



Appalachian Regional Commission

**Status of the Appalachian  
Development Highway System  
as of September 30, 2025**

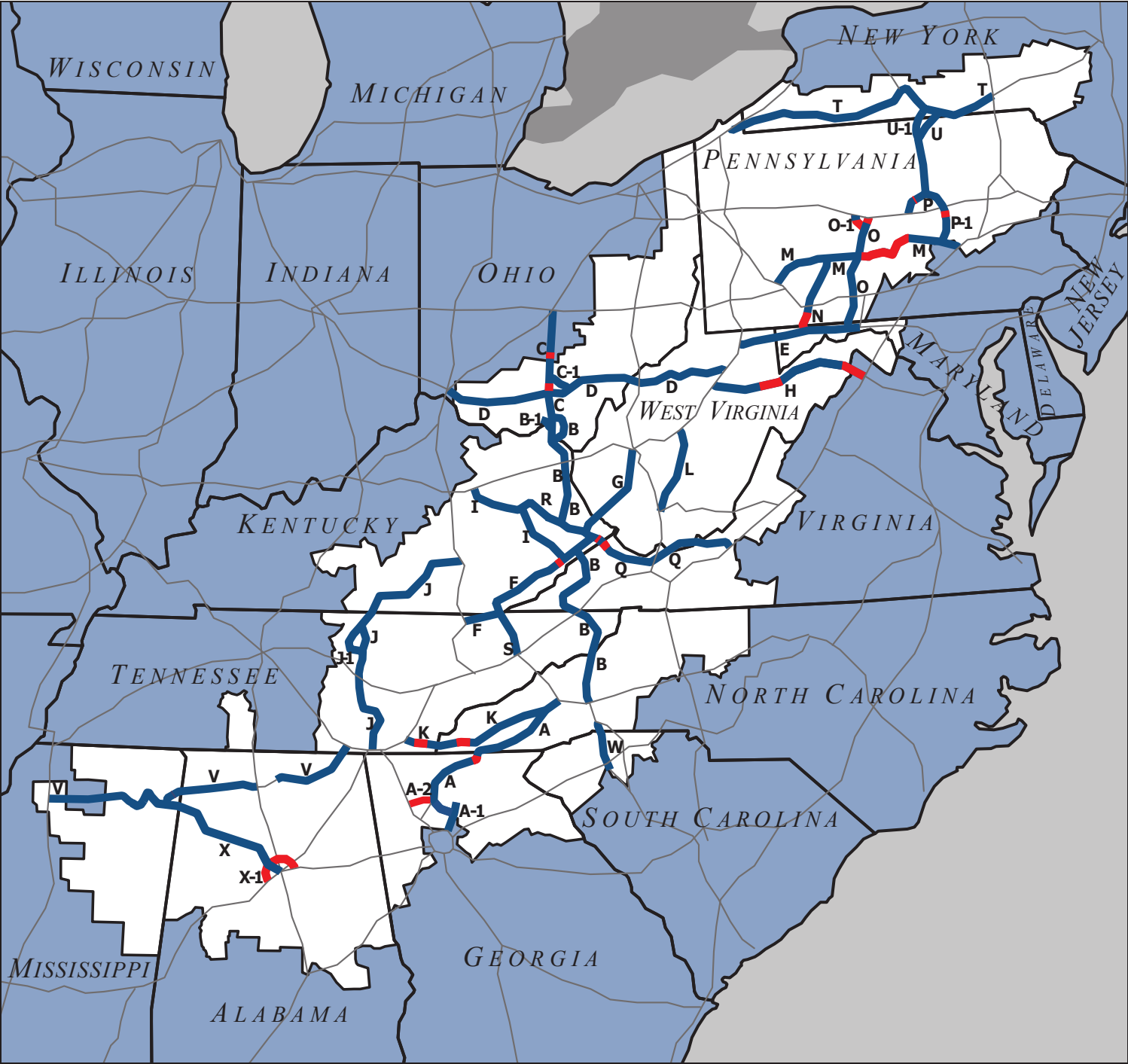
December 2025

**Status of the Appalachian  
Development Highway System  
as of September 30, 2025**



**APPALACHIAN DEVELOPMENT  
HIGHWAY SYSTEM**

as of September 30, 2025



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

# Appalachian Development Highway System (ADHS)

## FY 2025 Accomplishments & Future Outlook

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### Status of Completion of the ADHS

At the end of FY 2025, a total of 2,845.8 miles, or 92.1 percent of the 3,090.1 miles authorized for the ADHS, were either complete, currently meeting traffic needs, open to traffic or under construction; 47.4 miles were in the final design or right-of-way acquisition phase, and 196.9 miles were in the location studies phase (pre-environmental). See Table 1 for the latest mileage totals by status category and state as of 9/30/2025. See Appendix A for the latest mileage totals by ADHS corridor, status category and state as of 9/30/2025.

### *Progress Made in FY 2025*

- A 4.0-mile section in Corridor A of Georgia and a 3.5-mile section in Corridor A of North Carolina advanced from remaining stage construction to final construction underway, respectively.
- A 14.2-mile section of Corridor A2 in Georgia, a 1.4-mile section of Corridor K in Tennessee and a 5.0-mile section of Corridor H in West Virginia advanced from planning/location study to design and/or ROW, respectively.
- A 0.3-mile section advanced from stage construction to complete (but not open-to-traffic) in Corridor Q of Kentucky.
- A 0.2-mile section advanced from design and/or ROW to construction underway in Corridor H of West Virginia.
- A 9.0-mile section advanced from remaining stage construction to partially complete and meeting current traffic needs in Corridor Q of Virginia.

### *Miles Partially Complete and Meeting Traffic Needs*

At the end of FY 2025, a total of 41.6 miles of the ADHS were considered partially complete but meeting current traffic demands with no immediate need for additional work.

### *Obligations in FY 2025*

In FY 2025, the 13 Appalachian states obligated a total of \$268.1 million for ADHS highways from funds dedicated to the ADHS and apportioned or allocated to the Appalachian states. See Appendix B for a summary of available federal funds allocated or apportioned for ADHS activities by state.



### ***Additional Activities***

Activities in recent years through FY 2025 according to the new ADHS Strategic Plan approved in October 2019 include:

- Greater pursuit of innovative funding sources such as USDOT’s INFRA, RAISE, BUILD, and Rural Surface Transportation Grant programs.
- As part of the annual Status of ADHS report, request states to annually indicate the “future outlook” of remaining unfinished corridors.
- Reinstitute a simplified ADHS Cost-to-Complete Estimate, to define completion for all remaining unfinished corridors. In cooperation with the Federal Highway Administration and the state departments of transportation (DOTs), the Appalachian Regional Commission (ARC) completed and published the Appalachian Development Highway System (ADHS) 2021 Cost-to-Complete Estimate Report, dated March 2021, for the unfinished ADHS corridors. In FY 2022, the Commission formally accepted the 2021 Cost-to-Complete Estimate Report.
- In early 2025, the ARC transportation staff convened two separate virtual meetings to discuss the development of the next ADHS Cost-to-Complete Estimate with all Appalachian State DOT’s and their respective FHWA Division Offices. The states are assessing their individual plans for ADHS Completion and will provide updated Cost-to-Complete Estimates in the fall of 2025. The next ADHS Cost-Complete Estimate is expected to be released in early 2026.
- Streamline process to modify ADHS corridor completion definitions outside of the recurring Completion Plan cycle. The ARC transportation staff continues to work with states to address potential variances to ADHS corridor standards. These changes are in large part due to funding challenges and competing priorities within these states. In addition, the “right-sizing” of these projects allows for the timely completion of environmental reviews for the projects.

### ***New Funding Provided for ADHS through FY 2025 Appropriations***

The FY 2025 Department of Transportation Appropriations Act (P.L. 119-4) provided \$100 million in dedicated funding for the ADHS. This was the fifth consecutive year that federal funds dedicated to ADHS have been provided by Appropriation Acts since FY 2012. Per criteria provided in the legislation, the funding was apportioned to the states based primarily on the 2012 Cost to Complete Estimate percentages minus the cost of corridors states indicated no intention of completing in the 2013 ADHS Completion Report and further updated by the ADHS 2020

Future Outlook Report.

### ***New Funding Provided for ADHS through the Bipartisan Infrastructure Law***

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) provides dedicated funding of \$250 million (less 1.5% for FHWA operations and administration) each year from FY 2022 through 2026 for the ADHS. Per specific criteria provided in the legislation, the funding will be apportioned to states based primarily on the 2021 Cost-to-Complete Estimate percentages minus the cost of corridors states indicated no intention of completing in the 2013 Completion Report and further updated by the ADHS 2020 Future Outlook.

The Bipartisan Infrastructure Law also reserved up to 25% of its \$2 billion discretionary Rural Surface Transportation Grant Program awards for ADHS projects. For FY 2025, this amount was up to \$112.5 million and for FY 2026 up to \$125 million. However, no ADHS projects received an award in FY 2025 or for FY 2026.

### **Future Outlook of the ADHS**

A new requirement included in the ADHS Strategic Plan is for state DOTs to submit an annual assessment of the Future Outlook of their unfinished ADHS sections. See below for an overall summary of mileage totals by future outlook category, as reported through this year’s status update cycle. See the Future Outlook Map on page Appalachian Development Highway System-5 for a corridor-by-corridor and state-by-state assessment.

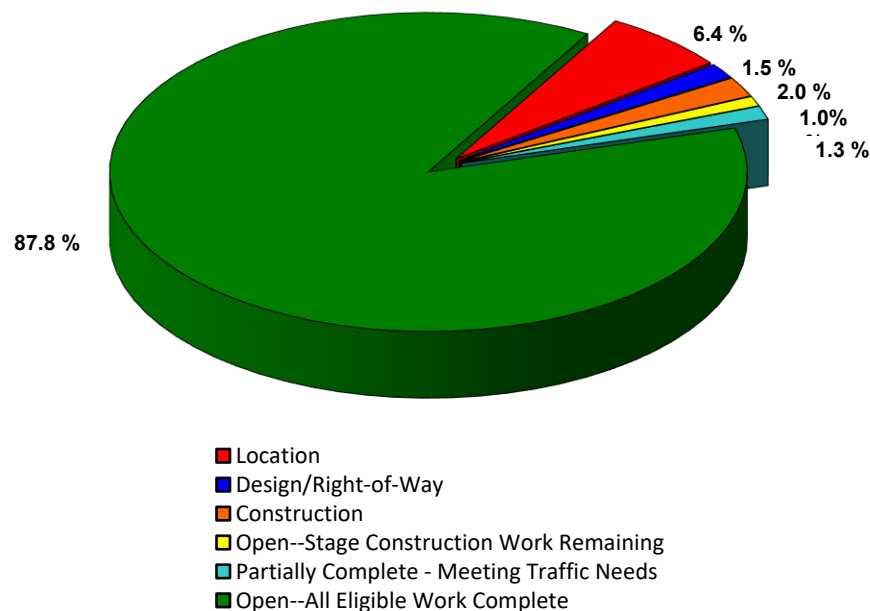
- **Complete:** 2711.7 miles (87.8%),
- **Partially Complete – Meeting Traffic Needs:** 66.8 miles (2.2%),
- **Incomplete – Significant Progress (likely Complete within 10 years):** 133.9 miles (4.3%),
- **Incomplete – Some Progress (likely Complete in more than 10 years):** 126.6 miles (4.1%),
- **Incomplete – Completion Date Undetermined:** 51.1 miles (1.6%)

**Table 1**

**Status of Completion of the ADHS (Miles)  
as of September 30, 2025**

State	Miles Open to Traffic			Miles Not Open to Traffic			Total Miles Eligible for ADHS Funding
	Complete	Partially Complete and Meeting Traffic Needs	Remaining Stage Construction Needed	Construction Under Way	Design or ROW Stage	Location Stage	
Alabama	192.9	28.9	6.4	3.2	21.0	43.3	295.7
Georgia	101.5	0.0	0.0	9.3	15.4	6.3	132.5
Kentucky	414.1	0.0	0.0	4.2	0.0	8.0	426.3
Maryland	78.4	3.7	0.0	0.0	0.0	1.1	83.2
Mississippi	117.5	0.0	0.0	0.0	0.0	0.0	117.5
New York	222.0	0.0	0.0	0.0	0.0	0.0	222.0
North Carolina	178.2	0.0	4.5	14.0	1.2	6.4	204.3
Ohio	194.4	0.0	0.0	0.0	0.0	7.1	201.5
Pennsylvania	348.3	0.0	2.9	13.6	0.9	87.4	453.1
South Carolina	22.9	0.0	0.0	0.0	0.0	0.0	22.9
Tennessee	299.1	0.0	16.5	0.0	1.4	12.3	329.3
Virginia	163.5	9.0	0.0	2.5	2.5	14.7	192.2
West Virginia	379.4	0.0	0.0	14.9	5.0	10.3	409.6
<b>System Totals</b>	<b>2,712.2</b>	<b>41.6</b>	<b>30.3</b>	<b>61.7</b>	<b>47.4</b>	<b>196.9</b>	<b>3,090.1</b>

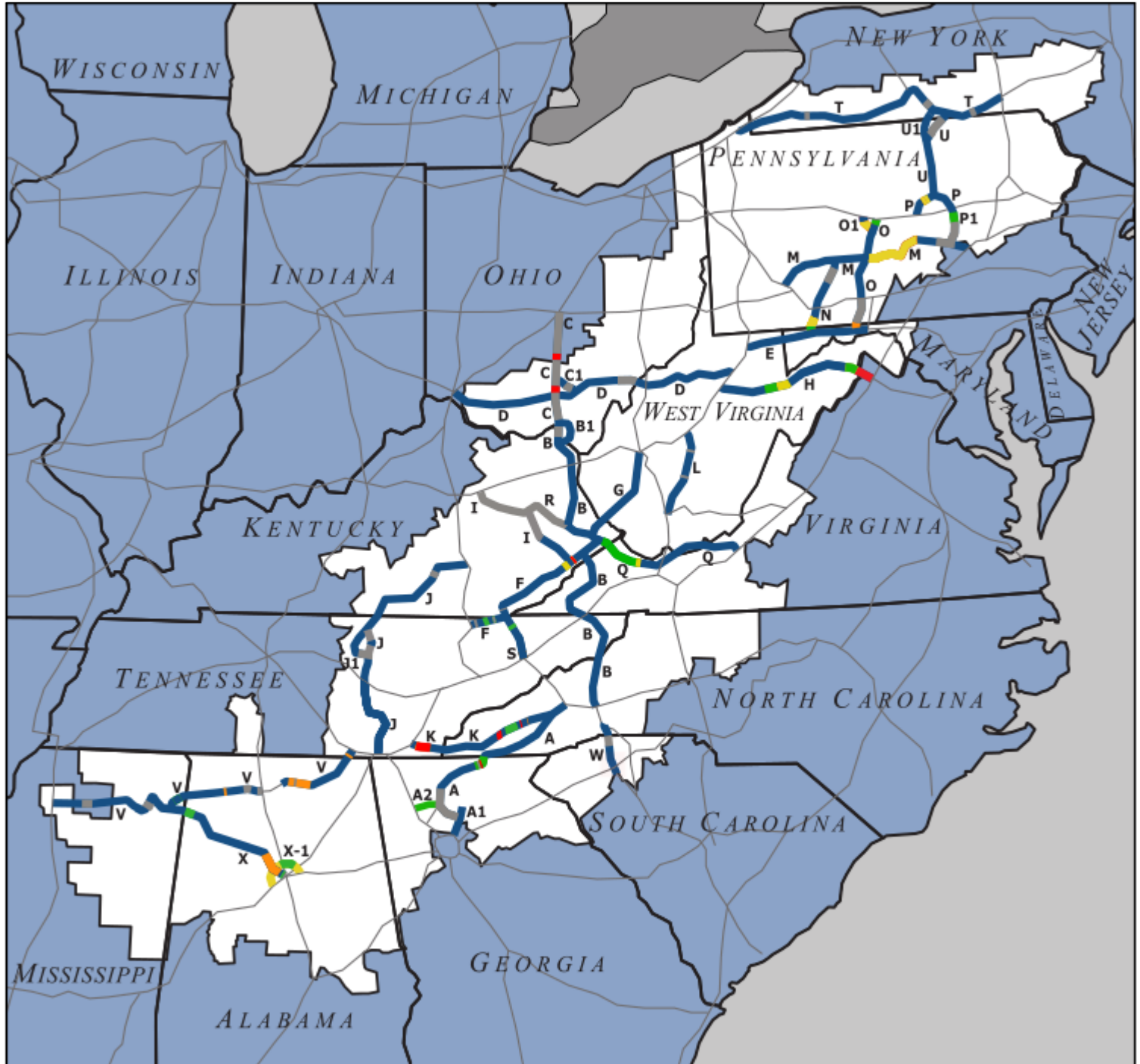
**Appalachian Development Highway System  
Status of Completion as of 9/30/2025  
3,090.1 Eligible Miles**





## Future Outlook of the Appalachian Development Highway System

as of September 30, 2025



- Non-Participating
- Complete
- Partially Complete - Meeting Traffic Needs
- Incomplete - Significant Progress (likely complete within 10 years)
- Incomplete - Some Progress (likely complete in more than 10 years)
- Incomplete - Completion Date Undetermined

## Background

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### **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 Estimate Report (March 2021) estimated the total cost of completing the ADHS at \$10.3 billion, in 2020 dollars (as of December 31, 2020). In addition, state DOTs have expended \$598.7 million in non-federal funds to pre-finance ADHS projects. As of December 31, 2020, \$1.25 billion was available to states for the ADHS. This includes federal funding previously apportioned to the Appalachian states, federal discretionary grants awarded for ADHS projects, and state funds explicitly committed for ADHS projects. Taking these into account, the total federal funding required to complete the ADHS was estimated at \$9.7 billion, in 2020 dollars, assuming 100 percent federal participation. The next ADHS Cost-to-Complete Estimate Report is expected to be released in early calendar year 2026.

### **Funding for the ADHS**

#### ***FY 1965–FY 1998***

From FY 1965 through FY 1998 funding for the ADHS was provided to ARC 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 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***

In FY 2013 through FY 2015, the transportation law **Moving Ahead for Progress in the 21<sup>st</sup> Century** (MAP-21) and its extensions did not include dedicated funding for ADHS projects but did make ADHS projects eligible for Federal-aid Highway funding apportioned to the states from the Surface Transportation Program or the National Highway Performance Program. The law also increased the federal share of funding for ADHS corridors and local 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 constructions toward completing the ADHS.

### ***FY 2016-2025***

In December 2015, Congress passed and the President signed into law the **Fixing America's Surface Transportation (FAST Act)** which again did not include dedicated funding for the ADHS but did continue the Federal-aid funding eligibility provisions established in MAP-21. Additionally, the FAST Act amended the federal share for ADHS projects from "100 percent" to "up to 100 percent" and extended funding authority through FY 2050.

The FY 2020 Consolidated Appropriations Act (P.L. 116-93) provided \$100 Million in dedicated funding for the ADHS. Per criteria provided in the legislation, the funding will be apportioned to states based primarily on the 2012 Cost-to-Complete Estimate percentages minus the cost of corridors states indicated no intention of completing in the 2013 Completion Report.

The FY 2021 Consolidated Appropriations Act (P.L. 116-260), the FY 2022 Department of Transportation Appropriations (P.L. 117-103), the FY 2023 Department of Transportation Appropriations, (P.L. 117-328), the FY 2024 Department of

Transportation Appropriations, (P.L. 118-42), and the FY 2025 Department of Transportation Appropriations (P.L. 119-4) each provided \$100 million in dedicated funding for the ADHS. Per criteria provided in the legislation, the funding will be apportioned to states based primarily on the 2012 Cost-to-Complete Estimate percentages minus the cost of corridors states indicated no intention of completing in the 2013 Completion Report and further updated by the ADHS 2020 Future Outlook.

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) provides dedicated funding of \$250 million (less 1.5% for FHWA operations and administration) each year from FY 2022 through 2026 for the ADHS. Per criteria provided in the legislation, the funding will be apportioned to states based primarily on the 2021 Cost-to-Complete Estimate percentages minus the cost of corridors states indicated no intention of completing in the 2013 Completion Report and further updated by the ADHS 2020 Future Outlook.

The Bipartisan Infrastructure Law also mandates that 25% of its \$2 billion discretionary Rural Surface Transportation Grant Program awards be reserved for ADHS projects. FY 2022 funding in the amount of \$69 million was awarded to the Pennsylvania Department of Transportation for ADHS Corridor P-1 (Central Susquehanna Valley Transportation Project - Southern Section). For FY 2025, available funding was increased to \$112.5 million, and for FY 2026, available funding was increased to \$125 million; however, no ADHS projects received an award in FY 2025 or FY 2026.

### **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.
- In 2019, the US Department of Transportation's Nationally Significant Federal Lands and Tribal Projects grant program awarded \$100 million for Corridor H in West Virginia for the construction of the WV-72 and US-219 interchange and the Cheat River Bridge in the Monongahela National Forest.

## **Benefits of the ADHS**

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

### ***Economic Impacts, Benefits and Costs***

An economic analysis study on the ADHS conducted by Economic Development Research Group, Inc. and WSP/Parsons Brinckerhoff was published in July 2017. 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 to-date (1965 to 2015) connect Appalachian people and businesses to other highway facilities, multimodal transportation, and economic markets. Using both back-casting (historical) and forecasting methods, the study produced estimates of 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. The study also investigated the benefits to Appalachia of accelerating completion of the system, and assessed the economic impacts, benefits, and costs of completing five of the largest remaining corridors. Key study findings included the following:

- Since 1965, areas served by the ADHS have enjoyed significant travel time savings, and greatly enhanced workforce access and same-day truck delivery access. As of 2015, annual travel time and reliability savings due to ADHS

corridor investments are estimated to be 360 million hours per year. The benefitting areas are largely rural and economically distressed counties.

- As of 2015, the value of transportation cost savings and productivity gains amounts to \$10.7 billion per year. These gains extend beyond the Appalachian Region, benefiting the entire U.S. Economy. Twenty percent of car vehicle hours saved and 31 percent of freight truck vehicle hours saved accrue to trips with at least one end located outside of the 13 Appalachian states. This indicates that the ADHS plays a particularly important role serving longer-distance goods movement and trade, connecting the Region to destinations throughout the U.S.
- ADHS system completion to date can be directly linked to the creation of over 168,000 added jobs and over \$11 billion in annual Gross Regional Product (GRP) growth as of 2015. The cumulative effect of GRP growth continuing year after year, for over fifty years (from 1965 to 2015), adds up to \$388 billion.
- Completion of the ADHS will result in a significant reduction in travel time for personal, business, and long-distance freight trips. By 2045, the annual savings in travel time for all trips is estimated to be 121 million hours (331,000 hours daily of travel time saved).
- ADHS corridor improvements will produce significant monetized travel benefits to individuals and businesses, both within and outside the Appalachian Region. Total transportation efficiency benefits (travel time, operating costs, safety, and reduced emissions) are estimated to be \$1.8 billion in 2045, the year of projected system completion. About 72 percent of the benefits accrue to auto travel (personal and business) with 28 percent of benefits due to truck travel.
- The majority of auto and non-freight truck benefits are estimated to accrue to the Appalachian Region based on the origin-destination pattern of trips. However, 56 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.

- 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 \$2.6 billion in value-added due to market accessibility gains by 2045, 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 professional and business services, leisure and hospitality, education and health care, retail trade, warehousing and distribution, and manufacturing.
- 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 2045, are estimated to total approximately 47,000 jobs, \$4.2 billion in increased value-added production, and \$2.7 billion in increased wages, with over 75 percent of these economic benefits accruing to the Appalachian Region's workers.
- Total capital costs (in 2015 dollars) to complete the remaining segments of the ADHS are estimated to be \$10.9 billion. However, future construction cost inflation will result in total costs that are likely higher than \$17 billion. In present value terms, applying a 7% real discount rate and incorporating future operations & maintenance costs, total costs are estimated to be \$4.5 billion (\$7 billion if using a 3% discount rate).
- 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 estimated to be 2.7 to 5.1 (depending on discount rate). At the national level, the estimated return on investment is even higher, yielding \$3.70 to \$7.10 for every dollar invested (depending on discount rate).

- Accelerated completion by 2035 rather than 2045 would help the Region realize economic growth and development impacts more quickly. For instance, it would lead to over 11,000 more jobs and over \$1 billion of additional GRP per year within the same study period. Accelerated completion would also result in about \$8 billion more cumulative transportation and accessibility benefits by 2035.
- An examination of five major ADHS corridors that are not yet fully constructed also indicates a positive ROI for completing each route independently. Completion of Corridors H (WV and VA), Q (KY and VA), N (MD and PA), K (NC and TN), and X1 (AL) were estimated to result in benefit-cost ratios ranging from 1.6 to 4.2 and could generate over 15,000 jobs in Appalachia.

### ***Highway Safety***

In 2018, the University of North Carolina's Highway Safety Research Center had been studying highway safety issues in Appalachia. The study includes comparisons of fatal and serious injury crash rates, including crash risk factors like seat belt use and drinking and driving, between Appalachia and the rest of the United States. The study also analyzes the impact of the ADHS on safety by quantifying the anticipated crash reduction when converting a two-lane rural route to a typical ADHS facility – four lane, divided, with limited access.

The study findings estimated that replacing a two-lane rural route with a standard ADHS route can reduce fatal and serious injury crash rates significantly. In a typical scenario with light to medium traffic volume, the anticipated economic benefit associated with this projected crash reduction could help justify the cost of building a new ADHS section. Other study results indicate that overall fatal crash rates are higher in Appalachia compared to the rest of the country and the rate of unrestrained fatal crashes are higher in Appalachia. Crashes due to poor lighting or roadway geometry also appear to be more prevalent in Appalachia. The study was finalized and made public in 2020.

# STATUS OF CORRIDORS IN ALABAMA

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## Appalachian Development Highway System (ADHS) Alabama Corridors as of September 30, 2025

### Summary

Total Number of ADHS Miles:	308.4 miles
Number of ADHS Miles Eligible for Funding:	295.7 miles
Number of ADHS Completed Miles:	192.9 miles
Miles Partially Complete and Meeting Traffic Needs:	28.9 miles
Miles Remaining Stage Construction (Open to Traffic):	6.4 miles
Miles Under Construction:	3.2 miles
Miles in Design/Right-of-Way Stage:	21.0 miles
Miles in Location Study Stage:	43.3 miles
Total ADHS-Funded Obligations To Date (Federal and State):	\$2,077.0 million
Estimated Cost to Complete, Federal and State Funds: (as of December 30, 2020)	\$3,531.4 million
Corridor V:	\$155.0 million
Corridor X:	\$235.2 million
Corridor X1:	\$3,141.2 million

### Fiscal Year 2025 Obligations

During fiscal year 2025, Alabama obligated a total of \$11,463,956 federal funds on the ADHS from dedicated federal funds to ADHS.

### 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	119.0 miles
Partially Complete but Meeting Needs	15.7 miles
Location Studies Stage	0.7 miles

**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	73.9 miles
Partially Complete but Meeting Needs	13.2 miles
Remaining Stage Construction	6.4 miles
Design & ROW Stage	1.8 miles

Projects currently underway on Corridor X in Alabama include:

- No projects are currently underway

**Corridor X1** (Birmingham Northern Beltline)

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

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

Project currently under way on Corridor X-1 in Alabama include:

West to East – Comprehensive Project Management System (CPMS) projects

- Design of SR-959 Dual Mainline Bridges Over SR-3 (US-31) Ramps A and B, and Bridges at I-65 Including Ramps 3 and 4:

Realignment of SR-3(US-31). To include Ramps A & B. All ROW from I-65 to US-31. Partial completion of segment to open Eastbound roadway to two-way traffic. (for Stage Construction).

- Design of SR-959 from 0.09 Miles West of SR-3 (US-31) to Cunningham Creek, Includes Dual Mainline Bridges Over SR-3 (US-31):

Partial completion of segment to open Eastbound roadway to two-way traffic. (for Stage Construction).

- Design of SR-959 Dual Mainline Bridges Over Cunningham Creek:

Partial completion of Eastbound bridge open to two-way traffic. (for Stage Construction).

- Design of SR-959 from Cunningham Creek to 0.39 miles East of SR-79:

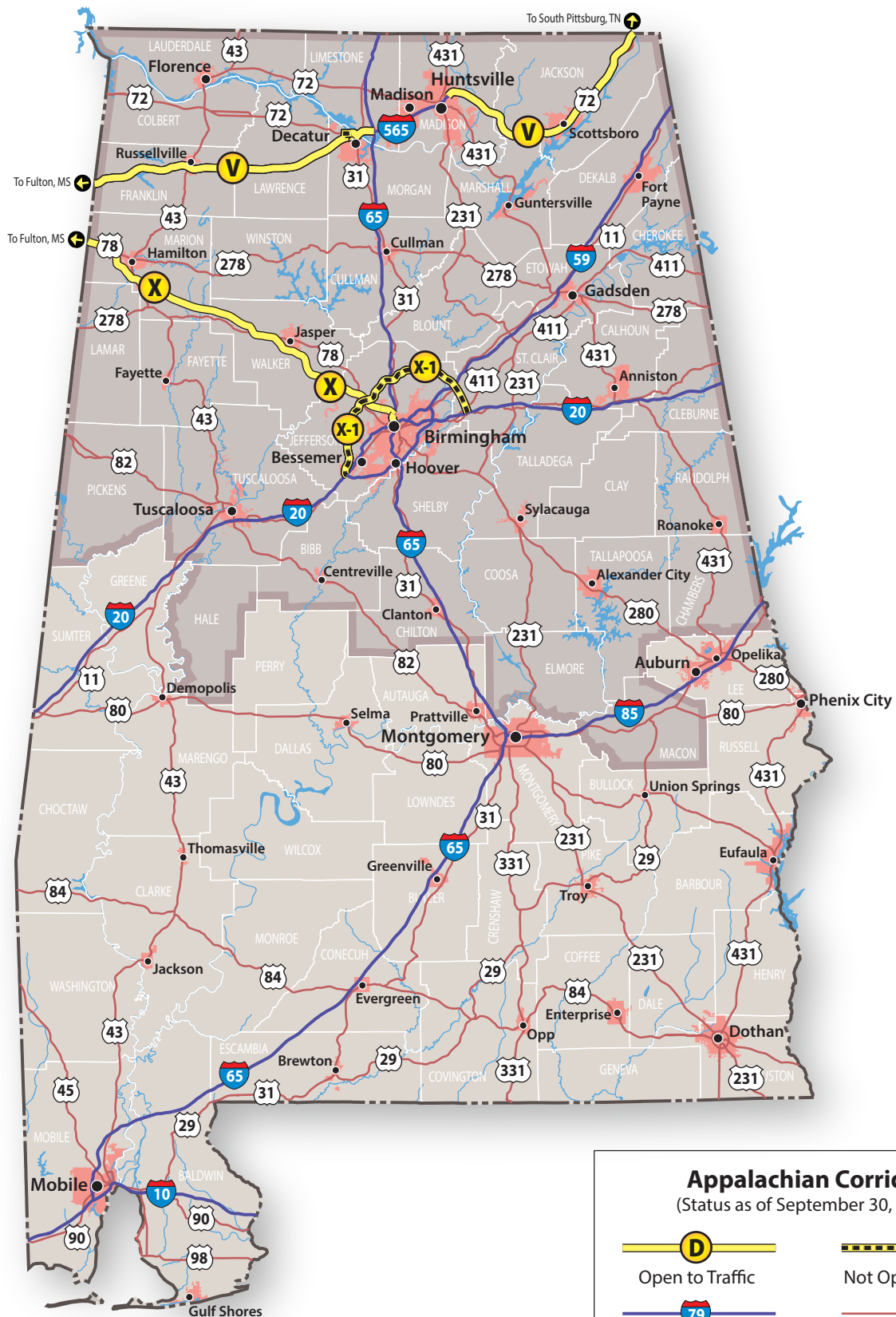
Partial completion of segment to open Eastbound roadway to two-way traffic. (for Stage Construction).

- Construction of SR-959 from West of SR-79 to East of SR-75:

Under construction: 1.340 miles of the Eastbound lanes (base, pave, and bridges) from SR-79 to SR-75. Partial completion of segment to open Eastbound roadway to two-way traffic. (for Stage Construction).

# Appalachian Development Highway System

## ALABAMA





# STATUS OF CORRIDORS IN GEORGIA

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## Appalachian Development Highway System (ADHS) Georgia Corridors as of September 30, 2025

### Summary

Total Number of ADHS Miles:	169.2 miles
Number of ADHS Miles Eligible for Funding:	132.5 miles
Number of ADHS Completed Miles:	101.5 miles
Miles Under Construction:	9.3 miles
Miles in Design/Right-of-Way Stage:	15.4 miles
Miles in Location Study Stage:	6.3 miles

Total ADHS-Funded Obligations to Date  
(Federal and State): \$578.2 million

Estimated Cost to Complete, Federal and State Funds:  
(as of December 31, 2020) \$347.8 million

Corridor A: \$105.3 million  
Corridor A2: \$242.5 million

### Fiscal Year 2025 Obligations

During federal fiscal year 2025, Georgia obligated \$92,473,920 of federal funds on the ADHS from dedicated federal funds to ADHS.

### 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 134.0 miles.

Authorized for ADHS Funding	98.1 miles
All Eligible Work Complete	87.6 miles
Construction Under Way	9.3 miles

Design & ROW Stage	1.2 miles
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Projects currently under way on Corridor A in Georgia include:

- Design/ROW phase, with construction scheduled for 2022: an 8.5 mile widening and relocation of SR 515 from Blairsville to Young Harris, PI # 122900. This Project has been split into three segments - 122900 (4 miles) was LET on May 17, 2024 but the award was deferred until January 2025 due to outstanding property management on 2 parcels; PI # 0019546 (3.2 miles) was LET in February 2024; PI # 0019545 (1.3 miles) was LET in August 2023.
- The remaining miles of SR 515, from SR 2 to the NC state line, PI # 0013228, are in a long-range plan.

**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 13.9 miles.

Authorized for ADHS Funding	13.9 miles
All Eligible Work Complete	13.9 miles

**Corridor A2** (State Route 20)

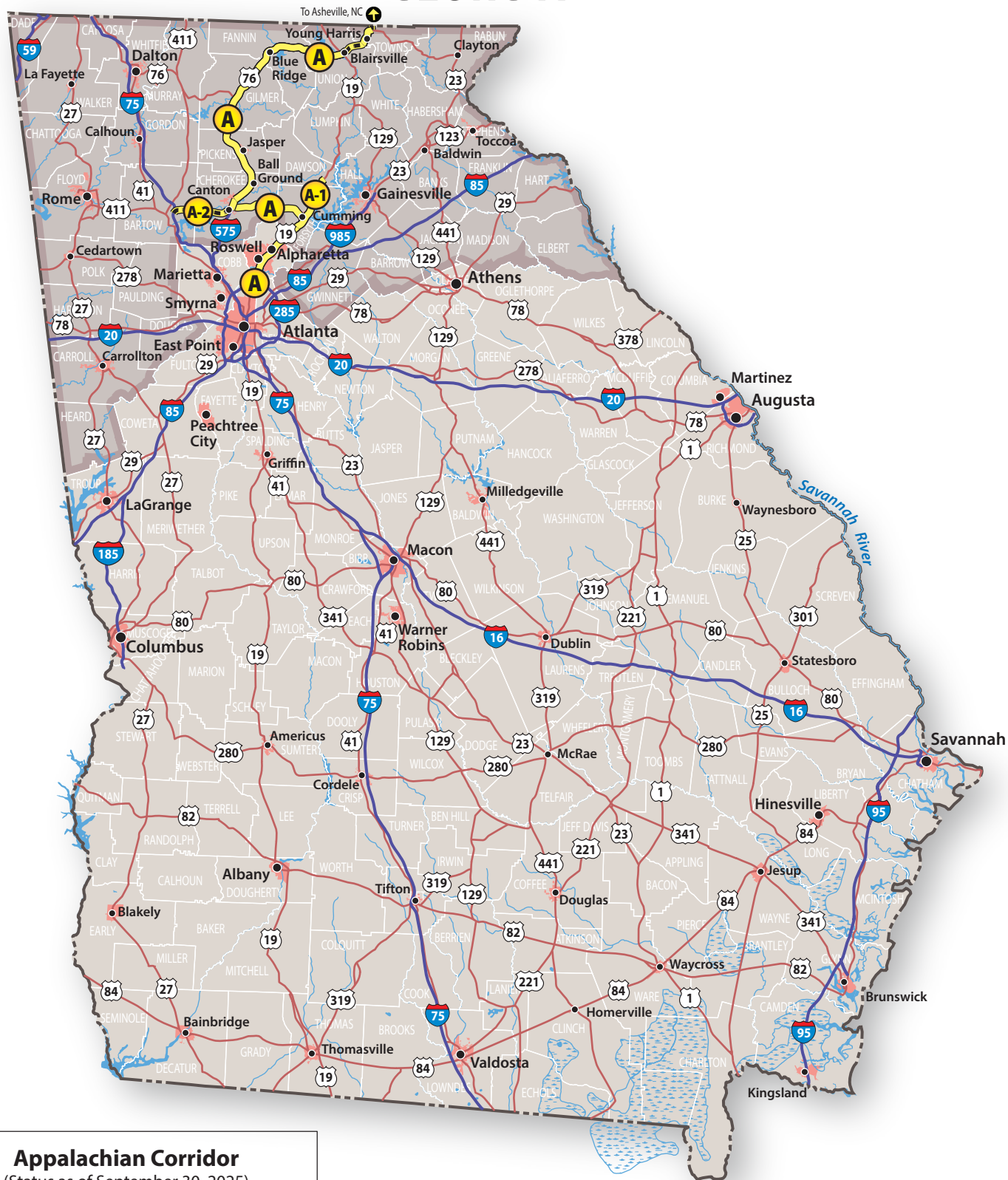
Corridor A2 runs east-west along SR 20 between Cartersville and Canton, connecting I-75 to I-575 and Corridor A. The total corridor length is 21.3 miles.

Authorized for ADHS Funding	20.5 miles
Location Studies Stage	6.3 miles
Design & ROW Stage	14.2 miles

- PI # 0007836 PE was authorized in 2012. ROW authorization for one parcel was approved in July 2025 for advanced acquisition. Additional ROW phases, including ADHS funded, are planned for FY 2027. CST is scheduled for 2030.

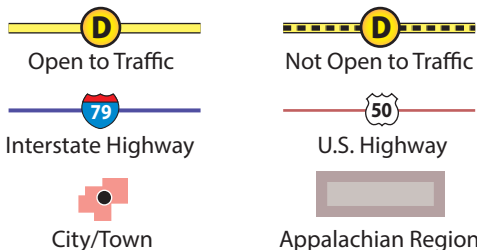
# Appalachian Development Highway System

## GEORGIA



### Appalachian Corridor

(Status as of September 30, 2025)



Appalachian  
Regional  
Commission

# STATUS OF CORRIDORS IN KENTUCKY

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## Appalachian Development Highway System (ADHS) Kentucky Corridors as of September 30, 2025

### Summary

Total Number of ADHS Miles:	580.7 miles
Number of ADHS Miles Eligible for Funding:	426.3 miles
Number of ADHS Completed Miles:	414.1 miles
Miles Under Construction:	4.2 miles
Miles in Location Study Stage:	8.0 miles

Total ADHS-Funded Obligations To Date  
(Federal and State): \$2,060.9 million

Estimated Cost to Complete, Federal and State Funds: \$126.9 million  
(as of December 31, 2020)

Corridor B:	complete
Corridor B1:	complete
Corridor F:	\$65.0 million
Corridor G:	complete
Corridor I:	complete
Corridor J:	complete
Corridor Q:	\$61.9 million
Corridor R:	designated without ADHS funds

### Fiscal Year 2025 Obligations

During fiscal year 2025, Kentucky did not obligate any federal funds on the ADHS from dedicated ADHS funds.

## 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 100.4 miles.

Authorized for ADHS Funding	78.0 miles
All Eligible Work Complete	70.0 miles
Location Studies Underway	8.0 miles

Projects under the modified plan on Corridor F in Kentucky include:

- While 8.0 miles remained on the original US 119 plan, a modified alignment has been approved by ARC with the acceptance of ADHS 2021 Cost to Complete Estimate Report. This new plan, utilizing a typical section with two 12-foot lanes, will tie the valley floor at Eolia 0.95 miles north through two cuts and over two bridges. US 119 will continue for another 0.61 miles north, using two 11-foot lanes, transitioning to existing spot improvements on Pine Mountain. A preferred alignment has been selected. Geotechnical and environmental concerns may affect the final alignment.

- An additional section, also using two 11-foot lanes, will extend from the spot improvements 0.84 miles north to the US 119/KY 15 intersection in Whitesburg. The total length of the modification is 2.4 miles.

### **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	12.3 miles
Construction Under Way	4.2 miles

Projects currently under way on Corridor Q in Kentucky include:

- Seven sections or portions of sections totaling 6.6 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 west of KY 195 (0.2 miles).
- Stage construction is complete on five sections (8.7 miles) with the exception of surfacing on Sections 5, 6A and 6B. 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 6B, West of Pond Creek to Russell Fork (2.1 miles); Section 7A-1, KY 80 at Beaver Creek to east of Beaver Bottom (surfacing complete), (0.6 miles) and is open to traffic; Section 7B, East of Beaver Bottom to Beaver Creek near Flat Fork (surfacing complete), (1.0 mile) and is open to traffic; Section 8A, Beaver Creek near Flat Fork to Right fork of Beaver Creek (surfacing complete), (1.0 mile) and Section 8B, Right Fork of Beaver Creek to the KY/VA state line (surfacing complete), (2.3 miles). Sections 7A-1, 7B, 8A and 8B (4.9 miles) were opened to traffic November 16, 2020.
- Surfacing for the remaining portion of Section 5 (0.4 miles), Sections 6A (1.4 miles) and 6B (2.1 miles) was let to construction in October 2023.
- Final Construction is complete on three sections (0.4 miles). They are: Section 5A, 0.1 miles west of KY 195 to KY 195, Marrowbone Bridge (0.2 miles) – completed Fall 2024; Section 6A-2, bridge over Pond Creek (0.2 miles) – completed Spring 2025.
- Section 6C, bridge over Russell Fork and CSX Railroad near Beaver Creek (0.5 miles) was completed in January 2025.

### **Corridor R (U.S. 460)**

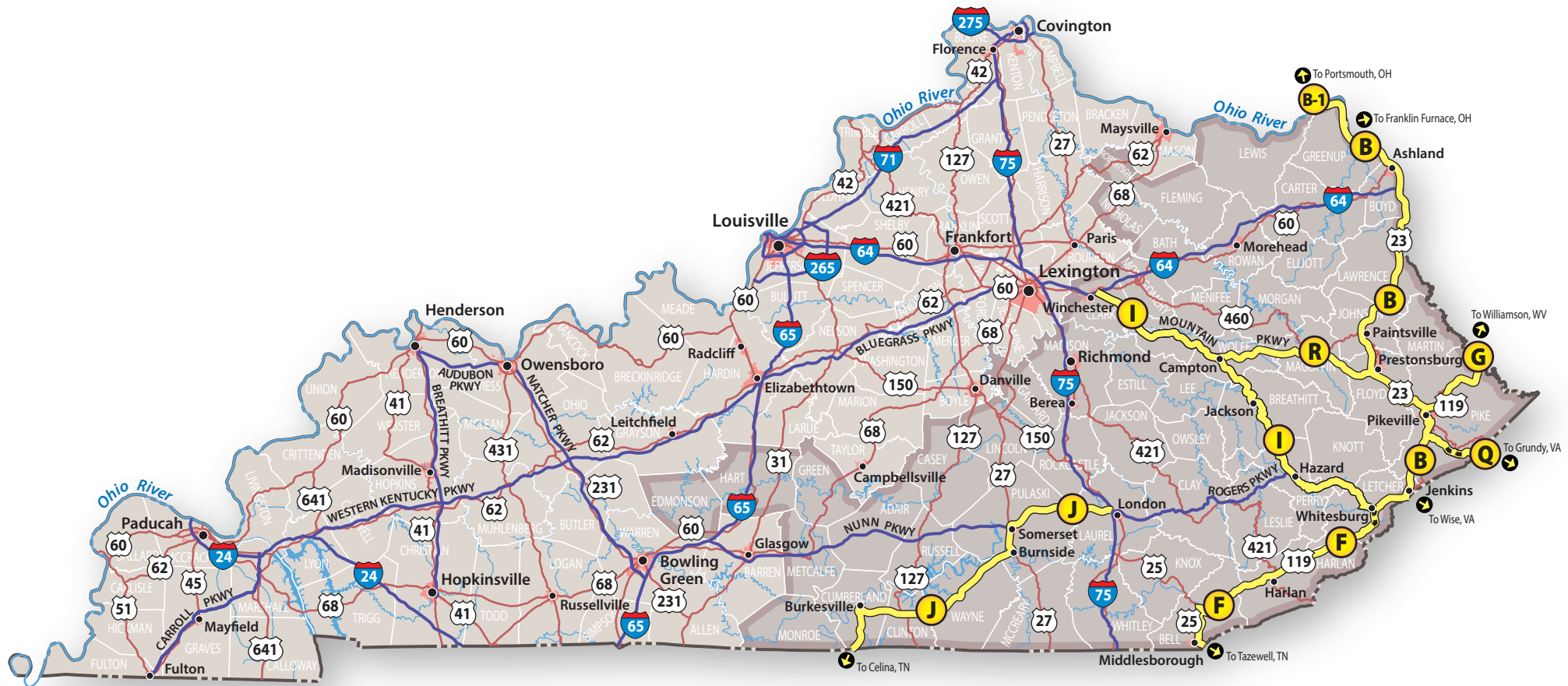
Corridor R runs from Corridor I at Campton to Corridor B at Prestonsburg. The total length of the corridor is 50.7 miles.

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



# Appalachian Development Highway System

## KENTUCKY



### Appalachian Corridor

(Status as of September 30, 2025)



Open to Traffic



Not Open to Traffic



Interstate Highway



U.S. Highway



City/Town



Appalachian Region



Appalachian  
Regional  
Commission



0 25 50  
Miles

# STATUS OF CORRIDORS IN MARYLAND

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## Appalachian Development Highway System (ADHS) Maryland Corridors as of September 30, 2025

### Summary

Total Number of ADHS Miles:	86.8 miles
Number of ADHS Miles Eligible for Funding:	83.2 miles
Number of ADHS Completed Miles:	78.4 miles
Miles Partially Complete and Meeting Traffic Needs:	3.7 miles
Miles in Location Study Stage:	1.1 miles

Total ADHS-Funded Obligations to Date (Federal and State):	\$434.3 million
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Estimated Cost to Complete, Federal and State Funds: (as of December 31, 2020)	\$207.0 million
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Corridor E:	complete
Corridor N:	\$64.0 million
Corridor O:	\$143.0 million

### Fiscal Year 2025 Obligations

During fiscal year 2025, Maryland did not obligate federal funds dedicated to the ADHS.

### 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
All Eligible Work Complete	1.4 miles
Location Studies Under Way	1.1 miles

Projects completed and currently underway on Corridor N in Maryland include:

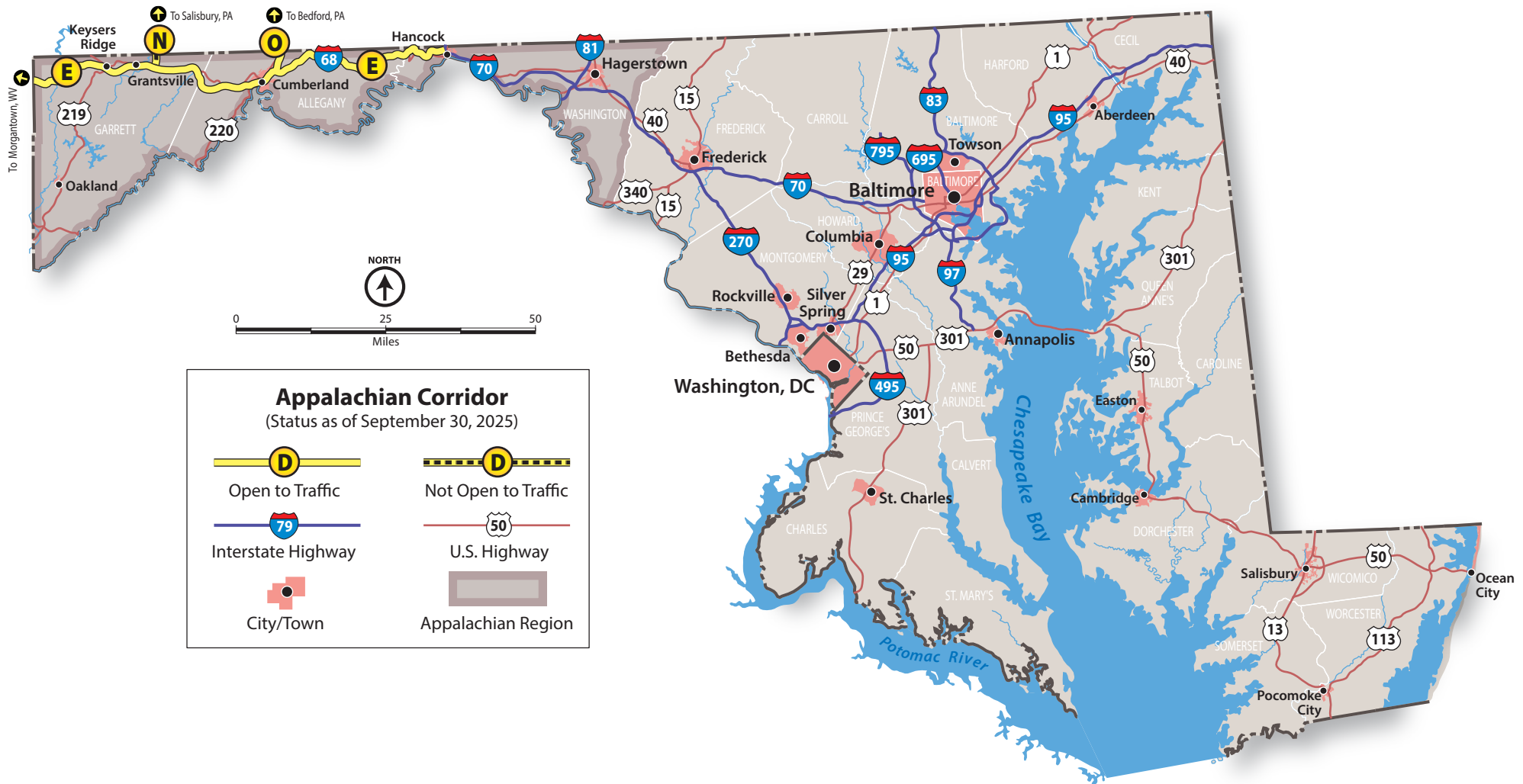
- Based on the 2016 US 219 corridor Planning and Environmental Linkage (PEL) study, Pennsylvania Department of Transportation (PennDOT) and Maryland State Highway Administration (SHA) completed the National Environmental Protection Act (NEPA) process for the remaining 7-mile section between Old Salisbury Road in Maryland and the Meyersdale Bypass in Pennsylvania. The Preferred Alternative E-Shift Modified has been identified during the process. In Spring 2025, FHWA approved the combined Final Environmental Impact Statement (FEIS) and Section 5 of the Record of Decision (ROD) enabling the project to advance design and begin right-of-way acquisition.
- Maryland and Pennsylvania are preparing to advance the project's design with Maryland's remaining design, right-of-way and construction costs estimated at \$76.2 million.

### **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
Partially Complete but Meeting Needs	3.7 miles

# Appalachian Development Highway System MARYLAND



# STATUS OF CORRIDORS IN MISSISSIPPI

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## Appalachian Development Highway System (ADHS) Mississippi Corridors as of September 30, 2025

### Summary

Total Number of ADHS Miles:	127.9 miles
Number of ADHS Miles Eligible for Funding:	117.5 miles
Number of ADHS Completed Miles:	117.5 miles
Total ADHS-Funded Obligations to Date (Federal and State):	\$349.1 million
Estimated Cost to Complete, Federal and State Funds: (as of December 31, 2020)	\$13.9 million*
Corridor V:	all funds are obligated
Corridor X:	complete
* The estimated funds were paying for pre-financed projects to complete Corridor V.	

### Fiscal Year 2025 Obligations

During fiscal year 2025, Mississippi de-obligated \$1,455,266 federal funds on their completed ADHS projects for dedicated federal funds to ADHS.

### 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	108.4 miles

**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
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All Eligible Work Complete	9.1 miles
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Mississippi completed its entire ADHS miles in FY 2023.

# Appalachian Development Highway System

## MISSISSIPPI



# STATUS OF CORRIDORS IN NEW YORK

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## Appalachian Development Highway System (ADHS) New York Status of Corridors as of September 30, 2025

### Summary

Total Number of ADHS Miles:	272.0 miles
Number of ADHS Miles Eligible for Funding:	222.0 miles
Number of ADHS Completed Miles:	222.0 miles
Total ADHS-Funded Obligations to Date (Federal and State):	\$749.1 million
Estimated Cost to Complete, Federal and State Funds: (as of December 31, 2020)	\$0.0 million
Corridor T:	all funds are obligated
Corridor U:	Complete
Corridor U1:	Complete

### Fiscal Year 2025 Obligations

During fiscal year 2025, New York did not obligate any federal funds on ADHS from its past dedicated federal funds to ADHS.

### 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

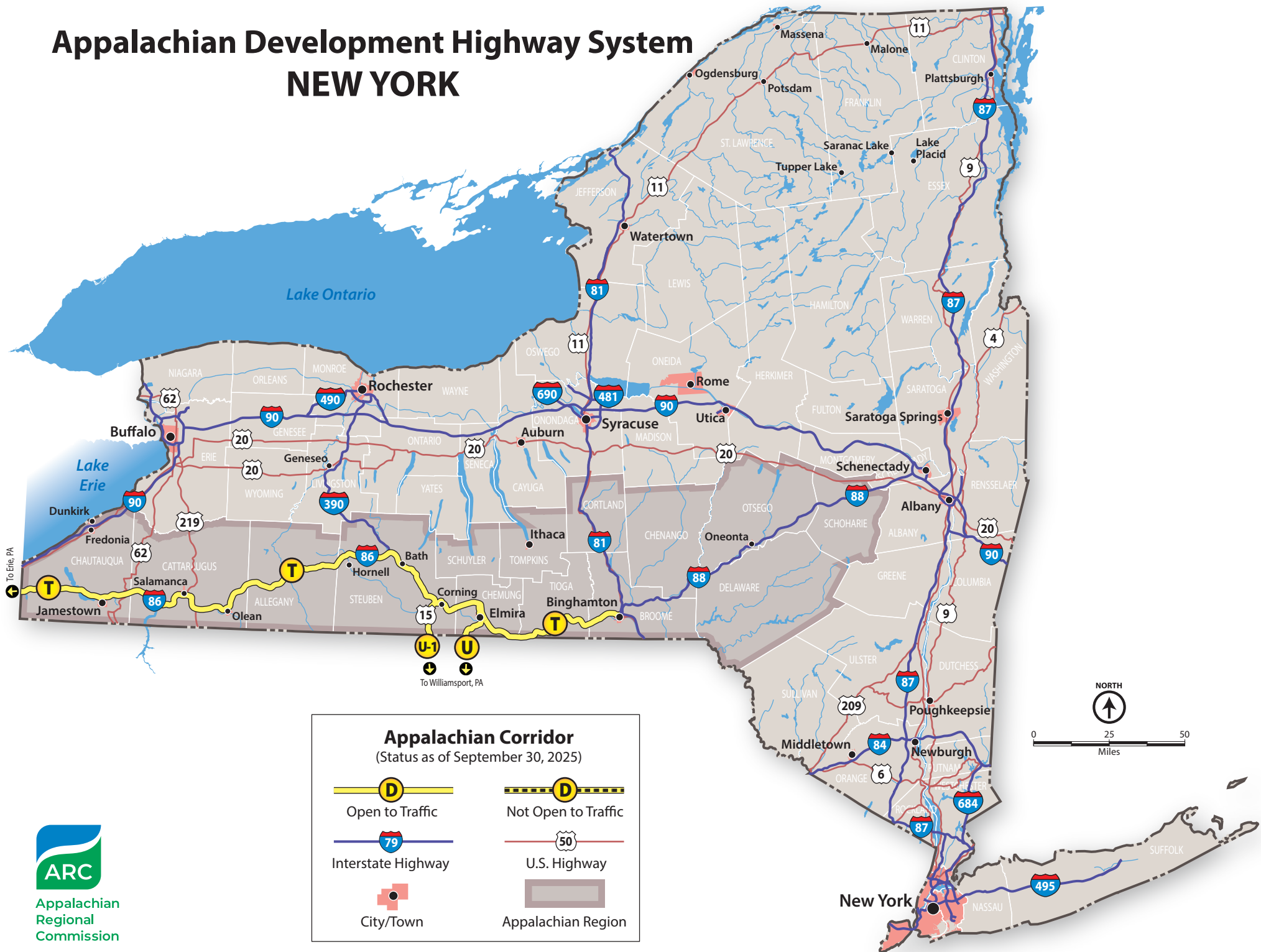
**Corridor U1** (U.S. 15)

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	5.8 miles

New York completed its entire ADHS miles in FY 2021.

# Appalachian Development Highway System NEW YORK



Appalachian  
Regional  
Commission

# STATUS OF CORRIDORS IN NORTH CAROLINA

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## Appalachian Development Highway System (ADHS) North Carolina Corridors as of September 30, 2025

### Summary

Total Number of ADHS Miles:	210.2 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):	4.5 miles
Miles Under Construction:	14.0 miles
Miles in Design/Right-of-Way Stage:	1.2 miles
Miles in Location Study Stage:	6.4 miles

Total ADHS-Funded Obligations to Date  
(Federal and State): \$1,063.1 million

Estimated Cost to Complete, Federal and State Funds:  
(as of December 31, 2020) \$490.0 million

Corridor A:	\$50.0 million
Corridor B:	complete
Corridor K:	\$440.0 million
Corridor W:	all funds are obligated

### Fiscal Year 2025 Obligations

During fiscal year 2025, North Carolina obligated a total of \$21,010,039 federal funds on the ADHS from dedicated federal funds to ADHS.

### 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
Final Construction Underway	3.5 miles
Remaining Stage Construction	3.8 miles

Projects currently underway on Corridor A in North Carolina include:

- Construction activities are underway for the widening of NC 69 from the Georgia State line to US 64 (Hayesville Bypass) in Clay County (STIP Project A-0011C). Construction began in FY 2020. The project is currently open to traffic and NCDOT is wrapping up punch list and final closeout items.

#### **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 87.1 miles.

Authorized for ADHS Funding	83.9 miles
All Eligible Work Complete	65.1 miles
Final Construction	10.5 miles
Remaining Stage Construction	0.7 miles
Design & ROW Stage	1.2 miles
Location Studies Stage	6.4 miles

Projects currently underway on Corridor K in North Carolina include:

- Construction is underway for Corridor K from US 129 in Robbinsville to NC 28 in Stecoah under multiple contracts.

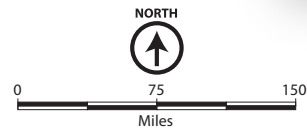
- One section of Corridor K on NC 28 from SR 1228 (Stecoah Road) to SR 1235 (Gunters Gap Road) is anticipated to be let in the spring of 2026.

**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.

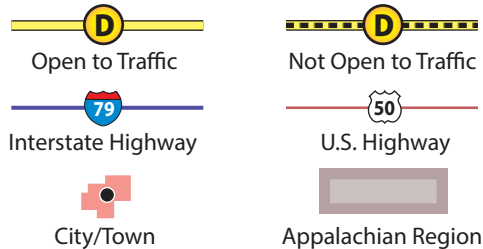
Authorized for ADHS Funding	7.5 miles
All Eligible Work Complete	7.5 miles

# Appalachian Development Highway System NORTH CAROLINA



## Appalachian Corridor

(Status as of September 30, 2025)



# STATUS OF CORRIDORS IN OHIO

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## Appalachian Development Highway System (ADHS) Ohio Corridors as of September 30, 2025

### Summary

Total Number of ADHS Miles:	303.2 miles
Number of ADHS Miles Eligible for Funding:	201.5 miles
Number of ADHS Completed Miles:	194.4 miles
Miles in Location Study Stage:	7.1 miles

Total ADHS-Funded Obligations to Date (Federal and State):	\$805.6 million
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Estimated Cost to Complete, Federal and State Funds: (as of December 31, 2020):	\$119.5 million
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Corridor B:	complete
Corridor B1:	complete
Corridor C:	\$119.5 million
Corridor C1:	complete
Corridor D:	complete

### Fiscal Year 2025 Obligations

During fiscal year 2025, Ohio obligated \$44,189,122 of federal funds on the ADHS from dedicated federal funds to ADHS.

### Status of Corridors

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

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

Authorized for ADHS Funding	20.6 miles
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All Eligible Work Complete	20.6 miles
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**Corridor B1** (U.S. 23)

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

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

**Corridor C** (U.S. 23)

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

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

**Corridor C1** (U.S. 35)

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

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

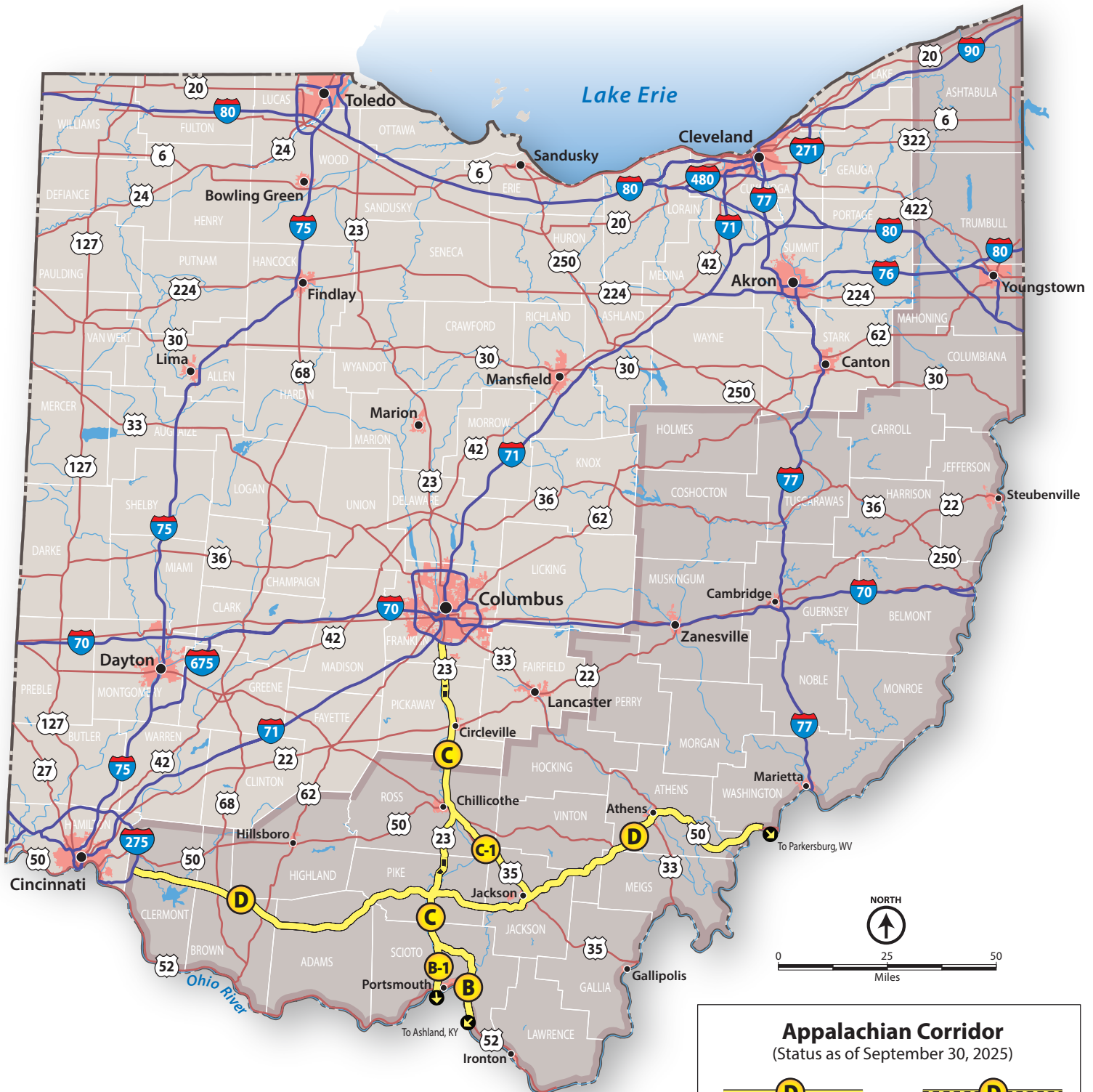
**Corridor D** (State Route 32, State Route 124, U.S. 50)

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

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



# Appalachian Development Highway System OHIO



# STATUS OF CORRIDORS IN PENNSYLVANIA

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## Appalachian Development Highway System (ADHS) Pennsylvania Corridors as of September 30, 2025

### Summary

Total Number of ADHS Miles:	606.3 miles
Number of ADHS Miles Eligible for Funding:	453.1 miles
Number of ADHS Completed Miles:	348.3 miles
Miles Remaining Stage Construction (Open to Traffic):	2.9 miles
Miles Under Construction:	13.6 miles
Miles in Design/Right-of-Way Stage:	0.9 miles
Miles in Location Study Stage:	87.4 miles

Total ADHS-Funded Obligations to Date (Federal and State):	\$3,108.3 million
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Estimated Cost to Complete, Federal and State Funds: (as of December 31, 2020)	\$2,999.6 million
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Corridor M:	\$1,985.0 million
Corridor N:	\$250.0 million
Corridor O:	\$175.0 million
Corridor O1:	\$222.1 million
Corridor P:	\$317.4 million
Corridor P1:	\$50.1 million
Corridor T:	complete
Corridor U:	complete
Corridor U1:	complete

### Fiscal Year 2025 Obligations

During fiscal year 2025, Pennsylvania obligated \$40,246,797 federal funds on ADHS from dedicated federal funds to ADHS.

## 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	44.9 miles
Location Studies Stage	7.0 miles

- Record of Decision (ROD) for last sections of Corridor N was approved in May 2025. A side roads improvement project, which will better facilitate the construction of the main line is anticipated to be let in fall of 2028.

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

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

Authorized for ADHS Funding	83.4 miles
All Eligible Work Complete	81.4 miles
Construction Underway	2.0 miles

Projects currently under way on Corridor O in Pennsylvania include:

- In June 2018, PennDOT was awarded a USDOT Infrastructure for Rebuilding America (INFRA) discretionary grant for construction of the I-80/I-99 interchange in Centre County. This interchange is part of the only remaining

unfinished section of Corridor O. The project was let in June 2024 and is anticipated to be completed and open to traffic in 2030.

**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 26.9 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 26.9 miles with 14.2 miles eligible for ADHS funding.

Authorized for ADHS Funding	14.2 miles
Location Study Stage	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 Study 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
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Construction Under Way	11.6 miles
Design & ROW Stage	0.9 miles

Projects currently under way on Corridor P1 in Pennsylvania include:

- Central Susquehanna Valley Transportation Project (CSVTV) Northern Section: Work is complete on this section and open to traffic, specifically from the Winfield interchange at existing 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.
- CSVTV Southern Section: Earthwork and structures contracts are complete, and the paving contract was let on 9/25/2025. The Southern Section is 6.4 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.

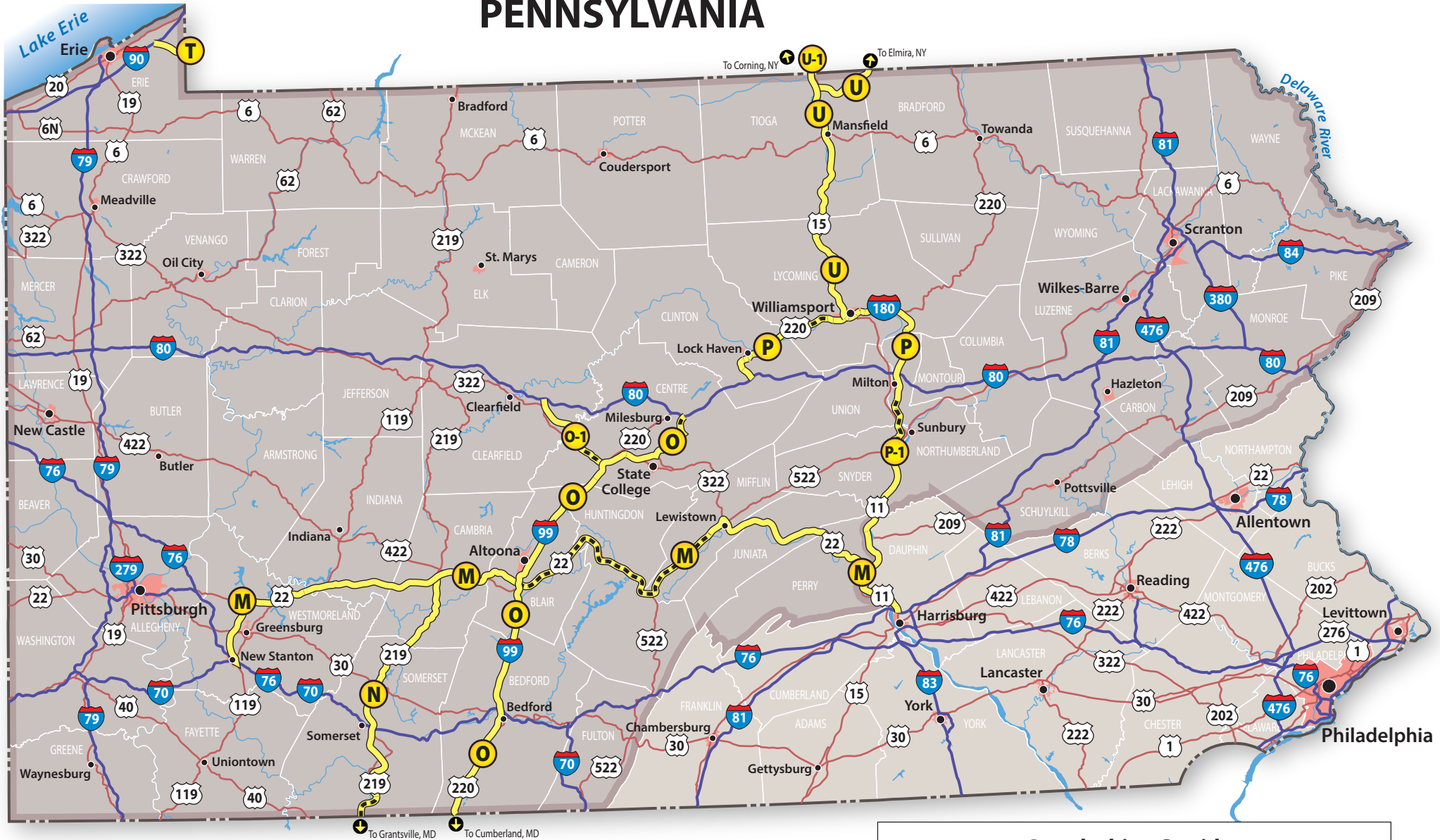
Authorized for ADHS Funding	51.0 miles
All Eligible Work Complete	51.0 miles

#### **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

# Appalachian Development Highway System PENNSYLVANIA



## Appalachian Corridor (Status as of September 30, 2025)



Open to Traffic



Not Open to Traffic



Interstate Highway



U.S. Highway



City/Town



Appalachian Region

# STATUS OF CORRIDORS IN SOUTH CAROLINA

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## Appalachian Development Highway System (ADHS) South Carolina Corridor as of September 30, 2025

### 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: \$0.0 million  
(as of December 31, 2020)

Corridor W: all funds are obligated

### Fiscal Year 2025 Obligations

During fiscal year 2025, South Carolina did not obligate any federal funds on the ADHS from its past dedicated ADHS funds.

### Status of Corridor

#### Corridor W (U.S. 25)

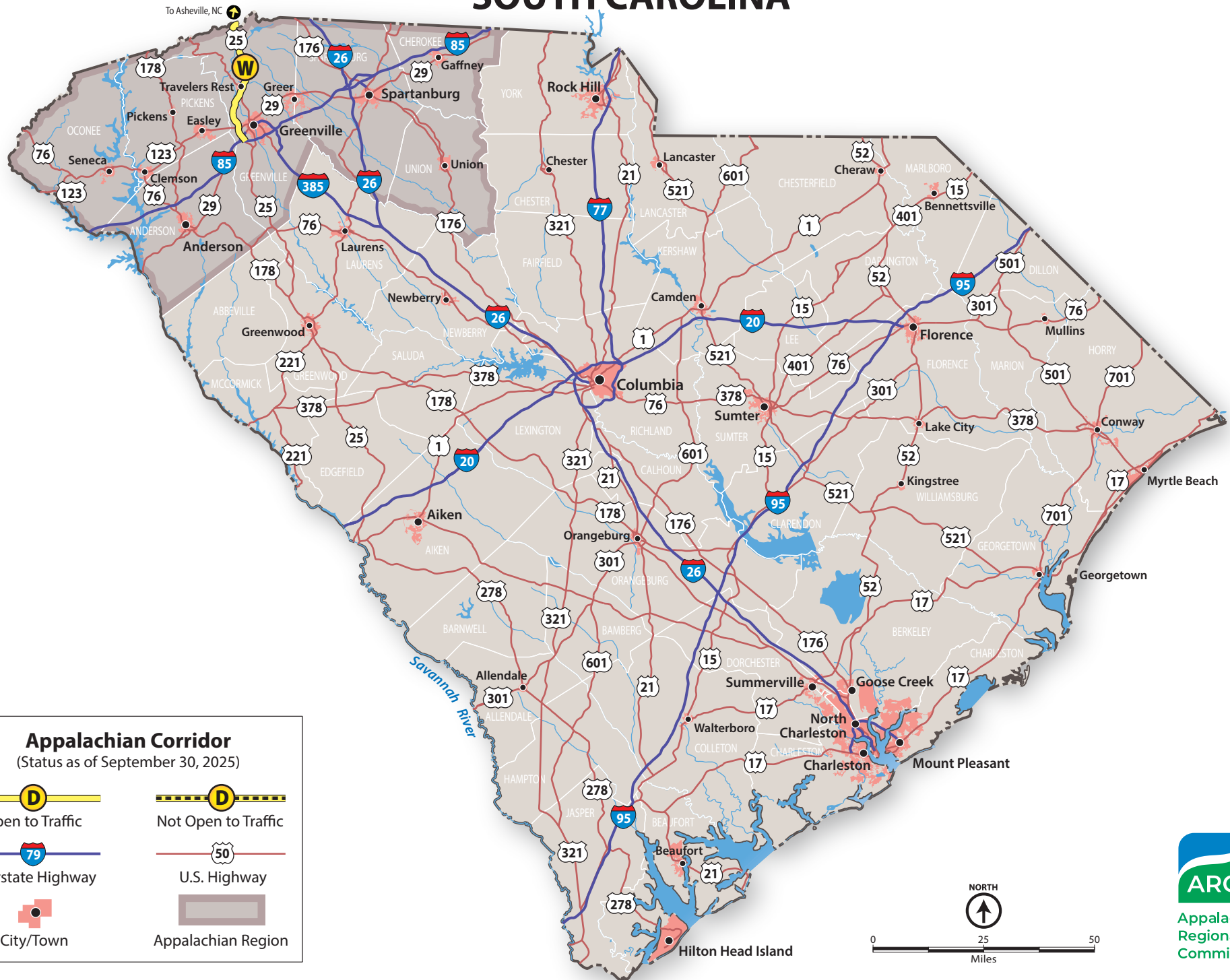
Corridor W runs from I-85 at Greenville north to the North Carolina State line. The total length of the corridor is 30.7 miles.

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.



# Appalachian Development Highway System SOUTH CAROLINA





# STATUS OF CORRIDORS IN TENNESSEE

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## Appalachian Development Highway System (ADHS) Tennessee Corridors as of September 30, 2025

### Summary

Total Number of ADHS Miles:	373.8 miles
Number of ADHS Miles Eligible for Funding:	329.3 miles
Number of ADHS Completed Miles:	299.1 miles
Miles Remaining Stage Construction (Open to Traffic):	16.5 miles
Miles in Design or ROW Stage:	1.4 miles
Miles in Location Study Stage:	12.3 miles

Total ADHS-Funded Obligations to Date (Federal and State):	\$1,281.2 million
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Estimated Cost to Complete, Federal and State Funds: (as of December 31, 2020)	\$463.9 million
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Corridor B:	complete
Corridor F:	\$50.0 million
Corridor J:	complete
Corridor J1:	complete
Corridor K:	\$407.9 million
Corridor S:	\$6.0 million
Corridor V:	complete

### Fiscal Year 2025 Obligations

During fiscal year 2025, Tennessee obligated \$4,751,660 federal funds on the ADHS from dedicated federal funds to ADHS.

### 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	22.4 miles
Remaining Stage Construction	14.4 miles

Projects currently underway on Corridor F in Tennessee include:

- Construction underway on SR-63 between LaFollette and Frontier Road/Woodson Lane in Campbell County. The project is expected to be completed in Spring 2026. No additional funding is anticipated.
- Construction underway on SR-63 between Frontier Road/Woodson Lane in Campbell County and Hall Lane in Claiborne County. The project is expected to be completed in Spring 2026. No additional funding is anticipated.

**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	115.9 miles

**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 45.0 miles.

Authorized for ADHS Funding	43.8 miles
All Eligible Work Complete	30.1 miles
Design and/or ROW	1.4 miles
Location Studies Stage	12.3 miles

Projects currently underway on Corridor K in Tennessee include:

- Location/Environmental underway to study a targeted approach to improve safety and reliability on a 20-mile section of the corridor along US 64/74 (SR-40) east of the Ocoee River and Ocoee Lake to Ducktown.
- ADHS Cost Estimate Sections K8.5.0 and K8.5.1: Currently in ROW - Scope: From Welcome Valley Road (LM 3.52) to east of SR-314 (LM 4.90), includes 1.38 miles. Targeted Approach Sites 3 and 4. Widen from a 2-lane to a 3-lane facility with a shared use path, replacement of the bridge over Cloud Branch, and improvements at the SR-40 and SR-314 intersection.
- ADHS Cost Estimate Section K8.5.2: Feasibility Studies currently underway - Scope: Improve horizontal curve to meet a minimum 35 mph design speed and widen to include 10' paved shoulders. Targeted Approach Site 5.
- ADHS Cost Estimate Section K8.6.0: Preliminary Engineering currently underway - Scope: From near the Lake Ocoee Inn entrance (LM 6.0) to east of the Lake Ocoee Marina entrance/exit (LM 6.4), includes 0.40 mile. Targeted Approach Site 7. Shoulder improvements and addition of turn lanes at marina parking lot.

- ADHS Cost Estimate Section K8.6.2: Preliminary Engineering currently underway - Scope: From west of existing USFS Ranger Station access drive (LM 7.59) to east of Oswald Road (LM 7.78), includes 0.19 mile. Targeted Approach Site 9. Shoulder improvements and addition of turn lanes at Oswald Road, improvements to USFS Ranger Station entrance.
- ADHS Cost Estimate Sections K8.6.4 and K8.6.5: Preliminary Engineering currently underway - Scope: From near parking area of East Parksville Boat Ramp (LM 8.58) to Near SR-30 (LM 9.69), including 1.11 miles. Targeted Approach Sites 10 and 12. Spot Improvements: Widening from 2 lanes to 3 lanes, roadway realignment, and rockfall mitigation.

### **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	46.6 miles
Remaining Stage Construction	2.1 miles

Projects currently underway on Corridor S in Tennessee include:

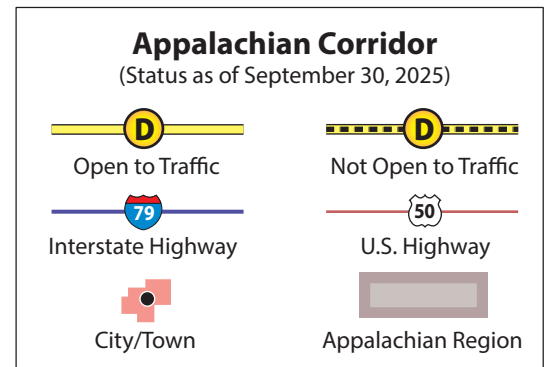
- ROW underway for SR-32, intersection at SR-345 in Claiborne County. Construction expected to begin in winter of 2026 and be completed in Summer of 2028.

### **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	3.8 miles

# Appalachian Development Highway System TENNESSEE



# STATUS OF CORRIDORS IN VIRGINIA

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## Appalachian Development Highway System (ADHS) Virginia Corridors as of September 30, 2025

### 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 Partially Complete and Meeting Traffic Needs:	9.0 miles
Miles Under Construction:	2.5 miles
Miles in Design/Right-of-Way Stage:	2.5 miles
Miles in Location Study Stage:	14.7 miles

Total ADHS-Funded Obligations to Date  
(Federal and State): \$879.8 million

Estimated Cost to Complete, Federal and State Funds  
(as of December 31, 2020) \$440.5 million

Corridor B:	complete
Corridor H:	\$172.9 million
Corridor Q:	\$267.6 million (includes prefinanced projects)

### Fiscal Year 2025 Obligations

During fiscal year 2025, Virginia obligated \$58,952,432 federal funds on the ADHS from dedicated federal funds to ADHS.

### 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 Studies Stage

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

Miles Partially Complete and Meeting Traffic Needs:

9.0 miles

Construction Under Way

2.5 miles

Design & ROW Stage

2.5 miles

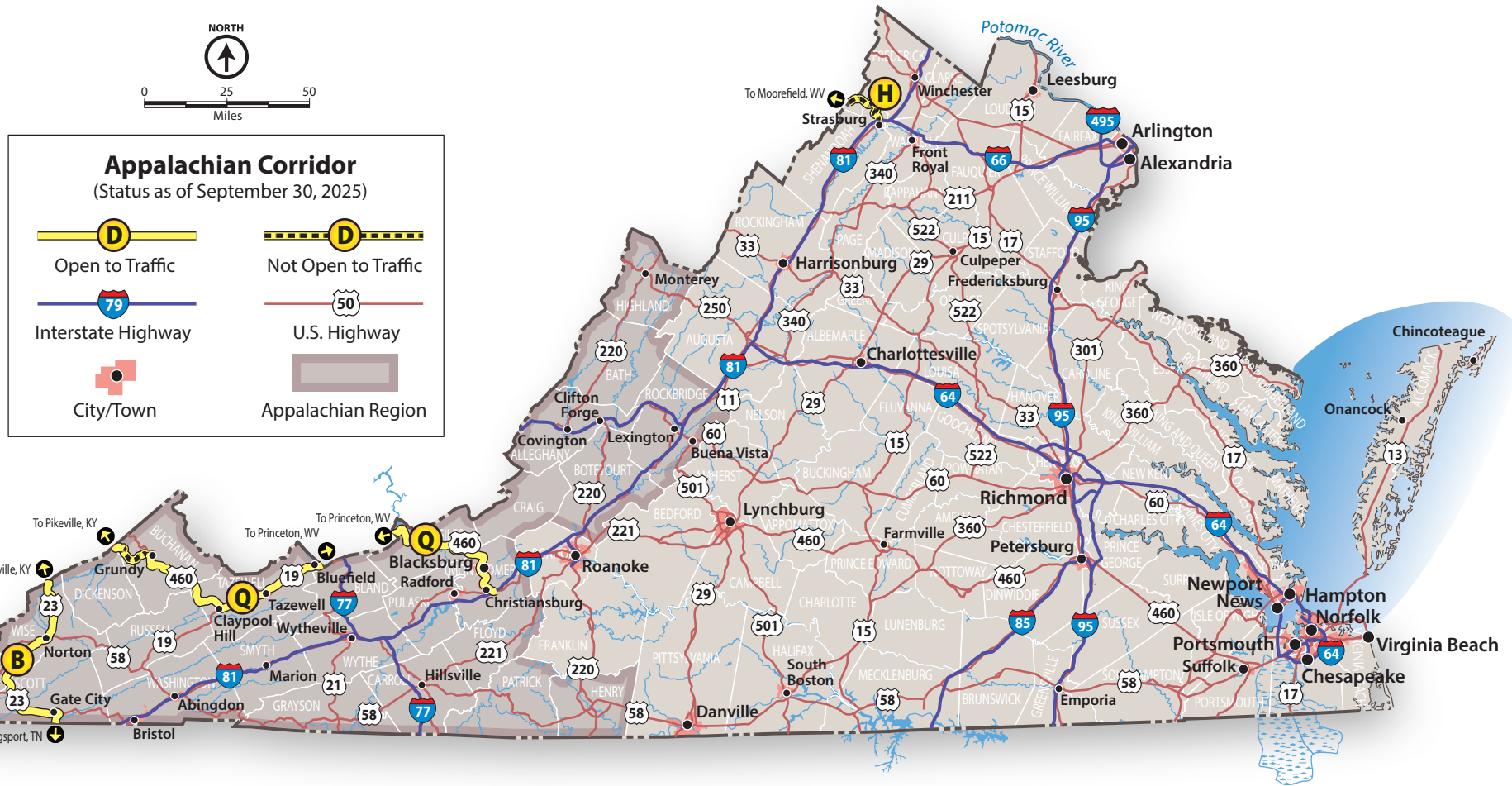
Location Studies Stage

0.3 miles

Projects recently completed or underway on Corridor Q in Virginia include:

- Connector, Phase II Section (6.2-mile section from Connector Phase I project to proposed Route 121). The project was opened to traffic in November 2023.
- Route 121/Corridor Q Intersection project (0.6-mile section from the Connector Phase II section to the Hawks Nest Section). The project was opened to traffic in November 2023.
- Route 121/Corridor Q Hawks Nest project (1.6-mile section from the 121/460 Intersection project to Poplar Creek Phase A). The project was completed in November 2023. The project was opened to traffic in September 2025.
- Poplar Creek Section, Phase A (2.9-mile section from Hawks Nest project to State Route 604) – Contract executed in July 2016. Construction was completed and opened to traffic in September 2025.
- Poplar Creek Section, Phase B (1.9-mile section from Poplar Creek Phase A at Route 604 to existing Route 460 in the Town of Grundy) – Construction is under way and the project is scheduled to be open to traffic in late 2027.

# Appalachian Development Highway System VIRGINIA





# STATUS OF CORRIDORS IN WEST VIRGINIA

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## Appalachian Development Highway System (ADHS) West Virginia Corridors as of September 30, 2025

### 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:	14.9 miles
Miles in Design/Right-of-Way Stage:	5.0 miles
Miles in Location Study Stage:	10.3 miles

Total ADHS-Funded Obligations to Date (Federal and State):	\$3,267.1 million
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Estimated Cost to Complete, Federal and State Funds: (as of December 31, 2020)	\$1,559.1 million
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Corridor D:	complete
Corridor E:	complete
Corridor G:	complete
Corridor H:	\$1,559.1 million (includes prefinanced projects)
Corridor L:	complete
Corridor Q:	complete

### Fiscal Year 2025 Obligations

During fiscal year 2025, West Virginia de-obligated \$3,510,593 federal funds on ADHS projects from dedicated federal funds to ADHS.

### Status of Corridors

#### Corridor D (U.S. 50)

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

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

### **Corridor E (I-68)**

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

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

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

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

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

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

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

Authorized for ADHS Funding	131.7 miles
All Eligible Work Complete	101.5 miles
Construction Under Way	14.9 miles
Design & ROW Stage	5.0 miles
Location Studies Stage	10.3 miles

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

- Kerens to Parsons – Remaining Preliminary Engineering, Contract Plans, and Right of Way acquisition at a cost of \$45 million.
- Kerens to US219 Connector (contract 1) – 7.5 miles of grade drain, bridges, under construction as P3 contract, anticipated to be completed by December 31, 2025 at a cost of \$264.0 million.

- Kerens to US219 Connector (contract 2) – 7.5 miles of paving anticipated to begin fall 2020 and be completed May 2026, at a cost of \$31 million (utilizing \$20 million BUILD award)
- US219 Connector to WV72 Interchange (Contract 1) – 3.1 miles of grade, drain, bridges under construction and anticipated to be completed by May 2026 at a cost of \$175.0 million.
- US219 Connector to WV72 Interchange (Contract 2) – 3.1 miles of paving began in April 2024 and anticipated to be completed in May 2026 at a cost of \$23 million (utilizing \$12 million INFRA award).
- Cheat River Bridge – Construction of a 0.3-mile long bridge began in fall 2022 and to be completed in October 2026 at a cost of \$278.3 million (utilizing \$40 million NSFLTP award). Project is a design-build contract.
- WV72 Interchange to Parsons – Approximately 3.4 miles of grade and drain, (excluding Cheat River Bridge) began 2022 and to be completed in September 2026 at a cost of \$57.6 million (utilizing \$60 million NSFLTP award).
- Roaring Run Bridge (Broken out as a separate contract from the WV 72 to Parsons Project). Contract awarded October 2024 in the amount of \$77.5 million. Construction began in April 2025 with a completion date of November 2027. The project is a design-bid-build contract.
- Parsons to Davis – Supplemental Final Environmental Impact Statement (SFEIS) underway with NEPA clearance (SFEIS/ROD) anticipated by Spring 2027. This section is in the design phase, with right-of-way acquisition anticipated to begin in Fall 2028. Construction is anticipated to begin in early 2031, with completion by late 2034. The estimated cost for this section is \$800 million.

- Wardensville to Virginia Line – NEPA clearance (Environmental Assessment/FONSI) was completed on November 03, 2025. Design of approximately 6.5 miles (5 miles of the 6.5 miles are eligible for ADHS funds) of roadway began 2021; Right-of-way began July 2022. Construction is divided into four contracts. First contract (Hardy CO 23/12 – Waites Run Rd) to begin construction in Spring of 2026 and the final project to be completed by Fall 2032. The total estimated cost for Wardensville to Virginia Line is \$550 million.

### **Corridor L (U.S. 19)**

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

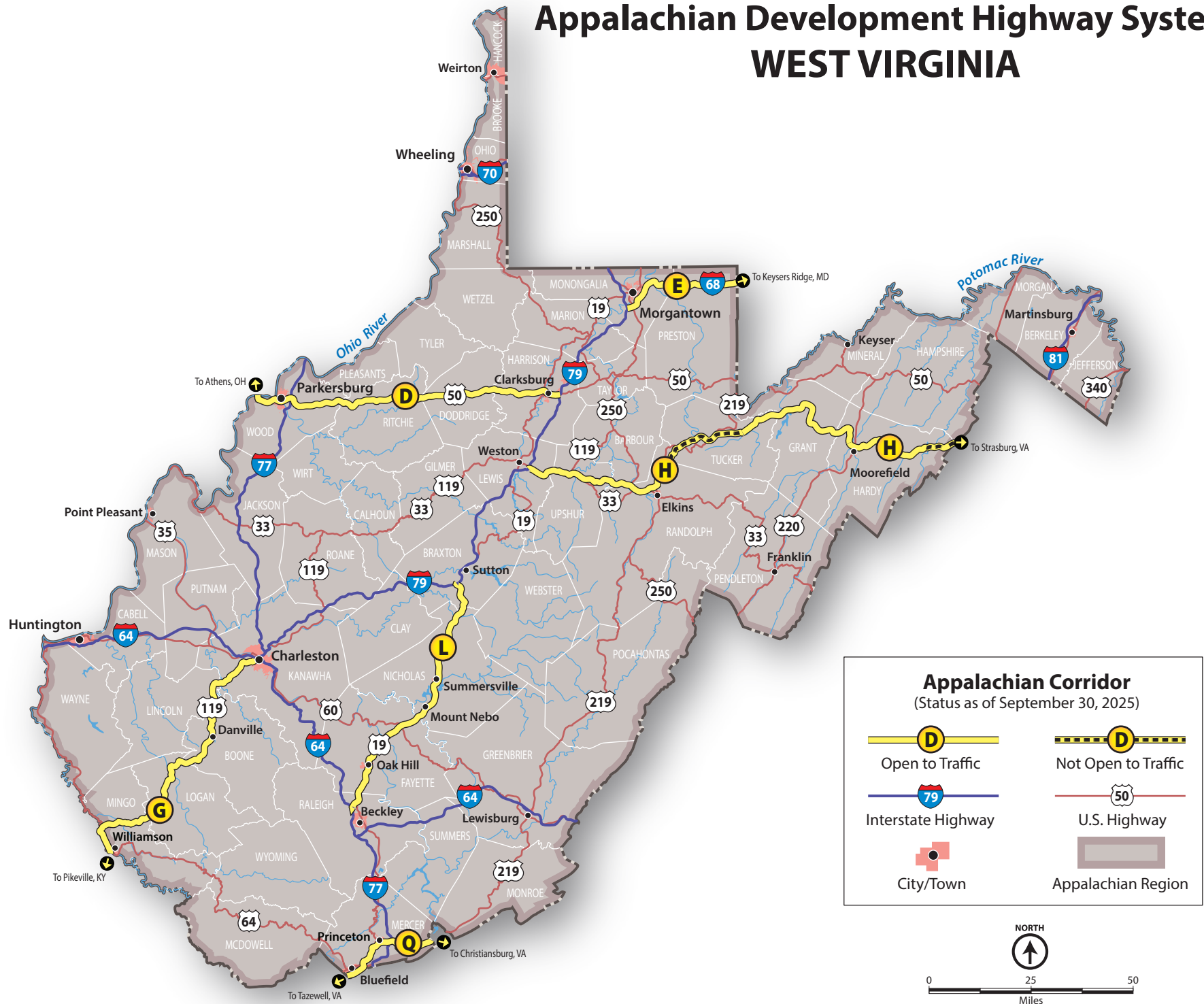
Authorized for ADHS Funding	60.5 miles
All Eligible Work Complete	60.5 miles

### **Corridor Q (U.S. 460)**

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

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

# Appalachian Development Highway System WEST VIRGINIA



Appendix A

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM  
STATUS OF MILES BY CORRIDOR AND STATE  
As of September 30, 2025

Corridor	State	Miles Authorized for ADHS Funding	Not Open to Traffic			Open to Traffic			Percent Open to Traffic
			Location Studies Needed	Design & ROW Under Way	Under Construction	Additional Stage Work Needed or Under Way	Partially Complete and Meeting Traffic Needs	All Eligible Work Completed	
A	Georgia	98.1	0.0	1.2	9.3	0.0	0.0	87.6	89.3 %
	North Carolina	81.9	0.0	0.0	3.5	3.8	0.0	74.6	95.7
	<b>Total</b>	<b>180.0</b>	<b>0.0</b>	<b>1.2</b>	<b>12.8</b>	<b>3.8</b>	<b>0.0</b>	<b>162.2</b>	<b>92.2</b>
A-1	Georgia	13.9	0.0	0.0	0.0	0.0	0.0	13.9	100.0
	<b>Total</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.9</b>	<b>100.0</b>
A-2	Georgia	20.5	6.3	14.2	0.0	0.0	0.0	0.0	0.0
	<b>Total</b>	<b>20.5</b>	<b>6.3</b>	<b>14.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
B	Kentucky	139.0	0.0	0.0	0.0	0.0	0.0	139.0	100.0
	North Carolina	31.0	0.0	0.0	0.0	0.0	0.0	31.0	100.0
	Ohio	20.6	0.0	0.0	0.0	0.0	0.0	20.6	100.0
	Tennessee	57.4	0.0	0.0	0.0	0.0	0.0	57.4	100.0
	Virginia	57.5	0.0	0.0	0.0	0.0	0.0	57.5	100.0
	<b>Total</b>	<b>305.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>305.5</b>	<b>100.0</b>
B-1	Kentucky	12.3	0.0	0.0	0.0	0.0	0.0	12.3	100.0
	Ohio	5.7	0.0	0.0	0.0	0.0	0.0	5.7	100.0
	<b>Total</b>	<b>18.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.0</b>	<b>100.0</b>
C	Ohio	13.1	7.1	0.0	0.0	0.0	0.0	6.0	45.8
	<b>Total</b>	<b>13.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>45.8</b>
C-1	Ohio	9.4	0.0	0.0	0.0	0.0	0.0	9.4	100.0
	<b>Total</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>100.0</b>
D	Ohio	152.7	0.0	0.0	0.0	0.0	0.0	152.7	100.0
	West Virginia	80.2	0.0	0.0	0.0	0.0	0.0	80.2	100.0
	<b>Total</b>	<b>232.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>232.9</b>	<b>100.0</b>
E	Maryland	77.0	0.0	0.0	0.0	0.0	0.0	77.0	100.0
	West Virginia	32.2	0.0	0.0	0.0	0.0	0.0	32.2	100.0
	<b>Total</b>	<b>109.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>109.2</b>	<b>100.0</b>
F	Kentucky	78.0	8.0	0.0	0.0	0.0	0.0	70	89.7
	Tennessee	36.8	0.0	0.0	0.0	14.4	0.0	22.4	100.0
	<b>Total</b>	<b>114.8</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.4</b>	<b>0.0</b>	<b>92.4</b>	<b>93.0</b>
G	Kentucky	26.9	0.0	0.0	0.0	0.0	0.0	26.9	100.0
	West Virginia	78.2	0.0	0.0	0.0	0.0	0.0	78.2	100.0
	<b>Total</b>	<b>105.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>105.1</b>	<b>100.0 %</b>

Corridor	State	Miles Authorized for ADHS Funding	Not Open to Traffic			Open to Traffic			Percent Open to Traffic
			Location Studies Needed	Design & ROW Under Way	Under Construction	Additional Stage Work Needed or Under Way	Partially Complete and Meeting Traffic Needs	All Eligible Work Completed	
H	Virginia	14.4	14.4	0.0	0.0	0.0	0.0	0.0	0.0 %
	West Virginia	131.7	10.3	5.0	14.9	0.0	0.0	101.5	77.1
	<b>Total</b>	<b>146.1</b>	<b>24.7</b>	<b>5.0</b>	<b>14.9</b>	<b>0.0</b>	<b>0.0</b>	<b>101.5</b>	<b>69.5</b>
I	Kentucky	59.9	0.0	0.0	0.0	0.0	0.0	59.9	100.0
	<b>Total</b>	<b>59.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59.9</b>	<b>100.0</b>
J	Kentucky	93.7	0.0	0.0	0.0	0.0	0.0	93.7	100.0
	Tennessee	115.9	0.0	0.0	0.0	0.0	0.0	115.9	100.0
	<b>Total</b>	<b>209.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>209.6</b>	<b>100.0</b>
J-1	Tennessee	22.9	0.0	0.0	0.0	0.0	0.0	22.9	100.0
	<b>Total</b>	<b>22.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.9</b>	<b>100.0</b>
K	North Carolina	83.9	6.4	1.2	10.5	0.7	0.0	65.1	78.4
	Tennessee	43.8	12.3	1.4	0.0	0.0	0.0	30.1	68.7
	<b>Total</b>	<b>127.7</b>	<b>18.7</b>	<b>2.6</b>	<b>10.5</b>	<b>0.7</b>	<b>0.0</b>	<b>95.2</b>	<b>75.1</b>
L	West Virginia	60.5	0.0	0.0	0.0	0.0	0.0	60.5	100.0
	<b>Total</b>	<b>60.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.5</b>	<b>100.0</b>
M	Pennsylvania	170.2	59.8	0.0	0.0	0.0	0.0	110.4	64.9
	<b>Total</b>	<b>170.2</b>	<b>59.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>110.4</b>	<b>64.9</b>
N	Maryland	2.5	1.1	0.0	0.0	0.0	0.0	1.4	56.0
	Pennsylvania	51.9	7.0	0.0	0.0	0.0	0.0	44.9	86.5
	<b>Total</b>	<b>54.4</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46.3</b>	<b>85.1</b>
O	Maryland	3.7	0.0	0.0	0.0	0.0	3.7	0.0	100.0
	Pennsylvania	83.4	0.0	0.0	2.0	0.0	0.0	81.4	97.6
	<b>Total</b>	<b>87.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>3.7</b>	<b>81.4</b>	<b>97.7</b>
O-1	Pennsylvania	14.2	14.2	0.0	0.0	0.0	0.0	0.0	0.0
	<b>Total</b>	<b>14.2</b>	<b>14.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
P	Pennsylvania	59.5	6.4	0.0	0.0	2.9	0.0	50.2	89.2
	<b>Total</b>	<b>59.5</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>50.2</b>	<b>89.2</b>
P-1	Pennsylvania	12.5	0.0	0.9	11.6	0.0	0.0	0.0	0.0
	<b>Total</b>	<b>12.5</b>	<b>0.0</b>	<b>0.9</b>	<b>11.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Q	Kentucky	16.5	0.0	0.0	4.2	0.0	0.0	12.3	74.5
	Virginia	120.3	0.3	2.5	2.5	0.0	9.0	106.0	95.6
	West Virginia	26.8	0.0	0.0	0.0	0.0	0.0	26.8	100.0
	<b>Total</b>	<b>163.6</b>	<b>0.3</b>	<b>2.5</b>	<b>6.7</b>	<b>0.0</b>	<b>9.0</b>	<b>145.1</b>	<b>94.2</b>
R	Kentucky	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0 %</b>

Corridor	State	Miles Authorized for ADHS Funding	Not Open to Traffic			Open to Traffic			Percent Open to Traffic
			Location Studies Needed	Design & ROW Under Way	Under Construction	Additional Stage Work Needed or Under Way	Partially Complete and Meeting Traffic Needs	All Eligible Work Completed	
S	Tennessee	48.7	0.0	0.0	0.0	2.1	0.0	46.6	100.0 %
	<b>Total</b>	<b>48.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>46.6</b>	<b>100.0</b>
T	New York	213.5	0.0	0.0	0.0	0.0	0.0	213.5	100.0
	Pennsylvania	6.8	0.0	0.0	0.0	0.0	0.0	6.8	100.0
	<b>Total</b>	<b>220.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>220.3</b>	<b>100.0</b>
U	New York	2.7	0.0	0.0	0.0	0.0	0.0	2.7	100.0
	Pennsylvania	51.0	0.0	0.0	0.0	0.0	0.0	51.0	100.0
	<b>Total</b>	<b>53.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53.7</b>	<b>100.0</b>
U-1	New York	5.8	0.0	0.0	0.0	0.0	0.0	5.8	100.0
	Pennsylvania	3.6	0.0	0.0	0.0	0.0	0.0	3.6	100.0
	<b>Total</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>100.0</b>
V	Alabama	135.4	0.7	0.0	0.0	0.0	15.7	119.0	99.5
	Mississippi	108.4	0.0	0.0	0.0	0.0	0.0	108.4	100.0
	Tennessee	3.8	0.0	0.0	0.0	0.0	0.0	3.8	100.0
	<b>Total</b>	<b>247.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.7</b>	<b>231.2</b>	<b>99.7</b>
W	North Carolina	7.5	0.0	0.0	0.0	0.0	0.0	7.5	100.0
	South Carolina	22.9	0.0	0.0	0.0	0.0	0.0	22.9	100.0
	<b>Total</b>	<b>30.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.4</b>	<b>100.0</b>
X	Alabama	95.3	0.0	1.8	0.0	6.4	13.2	73.9	98.1
	Mississippi	9.1	0.0	0.0	0.0	0.0	0.0	9.1	100.0
	<b>Total</b>	<b>104.4</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>6.4</b>	<b>13.2</b>	<b>83.0</b>	<b>98.3</b>
X-1	Alabama	65.0	42.6	19.2	3.2	0.0	0.0	0.0	0.0
	<b>Total</b>	<b>65.0</b>	<b>42.6</b>	<b>19.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Grand Total</b>		<b>3,090.1</b>	<b>196.9</b>	<b>47.4</b>	<b>61.7</b>	<b>30.3</b>	<b>41.6</b>	<b>2,712.2</b>	<b>90.1 %</b>



## Appendix B

### APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM (ADHS) CUMULATIVE ALLOCATIONS AND APPORTIONMENTS OF ADHS FEDERAL FUNDS, BY STATE

As of September 30, 2025

(Thousands of Dollars)

State	Total Cumulative ARC ADHS Allocations	Cumulative TEA-21/SAFETEA-LU Apportionments through FY2012*	Cumulative DOT Appropriation Acts Allocations/ Apportionments <sup>#</sup>	Cumulative IIJA ADHS Apportionments
Alabama	\$ 337,450	\$ 887,279	\$ 565,256	\$ 295,500
Georgia	131,844	237,127	42,528	55,919
Kentucky	612,493	702,092	246,840	55,751
Maryland	155,329	127,472	16,233	44,704
Mississippi	155,748	74,866	29,380	13,480
New York	316,007	190,929	18,956	0
North Carolina	209,658	457,727	106,207	69,957
Ohio	166,156	306,692	58,566	77,395
Pennsylvania	639,097	1,589,357	178,682	71,056
South Carolina	22,440	54,833	3,315	0
Tennessee	435,145	571,835	160,574	60,737
Virginia	162,891	355,356	65,765	83,671
West Virginia	1,011,822	902,675	464,968	159,830
<b>Total</b>	<b>\$ 4,356,080</b>	<b>\$ 6,458,240</b>	<b>\$ 1,957,269</b>	<b>\$ 985,000</b>

\* Including funds from the Surface Transportation Extension Acts

<sup>#</sup> Including funds from all DOT Appropriation Acts since 1997