

Division of Highways



The Division of Highways is responsible for planning, engineering, right-of-ways acquisition, construction, reconstruction, traffic regulation and maintenance of more than 35,000 miles of state roads. Additional duties include highway research, outdoor advertising contiguous to state roads, roadside development, safety and weight enforcement and dissemination of highway information. More than 4,500 men and women of the Division of Highways (DOH) are proud to preserve the quality and integrity of this world-class transportation system.

DIVISION OF HIGHWAYS

Paul A. Mattox, Jr., P.E.

COMMISSIONER OF HIGHWAYS



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Paul A. Mattox, Jr., was named Division of Highways Commissioner by Governor Joe Manchin III in January 2005 and appointed Secretary of Transportation in June 2006.

Nitro native Mattox began his career at the Division of Highways as a co-op student in 1979 and worked with the Division of Highways until the fall of 1987. Since leaving DOH, Mattox has worked with Woolpert, LLP, E.L. Robinson Engineering Company and RPM Engineers, PLLC.

He holds a Bachelor of Science degree in Civil Engineering from West Virginia University Institute of Technology and a Master of Science degree in engineering from Marshall University College of Graduate Studies. He is a graduate of Leadership West Virginia and has served as president of the West Virginia Section of the American Society of Civil Engineers. He currently serves as the Chair of the AASHTO Standing Committee on Aviation.

Commissioner Mattox is a registered professional engineer in West Virginia, Ohio, Virginia, Kentucky, Florida and Alabama, and is also a registered professional land surveyor in West Virginia. He has extensive experience in designing and managing public works projects for highways, bridges, water and wastewater systems and site development.

The West Virginia Department of Transportation's Highways Division has jurisdiction over planning, engineering, right-of-way acquisition, construction, traffic regulation and maintenance of more than 35,000 designated state roads, including the administration of highway funds. The Highways Division is also responsible for 187 miles of Park and Forest Roads and 891 miles of HARP roads and can only perform routine and special maintenance on these roads. Federal-Aid highways included within the State Highway System are planned and constructed with participation from the U.S. Department of Transportation, Federal Highway Administration. Other responsibilities include highway research, outdoor advertising contiguous to state roads, roadside development, safety, weight enforcement, enforcement of the Hazardous Waste Management Act (Transportation) and dissemination of highway information. The Division of Highways has also been given the responsibility of administering and monitoring nontraditional highway programs of enhancement, Scenic Byway and Backway, and Recreational Trails. The Division of Highways is also responsible for reporting the state's Public Certified Mileage annually to the Federal Highway Administration as defined by Title 23 United States Code (USC), Section 402 and the total (non-Federal Aid) Off- System, Non-Toll, Public Road Mileage, as defined in 23 USC, Section 210 (f) is 28,033'. In West Virginia, the Governor designates the certification responsibility to the Commissioner of Highways.

DIVISION OF HIGHWAYS

Marvin G. Murphy, P.E., P.S.,

STATE HIGHWAY ENGINEER



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This position directs all engineering, systems operations and enforcement activities of the DOH and provides general policy and priority guidance for the Division's activities. Authority for final decision making is governed by Commissioner's Orders, the Division's policies and procedures, and by the general understanding that the Commissioner will review unusual, exceptional and controversial issues. The State Highway Engineer is responsible for the activities of the 10 district operations and the following divisions: Contract Administration, Engineering, Enforcement, Equipment, Maintenance, Materials Control, and Traffic Engineering. Three deputies and several regional engineers assist in carrying out these responsibilities.

Marvin was born and raised near Grantsville, West Virginia, in Calhoun County. He is a graduate of Calhoun County High School and West Virginia Institute of Technology and holds a Bachelor of Science degree in Civil Engineering.

He began his career with the West Virginia Division of Highways in Parkersburg as the District Bridge Engineer. Marvin has worked for the Division of Highways for over 39 years in various capacities in Charleston and in the Districts, including District Engineer in Weston for 11 years and 5.5 years as District Engineer in Clarksburg. Most recently, he has served as Acting Deputy State Highway Engineer for Operations until his appointment of the position of State Highway Engineer on February 15, 2005 by Governor Manchin.

Marvin is a member of the American Society of Civil Engineers and is on other boards and professional organizations. He is also a member of the AASHTO Standing Committee on Highways and AASHTO Standing Committee on Performance Management. He is a Board Member for the T2 Center at WVU. He is also a Registered Professional Engineer and Land Surveyor in West Virginia.

Marvin is married to Marcia and they have one son, Mackenzie Ryan and a daughter-in-law, Laura. Marvin and Marcia reside in Weston, West Virginia. Mackenzie and Laura reside in Morgantown, West Virginia. Both Mackenzie and Laura are May 2010 graduates from West Virginia University; Mackenzie with a Masters Degree in Civil Engineering and Laura with a Bachelors Degree in Accounting.

DIVISION OF HIGHWAYS

DIVISION OF HIGHWAY OFFICES

EXECUTIVE LEVEL

Assistant Commissioner – Howard Mullens

The Assistant Commissioner is an established executive (“C”) level position within the WV Department of Transportation/Division of Highways and works closely with the Secretary/Commissioner of Highways formulating policy and development of division objectives and practices.

Currently, the office works daily with constituent inquiries regarding all facets of the Division of Highways operations and responds accordingly. Inquiries are received from elected city, county, state and federal officials and the general public. The office is responsible for the oversight of the Secretary/Commissioner’s Central Files and Correspondence Section as well as the Citizens Request for Assistance Section. He coordinates activity and responses from our Division Directors and District Managers regarding statewide matters.

The Assistant Commissioner represents the department during the Legislative Session on proposed legislation that could affect any part of the department. He is also the designated point of contact for members of the legislature who have inquiries regarding any highway issue. The Assistant Commissioner also serves as the Legislative Liaison for Governor during session. Office staff members work to support all areas of these duties and responsibilities.

Deputy Commissioner – Harry Bergstrom

The Deputy Commissioner is an established executive (“C”) level position within the WV Department of Transportation/Division of Highways and works with the Secretary/Commissioner of Highways in formulating policy and development of division objectives and practices. The Deputy Commissioner assists the Commissioner in the development of proposed legislation regarding Division of Highways operations and receives inquiries from elected city, county, state and federal officials and the general public. This position is responsible for the supervision of professional, administrative, manual and clerical employees in the absence of the Commissioner or when assigned. He formulates for review and approval for the Commissioner, basic administrative policies and procedures. He coordinates activity and responses from our Division Directors and District Managers regarding statewide matters. The Deputy Commissioner assists in representing the department during the Legislative Session on proposed legislation that could affect any part of the department. He also co-shares the point of contact for the Governor’s office with the Commissioner, regarding highway issues and inquiries. Office staff members work to support all areas of these duties and responsibilities.

Business Manager, Transportation Finance and Administration – Keith E. Chapman

This office is responsible for the organization, coordination and execution of the fiscal and business management operations of the Department of Transportation which include DOH, DMV, Aeronautics, Office of Administrative Hearings, Public Port Authority, Public Transit and the State Rail Authority. The Transportation Business Manager oversees the accounting, budgeting, finance, information systems and management evaluation functions. The Business Manager is also the liaison between the DOT and the Department of Administration, the Finance Committee of the Legislature and the State Auditor’s Office.

Deputy State Highway Engineer – Operations - Steven B. Cole, P.E.

This position assists the State Highway Engineer in overseeing all maintenance and equipment activities of the DOH and provides general policy and priority guidance for the Division’s activities. Authority for final decision making is governed by the State Highway Engineer through Commissioner’s Orders, the Division’s policies and procedures, and by the general understanding that the Commissioner will review unusual, exceptional and controversial issues. The Deputy State Highway Engineer - Operations is responsible for the activities of the 10 districts and the Equipment and Maintenance Divisions.

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Deputy State Highway Engineer – Construction and Development- Darrell W. Allen, P. E.

This position assists the State Highway Engineer in overseeing all engineering and right-of-way activities of the DOH, and provides general policy and priority guidance for the Division's activities. This position also oversees the construction of all highway projects that have been designed and for which right-of-way has been acquired, planning, implementation and oversight of a quality assurance system covering all construction activities, and planning implementation and oversight of laboratory, geotechnical and materials services. Authority for final decision making is governed by the State Highway Engineer through Commissioner's Orders, the Division's policies and procedures, and by the general understanding that the Commissioner will review unusual, exceptional and controversial issues. The Deputy State Highway Engineer – Construction and Development is responsible for the activities of the Engineering, Right-of-Way, Traffic Engineering, Contract Administration and Materials Control, Soils and Testing Divisions.

DOH Special Program Manager – Jimmy Wriston, P.E.

The DOH Special Program manager serves as a liaison between the Right of Way Division and the Deputy Secretary of Transportation, tracking Right of Way Division projects and providing direction and policy interpretation for property management and acquisition. Other duties include serving as an engineering resource for all Divisions and Districts within the Highway Agency as well as a logistics manager/coordinator for Highway operations. This position also assists the Division of Highway's transportation research efforts.

DIVISIONS

Program Planning & Administration

The overall mission of the Division is to develop and administer policies, plans, programs and projects that ensure the agency's limited financial resources are used efficiently and effectively while conforming to federal and state requirements. This includes the identification of short and long range system needs, prioritization of those needs, and the identification of potential funding. The Division collects roadway system statistical data and is responsible for the WVDOT Long Range Transportation Plan, the 6-Year Statewide Transportation Improvement Program (STIP), HPMS data, and WVDOT Factbook. The Division also collects traffic data and forecasts future traffic volumes and demand through the use of travel demand models. Better visualization techniques including the use of GIS technology are also incorporated into the overall project delivery process. The Division also manages the Research Program with a focus on applied research topics.

Auditing

The responsibility of this office is to examine and evaluate Departmental activities as a service to management. The objectives of internal auditing are to assist members of the organization in the effective discharge of their responsibilities by furnishing them with analyses, appraisals, recommendations, counsel, and information concerning the activities reviewed and by promoting effective control at reasonable costs. This office practices generally accepted auditing standards, Government Auditing Standards issued by the Comptroller General of the United States, regulations and procedures of the WVDOT, Office of Management and Budget Circulars, and the Federal Acquisition Regulations.

Communications

The Office of Communications serves as a liaison between the DOT agencies, the public and state-wide media outlets and is broken down into three sections: Media Relations, Multi-media and Events. The Media Relations section handles and disseminates department news, which includes answering media calls (or directing them to the proper source) and serving as the department's

spokesperson, preparing and distributing news releases for agencies under the Department of Transportation (DOT) and condensing this information for monthly postings on the DOT website.

At the request of other divisions, the staff also prepares legal advertisements for job postings, document availability, etc., with the majority being for road abandonments, public meetings and public hearings. The latter requires arranging for court reporters as necessary and notifying involved agencies, repositories and identified citizens.

The Multi-media section provides design/layout and graphic art services for DOT divisions for various publications and brochures. It also houses and manages the department's Social Network postings. Additionally, it assists in the production of maps and original or computer-aided camera-ready art for event presentations (e.g., original drawings, paintings, slides, certificates, and awards), signs, posters and logos. With a full time photographer on staff, we are able to provide photographic as well as video graphic services, as needed, for DOT ceremonies and events and post them on the Department's website for public viewing.

Video services are available to all DOT agencies, however, one service in particular is the development (writing, producing and hosting) of WV on the DOT, a monthly half-hour TV program that focuses on various facets of the DOT and airs on the State's Library Television Network.

The Office of Communications also produces and hosts a 30 week radio talk show for the Department of Transportation and a 20 week radio talk show, CycleTalk, for the Division of Motor Vehicles on motorcycle safety issues.

Lastly, the Events section within the Office of Communications is responsible for planning and executing ceremonies and events sponsored by DOT agencies such as groundbreakings and ribbon cuttings. That section also serves as coordinator for seasonal campaigns like Snow Removal and Ice Control (SRIC) and Work Zone Safety.

Budget Division

The mission of this Division is to provide a cohesive budgetary and financial accounting operation for the Department of Transportation (DOT). It accomplishes this by overseeing the development of and adherence to all state-level and internal operating budgets, maintaining the general accounting component of the Remote Entry Management Information System (REMIS), monitoring the financial solvency of the State Road Fund and the many other special revenue funds within the Department, and preparing a variety of financial management and analytical reports. Transportation Budget Division staff work with financial, operational, and managerial positions within the seven agencies of the Department of Transportation daily.

Contract Administration

This Division administers all contracts for highway construction, maintenance and resurfacing projects. The Regional Construction Engineers and the Specifications Engineer are responsible for the review, coordination and approval of engineering practices, procedures and contract modifications related to field activities. They also oversee the management and oversight of all consultant inspection activities and the revision/updating of the Construction Manual. PS&E/Contracts Groups handle the advertising of all upcoming highway contracts, the sale and distribution of publications to the contracting industry. It manages the Electronic Bidding System (EBS), the posting of contract related data to the DOT/DOH website and the coordination of work related to the execution of contracts, contract bonds and insurance certificates. Prequalification/Accounting Group handles all matters related to the prequalification of contractors and Dispute Resolution Board Members along with the processing of

payments for consultant agreements related to construction inspection and payment of other invoices as assigned. Finalization Group's responsibilities concern the oversight and review of payments to contractors and the performance of on-going and final contract review to determine compliance with all requirements governing the quality assurance and certification of all materials incorporated into highway contracts.

Engineering

This Division is responsible for the survey and preparation, or the review and approval of plans, and specifications for the construction, reconstruction, and relocation of roadways and bridges within the State Highway System. Engineering Division is also responsible for the clearance of all proposed projects per the National Environmental Policy Act (NEPA) for the Division of Highways. Additionally, the division is responsible for all Corps of Engineer 404 Permits, NPDES permits, and all Utility/Railroad Relocation Agreements for highway construction projects. These duties require the placing of legal notices in newspapers concerning public meetings, public hearings, and location and design requests and approvals, as well as conducting public meetings for the location and design phases of projects.

Engineering Division provides technical guidance and assistance to design personnel and consultants during the development of contract documents. This is accomplished through a series of publications that establishes DOH design policies. These publications include Design Directives, Bridge Design Manual, Erosion and Sediment Control Manual, Drainage Manual, Utility Accommodation Manual, Consultant Services Manual, and Pavement Design Manual. The division also serves as the primary provider of Geotechnical Design Services for the DOH through its Geotechnical Unit.

Equipment

The Equipment Division provides direct and indirect major equipment maintenance, repair, rebuild, service support, parts support, technical advice and staff assistance to 11 intermediate service support and repair shops; i.e. Ten District Equipment Shops and Materials Control, Soils and Testing Division Equipment Shop.

Additionally, the Equipment Division has a secondary mission of providing equipment maintenance service, repair and rebuild support to other State Agencies on request. The Equipment Division is also responsible for the purchase of all equipment/vehicles along with coordinating the purchase and delivery of all vehicle fuels and lubricants for all other state agencies.

Finance and Administration Division

The WV DOT Finance and Administration Division is comprised of six (6) sections and the agency Purchase Card Coordinator. The six (6) sections include Accounts Payable, Accounts Receivable, Federal Aid, Financial Reporting, Payroll, and Procurement Sections. The Finance and Administration Division reports to the Department of Transportation Business Manager. Services provided by the Finance and Administration Division include, but are not limited to the following:

- Processing agency payrolls
- Processing for payment, agency vendor invoices
- Collection and deposit of agency receivables
- Cash management of agency funds
- Processing Federal Highway Administration billings
- Maintaining agency financial statements and reporting
- Processing agency procurements for goods and services
- Administration of the agency purchase card program

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Human Resources

This Division administers all human resource functions for the agency, including recruitment and hiring, employee classification and pay, benefits administration, occupational safety, and employee training and development. The Division works in concert with the West Virginia Division of Personnel to ensure that all personnel actions are in compliance with the State's civil service system requirements. In addition, the Division is responsible for ensuring that the agency complies with all state and federal laws and/or mandates regarding the treatment of job applicants and employees.

Information Services

The mission of the Information Services Division is to provide state of the art computer systems and technology resources necessary to create an efficient, reliable, sustainable, and secure technology infrastructure that effectively supports the strategic goals and objectives of the West Virginia Department of Transportation (DOT).

Information Services works in partnership with the state Office of Technology to provide leadership on the establishment of technology standards; develop new and maintain existing systems; provide system and user support; and maintain core network and server functionality.

Our goal is to ensure that technology resources are provided economically and efficiently. Information Services strives to keep all DOT users aware of technological advances and concerns of interest. The development efforts undertaken by Information Services are in harmony with the goals and objectives of the state Chief Technology Officer, the Information Technology Council and the Secretary of Transportation.

Legal

This Division is charged with the responsibility of advising the Commissioner and the various Divisions and Districts of the DOH on all legal matters relating to DOH operations. It also institutes condemnation proceedings for the acquisition of right-of-way and carries such proceedings forward through the entire judicial process afforded in this State. The Division represents the Commissioner and the DOH in prosecuting or defending any legal proceedings in the courts of this State in which the Commissioner and the DOH are involved.

The Legal Division renders written legal opinions on legal issues affecting or involving the WVDOH. This Division drafts many of the legal documents utilized by the DOH. Documents not prepared by the Legal Division must be approved as to proper form. This Division must make a review of the contents of the documents before execution by the Commissioner. The Legal Division also represents the DOH in all claims filed in the Court of Claims, in all claims involving Workers Compensation, in all grievances before the West Virginia Public Employees Grievance Board, in all complaints filed with the West Virginia Human Rights Commission and in any other type of administrative proceeding in which the DOH may be a party.

Maintenance

The Maintenance Division establishes maintenance policy, standards, goals, and budget allocations for statewide operations. OM serves as the liaison between District and Central Office organizations, manages the WVDOH building and grounds program, and helps manage WVDOH emergency operations. The OM Bridge Evaluation Section manages the oversize/overweight load permit program and WVDOH compliance with the National Bridge Inspection Standards program as applied to the regularly scheduled inspection and load rating of approximately 6,500 structures.

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Materials Control, Soils & Testing (MCS&T)

MCS&T Division's mission is to assure the highest quality of all materials and material processes are incorporated into WVDOH projects via the use of a Quality Assurance System including testing and management of all materials. MCS&T employs a diverse staff including engineers, technicians, geologists, chemists, various transportation workers, and administrative personnel.

MCS&T has a technical side and an administrative side. The technical side is involved with engineering activities, quality assurance activities, investigations, and analysis. The administrative side provides support to the Division as a whole.

MCS&T is organized in a manner that divides the Division into groups according to material category. There are six technical Groups including: Aggregate and Soils, Asphalt, Bridge and Roadway Analysis, Cement and Concrete, Environmental and Coatings, and Metals. Each of these six Groups is comprised of a QA section and supporting laboratories. Another group, the Technical Support Group, provides technical support to the six technical groups. MCS&T has a new group, the Pavement Group, which is charged with the pavement engineering functions of the WVDOH. MCS&T operates a Subsurface Investigation Group, a General Services Group, a Payroll and Personnel Group, and Equipment Group.

Office Services

This Division provides services to all organizations of the DOH. Each section provides a specialized service including, but not limited to: printing, microfilming, stock & supply, building maintenance, receiving & delivery of mail, building security and employee parking

Right of Way

This Division acquires all real estate necessary for the construction and maintenance of all public roads and highways under the State's jurisdiction. It is responsible for related functions and responsibilities including, but not limited to: procuring all necessary waste and borrow pit (an excavation site where material is removed to be used as fill at a different location) agreements; removal, sale, or demolition of buildings and other improvements which are on a right-of-way; offering relocation services and payments to each family or business affected by construction of public roads; the leasing of right-of way and the sale of excess right-of-way, and relocation of any graves or cemeteries located within the proposed highway right-of-way.

Traffic Engineering

This Division has broad responsibilities in the areas of planning, design, construction, operations and maintenance. These duties include establishing policies, procedures and specifications for all areas of Traffic Engineering. The Division is responsible for a wide range of design including traffic signals, highway signing, roadway and bridge lighting, pavement markings as well as temporary traffic control for large construction projects. This Division is responsible for overall management of highway safety including coordination of the Highway Safety Management Task Force, overall development and

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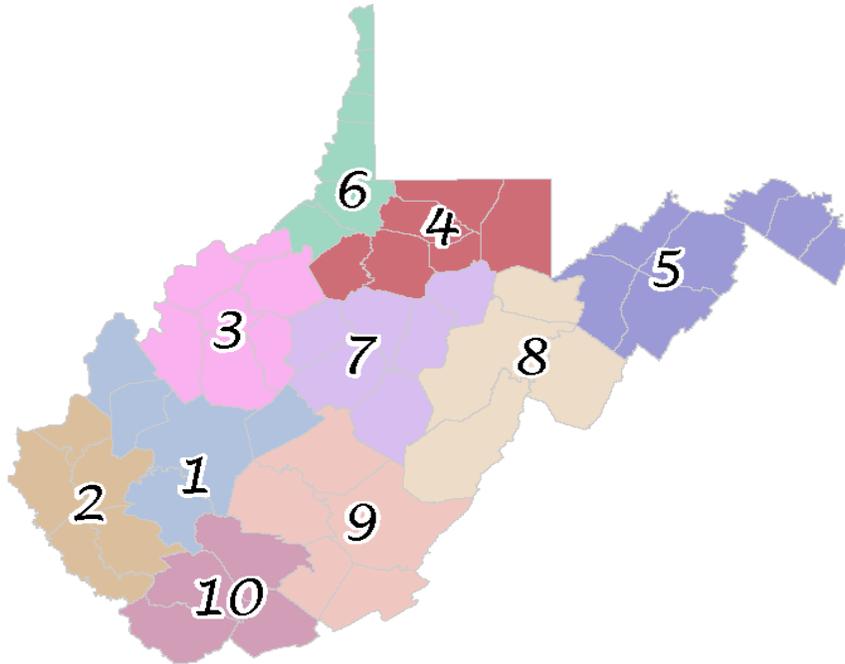
DIVISION OF HIGHWAY OFFICES

administration of the Highway Safety Improvement Program, and management of the State's Crash Records System.

This Division conducts and reviews various types of Traffic Studies including traffic impact studies, intersection operational studies, and traffic operations/safety studies. Traffic Engineering Division is responsible for managing the TODS/LOGO (signs on the interstate for food, lodging, gas, etc.) signing program, installation and maintenance of expressway signing as well as the operation of the Central Sign Shop. This Division manages Intelligent Transportation Systems including dynamic message boards and road weather information systems and operates the statewide Transportation Management Center which functions 24 hours/7 days a week. Additionally, this Division is responsible for the maintenance and continuing operation of over 1,100 traffic signals and roadway lighting on the state highway system.

DIVISION OF HIGHWAYS

DIVISION OF HIGHWAY DISTRICT OFFICES



- DISTRICT 1: Boone, Clay, Kanawha, Mason and Putnam
- DISTRICT 2: Cabell, Lincoln, Logan, Mingo and Wayne
- DISTRICT 3: Calhoun, Jackson, Pleasants, Ritchie, Roane, Wirt and Wood
- DISTRICT 4: Doddridge, Harrison, Marion, Monongalia, Preston and Taylor
- DISTRICT 5: Berkeley, Grant, Hampshire, Hardy, Jefferson, Mineral and Morgan
- DISTRICT 6: Brooke, Hancock, Marshall, Ohio, Tyler and Wetzel
- DISTRICT 7: Barbour, Braxton, Gilmer, Lewis, Upshur and Webster
- DISTRICT 8: Pendleton, Pocahontas, Randolph and Tucker
- DISTRICT 9: Fayette, Greenbrier, Monroe, Nicholas, and Summers
- DISTRICT 10: McDowell, Mercer, Raleigh and Wyoming

DIVISION OF HIGHWAYS

DIVISION OF HIGHWAY OFFICES

District ONE

John McBrayer, District Manager
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District TWO

Scott Eplin, District Manager
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Huntington, WV 25712

Phone (304) 528-5625

Fax (304) 528-5614

District THREE

James E. Roten, Jr, P.E. , District Engineer
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Parkersburg, WV 26101

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Fax (304) 420-4682

District FOUR

Greg Phillips, District Manager
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Clarksburg, WV 26302

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Fax (304) 842-1564

District FIVE

J. Lee Thorne, P.E., District Engineer
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Burlington, WV 26710

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Fax (304) 289-5085

District SIX

Danny Sikora, P.E. District Engineer (Acting)
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Moundsville, WV 26041

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District SEVEN

Ron Hooton, P.E., District Manager
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Weston, WV 26452

Phone (304) 269-0400

Fax (304) 269-0422

District EIGHT

Mike Moran, P.E., District Engineer
US 219 North
Elkins, WV 26241

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Fax (304) 637-0218

District NINE

Steve Cole, P.E., District Manager
146 Stonehouse Road
Lewisburg, WV 24901

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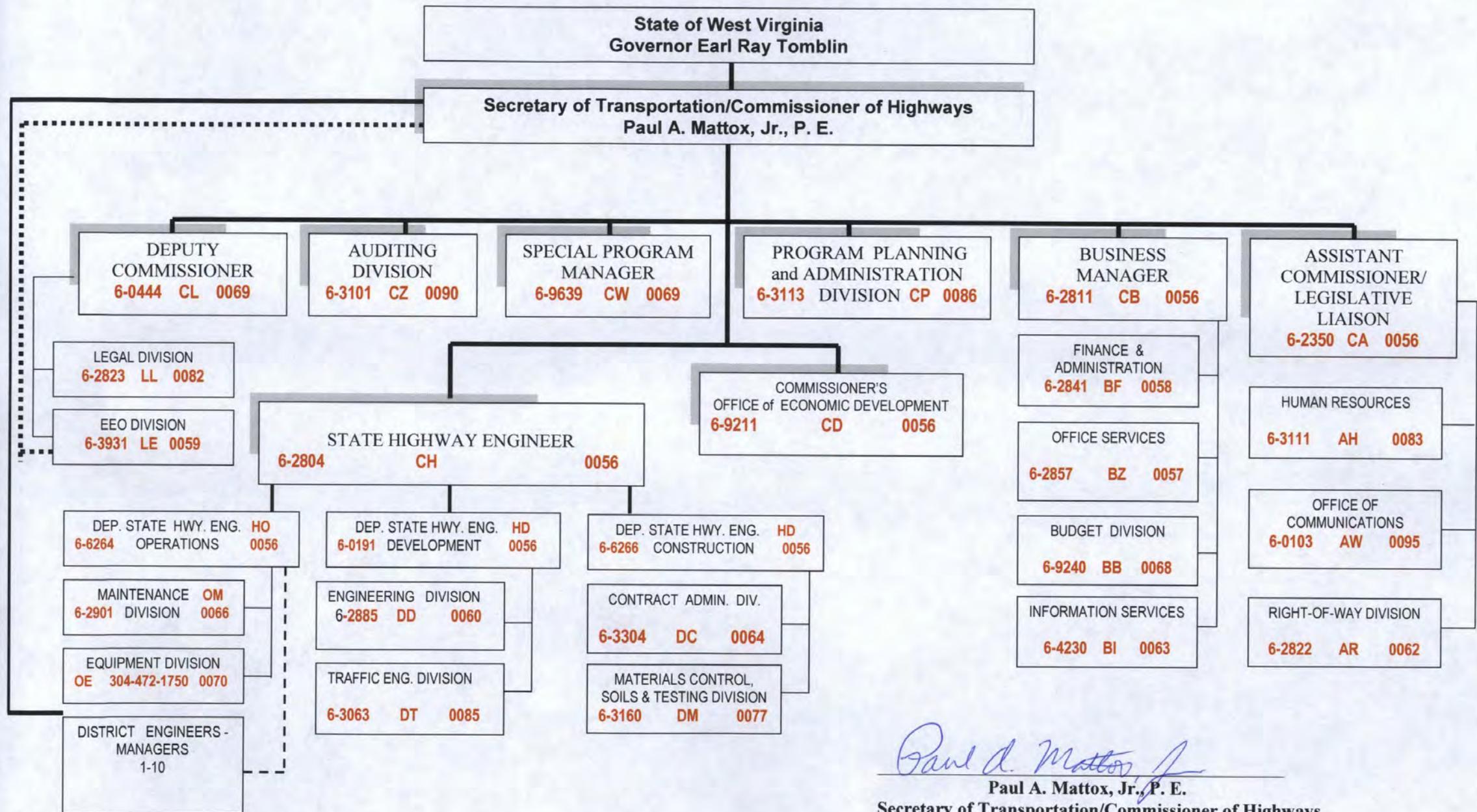
District TEN

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DIVISION OF HIGHWAYS



Paul A. Mattox, Jr.
 Paul A. Mattox, Jr., P. E.
 Secretary of Transportation/Commissioner of Highways
 11-15-10

DIVISION OF HIGHWAYS

BRIEF HISTORY OF THE DIVISION OF HIGHWAYS

1909: The WV Legislature creates the State Road Bureau.

1917: The West Virginia Legislature replaced the State Road Bureau with a State Road Commission of two members appointed by the Governor with consent of the Senate for a term of four years. The Chairman was required to be a civil engineer and to have had some experience in road building. The other member was the Secretary - Treasurer of the Commission.

1921: The West Virginia Legislature established a State Road Commission of three salaried members, not more than two of whom could be of the same political party, appointed by the Governor with the consent of the Senate for a term of six years.

1933: The West Virginia Legislature created the office of State Road Commissioner, in whom was vested all powers and duties prescribed to the Commission, and a four-member Commission, to serve in an advisory capacity to the Commissioner. The State Road Commissioner and members of the State Road Commission were appointed by the Governor, by and with the advice and consent of the Senate, for a term of four years. The State Road Commissioner is a member of the State Road Commission. By act of the 1957 Legislature, the State Road Commission consists of seven members, appointed by the Governor with the advice and consent of the Senate for terms of seven years.

1970: The WV Legislature authorizes the sale of \$90 million in road bonds; changes the name of the State Road Commission to the Department of Highways; and increases the gasoline tax to 8.5¢ per gallon.

1989: The WV Legislature creates the West Virginia Department of Transportation (WVDOT), and the Department of Highways is renamed to the Division of Highways and becomes an agency within the newly formed DOT.

DOT/DOH Administration by Year:

<i>Name (party)</i>	<i>County</i>	<i>From</i>	<i>To</i>
<u>Two-Member State Road Commission</u>			
A. Dennis Williams (R)	Pocahontas	June 1, 1917	February 20, 1919
Timothy S. Scanlon (D)	Cabell	June 1, 1917	June 30, 1919
Camden Page Fortney (R)	Harrison	February 20, 1919	May 31, 1921
Julius K. Monroe (D)	Preston	July 1, 1919	May 31, 1921
Camden Page Fortney (R)	Harrison	June 1, 1921	March 31, 1933
Eston Byrne Stephenson (D)	Kanawha	June 1, 1921	May 31, 1925
Nelson Price Whitaker (R)	Ohio	June 1, 1921	May 1, 1922
Charles E. Hiner (R)	Upshur	July 1, 1923	May 1, 1927
Charles Ephriam McCoy (D)	Kanawha	May 31, 1927	May 31, 1931
Harvey March (R)	Wood	May 3, 1927	May 31, 1929
Floyd Elmer Cunyngnam (R)	McDowell	July 10, 1929	May 17, 1931
Harold P. Tompkins (R)	Kanawha	May 29, 1931	May 31, 1933

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BRIEF HISTORY OF THE DIVISION OF HIGHWAYS

Harry Preston Henshaw (D)	Berkeley	June 1, 1931	July 15, 1933
<u>State Road/Highway Commissioner</u>	<u>COUNTY</u>	<u>FROM</u>	<u>TO</u>
Ernest Lawrence Bailey (D)	Mercer	July 15, 1933	July 19, 1935
Burr Henry Simpson (D)	Upshur	August 23, 1935	February 22, 1941
Ernest Lawrence Bailey (D)	Mercer	February 22, 1941	January 31, 1946
E. L. Worthington (D)	Greenbrier	February 1, 1946	August 17, 1947
Ray Cavendish (D)	Fayette	August 18, 1947	June 30, 1952
Harry Radcliffe (D)	Summers	July 1, 1952	September 19, 1952
H. Keith Griffith (D)	Tucker	September 23, 1952	June 30, 1955
Burl A. Sawyers (D)	Greenbrier	July 1, 1955	January 31, 1957
M. L. O'Neal (D)	Kanawha	February 1, 1957	April 7, 1957
Patrick C. Graney (R)	Fayette	April 9, 1957	March 1, 1961
Burl A. Sawyers (D)	Greenbrier	March 2, 1961	February 18, 1968
M. R. Hamill (D)	Tucker	February 19, 1968	January 30, 1969
<u>Department of Highways 1970 to 1988</u>			
William S. Ritchie, Jr. (R)	Jackson	January 31, 1969	January 17, 1977
Joseph H. Jones (D)	Kanawha	January 18, 1977	September 24, 1977
Charles L. Miller (D)	Kanawha	September 25, 1977	June 22, 1984
Fred VanKirk (D)	Kanawha	June 22, 1984	February 17, 1985
William S. Ritchie, Jr. (R)	Jackson	February 18, 1985	January 16, 1989
<u>DOT - Division of Highways 1989 to Current</u>			
Fred VanKirk (D)	Kanawha	January 17, 1989	August 31, 1997
Samuel H. Beverage (R)	Cabell	September 1, 1997	January 15, 2001
Fred VanKirk (D)	Kanawha	January 16, 2001	January 15, 2005
Paul A. Mattox, Jr. (D)	Putnam	January 16, 2005	Present

DIVISION OF HIGHWAYS

BRIEF HISTORY OF THE DIVISION OF HIGHWAYS

State Highway Engineers 1955 to Current

1955	Malcolm L. O'Neale (Kanawha)	Chief Engineer
1956	Malcolm L. O'Neale (Kanawha)	Chief Engineer
1957	Malcolm L. O'Neale (Kanawha)	Chief Engineer
1958	Malcolm L. O'Neale (Kanawha)	Chief Engineer
1959	Malcolm L. O'Neale (Kanawha)	Chief Engineer
1960	Vacant	
1961	George E. White, Jr. Col USA (Ret) (Kanawha)	Chief Engineer
1962	George E. White, Jr. Col USA (Ret) (Kanawha)	Chief Engineer
1963	George E. White, Jr. Col USA (Ret) (Kanawha)	Chief Engineer
1964	Vincent J. Johnkoski (Randolph)	Chief Engineer
1965	Vincent J. Johnkoski (Randolph)	Chief Engineer
1966	Vincent J. Johnkoski (Randolph)	Chief Engineer
1967	Vincent J. Johnkoski (Randolph)	Chief Engineer
1968	Joseph S. Jones (Kanawha)	State Highway Engineer
1969	Joseph S. Jones (Kanawha)	State Highway Engineer
1970	George E. White, Jr. Col USA (Ret) (Kanawha)	State Highway Engineer
1971	George E. White, Jr. Col USA (Ret) (Kanawha) Joseph S. Jones (Kanawha)	State Highway Engineer - Planning/Administration Maintenance State Highway Engineer - Construction
1972	George E. White, Jr. Col USA (Ret) (Kanawha) Joseph S. Jones (Kanawha)	State Highway Engineer - Planning/Administration Maintenance State Highway Engineer - Construction
1973	George E. White, Jr. Col USA (Ret) (Kanawha) Joseph S. Jones (Kanawha)	State Highway Engineer - Planning/Administration Maintenance State Highway Engineer - Construction
1974	George E. White, Jr. Col USA (Ret) (Kanawha) Joseph S. Jones (Kanawha)	State Highway Engineer - Planning/Administration Maintenance State Highway Engineer - Construction
1975	George E. White, Jr. Col USA (Ret) (Kanawha) Joseph S. Jones (Kanawha)	State Highway Engineer - Planning/Administration Maintenance State Highway Engineer - Construction
1976	George E. White, Jr. Col USA (Ret) (Kanawha) Joseph S. Jones (Kanawha)	State Highway Engineer - Planning/Administration Maintenance State Highway Engineer - Construction
1977	Vacant	
1978	Willaim A. Hartig (Kanawha)	State Highway Engineer
1979	Willaim A. Hartig (Kanawha)	State Highway Engineer
1980	Vacant	
	Norman Roush (Kanawha)	Chief Engineer Development
	Garland Steele (Kanawha)	Chief Engineer Operations
	Fred VanKirk (Kanawha)	Chief Engineer Planning
1981	Vacant	
	Garland Steele (Kanawha)	Chief Engineer Construction, Maitenance & Materials
	Thomas A Bryant II (Kanawha)	Chief Engineer Operations
	Fred VanKirk (Kanawha)	Chief Engineer Planning
1982	Fred VanKirk (Kanawha)	State Highway Engineer
1983	Fred VanKirk (Kanawha)	State Highway Engineer
1984	Fred VanKirk (Kanawha)	State Highway Engineer
1985	Fred VanKirk (Kanawha)	State Highway Engineer

State Highway Engineers 1986 to Current

1986	Fred VanKirk (Kanawha)	State Highway Engineer
1987	Fred VanKirk (Kanawha)	State Highway Engineer
1988	Fred VanKirk (Kanawha)	State Highway Engineer
1989	Fred VanKirk (Kanawha)	State Highway Engineer
1990	Fred VanKirk (Kanawha)	State Highway Engineer
1991	Fred VanKirk (Kanawha)	State Highway Engineer
1992	Charles L. Miller (Kanawha)	State Highway Engineer
1993	Fred VanKirk (Kanawha)	State Highway Engineer
1994	Fred VanKirk (Kanawha)	State Highway Engineer
1995	Fred VanKirk (Kanawha)	State Highway Engineer
1996	Joseph T. Deneault (Kanawha)	State Highway Engineer
1997	Joseph T. Deneault (Kanawha)	State Highway Engineer
1998	Joseph T. Deneault (Kanawha)	State Highway Engineer
1999	Joseph T. Deneault (Kanawha)	State Highway Engineer
2000	Joseph T. Deneault (Kanawha)	State Highway Engineer
2001	Joseph T. Deneault (Kanawha)	State Highway Engineer
2002	Joseph T. Deneault (Kanawha)	State Highway Engineer
2003	Vacant	
2004	Vacant	
2005	Marvin G. Murphy (Lewis)	State Highway Engineer
2006	Marvin G. Murphy (Lewis)	State Highway Engineer
2007	Marvin G. Murphy (Lewis)	State Highway Engineer
2008	Marvin G. Murphy (Lewis)	State Highway Engineer
2009	Marvin G. Murphy (Lewis)	State Highway Engineer
2010	Marvin G. Murphy (Lewis)	State Highway Engineer
2011	Marvin G. Murphy (Lewis)	State Highway Engineer

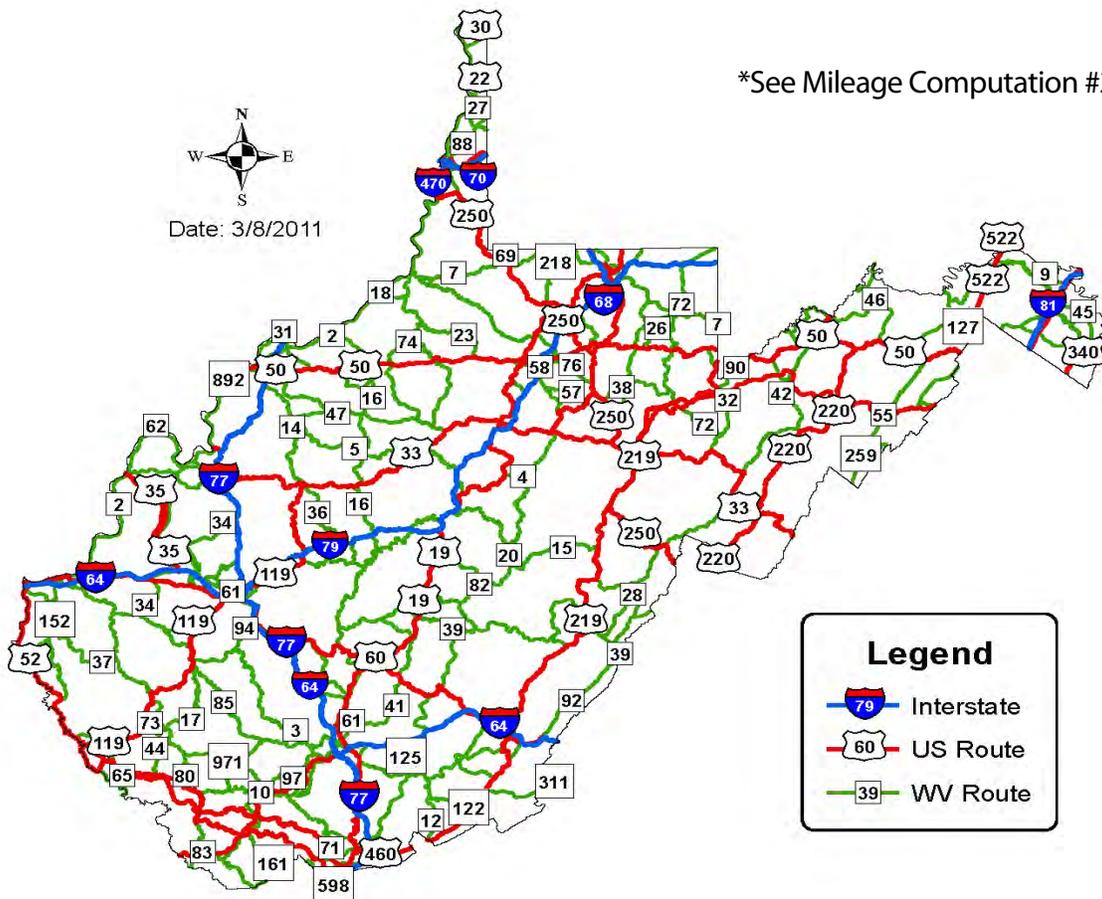
DIVISION OF HIGHWAYS

WEST VIRGINIA'S ROADWAY SYSTEM

West Virginia is one of four states, Virginia, Delaware, and North Carolina, that own all the roadways within the state and do not split roadway jurisdictions with a county or township system. That equates to 90% of the public roads or 35,882 miles that are the responsibility of the WV Division of Highways with the remaining 10% being owned by either a municipality, federal agency or Parkways Authority (WV Turnpike).

The map below displays the West Virginia's Interstate and Primary arteries as follows:

		Percent of Statewide Total Miles*
Interstate Routes:	554 Miles	1.5% (Includes WV Turnpike)
US (United States) Routes:	1,807 Miles	5%
West Virginia Routes:	3,642 Miles	10%
Total Interstate, US, and WV Routes	6,003 Miles	16.5%



DIVISION OF HIGHWAYS

WEST VIRGINIA'S ROADWAY SYSTEM

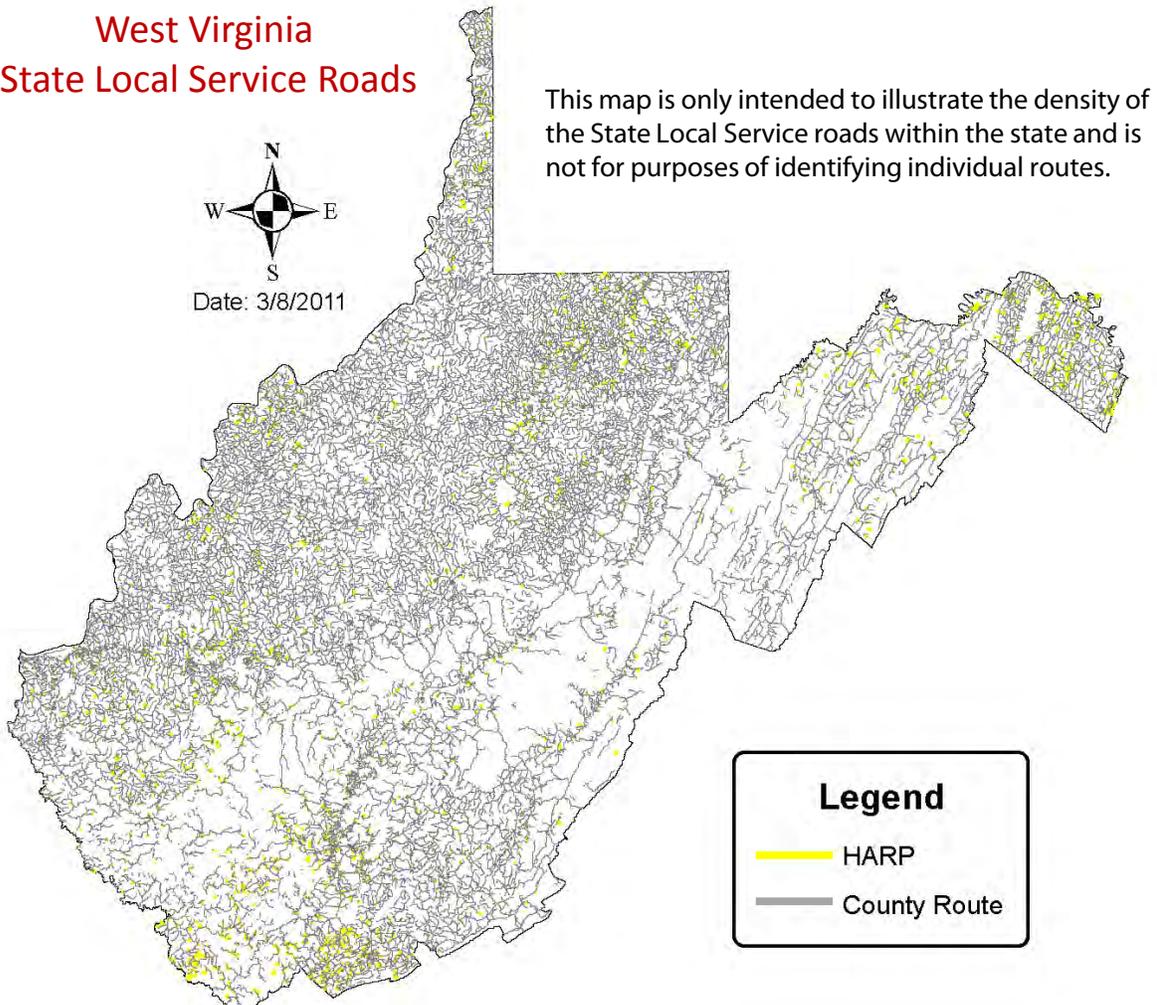
The map below displays West Virginia's State Local Service System* (SLS) including County Routes and Home Access Road Program (HARP) Routes.

County Routes: 28,877 Miles (80%) HARP: 891 Miles (2%)

*State Parks/Forests and Federal Aid Non State not shown on map. Combined: 475 miles (2%).

SLS Percent of Total Miles: Approximately 83%

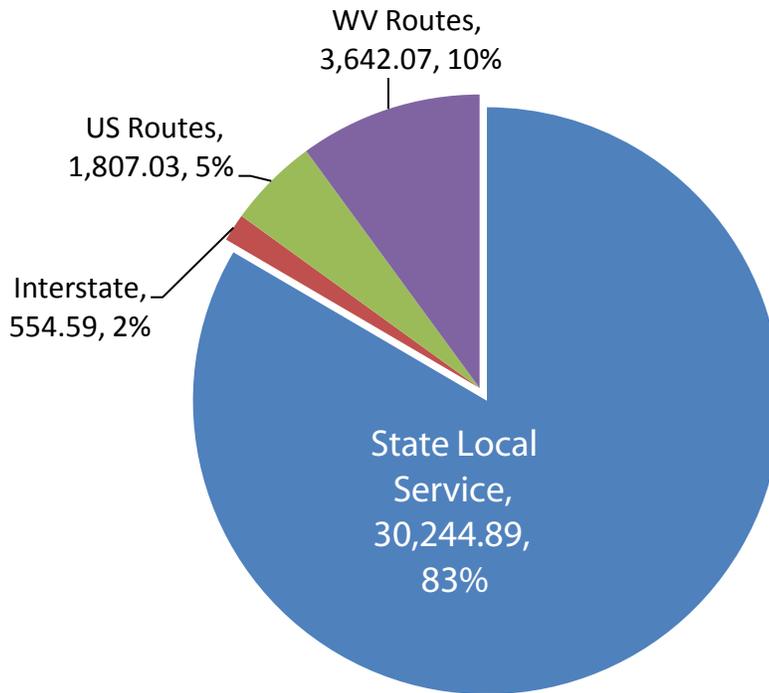
West Virginia State Local Service Roads



DIVISION OF HIGHWAYS

WEST VIRGINIA'S ROADWAY SYSTEM

Total Distribution of the West Virginia Sign System Mileage



Percentages rounded up.

Interesting Facts:

-- Interstates represent 1.5% of the total mileage in West Virginia and carry 30.9% of the traffic while the nationally classified* local roads account for 65% of the miles but only carry 6% of the traffic.

-- WV 20 is the longest route in the state running north/northwest from Bluefield (Mercer County) to New Martinsville (Wetzel County) for a total of 256.15 miles. US 19 is the next longest with 250.22 miles running north/northeast from the Virginia State line near Bluefield (Mercer County) to the Pennsylvania State Line near Morgantown (Monongalia County).

* Based on National Functional Classification summations, 8, 9 and 19. See Page 63.

Roadway Mileage Totals By County

BARBOUR	659	JEFFERSON	442	PLEASANTS	256
BERKELEY	634	KANAWHA	1,422	POCAHONTAS	670
BOONE	414	LEWIS	652	PRESTON	1,271
BRAXTON	822	LINCOLN	691	PUTNAM	670
BROOKE	229	LOGAN	518	RALEIGH	1,000
CABELL	688	MARION	779	RANDOLPH	875
CALHOUN	480	MARSHALL	580	RITCHIE	801
CLAY	536	MASON	799	ROANE	856
DODDRIDGE	551	MCDOWELL	671	SUMMERS	626
FAYETTE	939	MERCER	981	TAYLOR	410
GILMER	529	MINERAL	403	TUCKER	448
GRANT	376	MINGO	458	TYLER	450
GREENBRIER	1,032	MONONGALIA	872	UPSHUR	742
HAMPSHIRE	695	MONROE	614	WAYNE	905
HANCOCK	220	MORGAN	396	WEBSTER	492
HARDY	507	NICHOLAS	715	WETZEL	614
HARRISON	911	OHIO	259	WIRT	415
JACKSON	932	PENDLETON	565	WOOD	881
				WYOMING	531
				TOTAL:	35,882*

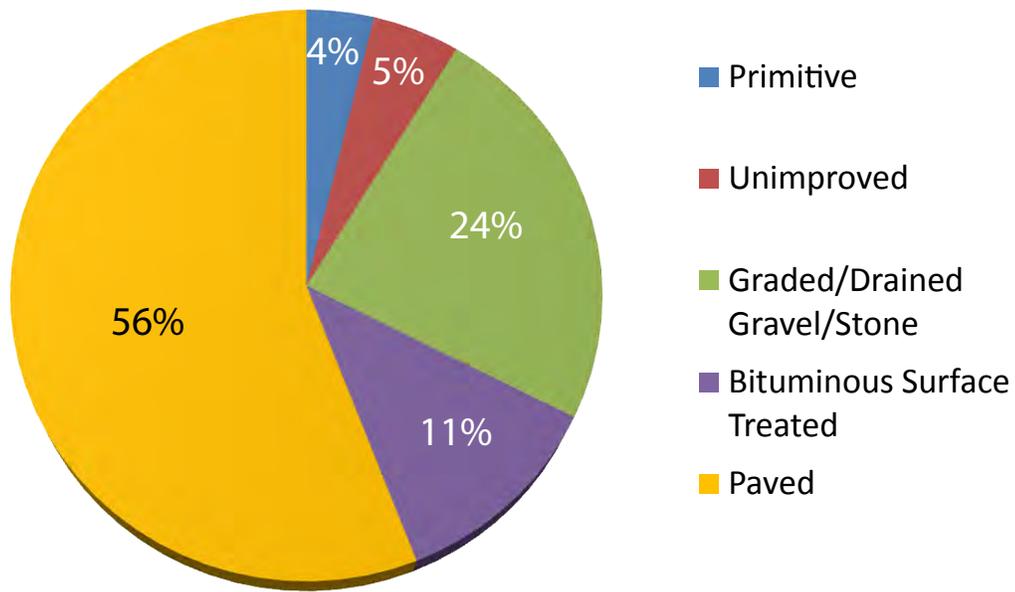
*Mileage Compilation #2. See page 63.

Interesting Facts:

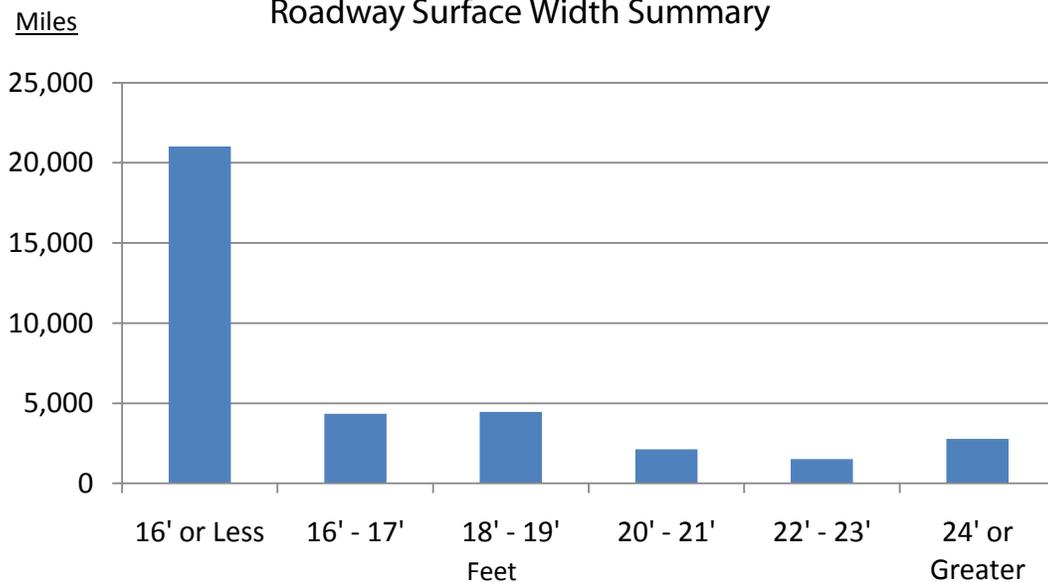
- *Kanawha County has the most paved miles.*
- *Ritchie County has the most unpaved miles.*
- *West Virginia has 1,376 of primitive road miles of which Preston County has the most with 127.*

STATEWIDE SURFACE TYPE AND WIDTH ATTRIBUTES

State Owned Surface Type Distribution



State Owned Mileage Roadway Surface Width Summary



DIVISION OF HIGHWAYS

WEST VIRGINIA'S ROADWAY SYSTEM

The following chart defines the varying mileage compilations being used in this publication.

1. CERTIFIED MILEAGE

INCLUDES: All State Mileage, non-state Mileage (Municipal and Federal),
Parkways Authority (WV Turnpike)

EXCLUDES: State primitive mileage & Ramps

Public Mileage State Owned	34,500	
Public Mileage Parkways Authority	86	
Public Mileage Federal Aid Non-State	280	
Public Mileage Federally Owned	835	
Public Mileage Municipally Owned	2,895	
	38,597	2009 Certified Mileage

2. STATE MAINTAINED MILEAGE

INCLUDES: All state owned mileage including primitive miles and ramps

EXCLUDES: Municipal, Federal and Parkways Authority (WV-Turnpike) Mileage

Division of Highway Owned Mileage	35,882
-----------------------------------	--------

3. FEDERAL AID MILES (not all state owned):

INCLUDES: All state federal aid eligible mileage & all federal aid eligible Non -state mileage

Division of Highway Federal Aid Eligible	10,062	
Parkways Authority - WV Turnpike	86	
Municipal Federal Aid Eligible	280	
	10,428	
Division of Highway Non-Fed Aid	25,820	
<small>(Source: 2009 Roadway Inventory Log Summary of National Functional Classes 8, 9, 19)</small>	36,248	

4. NATIONAL HIGHWAY SYSTEM (NHS)

If context is making reference to the NHS, mileage figure must include Parkways Authority (West Virginia Turnpike) 86 miles.

ANNUAL PUBLIC CERTIFIED MILEAGE RESPONSIBILITY

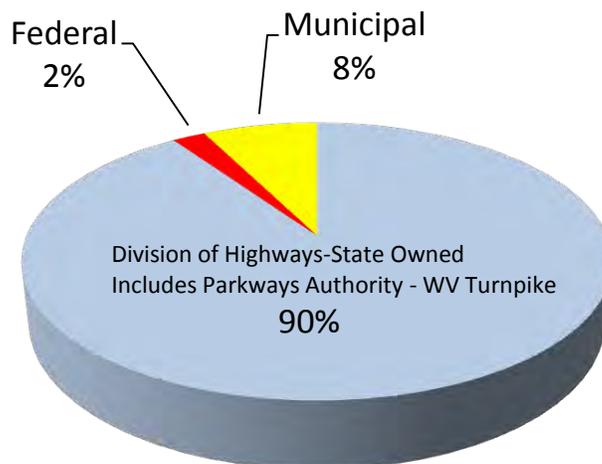
Each year the West Virginia Division of Highways is responsible for submitting a certified report of public road mileage to the Federal Highway Administration (FHWA) that also includes compiling all "non-state" public miles. Public road mileage is one of several variables that FHWA uses to determine funds to be apportioned for state transportation programs. In West Virginia, the certification approval is delegated to the Commissioner of Highways by the Governor.

1. "Public road" means any road under the jurisdiction of and maintained by a public authority and open to public travel. This could range from a low volume local road to a multi-lane freeway.
2. "Open to public travel" means that the road is available, except during scheduled periods (seasonal closures are permitted under this definition), extreme weather, or emergency conditions; passable by standard passenger cars; and open to the general public for use without restrictive gates, prohibitive signs, or regulation other than restrictions based on size, weight, or class of registration.

West Virginia's public road mileage is compiled utilizing the Division of Highway's Roadway Inventory Log and regularly maintained Municipal and Federal mileage databases.

Public Mileage State Owned	34,500
Public Mileage Parkways Authority	86
Public Mileage Federal Aid Non-State	280
Public Mileage Federally Owned	835
Public Mileage Municipally Owned	<u>2,895</u>
	38,597

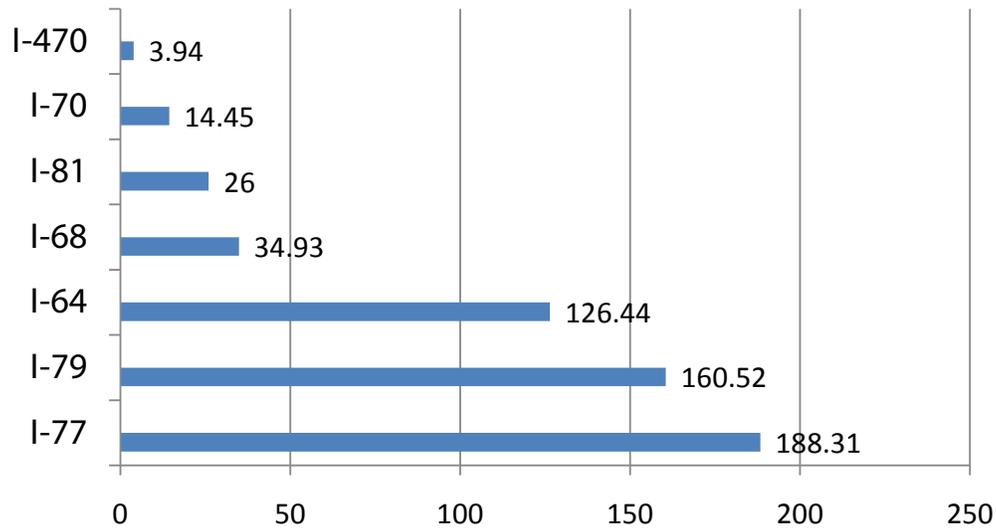
Certified Mileage Ownership Distribution



DIVISION OF HIGHWAYS

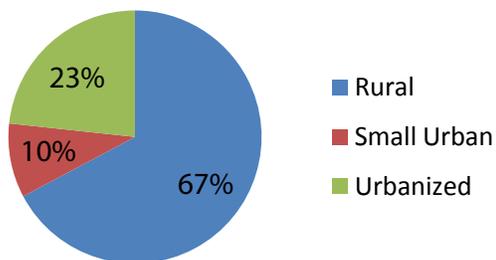
WEST VIRGINIA'S INTERSTATE SYSTEM

West Virginia Interstates By Route Mileage Comparison
I-77 includes West Virginia Turnpike



Interstate Rural/Urban Distribution

State Owned Interstate



Total: 468.28 Miles

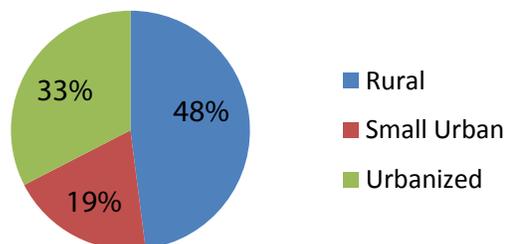
Population

Rural = Less than 5,000

Small Urban = >5,000 and <50,000

Urbanized = > 50,000

WV Turnpike
Parkways Authority



Total: 86.36 Miles

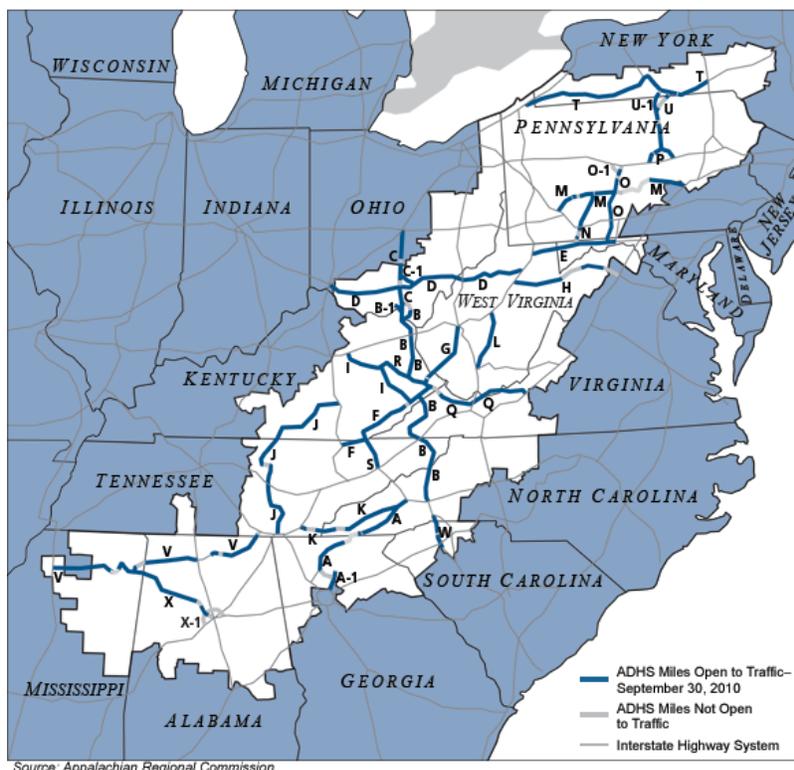
DIVISION OF HIGHWAYS

WV APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

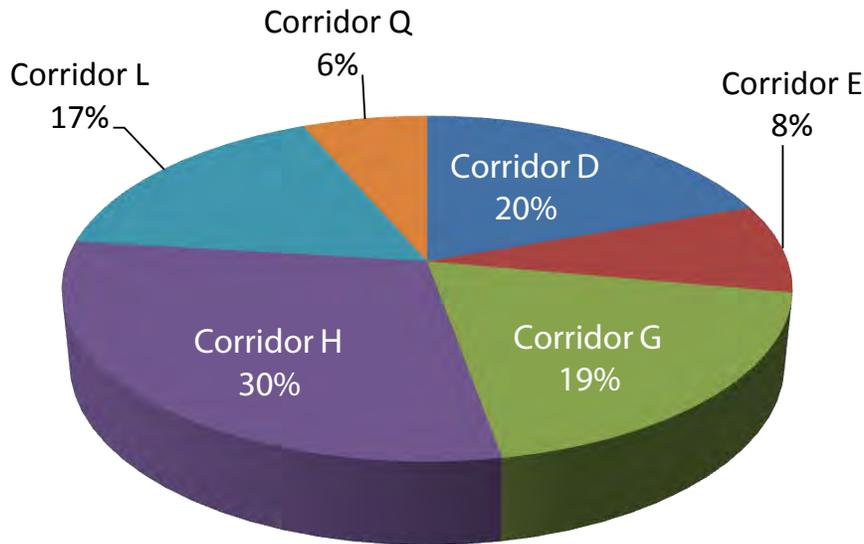
In 1964, the President's Appalachian Regional Commission (PARC) reported to Congress that economic growth in Appalachia would not be possible until the Region's isolation had been overcome. Because the cost of building highways through Appalachia's mountainous terrain was high, the Region had never been served by adequate roads. Its network of narrow, winding, two-lane roads, snaking through narrow stream valleys or over mountaintops, was slow to drive, unsafe, and in many places worn out. The nation's interstate highway system had largely bypassed the Appalachian Region, going through or around the Region's rugged terrain as cost-effectively as possible.

The PARC report and the Appalachian governors placed top priority on a modern highway system as the key to economic development. As a result, Congress authorized the construction of the Appalachian Development Highway System (ADHS) in the Appalachian Development Act of 1965. The ADHS was designed to generate economic development in previously isolated areas, supplement the interstate system, connect Appalachia to the interstate system, and provide access to areas within the Region as well as to markets in the rest of the nation.

The ADHS is currently authorized at 3,090 miles. By the end of FY 2008, 2,672 miles—approximately 86.5 percent of the miles authorized—were complete or under construction. Many of the remaining miles will be among the most expensive to build. Completion of the ADHS remains a top priority for ARC. For more information on the Appalachian Development System go to <http://www.arc.gov/adhs>.



West Virginia Appalachian Development Highway Corridor Mileage Distribution

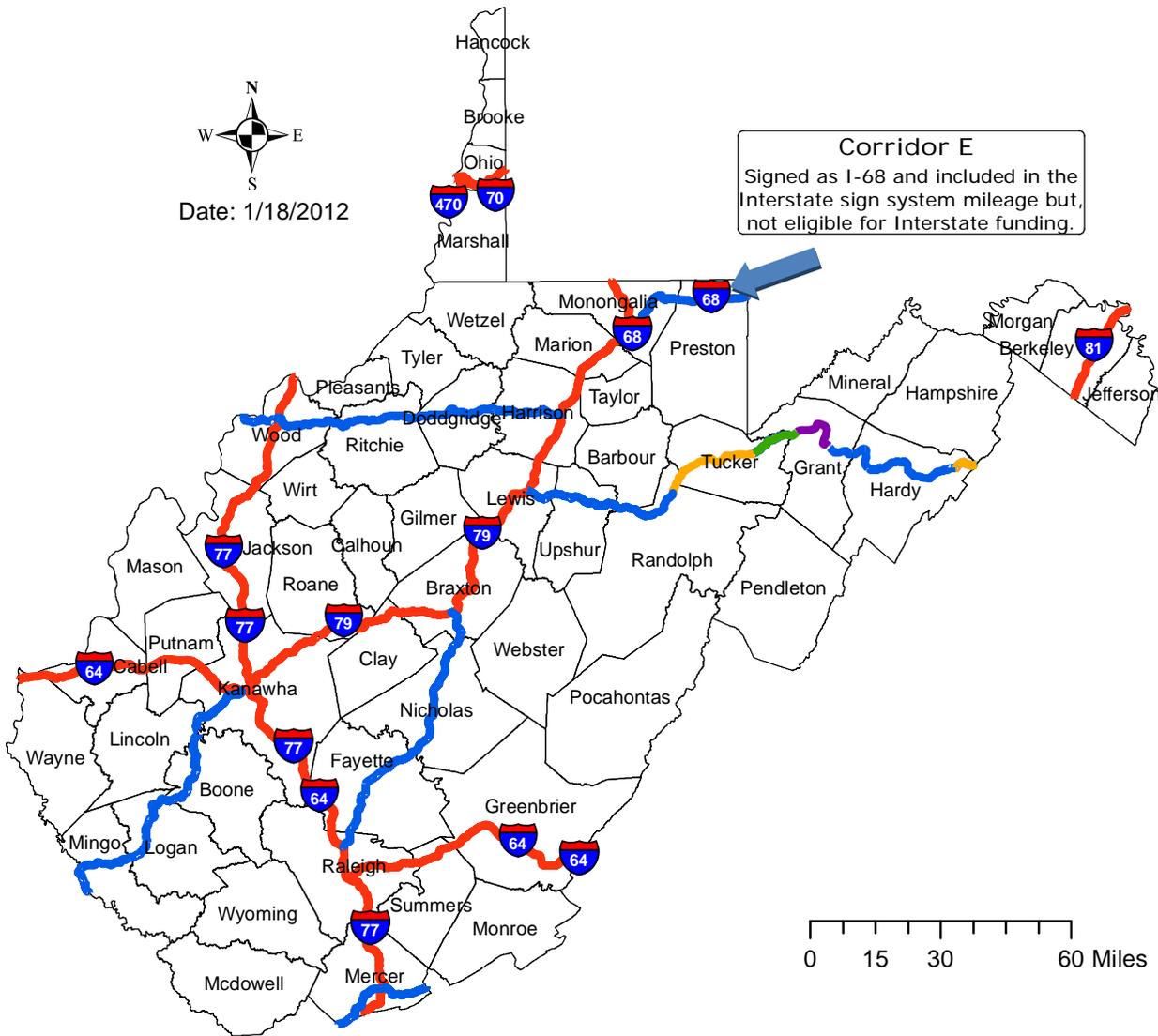


CORRIDOR	Rural	Urban	Urbanized	Total
D	63.48	9.74	8.98	82.20
E*	24.70	10.23	0	34.93
G	69.23	2.15	9.76	81.14
H	117.60	7.31	0	124.91
L	52.75	17.12	0	69.87
Q	11.33	15.74	0	27.07
Totals:	330.65	62.29	18.74	411.68
	80%	15%	5%	

Data Source: Geospatial Transportation Information/Highway Data Services Roadway Inventory Log Records marked "Special Systems". Current mileage open to traffic.

*Corridor E is functionally classified as an Interstate system and signed as I-68. For Public Certified Mileage reporting purposes the mileage is included with the other state Interstate systems. I-68 was originally built as Corridor E (US 48) utilizing Appalachian Development Highway Corridor monies and is not eligible for Interstate apportionment funding.

West Virginia Interstates and Appalachian Development Highways




 Date: 1/18/2012

Corridor E
 Signed as I-68 and included in the Interstate sign system mileage but, not eligible for Interstate funding.

0 15 30 60 Miles

Legend

- Interstates
- APD Routes Open to Traffic
- Corridor H - Funded by STIP
- Corridor H - Under Construction
- Corridor H - Unfunded

This map was developed by the WVDOT Geospatial Transportation Information Section and is provided for general reference only. The WVDOT does not guarantee the accuracy, completeness, or currentness of any information presented and disclaims any warranties, whether expressed or implied. Users who rely on the information contained in this map do so at their own risk. The WVDOT and its agents will not be held liable for inaccurate, outdated, or otherwise erroneous information, or for damages arising, whether directly or indirectly, from use or misuse of this map or any data contained herein.

DIVISION OF HIGHWAYS

THE NATIONAL HIGHWAY SYSTEM (NHS)

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs).

The National Highway System is approximately 160,000 miles of roadway important to the nation's economy, defense, and mobility. The NHS includes the following subsystems of roadways (note that a specific highway route may be on more than one subsystem):

Interstate: The Eisenhower Interstate System of highways retains its separate identity within the NHS.

Other Principal Arterials: These are highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.

STRAHNET - Strategic Highway Network: This is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.

Intermodal Connectors: These highways provide access between major intermodal facilities and the other four subsystems making up the National Highway System.

Below is a chart of the various Sign Systems that are part of the National Highway System.

National Highway System (NHS) - West Virginia

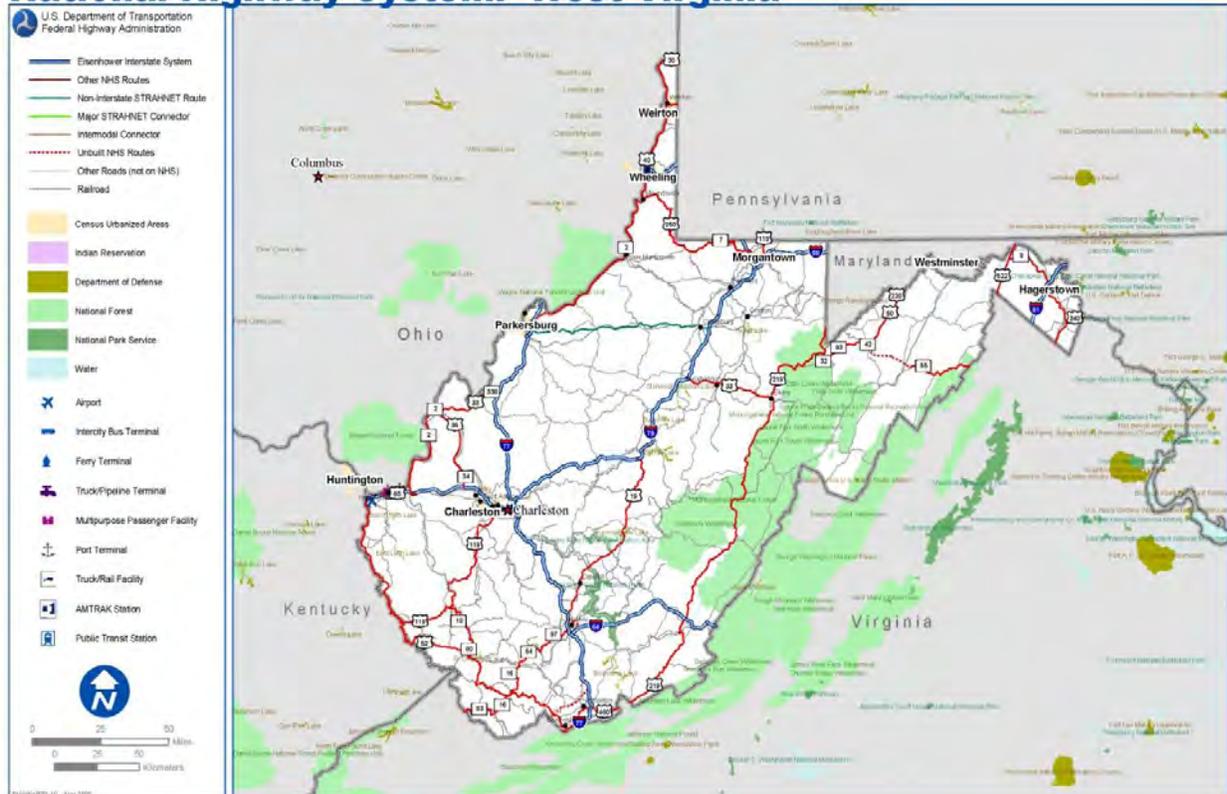
<u>Sign System</u>	<u>Miles</u>
US Routes	819.51
Interstate Routes	554.59
WV Routes	445.45
County Routes	5.05
Federal Aid non-state	0.11
Total NHS Mileage:	1,824.71

23.19 miles are Intermodal Connectors. See next page.

<u>Intermodal Connector Detail</u>	<u>Miles</u>
Airport	4.50
Port Facility	13.81
Amtrak Station	0.99
Bus Terminal	0.86
Public Transit/Multi Modal Passenger	3.03
	<hr/>
	23.19

<u>STRAHNET MILEAGE</u>	
All Interstate	554.59
US 50 (Clarksburg to Ohio State Line)	82.20
	<hr/>
	636.79

National Highway System: West Virginia



Additional data resources are available on West Virginia's Roadway system at http://gis.wvdot.com/gti/HDS_DataResources.aspx

Current Publications:

- West Virginia's 2009 Annual Roadway Statistics
- West Virginia's 2009 Federal Aid Roads

For many years, highways in West Virginia were legally classified as either “primary” or “secondary” roads. In 1967, the West Virginia Legislature passed a package of bills designed to abolish this highway classification system and replace it with one based on highway function as follows:

Expressway (X) – Connects metropolitan areas and provides service to major interstate and intrastate travel.

Trunklines (T) – Intrastate network intended to serve smaller cities.

Feeders (F) – Serve smaller towns and industrial and recreational areas not served by the higher systems, while collecting traffic for the higher systems.

State Local Service (SLS) – Localized arterial and spur roads which provide access and socio-economic benefits to abutting properties. Due to the large range of service this classification provides, refined sub-classifications were established as follows:

Essential Arterial – provides primary access between small population centers or localities.

Collector – Collects travel from the lower systems and distributes it to the higher systems.

Land Access – Provides access to any land area or associated improvement; also includes the following two subsystems:

Home Access Road Program (HARP) - Established in 1998 to provide maintenance for those public roads serving as mail routes, school bus routes, etc. which were not under the jurisdiction of the Division of Highways and adopted into the state highway system based on criteria outlined in House Bill 4003.

State Park and Forest Roads – Provides access within these areas for recreational and/or commercial construction and maintenance (e.g., logging, mining, etc.) purposes. Responsibility for the construction and maintenance of roads on publicly owned lands within State parks and forests, and public hunting and fishing areas, was transferred from the Department of Natural Resources to the Department of Highways by legislative action in 1972.

Other Systems – Routes that serve localized travel and are not included within one of the higher systems, e.g., municipal roads and US Forest Service roads.

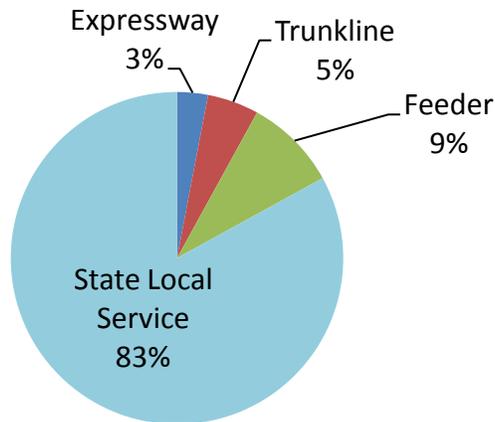
DIVISION OF HIGHWAYS

WV LEGAL FUNCTIONAL CLASSIFICATION SYSTEM

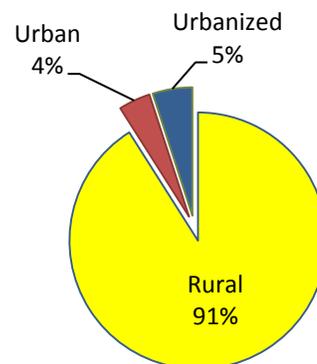
WV Legal Functional Classification System	Rural	Urban Pop >5000 & <50,000	Urbanized Population >50,000	Total Miles
Expressway (X)	756	115	226	1,097
Trunkline (T)	1,496	109	74	1,679
Feeder (F)	2,978	210	232	3,420
State Local Service (SLS)	27,610	1,028	1,415	30,053
Totals:	32,840	1,462	1,947	36,249*
	91%	4%	5%	

*Includes State Maintained Mileage plus West Virginia Turnpike (86) and Federal Aid Non State (280). Mileage Compilation #1 and parts of #2. See page 63.

West Virginia Legal Functional Classification Mileage Distribution



Rural/Urban Distribution



DIVISION OF HIGHWAYS

WEST VIRGINIA'S ROADWAY SYSTEM

ROUTE SIGNING

The Sign System is a means of aiding the traveling public by providing a guide system for motorists. The following are examples of Sign System shields and brief definitions of the system type.



INTERSTATE Route System – High speed, high volume traffic with full control access. Odd numbered interstates run north and south, even numbered interstates run east and west.

The lowest numbers are in the west and south to avoid conflict locally with US Route numbers. Connecting circumferential or loop routes at urban areas have three digit numbers using the main route number with an even number prefix. Example I-70 and I-470 in Wheeling, West Virginia.



United States (US) Route System – The US system was adopted in 1926 and is administered by the American Association of State Highway and Transportation Officials (AASHTO). Principal north or south routes have odd numbers such as 1, 5, 11, 15, etc. Long distance routes across the country have multiple numbers of 10. East and west routes have even numbers.

Where necessary the system may have a route signing qualifier to accommodate the traffic demand and could include designations such as “Business”, “Alternate” or “By Pass”. A Temporary Route may be necessary in some cases to carry the route number over a road that ultimately will not be the permanent location of that route number.



West Virginia (WV) State Route System – This system serves intrastate travel and connects the larger cities within the state. The WV State Road Commission (SRC) assigned numbers to the various state routes in 1922. Originally, north-south state routes were assigned even numbers and east-west routes odd numbers. The state route marker is SQUARE with black numbers on a white background.



County Route System– This system was established in 1933 when former county-district road systems were placed under the jurisdiction of the WV State Road Commission. Originally the main county routes were assigned whole numbers with those roads branching off main county routes. Route numbers do not repeat within a county. County roads are identified with a black route number inside of a white CIRCLE on a green background, usually with the local name of the route.



Home Access Roads Program System– This system was established in 1998 to provide maintenance for roads taken into the system based on the criteria outlined in House Bill 4003. HARP roads are only eligible for maintenance and are identified with a black route number inside a “house” symbol, usually with the local name of the route.

The U.S. Government provides substantial financial assistance to the states for highway related purposes by means of apportionment of funds from the Highway Trust Fund. These funds may be expended by a State only for specific purposes, in strict accordance with guidelines established by the U.S. Congress and the regulations of the U.S. Department of Transportation, Federal Highway Administration (FHWA). The Federal-Aid highway classification system was established to fulfill these requirements and for fund allocation purposes.

Most of the roads and streets in West Virginia are under the jurisdiction of State and local governments. Federal-Aid highways are those segments of State and local system mileage eligible for federal aid (except under special circumstances, this system excludes roads that are functionally classified as Rural Minor Collector or Rural or Urban Local). The designation of a road or street as a Federal-Aid highway designation simply means that due to federal interest in a certain facility, that road is made eligible for Federal-Aid construction funds.

For over twenty years, the Federal-Aid Highway Program had been directed primarily toward the construction and improvement of four Federal-Aid systems: Interstate, Primary, Secondary, and Urban. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) eliminated these four historical Federal-Aid systems, and replaced them with two Federal-Aid systems: the National Highway System (NHS) and the Interstate System, which is a component of the NHS.

In addition, the Surface Transportation Program (STP) is a block grant type program that may be used by the States and localities for any roads (including NHS) that are not functionally classified as Local or Rural Minor Collectors.

The following table and “Pie to Pie” chart illustrates West Virginia’s federal aid mileage in comparison to the mileage not eligible for federal aid.

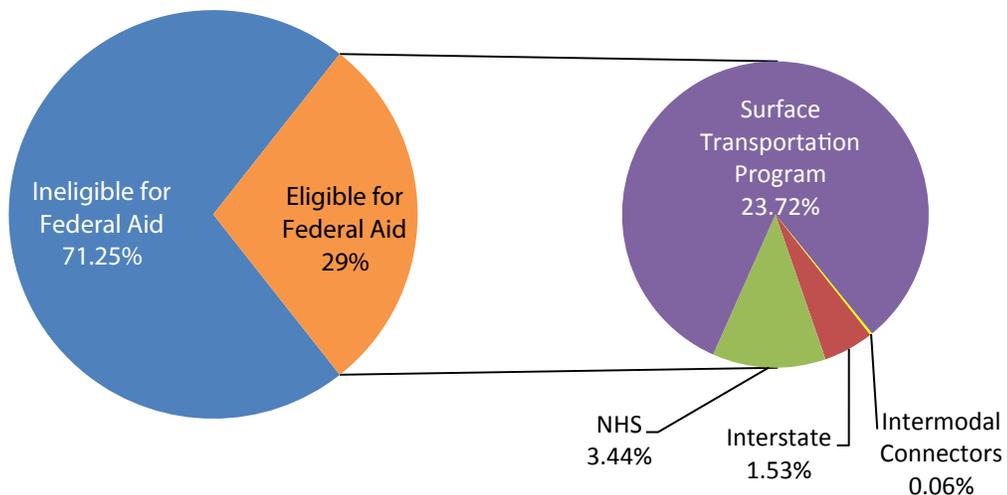
DIVISION OF HIGHWAYS

THE FEDERAL-AID HIGHWAY SYSTEM

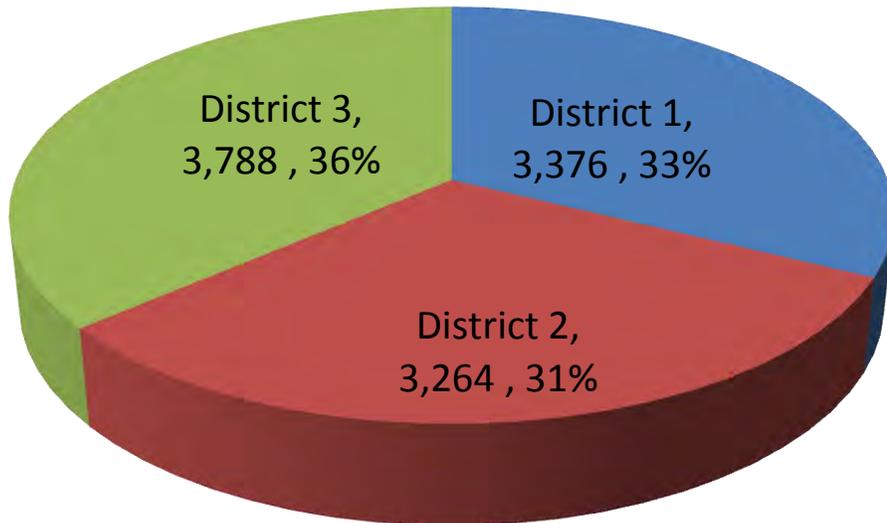
Federal Aid Highway System	RURAL Mileage Pop = <5000	URBAN Mileage Pop. = >5000 and <50,000	URBANIZED Mileage Pop = >50,000	TOTAL
Interstate	356.19	50.96	147.44	554.59
NHS	1,045.86	112.65	88.42	1,246.93
Surface Transportation Program	7,003.42	698.11	901.57	8,603.10
Intermodal Connectors			23.19	23.19
TOTAL Federal Aid ELIGIBLE	8,405	862	1,161	10,428
Federal Aid INELIGIBLE	24,435	599	786	25,820
STATE TOTAL:	32,840	1,461	1,947	36,248*

*Includes State Maintained Mileage plus West Virginia Turnpike (86) and Federal Aid Non State (280).
Mileage compilation #3, page 63.

WV Federal Aid System Mileage
Data Year 2009



Federal Roadway Mileage by West Virginia Congressional District*



Counties By Congressional District*

<u>District 1</u>		<u>District 2</u>		<u>District 3</u>	
Barbour	145	Berkeley	185	Boone	158
Brooke	101	Braxton	189	Cabell	261
Doddridge	150	Calhoun	102	Fayette	358
Gilmer	130	Clay	138	Greenbrier	308
Grant	153	Hampshire	195	Lincoln	152
Hancock	93	Hardy	174	Logan	199
Harrison	290	Jackson	186	McDowell	246
Marion	208	Jefferson	136	Mercer	284
Marshall	202	Kanawha	555	Mingo	194
Mineral	157	Lewis	144	Monroe	126
Monongalia	286	Mason	208	Nicholas	210
Ohio	153	Morgan	87	Pocahontas	242
Pleasants	56	Pendleton	162	Raleigh	374
Preston	250	Putnam	177	Summers	120
Ritchie	213	Randolph	233	Wayne	235
Taylor	94	Roane	170	Webster	119
Tucker	120	Upshur	121	Wyoming	202
Tyler	98	Wirt	102		
Wetzel	183			TOTAL:	3,788
Wood	294				
TOTAL:	3,376	TOTAL:	3,264		

Statewide Total: 10,428
See Mileage Compilation #3, page 63.

*Congressional District as of 2011.

NATIONAL HIGHWAY FUNCTIONAL CLASSIFICATION

The National Highway Functional Classification is the grouping of roads, streets, and highways into systems of similar characteristics based primarily on the length of trips served. Additionally, functional classification defines the role that a particular road or street plays in serving the flow of trips through a highway network and analyzes the services that are provided or should be provided by each highway facility in serving the two principal functions of a highway: mobility and access.

The Federal-Aid Highway Act of 1973 required the use of functional highway classification to update and modify the Federal-Aid highway systems by July 1, 1976. This legislative requirement is still in effect and the National Highway Functional Classification System has been in use since that time.

The National Highway Functional Classification System is comprised of Arterial highways (principal and minor), which generally service long trips; Collector facilities (major and minor), which collect and disperse traffic between the arterials and the lower level; and local roads and streets, which serve the land access function. These systems may be divided into rural and urban area classifications as listed below:

- Rural Interstate
- Rural Other Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local

- Urban Interstate
- Urban Freeway & Expressway
- Urban Other Principal Arterial Other
- Urban Minor Arterial
- Urban Collector
- Urban Local

Below are the general guidelines of the various functional system types:

Urban Principal Arterial System – serves the major centers of activity of a metropolitan area, the highest traffic volume corridors, the majority of both the trips entering and leaving an urban area, and the through movements to bypass the central city; carries intra-urban and inter-city bus travel, travel between major inner city communities between central business districts; includes almost all fully and partially controlled access facilities stratified into three subsystems:

- Interstate – multi-lane routes with access fully controlled, which serve the National defense and connect the Nation’s principal metropolitan areas;
- Other Freeways and Expressways– non-Interstate Principal Arterials with access fully controlled; and
- Other Principal Arterials– arterial routes with no control of access.

NATIONAL HIGHWAY FUNCTIONAL CLASSIFICATION

Urban Minor Arterial System- interconnects with and augments the Urban Principal Arterial System; provides service to trips of moderate length; distributes travel to geographic areas smaller than those identified with the higher system; contains facilities that place more emphasis on land access than the higher system; and offers a lower level of traffic mobility.

Urban Collector System- provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas.

Urban Local System- provides direct access to abutting land and access to the higher order systems; offers lowest level of mobility and usually contains no bus routes; service to through traffic movement usually is deliberately discouraged.

- Rural Principal Arterial System- connected network of continuous routes that serve corridor movements having trip length and travel density characteristics indicative of substantial intra-state or interstate travel stratified into two subsystems

- Interstate- all designated routes of the interstate system and

- Other Principal Arterials- all non-Interstate principal arterials

- Rural Minor Arterial System- link cities and larger towns (and other travel generators, e.g., resort areas, that are capable of attracting travel over similarly long distances) and formal integrated network providing interstate and inter-county service

- Rural Collector System- primarily serves intra-county travel and constitutes those routes on which predominant travel distances are shorter than on arterial routes, sub-classified into two subsystems

- Major Collector- provides services to any county seat or larger town not on an arterial route and to other traffic generators of equivalent intra-county importance, e.g., schools, county parks, etc., and

- Minor Collector- provides services to smaller communities not on an arterial route and collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road.

- Rural Local System- provides access to adjacent or abutting lands and provides service to travel over relatively short distances.

The following table and “Pie to Bar” chart illustrates the breakdown of West Virginia’s roadway mileage categorized by the National Highway Functional Classification System.

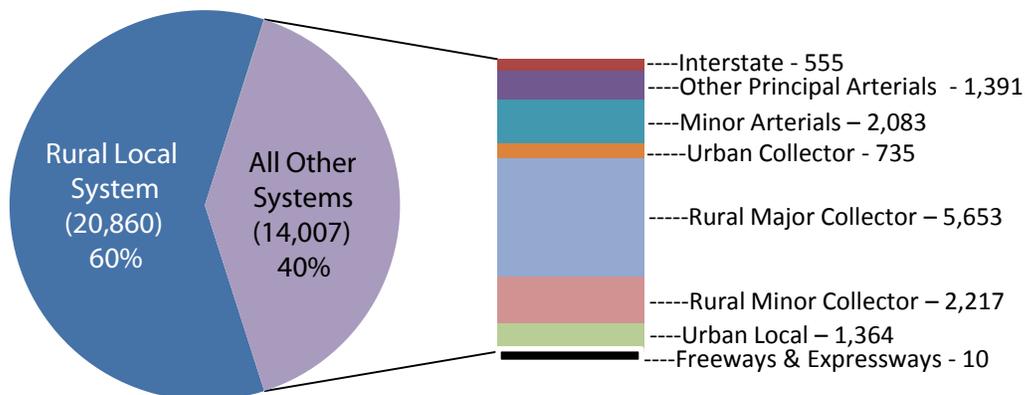
DIVISION OF HIGHWAYS

NATIONAL HIGHWAY FUNCTIONAL CLASSIFICATION

National Highway Function Classification Systems	Miles	% of Total
URBAN Principal Arterial Systems		
11. Interstate (Includes WV Turnpike)	198	.57%
12. Other Freeways & Expressways	10	.03%
14. Other Principal Arterials	336	.96%
16. URBAN Minor Arterial System	742	2.13%
17. URBAN Collector System	735	2.11%
19. URBAN Local System	1,364	3.91%
TOTAL URBAN SYSTEM:	3,385	10%
RURAL Principal Arterial System		
1. Interstate (Includes WV Turnpike)	356	1.02%
2. Other Principal Arterial	1,055	3.03%
6. RURAL Minor Arterial System	1,341	3.85%
7. RURAL Major Collector System	5,653	16.21%
8. RURAL Minor Collector System	2,217	6.36%
9. RURAL Local System	20,860	59.83%
TOTAL RURAL SYSTEM:	31,482	90%
TOTAL URBAN & RURAL SYSTEM:	34,867*	100%

*Mileage Compilation #1, minus Federal & Municipal Mileage, see Page 63.

WV National Highway Functional Classification Mileage



DIVISION OF HIGHWAYS

CORE MAINTENANCE ACTIVITY EXPENDITURES

July 1, 2010 – June 30, 2011

The Core Maintenance Plan (CMP) concept has been established to place emphasis on the performance of the essential "core" activities of road maintenance. The core activities as defined by the CMP are: mowing, patching, ditching, and snow removal and ice control (SRIC). These activities comprise the core of any successful highway maintenance program and are to be monitored thru the planning, scheduling, and execution of the Core Maintenance Plan and Annual Plan. The importance of planning all maintenance activities and of performing the work in accordance with these plans cannot be over emphasized.

To ensure that the performance of the CMP activities is consistent statewide, the State Highway Engineer will require, through the Director of Maintenance Division, that each County/Expressway Supervisor plan and schedule at least 70% of the organization's Annual Plan resources for Core Maintenance activities. Prior to the preparation of each Annual Plan, the Director, Maintenance Division, will designate those maintenance performance activities approved to be included in the CMP. Performance criteria for these activities are contained individually in the Maintenance Manual and Maintenance Performance Standards. The remaining 30% of the Annual Plan resources are to be devoted to other maintenance activities and responses to citizen's request for assistance.

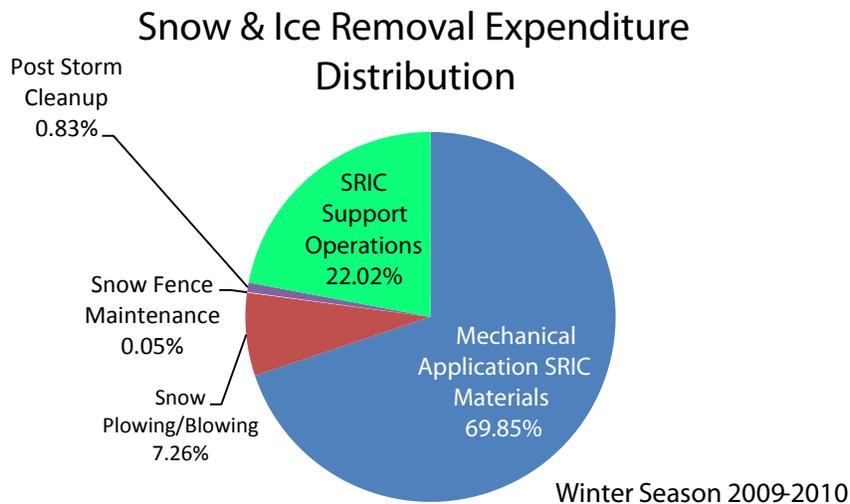
Activity	Total Expenditures
Patch Bituminous Pavements	19,111,376.
Repair Base Failures	1,068,219.
Skip Patching	12,530,619.
Seal & Surface Treat	2,059,437.
Hand Patch/Seal Asphalt & Aggregate	859,674.
Temp Patch-Cold Mix	6,493,877.
Stabilization Roadway/Shoulders	19,144,817.
Ditching/Blading Unpaved Roadways	2,870,021.
Minor Drainage Structures	4,303,152.
Pull Shoulders/Ditches	7,338,656.
Mowing – Non Expressway	4,057,054.
Mowing - Expressway	1,202,170.
Hand Mow/Trimming	542,332.
Brush Control Hand & Machine	4,634,571.

DIVISION OF HIGHWAYS

SNOW REMOVAL AND ICE CONTROL EXPENDITURES

Fiscal Year 2009- 2010

Activity	Total \$ Expended	% of Total Expended
Mechanical Application of SRIC Materials	45,531,086.	69.84%
Snow Plowing/Blowing	4,730,082.	7.26%
Snow Fence Maintenance	30,880.	.05%
Post Storm Cleanup	538,757.	.83%
SRIC Support Operations	14,354,186.	22.02%
TOTAL:	65,184,991	



DIVISION OF HIGHWAYS

WEST VIRGINIA LITTER FACTS

The State of West Virginia spends more than \$1 million annually to remove litter from state highways. The annual cost of roadside litter control nationwide is \$115 million.

Highway litter costs West Virginians:

- in tax dollars to clean up public areas
- by detracting from the natural beauty of the state
- by harming birds, animals and fish
- in road and water safety with hazards to motorists, bikers, hikers, picnickers and swimmers
- by degrading the quality of life in the state
- in economic development prospects choosing a cleaner site for new business

Highway litter is composed of 59 percent paper, 16 percent cans, 6 percent bottles, 6 percent plastics and 13 percent miscellaneous. The items most often found during litter cleanups are fast-food wrappers. The second-most-often found items are aluminum beer cans, followed very closely by soda cans. Cigarette butts are not considered when addressing litter cleanups programs. However, they are the most littered item in the world and are toxic to the environment.

For additional information: <http://www.cigarettelitter.org/> Eight sources of litter are:

- motorists
- pedestrians
- uncovered trucks
- improperly contained household garbage
- improper commercial bins
- improperly contained construction litter
- improperly handled loading dock litter
- boaters

Dead Deer Pickup & Removal (Actual)

Month	Number of Deer
January 2010	1,688
February 2010	977
March 2010	1,679
April 2010	928
May 2010	979
June 2010	1,094
July 2010	1,070
August 2010	921
September 2010	1,146
October 2010	2,067
November 2010	2,211
December 2010	1,240
Total 2010	16,000

DIVISION OF HIGHWAYS

WEST VIRGINIA BRIDGES

The State of West Virginia has over 7,300 bridges (vehicular and non-vehicular) and is one of a few states in the country that has its Highway Department assume responsibility for almost all of them. The owners of the few non-State bridges still work with the State to perform rehabilitation or replacement work.

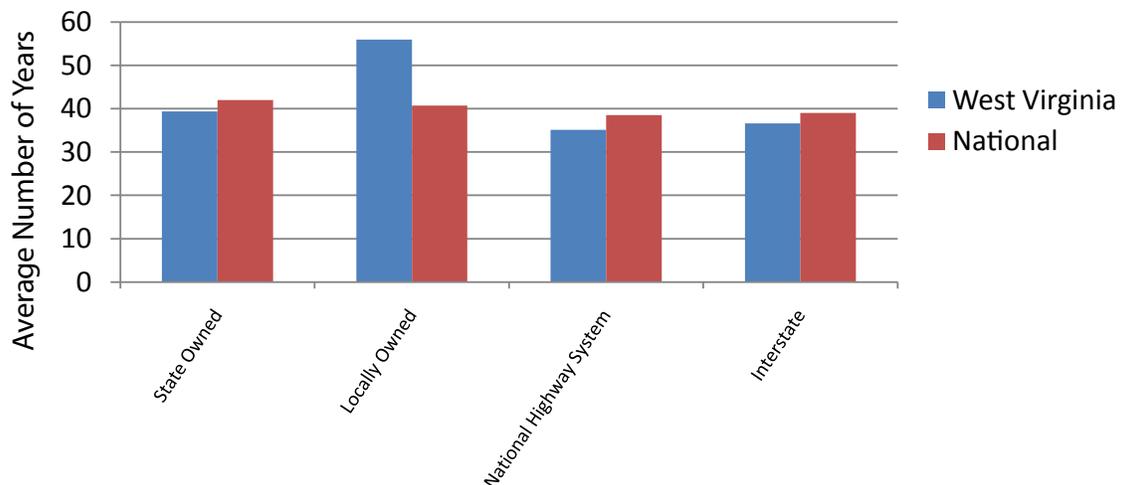
COMPOSITIONS

Total Number of Vehicular Bridges:	7,027
Average Daily Traffic Volume (ADT)	24.84 million
Average Daily Truck Traffic (ADTT)	3.1 million
Deck Area:	36.2 million sq feet

Number of Bridges on the National Highway System	1,149
Number of Bridges on the Interstate	655

<u>Average Age Comparison (Years):</u>	<u>STATE</u>	<u>NATIONAL</u>
State Owned	39.4	42.0
Locally Owned	56.0	40.7
National Highway System	35.1	38.5
Interstate	36.6	39.0

Average Age Comparison



DIVISION OF HIGHWAYS

WEST VIRGINIA BRIDGES

What is a “structurally deficient” bridge?

Bridges are considered structurally deficient if:

Significant load-carrying elements are found to be in poor condition due to deterioration, or the adequacy of the waterway opening provided by the bridge is determined to be extremely insufficient to the point of causing intolerable traffic interruptions. Every bridge constructed goes through a natural deterioration or aging process, although each bridge is unique in the way it ages. The fact that a bridge is classified under the federal definition as “structurally deficient” does not imply that it is unsafe. A structurally deficient bridge, when left open to traffic, typically requires significant maintenance and repair to remain in service and eventual rehabilitation or replacement to address deficiencies. To remain in service, structurally deficient bridges are often posted with weight limits to restrict the gross weight of vehicles using the bridges.

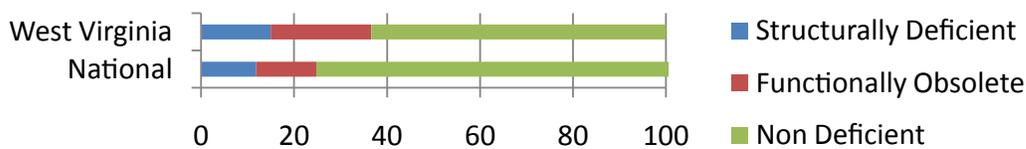
What is a “functionally obsolete” bridge?

A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand, or those that may be occasionally flooded.

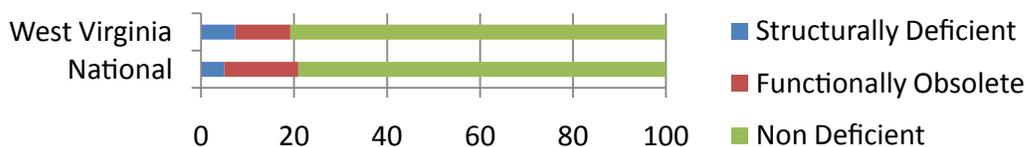
A functionally obsolete bridge is similar to an older house. A house built in 1950 might be perfectly acceptable to live in, but it does not meet all of today’s building codes. Yet, when it comes time to consider upgrading that house or making improvements, the owner must look at ways to bring the structure up to current standards.

from AASHTO- <http://www.transportation1.org/bridgereport/struggle.html>

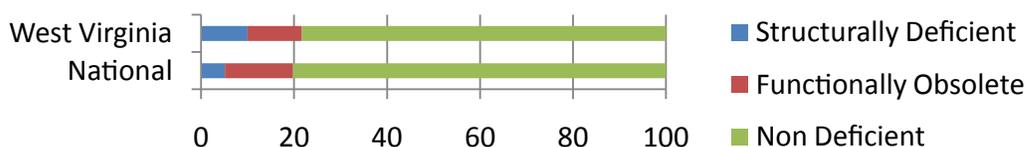
Total Bridge Condition Percentage



Interstate Bridge Condition Percentage



National Highway System Bridge Condition Percentage

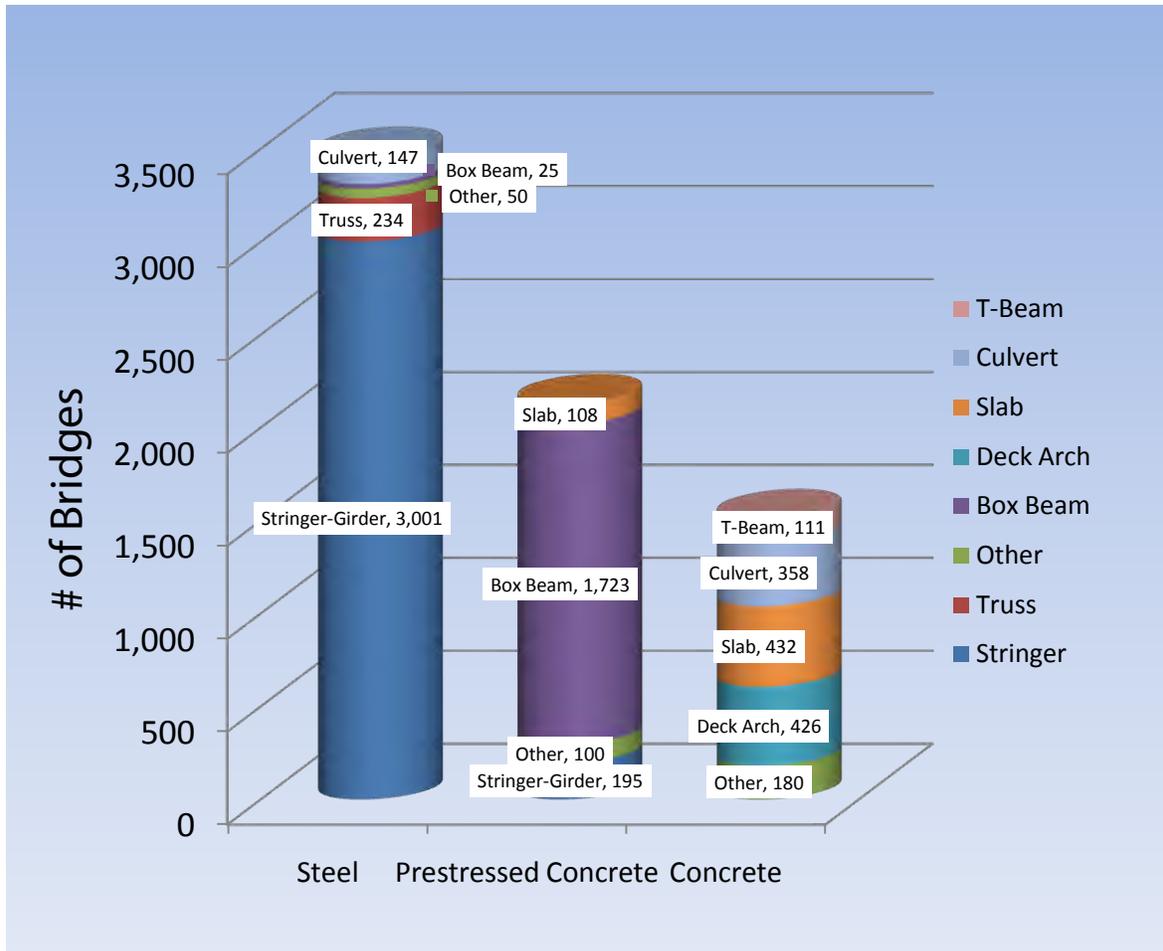


DIVISION OF HIGHWAYS

WEST VIRGINIA BRIDGES

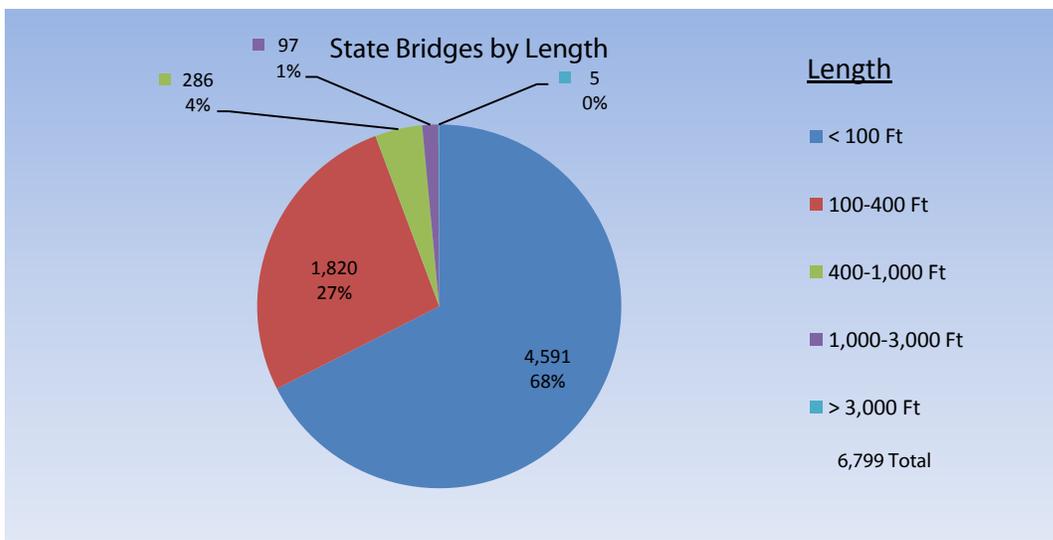
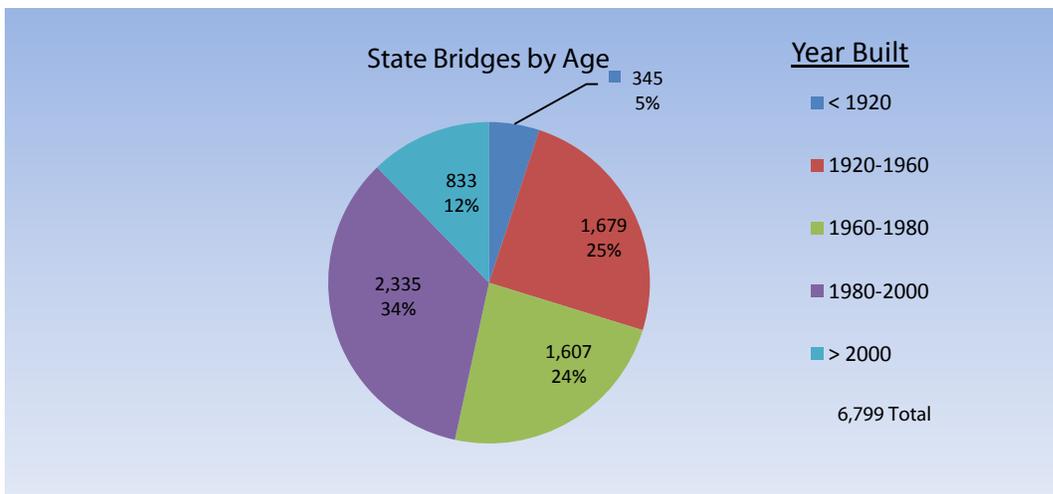
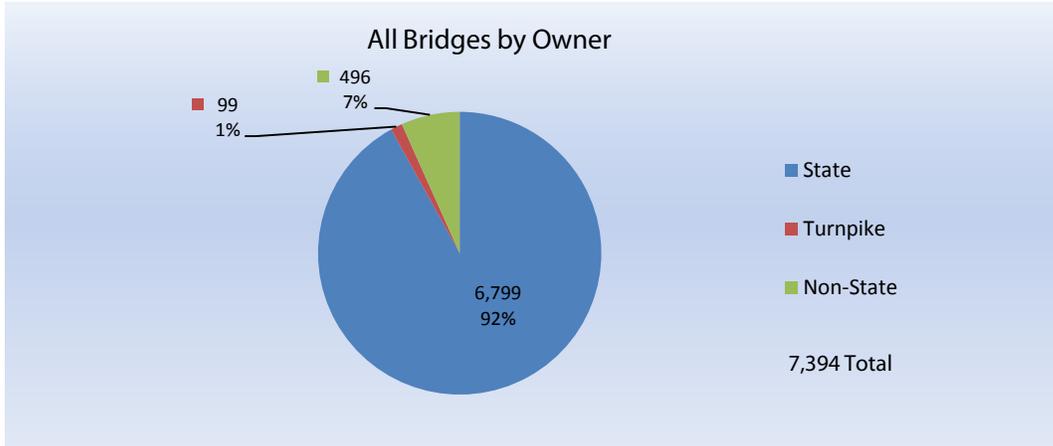
The following charts show some basic bridge data. A more detailed look at bridge data can be found at:

<http://www.transportation.wv.gov/highways/engineering/Pages/BridgeData.aspx>



DIVISION OF HIGHWAYS

WEST VIRGINIA BRIDGES



DIVISION OF HIGHWAYS

BUDGETING MAINTENANCE

Annual Plan Maintenance Funding

The Annual Plan Maintenance Budget provides the funding allocations to the organizations that are responsible for road maintenance in the counties and on the expressways. The organizational quotas and lane mileages for specific road classifications are the key factors in the funding methodology. The funding formula takes into account the fixed costs of labor (filled and vacant positions) and equipment. The variable costs of invoices and materials are also factored into the funding. While there is no 'perfect' funding mechanism, the Department's management is confident that the current method is fair and equitable to all organizations.

Statewide Summary Annual Plan Maintenance Budget State Fiscal Year 2011 July 1, 2010 through June 30, 2011

Maintenance Facility:	Labor:	Equipment:	Materials:	Total:	
County	\$93,325,280	\$32,872,893	\$63,366,849	\$189,565,016	80%
Interstate	\$8,196,071	\$3,959,330	\$7,275,285	\$19,430,686	8%
Appalachian Highways	\$4,584,955	\$2,165,351	\$3,682,321	\$10,432,626	4%
Other Highways	\$601,774	\$322,202	\$531,910	\$1,455,886	1%
Sign Maintenance	\$2,670,043	\$449,788	\$2,187,161	\$5,306,993	2%
Bridge Maintenance	\$6,716,805	\$942,221	\$2,471,543	\$10,130,569	4%
Statewide:	\$116,094,928	\$40,711,785	\$79,515,069	\$236,321,776	
	49%	17%	34%		

DIVISION OF HIGHWAYS

BUDGETING MAINTENANCE

County Annual Plan Maintenance Budget State Fiscal Year 2011 (July 1, 2010 - June 30, 2011)

COUNTY	QUOTA	2009 Road Miles	LABOR		EQUIPMENT		MATERIALS		TOTAL
Barbour	38	659	\$1,531,603	48%	\$608,530	19%	\$1,018,232	32%	\$3,158,365
Berkeley	42	634	\$1,709,373	50%	\$579,907	17%	\$1,151,411	33%	\$3,440,690
Boone	35	414	\$1,213,802	40%	\$330,708	11%	\$1,477,835	49%	\$3,022,345
Braxton	41	822	\$1,740,180	46%	\$641,954	17%	\$1,392,925	37%	\$3,775,059
Brooke	30	229	\$1,121,848	46%	\$412,033	17%	\$922,805	38%	\$2,456,686
Cabell	54	688	\$2,022,640	51%	\$609,893	15%	\$1,327,131	34%	\$3,959,664
Calhoun	30	480	\$1,089,560	47%	\$414,312	18%	\$792,869	35%	\$2,296,741
Clay	32	536	\$1,103,036	42%	\$357,307	14%	\$1,168,110	44%	\$2,628,453
Doddridge	30	551	\$1,313,277	53%	\$448,499	18%	\$695,651	28%	\$2,457,427
Fayette	62	939	\$2,467,225	48%	\$902,392	18%	\$1,730,929	34%	\$5,100,547
Gilmer	32	529	\$1,256,304	48%	\$478,000	18%	\$865,292	33%	\$2,599,596
Grant	32	376	\$1,542,470	54%	\$547,263	19%	\$770,281	27%	\$2,860,014
Greenbrier	62	1,032	\$2,416,506	50%	\$1,046,567	22%	\$1,390,502	29%	\$4,853,576
Hampshire	34	695	\$2,057,292	57%	\$649,672	18%	\$902,321	25%	\$3,609,285
Hancock	30	220	\$1,210,983	51%	\$352,352	15%	\$813,526	34%	\$2,376,861
Hardy	32	507	\$1,429,980	49%	\$464,829	16%	\$1,018,161	35%	\$2,912,970
Harrison	53	911	\$2,353,233	57%	\$808,435	20%	\$941,043	23%	\$4,102,712
Jackson	41	932	\$1,655,318	49%	\$570,975	17%	\$1,149,999	34%	\$3,376,291
Jefferson	37	442	\$1,533,257	51%	\$477,028	16%	\$984,120	33%	\$2,994,406
Kanawha - Cheylan	26	355	\$1,168,834	53%	\$362,671	16%	\$671,002	30%	\$2,202,507
Kanawha - Elkview	22	313	\$866,065	45%	\$286,120	15%	\$768,356	40%	\$1,920,541
Kanawha - N. Chas	30	370	\$1,164,861	50%	\$352,037	15%	\$823,534	35%	\$2,340,431
Kanawha - St. Albans	28	384	\$1,039,564	43%	\$337,395	14%	\$1,056,537	43%	\$2,433,496
Lewis	35	652	\$1,392,575	50%	\$481,820	17%	\$884,640	32%	\$2,759,035
Lincoln	43	691	\$1,722,646	53%	\$537,163	17%	\$986,903	30%	\$3,246,711
Logan	50	518	\$1,928,384	51%	\$554,313	15%	\$1,269,704	34%	\$3,752,401
Marion	43	779	\$1,729,556	47%	\$716,740	20%	\$1,198,325	33%	\$3,644,620

DIVISION OF HIGHWAYS

BUDGETING MAINTENANCE

County Annual Plan Maintenance Budget State Fiscal Year 2011 (July 1, 2010 - June 30, 2011)

COUNTY	QUOTA	2009 Road Miles	LABOR		EQUIPMENT		MATERIALS		TOTAL
Marshall	42	580	\$1,552,625	45%	\$552,045	16%	\$1,345,609	39%	\$3,450,279
Mason	46	799	\$1,799,347	51%	\$529,661	15%	\$1,180,934	34%	\$3,509,942
McDowell	49	671	\$1,955,431	50%	\$630,291	16%	\$1,357,666	34%	\$3,943,387
Mercer	64	981	\$2,298,426	48%	\$863,716	18%	\$1,662,308	34%	\$4,824,449
Mineral	34	403	\$1,459,764	57%	\$544,355	21%	\$572,350	22%	\$2,576,469
Mingo	41	458	\$1,646,444	54%	\$456,966	15%	\$951,246	31%	\$3,054,655
Monongalia	44	872	\$2,141,972	53%	\$836,191	21%	\$1,068,550	26%	\$4,046,713
Monroe	39	614	\$1,461,504	48%	\$609,744	20%	\$990,112	32%	\$3,061,360
Morgan	30	396	\$1,259,358	50%	\$384,940	15%	\$884,110	35%	\$2,528,408
Nicholas	46	715	\$1,816,640	48%	\$712,543	19%	\$1,252,112	33%	\$3,781,295
Ohio	30	259	\$1,192,812	50%	\$272,863	12%	\$899,181	38%	\$2,364,855
Pendleton	34	565	\$1,614,922	53%	\$566,448	19%	\$874,289	29%	\$3,055,659
Pleasants	28	256	\$1,026,705	49%	\$332,256	16%	\$740,078	35%	\$2,099,039
Pocahontas	50	670	\$2,020,594	50%	\$823,623	20%	\$1,213,644	30%	\$4,057,860
Preston	57	1,271	\$2,882,402	50%	\$1,186,233	21%	\$1,654,361	29%	\$5,722,996
Putnam	44	670	\$1,652,467	51%	\$441,356	14%	\$1,117,711	35%	\$3,211,534
Raleigh	64	1,000	\$2,575,688	49%	\$857,061	16%	\$1,803,031	34%	\$5,235,779
Randolph	57	875	\$2,460,886	47%	\$955,044	18%	\$1,823,496	35%	\$5,239,427
Ritchie	34	801	\$1,316,573	45%	\$503,781	17%	\$1,076,339	37%	\$2,896,693
Roane	37	856	\$1,220,643	40%	\$551,969	18%	\$1,311,433	43%	\$3,084,045
Summers	39	626	\$1,521,175	52%	\$576,859	20%	\$813,599	28%	\$2,911,634
Taylor	30	410	\$1,289,493	52%	\$473,314	19%	\$714,857	29%	\$2,477,665
Tucker	32	448	\$1,463,133	53%	\$581,637	21%	\$712,487	26%	\$2,757,256
Tyler	30	450	\$1,218,220	49%	\$361,161	14%	\$914,635	37%	\$2,494,015
Upshur	38	742	\$1,530,346	48%	\$635,994	20%	\$994,444	31%	\$3,160,784
Wayne	52	905	\$2,070,753	52%	\$631,515	16%	\$1,258,329	32%	\$3,960,597
Webster	34	492	\$1,345,266	46%	\$494,093	17%	\$1,076,322	37%	\$2,915,681

DIVISION OF HIGHWAYS

BUDGETING MAINTENANCE

County Annual Plan Maintenance Budget State Fiscal Year 2011 (July 1, 2010 - June 30, 2011)

COUNTY	QUOTA	2009 Road Miles	LABOR		EQUIPMENT		MATERIALS		TOTAL
Wetzel	33	614	\$1,269,616	44%	\$571,541	20%	\$1,038,123	36%	\$2,879,280
Wirt	30	415	\$1,121,109	51%	\$384,218	17%	\$707,548	32%	\$2,212,875
Wood	49	881	\$1,471,450	38%	\$585,502	15%	\$1,838,710	47%	\$3,895,662
Wyoming	48	531	\$1,889,144	49%	\$637,058	16%	\$1,347,091	35%	\$3,873,293
STATEWIDE COUNTY TOTALS			\$93,325,280	49%	\$32,872,893	17%	\$63,366,849	33%	\$189,565,016

DIVISION OF HIGHWAYS

BUDGETING MAINTENANCE

Interstate - Appalachian Corridors - Other Highways

Annual Plan Maintenance Budget State Fiscal Year 2011 (July 1, 2010 - June 30, 2011)

FACILITY	QUOTA	Mileage Responsibility	LABOR		EQUIPMENT		MATERIALS		TOTAL
I-64, Section 1	11	29	\$496,925	46%	\$211,250	20%	\$363,202	34%	\$1,071,377
I-64, Section 2	11	25	\$505,139	46%	\$170,648	16%	\$424,541	39%	\$1,100,328
I-64, Section 3	11	23	\$367,011	32%	\$168,650	15%	\$607,753	53%	\$1,143,414
I-64, Section 7	15	40	\$596,409	41%	\$313,343	22%	\$545,792	37%	\$1,455,545
I-64, Section 8	11	29	\$442,123	47%	\$253,986	27%	\$244,579	26%	\$940,688
I-68, Section 1	11	31	\$492,280	34%	\$333,109	23%	\$602,260	42%	\$1,427,649
I-70, Section 1	11	22	\$519,814	45%	\$230,178	20%	\$393,979	34%	\$1,143,970
I-77, Section 1	11	26	\$438,095	44%	\$207,826	21%	\$348,588	35%	\$994,510
I-77, Section 2	11	29	\$447,004	46%	\$252,320	26%	\$279,346	29%	\$978,670
I-77, Section 3	11	29	\$422,670	39%	\$191,588	18%	\$465,050	43%	\$1,079,308
I-77, Section 7	11	39	\$478,739	40%	\$233,228	20%	\$482,301	40%	\$1,194,268
I-79, Section 1	11	30	\$563,585	45%	\$259,743	21%	\$415,795	34%	\$1,239,122
I-79, Section 3	11	33	\$463,295	35%	\$319,433	24%	\$524,842	40%	\$1,307,570
I-79, Section 4	11	32	\$494,515	45%	\$211,310	19%	\$388,551	36%	\$1,094,376
I-79, Section 5	11	27	\$459,758	44%	\$156,474	15%	\$431,161	41%	\$1,047,393
I-79, Section 6	11	30	\$368,340	36%	\$140,408	14%	\$503,555	50%	\$1,012,303
I-81, Section 1	11	26	\$640,369	53%	\$305,836	25%	\$253,990	21%	\$1,200,195
STATEWIDE COUNTY TOTALS			\$8,196,071	42%	\$3,959,330	20%	\$7,275,285	37%	\$19,430,686

FACILITY	QUOTA	Mileage Responsibility	LABOR		EQUIPMENT		MATERIALS		TOTAL
Corr D, Section 0	7	26	\$309,604	36%	\$232,203	27%	\$318,203	37%	\$860,010
Corr D, Section 1	11	27	\$494,708	46%	\$222,554	21%	\$358,614	33%	\$1,075,876
Corr D, Section 2	11	30	\$488,100	42%	\$256,415	22%	\$424,255	36%	\$1,168,770
Corr G, Section 1	9	27	\$390,840	51%	\$123,656	16%	\$256,147	33%	\$770,643
Corr G, Section 2	9	28	\$387,773	48%	\$162,916	20%	\$256,195	32%	\$806,883
Corr G, Section 3	11	27	\$354,628	39%	\$164,091	18%	\$401,200	44%	\$919,919
Corr H, Section 0	11	27	\$464,159	43%	\$270,863	25%	\$338,715	32%	\$1,073,737

DIVISION OF HIGHWAYS

BUDGETING MAINTENANCE

Interstate - Appalachian Corridors - Other Highways

Annual Plan Maintenance Budget State Fiscal Year 2011 (July 1, 2010 - June 30, 2011)

FACILITY	QUOTA	Mileage Responsibility	LABOR		EQUIPMENT		MATERIALS		TOTAL
Corr H, Section 1	6	13	\$298,304	40%	\$104,788	14%	\$334,077	45%	\$737,168
Corr H, Section 2	11	22	\$402,380	55%	\$142,332	20%	\$180,975	25%	\$725,687
Corr L, Section 1	11	27	\$453,047	49%	\$199,068	22%	\$272,627	29%	\$924,742
Corr L, Section 2	13	42	\$541,412	40%	\$286,465	21%	\$541,313	40%	\$1,369,191
STATEWIDE COUNTY TOTALS			\$4,584,955	44%	\$2,165,351	21%	\$3,682,321	35%	\$10,432,626

FACILITY	QUOTA	Mileage Responsibility	LABOR		EQUIPMENT		MATERIALS		TOTAL
US 340, WV 9	9	31	\$351,960	45%	\$195,533	25%	\$234,640	30%	\$782,133
US 35	7	13	\$249,814	37%	\$126,669	19%	\$297,270	44%	\$673,753
STATEWIDE COUNTY TOTALS			\$601,774	41%	\$322,202	22%	\$531,910	37%	\$1,455,886

DIVISION OF HIGHWAYS

BUDGETING MAINTENANCE

District Sign Shop and Bridge Department

Annual Plan Maintenance Budgets State Fiscal Year 2011 (July 1, 2010 - June 30, 2011)

Facility	QUOTA	LABOR		EQUIPMENT		MATERIALS		TOTAL
D-1 Sign Shop	6	\$164,450	29%	\$22,320	4%	\$382,871	67%	\$569,641
D-2 Sign Shop	6	\$248,936	45%	\$46,981	8%	\$257,302	47%	\$553,220
D-3 Sign Shop	7	\$274,109	48%	\$37,268	7%	\$259,750	45%	\$571,127
D-4 Sign Shop	8	\$336,600	51%	\$57,921	9%	\$264,795	40%	\$659,316
D-5 Sign Shop	7	\$310,220	51%	\$67,443	11%	\$234,475	38%	\$612,138
D-6 Sign Shop	6	\$241,758	57%	\$29,664	7%	\$154,161	36%	\$425,583
D-7 Sign Shop	6	\$268,468	53%	\$49,797	10%	\$187,453	37%	\$505,718
D-8 Sign Shop	6	\$296,924	56%	\$59,877	11%	\$172,855	33%	\$529,656
D-9 Sign Shop	6	\$256,966	56%	\$41,721	9%	\$161,171	35%	\$459,858
D-10 Sign Shop	6	\$271,612	65%	\$36,796	9%	\$112,328	27%	\$420,736
STATEWIDE TOTALS:		\$2,670,043	50%	\$449,788	8%	\$2,187,161	41%	\$5,306,993

Facility	QUOTA	LABOR		EQUIPMENT		MATERIALS		TOTAL
D-1 Bridge Department	31	\$530,620	42%	\$67,008	5%	\$666,214	53%	\$1,263,842
D-2 Bridge Department	31	\$814,313	64%	\$97,967	8%	\$361,957	28%	\$1,274,237
D-3 Bridge Department	31	\$772,996	70%	\$123,284	11%	\$207,072	19%	\$1,103,352
D-4 Bridge Department	31	\$1,001,540	78%	\$137,895	11%	\$140,886	11%	\$1,280,321
D-5 Bridge Department	23	\$536,925	62%	\$120,880	14%	\$205,475	24%	\$863,280
D-6 Bridge Department	25	\$757,146	74%	\$61,343	6%	\$200,327	20%	\$1,018,816
D-7 Bridge Department	23	\$608,624	70%	\$80,537	9%	\$185,498	21%	\$874,659
D-8 Bridge Department	23	\$447,452	67%	\$74,721	11%	\$141,946	21%	\$664,119
D-9 Bridge Department	23	\$583,557	66%	\$81,670	9%	\$223,640	25%	\$888,867
D-10 Bridge Department	23	\$663,632	74%	\$96,916	11%	\$138,528	15%	\$899,076
STATEWIDE TOTALS:		\$6,716,805	66%	\$942,221	9%	\$2,471,543	24%	\$10,130,569

DIVISION OF HIGHWAYS

TRAFFIC ANALYSIS

The Program Planning and Administration Division's Traffic Analysis Unit collects and compiles traffic data for the Division of Highways. Data is collected continuously at 65 PATR (Permanent Automatic Traffic Recorder) locations statewide. Short duration data collection takes place at over 2,500 locations annually on a 3 year cycle.

Traffic information collected includes:

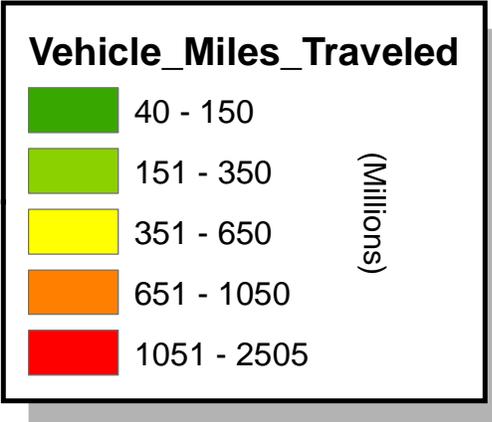
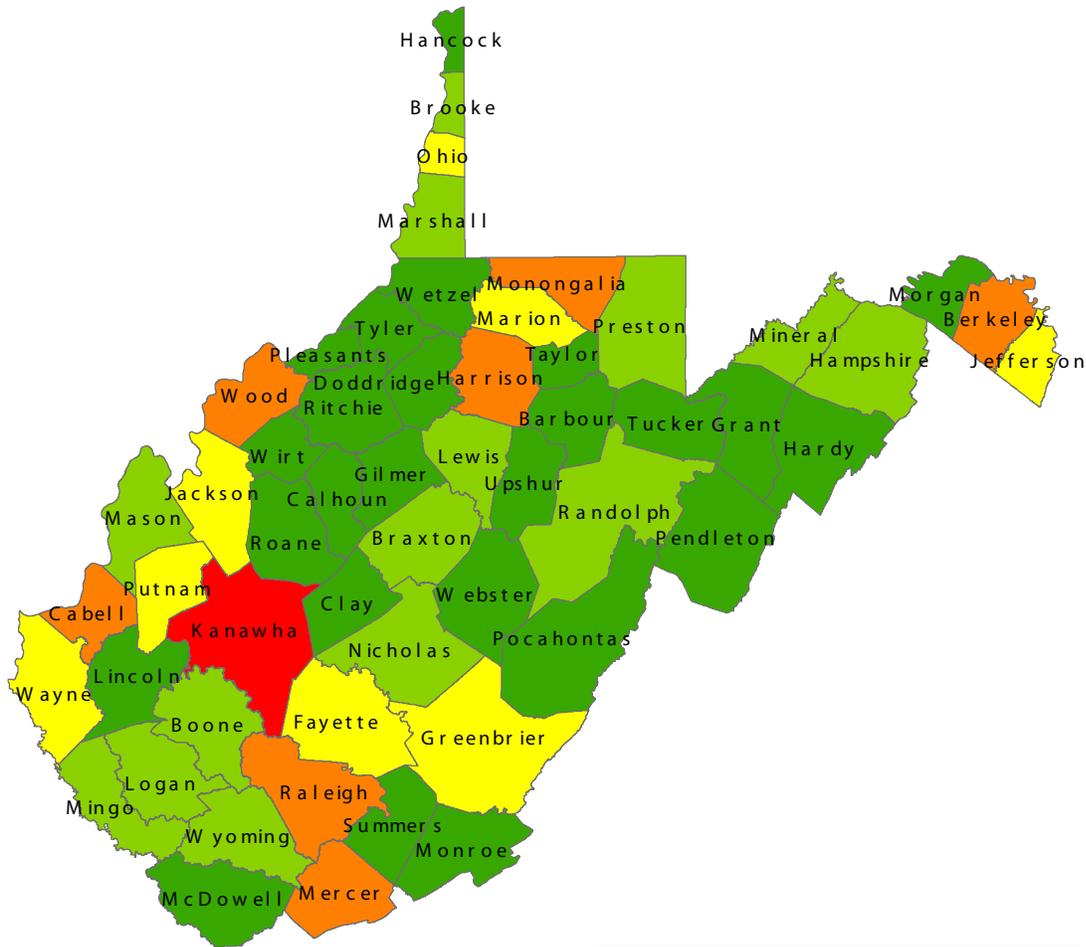
- Traffic volume data- (used to calculate Average Daily Traffic)
- Vehicle type information
- Intersection turning movement information
- County miles, annual vehicle miles, and daily vehicle miles per route type
- Weight in motion
- Speed data

The table below lists the amounts of travel (vehicle miles) and average daily traffic (ADT) for routes on the different sign systems in the year 2009.

2009 Travel Statistics					
Route Type	Miles	Percent of Total	Vehicle Miles of Travel (Millions)	Percent of Total	Average Daily Traffic
Interstate	555	1.53%	5,648	29.70%	27,900
US	1,807	4.99%	4,605	24.22%	6,981
WV	3,642	10.05%	4,927	25.92%	3,707
County	28,876	79.66%	3,460	18.20%	328
Other	1,368	3.77%	374	1.97%	750
State Total	36,248	100%	19,014	100%	

West Virginia

Annual Vehicle Miles Traveled

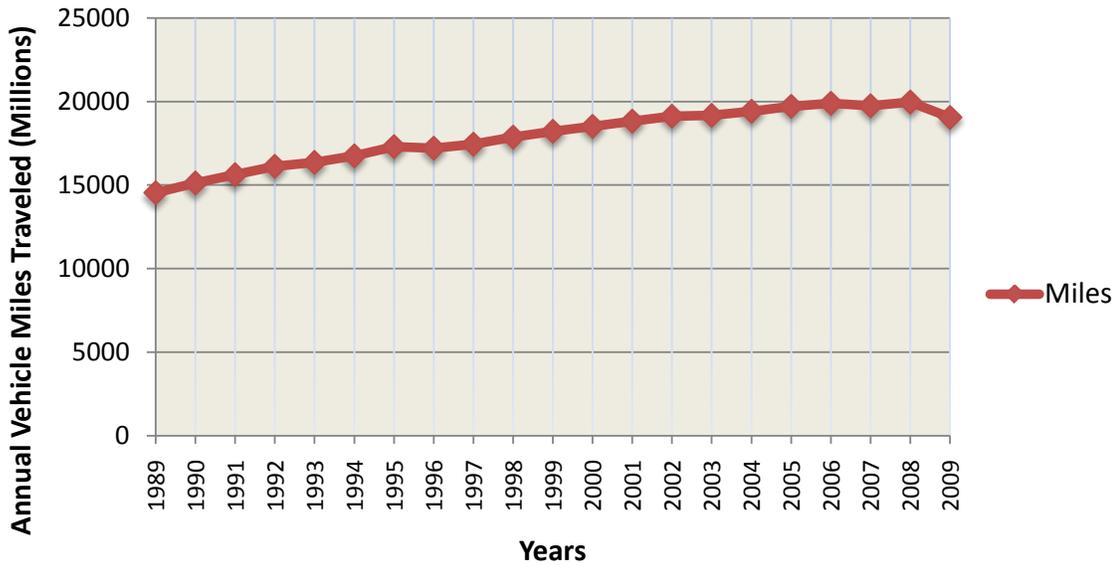


*Based on 2009 Statistics

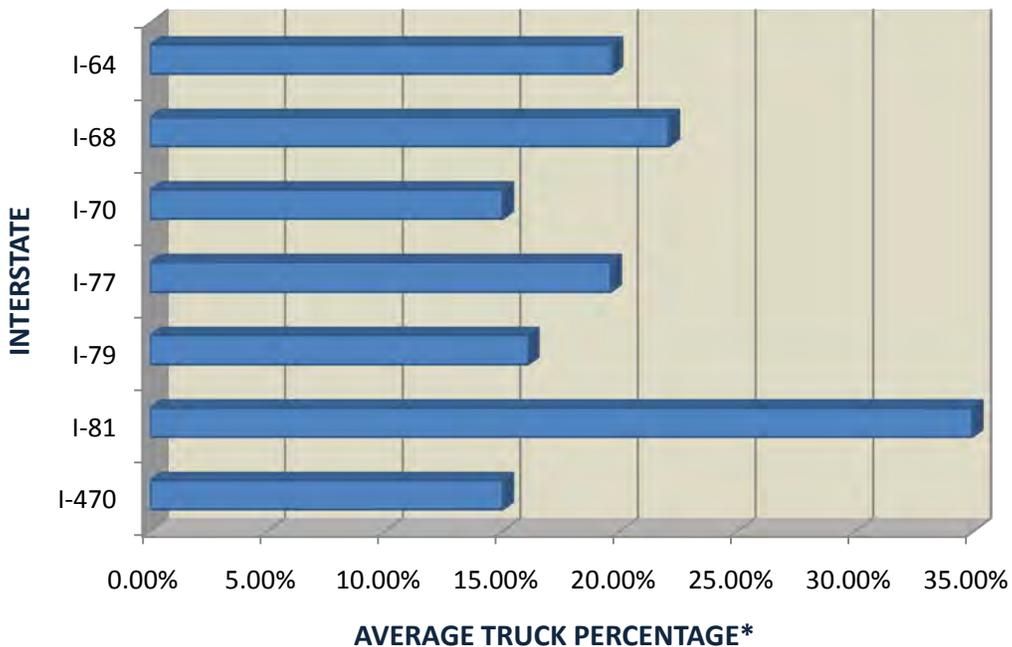
DIVISION OF HIGHWAYS

TRAFFIC ANALYSIS

WEST VIRGINIA ANNUAL MILES TRAVELED



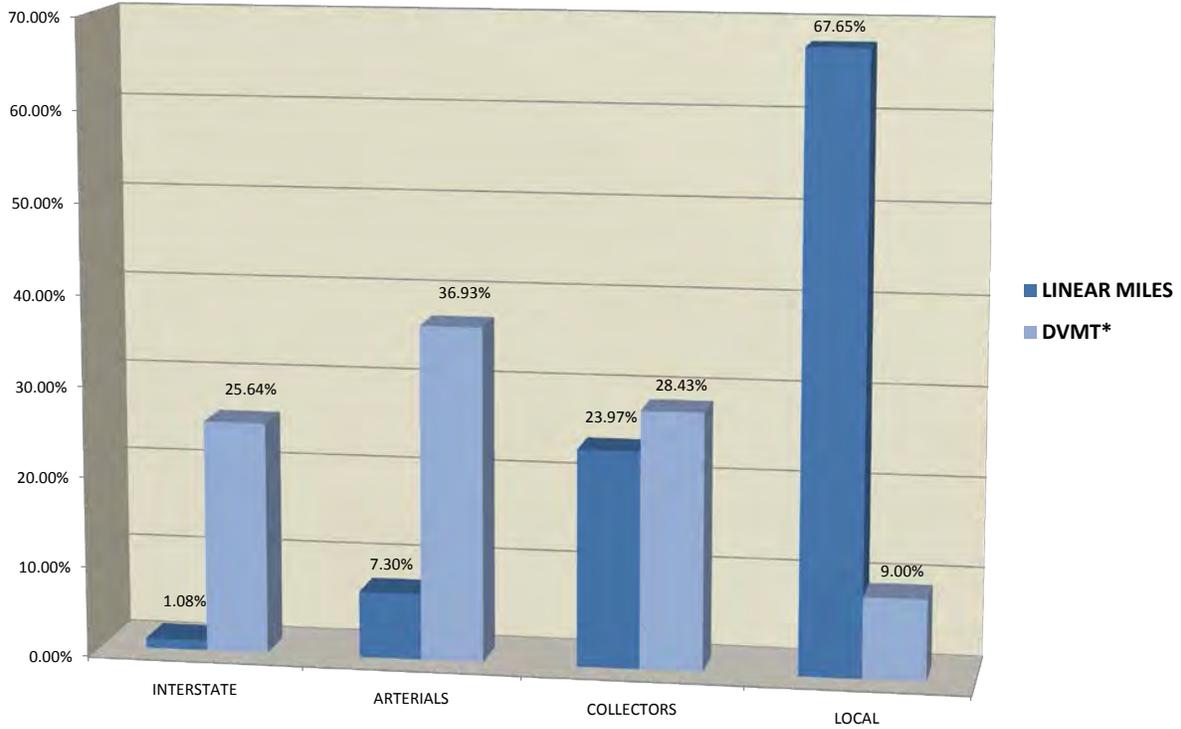
TRUCK PERCENTAGES ON WEST VIRGINIA INTERSTATES



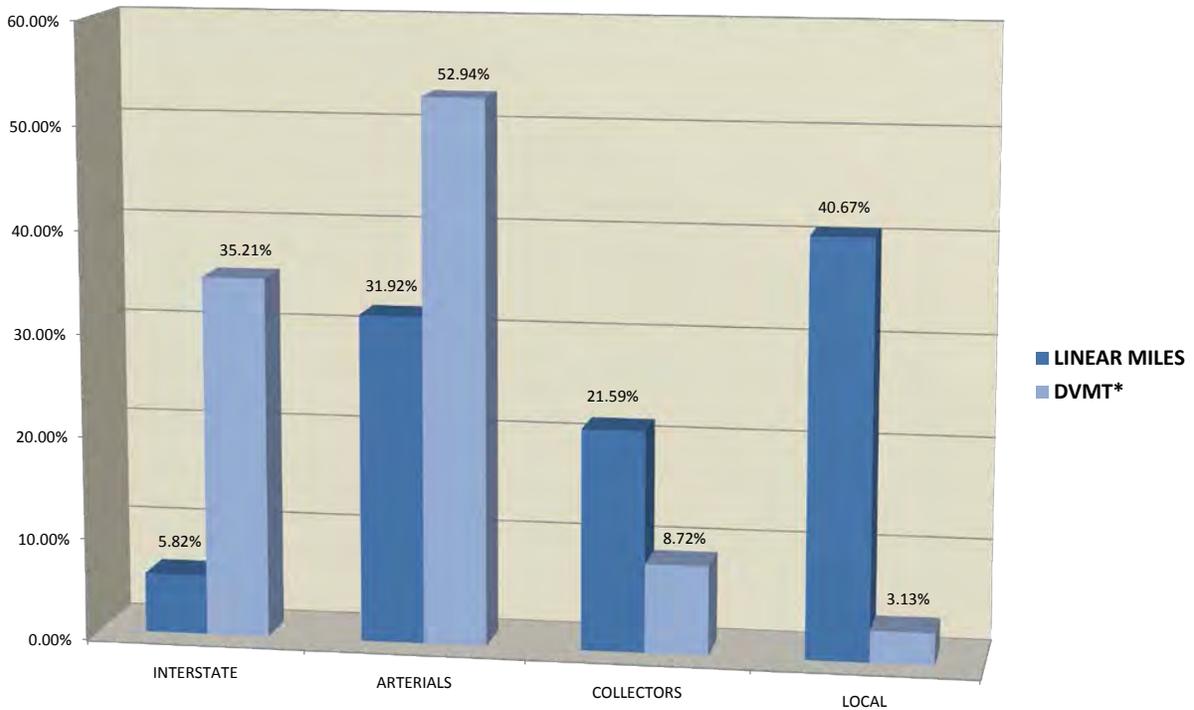
DIVISION OF HIGHWAYS

TRAFFIC ANALYSIS

RURAL MILEAGE and TRAVEL by FUNCTIONAL CLASSIFICATION



URBAN MILEAGE and TRAVEL by FUNCTIONAL CLASSIFICATION



*Daily Vehicle Miles of Travel

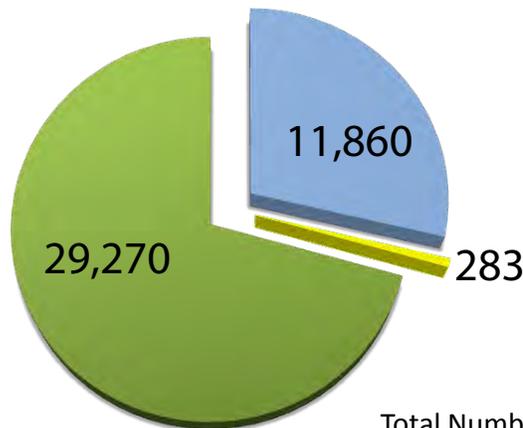
West Virginia's Strategic Highway Safety Plan (SHSP) is a comprehensive plan developed by the West Virginia Highway Safety Management Task Force, a group of all government agencies with highway safety related missions, to reduce the number of deaths and injuries occurring on the State's streets and highways. The SHSP identifies the type of crashes contributing to the majority of highway related deaths and injuries and outlines a plan to work to reduce them. It sets a vision of zero fatalities with an interim goal of reducing fatalities in half by 2030.

It includes 5 Emphasis Areas:

- Roadway Departure & Minimizing its Effects
- Appropriate Use of Occupant Protection (Belts & Helmets)
- Impaired Driving
- At Risk Driver Age Groups (Older & Younger Drivers)
- Improving Highway Safety Data

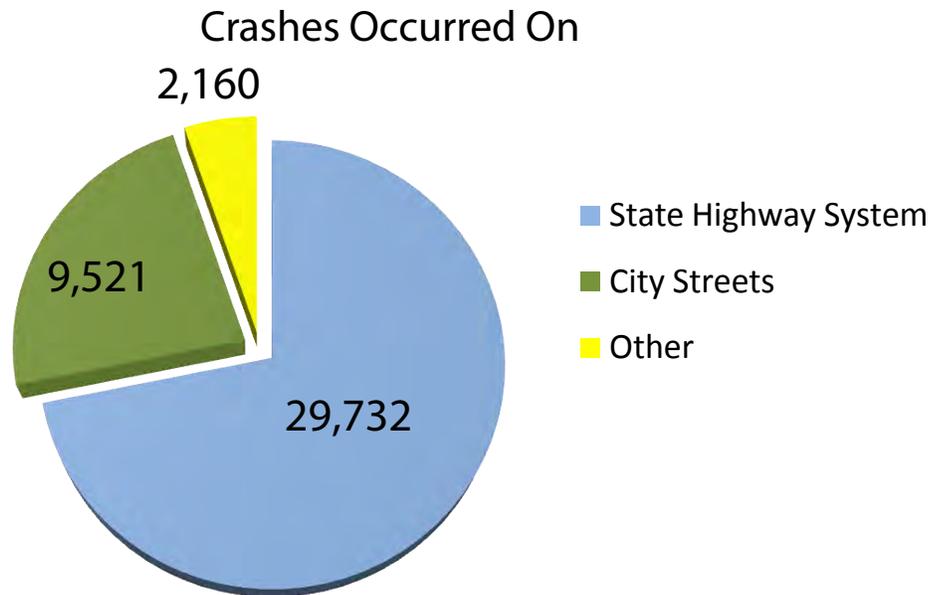
Crash Severity

■ Injury Crashes ■ Fatal Crashes ■ Property Damage Crashes

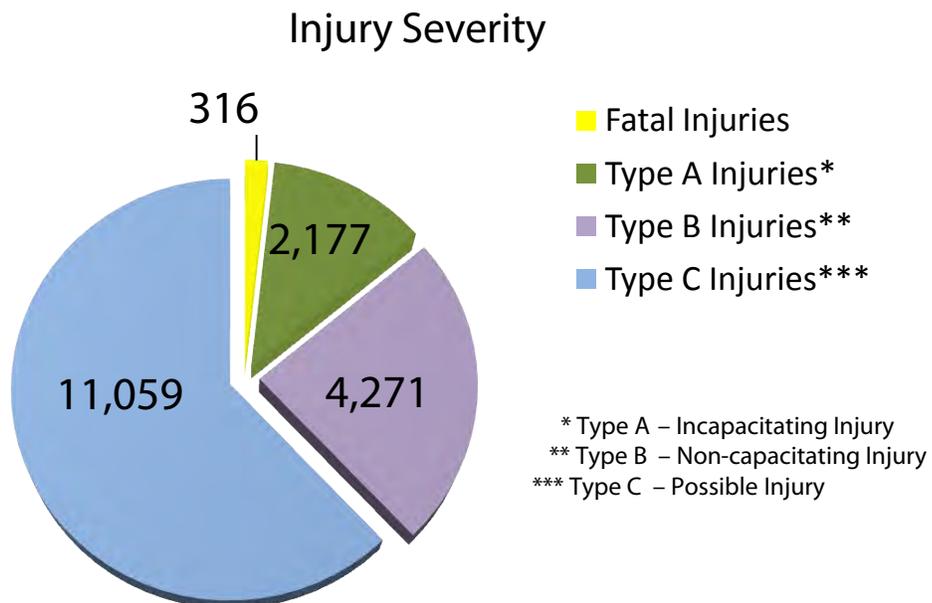


DIVISION OF HIGHWAYS

WV 2010 GENERAL CRASH STATISTICS



Total Number of Crashes – 41,413



Data Source WV Crash Records Database
Division of Highways, Traffic Engineering Division

The WV Division of Highways is involved in the administration of a variety of non-traditional grant programs as follows:

1. Recreational Trails Fund Program

2. National Scenic Byway Program

3. Safe Routes to School Programs

4. The Transportation Enhancement Program

Transportation Enhancement Program (TEP)

In 1991, Congress initiated a number of reimbursable grant programs designed to enhance America's "Livable Communities." The TEP was initiated by the ISTEA and was continued in 1997 by the Transportation Equity Act for the 21st Century (TEA-21). In August 2005, SAFETEA-LU builds on the foundation set by ISTEA and TEA-21, continuing the funding of the program and refining the process to maintain and improve the quality of life at the community level. The TEP has been a popular funding source for local community development. It is an 80% federal, 20% local reimbursement grant program for non-traditional transportation related projects. Examples of the type of projects receiving TEP grants include railway depot restorations, pedestrian and bicycle facilities, rail trails, and landscaping.

In West Virginia, eligible applicants must be governmental bodies. To be eligible a project must have both a relationship to surface transportation and must fit into one of the following twelve qualifying categories:

1. Provision of facilities for pedestrians and bicycles,
2. Provision of safety and educational activities for pedestrians and bicycles,
3. Acquisition of scenic easements and scenic or historic sites; including historic battlefields,
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities),
5. Landscape and other beautification projects,
6. Historic preservation,
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals),
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails),
9. Control and removal of outdoor advertising,
10. Archaeological planning and research,
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity, and
12. Establishment of transportation museums.

Each year the WVDOH solicits Intent-to-Apply form(s) from eligible applicants. The Intent-to-Apply forms are due by November 15th of each year. TEP application forms are distributed only after the Intent-to-Apply forms are reviewed. The application forms are then due the subsequent January 15th. An Intent-to-Apply form must be approved in order for a project to be eligible to apply for funding. The minimum total cost of a project is \$30,000.

Contact Information: WV Department of Transportation
Division of Highways

Program Planning and Administration Division
1900 Kanawha Boulevard, East
Building 5, Room A-863
Charleston, WV 25305

Contact: Richard Warner Phone: 304.558.9629 Fax: 304.558.3783

DIVISION OF HIGHWAYS

RECREATIONAL TRAIL PROGRAMS

The Recreational Trails Program (RTP) is an 80% federal, 20% local reimbursement which may be cash or approved third party in-kind contribution of services/labor/material (which must be detailed at the time of application) grant program that is available for motorized and/or non-motorized recreational trails projects. Project Sponsors may either be governmental bodies or non-profit organizations registered with the WV Secretary of State. Projects which can receive funding include the following:

- Construction of new trails,
- Restoration or maintenance of trails,
- Construction of trails for the physically challenged,
- Construction of trail and trailhead facilities, i.e. parking, bridges, signage, etc.,
- Purchase of trail construction or maintenance equipment,
- Acquisition of easements or property for trails,
- Assessment of trail conditions for accessibility and maintenance, and/or
- Educational programs to promote trail related safety and environmental protection.

Recreational Trails can be used for horseback riding, hiking, bicycling, snowmobiling, ATV and off-highway motorcycles, 4x4 vehicles, inline skating, canoe or water trails and other motorized or non-motorized trail uses.

Each year the WVDOH solicits Intent-to-Apply form(s) from eligible applicants for RTP grants. The Intent-to-Apply forms are due by December 15th of each year. RTP Application forms are distributed only after the Intent-to-Apply forms are reviewed. The RTP Application forms are then due the subsequent February 15th. An RTP Intent-to-Apply form must be approved in order for a project to be eligible to apply for funding. The minimum total cost of a project is \$5,000 (\$4000/\$1000) and the maximum total cost of a project is \$100,000 (\$80,000/\$20,000)



Contact Information: WV Department of Transportation
Division of Highways
Program Planning and Administration Division
1900 Kanawha Boulevard, East
Building 5, Room A-863
Charleston, WV 25305

Contact: Ryan Burns Phone: 304.558.9297 Fax: 304.558.3783

DIVISION OF HIGHWAYS

NATIONAL SCENIC BYWAY PROGRAM

SAFETEA-LU also contains millions of dollars in Federal-Aid for the National Scenic Byway Program. In order for a West Virginia route to be eligible for consideration, it must be an officially recognized West Virginia Byway or Backway. Project selection and awards are made by the Federal Highway Administration (FHWA).

Community or non-profit groups located along an officially recognized West Virginia Byway/Backway or a National Scenic Byway may be eligible to apply for an 80% reimbursable Scenic Byways Program grant. The following types of projects are eligible for funding:

- Byway safety improvements,
- Facility construction on Byways:
 - pedestrian and bicycles,
 - rest areas,
 - turnouts and overlooks,
 - highway shoulder improvements, and/or
 - interpretive facilities.
- Improve recreation area access from Byways,
- Protect historical, archaeological and cultural resources adjacent to Byways,
- Develop and provide tourist information to the public about Byways,
- Develop and implement Byways marketing programs,
- Develop a Corridor Management Plan

Applications for the National Scenic Byway Program should be coordinated through local Byway/Backway organizations. Eligible project applications are forwarded from the WVDOT/WVDOH to the FHWA for consideration. Scenic Byway grant awards are up to 80% Federal-Aid reimbursable. The minimum 20% sponsor match may be cash or approved third party in-kind contribution of labor/material (must be detailed at the time of application).

Applications are made available online at <http://www.byways.org>. Sample copies of the application are available upon request from the office of the WVDOT/WVDOH.

The contact information to receive the complete guidelines and application package, to submit completed applications, or to inquire about additional information and deadlines is provided below:

Contact Information: WV Department of Transportation
Division of Highways
Program Planning and Administration Division
1900 Kanawha Boulevard, East
Building 5, Room A-863
Charleston, WV 25305
Contact: Karen Allen Phone: 304.558.9573 Fax: 304.558.3783

DIVISION OF HIGHWAYS

SAFE ROUTES TO SCHOOL PROGRAM

Safe Routes to Schools is a Federal-Aid grant program of the US Department of Transportation's Federal Highway Administration created by Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Each state receives a portion of the funds based on its percentage of the national total of school-aged children in grades K-8. West Virginia receives about a minimum of \$1 million each year.

Safe Routes to School provides funds to West Virginia to substantially improve the ability of primary and middle school students (grades K-8) to walk and bicycle to school safely. The purposes of the program are:

- To enable and encourage children, including those with disabilities, to walk and bicycle to school;
- To make walking and bicycling to school a safer and more appealing transportation choice, which will encourage a healthy, active lifestyle starting at an early age; and
- To facilitate the planning, development and implementation of projects and activities that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately two miles) of primary and middle schools.

Applicants include any state, local and regional agency, including non-profit organizations registered with the West Virginia Secretary of State's Office and having Department of Treasury Internal Revenue Service Tax Determination as a Non-Profit Organization 501 (c).

Funding is available for Infrastructure-related projects and Non-Infrastructure-related activities. Seventy to 90 percent of funds are for Infrastructure-related projects, which may range from a minimum total cost of \$10,000 to a maximum total cost of \$100,000. No less than 10 percent and no more than 30 percent of funds are required to be spent on Non Infrastructure-related activities, which may range from a minimum total cost of \$10,000 to a maximum total cost of \$30,000. Funds provided for this program are on a 100 percent eligible cost reimbursement from Federal Highway Administration, which is managed through the West Virginia Division of Highways (WVDOT). Reimbursable grants are awarded through a statewide competitive process.

The Engineering component includes planning, design, and construction of Infrastructure-Related Projects that will substantially improve the ability of students to walk and bicycle to school and may include:

- Sidewalk improvements
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements in the vicinity of schools

DIVISION OF HIGHWAYS

SAFE ROUTES TO SCHOOL PROGRAM

Non-Infrastructure- Related Activities include Encouragement, Education, Enforcement, and Evaluation components and may include:

- Creation and reproduction of promotional and educational materials
- Bicycle and pedestrian safety curriculum, materials and trainers
- Training, including Safe Routes to School Workshops that target school and community-level audiences
- Modest incentives for Safe Routes to School contests and incentives that encourage more walking and bicycling over time
- Costs for data gathering, analysis, and evaluation reporting at the local project level
- Equipment and training needed to establish crossing guard programs

The Division of Highways solicits Intent-to-Apply Forms from eligible applicants, which are due by November 15th each year. Applications are distributed only after the Intent-to-Apply Forms are reviewed and approved by WVDOH and are due January 15th each year. A Board composed of representatives from WVDOH Engineering, Traffic Engineering, and Program Planning and Administration Divisions, WV Department of Health and Human Resources, WV Division of Rehabilitation Services, WV Department of Education, and the Federal Highway Administration. WV Division Safety Engineer reviews the applications and makes recommendations to the Commissioner of Highways who makes recommendations to the Governor. The Governor announces grant recipients.



Contact Information: WV Department of Transportation
Division of Highways
Program Planning and Administration Division
1900 Kanawha Boulevard, East
Building 5, Room A-863
Charleston, WV 25305

Contact: Ryan Burns Phone: 304.558.9297 Fax: 304.558.3783

DIVISION OF HIGHWAYS

ADOPT-A-HIGHWAY

Roadsides are a visitor's introduction to a community, and first impressions can be lasting. Travelers' opinions of West Virginia are often based on what they observe as they drive along our highways. Tourism has become increasingly important during the last decade and will continue to play a significant role in economic development. Therefore, it is more important than ever that residents uncover the beauty of West Virginia by removing unsightly litter that tarnishes the state's image, so that residents and visitors alike may enjoy its natural uncontaminated charm.

The Adopt-A-Highway Program is co-sponsored by the Division of Highways and the Department of Environmental Protection, REAP Program. It was established in the late 1980s to improve the quality of the state's environment by encouraging public involvement in the elimination of highway litter. Its objective is to save taxpayer money by increasing public awareness and to serve as an educational tool by focusing on the consequences of littering. The program offers volunteers the opportunity to take charge of their own environment by making a positive effort to create a cleaner, more aesthetic place in which to live.

Contact Information:

Telephone: 800.322.5530

<http://www.dep.wv.gov/dlr/reap/aah/pages/default.aspx>



DIVISION OF HIGHWAYS

OPERATION WILDFLOWERS

Sponsored by the West Virginia Garden Club, Inc. in cooperation with the West Virginia Division of Highways and the Department of Environmental Protection, REAP Program

Our highways are a visitor's introduction to West Virginia, and first impressions can be lasting. Realizing the need for highway beautification, the West Virginia Garden Clubs, Inc., and the Divisions of Highways and Natural Resources joined forces in 1990 to bring beauty and diversity to roadside landscapes by planting native and naturalized wildflowers in areas which normally supported weeds and dense brush. Their objective was also to encourage the preservation of natural stands of native wildflowers that traditionally had been mowed down and the planting of wildflowers on private property. In the last few years highway landscapes have been greatly improved as a result of this cooperative effort which resulted in the creation of "West Virginia Operation Wildflowers."

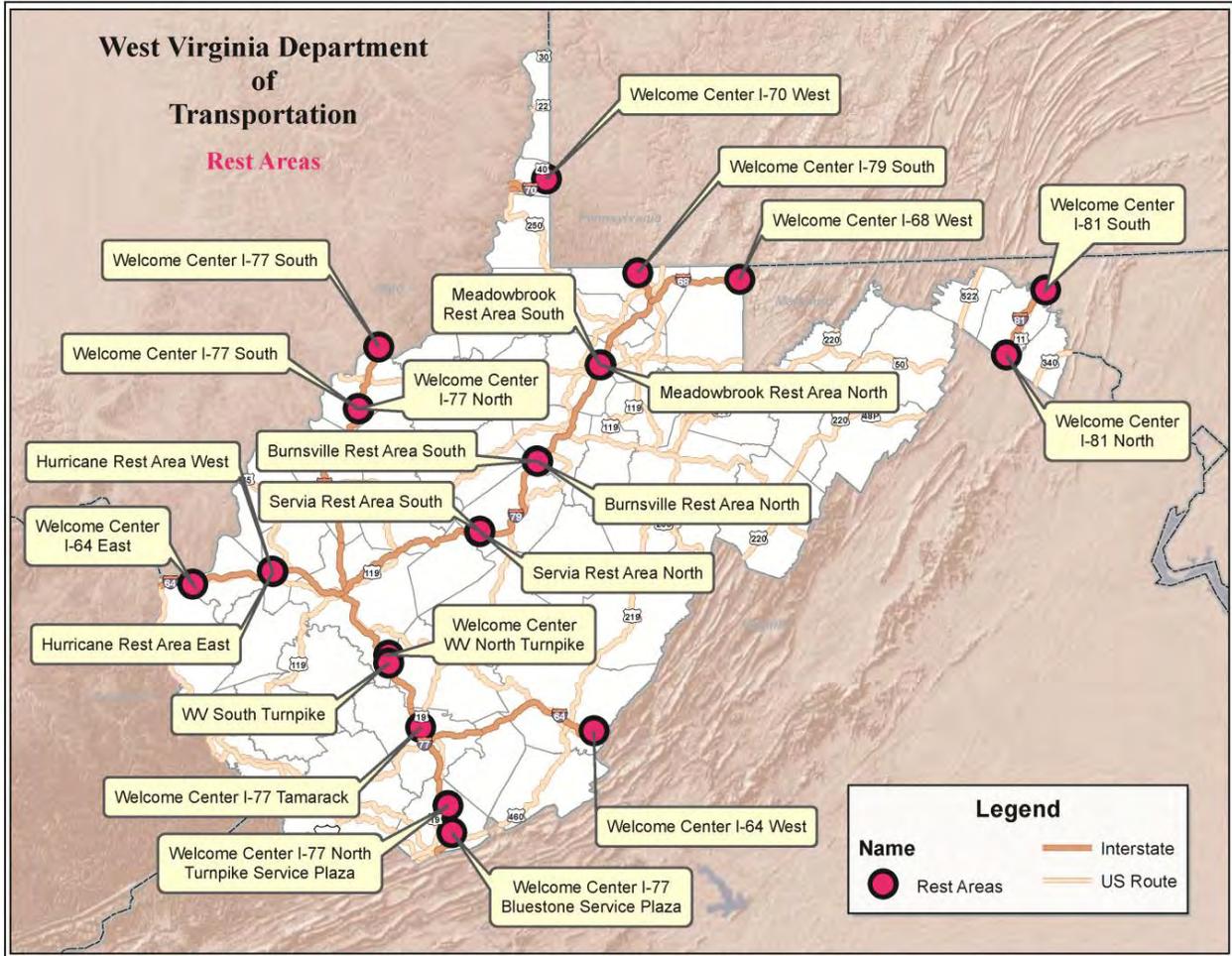
In 1992, after a two year experimental period, West Virginia Operation Wildflowers was opened to the public. Since then over 200 acres of roadside wildflowers have been planted throughout the state. The program has proven to be one of the most popular statewide efforts in many years. At least one cultivated wildflower site has been planted in each of the following counties: Barbour, Berkeley, Boone, Brooke, Cabell, Fayette, Gilmer, Greenbrier, Hampshire, Harrison, Jackson, Jefferson, Kanawha, Lewis, Lincoln, Marion, Marshall, Mercer, Mineral, Monongalia, Nicholas, Ohio, Pocahontas, Putnam, Raleigh, Randolph, Ritchie, Summers, Tucker, Upshur, Wayne, Wetzel, Wood and Wyoming. With continued public support it is possible that cultivated wildflower beds will be planted in all 55 counties within the near future.

Roadside beautification projects offer individuals, businesses, civic groups and communities an excellent opportunity to unite diverse groups of people and motivate them to work toward a common goal. We have come to realize that highway beautification extends beyond mowing. It is no longer a matter of removing unwanted plants, but one of encouraging species to diversify and beautify roadsides. In recent years wildflowers have become widely recognized and appreciated as an economical and environmentally friendly way to enhance our highways.

For more information on the Adopt a Highway Program or Operation Wildflower, please email dot.info@wv.gov or visit www.dep.wv.gov.

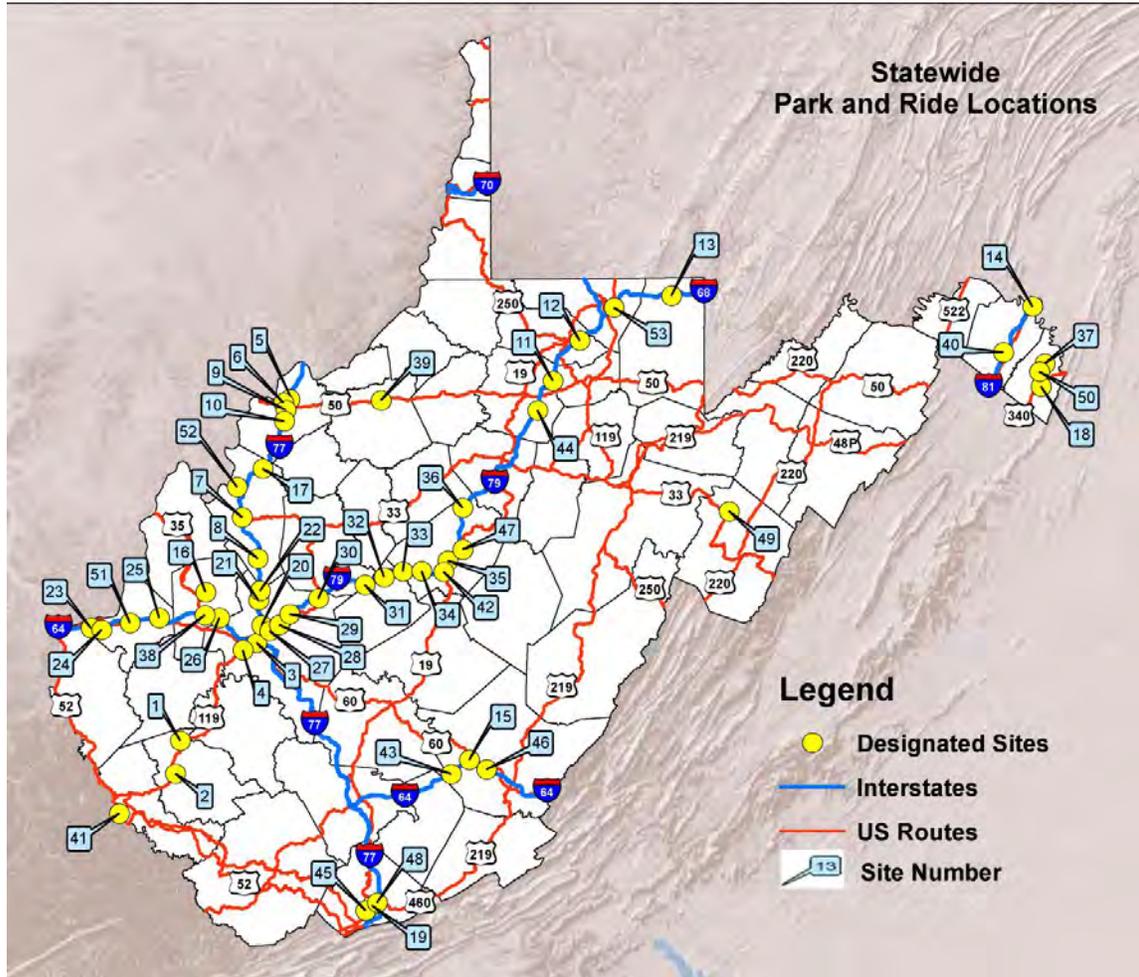
DIVISION OF HIGHWAYS

WV WELCOME CENTERS AND REST AREAS



DIVISION OF HIGHWAYS

PARK AND RIDE FACILITIES



Site No	PARK AND RIDE	LOCATION (ROUTE)	COUNTY
1	Chapmanville	US119 and WV 10	Logan
2	Logan	WV 73	Logan
3	Cantley/Fort Hill Drive	US 119	Kanawha
4	Ruthdale Road	US 119	Kanawha
5	Core Road (US 50/2)	I-77 Exit 176, US 50	Wood
6	WV 47 – US 50 Off Ramp	From WV 47, take the US 50 Off Ramp From I-77, Take Exit 174 to WV 47	Wood
7	Ripley	I-77 Exit 138, US 33E/WV 62W	Jackson
8	Kenna	I-77 Exit 124, WV 34	Jackson
9	Camden Avenue	I-77 Exit 173, WV 95	Wood
10	Mineral Wells	I-77 Exit 170, WV 14	Wood
11	Shinnston/Saltwell	I-79 Exit 125, WV 131	Harrison
12	East Fairmont/Pricketts Creek	I-79 Exit 139, CR 33	Marion
13	Bruceton Mills	I-68 Exit 23, WV 26	Preston
14	Marlowe/Falling Waters	I-81 Exit 23, US 11	Berkeley
15	Midland Trail – Sam Black Church	I-64 Exit 156, US 60	Greenbrier

DIVISION OF HIGHWAYS

PARK AND RIDE FACILITIES

Site No	PARK AND RIDE	LOCATION (ROUTE)	COUNTY
16	Red House (Winfield)	WV 62	Putnam
17	Medina	I-77 Exit 154, CR 1	Jackson
18	US 340, WV 115 & WV 9	JCT of US 340, WV 115 & WV 9	Jefferson
19	Mt. Horeb Road	US 460	Mercer
20	Edens Fork Road	I-77 Exit 106, CR 27	Kanawha
21	Sissonville/Pocatalico	I-77 Exit 114, WV 622	Kanawha
22	Haines Branch/Sissonville	I-77 Exit 116, CR 21	Kanawha
23	WV 152S/WV 527N	I-64 Exit 8, WV 152S/WV 527N	Cabell
24	Hal Greer Blvd	I-64 Exit 11, WV 10	Cabell
25	Milton	I-64 Exit 28, US 60	Cabell
26	Nitro-Poca	I-64 Exit 45, WV 25	Putnam
27	Mink Shoals	I-79 Exit 1, US 119	Kanawha
28	Big Chimney	I-79 Exit 5, WV 114	Kanawha
29	Frame Road/Elkview	I-79 Exit 9, CR 43	Kanawha
30	Clendenin	I-79 Exit 19, US 119	Kanawha
31	Wallback/Clay	I-79 Exit 34, WV 36	Roane
32	Big Otter	I-79 Exit 40, WV 16	Clay
33	Servia Road	I-79 Exit 46, CR 11	Braxton
34	Frametown	I-79 Exit 51, WV 4	Braxton
35	Sutton/Gassaway	I-79 Exit 62, WV 4	Braxton
36	Burnsville	I-79 Exit 79, WV 5	Braxton
37	Duffields (MARC)	CR 17	Jefferson
38	Crooked Creek	I-64 Exit 40, US 35	Putnam
39	Ellenboro	US50 and WV 16	Ritchie
40	Tabler Station	I-81 Exit 8, CR 32	Berkeley
41	Chattaroy	US119 and CR 14	Mingo
42	Coon Knob	I-79 Exit 57, US 19	Braxton
43	Dawson	I-64 Exit 150, CR 29/4	Greenbrier
44	Quiet Dell	I-79 Exit 115, WV 20	Harrison
45	Frontage Road	US 460	Mercer
46	Alta	I-64 Exit 161, WV 12	Greenbrier
47	Flatwoods	I-79 Exit 67, US 19	Braxton
48	Athens Road	WV 20	Mercer
49	Seneca Rocks	WV 28	Pendleton
50	Currie Street	WV 9 and CR 9/1 - Charles Town Road	Jefferson
51	Barboursville Exit	I-64 Exit 20B, CR 60/89	Cabell
52	Ravenswood	US 33, CR 68/2	Jackson
53	Sabraton	I-68 Exit 4, CR 7/22	Monongalia

DIVISION OF HIGHWAYS

REVENUES AND EXPENDITURES

FY 2010 PROGRAM OVERVIEW

REVENUES

The activities of the WVDOH are funded almost exclusively from the State Road Fund, which receives its funding from state revenue collections and federal reimbursement. The state revenue component of the State Road Fund is derived from Motor Fuel Taxes, Registration Fees, Privilege Tax, and Miscellaneous income levied and generated at the State level. The federal component is derived from federal-aid reimbursements available to the State through national federal-aid highway legislation. State dollars are initially used to pay for work on federal-aid eligible projects, after which the Agency is reimbursed for a share of the project's costs. The amount of reimbursement varies by type of project and program, but is generally about 80% of the total cost. During FY 2010, the State Road Fund received \$1.1 million in revenue and reimbursements, of which \$682.6 came from state sources and \$495.3 million, came from federal reimbursements.

Motor Fuel Taxes: In FY 2010 the Motor Fuel Tax was 32.2¢ per gallon of fuel, which is comprised of a 20.5¢ flat rate and 11.7¢ variable rate that is adjusted annually based on the wholesale cost of fuel. Motor Fuel Taxes generated \$390.9 million in revenue during FY 2010.

Registration Fees: Registration Fees encompass not only vehicle registration fees but also driver's licenses, permit, and litter control fees. Vehicle registration fees are based on a vehicle's classification and are renewed annually or on a multi-year basis. Driver's licenses and learner's permit fees are imposed to verify that a person is qualified to operate a motor vehicle. In FY 2010, Registration Fees generated \$89 million in revenue.

Privilege Tax: The Privilege Tax is a 5% tax imposed when the certificate of title is issued, and was first enacted in 1935 at a rate of 2% of the vehicle value. The rate was increased to 5% in 1971 and has remained unchanged since that time. In FY 2010, Privilege Taxes generated \$148 million in revenue.

Federal Reimbursement: The federal government has long recognized the need for an efficient and effective national highway network. To help satisfy this need, the federal government authorizes the expenditure of federal funds for various activities that it has deemed to be of national importance. Rather than trying to own, operate, and maintain highway infrastructure across the nation, the federal government makes funds available to state and local governments having jurisdiction over important transportation facilities to accomplish these tasks. The activities and/or the network of roads and bridges in which the federal government will participate in their renovation, improvement, and construction are termed "federal-aid-

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REVENUES AND EXPENDITURES

eligible”. Throughout the State, only 27% (10,428 miles) of the public highway mileage is eligible for federal-aid. The remaining 73% (28,169 miles) of public highway mileage must be funded entirely by the governmental entity having jurisdiction over those highways. In the case of West Virginia, where WVDOH has statutory responsibility for nearly all roads (92%), all maintenance, improvement, and construction initiatives are funded with 100% State revenues.

EXPENDITURES

Expenditures for the FY 2011 program can be divided into three broad categories:

- Set Asides
- Priority Expenditures
- Capital Improvements

Set Asides:

Set-Asides are Legislative mandates that require monies from the State Road Fund to be diverted to other agencies to cover “highway-related” activities. In FY 2010, \$35 million in State Road Fund monies were used to pay for Set-Asides. The largest Set-Aside has historically been for the operation of West Virginia Division of Motor Vehicles (WVDMV). In FY 2010, \$31.5 million in State Road Fund monies was used to pay for WVDMV operations. In addition to supporting WVDMV operations, State Road Fund monies are used to cover legal claims against WVDOH and WVDMV, which were \$0.5 million in FY 2010. The WVDOH is also legislatively required to transfer funds from the State Road Fund to the Industrial Access Road (IAR) Fund. While the monies transferred to the IAR Fund are not available to WVDOH for general purposes, they are available for the construction of roads to industrial access facilities throughout the State. In FY 2010 transfers to the IAR Fund were \$3 million.

Priority Expenditures:

After Set Asides have been accommodated and before embarking on any capital improvements, the WVDOH is mandated to fund several priorities: Debt Service, Administrative Support and Routine Maintenance. The first priority expenditure is for Debt Service, which is the use of incoming revenue to pay the principal and interest due on State bonds issued for prior highway initiatives, was \$50 million in FY 2010. The WVDOH is currently paying debt service on \$550 million in road bonds, which were approved in 1996 for highway initiatives. Before even basic maintenance activities can start, WVDOH must meet its daily financial obligations (insurance, salaries, pensions, etc.) for the facilities and staff related to these functions and must pay for the equipment needed to accomplish basic functions. Administrative Support costs, which are the second priority expenditure, entail funding not only for individuals that are needed to perform tasks of a support nature (executive, finance, legal, human resources, information technology, etc.), but also for WVDOH inventory and equipment (snowplows, mowers, trucks,

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REVENUES AND EXPENDITURES

etc.). Without these support functions in place, WVDOH could not operate. FY 2010 Administrative Support expenses were \$40.7 million. The third mandated priority expenditure is for Routine Maintenance of the roadways under WVDOH's jurisdiction. Routine Maintenance includes such activities as snow removal, brush cutting, bridge inspection, litter collection, pothole patching, and ditch cleaning, to name a few. If WVDOH did not perform these fundamental tasks, the roadways under its jurisdiction would rapidly become unusable to the traveling public. WVDOH has facilities, equipment and workers in all 55 counties dedicated to Routine Maintenance of the highways and bridges under its jurisdiction. Some maintenance initiatives are tied to a specific location or project rather than broad system needs. While these projects are funded as maintenance activities, since they are for specific locations they are treated as part of the Agency's capital program, which will be described below. Routine Maintenance costs of the WVDOH were \$271.3 million in FY 2010.

Capital Program:

After the Agency allocates sufficient monies to address Set Asides and mandated Priority Expenditures, the remaining resources of the State Road Fund can be applied toward a capital program of infrastructure projects. The Agency's capital program is comprised of two parts, a State Program and a Federal Program. Capital projects implemented under the State Program are funded with 100% State Funds. Capital projects implemented under the Federal Program are initially paid for with 100% State Funds and then the federal government will reimburse the Agency for a portion of those expenditures, typically in the range of 80%. During FY 2010, the State portion of the capital program totaled \$159.9 million and the Federal portion of the capital program totaled \$594 million.

Expenditures incurred from the Agency's State and Federal capital programs are in turn subdivided into categories that generally equate to line items contained in the annual budget. During FY 2010, project expenditures were assigned to one of eight categories, four of which correlate to the State Capital Program and four correlate to the Federal Capital Program.

The four budget categories under the State Capital Program are geared toward the type of work being performed and are as follows: Contract Paving, Maintenance Renovation, Non-Federal Bridge and Non-Federal Construction, which spent \$55.4 million, \$50 million, \$28.3 million and \$26.2 million respectively. Contract Paving contains projects for resurfacing roadways regardless of federal funding eligibility. Maintenance Renovation covers a broad spectrum of projects like slides, pipe replacement, guardrail replacement and pavement repair. The Non-Federal Bridge category covers both the renovation and replacement of bridges. Even though all bridges are eligible for federal funding if certain criteria are met, due to the limited amount available, the Agency directs additional state resources to address the needs of the 6,799

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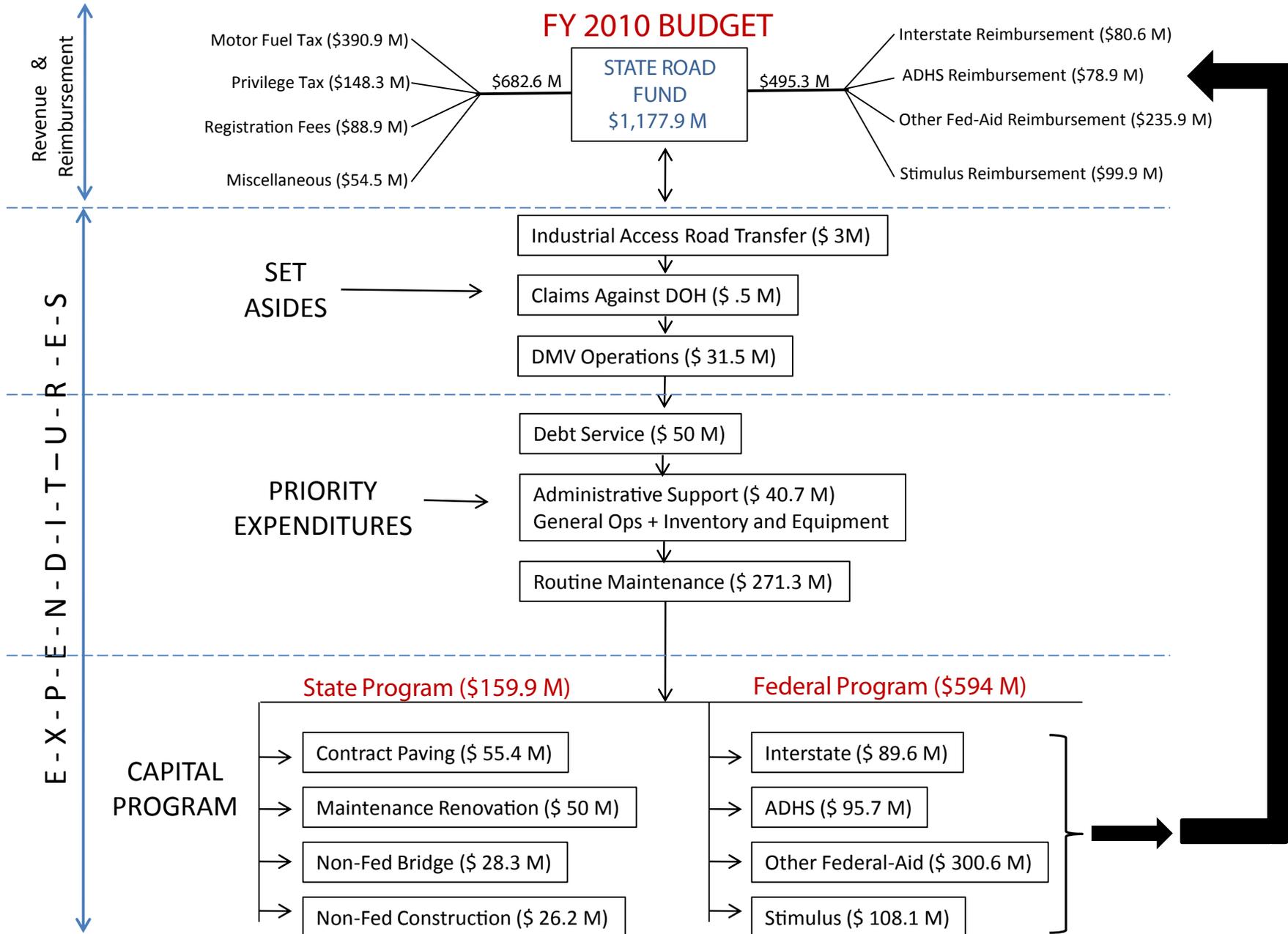
REVENUES AND EXPENDITURES

bridges under its jurisdiction. The Non-Federal Construction category is generally limited to the construction of or improvements to roadways that would not otherwise be eligible for federal-aid.

The four budget categories under the Federal Capital Program are geared toward the type of facility the project is located on rather than the type of work being performed. The four categories are as follows: Interstate, Appalachian Development Highway System (ADHS), Other Federal-Aid and Stimulus, which spent \$89.6 million, \$95.7 million, \$300.6 million and \$108.1 million, respectively. All federal-aid eligible work for which the Agency will seek reimbursement conducted on an Interstate Route or ADHS will be charged to the appropriate budget category. All federal-aid eligible work for which the Agency will seek reimbursement done on routes other than Interstate or ADHS facilities will be assigned to the Other Federal-Aid category. Unlike the other three federal categories, which have been used for budgetary purposes for many years, the Stimulus category is anticipated to only cover a few fiscal years and is aligned to a specific program rather than the type of roadway. The Stimulus category was established to aid in tracking transportation infrastructure projects done as part of the federal American Recovery and Reinvestment Act. After these projects are fully completed, this category will no longer be needed. During FY 2010 the State Road Fund was reimbursed \$495.3 million for expenditures on federal-aid eligible projects.

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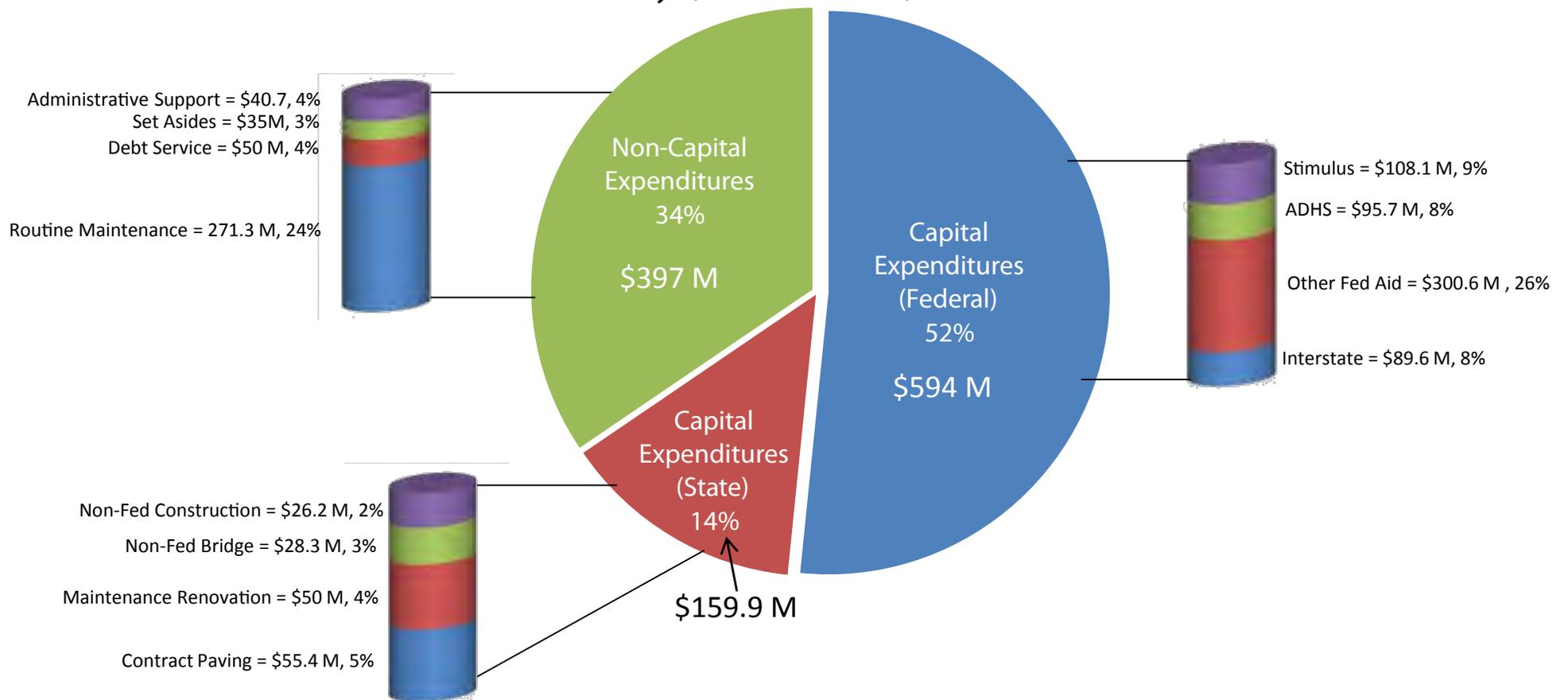
REVENUES AND EXPENDITURES



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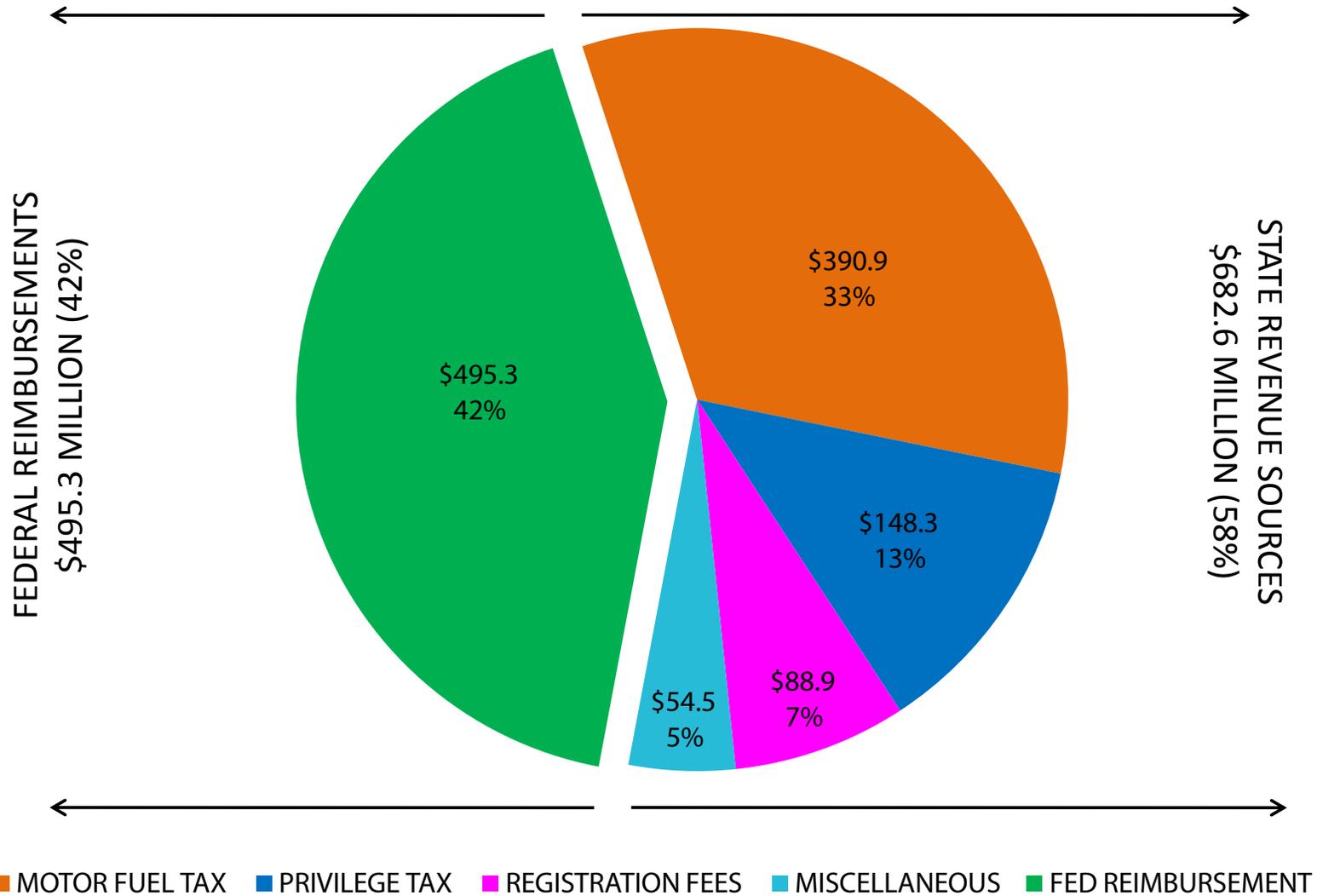
Division of Highways
 FY-2010 Expenditures (\$1,150.9 Million)
 July 1, 2010 – June 30, 2011



DIVISION OF HIGHWAYS

REVENUES AND EXPENDITURES

FY 2010 STATE ROAD FUND RECEIPTS
(\$1,177.9 MILLION)



DIVISION OF HIGHWAYS

HIGHWAY ADVANCEMENTS AND INITIATIVES

Transportation Management Center

The new “State of the Art” Transportation Management Center (TMC) began operation in November of 2008 and is located in a secured area on the 3rd floor of the Division of Highway’s building on the Capitol Complex. The TMC is open 24 hours rotating a group of approximately nine employees to assure coverage of the around the clock operation.

The TMC provides an environment within West Virginia for immediate and real-time transportation system operation from both the local, statewide and regional level. This allows faster response to emergencies and weather incidents, and provides better quality and timely information to the users of the transportation network in West Virginia. At last count, the TMC is integrated with 37 partnering agencies.



This system relies on many Intelligent Transportation Systems (ITS) field devices such as Dynamic Message Signing (DMS), Roadway Weather Information Systems (RWIS), Closed Circuit Television Systems (CCTV), Bluetooth detection systems, as well as three satellite TMC centers that are being constructed at the Rahall Transportation Institute, West Virginia Parkways and Economic Development Transportation Authority, and the Division of Homeland Security.

511 Traveler Messaging System (to be launched in 2011)

- NG-511 shall be available to traveling motorists or anyone with transportation interests 24/7/365.
- This NG-511 system shall provide an interactive/voice recognition system that will provide detailed information regarding Weather, Accidents, Construction, Road Conditions, Events, Emergency Alerts, as well as Tourism to travelers through the touch tone capability of their mobile telephone call device(s), or through their resident landline or computer.
- NG-511 system shall provide travelers (or anyone with transportation interests) a website that will provide the above travel information, as well as ‘viewable’ messaging with regard to our Dynamic Message Signs and Roadway Weather Information Systems, as well as live video feeds from any of the Closed Circuit Television Cameras located across the State.
- NG-511 system will spread information through social networking sites such as ‘Twitter’ and ‘Facebook’.
- The WVDOH NG-511 shall integrate into each of our peripheral state 511 systems to provide pertinent travel information within the region.

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HIGHWAY ADVANCEMENTS AND INITIATIVES

ERP-Enterprise Resource Planning - The West Virginia Department of Transportation is currently partnering with the State of West Virginia to procure and implement an Enterprise Resource Planning (ERP) system for state government. An ERP system is a comprehensive suite of integrated software applications that provide end-to-end support for statewide administrative functions such as budget development, financial management, treasury management, procurement, asset management, human resources management, payroll administration and project management. These functions will typically be provided by a single software solution. Some exceptions are transportation asset management and facilities management, fleet management, real estate and time reporting/leave accounting where best-of-breed software applications may be integrated with the ERP software because ERP solutions may not provide all the specific functionality required by the Department of Transportation.

An ERP system allows for more efficient processing, and eliminates redundant data entry and reconciliation tasks. Additionally, certain features such as automated workflow and electronic approvals, security, reporting, business intelligence and data warehousing cross all functional modules. The Department of Transportation is scheduled to go-live on July 1, 2013.

DOH Equipment Fleet

1. Tractors and mowers are more versatile with interchanging parts that allows for more efficient mowing operations and increased productivity in accomplishing the Core Maintenance Plan requirements.
2. Purchase of 143 One Ton Pickup Trucks allows for additional snow plowing coverage on State local service roadways and the added benefit of utilizing Class A licensed drivers to operate them.
3. Purchase of 175 Hino Single Axle Dump Trucks with 5 year/250,000 miles engine warranty. The 371 Class single axle truck features a rust resistant stainless steel bed and can haul a larger load of salt than a V-bottom insert. Truck provides better visibility to the driver both front and side view.
4. Snow Plows decreased in height from 46" to 37" inches as well as in weight from 2400 lbs to 1800 lbs. making the front of the truck lighter and easier to handle.

NOTE: Before the end of 2011 the oldest tandem axle dump truck in our fleet will be a 2004 model and the oldest single axle dump truck will be a 2000 model. All the transportation fleet will be replaced as they meet the replacement criteria.

DIVISION OF HIGHWAYS

HIGHWAY ADVANCEMENTS AND INITIATIVES

GPS Fleet Management

In 2009 WVDOH launched the Trimble Fleet Management Program. The program enables the WVDOH to increase the workflow productivity, reduce fuel cost and improve driver safety.

At this time the WVDOH has installed 379 vehicle tracking GPS units in various vehicles and assigned each District a Fleet Manager Administrator. The vehicles are managed through a web-based fully automated TrimView and Telvistar system. The system allows each manager to view real-time location and status information for each vehicle in their fleet. The system allows each manager to generate reports, alerts and set up maintenance schedules. In late 2010 the WVDOH installed the necessary software that will allow the data stored on the Trimble server to be integrated to a WVDOH server, processed as needed. This integration will allow for the displaying of real-time vehicle location and status to such Web-applications as snow and ice sites.

Recently the Roadway Analysis crew has developed the ability to stream live NMEA strings into their onboard instruments.

Electronic Bidding

With the help of new electronic technology, WVDOH has made tremendous progress in the electronic bidding of highway construction projects. Utilizing proven software and technology, WVDOH, along with private industry, has been able to significantly reduce the amount of time in handling the bidding process. The initiative in this area has translated into significant savings of dollars for both WVDOH and private industry.

WVDOH has successfully established an electronic bidding system through Bid Express. New policies and procedures have been established to effectively oversee this new process. Electronic bidding is utilized on all normal projects. Plans and proposals are now located and available at the Bid Express website (<http://www.wv.bidx.com/main/index.html>).

DIVISION OF HIGHWAYS

HIGHWAY ADVANCEMENTS AND INITIATIVES

WV DOT CORS and RTK VRS Service

In 2009 the West Virginia Department of Highways (WVDOH) entered into a joint venture with Rahall Appalachian Transportation Institute (RTI) to install the statewide Continuously Operating Reference Station (CORS) and Real Time Kinematic (RTK) Virtual Reference Station (VRS) Service. The WVDOH RTK VRS service and CORS network is a dynamic geodetic reference system provided by the West Virginia Division Of Highways Geographic Information Service Group.

The Real Time Network (RTN) consists of Global Navigation Satellite System (GNSS) CORS which provide code range and carrier phase data to users to improve GPS/GNSS positioning across the state. CORS sites are owned and operated by a number of state agencies, research institutions, and private organizations. The RTI manages CORS data collection, IT infrastructure, data processing, training and technology transfer.

RTN correctors enable real-time centimeter-level precision from survey grade receivers across the state of West Virginia. Currently the system consists of 21 stations and awaiting internet service to two others. Currently there is a web site <http://www.cors.us>, open to the general public to view the status and operation of the 21 stations.

GIS

Geographic Information System (GIS) is an informational system capable of integrating, storing, analyzing, and managing data that are spatially referenced to the Earth. The WVDOT utilizes GIS for planning, analysis, and mapping purposes.

Currently, an enterprise GIS is implemented at the WVDOT. GIS is established as a key component in the WVDOT enterprise information system integrating and spatially enabling various databases throughout the WVDOT. A Linear Referencing System (LRS), simply put, milepost markers positioned along the roadside, is built into the enterprise GIS as the foundation allowing WVDOT assets or events to be spatially located. Up-to-date West Virginia transportation GIS maps or data are downloadable on the WVDOT's website or consumable as web map services. Web mapping applications are also developed to publish transportation information. With an enterprise license agreement with ESRI, the worldwide leader in the GIS industry, GIS software is accessible to every WVDOT employee. In addition, a GIS coordinator network is being set up across the WVDOT to facilitate the utilization of GIS.

More state-of-the-art GIS technologies, including mobile GIS and GIS data exchange network, are expected to be deployed soon.

2011 Highway Program

- Resurfacing Program- \$189 million
- Bridge Program- \$120 million
- Major Initiatives:
 - Corridor H Davis to Bismark- \$90 million
 - WV 10 Rum Creek Connector - \$30 million
 - Dick Henderson Bridge- \$20 million
 - I-81 6 lane widening- \$35 million
 - WV 2 – 4 lane widening - Franklin to Woodland - \$12.5 million
Marshall County