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On the cover

Many times contracts for West Virginia construction projects require litigation of disputes in the state of the project owner or contractor, forcing a contractor to travel to another state to bring or defend claims on the project. Normally, the distance alone will deter contractors from pursuing or defending claims. West Virginia has enacted a statute aimed at preventing this outcome. For more on S.B. 673, see page 18, and see page 6 for this year's modified CAWV Congressional Fly-In.

The Contractors Association of West Virginia is a nonprofit trade organization representing the building, highway, heavy and utility contracting industries in West Virginia. Its services include establishment of a close working liaison with state and federal agencies; worthwhile educational and informational programs; the regular dissemination of pertinent information to its members; strong legislative and media relations; as well as all other activities deemed necessary and proper to promote the general welfare of the construction industry. The CAWV is a certified chapter of the Associated General Contractors of America and the American Road and Transportation Builders Association.

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Congressional Fly-In New Venue: CAWV Headquarters



On March 23, 1988, West Virginia contractors for the first time traveled to Washington, D.C. to meet face-to-face with West Virginia's congressional delegation to discuss legislation vital to the state's construction industry. May 15, 2019 marked the 30th anniversary of the Contractors Association of West Virginia's Congressional Fly-In which has become a key component of the association's legislative advocacy effort.

COVID-19 prevented CAWV members in 2020 and 2021 from their annual trek to the nation's capital to meet with West Virginia's senators and representatives in their D.C. offices. The pandemic did not, however, preclude the association from sitting down with West Virginia's elected leaders to discuss issues pending before Congress that impact contractors and the state's construction industry. Only the venue changed.

CAWV Board of Directors members hosted meetings at the CAWV headquarters with Senators Shelley Moore Capito, R-WV, and Joe Manchin, D-WV, and Rep. Carol Miller, R-WV. Board members held a Zoom meeting with Rep. David McKinley, P.E., R-WV. The meetings were held between October 2020 and April 2021.

Two topics dominated the discussions but a number of other issues were on the agenda. The major topics were President Joe Biden's \$2.3 trillion infrastructure plan and the "Protecting

the Right to Organize" (PRO) Act, which will skew the balance between an employee's right to bargain collectively and an employer's right to manage his or her business.

CAWV members shared with the senators and representatives their concerns that much of the \$2.3 trillion package is for green and social issues that aren't necessarily related to infrastructure projects. Sen. Capito said she could not support President Biden's plan and that Republican senators will be developing an alternative proposal.

"I want to believe the president wants bipartisan support for an infrastructure plan," Sen. Capito told members. "Republicans are looking at a bill in the \$600 billion to \$800 billion range that has to be fully paid for without raising a lot of taxes."

"I also want to see reform in the current environmental permitting process so we can get highway projects under construction without a lot of delay."

The senator said permitting is taking so long that it is leading to spiraling construction costs.



Sen. Shelley Moore Capito, R-WV, is ranking member of the Senate Environment & Public Works Committee. She is shepherding through committee a bipartisan five-year highway reauthorization bill. She is joined in the CAWV conference room by (L-R): Dan Flesher, Trimble Engineers & Constructors, Inc.; John Farley, Triton Construction, Inc.; Matt Farley, Vecellio & Grogan, Inc.; Doug Meeks, Brewer & Company of West Virginia, Inc.; and Gary Young, G&G Builders, Inc.



Sen. Joe Manchin, D-WV, told members he wants to see an infrastructure bill passed that has the support of senate Democrats and Republicans. "A pothole doesn't have an 'R or D' on it, it will blow your tire and ruin your car," he said.

Sen. Capito, who is ranking member of the Senate Environment & Public Works (EPW) Committee, talked about reauthorization of the federal-aid highway reauthorization bill which expires September 30.

"I want our committee to have a bipartisan bill by Memorial Day," she stated. "The problem is the federal highway trust fund has declining revenues and the question is how to fund a new reauthorization bill." (Editor's Note: The EPW Committee May 26 voted 20 – 0 on a new reauthorization bill that provides five years of funding for a total of \$303.5 billion, an increase of 34 percent over the current highway funding program, the FAST Act, which passed Congress in 2015. West Virginia's annual federal allocation would increase from \$478.4 million in 2021 to \$579 million in 2022 and to \$626 million by 2026.)

She noted that there has not been an increase in the federal gas tax since 1993 but that there is little support from Republicans for a gas tax hike. She did think there should be some fee electric vehicles pay since they drive on the highways.

"We should have indexed the tax in

1993 to account for inflation," the senator noted. "This was a major mistake."

Sen. Capito, on April 22, released the Senate Republican's outline for a \$568 billion infrastructure plan, putting out a GOP alternative to President Biden's \$2.3 trillion plan as lawmakers seek a bipartisan compromise on the issue. The two-page Republican plan—which included spending on roads, transit systems, and broadband internet over five years—didn't provide specifics on how it would cover the cost of the bill, a central issue in the talks.

The GOP proposal called for collecting user fees for electric vehicles and repurposing existing federal spending, while opposing the president's tax increase on companies which would raise the corporate tax rate to 28% from 21% and increase taxes on U.S. companies' foreign earnings to cover the cost of the eight-year spending plan over 15 years.

The Republican proposal included \$299 billion for roads and bridges, \$61 billion for public transportation, \$44 billion for airports, \$35 billion for water and wastewater, \$20 billion for

rail, \$17 billion for ports and inland waterways, \$14 billion for water storage and \$13 billion for safety. The proposal also includes an additional \$65 billion for broadband infrastructure.

"Broadband is an essential and core infrastructure package," Sen. Capito said.

Bipartisan negotiations between the Biden Administration and Senate Republicans, led by Sen. Capito, in early June officially ended without an infrastructure deal. The White House ended talks after negotiators failed to reach an agreement on the size of the legislative package and how to pay for it. In the end, the two sides remained several hundred billion dollars apart.

Senator Joe Manchin, when meeting with CAWV members, said he supports an infrastructure package scaled back from what President Biden presented and was receptive to the Republican proposal and anticipated bipartisan negotiations.

"I would hope to see Democrats and Republicans agreeing on infrastructure – infrastructure by itself," he said. "It won't be the \$2.3 trillion, that I can tell you."

"Infrastructure, my God, when you



AGC of America CEO Stephen Sandherr, center, joined CAWV Executive Director Mike Clowser, right, and CAWV board members to discuss the PRO Act with Sen. Joe Manchin.

PHOTOS BY CASSIDY WEBB



Rep. David McKinley, P.E., R-WV, joined CAVV members via Zoom for a virtual CAVV Congressional Fly-In where he discussed President Biden's proposal to increase corporate taxes to pay for a \$2.3 trillion infrastructure package.

think about it, that pothole doesn't have an R or D name on it, it'll blow your tire and ruin your car, it doesn't care," Sen. Manchin said. "So, don't you think infrastructure is something that could bring us together?"

Sen. Manchin said he could not support the president's plan to raise the corporate tax rate from 21 percent to 28 percent to pay for his package. The moderate Democrat said he could support a 25 percent rate which is the average of most countries. He also told members that it is his goal to separate true infrastructure spending from the omnibus bill and get bipartisan support for the measure.

"I would like to get 10 Republicans to support an infrastructure bill," the senator stated.

AGC of America CEO Stephen Sandherr met with CAVV Board members and Sen. Manchin in Charleston to discuss the PRO Act and the detrimental impact it would have on open shop and union construction firms.

On March 9, the U.S. House of Representatives passed the PRO Act largely along partisan lines. The final vote was 225-206 with one Democrat and five Republicans crossing party lines. At the time of the meeting, Sen. Manchin was one of five Democrats who

had not pledged support for the PRO Act, but he later announced his approval of the legislation.

He remains a pivotal player in the Biden administration's plans for enacting any infrastructure legislation through the partisan reconciliation process that would only require 51—instead of 60—votes to pass in the Senate.

Sen. Manchin was specific in that he would not get rid of or weaken the current filibuster rules in the U.S. Senate. This was followed up in an op-ed piece in *The Washington Post* where he wrote that he would not change a time-honored rule that was championed by West Virginia's long-term Senator, Robert C. Byrd.

West Virginia's Third District Congresswoman Carol Miller, R-WV, and Chief of Staff Matthew Donnellan were at the CAVV headquarters to meet with CAVV members on issues pending before Congress.

"The COVID-relief package does not contain anything for infrastructure projects," the congresswoman told members, "but, Congress, for the second time in four years, is considering a massive infrastructure bill. We have the opportunity to do something in a bipartisan manner.

"Maybe the way to bridge the divide in Washington is through bridges," she quipped.

Members shared with the congresswoman and her chief of staff the environmental permitting issues that were delaying water, sewer and highway construction projects.

The former member of the House Transportation and Infrastructure Committee noted that Chairman Peter DeFazio, D-OR, will be working on a multi-year highway reauthorization bill with Sen. Capito in her position as ranking minority member of the Senate Environment & Public Works Committee.

Rep. Miller hinted that her new committee assignment may be the powerful Ways and Means Committee. In a news release the following week that confirmed the appointment, it was noted, "Congresswoman Carol D. Miller attains historic membership on the most important committee in the House, the House Committee on Ways and Means, to further advance the wealth, health, and long-term security of West Virginia families and Main Street businesses. Congresswoman Miller's membership on Ways and Means will significantly elevate West Virginia's influence throughout Congress, the federal government, and worldwide."



Rep. Carol Miller, R-WV, joined members at the CAVV headquarters to talk about the prospects of a bipartisan infrastructure bill. "Maybe a way to bridge the divide in Washington is through bridges," she said.



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The Senate Environmental & Public Works Committee May 26 voted 20 – 0 on a new highway reauthorization bill that would increase West Virginia's annual federal allocation from \$478.4 million in 2021 to \$626 million in 2026.

Since 1865, the committee, as the chief tax-writing committee in the House, has continued to exercise jurisdiction over revenue and related issues such as tariffs, reciprocal trade agreements, and the bonded debt of the United States. Revenue-related aspects of the Social Security system, Medicare, and social services programs have come within Ways and Means' purview in the 20th century.

Congresswoman Miller is the first West Virginia U.S. Representative in

72 years to be a member on the House Ways and Means Committee. She is only the fifth West Virginia member of the U.S. House of Representatives to ever serve on the House Ways and Means Committee.

Rep. David McKinley told CAWV members on a Zoom call he probably cannot support President Biden's \$2.3 trillion infrastructure plan. The First District Representative said he was concerned that the plan is less on infrastructure investment and more on social and green initiatives.

"To pay for this unparalleled infrastructure plan, the administration proposes increasing the corporate tax rate from 21% to 28% and increasing the global minimum tax, among other provisions that are lacking in detail," Rep. McKinley said. "President Biden's infrastructure proposal faces hurdles, including GOP opposition to significant tax increases, disagreements among Democrats about how to pay for the package and progressives' concerns that it isn't ambitious enough."

He noted the tax changes would revamp or replace much of the international tax structure congressional Republicans established four years ago in the law signed by then-President Donald Trump.

"Even though the CAWV Congressional Fly-In to Washington was canceled, we are glad to have the opportunity to meet with West Virginia's congressional delegation at the CAWV headquarters," said CAWV President Michael Gianni, The James White Construction Company, Weirton. "All of our delegation will play a major role in a new highway reauthorization bill and infrastructure plan."

"West Virginia is fortunate that our senators and representatives are in key positions to shape legislation that will benefit West Virginia and the construction industry. I appreciate them meeting with us and listening to our position and concerns," President Gianni stated.



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Roane General Hospital Defies the Odds During Pandemic



The \$22 million expansion project at Roane General Hospital in Spencer added 40,000 square feet to the complex including a two-story medical facility seen on the right side of the building.

Running a hospital during a pandemic is not easy, especially while an extensive construction project is being done simultaneously. However, despite the difficulties, Roane General Hospital (RGH) embarked on a successful \$22 million expansion project. Construction, paid for by a loan from the U.S. Department of Agriculture, is nearly complete and on schedule.

The two-year project has added 40,000 square feet to the complex. A two-story medical office building attached to the existing hospital was constructed, the size of the emergency room was doubled, a new walk-in clinic was created, and the existing hospital areas were refurbished with new floors, finishes and lighting. Other additions include a cafe, therapy pool with an underwater treadmill, and a large modern fitness center that is now the only large-scale fitness center in Roane County.

The biggest challenge during construction was operating during the COVID-19 pandemic while the hospital remained in full operation, according to C.R. Neighborgall IV, president of Neighborgall Construction Company, Huntington, the construction manager on the project.

"While the pandemic reduced the hospital's patient capacity, it allowed us to capture more space for renovation," he said.

As with all hospitals, new standard procedures were put in place to social distance and limit the number of patients. Patients were escorted in golf carts from their vehicles to the hospital entrance. To keep track of everyone that went into the facility, patients were given a beeper and instructed to enter through a designated entrance.

Extra precautions were taken to separate construction workers from the hospital patients and staff, as well as the required protocols for protecting construction workers.

Chad Johnson, vice president of Neighborgall Construction Company, has been responsible for managing the project since the beginning of the design phase.

"Chad has done a masterful job of keeping the project on track while overcoming budget and logistics challenges. His experience and guidance have been critical to the project's success," Neighborgall stated.

Construction was completed in five phases: Phase 1, constructing the new two-story medical office building; Phase 2, constructing a new front corridor; Phase 3, demolition of the existing administration area to construct a new laboratory, as well as refurbish radiology and adjacent areas; Phase 4, demolition and reconstruction of existing emergency department (east); and Phase 5, demolition and reconstruction of existing emergency department (west).

The laboratory and emergency room



Roane General CEO Doug Bentz (left) and C.R. Neighborgall, Neighborgall Construction Company of Huntington, discuss the next phase of the project that first began October 2019.

received the largest improvements. The lab moved to the opposite side of the hospital, allowing the ER to double in size, creating more space for patient rooms, waiting room and ambulance entrance.

Tracey West, superintendent for Neighborgall Construction Company, oversaw the entire two-year project, making sure that not only the hospital remained in full operation without hindrance, but ensuring that contractors, subcontractors, hospital staff and patients were safe during the process.

“The difficult task of renovating occupied spaces were made easier by the cooperation of the hospital staff,” said West. “Outstanding teamwork and patience among the design team, subcontractors, facilities staff and medical staff ensured a safe and successful project.”

Roane General CEO Doug Bentz says the original idea for the project was because the facility needed more space, as the hospital has been at-capacity with the number of staff and patients it can support.

“An idea of trying to build a medical office building turned into more of a long-term solution for the health care of our community,” says Bentz.

With many rural hospitals struggling to stay open, RGH, which was built in the 1960's, responded to the community's needs for accessible healthcare by doing more than just expanding its footprint.

The hospital brought in part-time specialists to prevent people from traveling hours to other hospitals, added a free transportation service and does not charge for parking. RGH leaders also added cardiology and orthopedics programs.

With 95 percent of patients visiting the hospital for outpatient services, the project added an urgent care option next to the emergency room.

The new Center for Wellness includes a therapy pool, space for health education and nutrition classes and ex-



Neighborgall Construction Company, Huntington, was the construction manager on the \$22 million project. They join over 400 other West Virginia contractors in displaying Hard at Work license plates on their company vehicles.



Tri-State Roofing and Sheet Metal Company, Poca, installed fabricated metal panels on the exterior of the new two-story medical office building, as well as on the new front corridor.



A therapy pool was installed in the new medical office building which offers preventative wellness care for the community. The building also includes a gym and fitness center, free educational classes, health screenings and support groups.



New main and emergency room entrances were constructed and included overhangs for coverage during patient drop-offs. Contractors also constructed a new front corridor, shown completed in the photo on the right.



Construction on the new two-story medical office building is now complete. The photos above show progress during construction of the steps to the second floor (left) and the finished product (right).



The second floor of the new medical office building, RGH Center for Health, is the new home for the hospital's primary care providers. Construction included a registration area, doctors offices, exam rooms, as well as nurses stations.

PHOTOS BY CASSIDY WEBB

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The original gym and fitness center (left) was located in the ground floor of the existing hospital. That area was reconstructed and now houses administration offices. The new gym (right) is located on the first floor of the new RGH Center for Health,



Roughly 20,000 square feet of interior renovations of the existing hospital included new paint, flooring, ceilings and lighting. The photo on the left shows the original and the one on the right shows the refurbished hallway.

panded space for delivery of speech, occupational, and physical therapy services. The wellness center also features a cafe with healthy food and beverage options.

“Our new program, called *Prescription for your Health*, gives us the opportunity to provide tools and remove access barriers for greater health and well-being for patients and the community,” said Bentz.

The incentive program offers free admission to the Center for Wellness to patients who sign a health contract prescribed by their doctor. The contract focuses on preventing medical problems before they begin. Patients

who join the program have free access to the gym, classes, health screenings, support groups and coaching.

The program is for the public, in addition to people who have completed physical therapy and other rehabilitation programs at the hospital. They are all now located in the same area in the new facility which allows patients to easily move between the programs.



A number of CAWV members contributed to the project:

- Neighborgall Construction Company, Huntington - *Construction Manager*
- Cornerstone Interiors, Inc., Eleanor - *Flooring*
- West Virginia Heating & Plumbing Co., Charleston - *Plumbing*
- Brewer & Company of West Virginia, Charleston - *Fire Protection*
- Boggs Roofing, Inc., Huntington - *Roofing*
- Tri-State Roofing & Sheet Metal Co., Poca - *Exterior Metal Panels*
- Astar Abatement, Inc., Charleston - *Asbestos Removal*

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New Law Signals Change of State Venue Provisions in Construction Contracts



— by Gene Bailey, Attorney
Hendrickson & Long, PLLC

In my law firm's construction litigation practice, our construction law team is frequently asked to review construction project contracts. Parties to these contracts focus chiefly on what most contractors deem "essential terms," such as scope of work, contract sum, and contract time.

In many cases, we find parties overlook what are commonly referred to as "boilerplate" provisions such as choice of law and forum-selection contractual provisions.

While usually placed at the end of construction contracts, choice of law provisions and forum selection clauses can control important aspects of the parties' responsibilities and even liabilities for a construction project.

These provisions affect a host of issues typically arising during the course of a construction project: payment, limitation of liability, indemnification, extra contractual liability, statutes of limitation, statutes of repose as well dispute resolution.

This article discusses S.B. 673, passed this session of the West Virginia Legislature and becoming effective July 1, 2021, declaring void and unenforceable forum-selection clauses in construction contracts requiring West Virginia contractors or subcontractors to litigate or arbitrate contract disputes outside the State of West Virginia.

The Contractors Association of West

Virginia recognizes that forum-selection provisions are always important considerations in addressing contractual disputes involving construction projects performed in West Virginia. These provisions become even more significant when out-of-state contractors and subcontractors become involved.

All too often, these out-of-state companies insist litigation or arbitration be conducted outside West Virginia in an effort to dissuade subcontractors from pursuing claims due to the additional expense involved in resolving claims in a foreign jurisdiction.

Correspondingly, when forum-selection provisions are included in a construction contract, the parties must understand these provisions will be enforceable and will control subsequent disputes between the parties.

Over the years, we have seen West Virginia courts grapple with the enforceability of forum-selection clauses. These forum-selection clauses have routinely been upheld by courts, unless it can be demonstrated that enforcement would be unreasonable, unjust or that the clause is invalid because of fraud or overreaching.

Many CAWV members have experienced the misfortune of having to conduct litigation in a forum outside West Virginia. West Virginia contractors uniformly attest that resolving disputes out-of-state is inconvenient, expensive and effectively deprives contractors of their

"day in court."

In 2013, the United States Supreme Court issued a significant decision in *Atlantic Marine Construction Co. v. United District Court for the Western District for the Western District of Texas*, 571 U.S. 49 (2013) unanimously upholding a forum selection clause in a construction contract between a contractor and a subcontractor. *Atlantic Marine* involved a construction project on federal land. The U.S. Corps of Engineers contracted with a construction company to build a child development center at the Fort Hood Army Post in Killeen, Texas. The subcontract included a forum selection clause stating all disputes would be litigated in Virginia, not Texas.

The Supreme Court ruled the matter had to be transferred to Virginia, holding that when the parties have agreed to a valid forum-selection clause, a district court should ordinarily transfer the case to the forum specified in that clause. Further, the Court noted that only under extraordinary circumstances unrelated to the convenience of the parties should a motion to transfer be denied.

While most courts post-*Atlantic Marine* have upheld forum-selection clauses, exceptions may still apply, particularly for construction claims. Some states such as Virginia, Texas, Ohio and Pennsylvania have statutes that invalidate forum-selection clauses requiring litigation in an out-of-state venue. These state statutes require construction claims to be litigated in the state

where the project is located and prohibit the parties from agreeing to a different venue.

To address the inequities visited on West Virginia contractors by onerous forum-selection clauses, the CAWV, through its Legislative Committee, examined statutes from several states declaring that resolution of claims must be addressed in the state where the project occurs. After reviewing other state statutes, CAWV drafted a proposed bill to protect the rights of West Virginia contractors. The draft statute was delivered to both houses of the West Virginia Legislature where the bill received overwhelming support.

S.B. 673 passed the Senate by a vote of 33 - 0 and the House by a vote of 99 - 0, and was signed into law by Governor Jim Justice on April 26, 2021. This new law, which becomes effective on July 1, 2021, mandates that forum-selection clauses requiring litigation or arbitration of West Virginia construction project dispute resolution in a state other than West Virginia, are void and unenforceable.

With the enactment of this legislation, West Virginia contractors who are party to a construction contract being performed in West Virginia cannot be compelled to litigate or arbitrate a dispute in another state. Further, this new law provides that West Virginia contractors may now avoid oppressive forum-selection clauses imposed by out of state owners and contractors. Importantly, this new statute does not affect choice of law considerations and CAWV recommends West Virginia contractors make certain that construction contracts contain language that the laws of West Virginia be applied to contractual dispute resolution.



Sen. Swope

"This is an issue of fairness," said Senator Chandler Swope, R-Mercer, the sponsor of S.B. 673. "If an owner or contractor is building a project in the state of West Virginia and there is a dispute, West

Virginia contractors should not have to bear the undue cost of litigating a claim in another state."

Swope, who was president of Swope Construction Company, Bluefield, for almost 30 years, said most do not pay attention to the boilerplate language in a contract that states any dispute will be adjudicated in the state in which the owner or contractor is located.

"Most West Virginia contractors don't expect to have a dispute so they don't think about the costs that are associated with having to file a claim in Texas, California or wherever the owner is based," he said. "There was contractor from Texas building a chain store in Bluefield a few years ago. They left town owing hundreds of thousands of dollars to subcontractors. One painting contractor was stiffed for \$70,000.

"No one wanted to hire a lawyer in Texas and travel there to file a claim," Senator Swope stated. "S.B. 673 will address this issue. I like the bill and I'm glad the CAWV brought it to me for introduction."

The CAWV urges all contractors performing construction projects in the State of West Virginia to consult with legal counsel to discuss the impact of this new code section on construction contracts entered into after July 1, 2021.

S.B. 673 is as follows:

ARTICLE 1. Venue.

§56-1-1b. Venue for bringing civil action under a construction contract.

(a) As used in this chapter, "construction contract" means a contract, subcontract, or agreement entered into or made by an owner, architect, engineer, contractor, construction manager, subcontractor, supplier, or material or equipment lessor for the design, construction, alteration, demolition, renovation, remodeling, or repair of, or for the furnishing of material or equipment for a building, structure, appurtenance, or other improvement to or on public or private real property, including moving, demolition, and excavation connected with the real property. The term "construction contract" includes an agreement to which an ar-

chitect, engineer, or contractor and an owner's lender are parties regarding an assignment of the construction contract or other modifications.

(b) Where a party whose principal place of business is in the state of West Virginia enters into a construction contract on or after July 1, 2021, to design, manage construction of, construct, alter, repair, maintain, move, demolish, or excavate, or supply goods, equipment, or materials for the construction, alteration, repair, maintenance, movement, demolition, or excavation of a building, structure, appurtenance, road, bridge, or tunnel which is physically located in the state of West Virginia, such construction contract must provide that any civil action or arbitration called for or permitted by the contract must be commenced and heard in the state of West Virginia, in the jurisdiction where the construction project is located, or such other jurisdiction where the venue is proper under the provisions of §56-1-1 et seq. of this code. Any provision in a construction contract entered into on or after July 1, 2021, mandating that such action be brought in a location outside the state of West Virginia is unenforceable.

Gene Bailey is a construction law and litigation attorney for the Charleston law firm, Hendrickson & Long, PLLC. He is recognized by Super Lawyers and Best Lawyers in America and was named a



top-rated construction litigation attorney in Charleston. He is active in the American Bar Association Forum on Construction Law and is a liaison member of the American Institute of Architects Document Committee and a member of the Contractors Association of West Virginia.



2021 CAWV Scholarship Award Winners



The Contractors Association of West Virginia Scholarship Foundation awarded \$16,000 this year to West Virginia college students pursuing an education and career in construction or engineering.

Recipients were selected based on their academic performance, extra-curricular activities, work experience, financial need and an interest in a construction industry career.

Finalist were selected in April and were interviewed by the CAWV Scholarship Foundation Board of Trustees in May.

Typically, scholarship winners are presented their award during the CAWV State Meeting held in conjunction with WVEXPO. Due to the COVID-19 pandemic, WVEXPO and the State Meeting were canceled for a second year.

Eligible schools include West Virgin-

ia University (WVU), West Virginia University Institute of Technology (WVUIT), Marshall University (MU), Fairmont State University (FSU) and Bluefield State College (BSC).

Taylor Farnsworth, a junior at Fairmont State University, was selected as this year's top scholarship recipient and awarded \$6,000. Her passion for construction began at an early age due to her father being in the carpenters' union and her grandfather a heavy equipment operator.

Farnsworth is double majoring in Civil Engineering and Surveying and Geomatics Engineering. She has gained experience through internships with CAWV member firm, CEC, Inc., Bridgeport, and with the West Virginia Division of Highways, District 3, Parkersburg. She serves as the Recording Secretary of the ASCE Student Chapter and Project Manager of the Concrete Canoe Team at FSU.

In addition to Farnsworth, the Foundation presented five other scholarships totaling \$10,000. Students receiving scholarship awards were: Asher Bailey, WVU; Emily Glover, FSU; Cody Holliday, WVUIT; Lauren Johnson, FSU; and Andrew Simon, FSU.

"The opportunity that the CAWV has given to me is truly going to change my academic life, and in return my career," said Farnsworth. "I am honored to be supported by the association, and I am endlessly grateful. I look forward to graduating and making an impact on West Virginia's construction industry and its communities."

CAWV Scholarship Foundation Chairman Gene Thompson, GET Construction Solutions, White Sulphur Springs, congratulates the following students for their hard work, commitment and dedication to West Virginia's construction industry.



2021 TOP SCHOLARSHIP RECIPIENT

Taylor Farnsworth

Fairmont State University

Taylor Farnsworth, a junior at Fairmont State University, is double majoring in Civil Engineering and Surveying and Geomatics Engineering. Taylor has gained experience by interning with CAWV member firm, CEC, Inc., Bridgeport, and with the WVDOH, District 3, Parkersburg. She serves as the Recording Secretary of the ASCE Student Chapter and Project Manager of the Concrete Canoe Team at FSU.



Asher Bailey

West Virginia University

Asher Bailey, a sophomore at West Virginia University, is a Civil Engineering major. Asher, whose father is also a civil engineer, developed an interest in construction at an early age. Upon high school graduation he earned a Journeyman Electrician License at Mercer County Technical Education Center which he completed top of his class. He is an active member of the ASCE Student Chapter at WVU and has spent hours performing volunteer work through a variety of groups.



Emily Glover

Fairmont State University

Emily Glover, a junior at Fairmont State University, is a Civil Engineering major. Her goal is to be a successful construction professional in her home state of West Virginia. She currently works for CAWV member firm Central Supply and aspires to start her own construction company one day, helping to house and employ the homeless. Emily is a repeat winner of the CAWV Scholarship and continues to impress the Scholarship Board of Trustees.



Cody Holliday
WVU Institute of Technology

Cody Holliday, a junior at WVUIT, is a Civil Engineering major. After graduating high school he obtained an associate degree in Civil Engineering Technology at BridgeValley CTC. Cody plans to obtain his P.E. license upon graduation. His long-term goal is to extend his education with a degree in Construction Management. Cody is also currently working to obtain a Bachelor of Science in Christian Ministry. Since 2019 he has interned for Centec Engineering, Beckley, working on AutoCAD, surveying, design and field work.



Lauren Johnson
Fairmont State University

Lauren Johnson, a senior at Fairmont State University, is double majoring in Civil Engineering and Surveying and Geomatics Engineering. In 2018 she interned with the WVDOH, in 2019 with Antero Resources Corporation, and in 2020 began working with CAWV member CEC, Inc. in Bridgeport. She is a member of the ASCE Student Chapter and Concrete Canoe Team at FSU. Lauren says one of her greatest achievements was participating in ASCE-WV's 2020 West Virginia Infrastructure Report Card which was featured in the March April issue of WVCN.



Andrew Simon
Fairmont State University

Andrew Simon, a senior at Fairmont State, is double majoring in Civil Engineering and Surveying and Geomatics Engineering. He has interned with CAWV members Mountaineer Contractors in Kingwood and Kokosing Construction Company in Morgantown. Andrew is a member of the ASCE Student Chapter and helped author the state's first infrastructure report card. He is a member of the Lost Creek Lions Club and volunteers at the United Hospital Center in Bridgeport. His goal is to work in the construction industry for a highway/civil contractor in West Virginia.

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Advancing women Advancing transportation

➤ West Virginia

One group of women leaders is paving the way for West Virginia's transportation industry with the creation of a new association that has a mission to advance women and advance transportation.

WTS International has placed chapters in all directions surrounding the state of West Virginia, who has remained a solitary island with no chapter itself. A group of West Virginia women and members of the WTS Pittsburgh Chapter have decided it is past time to bring the organization to the Mountain State:

WTS, an international organization dedicated to building the future of transportation through the global advancement of women, has one mission: To attract, sustain, connect and advance women's careers to strengthen the transportation industry.

Since 1977, WTS International, then called Women's Transportation Seminar, has focused on promoting the advancement of women in the transportation industry. While women were once largely discouraged from participating in professional associations, this pioneering group of women are supporting one another, using their connections to advance each other, and are idealizing a more diverse, inclusive and equitable transportation industry.

Today, WTS International has more than 8,500 members and 64 professional chapters.

WTS-WV founding member and Vice President Hannah Costello, staff consultant at Civil & Environmental Consultants, Inc. in Bridgeport, says the organization will be a game changer

for women and men in the transportation industry by providing new opportunities both from within the state and throughout the country.

"As the state chapter gains more traction, time and funding will be dedicated to local youth by providing scholarships and introductions to the industry through the 'Transportation YOU' program," Costello added.

Transportation YOU is a hands-on, interactive, mentoring program that offers young girls ages 13-18 an introduction to a wide variety of transportation careers. Through the program, WTS chapters work to make a difference in the lives of young girls by offering programs and activities that will spark their interest in all modes of transportation and encourage them to take courses in math, science, and technology, which are the stepping

stones to construction careers that can help change the face of the transportation industry.

"With the help of our corporate sponsors and support from other industry leaders such as the Contractors Association of West Virginia and American Council of Engineering Companies WV, our chapter has quickly grown into robust group of industry professionals," Costello said. "WTS-WV is home to members across the entire state and intends to hold events in a multitude of locations to ensure access and benefit its geographically diverse constituents."

Many WTS chapters grant four scholarships every year to assist young women who aspire to a professional career in transportation. Each year, WTS recognizes members, women, and employers who embody the WTS



Founding WTS-WV board members include (L-R): Melissa Thompson, Whitman, Requardt and Associates, LLP; Hannah Costello, Civil & Environmental Consultants, Inc.; Karen Reed, Markosky Engineering Group; Sondra Mullins, West Virginia Division of Highways; Cindy Shamblin, Whitman, Requardt & Associates, LLP; and Janet Fraser, Ph.D., West Virginia University.



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pursuit of transportation excellence through the achievement and success of women.

"It is beyond exciting to think of the positive impacts this group will have on our great state. In addition, as a recent college graduate just over a year into my career, I have learned a great deal and improved upon several skills by working alongside these experienced and very talented women that make up the formation team," said Costello. "In short, this organization will be a true benefit to all in the West Virginia transportation industry, and I cannot wait to see it come to fruition."

The newly ratified WTS chapter in West Virginia plans to offer scholarships and achievement recognitions to deserving local women. Efforts to start a scholarship fund were jump-started with the recent WTS-WV Disc Golf Tournament held at Coonskin Park in Charleston.

WTS offers their members a number of tools and resources including: A mentoring program developed to benefit both the mentor and mentee; MyWTS Communities, a members-

only professional networking site where members can view events, announcements, participate in a variety of different discussions, collaborate on projects, and engage in dialogue with other members; the WTS Career Center, which is an electronic recruitment resource for the industry; and monthly programs that help facilitate member interaction with industry speakers.

WTS also fosters professional development by offering a diverse mix of contacts within and across transportation sectors. Career development seminars, legislative forums, and roundtable discussions provide comprehensive educational and career-focused guidance and preparation, as well as valuable exposure to critical and timely transportation issues. WTS-WV has future programs and panel discussions planned to engage industry professionals all over the state.

Cindy Shamblin, vice president at Whitman, Requardt and Associates, LLP in Charleston and board member / program coordinator for WTS-WV, says they greatly appreciate the support they have received from industry

associations and look forward to future partnerships with other organizations.

"The transportation industry goes beyond just roads and bridges," said Shamblin. "Now more than ever we need to strengthen the industry in order to look forward to the future."

The WTS-WV is looking for additional members. Student memberships are complementary for any actively enrolled students.

The WTS-WV chapter is actively seeking corporate sponsors as well. Corporate sponsor commitments in 2021 are considered as Founding Sponsors.

For more information, visit www.wtsinternational.org, or contact WTS-WV President, Karen Reed, at kreed@markosky.com, or at wtswwchapter@gmail.com.



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W. Harley Miller Contractors Inc., Martinsburg, works on the \$1.04 million "Train Station Corridor" project, which consists of the construction of new sidewalks, lighting, pavement and other improvements between North Queen Street and R.B. White Avenue in downtown Martinsburg. The work follows the completion of a city water, sewer and stormwater utility project on the street.

■ **The Town of Bramwell is ready for the \$140,000 from the American Rescue Plan** with a project already in mind. Mayor Lou Stoker said the money has not yet been received and no action has been taken but town council has discussed the possibilities. "We do have a situation that has been ongoing for many years about the two water dams that used to provide our water supply," she said. Although the town now gets its water from the Bluewell Public Service District, the dams have been used for recreation, including fishing, picnicking and other community activities. At least part of the money from the rescue plan, \$70,000 this year and \$70,000 in 2022, will be earmarked for an engineering study of the dams. Stoker said the problem is, the dams may or may not be in compliance with state Department of Environmental Protection regulations, which could jeopardize their

use and even existence. "The first work would be to have engineers to do an evaluation to see what should be done and what we can do," she said, referring to any possible problems that must be mitigated to be in complete compliance...

■ **Jefferson County Schools has been making progress with several bond projects**, including the construction of new elementary schools in Ranson and Shepherdstown. The School Building Authority of West Virginia recently approved in full a needs grant for the district to add extra funds towards the projects. "Late last week, the SBA let us know that we may now advertise for an architect, so I will be bringing that before the Board on the next agenda," deputy superintendent of operations Joyce White said. "We may be able to choose one architect for both schools or two architects, one

for each school." She added that once an architect is chosen for the projects, it will move into the design phase. According to the SBA timeline, the projects should take 27-30 months once an architect is hired. White also announced the HVAC project at T.A. Lowery Elementary was granted an extension by the state Board of Education due to the nearing expiration date and a deferment amid the pandemic due to the project coming in significantly over budget. That project is currently out for rebid with intentions of it being completed this summer...

■ **Drivers in the area will see a heavier police presence along Interstate 64** as troopers work toward cracking down on speeding. The posted speed limit in that area is 55 mph, but troopers are clocking a majority of drivers traveling at a minimum of 10 or 20 mph over the speed

CONSTRUCTION BRIEFS

limit. The fastest they clocked was 93 mph. "Everybody gets in a hurry. They're late for work or whatever the reason ignore the signs," said Sgt. B.K. Wellman, a West Virginia State Police trooper. "From what I've seen this morning, out of every 10 cars, there's only two or three doing the speed limit. Everyone else exceeds it, but not all of those are excessive." After WSAZ-TV found nearly 20 accidents occurred in April through this stretch, West Virginia State Police say any preventive measures they can do to reduce the number is crucial. "The contraflow lanes are tight. If you're speeding, there's no way to be able to stop or react. If the cars in front of you have to stop abruptly, you're not going to be able to stop in time," Wellman said. West Virginia State Police issued 68 citations for drivers traveling more than a minimum of 14 mph over the speed limit along the I-64 work zone. **Triton Construction, Inc.**, St. Albans, is widening 3.51 miles of the interstate to six lanes between Merritts Creek and the Huntington Mall, and is replacing the Guyandotte River Bridge...

■ **The West Virginia Department of Environmental Protection's Division of Air Quality** held a virtual meeting to address public comments on the potential construction of a methanol plant in Pleasants County. West Virginia Methanol Inc. decided to utilize West Virginia for the construction of a \$350 million plant, which is set to be located 1.3 miles west of Waverly, due to its potential for industrial and economic growth, as well as the ample presence of natural gas and the need for methanol in the region. The meeting pertained to the attainment of the pre-construction permit, which was classified as being a minor source, meaning that the plant is set to produce no more than 100 tons of pollutant emissions per year. Environmental groups have expressed concerns about the

project. Business and labor groups are in support of the establishment, citing its ability to boost the local economy and the implementation of technology that will take public health into account...

■ **Charleston Sanitary Board accepted bids for Contract 20-1, lift station improvements** for 71st Street, Bakers Fork and Bench Road. Low bidder was **C. J. Hughes Construction Company, Inc.**, Huntington at \$1,648,800. Other bidders included **Triton Construction, Inc.**, St. Albans, at \$1,744,000 and **Famco, Inc.**, Huntington, at \$1,746,000...

■ **Soft ground beneath the site of Moundsville's new municipal building is complicating** the planning process. At a recent meeting, city leaders heard from Christina Schessler, representing **McKinley Architecture + Engineering**, Wheeling, the architects of the project. Schessler said that as time went on and designs and schematics inched closer to mortar and moved earth, a variety of problems arose with the layout. Initially, concerns with parking space and preserving some historic fixtures around the area were on the mind, but a more tangible problem arose. "The site, if you read the geo-technical report, is very soft," she said. "There's a lot of soft material on it, which means that when you excavate, you can't make an opening that's more-or-less straight up and down. The lay of the land, Schessler added, would cause rain and runoff to accumulate at parts of the site which need to be kept as dry as possible, further complicating the project. Schessler did not expect that the complications and adjustments would affect the costs by "a huge amount." At a previous meeting earlier this year, City Council discussed options for funding the building, depending on whether the city wanted to invest \$7.5 million or \$8 million, and wheth-

er the cost would be paid off across 15, 20 or 30 years. Funding for the structure would come from the city's one-percent sales tax, which came to \$632,127 in the last fiscal year...

■ **Crews with Pro Contracting Incorporated of Lost Creek continue working on the city** of Wheeling's nearly year-long waterline replacement project near the intersection of 12th and Market Street in downtown. Over the coming months, the project is scheduled to continue along Market Street up to 10th Street, move across 10th Street to Main Street, before eventually moving down Main Street to 16th Street...

■ **Gov. Jim Justice announced that Lotus Recovery Centers, a subsidiary of Lotus Healthcare Group**, has purchased the old Bath High School in downtown Berkeley Springs and will perform a \$3 million renovation to the building, converting it into an all-new residential substance use treatment center to serve the citizens of Morgan County. The three-story, 30,000-square-foot building will house nearly 100 patients for 30-to-60-day stays and provide them with all levels of care; including detox and stabilization services, as well as other evidence-based treatment modalities...

■ **The Appalachian Regional Commission (ARC) is allocating \$1.5 million** to the city of Hinton to replace 13,010 linear feet of terracotta sewer lines, separate stormwater flows from sanitary sewer collection lines and upgrade UV disinfection equipment at the wastewater treatment plant. This project will be matched with \$2 million in state and local funds. This project will improve sewer service for 1,100 households and 110 businesses...

■ **The Town of Grantsville accepted bids for Contract No. 1: water treatment facility** renova-

CONSTRUCTION BRIEFS



The \$131 million Wellsburg Bridge project consists of constructing a new bridge that crosses the Ohio River near the cities of Wellsburg, WV and Brilliant, OH. Constructed entirely offsite, the tied-arch bridge was transported April 26 and 27 by barge one-mile down the Ohio River and lifted into place onto existing piers.

tions in Calhoun County. Low bidder was **Orders Construction Company, Inc.**, St. Albans, at \$3,747,000. Others bidders included Mid-Atlantic Construction, Inc., Point Pleasant, at \$3,830,650 and **Triton Construction, Inc.**, St. Albans, at \$4,080,050...

■ **Built on the shoreline of the West Virginia side of the river since 2019**, the 830-foot main span of the Wellsburg Bridge was floated down the Ohio River and lifted onto its pilings April 26 and 27. The project is a collaboration between the West Virginia Division of Highways and the Ohio Department of Transportation, but the contract is handled through the WVDOH. Awarded in 2016, the \$131 million project is Flatiron Corporation's first project in the state and West Virginia's first alternative delivery project. Flatiron decided to build the main span of the bridge on the West Virginia side of the Ohio River and float it into location. Piers were already constructed and the bridge was raised to the necessary height then pushed upstream and lowered onto those piers. WVDOH officials said construction

crews must still complete a retaining wall and backfill on the West Virginia side of the bridge, finish pier work on the West Virginia side, complete the approach span on the Ohio side of the bridge, and tie both ends of the span into existing roadways. Concrete for the main span of the bridge also must still be poured...

■ **Parkersburg City Council voted to sell the Memorial Bridge to United Bridge Partners** for \$4 million which will allow the company to begin a \$50 million rehabilitation project, which is expected to take 21 months to complete. **Kokosing Construction Company, Inc.**, Westerville, Ohio, will perform the renovations. During that time, the tolls will remain the same, but are expected to increase to at least \$1 once a new, electronic system is up and running. The city will receive \$4 million from the Colorado-based company while also being able to reallocate approximately \$15 million encumbered for the bridge's operations, maintenance and demolition. The high cost of replacing or repairing the bridge is what led city officials to explore selling it in the first place.

After seeking proposals for a buyer willing to demolish and replace the span, council voted in early 2020 to amend it to allow for substantial rehabilitation. UBP was the only company to submit a proposal. Council also approved an ordinance authorizing the Parkersburg Utility Board to refinance bonds issued in 2005 to fund upgrades to the wastewater treatment plant. The move is expected to save more than \$400,000 in debt service for the utility...

■ **Wetzel County Schools accepted bids for HVAC renovations at Short Line Elementary School.** The project includes renovation/replacement of the primary mechanical building systems and distribution, new building automation system, replacement of acoustical tile ceilings, electrical and other general construction work. Low bidder was **H. E. Neumann Company**, Triadelphia, at \$2,063,187...

■ **The City of Bluefield plans to purchase more land near Kee Dam, adjacent to where the King Coal Highway will intersect with Airport Road.** Interim City Manager/City Attorney Colin Cline told members of the Board of Directors the 100 acres in three parcels, along with almost 400 acres the city already owns there, is adjacent to the new intersection that is under construction. "This is a likely candidate for development for the city," he said of the land. The King Coal Highway extension from Bluefield to Airport Road, under construction by **Kanawha Stone Company**, Poca, is slated to be finished later this year, and that will mean an exit/entrance ramp will be located there after a bridge crosses the upper part of Kee Dam and Airport Road. When that happens, northbound traffic off I-77 will use that extension to reach Rt. 52 and then Brushfork, Bluewell, Bramwell and McDowell County. City officials also heard from City Ambassador/

CONSTRUCTION BRIEFS

grant writer Marie Blackwell that a grant submitted to the state Division of Highways for new sidewalks on Bland Street from Wilson Street to Preston Street has been accepted. "The sidewalks will be redone," she said, adding that the total cost is \$179,000, with the city providing a 20 percent match, or about \$38,800...

■ **A group of Virginia legislators, including Del. James W. Morefield, R-Tazewell County,** and state Sen. Travis Hackworth, R-Tazewell County, are involved in crafting special legislation to help advance the Coalfields Expressway. Designated as U.S. Route 121 and a Congressional High Priority Corridor, the Coalfields Expressway will link Interstates 64 and 77 in West Virginia with Route 23 in Virginia, which links to interstates in Kentucky and Tennessee.

The Virginia portion of the expressway project, with a total price tag of an estimated \$2.6 billion, is now included in new federal appropriations and transportation language targeting it to receive \$7.1 million, although those appropriations must still be approved at the federal level. A meeting with state and federal officials in West Virginia was also held recently. Morefield said the meeting was set up to discuss the project and how it ties into West Virginia and also to get West Virginia's support for the formation of a tri-state coalition with Virginia and Kentucky to advance the roadway. "I am confident that by partnering with our neighbor states, it makes a persuasive argument at the federal level and at the state level too," he said, adding he has also worked on building a strong relationship with Northern Virginia legisla-

tors to advance the project. "We are committed to getting this done and we do see some real progress," he said. In West Virginia, the Coalfields Expressway will be about 65 miles long and in Virginia the length of the corridor will be about 50 miles. Part of the Coalfields Expressway, about 18 miles, has been completed in West Virginia...

■ **The West Virginia Legislature approved adding \$150 million to a fund for road maintenance** during a special session of the Legislature held June 7. The money will accelerate about 400 projects in all 55 counties, according to Transportation Cabinet Secretary and Highways Commissioner Byrd White. "All of these projects were in our long-range plan, so we've just simply moved them forward to now," White



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CONSTRUCTION BRIEFS

told lawmakers. The funding is from the surplus expected when this fiscal year ends June 30. After the \$150 million is subtracted, lawmakers still expect a further \$250 million in surplus...

■ **Bids were accepted by the West Virginia Parkways Authority for pavement** rehabilitation, full depth concrete repairs in Mercer, Raleigh, Fayette and Kanawha counties. Low bid was accepted from **Triton Construction, Inc.**, St. Albans, at \$1,096,000 with the second lowest bid going to **Mountain-eer Contractors, Inc.**, Kingwood, at \$1,953,000...

■ **Case Construction Equipment has named Clay County, West Virginia** as the winner of the 2021 Dire States Grant. Representatives of the county will receive \$25,000 in free equipment rental from Case that will be supported locally by **State Equipment**. Clay County was awarded the grant to repair grounds and facilities that were initially damaged in heavy flooding in June 2016. More than 500 homes were destroyed in that event, and local resources that provided food and services to residents have been closed due to ongoing water and sewer issues...

■ **The City of Beckley and New River Gorge Regional Development Authority (NRGRDA)** are seeking federal funding for the first phase of development that will secure Beckley's place as a gateway city to the New River Gorge National Park and Preserve, Mayor Rob Rappold announced. "It's probably one of the most revolutionary opportunities, to put Beckley on the map, that has come along in a long time," said Rappold. Rappold reported that NRGRDA has asked Sen. Joe Manchin and Sen. Shelley Moore Capito for federal earmark funds to build a welcome center and a city park in the area of the historic Alfred Beck-

ley Mill at Piney Gorge. The park will include a dog park. The first phase will likely be \$7 million to \$8 million, which is the federal cap for such projects, although Rappold said the exact figure was not nailed down. The development will emphasize existing hiking trails in Piney Creek Gorge, carved out by city trails developer Gary Moorefield, and it will showcase a number of rock formations that are available for climbing. Future development of the site will include an amphitheater for Theatre West Virginia. The current amphitheater is at Grandview Park...

■ **Gov. Jim Justice held a virtual ceremony to announce the award of 19 grants**, worth over \$13.7 million, in federal Community Development Block Grant (CDBG) funds, which have been dedicated to various water/sewer, broadband, demolition, and park improvement projects to communities in 14 counties across the state. "It's always exciting when we're able to give away money to different cities and different communities across our state," said Gov. Justice, who was joined for the virtual ceremony by local officials representing many of the communities receiving these grants....

■ **Bids were accepted on for renovations to the Tech Center and Maclin Hall** in Montgomery. Low bidder was **Maynard C. Smith Construction Co., Inc.**, Charleston, at \$1,133,000, with Danhill Construction Company, Gauley Bridge, in second at \$1,386,000...

■ **Joined by Gov. Jim Justice, WVU Medicine announced that it will be making a \$110 million investment** in the Fairmont Medical Center campus over the next few years and turn the hospital into its Marion County base of operations in the process. The multi-phase plan will include a wide array of additions and improvements to the hospital,

with the addition of 30 skilled nursing beds and the construction of a central energy plant to control the campus's heating and cooling...

■ **A company locating in the Blue Prince Plaza will eventually bring 300 or more jobs** to Mercer County. ESC Brands, a Lexington, N.C. based industry that specializes in the development of antiviral and antimicrobial products, is starting Phase 1 of a three-phase plan that will eventually include a new 200,000-square-foot manufacturing facility at the site. John O'Neal, executive director of the Mercer County Economic Development Authority, made the announcement, saying he and others have been working for more than a year to bring the company here, along with "significant jobs and investments"...

■ **The secondary runway at the Wheeling-Ohio County Airport is about to get** more than \$1 million in upgrades, and bidders combined their efforts to propose a price almost 13% below expectations. The Federal Aviation Administration is picking up all costs to repair cracks in the runway and do a seal coat, explained County Administrator Randy Russell. No local match will be necessary, as the FAA will use funds from the American Rescue to cover Ohio County's share. The work comes with a price tag of \$1,270,957, and will be done in partnership by Cast and Baker of Wheeling, **Russell Standard Corporation** of Pittsburgh, PA, and **Mid-Atlantic Maintenance** of St. Clairsville, OH...

■ **Bids were accepted by West Virginia Parkways Authority for Contract 2A-20**, pavement reconstruction for Mercer County. Low bidder was **West Virginia Paving, Inc.**, Dunbar, at \$9,770,000...

■ **State and local officials gathered at North Central West Vir-**

CONSTRUCTION BRIEFS

ginia Airport to celebrate a significant expansion for Mitsubishi Heavy Industries Regional Jets (MHIRJ). MHIRJ plans to build two new hangars covering more than 100,000 square feet — a \$19.1 million project that could bring as many as 800 new jobs to the area, according to company officials. Gov. Jim Justice, along with members of the Benedum Airport Authority and MHIRJ representatives, participated in a mock groundbreaking ceremony on the project's future site...

■ **Bids were recently accepted for the new construction of the Ivy Branch Trailhead** Cabins for the Hatfield McCoy Regional Recreation Authority in Julian. **Benchmark Construction Company, Inc.**, Hurricane, was the low bidder on the project for \$553,067. The other bid-

der was SQP Construction Group, Inc., St. Albans, for \$648,300...

■ **The Preston County Health Department is researching the possibility of building a new** health department facility. At the commission's recent meeting, PCHD Director V.J. Davis told commissioners his department is researching grant possibilities to fund the facility. He said if built, the building would house the health department and possibly other entities. "If there was ever a time to find funding, it's now," Davis said. "Before we get into the project plan, we wanted to ask the commission to consider a donation of land for the project somewhere in the hospital or E911 area"...

■ **Gov. Jim Justice recently issued an executive order, creating**





a Blue Ribbon Task Force, designed to better-integrate the training and certification programs offered in West Virginia. The mission of the task force will be to develop a roadmap for integrating West Virginia's CTC and workforce development systems to provide a strategic vision for the State to afford all West Virginians equitable opportunities for lifelong learning and increased personal economic mobility. The task force will consist of State officials, business leaders, and other key stakeholders.



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MEMBERS IN THE NEWS

Burton, Esbenshade inducted into 2020-21 West Virginia Business Hall of Fame

MORGANTOWN, WEST VIRGINIA - Four West Virginia businesspeople will be inducted into the West Virginia Business Hall of Fame at this year's West Virginia Business Summit that will be held in September. The 2020-'21 class of the West Virginia Business Hall of Fame honors a group of pioneers and visionaries who have transformed the business landscape of the state and inspire others to move West Virginia Forward. This class of inductees include Gregory A. Burton, executive chairman of Encova Mutual Insurance Group, and Harry "Hap" Esbenshade III, chairman and chief executive officer of Laurel Management Group and The Mountain Company, the parent company of CAWV member firm Tri-State Roofing and Sheet Metal Company.



Burton

Burton became chief executive officer of Brick-Street Mutual Insurance when the company launched in 2006, and he has served as the executive chair of the Encova Mutual Insurance Group, formerly Motorists Insurance Group, since April 2017. He was also the company's president from 2006 through May 2015. Burton previously led the West Virginia Workers' Compensation Commission (WVWCC), which was losing approximately \$1 million per business day before he became executive director in 2003. During Burton's time at the WVWCC, he and his team played a central role in the successful reform of West Virginia's workers' compensation sys-

tem. He has more than 30 years of management experience in the insurance and financial services industries and in both state and local government. His experience includes serving as cabinet secretary of the West Virginia Department of Administration (2001-2003); and city manager of the city of Charleston (1998-2000).

Esbenshade is chairman and CEO of The Mountain Company, Laurel Management Group and Tri-State/Service specialty contracting companies covering the Midwest, Mid-Atlantic, and Southeastern United States. The group will celebrate its 100th anniversary in 2023. He is a native of Vienna and a graduate of Duke University. Esbenshade and related companies have a legacy of contributing to their communities, supporting a broad range of charities. He oversees the Esbenshade and Spartan Foundations.



Esbenshade

"We are delighted to be welcoming these West Virginia success stories into the Business Hall of Fame," said W. Marston "Marty" Becker, chairman of the Hall of Fame Committee. "These individuals have made substantial impacts in their respective industries and truly exemplify our West Virginian values."

Boy Scouts honor Dailey as "Distinguished Citizen"

MARTINSBURG, WEST VIRGINIA - James W. "Jim" Dailey II was selected as Berkeley County's 2021 Distinguished Citizen by the Boy Scouts of America. Dailey is the 26th recipient of the award, presented annually by the Berkeley

County Division of the Shenandoah Area Council's Potomac District. Dailey, a native of Martinsburg, is chairman and treasurer at W. Harley Miller Contractors, Inc. He began with the company 51 years ago as an estimator, and eventually became its president. Covering the quad-state area of West Virginia, Virginia, Maryland, and Pennsylvania, the firm has planned and constructed many commercial buildings for the public and private sectors over the past half century.

Dailey was honored for this most recent accomplishment at a banquet held in his honor on June 8 at the Holiday Inn in Martinsburg. WVU President E. Gordon Gee was the event's keynote speaker. He was recognized as a "great" role model for young men in the region because of all of the community support he has given throughout the years, all of the organizations he has devoted time and energy to and the manner in which he gives back wholeheartedly to the communities he lives in.

Dailey is a past president, officer, and director of the Contractors Association of West Virginia, as well as the Cumberland Valley Chapter of Associated Builders and Contractors. He has served on the West Virginia State Building Commission and the state Public Em-



WVU President E. Gordon Gee, right, was the keynote speaker honoring Martinsburg-native Jim Dailey II, as the Boy Scouts of America's Berkeley County Distinguished Citizen of the Year.



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MEMBERS IN THE NEWS



WVU President E. Gordon Gee, left, presents Bob O. Orders an honorary doctorate at this year's graduation ceremony in May.

employees Insurance Agency (PEIA) Finance Board and Trust Fund. A past member and chairman of the WVU Board of Governors, Dailley currently serves on the state Higher Education Policy Commission (HEPC). He is a chairman of the advisory board of directors for United Bank of Martinsburg and serves on the advisory board of United Bank of West Virginia. He is chairman of the board of Farmers & Mechanics Mutual Insurance Company of West Virginia and Farmers & Mechanics Fire & Casualty, Inc.

Orders presented honorary doctorate at WVU

MORGANTOWN, WEST VIRGINIA - Robert "Bob" O. Orders, Jr. was presented an honorary doctorate from Benjamin M. Statler College of

Engineering and Mineral Resources during West Virginia University's first in-person commencement ceremony since December 2019. Nearly 4,500 graduates walked across the stage to receive their diplomas in four ceremonies May 15-16. When Orders Construction Company was founded in 1964, it was primarily a bridge contracting firm. Since then, the company has expanded its scope of service to include industrial/mechanical, heavy highway and utility construction serving a wide range of markets in seven states. Orders, a WVU alumnus, is on the Board of Directors of the WVU Foundation and is a trustee of The Nature Conservancy of West Virginia and the Greater Kanawha Valley Foundation. Orders was inducted into the West Virginia Business Hall of Fame in 2017.

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MEMBERS IN THE NEWS




Civil & Environmental Consultants, Inc.

Civil & Environmental Consultants opens new offices in Bridgeport

BRIDGEPORT, WEST VIRGINIA - Civil & Environmental Consultants, Inc. (CEC), a full-service consulting engineering firm with locations across the nation, has found a new home for its Bridgeport offices. Dennis Miller, CEC vice president, said the company began operating out of a new, larger space not far from its current offices in the Charles Pointe development on May 24.

"Our vision was to have space for long-term expansion of our business so we can continue to service

our valued customers, while growing our team, and providing a new professional workspace for our current employees," Miller said. "We wanted to give our employees not only a place to work, but a place to be creative and connect with each other. Our goal was to give them an office space they would be proud to call home. The new space will help the company fulfill its mission of always providing "Client-First Service," Miller said.

The company's Bridgeport operation has grown significantly since it first opened in 2012. What began with only three people, has grown to over 100. Behind Civil & Environmental Consultants' corporate headquarters in Pittsburgh, the Bridgeport office is one of the largest and fastest-growing of the firm's 26 locations. 

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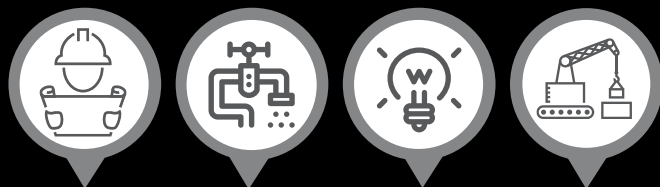
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