



WEST VIRGINIA PARKWAYS AUTHORITY



West Virginia Turnpike Annual Report

2025

HNTB



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WEST VIRGINIA PARKWAYS AUTHORITY

AUTHORITY MEMBERS



PATRICK MORRISEY
Governor
State of West Virginia,
Chair of the Authority



TODD JOHNSTON
Governor's
Chairman Designee



**STEPHEN "TODD"
RUMBAUGH, P.E.**
Cabinet Secretary, WV
Department of Transportation



TOM MAINELLA
Secretary



DOUG EPLING



TOM JOYCE



VICTOR FLANAGAN

WEST VIRGINIA PARKWAYS PERSONNEL

DWAYNE "CHUCK" SMITH
Executive Director

A. DAVID ABRAMS, JR.
General Counsel

WESLEY VANDALL
Director of Purchasing

PARRISH FRENCH
Director of Finance

THERESA HUDNALL
Director of Customer Service

TYRONE GORE
Director of Operations & Training

LESLIE BALL
Director of Maintenance

TAMMY COFFMAN
Tamarack Executive Director

HOLLY MEADOWS
Director of Toll

ROBIN SHAMBLIN
Executive Assistant to the Director

CAPTAIN D. A. EVANS
Officer-in-Charge of WV State
Police, Troop 7

ANTHONY JONES
Director of Human Resources

DAVID H. ROLLINS
Treasurer

June 30, 2025

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 2025 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 of 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 2024/2025 and has submitted to the Authority this 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 2024/2025.



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,
- (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 2025/2026.**

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 2025/2026 for the following purposes:

- (i) Operating and Maintenance Expenses: \$69,600,000;
- (ii) Renewal and Replacement Costs: \$31,971,000; and
- (iii) Renewal and Replacement Reserve Fund Requirement: \$31,971,000.

Accordingly, HNTB recommends that the Authority include these amounts in its Annual Budget for the Fiscal Year ending June 30, 2025 (“Fiscal Year 2025/2026”). 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 2024/2025 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 2024/2025. 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 2025/2026.

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 2025/2026: \$31,971,000;
- (ii) Fiscal Year 2026/2027: \$33,760,000;
- (iii) Fiscal Year 2027/2028: \$28,402,000;
- (iv) Fiscal Year 2028/2029: \$30,561,000; and
- (v) Fiscal Year 2029/2030: \$30,876,000.

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 2024/2025 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 2024/2025. 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 2025/2026.

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 2025/2026 in the amount of \$185,455,000; and
- (iii) Multi-risk Insurance, in accordance with Section 515(a)(i) of the Master Trust Indenture, should be maintained for Fiscal Year 2025/2026 in the amount of \$908,108,900, 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 2026 through 2030, 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 \$185M 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 2026 through 2030.

Respectfully submitted,



John S. Huddleston, P.E.,
HNTB CORPORATION
Associate Vice President

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



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5-YEAR PROGRAM NEEDS

Operation and Maintenance Expenses

HNTB recommends the following for Operation and Maintenance Expenses:

Maintenance

Toll/Customer Service

Traffic Control (State Police)

Administration

Tourist Information Centers

Non-Departmental

Renewal and Replacement

HNTB recommends the following for Renewal and Replacement over the next five (5) years:

- A. Bridge Painting**
The estimated cost for bridge painting is \$14.842 million.
- B. High Friction Surface Treatment (HFST) (Previous BDO and Overlays)**
Certain existing bridge decks and roadways in curves need increased skid resistance. These will need to be sealed and overlaid. The HFST costs are estimated at \$4.104 million.
- C. Bridge/Facilities Retrofit**
The estimated cost for bridge repairs, median barrier wall repairs and miscellaneous structural repairs is at \$15.764 million.
- D. Guardrail Replacement**
The estimated cost for guardrail replacement and repair is \$4.917 million.
- E. Shotcrete Repairs**
The estimated cost for shotcrete repairs is \$5.135 million.
- F. Slope Reconditioning**
Based on history of slide repairs and rock fall cleanup, the estimated cost is \$3.918 million.



- G. Culvert Repair/Replacement**
Culverts are rated on a condition rating system of 1 through 3. Culverts rated 1 need to be replaced or repaired within the next five years. Assessment procedures utilized visual inspection and video camera inspection. The estimated cost for these repairs is \$23 million.
- H. Vehicle/Equipment Replacement**
The estimated cost for equipment is \$12.036 million.
- I. Sign Replacement/Overlays**
Signing meets current standards. The estimated cost for signing/footer repairs is \$6.992 million.
- J. Roadway Lighting**
All lighting meets current standards. The estimated cost for lighting is \$0.797 million.
- K. Pavement Striping and Markings**
The estimated cost for pavement striping and markings is \$18.964 million.
- L. Full-Depth Repairs/Undersealing**
The estimated cost for full-depth concrete pavement repairs and undersealing is \$27.636 million.
- M. Facilities/Safety**
The estimated cost for replacing raised pavement markers and safety projects is \$7.088 million.
- N. Tree Clearing**
The estimated cost for tree clearing and brush removal is \$4.377 million.
- O. Full-Depth (FD) Repairs at Toll Plazas A, B, and C**
The estimated cost for full-depth concrete repairs is \$6 million.

ESTIMATED REPAIR AND RENEWAL COSTS OVER 5 YEARS (THOUSANDS)

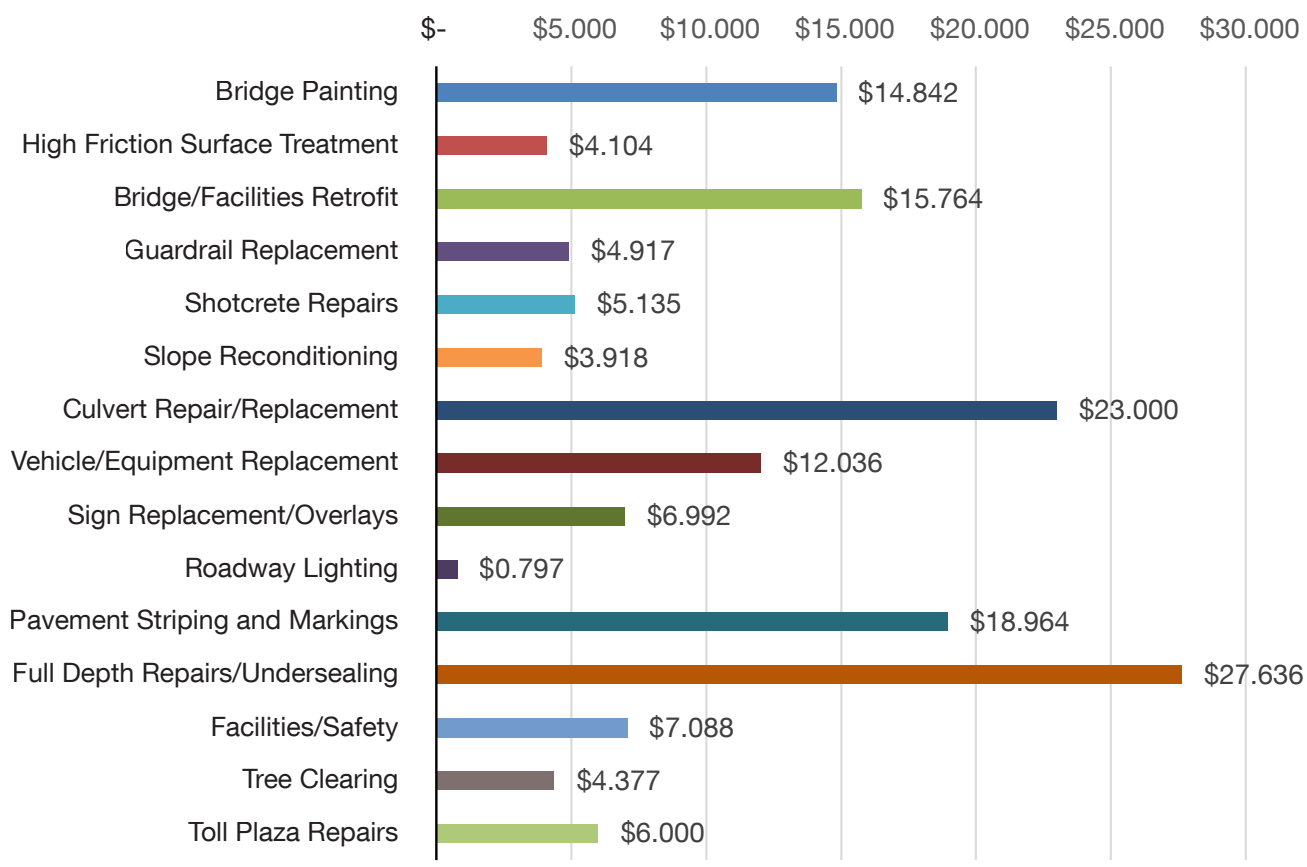


Figure 1: Estimated Repair and Renewal Costs over 5 Years (thousands)

Capital Replacements and Improvements

HNTB recommends the following for Capital Replacements and Improvements over the next five (5) years:

- A. Paving**
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 \$75.370 million.
- B. Facilities**
The estimated cost for facilities needs is \$7.080 million.
- C. 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 more than 40 years old and have not had any structural overlay repairs. The estimated cost for bridge deck replacements is \$86 million.
- D. Bluestone Bridge Painting**
The NB Bluestone Bridge is due for full steel superstructure painting. The estimated cost for this painting is \$6 million.
- E. Morton Travel Plaza Replacement**
The estimated cost for replacing the Morton Travel Plaza is \$46 million.
- F. Barrier Wall Upgrade**
Strategic areas of barrier wall are being modified to increase safety. The estimated cost of this is \$17 million.
- G. Ghent NB, Mile 46.5 SB and Yeager NB Deck Overlays**
Deck overlays are \$9.1 million.
- H. Rt.19 Interchange**
The estimated cost for upgrading the Rt.19 Interchange is \$30 million.
- I. Yeager Bridge Lighting**
The estimated cost for Yeager Bridge Lighting is \$5 million.



\$317.5M

Capital Replacements and Improvements
over the next five (5) years

- J. **Yeager Ramp AF Reconstruction**
The estimated cost for Yeager Ramp AF Reconstruction is \$5 million.
- K. **Pavement Rehab (Rub/Crack Seal)**
The estimated cost for Pavement Rehabilitation is \$25 million.
- L. **Ramp Rehab**
The estimated cost for Ramp Rehabilitation is \$6 million.

ESTIMATED CAPITAL REPLACEMENT AND IMPROVEMENT COSTS
OVER 5 YEARS (THOUSANDS)

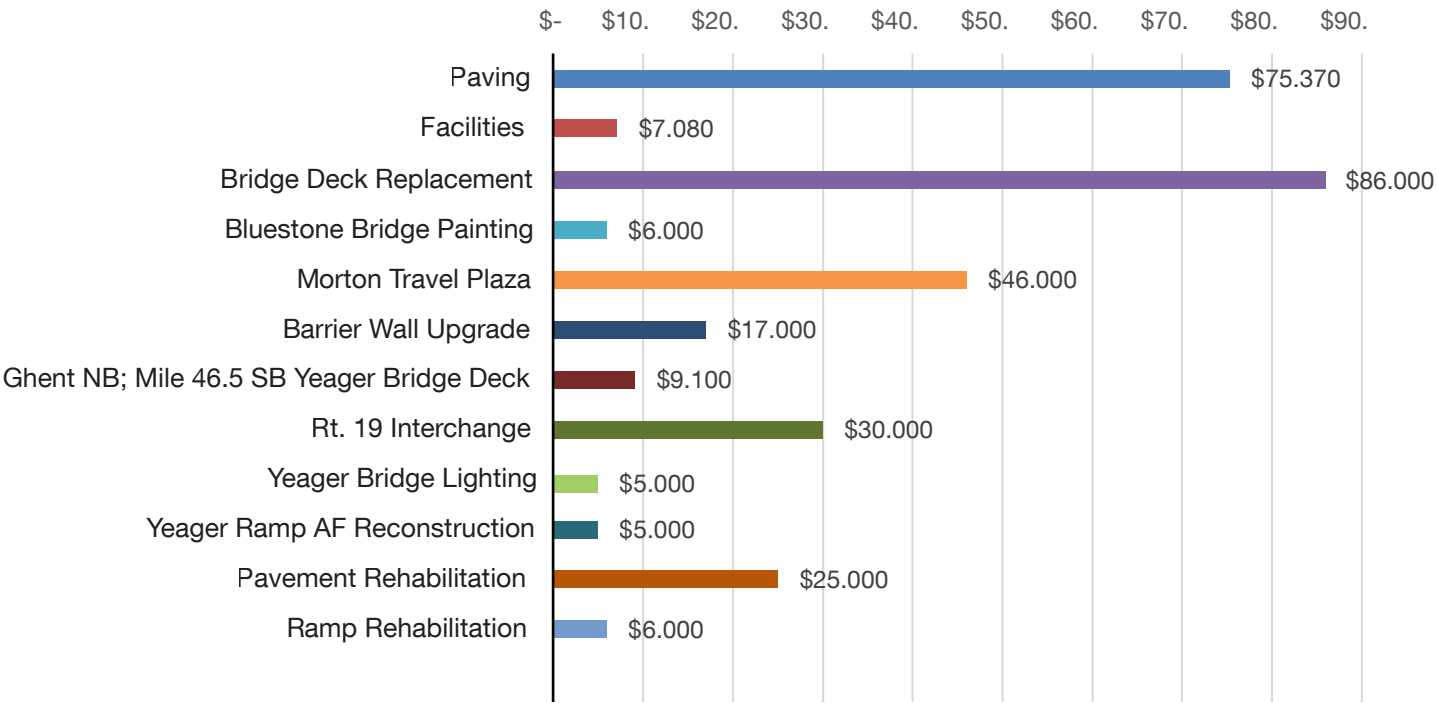


Figure 2: Estimated Capital Replacement and Improvement Costs over 5 Years (thousands)





5-YEAR PROGRAM RECOMMENDATIONS

Operation and Maintenance Expenses

Operating and Maintenance Expenses include the Authority’s expenses in operating, maintaining and servicing the Turnpike system and otherwise carrying out and administering its related programs. Operating expenses include salaries, supplies, utilities, ordinary maintenance and repairs, insurance premiums, legal, accounting, management, and services of traffic engineers and consulting engineers. The operating and maintenance expenses are detailed in *Table 1: Yearly Operations and Maintenance Expenses*.

YEARLY OPERATIONS AND MAINTENANCE EXPENSES					
Item	2026	2027	2028	2029	2030
Maintenance	\$25,166	\$26,600	\$27,700	\$28,800	\$29,900
Toll/Customer Service	\$21,900	\$21,600	\$22,500	\$23,400	\$24,300
Traffic Control (State Police)	\$6,051	\$5,700	\$6,000	\$6,200	\$6,400
Administration	\$3,178	\$3,400	\$3,600	\$3,700	\$3,900
Tourist Information Centers	\$1,878	\$2,000	\$2,100	\$2,100	\$2,200
Non-Departmental	\$5,962	\$5,700	\$6,000	\$6,200	\$6,400
Total	\$64,135	\$65,000	\$67,900	\$70,400	\$73,100

Table 1: Yearly Operations and Maintenance Expenses

5-YEAR OPERATIONS AND MAINTENANCE EXPENSES BY CATEGORY (THOUSANDS)

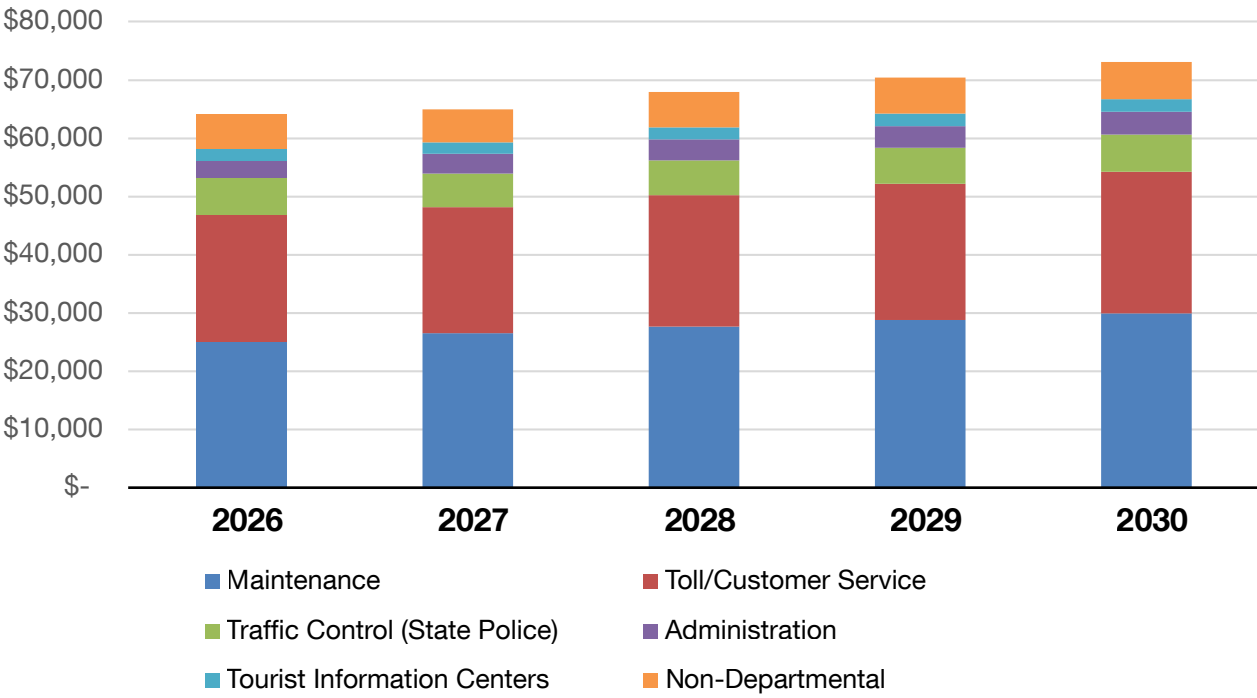


Figure 3: 5-Year Operations and Maintenance Expenses by Category

Renewal and Replacement

Under the Indenture, annual Renewal and Replacement requirements must be determined and certified by the Consulting Engineers. The 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 *Table 2: Yearly Renewal and Replacement Expenses*. The itemized budget amounts are listed for 2026 through 2030.

YEARLY RENEWAL AND REPLACEMENT EXPENSES (THOUSANDS)					
Item	2026	2027	2028	2029	2030
Bridge Painting	\$2,796	\$2,879	\$2,966	\$3,055	\$3,146
High Friction Surface Treatment	\$773	\$796	\$820	\$845	\$870
Bridge/Facilities Retrofit	\$2,969	\$3,058	\$3,150	\$3,245	\$3,342
Guardrail Replacement	\$926	\$954	\$983	\$1,012	\$1,042
Shotcrete Repairs	\$891	\$971	\$1,059	\$1,090	\$1,123
Slope Reconditioning	\$738	\$760	\$783	\$806	\$831
Culvert Repair/Replacement	\$4,200	\$4,400	\$4,600	\$4,800	\$5,000
Vehicle/Equipment Replacement	\$2,034	\$2,095	\$2,158	\$2,832	\$2,917
Sign Replacement/Overlays	\$3,200	\$3,200	\$192	\$197	\$203
Roadway Lighting	\$150	\$155	\$159	\$164	\$169
Pavement Striping and Markings	\$3,572	\$3,679	\$3,790	\$3,903	\$4,020
Full-Depth Repairs/Undersealing	\$4,796	\$5,228	\$5,698	\$5,869	\$6,045
Facilities/Safety	\$1,102	\$1,736	\$1,169	\$1,841	\$1,240
Tree Clearing	\$824	\$849	\$875	\$901	\$928
Toll Plaza Repairs	\$3,000	\$3,000	\$ -	\$ -	\$ -
Total	\$31,971	\$33,760	\$28,402	\$30,561	\$30,876

Table 2: Yearly Renewal and Replacement Expenses

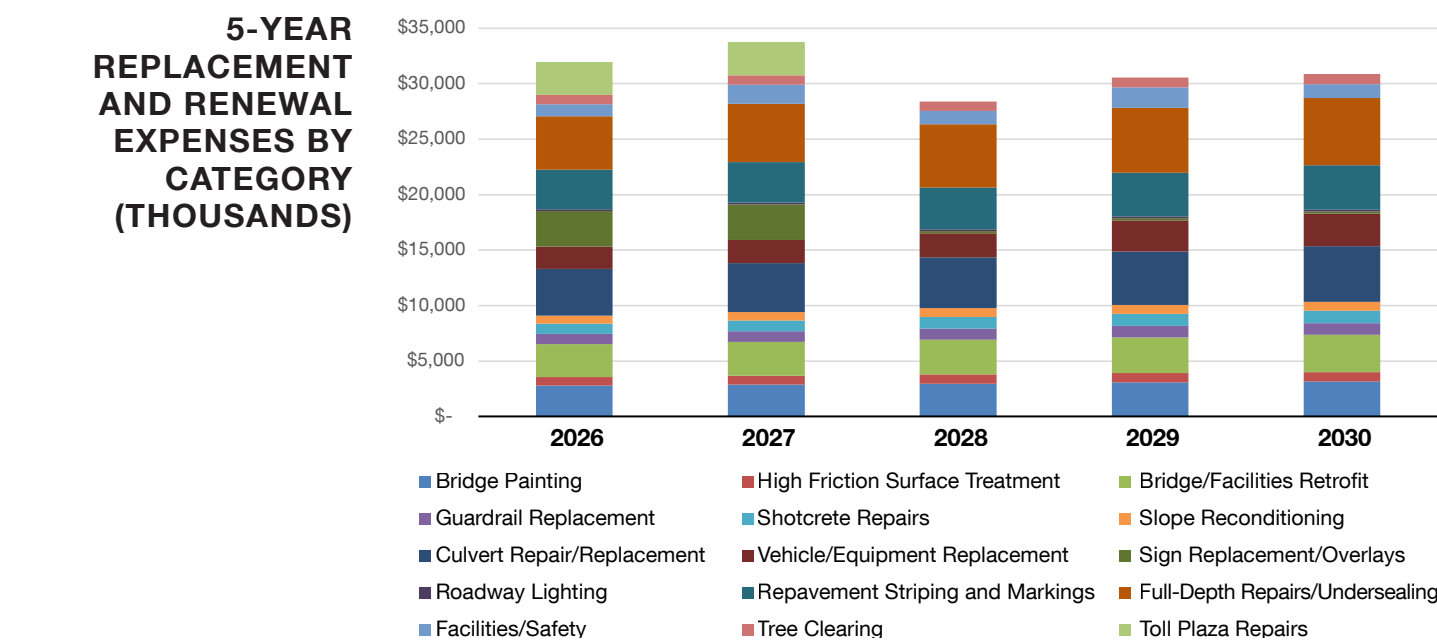


Figure 4: 5-Year Replacement and Renewal Expenses by Category

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 *Table 3: Yearly Capital Project Expenses*. The itemized budget amounts are listed for 2026 through 2030.

YEARLY CAPITAL PROJECT EXPENSES (THOUSANDS)					
Item	2026	2027	2028	2029	2030
Paving	\$14,200	\$14,620	\$15,060	\$15,510	\$15,980
Facilities	\$1,330	\$1,370	\$1,420	\$1,460	\$1,500
Bridge Deck Replacement	\$ -	\$20,000	\$26,000	\$20,000	\$20,000
Bluestone Bridge Painting	\$6,000	\$ -	\$ -	\$ -	\$ -
Morton Travel Plaza	\$20,000	\$20,000	\$6,000	\$ -	\$ -
Barrier Wall Upgrade	\$2,500	\$2,500	\$4,000	\$4,000	\$4,000
Ghent NB; Mile 46.5 SB Yeager Bridge Deck	\$4,000	\$1,100	\$1,200	\$1,300	\$1,500
Rt. 19 Interchange	\$ -	\$ -	\$15,000	\$ -	\$15,000
Yeager Bridge Lighting	\$5,000	\$ -	\$ -	\$ -	\$ -
Yeager Ramp AF Reconstruction	\$5,000	\$ -	\$ -	\$ -	\$ -
Pavement Rehabilitation	\$ -	\$ -	\$ -	\$25,000	\$ -
Ramp Rehabilitation	\$6,000	\$ -	\$ -	\$ -	\$ -
Total	\$64,030	\$59,590	\$68,680	\$67,270	\$57,980

Table 3: Yearly Capital Project Expenses

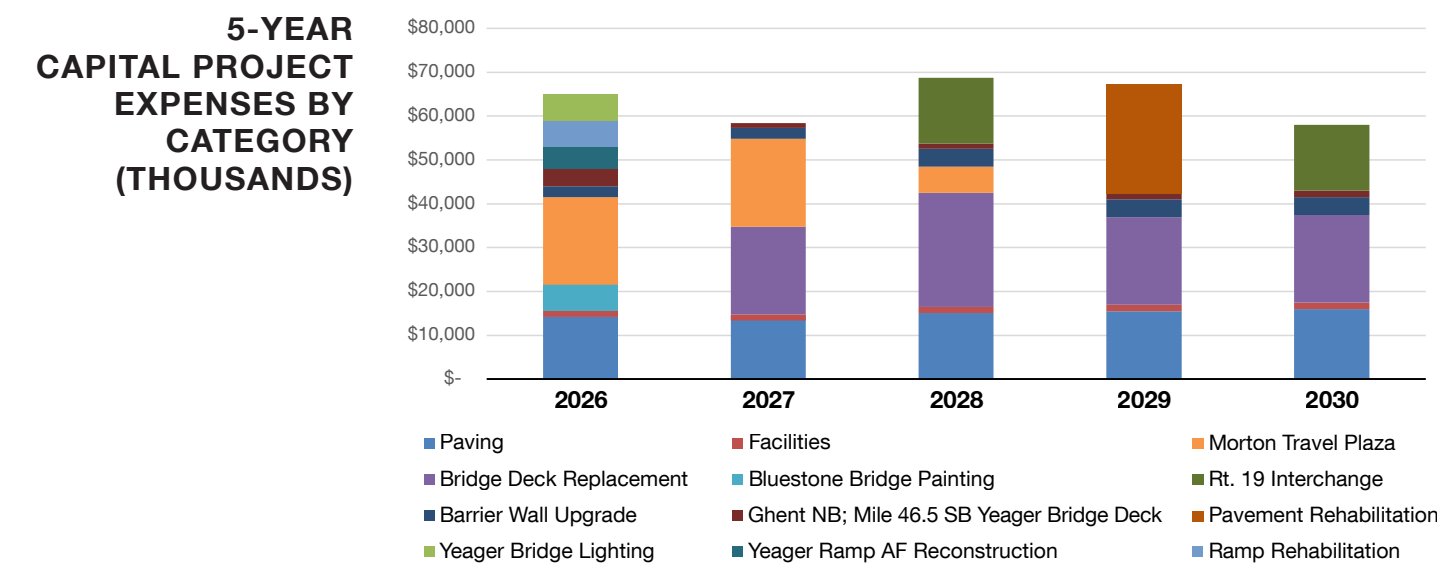


Figure 5: 5-Year Capital Project Expenses by Category



FISCAL YEAR 2026 BUDGET

HNTB budget recommendations for FY2026 are presented in Table 4.

FY2026 BUDGET RECOMMENDATIONS (THOUSANDS)

Operations and Maintenance	\$64,135
Renewal and Replacement	\$31,971
Capital Replacements and Improvements	\$64,030
Grand Total Budget	\$160,136

Table 4: FY2026 Budget Recommendations (\$ Thousands)

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 proceeding calendar year, or if such facility

FATALITY RATES PER HUNDRED MILLION MILES TRAVELED

Year	Annual Fatalities	Fatality Rate
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	3	0.8
2017	13	0.8
2018	14	0.9
2019	14	1.5
2020	6	0.5
2021	4	0.7
2022	2	0.8
2023	5	0.5
2024	5	0.5

Table 5: Fatality Rates per Hundred Million Miles Traveled

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;

(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 \$185,455,000 to remain in line with current toll revenues. All other insurance needs are determined by the Authority.





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

RECENT EQUIPMENT PURCHASES

Item	Qty
Tahoe for State Police	5
Skid Steer for Heavy Equipment	1
Cars for Toll Barriers & Mail Delivery	4
2500 Trucks for Section 2 & Utility Shop	2
3500 Crew Cab Dually for Section 2, Sign Shop, Landscaping & Chelyan	5
Front End Wheel Loader for Section 1 & Section 2	2
550 Dual Wheel Truck for Utility Shop	1
Snow Plow Blades	2
Trailers for Chelyan & Ghent	2

Table 6: Recent Equipment Purchases

Maintenance Performance Scorecard








Roadway Element	Target	Actual	Accomplishments
 Asphalt Pavements	B	A	Joint and Crack Sealing: 435,936 Linear Feet Pothole Patching: 1,058.7 Tons Temporary Pothole Patching: 2,685 Buckets Shoulder Stabilization: 170,730 Linear Feet
 Signs	A	A-	Manufacture Roadway Signs: 765 Each Install Roadside Delineation: 983 Each Install/Repair Signs - Roadway: 983 Each Install RPMs - Lenses: 424 Miles Traffic Control & Signing: 2,099.5 Man Hours Manufacture Facility Signs: 48 Each Manufacture Stickers/Decals: 381 Each Sign Preventative Maintenance: 155 Each Install/Repair Signs - Facilities: 50 Each
 Other Traffic Control	A	A	Courtesy Patrol: 16,958 Man Hours Scheduled Flagging: 3,561.5 Man Hours Emergency Response: 1,771.5 Man Hours Condition Assessment: 496 Sites Tested Tower Road Repair: 219.5 Man Hours Parking Lot Repair/Maintenance: 19,000 Square Feet Salt Spreading and Plowing: 11,395.9 Tons Snow and Ice Support Operations: 11,015 Man Hours Stockpiling SRIC Material: 1,033 Man Hours Fence Repair, Right of Way: 512 Linear Feet
 Drainage Structures	A	A+	Ditch and Channel Maintenance: 7,750 Linear Feet Camera Culverts: 514.5 Linear Feet Culvert Cleaning: 515 Linear Feet Culvert Ditch Debris & Brush Removal: 3,250 Linear Feet Headwall Clean & Repair: 4 Each Other Drainage Maintenance: 985.5 Man Hours Erosion Repair: 55 Square Feet DI - Grate Replacement: 7 Each DI - Cleaning: 334 Each Gutter Cleaning: 830 Linear Feet
 Bridges	A	B+	Deck Patching: 1,306 Square Feet Bridge Asphalt Repair: 28 Square Feet Bridge Deck Sealing, Flooding: 25 Bridge Lanes Bridge Parapet Wall Coating: 20,028.2 Linear Feet Bridge Washing: 88 Each
 Vegetation Control	B	B	Roadside Mowing: 1,224.8 Acres Interchange Mowing: 281.9 Acres Guardrail Mowing: 289 Acres Brush Cutting: 41.5 Acres Herbicide Spraying: 660 Acres
 Litter	B	C	Litter Pickup and Disposal: 685 Bags Bench and Slope Maintenance: 13,480 Linear Feet Sweeping: 195.5 Miles

Table 7: Maintenance Performance Scorecard.
Reference: WVPA Maintenance and Management ratings system.

Note: Items in *Italics* Not Scored



FISCAL YEAR 2025 ACCOMPLISHMENTS

The WVPA continues to 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 rehabilitation to median barriers, retaining walls, buildings, toll plazas, culverts, guardrails, and pavement markings. These projects consisted of pavement, concrete, and bridge rehabilitation projects for Kanawha, Fayette, Raleigh, and Mercer Counties. Most of the paving work for Fiscal Year 2025 was performed at Standard, Mahan, Beckley, Ghent, and Camp Creek areas with considerable paving continuing at I-64 and totaling approximately \$11.6 million.

Following Memorial Day, most 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. The Toll System Upgrade was 90% complete in April 2025. Toll revenues are being used to fund capital highway and bridge projects. These projects primarily began construction during the Fiscal Year 2025, representing only the obligations for Fiscal Year 2025.

The new, innovative travel plazas at Beckley and Bluestone were completed and open to the traveling public in 2024.





Rendering



Rendering

Travel Plaza Replacement

CONTRACTS MTPD-1-25 AND MTP-1-25

These projects involve demolition and replacing the Morton Travel Plaza along the WV Turnpike. The scope of work includes creating construction plans for architecture, interior design, structural elements, mechanical/plumbing systems, planning/landscaping, electrical/security systems, fueling, and site/civil work, such as a parking lot removal and replacements, as well as new parking lot and interstate lighting. Separate plans cover the demolition of the existing building and the abandonment of the water well (MTPD-1-25). The Morton construction plans also include demolishing the existing parking lot, fueling, and utilities. Aster Oilfield Services, Inc. performed the work at an approximate construction cost of \$89,900. In addition, HNTB prepared the bidding documents and managed the advertisement for proposals and facilitated the bid opening, bid evaluation, and award recommendation. The current Morton Travel Plaza closed in January 2025. Bidding occurred in March 2025, with construction expected to start in spring 2025 and be completed by fall 2026.



Toll System Upgrade

This project is for the replacement of the toll collection system including roadside equipment and back office systems. The installation of the new back office system was completed in September 2024 and the replacement of the equipment at all toll plazas including installation of the new signage and testing was completed in December. Work performed on the project includes completing software development for the new back office system replacing the equipment at all the toll plazas, including the installation of new signage and testing the equipment as each lane is converted. HNTB assisted WVPA in developing a strategic plan for the toll system replacement and also reviewed the technical documents prepared for the modification to the existing contract with TransCore. The project was negotiated with TransCore for an approximate total cost of \$25,364,469 and was approximately 90% complete at the end of April 2025.



Pavement Rehabilitation

CONTRACT 1A-24

Contract 1A-24 included pavement milling, hot mix asphalt inlay, rumble strips and other associated incidentals at various locations in Mercer, Raleigh, Fayette and Kanawha Counties. West Virginia Paving performed the work for Contract 1A-24. The approximate construction cost is \$11,661,155.



Culvert Cleaning & Retrofit

CONTRACT 1C-24

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 \$5,760,564.

Culvert Cleaning & Retrofit

CONTRACT 2C-25

This culvert cleaning project is in Mercer, Raleigh, Fayette and Kanawha Counties. It is primarily composed of culvert and channel cleaning for removal of debris, video inspection and maintenance of traffic. IVS Hydro, Inc. performed the work. The approximate construction cost is \$1,458,396.





Tree and Brush Removal

CONTRACT TC-1-25

This tree and brush removal project is in Kanawha County. It is primarily composed of cutting trees and brush in various locations within the WVPA's right-of-way. The general work areas are SB from Milepost 86.98+87.38 and covers approximately 4.05 acres. J&R Landscaping and Tree Experts, Inc. performed the work at a cost of \$699,549.



Median Barrier Replacement

CONTRACT MB-1-24

This median barrier replacement project is at MP 73.9 in Kanawha County. It is primarily composed of removing the existing median barrier, installing a new 54" barrier and maintenance of traffic. Triton Construction, Inc. performed the work. The approximate construction cost is \$1,912,817.





Pavement Rehabilitation Full-Depth Concrete Repairs

CONTRACT FD-1-24

This project consists of pavement rehabilitation (full-depth concrete repairs). The work included approximately 1,231 square yards of concrete repairs in Mercer, Raleigh, Fayette and Kanawha Counties. Triton Construction Inc. performed the work at a cost of \$1,762,950.



High Friction Surface Treatment

CONTRACT HFST-1-24

This project consists of high friction surface treatment in Kanawha County. The Truesdell Corporation performed the work at a cost of \$1,233,233.





Bridge Painting

CONTRACT BP-2-25 (MILEPOSTS 120.26 [I-64], 39.43 AND 39.61)

This project consists of fully repainting the steelwork, applying protective coating to the abutments, piers, and parapet walls for Bridges 3271, 3272 and 3273. Elite Contractors, Inc. is performing the work at a cost of \$1,446,666. Project completed in May 2025.



Bridge Painting

CONTRACT BBP-1-25 (MILEPOST 17.52)

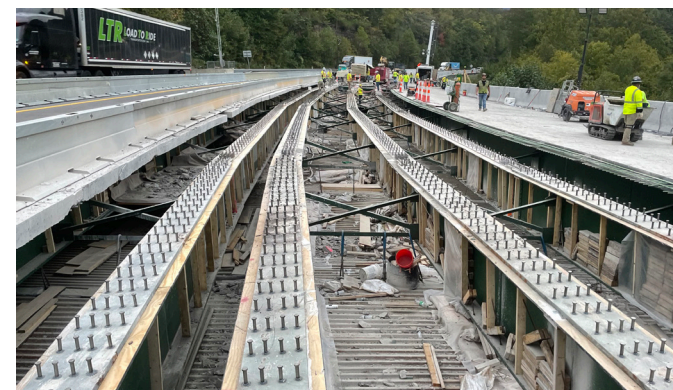
This project consists of fully repainting the steelwork and removing existing inspection walkway grating and replacing it with fiber reinforced plastic (FRP), applying protective coating to the substructures, parapet walls and overhangs for Bridge 3010N. North Star Painting Company, Inc. is performing the work at a cost of \$6,870,177 with a completion date of October 31, 2025.



Bridges 3055N and 3055S Deck Replacement

CONTRACTS BDR-1-24 AND BDR-2-24 (MILEPOST 62.66)

This contract utilized a method called Accelerated Bridge Construction (ABC), 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 into place with ultra-high performance concrete (UHPC) closure pours. This project fully replaced Bridges 3055N/S. Bridge 3055N is a 419-foot, two-lane bridge deck on northbound I-77 over Skitter Creek. Bridge 3055S is a 419-foot, two-lane bridge deck on southbound I-77 over Skitter Creek. BDR-1-24 and BDR-2-24 (Bridges 3055N/S) began on Sunday evening September 8th, 2024, and was completed on October 8th, 2024—which resulted in the contractor working 708 hours to complete. Brayman Construction Corporation was awarded this project and the approximate total cost was \$23,756,779.





Bridges 3073N/S and 3074N/S Deck Replacement

CONTRACT BDR-3-24 (MILEPOSTS 83.31 AND 83.34)

Using Accelerated Bridge Construction (ABC), this project fully replaced Bridges 3074N/S, which are 363-foot, two-lane bridge decks on the northbound and southbound I-77 over Cabin Creek Rd and Cabin Creek. Bridges 3074 N/S began on Sunday evening September 8th, 2024, and was completed on October 17th, 2024, which resulted in the contractor working 941 hours to complete. This project will fully replace Bridges 3073N/S, which are 275-foot, two-lane bridge decks on the northbound and southbound I-77 over CSX Railroad. Bridge 3073 N/S is scheduled to be replaced in spring of 2025. Orders Construction Co Inc. was awarded this project and the approximate total cost is \$41,565,026.





Bridge Shotcrete Repair

CONTRACT BSR-1-25 (MILEPOSTS 120.26 [I-64], 39.43 AND 39.61)

This project consists of repairs to selected structures by pneumatically applied mortar (shotcrete). The work included approximately 1,367 square feet of repairs to Bridges 3271, 3272 and 3273. Air Placement Cement Company performed the work at a cost of \$299,985.



Bridge/Facility Retrofit

CONTRACT BFR-1-25 YEAR 1 (MILEPOST 9-95)

Contract BFR-1-25 is a three-year contract with two one-year renewals. For fiscal year 2025, the contract amount was approximately \$2,883,000. A major portion of this contract's work is to replace defective bridge expansion joints/seals, retrofit structural steel members with section loss, repair damaged barrier walls, patch bridge decks, rehabilitate toll plaza canopies/lanes and perform emergency repairs.



Underground Storage Tank Replacement

CONTRACT UST-1-23

This project consists of replacing all underground storage tanks at WVPA Headquarters, Beckley and Ghent Maintenance Facilities. McClanahan Service Inc. is performing the work at an approximate construction cost of \$855,917.

On-Call Guardrail

CONTRACT GR-1-24 YEAR 2

This project consists of guardrail repair and rehabilitation in Mercer, Raleigh, Fayette and Kanawha Counties. Green Acres Contracting Co., Inc. is performing the work at a cost of \$2,000,000.



APPENDIX

Insurance Correspondence
2025 Bridge Replacement Cost

June 30, 2025

Mr. Dwayne “Chuck” Smith, Executive Director
West Virginia Parkways Authority
P.O. Box 1469
Charleston, WV 25325

RE: Use and Occupancy Insurance

Dear Mr. Smith

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 \$185,455,000 for the 2025–2026 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,



John S. Huddleston, P.E.
HNTB Corporation
Associate Vice President

JSH/cak

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

June 30, 2025

Mr. Dwayne “Chuck” Smith, Executive Director
West Virginia Parkways Authority
P.O. Box 1469
Charleston, WV 25325

RE: Multi-Risk Insurance

Dear Mr. Smith:

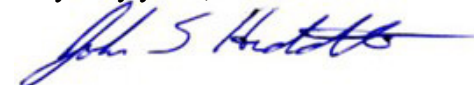
Section 515, Subsection (a) of the Master Trust Indenture dated as of August 1, 2018 state that the Authority shall maintain Multi-Risk Insurance on the system facilities which are of an insurable nature and of the character usually insured by those operating similar facilities in such amounts as the 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 \$908,108,900 with an annual premium of \$1,505,608. Such annual premium is included in the Operation and Maintenance expenses recommended by HNTB Corporation as consulting engineers for FY 2025–2026.

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 2025 replacement costs were determined by multiplying the bid price by the ratio of the construction cost index of 13532.01 to the cost index for the year that each bridge was bid.

Very truly yours,



John S. Huddleston, P.E.
HNTB Corporation
Associate Vice President

JSH/cak

Attachments

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

2025 BRIDGE REPLACEMENT COST

Structure Number	Year Bid	ENR Index	Bid Price	Replacement Costs (Rounded)
2144N	1980	3237	\$15,235,011	\$64,629,000
2144S	1952	3237	\$2,419,297	\$58,385,000
3001N	1976	2401	\$311,298	\$1,781,000
3001S	1976	2401	\$316,803	\$1,812,000
3003N	1976	2401	\$287,596	\$1,650,000
3004S	1976	2401	\$306,888	\$1,756,000
3005N	1976	2401	\$649,641	\$3,716,000
3005S	1976	2401	\$565,379	\$3,234,000
3006	1976	2401	\$375,435	\$2,148,000
3007	1976	2401	\$372,640	\$2,132,000
3008N	1976	2401	\$256,237	\$1,470,000
3008S	1976	2401	\$268,094	\$1,540,000
3010N	1976	2401	\$7,966,577	\$45,562,000
3010S	1952	569	\$1,546,394	\$37,319,000
3012N	1976	2401	\$744,234	\$4,257,000
3012S	1976	2401	\$560,547	\$3,206,000
3017N	1976	2401	\$335,144	\$1,917,000
3018S	1976	2401	\$334,367	\$1,913,000
3019N	1976	2401	\$308,425	\$1,764,000
3019S	1976	2401	\$178,300	\$1,020,000
3020N	1976	2401	\$195,939	\$1,130,000
3020S	1976	2401	\$291,219	\$1,670,000
3021N	1976	2401	\$211,463	\$1,210,000
3021S	1976	2401	\$344,491	\$1,971,000
3022N	1976	2401	\$257,358	\$1,480,000
3022S	1976	2401	\$243,665	\$1,400,000
3026N	1983	4066	\$1,261,802	\$4,262,000
3026S	1983	4066	\$1,010,343	\$3,413,000
3029N	1983	4066	\$625,654	\$2,113,000
3029S	1983	4066	\$354,725	\$1,200,000
3030N	1983	4066	\$822,446	\$2,778,000
3030S	1983	4066	\$1,566,506	\$5,291,000
3034N	1983	4066	\$1,008,408	\$3,406,000
3034S	1983	4066	\$1,038,557	\$3,508,000
3038N	1978	2776	\$349,604	\$1,730,000
3038S	1978	2776	\$565,705	\$2,799,000
3039E	1978	2776	\$354,302	\$1,753,000
3039W	1978	2776	\$354,302	\$1,753,000
3041N	1982	3825	\$505,662	\$1,816,000
3041S	1982	3825	\$495,378	\$1,779,000
3042	1982	3826	\$384,616	\$1,390,000

2025 BRIDGE REPLACEMENT COST

Structure Number	Year Bid	ENR Index	Bid Price	Replacement Costs (Rounded)
3043N	1982	3825	\$444,803	\$1,600,000
3043S	1982	3825	\$840,560	\$3,018,000
3044N	1982	3825	\$1,171,994	\$4,208,000
3044S	1982	3825	\$1,047,519	\$3,761,000
3045N	1982	3825	\$596,023	\$2,140,000
3045S	1982	3825	\$883,965	\$3,174,000
3046N	1981	3533	\$573,556	\$2,230,000
3046S	1981	3533	\$707,668	\$2,751,000
3048N	1981	3533	\$441,062	\$1,715,000
3048S	1981	3533	\$430,038	\$1,680,000
3050N	1981	3533	\$482,166	\$1,875,000
3050S	1981	3533	\$491,056	\$1,909,000
3051N	1982	3825	\$410,565	\$1,480,000
3051S	1982	3825	\$410,565	\$1,480,000
3053N	1982	3825	\$747,909	\$2,685,000
3053S	1982	3825	\$747,909	\$2,685,000
3055N	1979	3003	\$1,266,273	\$5,791,000
3055S	1979	3003	\$1,264,663	\$5,783,000
3056N	1979	3003	\$1,456,339	\$6,660,000
3056S	1979	3003	\$1,467,482	\$6,711,000
3057N	1979	3003	\$1,669,909	\$7,636,000
3057S	1979	3003	\$1,467,837	\$6,712,000
3058N	1979	3003	\$2,590,444	\$11,850,000
3058S	1979	3003	\$2,539,317	\$11,620,000
3059N	1979	3003	\$1,310,193	\$5,992,000
3059S	1979	3003	\$954,601	\$4,366,000
3060N	1979	3003	\$1,366,315	\$6,248,000
3060S	1979	3003	\$1,344,010	\$6,146,000
3061	1979	3003	\$610,330	\$2,791,000
3063N	1979	3003	\$538,107	\$2,461,000
3063S	1979	3003	\$535,374	\$2,449,000
3065N	1979	3003	\$1,445,790	\$6,612,000
3065S	1979	3003	\$1,445,790	\$6,612,000
3066	1979	3003	\$576,917	\$2,639,000
3067N	1979	3003	\$2,256,259	\$10,320,000
3067S	1979	3003	\$2,256,259	\$10,320,000
3070N	1983	4066	\$528,737	\$1,786,000
3070S	1983	4066	\$528,737	\$1,786,000
3072N	1983	4066	\$717,000	\$2,422,000
3072S	1983	4066	\$717,000	\$2,422,000
3073N	1980	3237	\$981,507	\$4,164,000



2025 BRIDGE REPLACEMENT COST

Structure Number	Year Bid	ENR Index	Bid Price	Replacement Costs (Rounded)
3073S	1980	3237	\$981,507	\$4,164,000
3074N	1980	3237	\$1,110,269	\$4,710,000
3074S	1980	3237	\$1,110,269	\$4,710,000
3075N	1980	3237	\$1,930,130	\$8,188,000
3075S	1980	3237	\$1,930,130	\$8,188,000
3076N	1978	2776	\$1,036,302	\$5,127,000
3076S	1978	2776	\$1,036,302	\$5,127,000
3077	1978	2776	\$708,758	\$3,506,000
3078	1978	2776	\$448,257	\$2,218,000
3080N	1978	2776	\$635,890	\$3,150,000
3080S	1978	2776	\$635,890	\$3,146,000
3081N	1980	3237	\$399,901	\$1,697,000
3081S	1980	3237	\$399,901	\$1,697,000
3082N	1980	3237	\$2,687,208	\$11,400,000
3082S	1980	3237	\$2,687,208	\$11,400,000
3083N	1980	3237	\$336,301	\$1,430,000
3083S	1980	3237	\$336,301	\$1,430,000
3084N	1980	3237	\$821,754	\$3,486,000
3084S	1981	3237	\$821,754	\$3,486,000
3085N	1981	3533	\$503,608	\$1,958,000
3085S	1981	3533	\$503,608	\$1,958,000
3086N	1981	3533	\$602,286	\$2,341,000
3086S	1981	3533	\$602,286	\$2,341,000
3087N	1980	3237	\$990,712	\$4,203,000
3087S	1980	3237	\$990,712	\$4,203,000
3088	1980	3237	\$157,856	\$670,000
3235E	1981	3533	\$385,112	\$1,500,000
3235W	1981	3533	\$385,112	\$1,500,000
3271	1983	4066	\$1,213,000	\$4,097,000
3272	1983	4066	\$1,044,771	\$3,529,000
3273	1983	4066	\$1,142,945	\$3,860,000
3276	1983	4066	\$487,747	\$1,648,000
4172	1995	5506	\$1,328,831	\$3,315,000
4178	1995	5506	\$814,289	\$2,031,000



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