Weston to the Virginia state line near Strasburg, Virginia. The estimated cost to complete is \$896.4 million, including a \$26.8 million prefinanced project.

Remaining work includes the construction of the following:

- The Elkins Bypass interchange.
- A 57.3-mile, four-lane section of SR 33 on a new location from Kerens to the Grant/Hardy county line; construction is scheduled to start in FY 2007.
- Final stage construction on 9.4 miles of SR 33 from the Hardy county line east to Old Field; construction is scheduled to start in FY 2008.
- A 6.8-mile, four-lane section of SR 55 on a new location from west of Wardensville to the Virginia state line.

# **APPENDIX C**

## **Overview of Cost Changes Since the ADHS 2002 Cost-to-Complete Estimate**





## **PREFACE**

The total cost to complete the Appalachian Development Highway System (ADHS) (as of September 30, 2006) is estimated at \$11.8 billion, an increase of \$3.3 billion since the ADHS 2002 Cost-to-Complete Estimate. The federal share of the cost to complete is \$8.8 billion, up from \$6.2 billion in the 2002 estimate. Remaining federal funding needed to complete the ADHS is estimated at \$6.5 billion; up from \$4.5 billion in the 2002 estimate. The remaining federal funding needed takes into account the unobligated balance of funds (as of September 30, 2006), allocations and apportionments under TEA-21 and SAFETEA-LU, allocations under the DOT and other Appropriations Acts, and the prospective FY 2008 and FY 2009 apportionments and allocations under SAFETEA-LU.

The increase in the cost to complete the ADHS was caused by several factors:

- Nationwide, highway construction costs have increased an average of 26 percent since the 2002 estimate was prepared; in the region construction costs have increased over 40 percent.
- A new, 65-mile corridor (Corridor X-1 in Alabama) was added to the ADHS by Congress in 2004.
- Route locations and designs have changed to accommodate local community needs and provide a safer design.
- Construction quantities and right-of-way costs have been refined based on engineering studies undertaken since the last estimate and on final design decisions.
- Design changes have been made to accommodate changes in standards and to add needed environmental mitigation measures.

Specific information on significant cost changes since the ADHS 2002 Cost-to-Complete Estimate is outlined in this Appendix.



## **Alabama**

The estimated cost to complete Alabama's ADHS corridors has increased from \$531.2 million to \$3.001 billion since the 2002 estimate. This significant increase is mainly the result of the addition of Corridor X-1 around Birmingham, which added \$2.507 billion to the cost estimate. The cost to complete Corridor X-1 is based on planning estimates; no construction starts are projected in the next five years.

The cost to complete Corridor V has increased from \$138.7 million in the 2002 estimate to \$178.3 million. Design of the 16.3 mile segment from near the Mississippi state line to Russellville has been completed since the 2002 estimate; the cost increase reflects detailed quantities now available, and increases in roadway and bridge construction costs statewide (as much as 60 percent) since the 2002 estimate.

## **Georgia**

The estimated cost to complete Georgia's ADHS corridors has increased from \$328.0 million to \$369.3 million since the 2002 estimate. The cost increase for Corridor A accounts for most of this increase.

The cost estimate for Corridor A increased from \$310.4 million in the 2002 estimate to \$351.2 million because of higher unit prices: statewide construction costs have risen 5 percent annually since the 2002 estimate.

## **Kentucky**

The estimated cost to complete Kentucky's ADHS corridors has increased from \$997.3 million to \$1.018 billion since the 2002 estimate.

The cost to complete Corridor F increased from \$199.4 million in the 2002 estimate to \$409.0 million. This major increase reflects a change in the location of a 10.7-mile section of US 119 over Pine Mountain to Whitesburg. The change includes the addition of 300 feet of tunnel and added environmental mitigation measures and earthwork quantities.

The cost to complete Corridor Q decreased to \$506.6 million from \$581.9 million in the 2002 estimate. Over \$150 million of construction have been put underway since the 2002 estimate. Increases in the cost of roadway surfacing items and environmental mitigation measures have raised costs on the remaining 16.5-mile section from Corridor B to the Virginia state line.

## **Maryland**

The estimated cost to complete Maryland's ADHS corridors has increased from \$99.6 million to \$228.5 million since the 2002 estimate. A major increase (over 50 percent) in construction costs statewide since the 2002 estimate accounted for much of the cost increase.

The cost to complete Corridor N increased from \$43.2 million in the 2002 estimate to \$145.0 million. This major increase reflects substantive changes to earthwork and bridge quantities and added environmental mitigation measures, the result of further design studies, and increased unit prices.

The cost to complete Corridor O has increased from \$56.4 million in the 2002 estimate to \$83.4 million. The higher estimate reflects an increase in construction costs.

## **Mississippi**

The estimated cost to complete Mississippi's ADHS corridors has decreased from \$106.3 million to \$79.7 million since the 2002 estimate.

The cost decrease was primarily due to progress on the construction of Corridor V.

## **New York**

The estimated cost to complete New York's ADHS corridors has decreased from \$327.3 million to \$205.5 million since the 2002 estimate.

The cost to complete Corridor T decreased from \$215.9 million in the 2002 estimate to \$82.4 million, including \$61.3 million in prefinanced projects currently underway. Since the 2002 estimate over \$240 million has been obligated for work on Corridor T including two rest areas. Remaining work is a 5.5-mile section from Water Street to Chemung scheduled to start in 2008.

A system action approved by ARC in November 2001 transferred eligibility of 5.8 miles of Corridor U to newly designated Corridor U-1. Corridor U was retained with remaining work at the interchange with Corridor T to be completed using non-ADHS funds.

The cost to complete newly designated Corridor U-1 is \$123.2 million in the 2007 estimate. The 12.5-mile corridor includes 5.8 miles with ADHS funding limited to \$79,352,000, in accordance with the Corridor U system action.

## **North Carolina**

The estimated cost to complete North Carolina's ADHS corridors has increased from \$534.1 million to \$757.3 million since the 2002 estimate.

The cost to complete Corridor A increased from \$28.5 million in the 2002 estimate to \$56.3 million, due to construction cost increases of up to 75 percent statewide.

The cost to complete Corridor K increased from \$457.3 million in the 2002 estimate to \$676.7 million in the 2007 estimate. This major increase reflects a substantive increase in right-of-way costs (40 to 65 percent), increases of 25 to 50 percent in unit prices, and the cost of design changes, on the 13.3-mile section of Corridor K northeast of Andrews.

## **Ohio**

The estimated cost to complete Ohio's ADHS corridors has increased from \$341.3 million to \$413.2 million since the 2002 estimate.

The cost to complete Corridor B increased from \$166.5 million in the 2002 estimate to \$333.8 million. Design changes to minimize environmental and right-of-way impacts involved significant increases in earthwork costs due to increased quantities and higher unit costs (and added rock excavation). The increase in earthwork costs alone account for 50 to 75 percent of the increased costs. Costs also reflect increases in the cost of construction materials (aggregate, cement, steel, and lumber) and fuels.

The cost to complete Corridor C increased from \$56.2 million in the 2002 estimate to \$79.4 million. Corridor C is complete except for a 4.2-mile section at Waverly and a 3.2-mile section at Asheville. Both sections are in the location phase of development and the increase reflects construction cost increases due to the higher costs of construction materials such as steel, cement, aggregate and diesel fuel.

## **Pennsylvania**

The estimated cost to complete Pennsylvania's ADHS corridors has increased from \$2.469 billion to \$2.748 billion since the 2002 estimate. Construction costs have increased nearly 48 percent statewide, reflecting substantial increases in costs for construction materials including steel, cement, aggregate, and diesel fuel.

The cost to complete Corridor M increased from \$1.030 billion in the 2002 estimate to \$1.406 billion. The major cost increase was for the remaining work on the sections from Hollidaysburg to the Lewistown Bypass. These 59.8 miles are currently not under development. The estimated cost on these sections has increased from \$679 million in the 2002 estimate to \$1.266 billion. The costs are based on per mile cost reflecting average costs in the state for similar four-lane facilities, which increased 47.7 percent since the last estimate due in part to increased construction material costs.

The cost to complete Corridor N increased from \$203.3 million in the 2002 estimate to \$373.8 million, reflecting increases in construction costs and updated quantity estimates on uncompleted sections of the corridor.

A system action on Corridor O authorized in Section 1117(d) of TEA-21 resulted in the shifting of eligibility for ADHS funding from a 23.7-mile section of Corridor O from the Maryland state line to south of Bedford to a new corridor (Corridor O-1) from Corridor O at Port Matilda to I-80 northeast of Clearfield.

The cost to complete the remaining portion of Corridor O decreased from \$163.3 million in the 2002 cost estimate to \$103.1 million. Since the last estimate, 8.8 miles have been completed. As result of the agreement reached for the designation of the new corridor (Corridor U-1), the cost of constructing the I-80 interchange was made eligible for ADHS funding, limited as outlined below.

The amount of ADHS funding on Corridor O-1 is limited, in accordance with Section 1117(d) of TEA-21, to \$194,681,098 (federal funds). That is the federal share of the cost in the 1997 estimate of the subtracted section of Corridor O minus funds obligated (\$18,880,000) adjusted for inflation to 2005 dollars. Corridor O-1 is in the location phase of development. In addition as provided in the agreement reached for the designation of the new corridor (Corridor U-1) the cost of construction of the 3-mile section from Port Matilda to Clearfield was made eligible for limited ADHS funding as outlined below.

A system action approved in December 2001, which included limitations on ADHS funding eligibility, is as follows:

- The designation of a new 3.6 mile corridor, Corridor U-1, with ADHS funding limited to \$36,020,098 less the \$33,240,829 obligated with the \$2,779,269 remaining adjusted to \$4,104,424 (in 2005 dollars);

- The transfer of 2.0 miles to Corridor O for the construction of the interchange with I-80 with ADHS funding limited to \$61,331,519 less the \$11,840,000 obligated with the \$49,491,519 remaining adjusted to a current maximum of \$65,453,00 (in 2005 dollars);
- The transfer of 4.8 miles to Corridor P to construct the section from PA 287 to US220 at Williamsport with the ADHS funding limited to \$9,735,161 adjusted to \$14,376,886 (in 2005 dollars); and
- The transfer of 3.0 miles to Corridor O-1 made available to the corridor and adding \$19,470,323 (federal funds) to the limited ADHS funds available toward completion of the corridor adjusted to \$28,753,773 (in 2005 dollars).

The cost to complete Corridor U decreased from \$293 million in the 2002 estimate to \$48.7 million as the result of the completion of construction on 9.6 miles of the corridor and the transfer of 13.4 miles to Corridors O, O-1, P, and U-1, as outlined above.

## **South Carolina**

The estimated cost to complete South Carolina's ADHS corridors has increased from \$42.3 million to \$63.6 million since the 2002 estimate.

The cost increase reflects the increased cost of acquiring right-of-way in the greater Greenville area for the widening the remaining 4.3 miles on Corridor W. The state has advanced work on the corridor with \$22.3 million in prefinanced projects.

## **Tennessee**

The estimated cost to complete Tennessee's ADHS corridors has increased from \$680.6 million to \$827.2 million since the 2002 estimate.

The estimated cost of completing Corridor K increased from \$394.7 million in the 2002 estimate to \$527.9 million, reflecting a 68 percent increase in right-of-way acquisition costs and a 40 percent increase in statewide construction costs.

## **Virginia**

The estimated cost to complete Virginia's ADHS corridors has increased from \$656.3 million to \$1.179 billion since the 2002 estimate.

The estimated cost of completing Corridor H increased from \$68.5 million in the 2002 estimate to \$107.0 million. Corridor H is not in Virginia's current development plan. The cost estimate for the corridor is based on a four-lane section as was approved by ARC for all of Corridor H and now includes reconstruction or replacement of bridges, added right-of-way, and construction for widening the roadway from two to four lanes.

The cost to complete Corridor Q cost increased from \$587.8 million in the 2002 estimate to \$1.072 billion. The major portion of the increased cost is the result of design changes and the difficulty of the terrain. ADHS participation in the construction cost on the section common with the Coalfields Expressway was limited to the cost in the 1997 estimate, adjusted to \$89.4 million for inflation, plus \$52.8 million as requested by Virginia. The total cost on the section west of Grundy is \$588.0 million (state and federal) with full ADHS funding participation in right-of-way and engineering costs, and construction costs limited to \$113.8 million (federal funds).

## **West Virginia**

The estimated cost to complete West Virginia's ADHS corridors has decreased from \$1.392 billion to \$902.3 million since the 2002 estimate.

The cost to complete Corridor D decreased from \$223.4 million in the 2002 estimate to \$5.9 million. The corridor is substantially complete.

The cost to complete Corridor H decreased from \$1.169 billion in the 2002 estimate to \$896.4 million. Twenty-five miles of Corridor H have advanced to the construction phase since the 2002 cost estimate.





# **APPENDIX D**

## **Summary Tables**



**Table D-1. Summary of ADHS Costs and Miles by Stage of Development, as of September 30, 2006**  
(in thousands of dollars)

State	Total System Mileage <sup>1</sup>	Ineligible Mileage	Total Eligible Miles	Total Cost <sup>2</sup>	Open to Traffic		Under Construction		Final Design Status		Location Status	
					Miles	Cost <sup>3</sup>	Miles	Cost	Miles	Cost	Miles	Cost
Alabama	308.4	12.7	295.7	\$3,001,056	188.7	\$129,662	37.1	\$64,416	6.2	\$449,565	63.7	\$2,357,413
Georgia	142.9	10.4	132.5	369,339	100.9	0	0	0	11.1	90,542	20.5	278,797
Kentucky	574.7	148.4	426.3	882,395	387.9	0	15.8	145,688	22.6	736,707	0	0
Maryland	86.8	3.6	83.2	228,481	80.7	83,445	0	0	0	0	2.5	145,036
Mississippi	127.9	10.4	117.5	79,721	90.3	0	6.7	0	20.5	79,721	0	0
New York	272.0	50.0	222.0	144,221	209.2	40,040	3.7	0	3.6	83,153	5.5	21,028
North Carolina	207.0	2.7	204.3	757,300	179.6	41,420	0	0	16.4	404,739	8.3	311,141
Ohio	303.2	101.7	201.5	413,253	178.2	0	0	0	16.2	333,797	7.1	79,456
Pennsylvania	551.5	98.4	453.1	2,685,244	283.3	85,884	44.6	6,930	13.9	192,329	111.3	2,400,101
South Carolina	30.7	7.8	22.9	41,315	18.6	0	0	0	4.3	41,315	0	0
Tennessee	372.6	43.3	339.3	827,234	299.3	249,492	3.6	0	8.9	86,879	17.5	490,863
Virginia	204.6	12.4	192.2	1,178,875	160.0	0	0.0	0	16.6	1,071,276	15.6	107,599
West Virginia	424.8	15.2	409.6	875,421	329.9	40,948	17.4	44,012	32.1	356,231	30.2	434,230
<b>Region Total</b>	<b>3,607.1</b>	<b>517.0</b>	<b>3,090</b>	<b>\$11,483,855</b>	<b>2,506.6</b>	<b>\$670,891</b>	<b>128.9</b>	<b>\$261,046</b>	<b>172.4</b>	<b>\$3,926,254</b>	<b>282.2</b>	<b>\$6,625,664</b>
<b>Prefinanced Projects</b>				<b>\$308,958</b>								
<b>Total Cost to Complete</b>				<b>\$11,792,813</b>								

NOTE: Costs are total state and federal funds.

<sup>1</sup>Total system mileage includes miles ineligible for ADHS funding. Ineligible miles are not included in total cost or in miles listed by stage of development.

<sup>2</sup> Does not include prefinanced projects.

<sup>3</sup>Cost estimates associated with mileage already open to traffic reflect approved stage construction work for such items as second stage pavement, interchanges, rest areas, and additional lanes to achieve the ultimate cross section.

**Table D-2. ADHS Cost to Complete and Funding Needs  
as of September 30, 2006**  
(in thousands of dollars)

State and Corridor	State and Federal Funds Needed	Prefinanced Project Funds (State & Federal)	Total State & Federal Funds Needed	Federal Share of Funds Needed	Available Federal Funds: All Sources <sup>1</sup>	Remaining Federal Funds Needed
<b>Alabama</b>						
V	\$178,268	\$0	\$178,268			
X	316,129	0	316,129			
X-1	2,506,659	0	2,506,659			
<b>State Total</b>	<b>\$3,001,056</b>	<b>\$0</b>	<b>\$3,001,056</b>	<b>\$2,400,845</b>	<b>\$152,284</b>	<b>\$2,248,561</b>
<b>Georgia</b>						
A	\$351,224	\$0	\$351,224			
A-1	18,115	0	18,115			
<b>State Total</b>	<b>\$369,339</b>	<b>\$0</b>	<b>\$369,339</b>	<b>\$285,471</b>	<b>\$193,339</b>	<b>\$102,132</b>
<b>Kentucky</b>						
B	\$0	\$54,769	\$54,769			
F	409,010	0	409,010			
I	0	47,271	47,271			
Q	473,385	33,252	506,637			
<b>State Total</b>	<b>\$882,395</b>	<b>\$135,292</b>	<b>\$1,017,687</b>	<b>\$814,150</b>	<b>\$322,982</b>	<b>\$491,168</b>
<b>Maryland</b>						
N	\$145,036	\$0	\$145,036			
O	83,445	0	83,445			
<b>State Total</b>	<b>\$228,481</b>	<b>\$0</b>	<b>\$228,481</b>	<b>\$182,785</b>	<b>\$54,261</b>	<b>\$128,524</b>
<b>Mississippi</b>						
V	\$79,721	\$0	\$79,721			
<b>State Total</b>	<b>\$79,721</b>	<b>\$0</b>	<b>\$79,721</b>	<b>\$50,299<sup>2</sup></b>	<b>\$45,738</b>	<b>\$4,561</b>
<b>New York</b>						
T	\$21,028	\$61,328	\$82,356			
U-1	123,193	0	123,193			
<b>State Total</b>	<b>\$144,221</b>	<b>\$61,328</b>	<b>\$205,549</b>	<b>\$145,237<sup>2</sup></b>	<b>\$78,112</b>	<b>\$67,125</b>
<b>North Carolina</b>						
A	\$56,280	\$0	\$56,280			
B	0	0	0			
K	676,688	0	676,688			
W	24,332	0	24,332			
<b>State Total</b>	<b>\$757,300</b>	<b>\$0</b>	<b>\$757,300</b>	<b>\$605,840</b>	<b>\$202,658</b>	<b>\$403,182</b>
<b>Ohio</b>						
B	\$333,797	\$0	\$333,797			
C	79,456	0	79,456			
<b>State Total</b>	<b>\$413,253</b>	<b>\$0</b>	<b>\$413,253</b>	<b>\$330,602</b>	<b>\$73,405</b>	<b>\$257,197</b>

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State and Corridor	State and Federal Funds Needed	Prefinanced Project Funds (State & Federal)	Total State & Federal Funds Needed	Federal Share of Funds Needed	Available Federal Funds; All Sources <sup>1</sup>	Remaining Federal Funds Needed
<b>Pennsylvania</b>						
M	1,363,645	42,000	1,405,645			
N	373,821	0	373,821			
O	81,816	21,250	103,066			
O-1	602,283	0	602,283			
P	202,385	0	202,385			
U	48,734	0	48,734			
U-1	12,560	0	12,560			
<b>State Total</b>	<b>\$2,685,244</b>	<b>\$63,250</b>	<b>\$2,748,494</b>	<b>\$1,865,086<sup>2</sup></b>	<b>\$335,506</b>	<b>\$1,529,580</b>
<b>South Carolina</b>						
W	\$41,315	\$22,253	\$63,568			
<b>State Total</b>	<b>\$41,315</b>	<b>\$22,253</b>	<b>\$63,568</b>	<b>\$50,854</b>	<b>\$15,504</b>	<b>\$35,350</b>
<b>Tennessee</b>						
B	\$47,321	\$0	\$47,321			
F	28,065	0	28,065			
J	133,341	0	133,341			
K	527,877	0	527,877			
S	52,539	0	52,539			
V	38,091	0	38,091			
<b>State Total</b>	<b>\$827,234</b>	<b>\$0</b>	<b>\$827,234</b>	<b>\$661,787</b>	<b>\$376,661</b>	<b>\$285,126</b>
<b>Virginia</b>						
H	\$106,980	\$0	\$106,980			
Q	1,071,895	0	1,071,895			
<b>State Total</b>	<b>\$1,178,875</b>	<b>\$0</b>	<b>\$1,178,875</b>	<b>\$633,402<sup>2</sup></b>	<b>\$156,381</b>	<b>\$477,021</b>
<b>West Virginia</b>						
D	\$5,892	\$0	\$5,892			
H	869,529	26,835	896,364			
<b>State Total</b>	<b>\$875,421</b>	<b>\$26,835</b>	<b>\$902,256</b>	<b>\$721,805</b>	<b>\$272,266</b>	<b>\$449,139</b>
<b>Region Total</b>	<b>\$11,483,855</b>	<b>\$308,958</b>	<b>\$11,792,813</b>	<b>\$8,758,162</b>	<b>\$2,279,497</b>	<b>\$6,478,665</b>

<sup>1</sup>Available federal funds include prospective FY 2008 and FY 2009 allocations and apportionments authorized in SAFETEA-LU.

<sup>2</sup>Federal funding cap.

**Table D-3. History of Appalachian Development Highway System Authorizations**

(in millions of dollars)

Legislation	Period Covered	Amount of Authorization	
		Added	Cumulative
1965 Appalachian Regional Development Act	through 1971	\$ 840.0	\$ 840.0
1967 Amendments	through 1971	175.0	1,015.0
1969 Amendments	through 1973	150.0	1,165.0
1971 Amendments	through 1978	925.0	2,090.0
1975 Amendments	through 1981	840.0	2,930.0
1980 Amendments	through 1982	260.0	3,190.0
1982 Reconciliation Act	through 1982	-50.0	3,140.0
1983 Appropriations Act	through 1983	115.1	3,255.1
1984 Appropriations Act	through 1984	109.4	3,364.5
1985 Appropriations Act	through 1985	100.0	3,464.5
1986 Appropriations Act	through 1986	79.0	3,543.5
1987 Appropriations Act	through 1987	75.0	3,618.5
1988 Appropriations Act	through 1988	64.0	3,682.4
1989 Appropriations Act	through 1989	69.2	3,751.6
1990 Appropriations Act	through 1990	105.1	3,856.7
1991 Appropriations Act	through 1991	126.4	3,983.1
1992 Appropriations Act	through 1992	142.9	4,126.0
1993 Appropriations Act	through 1993	129.3	4,255.3
1994 Appropriations Act	through 1994	160.0	4,415.4
1995 Appropriations Act	through 1995	189.3	4,604.7
1996 Appropriations Act	through 1996	109.0	4,713.7
1997 Appropriations Act	through 1997	99.7	4,813.4
1998 Appropriations Act	through 1998	102.5	4,915.9
Transportation Equity Act for the 21 <sup>st</sup> Century*	through 2003	2,250.0	7,165.9
Surface Transportation Extension Acts of 2004* Safe, Accountable, Flexible, Efficient	through 2004	512.5	7,678.4
Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*	through 2009	2,350.0	10,028.4
<b>Expired authorization (through 1982)</b>			<b>\$ -252.4</b>
<b>Cumulative authorization through 2009</b>			<b>\$9,776.0</b>

NOTE: Totals may not add because of rounding.

\*ADHS funds from the Highway Trust Fund apportioned by ARC formula to the Appalachian states.

**Table D-4. Appalachian Development Highway System  
Total Federal Allocations and Apportionments, FY 1998 to FY 2009**  
(in millions of dollars)

<b>Fiscal Year</b>	<b>Energy and Water Development Appropriations Act Allocation<sup>1</sup></b>	<b>TEA-21 and SAFETEA-LU ADHS Apportionment<sup>2</sup></b>	<b>TEA-21 and SAFETEA-LU High-Priority Project Allocations</b>	<b>DOT Appropriation and Supplemental Act Allocations</b>	<b>Total Federal Funds Apportionments and Allocations</b>
1998	94.0	—	17.8	300.0	411.80
1999	—	443.25	24.3	132.0	599.55
2000	—	443.25	30.3	—	473.55
2001	1.4 <sup>3</sup>	443.25	31.5	280.5	756.65
2002	—	442.95	30.4	200.0	673.35
2003	—	443.22	30.4	186.8	650.42
2004	—	500.38	—	124.3	624.68
2005	—	450.73	11.0	79.4	541.13
2006	—	454.36	11.1	19.8	485.26
2007	—	468.31	11.5	19.8	499.61
2008 <sup>4</sup>	—	470.00	11.0	—	481.00
2009 <sup>4</sup>	—	470.00	10.9	—	480.90
<b>Total</b>	<b>95.4</b>	<b>5,019.70</b>	<b>220.2</b>	<b>1,342.6</b>	<b>6,677.90</b>

<sup>1</sup>Funds from the ARC appropriations in the FY 1998 Energy and Water Development Appropriations Act minus deductions for administration of the ADHS program.

<sup>2</sup>Funds authorized in TEA-21 and SAFETEA-LU (\$450 and \$470 million per year) for the ADHS minus deductions for administration.

<sup>3</sup>FY 2001 distribution of recovered administrative funds originally provided in the FY 1998 Energy and Water Appropriations Act.

<sup>4</sup>Projected ADHS apportionments and allocations under SAFETEA-LU.



**Table D-5. Appalachian Development Highway System  
Total Federal Obligation Authority,<sup>1</sup> FY 1998 to FY 2009**  
(in millions of dollars)

<b>Fiscal Year</b>	<b>Energy and Water Development Appropriations Act Allocation<sup>2</sup></b>	<b>TEA-21 and SAFETEA-LU ADHS Obligation Authority</b>	<b>TEA-21 and SAFETEA-LU High-Priority Project Obligation Authority</b>	<b>DOT Appropriation and Supplemental Act Allocation</b>	<b>Total Federal Funds Made Available for Obligation<sup>3</sup></b>
1998	\$94.0	—	\$15.9	\$300.0	\$409.9
1999	—	\$391.4	21.5	132.0	544.9
2000	—	386.1	26.6	—	412.7
2001	1.4 <sup>4</sup>	389.6	28.0	280.5	699.5
2002	—	400.4	27.5	200.0	627.9
2003	—	400.7	27.5	186.8	615.0
2004	—	484.8	—	124.3	609.1
2005	—	385.4	9.4	79.4	474.2
2006	—	395.3	9.7	19.8	424.8
2007	—	423.8	10.4	19.8	454.0
2008 <sup>4</sup>	—	399.5	9.3	—	408.8
2009 <sup>4</sup>	—	399.5	9.3	—	408.8
<b>Total</b>	<b>\$95.4</b>	<b>\$4,456.5</b>	<b>\$195.1</b>	<b>\$1,342.6</b>	<b>\$6,089.6</b>

<sup>1</sup>Availability reflects the limitation of authority to obligate funds apportioned and allocated from the Highway Trust Fund.

<sup>2</sup>Funds from the ARC appropriations in the FY 1998 Energy and Water Development Appropriations Act minus deductions for administration.

<sup>3</sup>Projected ADHS and Section 1602 obligation authority under TEA-21 and Section 1702 of SAFETEA-LU.

<sup>4</sup>FY 2001 distribution of recovered administrative funds originally provided in the FY 1998 Energy and Water Appropriations Act.

**Table D-6. Status of ADHS Mileage as Component of the National Highway System**

<b>State</b>	<b>Total ADHS System Mileage (Eligible and Ineligible)</b>	<b>NHS Mileage on ADHS</b>	<b>Non-NHS Mileage on ADHS</b>	<b>Uncompleted NHS Mileage on ADHS*</b>	<b>Uncompleted Non-NHS Mileage on ADHS*</b>
Alabama	308.4	308.4	0.0	149.1	0.0
Georgia	142.9	114.2	28.7	21.1	10.5
Kentucky	574.7	510.2	64.5	38.4	0.0
Maryland	86.8	86.8	0.0	6.2	0.0
Mississippi	127.9	127.9	0.0	27.2	0.0
New York	272.0	258.3	13.7	14.1	0.0
North Carolina	207.0	170.4	36.6	21.6	7.3
Ohio	303.2	286.7	16.5	7.1	16.2
Pennsylvania	551.5	538.1	13.4	177.4	0.0
South Carolina	30.7	30.7	0.0	4.3	0.0
Tennessee	372.6	264.3	108.3	72.8	39.2
Virginia	204.6	204.6	0.0	32.2	0.0
West Virginia	424.8	424.8	0.0	83.1	0.0
<b>Region Total</b>	<b>3,607.1</b>	<b>3,325.4</b>	<b>281.7</b>	<b>654.6</b>	<b>73.2</b>

NOTE: More than 92 percent of the ADHS is on the National Highway System (NHS). Of the total 3,607.1 miles of eligible and ineligible ADHS miles, 281.7 miles are not part of the NHS. Of the non-NHS mileage, 73.2 miles are uncompleted. The non-NHS portion of the ADHS is not eligible for NHS funds but is eligible for other Federal-Aid Highway Funds.

\*Some of the uncompleted mileage may have sections already open to traffic.

**Table D-7. Appalachian Development Highway System—Approved Corridors and Termini**

Corridor	State	Termini		Existing Route
		From	To	
A	Georgia North Carolina	I-285 north of Atlanta, Georgia	I-40 near Clyde, North Carolina	US 19, SR 5 US 64, US 19A
A-I	Georgia	Corridor A south of Cumming, Georgia	Intersection SR 53 north of Dawson and Forsyth County line	US 19
B	North Carolina Tennessee Virginia Kentucky Ohio	Intersection of I-26 and I-40 Asheville, North Carolina	Corridor C north of Portsmouth, Ohio	US 23 US 52 SR 348 SR 73
B-I	Kentucky Ohio	Corridor B near Greenup Dam, Kentucky	Corridor B north of Portsmouth, Ohio	US 23
C	Ohio	Corridor B north of Portsmouth, Ohio	I-270 south of Columbus, Ohio	US 23
C-I	Ohio	Corridor D near Jackson, Ohio	Corridor C at Chillicothe Ohio	US 35
D	Ohio West Virginia	I-275 east of Cincinnati, Ohio	I-79 near Bridgeport, West Virginia	SR 32 SR 124, US 50
E	West Virginia Maryland	I-79 near Morgantown, West Virginia	I-70 near Hancock, Maryland	SR 73 US 40
F	Tennessee Kentucky	I-75 near Caryville, Tennessee	Corridor B near Jenkins, Kentucky	US 25W, SR 63 US 25E, US 119
G	Kentucky West Virginia	Corridor B near Pikesville, Kentucky	I-64 near Charleston, West Virginia	US 119
H	West Virginia Virginia	I-79 near Weston, West Virginia	I-81 near Strasburg, Virginia	US 23 US 220, SR 55
I	Kentucky	Corridor F near Whitesburg, Kentucky	I-64 near Winchester, Kentucky	SR 15
J	Tennessee Kentucky	I-124 near Chattanooga, Tennessee	I-75 near London, Kentucky	SR 8, SR 53 SR 61, SR 90, SR 80
J-I	Tennessee	Algood City Limits	Corridor J near Gainesboro	PSR 451, SR 56
K	Tennessee North Carolina	I-75 near Cleveland, Tennessee	Corridor A near Dillsboro, North Carolina	US 64 US 19, US 19A
L	West Virginia	I-77 near Beckley, West Virginia	I-79 near Sutton, West Virginia	US 19
M	Pennsylvania	I-70/I-76 at New Stanton, Pennsylvania	I-81 near Harrisburg, Pennsylvania	US 22
N	Maryland Pennsylvania	Corridor E near Grantsville, Maryland	Corridor M at Ebensburg, Pennsylvania	US 219
O	Maryland Pennsylvania	Corridor E near Cumberland, Maryland	I-80 near Belfonte, Pennsylvania	US 220
O-I	Pennsylvania	Corridor O at Port Matilda, Pennsylvania	I-80 near Clearfield, Pennsylvania	US 322
P	Pennsylvania	I-80 near Mackeyville, Pennsylvania	I-80 near Milton, Pennsylvania	SR 147, US 220
Q	Kentucky Virginia West Virginia	Corridor B near Shelbiana, Kentucky	I-81 near Christiansburg, Virginia	SR 80 SR 609 US 480
R	Kentucky	Corridor I near Campton, Kentucky	Corridor B at Prestonsburg, Kentucky	KY Mountain Pkwy.
S	Tennessee	I-81 north of White Pine, Tennessee	Corridor F south of Harrogate, Tennessee	US 25E
T	Pennsylvania New York	I-90 east of Erie, Pennsylvania	I-81 near Binghamton, New York	SR 430 SR 17
U	Pennsylvania New York	Corridor P near Williamsport, Pennsylvania	Corridor T near Elmira, New York	US 15, SR 328 SR 328
U-I	Pennsylvania New York	Interchange with PA 328	SR 17/I-86	US 15
V	Mississippi Alabama Tennessee	I-55 near Batesville, Mississippi	I-24 west of Chattanooga, Tennessee	SR 6, SR 24, I-565, US 72 US 72
W	South Carolina North Carolina	I-85 near Greenville, South Carolina	I-26 near Hendersonville, North Carolina	US 25 By Pass US 25
X	Mississippi Alabama	Corridor V near Fulton, Mississippi	I-59 near Birmingham, Alabama	US 78 US 78
X-I	Alabama	I-459 near Birmingham, Alabama	I-20 near Leeds, Alabama	New Location