

WEST VIRGINIA PARKWAYS AUTHORITY WEST VIRGINIA TURNPIKE ANNUAL REPORT 2022



Beckley Widening
Project
Contract BW-1-18



WEST VIRGINIA PARKWAYS AUTHORITY

AUTHORITY MEMBERS

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Director of Toll

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Officer-in-Charge of WV State Police, Troop 7

SHERRY LILLY
Director of Human Resources

DAVID H. ROLLINS
Treasurer



June 30, 2022

West Virginia Parkways Authority
Post Office Box 1469
Charleston, WV 25325

Dear Authority Members:

HNTB Corporation (“HNTB”), as the Consulting Engineers to the West Virginia Parkways Authority (the “Authority”), is pleased to submit to the Authority the attached 2022 Annual Report which includes this cover letter and the certifications made in this letter (collectively, the “Annual Report”).

The Annual Report is delivered to you as required by relevant provisions of the Master Trust Indenture dated as of August 1, 2018, by and between the Authority and United Bank, as Trustee (the “Trustee”) (the “Master Trust Indenture”). The Master Trust Indenture was amended and supplemented by that certain First Supplemental Trust Indenture dated as of August 1, 2018 and a Second Supplemental Trust Indenture dated as of June 1, 2021, by and among the Authority and the Trustee, (as supplemented and amended, the “Indenture”), in connection with the Authority’s issuance of its \$166,370,000 Senior Lien Turnpike Toll Revenue Bonds, Series 2018 (the “Series 2018 Bonds”) and its \$333,630,000 Senior Lien Turnpike Toll Revenue Bonds, Series 2021, (the “Series 2021 Bonds”) which are secured under the Indenture by a pledge of Net Toll Road Revenues as defined in the Indenture. Prior to issuance of the Series 2018 Bonds, the Authority in July 2018 defeased all of its prior outstanding Turnpike toll revenue bonds under a previous trust indenture.

The Master Trust Indenture establishes various covenants with which the Authority must comply. One major covenant (often called the “Good Repair Covenant”) requires the Authority to operate, maintain and keep the West Virginia Turnpike (the “Turnpike”) and other Authority properties in good repair, all as more fully set forth in Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B). The Good Repair Covenant and several other covenants under the Master Trust Indenture require HNTB, as the Consulting Engineers for the Authority under the Indenture, to provide the Authority with an annual report on the condition of the Turnpike and to provide certain certifications to be used by the Authority in its annual budget-making process that are to be reflected and incorporated in its Annual Budget for the upcoming Fiscal Year.

This Annual Report and the certifications set forth herein are being delivered to you to satisfy those various requirements under the Master Trust Indenture and to document the Authority’s compliance with such covenants

1. Annual Physical Examination and Inspection of the Turnpike; Annual Turnpike Condition Report; Certification of Compliance with Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B) (including the Good Repair Covenant).

In accordance with the requirements Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B), HNTB certifies that it has made a physical examination and inspection of the Turnpike for Fiscal Year 2021/2022 and has submitted to the Authority this Annual Report its written annual report on the condition of the Turnpike. As required by Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B), this Annual Report is being delivered to the Authority prior to the end of Fiscal Year 2021/2022.



This Annual Report documents, and HNTB hereby certifies, that the Authority has complied with the Good Repair Covenant and related requirements as more fully set forth in Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B). Specifically, and as further required by Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B), HNTB hereby further certifies that:

- (i) the Authority in operating the Turnpike has maintained it in good repair, working order and condition,
- (ii) the Authority has complied with the covenants set forth in the Master Trust Indenture with respect to the efficient management of the Turnpike, the proper maintenance of the properties of the Turnpike, and the making of necessary repairs, renewals and replacements thereto and thereof and the necessity for capital replacements and improvements, and
- (iii) the Authority has complied with the recommendations made by HNTB with respect to each of the foregoing items, and,
- (iv) In the judgment of HNTB, the Authority has not in any way failed to perform or comply with the covenants and agreements set forth above.

2. Certifications Under Section 508 of the Master Trust Indenture as to Operation and Maintenance Expenses, Renewal and Replacement Costs, and Renewal and Replacement Reserve Fund Requirement, for Purposes of the Authority's Annual Budget for Fiscal Year 2019/2020.

As required by Section 508 of the Master Trust Indenture and the definitions of "Annual Budget," "Operation and Maintenance Expenses", "Renewal and Replacement Costs", and "Renewal and Replacement Reserve Fund Requirement" as set forth in Section 101 of the Master Trust Indenture, respectively, HNTB as Consulting Engineers HNTB hereby certifies that the following amounts are necessary to be included in the Annual Budget and expended in Fiscal Year 2022/2023 for the following purposes:

- (i) Operating and Maintenance Expenses: \$52,952,000;
- (ii) Renewal and Replacement Costs: \$22,615,000; and
- (iii) Renewal and Replacement Reserve Fund Requirement: \$22,615,000.

Accordingly, HNTB recommends that the Authority include these amounts in its Annual Budget for the Fiscal Year ending June 30, 2023 ("Fiscal Year 2022/2023"). The body of the Annual Report contains additional information and details concerning these recommendations.

It should be noted that some Renewal and Replacement projects have begun in and budgeted for Fiscal Year 2021/2022 could not be completed before the end of that Fiscal Year, and will be completed after the end of such Fiscal Year. The funds budgeted for the Renewal and Replacement Costs for such projects will be carried over and expended to complete those projects after the end of Fiscal Year 2021/2022. HNTB certifies that such an approach is reasonable under all the circumstances and is consistent with the Authority's Good Repair Covenant and related obligations under Sections 503 and 23 U.S.C. 129(a)(3)(B) and 508 of the Master Trust Indenture. Such carried-over funds and costs are not included in HNTB's recommendations and certified amounts, set forth above, for Fiscal Year 2022/2023.



3. **Certification Under Sections Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B) of Amounts Necessary to Be Expended for Renewal and Replacement Reserve Fund Requirements for the Five (5) Next Fiscal Years.**

As required by Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B) and 508 of the Master Trust Indenture, HNTB hereby certifies that the amounts that are necessary to be expended for the Renewal and Replacement Reserve Fund Requirement for the Turnpike for each of the five (5) next succeeding Fiscal Years are as follows:

- (i) Fiscal Year 2022/2023: \$22,615,000;
- (ii) Fiscal Year 2023/2024: \$24,092,000;
- (iii) Fiscal Year 2024/2025: \$26,783,000;
- (iv) Fiscal Year 2025/2026: \$27,004,000; and
- (v) Fiscal Year 2026/2027: \$28,413,000.

The body of the Annual Report contains additional information and detail concerning the foregoing recommendations.

Again, it should be noted that some Renewal and Replacement projects have begun in and budgeted for Fiscal Year 2021/2022 could not be completed before the end of that Fiscal Year, and will be completed after the end of such Fiscal Year. The funds budgeted for the Renewal and Replacement Costs for such projects will be carried over and expended to complete those projects after the end of Fiscal Year 2021/2022. As noted earlier, above, such carried-over funds and costs are not included in HNTB's recommendations and certified amounts, set forth above, for Fiscal Year 2021/2022.

4. **Certifications as to Insurance Under Section 515(a) of the Master Trust Indenture.**

As required by Section 515(a) of the Master Trust Indenture, the Consulting Engineers are required to provide recommendations as to self-insurance funds, Multi-risk Insurance, and Use and Occupancy Insurance. HNTB hereby certifies that its insurance recommendations to the Authority, which are more fully set forth and discussed in the body and appendices of this Annual Report, are as follows:

(i) Self-insurance funding of \$1,000,000 should continue to be maintained by the Authority and such funding should be available for the Authority's percentage of contribution for liability or other risks of losses and should be specifically designated as the Authority's percentage of contribution in the event of a disaster;

(ii) Use and Occupancy Insurance, in accordance with Section 515(a)(ii) of the Master Trust Indenture, should be maintained for Fiscal Year 2022/2023 in the amount of \$175,800,000; and

(iii) Multi-risk Insurance, in accordance with Section 515(a)(i) of the Master Trust Indenture, should be maintained for Fiscal Year 2022/2023 in the amount of \$656,294,400, as more fully explained in the Appendix to the Annual Report addressing this subject, which amount is the approximate replacement cost of the roadways, bridges, buildings, service plazas, rest areas, toll plazas, Caperton Center, and all other buildings, structures, facilities, furnishings and equipment, all as more fully explained in the Appendix on this subject that is included in the Annual Report.



5. **Certifications as to Other Turnpike Capital Improvement Funding In Next Five Fiscal Years.**

HNTB has received and reviewed the Authority's proposed budget for its five-year capital improvement program for the Turnpike for the next five Fiscal Years, i.e., the Fiscal Years ending on June 30th of the years 2023 through 2027, inclusive. Such five-year capital program, as required by Sections 412 and 508 of the Master Trust Indenture, separately identifies for each of those 5 Fiscal Years the (A) Renewal and Replacement Costs and Renewal and Replacement Reserve Fund Requirements, which are in the respective amounts recommended and certified by HNTB in this Annual Report, and (B) other Capital Costs that are not Renewal and Replacement Costs. As required by Section 508 of the Master Trust Indenture, the Authority is required to include its five-year capital improvement program cost estimates (separated into these two categories) as part of its Annual Budget.

HNTB hereby certifies that such five-year capital improvement program for the Turnpike for the next five Fiscal Years, as more fully discussed and analyzed in the body of this Annual Report, is reasonable and sufficient to assure that the Authority, in each of such five Fiscal Years, will satisfy the Good Repair Covenant and its related obligations under the Master Trust Indenture in each of the five ensuing Fiscal Years

6. **Conclusion and Final Certification for this Annual Report.**

HNTB has monitored and continually reviews the Authority's collection of Turnpike toll revenues and expenditures to ensure that adequate funds are available in the amounts needed to address the Authority's various requirements under the Master Trust Indenture including but not limited to its obligations to fund and pay Debt Service and to fund, at required levels, all required Reserves that must be funded. The revenue projections have stabilized at \$175M based upon our review of the current revenues. The new projected revenues reflect known impacts to revenue currently being received. HNTB certifies that the Authority has been, and will continue to be able to satisfy, the Good Repair Covenants and its related obligations under the Master Trust Indenture in each of the five ensuing Fiscal Years ending on June 30th of 2023 through 2027.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Randolph T. Epperly, Jr.", written over a horizontal line.

Randolph T. Epperly, Jr., P.E.,
HNTB CORPORATION
Vice President

cc: United Bank, Trustee (Attention: Thomas Provenzano)



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New Beckley South Office Administration

APPENDIX

2022 BRIDGE REPLACEMENT COSTS



5-YEAR PROGRAM NEEDS

OPERATION AND MAINTENANCE EXPENSES

HNTB recommends the following for Operation and Maintenance Expenses:

- A. Maintenance
- B. Toll/Accounting/Customer Service
- C. Traffic Control (State Police)
- D. Administration
- E. Tourist Information Centers
- F. Non-Departmental

RENEWAL AND REPLACEMENT

HNTB recommends the following for Renewal and Replacement:

- A. Bridge Painting-The estimated cost for bridge painting is \$13.163 million over the next 5 years.
 - B. Bridge Deck Sealing and Overlays-Certain existing bridge decks are exhibiting an increasing number of spalls and reduced skid resistance. These will need to be sealed and overlaid. The bridge deck sealing and overlay costs are estimated at \$3.641 million over the next 5 years.
 - C. Bridge/Facilities Retrofit-The estimated cost for bridge repairs, median barrier wall repairs and miscellaneous structural repairs is at \$13.981 million over the next 5 years.
 - D. Guardrail Replacement-The estimated cost for guardrail replacement and repair is \$4.361 million over the next 5 years.
 - E. Shotcrete Repairs-The estimated cost for shotcrete repairs is \$1.487 million over the next 5 years.
 - F. Slope Reconditioning-Based on history of slide repairs and rock fall cleanup, the estimated cost is \$3.585 million over the next 5 years.
 - G. Culverts-Culverts are rated on a condition rating system of 1 thru 3. Culverts rated 1 need to be replaced or repaired within the next 5 years. The current assessment procedures utilized visual inspection and video camera inspection. The 5 year funding needs identified 166 inlets or culverts needing repairs. The estimated cost for these repairs is \$43.738 million over the next 5 years.
 - H. Vehicle/Equipment Replacement-The estimated cost for equipment is \$9.578 million over the next 5 years.
 - I. Sign Replacements/Overlays-Signing meets current standards. The estimated cost for signing/footer repairs is \$0.851 million over the next 5 years.
 - J. Roadway Lighting-All lighting meets current standards. The estimated cost for lighting is \$0.708 million over the next 5 years.
 - K. Pavement Striping and Markings-The estimated cost for pavement striping and markings is \$16.820 million over the next 5 years.
 - L. Full Depth Pavement Repairs/Undersealing-The estimated cost for full depth concrete repairs and undersealing is \$6.281 million over the next 5 years.
 - M. Facilities Raised Pavement Markers/Safety Projects-The estimated cost for replacing raised pavement markers and safety projects is \$6.832 million over the next 5 years
 - N. Tree Clearing-The estimated cost for tree clearing and brush removal is \$3.881 million over the next 5 years.
-



CAPITAL REPLACEMENTS AND IMPROVEMENTS

HNTB recommends the following for Capital Replacements and Improvements:

- A. Pavement-Pavement costs are based on current needs as determined by recent review of WV Turnpike pavements. The estimated cost for pavement rehabilitation, reconstruction and overlays is \$93.240 million over the next 5 years.
- B. Facilities Capital Improvements-The estimated cost for facilities capital needs is \$6.3 million over the next 5 years.
- C. Toll System Upgrades-The estimated cost for upgrading the toll system is \$25 million over the next three years.
- D. Bridge Deck Replacement-WVPA has established a yearly plan for bridge deck replacement based on current condition of the decks. Many of these decks are 40 years old and have not had any structural overlay repairs. The estimated cost for bridge deck replacements is \$94.2 million over the next 5 years.
- E. Yeager Bridges Painting-Yeager Bridges are due for full steel superstructure painting. The estimated cost for this painting is \$17 million over the next 5 years.
- F. Bluestone Bridge Painting. The NB Bluestone Bridge is due for full steel superstructure painting. The estimated cost for this painting is \$11 million over the next 5 years.
- G. Travel Plaza Replacement. The estimated cost for replacing the Travel Plazas is \$182 million over the next 5 years.
- H. Barrier Wall Upgrade. Strategic areas of barrier wall are being modified to increase safety. The estimated cost of this is \$8.8 million over the next 5 years.

5-YEAR PROGRAM RECOMMENDATIONS

OPERATION AND MAINTENANCE EXPENSES

Operating Expenses include all of the Authority’s expenses in operating, maintaining and servicing the Turnpike system and otherwise carrying out and administering its related programs. Operating expenses include, for example, salaries, supplies, utilities, ordinary maintenance and repairs, insurance premiums, legal, accounting, management, traffic engineers and consulting engineers. The operating and maintenance expenses are detailed in the following table.

OPERATION AND MAINTENANCE EXPENSES - \$ THOUSANDS					
	2023	2024	2025	2026	2027
Maintenance	\$21,420	\$21,822	\$22,345	\$22,600	\$23,100
Toll/Accounting/Customer Service	\$16,431	\$16,760	\$17,095	\$17,437	\$17,785
Traffic Control (State Police)	\$4,982	\$5,082	\$5,183	\$5,287	\$5,392
Administration	\$3,399	\$3,467	\$3,536	\$3,607	\$3,679
Tourist Information Centers	\$1,749	\$1,784	\$1,819	\$1,856	\$1,893
Non-Departmental	\$4,971	\$5,070	\$5,171	\$5,275	\$5,380
Total Operating Costs	\$52,952	\$53,984	\$55,150	\$56,061	\$57,228



RENEWAL AND REPLACEMENT

Under the Indenture, annual Renewal and Replacement requirements must be determined and certified by the Consulting Engineers. Under the Indenture, Renewal and Replacement requirements exclude annual Operating Expenses and include those expenditures required in the year for keeping the Turnpike open to public travel and use. Renewal and Replacement requirements constitute the most essential capital outlays for a given fiscal year. The five-year program for Renewal and Replacement projects are detailed in the following table. The itemized budget amounts are listed for 2023 through 2027.

FIVE-YEAR PROGRAM FOR R&R - \$ THOUSANDS					
	2023	2024	2025	2026	2027
Bridge Painting	\$2,284	\$2,490	\$2,714	\$2,796	\$2,879
Bridge Deck Sealing and Overlays	\$632	\$689	\$751	\$773	\$796
Bridge/Facilities Retrofit	\$2,426	\$2,645	\$2,883	\$2,969	\$3,058
Guardrail Replacement	\$757	\$825	\$899	\$926	\$954
Shotcrete Repairs	\$258	\$281	\$307	\$316	\$325
Slope Reconditioning	\$675	\$696	\$716	\$738	\$760
Culvert Repair/Replacement	\$7,590	\$8,274	\$9,018	\$9,289	\$9,567
Vehicle/Equipment Replacement	\$1,662	\$1,812	\$1,975	\$2,034	\$2,095
Sign Replacement/Overlays	\$148	\$161	\$175	\$181	\$186
Roadway Lighting	\$123	\$134	\$146	\$150	\$155
Pavement Striping and Markings	\$2,919	\$3,182	\$3,468	\$3,572	\$3,679
Full Depth Repairs/Undersealing	\$1,090	\$1,188	\$1,295	\$1,334	\$1,374
Facilities/Safety	\$1,377	\$981	\$1,636	\$1,102	\$1,736
Tree Clearing	\$674	\$734	\$800	\$824	\$849
Subtotals R&R	\$22,615	\$24,092	\$26,783	\$27,004	\$28,413

CAPITAL REPLACEMENTS AND IMPROVEMENTS

The capital improvement projects are the WVPA projects scheduled and budgeted in the five-year work program to allow the Turnpike to be operated and maintained in a sound and economical manner consistent with sound management practices and principles and that it is being kept in good repair, working order and condition. The five-year program for facilities capital projects and highway and bridge capital projects are detailed in the following table. The itemized budget amounts are listed for 2023 through 2027.

FIVE-YEAR PROGRAM FOR CAPITAL - \$ THOUSANDS					
	2023	2024	2025	2026	2027
Paving	\$38,000	\$12,640	\$13,780	\$14,200	\$14,620
Facilities	\$1,090	\$1,190	\$1,300	\$1,330	\$1,370
Toll System Upgrade	\$14,800	\$10,100	\$0	\$0	\$0
Bridge Deck Replacement	\$16,350	\$17,820	\$19,430	\$20,010	\$20,610
Yeager Bridge Painting	\$11,000	\$6,000	\$0	\$0	\$0
Bluestone Bridge Painting	\$0	\$0	\$0	\$11,000	\$0
Travel Plaza Replacement	\$66,000	\$66,000	\$20,000	\$20,000	\$10,000
Barrier Wall Upgrade	\$1,530	\$1,660	\$1,810	\$1,870	\$1,920
Subtotals Capital	\$148,770	\$115,410	\$56,320	\$68,410	\$48,520



BUDGET FISCAL YEAR 2023

HNTB recommends the following:

BUDGET RECOMMENDATIONS FY 2023 - \$ THOUSANDS	
Operation and Maintenance	\$52,952
Renewal and Replacement	\$22,615
Capital Replacements and Improvements	\$148,770
Grand Total Budget	\$224,337



INSURANCE

Section 515, Subsection (a) of the Master Trust Indenture dated as of August 1, 2018, as supplemented for the West Virginia Parkways Authority states:

(a) The Authority shall at all times cause to be maintained, to the extent reasonably obtainable, the following kinds of insurance with responsible insurance and/or reinsurance companies authorized and qualified to do business in (or with companies duly authorized and qualified to do business with companies that are authorized and qualified to do business in) the State, in such amounts as recommended by the Consulting Engineers as provided below or as determined by the Authority:

(i) multi-risk insurance on the facilities of the Turnpike which are of an insurable nature and of the character usually insured by those operating similar facilities, covering direct physical loss or damage thereto from causes customarily insured against, in such amounts recommended by the Consulting Engineers to provide against such loss or damage and to protect the interest of the Authority;

(ii) use and occupancy insurance covering loss of Toll Road Revenues by reason of necessary interruption, total or partial, in the use of the facilities of the Turnpike, due to loss or damage to any such facility on which multi-risk insurance is maintained as provided in this Section, in such amount as recommended by the Consulting Engineers to provide income during the period of interruption, but in no event less than 12 months, in the event of the occurrence of any such loss or damage, equal to the amount of the loss of Toll Road Revenues, computed on the basis of Toll Road Revenues for the corresponding period during the preceding calendar year, or if such facility was not in operation during the preceding calendar year, then computed on the basis of the Consulting Engineers' estimate, attributable to such loss or damage;

FATALITY RATES PER HUNDRED MILLION MILES TRAVELED		
YEAR	ANNUAL FATALITIES	FATALITY RATE
2000	12	1.3
2001	6	0.7
2002	9	1.0
2003	4	0.4
2004	15	1.6
2005	5	0.5
2006	6	0.6
2007	8	0.8
2008	7	0.8
2009	8	0.9
2010	4	0.4
2011	8	0.8
2012	8	0.8
2013	5	0.5
2014	3	0.3
2015	4	0.4
2016	7	0.8
2017	8	0.8
2018	9	0.9
2019	14	1.5
2020	6	0.5
2021	5	0.7
2022	7	0.8

(iii) public liability insurance covering injuries to persons or property, in such amount as recommended by the Consulting Engineers;

(iv) war risk insurance, if obtainable from the United States Government or any agency thereof, covering direct physical loss or damage, and loss of Toll Road Revenues attributable thereto, on the facilities of the Turnpike which are insurable thereunder;

(v) during the period of construction or reconstruction of any material portion of the facilities of the Turnpike, such insurance as is customarily carried by others with respect to similar structures used for similar purposes, provided, however, that the Authority shall not be required to maintain any such insurance to the extent that such insurance is carried for the benefit of the Authority by contractors, and provided, further, that the Authority shall require contractors constructing any such portion of the facilities of the System to file bonds or undertakings for the full performance of such



contracts, and under which all risks from any cause whatsoever, without any exceptions, during the period of such construction, shall be assumed by such contractors; and

(vi) any additional or other insurance as the Authority in its discretion may determine;

provided, however, that the Authority may self-insure, in whole or in part, with the approval of the Consulting Engineers, against public liability for bodily injury and property damage, loss of Toll Revenues normally covered by use and occupancy insurance and other risks not enumerated above to the extent permitted by law and up to the levels recommended by the Consulting Engineers or a recognized, independent insurance consultant. The adequacy of any self-insurance reserve, or other insurance reserve, established by the Authority shall be evaluated annually by the Authority in consultation with the Consulting Engineers (or a recognized, independent insurance consultant). Deficiencies, if any, in any such self-insurance reserve, or other insurance reserve, shall be made up in accordance with the recommendations of the Consulting Engineers. Except to the extent such coverage is provided by the Authority, such policies shall be taken in the names of the Authority and the Trustee for the benefit of the Holders.

The Authority obtains insurance coverage for general liability, property damage, business interruption, errors and omissions and natural disasters through the West Virginia Board of Risk and Insurance Management. This board provides insurance for the State of West Virginia, local government entities and eligible non-profit organizations. Liability coverage provided to all these insured entities is limited to \$1,000,000 per occurrence with an annual aggregate coverage limit of \$22,000,000.

The Authority established a \$5 million self-insurance fund after losing the excess liability coverage from a private insurance company during 1986. In September 1992, the Authority obtained \$10 million excess liability coverage from a private insurance company. In view of this, the Authority's insurance consultant recommended that the self-insurance fund be reduced to \$1 million and be changed from liability exclusively to include other risk of loss such as pollution first party clean-up, pollution third party liability, condemnation, earthquake, earth shift, flood, etc., and be specifically designated as the Authority's percentage of contribution in the event of a disaster.

The Appendix contains copies of the consulting engineer's letter regarding recommendations for Multi-risk Insurance, in accordance with subparagraph (i) above, listing current replacement cost for bridges, and the consulting engineer's letter with recommendations for Use and Occupancy Insurance, in accordance with subparagraph (ii) above, in the amount of \$175,836,000 to remain in line with current toll revenues. All other insurance needs are determined by the Authority.



June 30, 2022

Mr. Jeffrey A. Miller, Executive Director
West Virginia Parkways Authority
P.O. Box 1469
Charleston, WV 25325

RE: Use and Occupancy Insurance

Dear Mr. Miller:

Section 515, Subsection (a) of the Master Trust Indenture dated as of August 1, 2018, state that Use and Occupancy Insurance shall be in such amounts as the Consulting Engineer shall certify will provide income during a period of interruption of up to 12 months for loss of system revenues due to damage to the system resulting in partial or total loss of revenues. This amount shall not be less than toll road revenues during the corresponding period for the preceding year.

It is recommended that the Authority obtain Use and Occupancy Insurance coverage in the amount of \$175,836,000 for the 2022-2023 fiscal year. This amount of Use and Occupancy Insurance coverage will satisfy Section 515, Subsection (a) of the Master Trust Indenture dated as of August 1, 2018.

Very truly yours,

A handwritten signature in blue ink, appearing to read "R. T. Epperly, Jr.", written over the typed name.

Randolph T. Epperly, Jr., P.E.
HNTB Corporation
Vice President

RTE/cak

cc: - United Bank, Trustee (Attention: Thomas Provenzano)
- West Virginia State Board of Risk & Insurance Management
(Attention: Dave Mason)
- Margaret Vickers, WVPA



June 30, 2022

Mr. Jeffrey A. Miller
Executive Director
West Virginia Parkways Authority
P.O. Box 1469
Charleston, WV 25325

RE: Multi-Risk Insurance

Dear Mr. Miller:

Section 515, Subsection (a) of the Master Trust Indenture dated as of August 1, 2018 state that the Authority shall maintain Multi-Risk Insurance on the system facilities which are of an insurable nature and of the character usually insured by those operating similar facilities in such amounts as the Consulting Engineers shall certify to be necessary or advisable to provide against such loss or damage and to protect the interest of the Authority and the Bondholders.

It is recommended that Multi-Risk Insurance be carried on all bridges, equipment, vehicles and facilities at the Administration Building, Maintenance Areas, Rest Areas, Service Areas, Toll Plazas, Caperton Center, Welcome Center, and all other facilities owned and operated by the Authority, including all structures, furnishings and equipment totaling \$656,294,400 with an annual premium of \$648,333 Such annual premium is included in the Operation and Maintenance expenses recommended by HNTB Corporation as consulting engineers for FY 2022-2023.

The Authority engaged an insurance consultant in 1993 to review insurance coverage. The list of Authority buildings, structures and contents of buildings and structures has been revised and updated annually in accordance with the advice of the Authority's insurance consultant and our previous recommendations. It is recommended that this list be revised and updated to include all additions, deletions and current values.

The insurance consultant recommended that the bridges be insured for replacement costs. Attached is a list of those current costs that were calculated using "Engineering News Record" construction indices. The estimated 2022 replacement costs were determined by multiplying the bid price by the ratio of the construction cost index of 11496.31 to the cost index for the year that each bridge was bid.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Randolph T. Epperly, Jr.", written over the typed name.

Randolph T. Epperly, Jr., P.E.
HNTB Corporation
Vice President

RTE/cak

Attachments

- cc:
- United Bank, Trustee w/att.
(Attention: Thomas Provenzano)
 - West Virginia State Board of Risk & Insurance Management
w/att. (Attention: Dave Mason)
 - Margaret Vickers, WVPA



MAINTENANCE & SAFETY HIGHLIGHTS

Key activities of the WVPA’s Maintenance Division include:

- Road and bridge safety improvement
- Resource deployment for continuing pothole repairs
- Continued implementation of the Maintenance Management System (modern management approach to improve efficiency and to reduce overall asset life cycle costs)
- Snow Removal and Ice Control (SRIC) operational improvements

MAINTENANCE PERFORMANCE SCORECARD

	TARGET	ACTUAL
ROADWAY		
Asphalt Pavements	B	A-
Signs	A	B
Other Traffic Control	A	A-
Drainage Structures	A	A
Bridges	A	A-
Vegetation Control	B	A-
Litter	B	C+

Recent equipment purchases include:

- GMC Crew Cabs - 2
- Turn Mower for replacement of Kut Kwik Slope Mower - 1
- Tahoe for Executive Director and Maintenance Foreman - 2
- 18-ft enclosed trailer for landscaping - 1
- 20-ft enclosed trailer for Section 1 Road Crew Shot Blaster - 1
- 18” Shot Blaster – 1
- Tandem Dump Truck – 1
- Trailers for new pavers – 2
- Doosan portable Air Compressor – 1
- Brush Clipper – 1
- Ford Explorers for State Police and Mail Car/Tolls – 2
- Chevrolet 3/4ton pick-up – 1
- John Deere Loader – 1
- Kawasaki Mule for Section ½ Roadcrews – 1
- Stand behind Toro Mower for Landscaping - 1

Highlights from Fiscal Year 2022 are listed below:

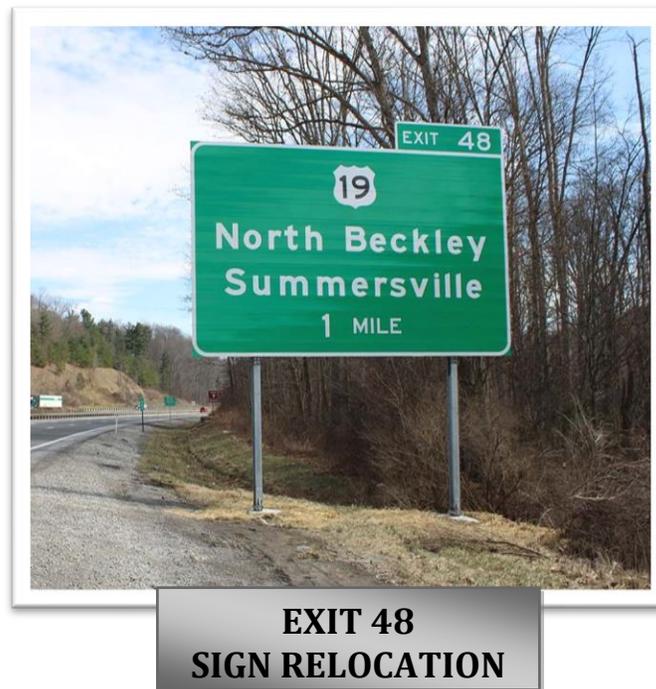
- Joint & Crack Sealing – 698,905 Linear Feet
- Pothole Patching – 3,926 Tons
- Line Striping – 8,221 Linear Feet
- Temporary Pothole Patching – 1,793 Buckets
- Shoulder Stabilization – 160,443 Linear Feet
- Deck Patching – 2,964 Square Feet
- Bridge Washing – 112 Bridges
- Bridge Deck Sealing – 43 Bridge Lanes
- Bridge Inspection/Support – 1,298 Man-hours
- Bridge Structure Repairs – 251 Man-hours
- Other Bridge Repair – 1,047 Man-hours
- Bridge Parapet Wall Coating/Patching – 9,248 Linear Feet
- Ditch & Channel – 40,473 Linear Feet
- Camera Culverts – 3,614 Linear Feet
- Culvert Cleaning – 435 Linear Feet
- Ditch Debris & Brush Removal – 2,360 Linear Feet

continued on next page



Highlights from Fiscal Year 2022, continued

- Drop Inlet Cleaning – 1,579 Drop Inlets
- Drop Inlet Grate Replacement – 5 Grates
- Other Drainage Maintenance – 1,898 Man-hours
- Bench & Slope – 5,980 Linear Feet
- Sweeping – 298 Miles
- Fence Repair – 495 Linear Feet
- Stockpiling SRIC Material – 1,412 Man-hours
- Emergency Response – 2,280 Man-hours
- Courtesy Patrol/Day watch – 25,711 Man-hours
- Scheduled Flagging – 3,336 Man-hours
- Condition Assessment – 1,267 Sites Tested
- Sign Assessments – 615 Miles
- Building or Parking Lot Repair/Maintenance – 26,468 Square Feet
- Manufacture Stickers/Decals – 2,189 EA Each
- Tower Road Repair – 1,148 Manhours
- Herbicide Spraying – 525 Acres Roadside
- Delineators Installed – 2,611 Each
- Traffic Control & Signs – 2,617 Man-hours
- Salt Used – 13,553 Tons
- Snow & Ice Support Operations – 12,024 Man-hours
- Manufacture Roadway Signs – 1,210 Each
- Manufacture Facility Signs – 181 Each
- Install/Repair Signs Roadway – 1,273 Signs
- Install/Repair Signs Facilities – 771 Signs
- Sign Preventative Maintenance – 123 Signs
- Install RPM's – 30 Miles
- Install LDS Panels – 335 Signs
- Parking Area Markings – 46,946 Linear Feet
- Litter Pickup & Disposal – 7,191 Bags
- Mowing – 2.483 Acres
- Brush Cutting – 87 Acres





FISCAL YEAR 2022 ACCOMPLISHMENTS

The WVPA continues accomplish road and bridge rehabilitation projects on the West Virginia Turnpike such as full depth concrete repairs, asphalt pavement overlays, bridge deck replacements, bridge and facilities retrofit work and repairs and rehab to median barriers, retaining walls, buildings, toll plazas, culverts, guardrail, and pavement markings. These are much needed pavement, concrete and bridge rehabilitation projects for Kanawha, Fayette, Raleigh, and Mercer Counties. Most of the construction work for Fiscal Year 2022 was performed in the Chelyan/Marmet, Standard and Ghent areas (\$50 million in contracts were awarded this year as well as completing punch-list items from last year's contracts). Following Memorial Day, the majority of all work was performed at night, Monday through Thursday from 7:00 p.m. to 7:00 a.m., in order to keep traffic delays at a minimum. Toll revenues are being used to fund capital highway and bridge projects. These projects are primarily those that began construction during the Fiscal Year 2022, representing only the obligations for Fiscal Year 2022.

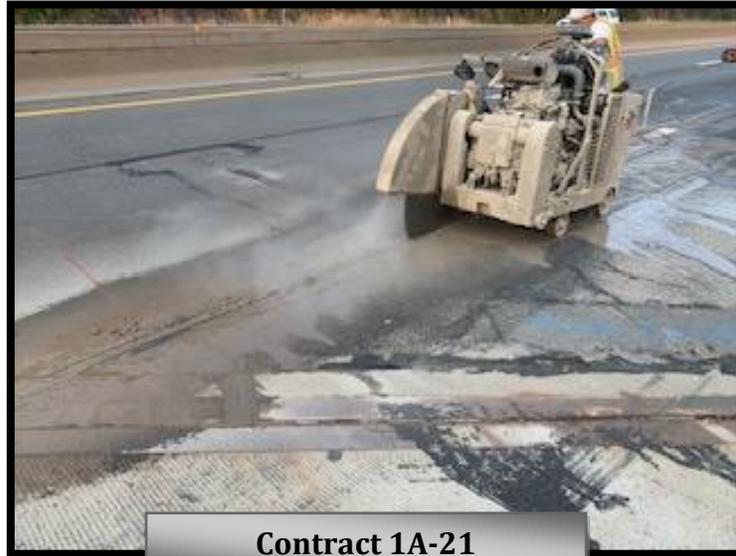


Beckley Widening



Pavement Rehabilitation Contract 1A-21

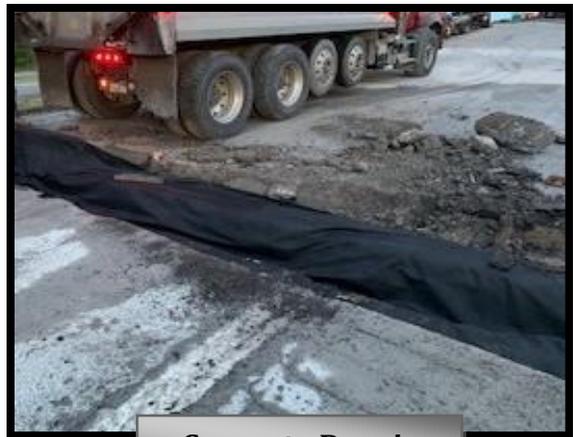
Contract 1A-21 is a pavement milling, hot mix asphalt inlay, rumble strips and other associated incidentals at various locations in Raleigh, Fayette, Kanawha and Mercer Counties. West Virginia Paving performing the work for Contract 1A-21. The approximate construction cost is \$7,401,455.



Contract 1A-21



Rebar Replaced



Concrete Repair



Culvert Cleaning & Retrofit Contract 1C-21

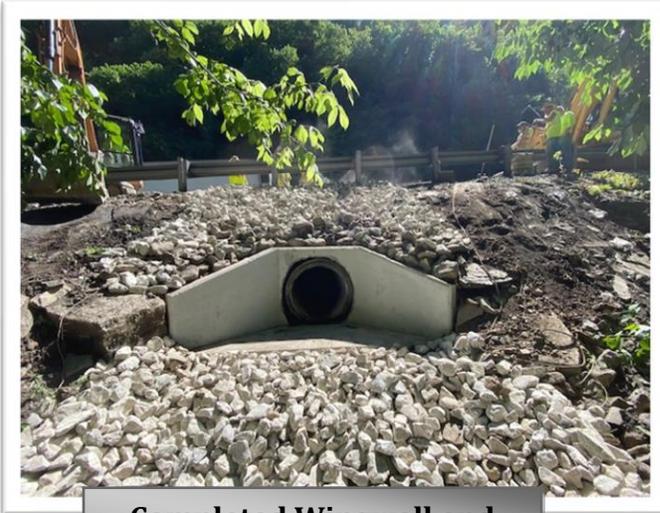
This culvert repair project is in Mercer, Raleigh, Fayette and Kanawha Counties. It is primarily composed of culvert retrofits by dewatering, lining, paving inverts, miscellaneous repairs to end treatments and maintenance of traffic. Wiseman Construction Company performed the work. The approximate construction cost is \$4,124,553.



Adding Culvert Liner



Pipe Grouted Wingwall



**Completed Wingwall and
Liner Installation**



**Tree and Brush Removal
Contract TC-1-22**

This project consists of cutting trees and brush in various location within the WVPA's right-of-way. The general work areas from Milepost 86.63 to 86.83 and 87.67 to 87.83 southbound were approximately 4.10 acres. Astech Corporation performed the work at a cost of \$669,822.



Tree Cutting in Progress



Bridge Painting
Contract BP-2-22(Milepost 89.44)

This project consists of fully repainting Bridge 3076N. The work included 37,700 square feet of steelwork painting at a cost of \$411,976. Elite Contractors performed the work.



Fascia Steelwork



Abutment Steelwork



Fascia Steelwork

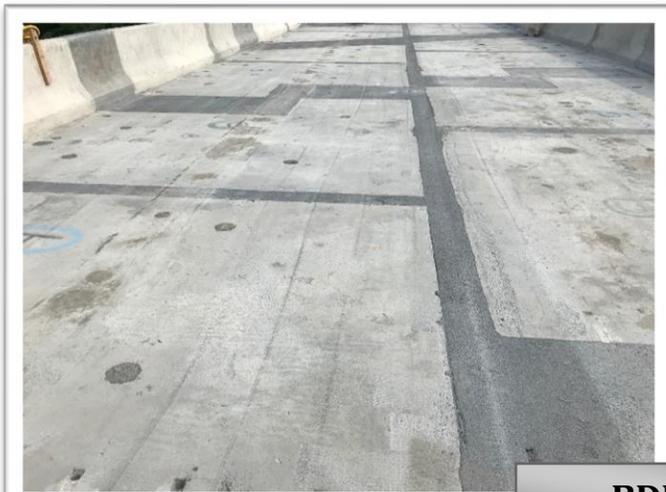


Abutment Steelwork



Bridges 3006S Deck Replacement Contract BDR-1-21(Milepost 13.73)

These contracts utilize a method called Accelerated Bridge Construction (ABC). Accelerated Bridge Construction is a method in which the decks are brought in as pre-cast units to provide better quality control as the units are made in a climate-controlled casting plant. Once the pre-cast units are brought in, the old deck is replaced and the new deck is put into place with a crane and locked in place with ultra-high performance concrete (UHPC) closure pours. This project fully replaced Bridge 3006S, which is a 248-foot, one lane bridge deck on the southbound Exit 14 Ramp, I-77 over Brush Creek. BDR-1-21 (Bridge 3006S) began on Sunday evening July 11th, 2021 and was completed on July 22nd; which resulted in the contractor working 260 hours to complete the project while taking into consideration clock stoppage(s) due to inclement weather. Brayman Construction Corporation was awarded this project and the approximate total cost was \$4,383,056.90.

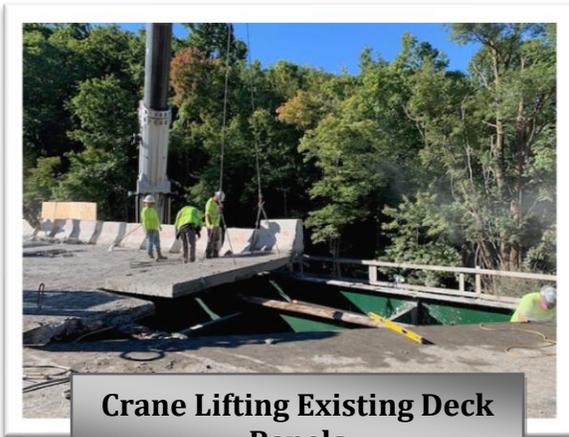


BDR-1-21



Bridges 3021N and 3021S Deck Replacement Contracts BDR-2-21 & BDR-4-21(Milepost 31.44)

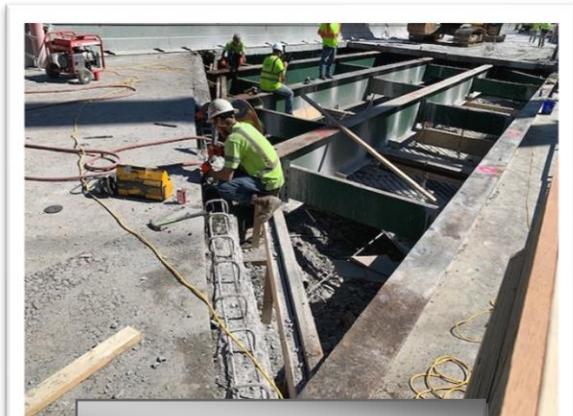
These contracts utilize a method called Accelerated Bridge Construction (ABC). Accelerated Bridge Construction is a method in which the decks are brought in as pre-cast units to provide better quality control as the units are made in a climate-controlled casting plant. Once the pre-cast units are brought in, the old deck is replaced, and the new deck is put into place with a crane and locked in place with ultra-high performance concrete (UHPC) closure pours. This project fully replaced Bridge 3021N, which is a 136.5-foot, two lane bridge deck on northbound, I-77 over Existing CR 19/21. BDR-4-21 (Bridge 3021N) began on Sunday evening April 24th, 2022 and was completed on April 2nd, 2022. Orders Construction Company was awarded this project and the approximate total cost was \$5,846,513.43.



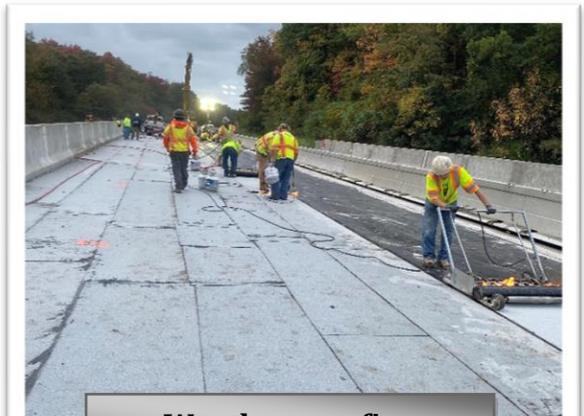
Crane Lifting Existing Deck Panels



Crane Setting New Deck Panels



Abutment Demolition



Weatherproofing



**Bridge/Facility Retrofit
Contract BFR-1-20**

Contract BFR-1-20 is a 3-year contract with 2 one-year renewals. For fiscal year 2022, the contract amount was approximately \$2,000,000. A major portion of this contract's work is to replace defective expansion joints/seals, retrofit structural steel members with section loss, repair damaged barrier walls, patch bridge decks and rehab toll plaza lanes.



2144S Truss Lateral Replaced



New Cantilever Sign Foundation Near Barrier A SB



Bridge Shotcrete Repair
Contract BSR-1-22 (Mileposts 28.93, 46.89, 59.59 and 84.62)

This project consists of repairs to selected structures by pneumatically applied mortar (shotcrete). The work included approximately 323 square feet of repairs to Bridges 3018S, 3038N, 3038S, 3051 and 3087. Air Placement Cement Company performed the work for a total cost of \$183,594.



Abutment Repairs



Pier Repairs Underway



Pier Repaired



Middle Mile Infrastructure Project Contract MMI-1-20

This project consists of an underground Fiber line crossing through WV. The fiber line runs along the parkways from MP. 9 at Princeton to MP. 83.5 just past Barrier C. Along the Parkways the line is placed inside the right-of-way by means of open cut ditching, underground boring and bridge attachments. The fiber line has 21 interstate crossings and 13 bridge attachments. The approximate construction cost of \$459,700.

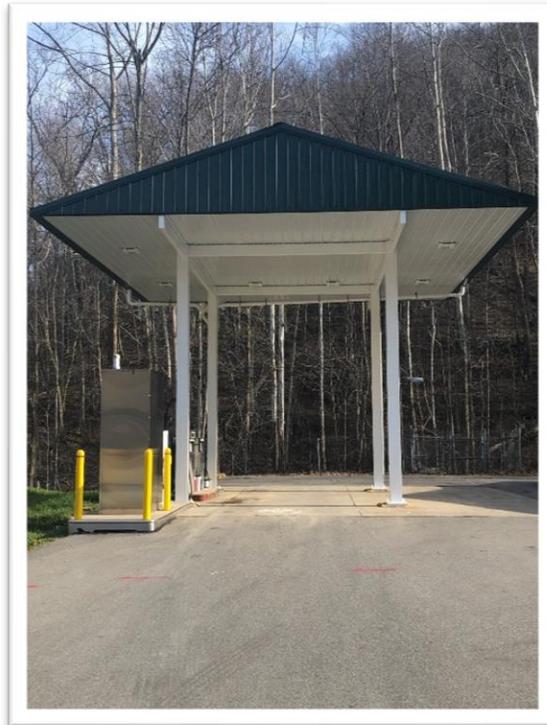


Project MMI-1-20



Standard Gas Canopy Contract SGC-1-21

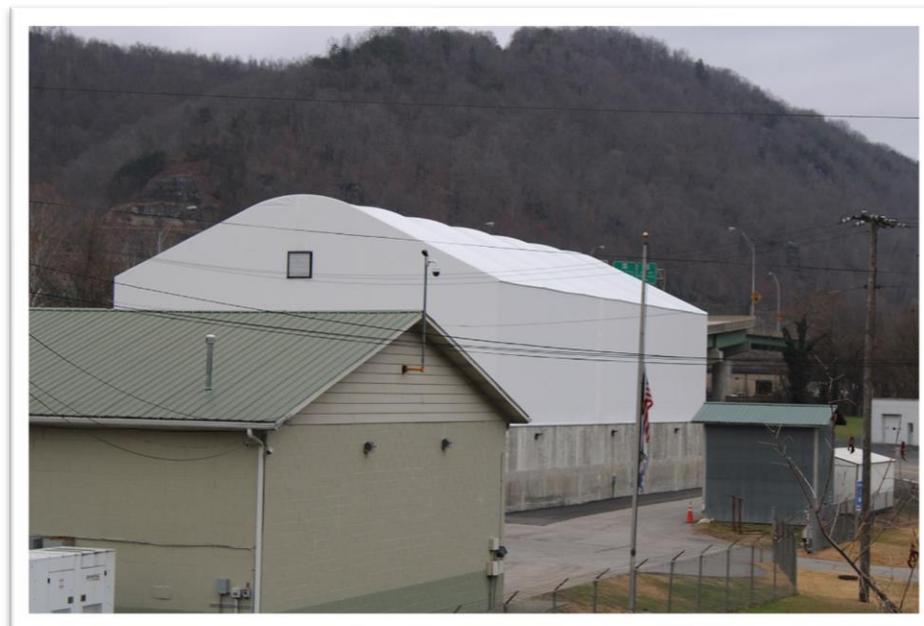
This project consists of dismantling the old steel and wood flat roof gas canopy and replacing it with an all steel structure with all steel surfaces painted to prevent rust. The approximate construction cost of \$186,105.





Chelyan Salt Building Roof Contract SB-1-21

This project was the demolition of the old salt storage building at Chelyan Maintenance and replacing it with a new concrete and fabric roof. The approximate construction cost of \$225,295.



WVDOH POLLINATOR PROGRAM

West Virginia Pollinators





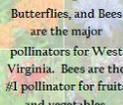


NATIVE POLLINATOR HABITAT

West Virginia is praised as being both wild and wonderful by visitors and residents. Also known as the Mountain State, WV is unique because of diverse topography and miles of beautiful country road and scenic drives. The state's natural landscape and varying elevations host a large variety of plants and wildlife, including many native pollinators. Pollinators are essential to human wellbeing, agricultural production, and ecosystem health. In WV, with some care and planning, native pollinators can flourish using simple practices to provide habitat for plants and nesting sites for pollinators. One way to aid pollinators is to provide native habitat along our state's highways by planting instead of mowing. By reintroducing native plants to WV highway shoulders, we are on the right road to growing pollinator populations.

WHY NATIVE SPECIES?	WHY POLLINATORS?	THREATS TO SPECIES	LIFECYCLE
<p>Native pollinators are adapted to local climate conditions, soils, and plant life, therefore require limited management or maintenance. Because of the ecosystem services they provide and their unique adaptations to local climate, soils, and vegetation, native pollinators are immensely valuable to the environment and the economy. By helping native species, the plant community's health is heightened, natural reproduction occurs, food and cover is provided, erosion is limited, and biodiversity increases.</p>	<p>They may not draw as much attention as some of our other wildlife here in the Mountain State, but pollinators are very important. From bees to birds and butterflies, these small animals help keep plants reproducing by spreading pollen from one spot to another. More than two-thirds of crop species are dependent upon pollinators, including crops that produce fruits, vegetables, spices, nuts, seeds, and livestock forage. Almost 90% of all plant species need the help of animals for pollination.</p>	<p>Globally, pollinators are in decline. Human activities, disease, pesticide exposure, and parasites have destroyed and fragmented native pollinator habitat and placed native pollinators at greater risk of decline. The loss of pollinators negatively affects plant reproduction and plant community diversity. Threats to pollinators may have profound consequences for ecosystem health as well as our food systems, wildflowers, and native WV habitats.</p>	<p>Native plants in a pollinator habitat take some time to come into their full glory. The first year they sleep, the second year they creep, and the third year they leap! Simply put, these native plants sleep in their first year and use most of their energy establishing deep well-developed root systems. In the second year, the plants creep, revealing some foliage and gaining more energy and greater roots. In the third year they leap, finally revealing their full beauty. It is important to be patient and not disturb habitat areas while the plants complete their cycle.</p>






EXTENSION SERVICE
AGRICULTURE AND NATURAL RESOURCES

HIGHWAY BENEFITS

Roadsides present a conservation opportunity to increase pollinator habitat. Introducing native plants to grow freely supports defense against invasive species, and the reduction of mowing. Roadsides provide several ecological functions for pollinators, including serving as foraging habitat, providing breeding or nesting opportunities, and aiding dispersal of pollinators by linking fragmented habitats. Roadsides managed with pollinators in mind can achieve multiple goals of stabilizing roadsides, reducing storm water pollution, supporting wildlife, and building public exposure and appreciation for the local landscape.



Site 1- Tamarack Travel Plaza	1.0 acre
Site 2- US19/ I-77 Interchange	1.0 acre
Site 3- Bluestone Travel Plaza	1.5 acres
Site 4- Yeager Bridge Plot 1	1.0 acre
Site 5- Yeager Bridge Plot 2	1.0 acre
Site 6- I-77 SB Rest Area	.75 acre



APPENDIX



Tree Cutting near Marmet



WEST VIRGINIA PARKWAYS AUTHORITY

2022 BRIDGE REPLACEMENT COST

STRUCTURE NUMBER	YEAR BID	ENR INDEX	BID PRICE	REPLACEMENT COSTS (ROUNDED)
2144N	1980	3237	\$ 15,235,011	\$ 59,698,000
2144S	1952	569	\$ 2,419,297	\$ 53,931,000
3001N	1976	2401	\$ 311,298	\$ 1,645,000
3001S	1976	2401	\$ 316,803	\$ 1,674,000
3003N	1976	2401	\$ 287,596	\$ 1,520,000
3004S	1976	2401	\$ 306,888	\$ 1,622,000
3005N	1976	2401	\$ 649,641	\$ 3,432,000
3005S	1976	2401	\$ 565,379	\$ 2,987,000
3006	1976	2401	\$ 375,435	\$ 1,984,000
3007	1976	2401	\$ 372,640	\$ 1,969,000
3008N	1976	2401	\$ 256,237	\$ 1,360,000
3008S	1976	2401	\$ 268,094	\$ 1,420,000
3010N	1976	2401	\$ 7,966,577	\$ 42,086,000
3010S	1952	569	\$ 1,546,394	\$ 34,472,000
3012N	1976	2401	\$ 744,234	\$ 3,932,000
3012S	1976	2401	\$ 560,547	\$ 2,962,000
3017N	1976	2401	\$ 335,144	\$ 1,771,000
3018S	1976	2401	\$ 334,367	\$ 1,767,000
3019N	1976	2401	\$ 308,425	\$ 1,630,000
3019S	1976	2401	\$ 178,300	\$ 942,000
3020N	1976	2401	\$ 195,939	\$ 1,040,000
3020S	1976	2401	\$ 291,219	\$ 1,540,000
3021N	1976	2401	\$ 211,463	\$ 1,120,000
3021S	1976	2401	\$ 344,491	\$ 1,820,000
3022N	1976	2401	\$ 257,358	\$ 1,360,000
3022S	1976	2401	\$ 243,665	\$ 1,290,000
3026N	1983	4066	\$ 1,261,802	\$ 3,937,000
3026S	1983	4066	\$ 1,010,343	\$ 3,152,000
3029N	1983	4066	\$ 625,654	\$ 1,952,000
3029S	1983	4066	\$ 354,725	\$ 1,110,000



WEST VIRGINIA PARKWAYS AUTHORITY

2022 BRIDGE REPLACEMENT COST

STRUCTURE NUMBER	YEAR BID	ENR INDEX	BID PRICE	REPLACEMENT COSTS (ROUNDED)
3030N	1983	4066	\$ 822,446	\$ 2,566,000
3030S	1983	4066	\$ 1,566,506	\$ 4,887,000
3034N	1983	4066	\$ 1,008,408	\$ 3,146,000
3034S	1983	4066	\$ 1,038,557	\$ 3,240,000
3038N	1978	2776	\$ 349,604	\$ 1,598,000
3038S	1978	2776	\$ 565,705	\$ 2,585,000
3039E	1978	2776	\$ 354,302	\$ 1,619,000
3039W	1978	2776	\$ 354,302	\$ 1,619,000
3041N	1982	3825	\$ 505,662	\$ 1,677,000
3041S	1982	3825	\$ 495,378	\$ 1,643,000
3042	1982	3826	\$ 384,616	\$ 1,280,000
3043N	1982	3825	\$ 444,803	\$ 1,480,000
3043S	1982	3825	\$ 840,560	\$ 2,788,000
3044N	1982	3825	\$ 1,171,994	\$ 3,887,000
3044S	1982	3825	\$ 1,047,519	\$ 3,474,000
3045N	1982	3825	\$ 596,023	\$ 1,977,000
3045S	1982	3825	\$ 883,965	\$ 2,932,000
3046N	1981	3533	\$ 573,556	\$ 2,060,000
3046S	1981	3533	\$ 707,668	\$ 2,541,000
3048N	1981	3533	\$ 441,062	\$ 1,584,000
3048S	1981	3533	\$ 430,038	\$ 1,550,000
3050N	1981	3533	\$ 482,166	\$ 1,732,000
3050S	1981	3533	\$ 491,056	\$ 1,763,000
3051N	1982	3825	\$ 410,565	\$ 1,370,000
3051S	1982	3825	\$ 410,565	\$ 1,370,000
3053N	1982	3825	\$ 747,909	\$ 2,481,000
3053S	1982	3825	\$ 747,909	\$ 2,481,000
3055N	1979	3003	\$ 1,266,273	\$ 5,349,000
3055S	1979	3003	\$ 1,264,663	\$ 5,342,000
3056N	1979	3003	\$ 1,456,339	\$ 6,152,000
3056S	1979	3003	\$ 1,467,482	\$ 6,199,000
3057N	1979	3003	\$ 1,669,909	\$ 7,054,000



WEST VIRGINIA PARKWAYS AUTHORITY

2022 BRIDGE REPLACEMENT COST

STRUCTURE NUMBER	YEAR BID	ENR INDEX	BID PRICE	REPLACEMENT COSTS (ROUNDED)
3057S	1979	3003	\$ 1,467,837	\$ 6,200,000
3058N	1979	3003	\$ 2,590,444	\$ 10,950,000
3058S	1979	3003	\$ 2,539,317	\$ 10,730,000
3059N	1979	3003	\$ 1,310,193	\$ 5,534,000
3059S	1979	3003	\$ 954,601	\$ 4,033,000
3060N	1979	3003	\$ 1,366,315	\$ 5,771,000
3060S	1979	3003	\$ 1,344,010	\$ 5,677,000
3061	1979	3003	\$ 610,330	\$ 2,578,000
3063N	1979	3003	\$ 538,107	\$ 2,273,000
3063S	1979	3003	\$ 535,374	\$ 2,262,000
3065N	1979	3003	\$ 1,445,790	\$ 6,107,000
3065S	1979	3003	\$ 1,445,790	\$ 6,107,000
3066	1979	3003	\$ 576,917	\$ 2,437,000
3067N	1979	3003	\$ 2,256,259	\$ 9,530,000
3067S	1979	3003	\$ 2,256,259	\$ 9,530,000
3070N	1983	4066	\$ 528,737	\$ 1,650,000
3070S	1983	4066	\$ 528,737	\$ 1,650,000
3072N	1983	4066	\$ 717,000	\$ 2,237,000
3072S	1983	4066	\$ 717,000	\$ 2,237,000
3073N	1980	3237	\$ 981,507	\$ 3,846,000
3073S	1980	3237	\$ 981,507	\$ 3,846,000
3074N	1980	3237	\$ 1,110,269	\$ 4,351,000
3074S	1980	3237	\$ 1,110,269	\$ 4,351,000
3075N	1980	3237	\$ 1,930,130	\$ 7,564,000
3075S	1980	3237	\$ 1,930,130	\$ 7,564,000
3076N	1978	2776	\$ 1,036,302	\$ 4,736,000
3076S	1978	2776	\$ 1,036,302	\$ 4,736,000
3077	1978	2776	\$ 708,758	\$ 3,239,000
3078	1978	2776	\$ 448,257	\$ 2,049,000
3080N	1978	2776	\$ 635,890	\$ 2,910,000



WEST VIRGINIA PARKWAYS AUTHORITY

2022 BRIDGE REPLACEMENT COST

STRUCTURE NUMBER	YEAR BID	ENR INDEX	BID PRICE	REPLACEMENT COSTS (ROUNDED)
3080S	1978	2776	\$ 635,890	\$ 2,906,000
3081N	1980	3237	\$ 399,901	\$ 1,567,000
3081S	1980	3237	\$ 399,901	\$ 1,567,000
3082N	1980	3237	\$ 2,687,208	\$ 10,530,000
3082S	1980	3237	\$ 2,687,208	\$ 10,530,000
3083N	1980	3237	\$ 336,301	\$ 1,320,000
3083S	1980	3237	\$ 336,301	\$ 1,320,000
3084N	1980	3237	\$ 821,754	\$ 3,220,000
3084S	1980	3237	\$ 821,754	\$ 3,220,000
3085N	1981	3533	\$ 503,608	\$ 1,809,000
3085S	1981	3533	\$ 503,608	\$ 1,809,000
3086N	1981	3533	\$ 602,286	\$ 2,163,000
3086S	1981	3533	\$ 602,286	\$ 2,163,000
3087N	1980	3237	\$ 990,712	\$ 3,883,000
3087S	1980	3237	\$ 990,712	\$ 3,883,000
3088	1980	3237	\$ 157,856	\$ 619,000
3235E	1981	3533	\$ 385,112	\$ 1,390,000
3235W	1981	3533	\$ 385,112	\$ 1,390,000
3271	1983	4066	\$ 1,213,000	\$ 3,784,000
3272	1983	4066	\$ 1,044,771	\$ 3,260,000
3273	1983	4066	\$ 1,142,945	\$ 3,566,000
3276	1983	4066	\$ 487,747	\$ 1,522,000
4172	1995	5506	\$ 1,328,831	\$ 3,062,000
4178	1995	5506	\$ 814,289	\$ 1,876,000



HNTB

FWY 10
GRAB 1