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ConstructionNEWS

January/February 2022

ROCKWOOL: Investing in Jefferson County

ALSO INCLUDED:
2022 Construction Outlook





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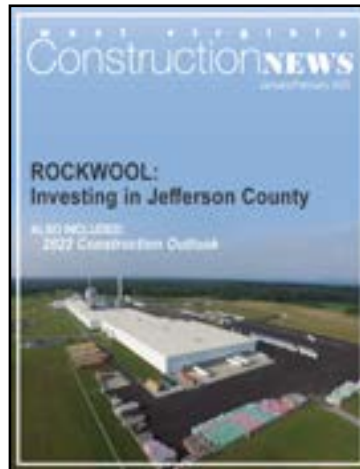
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On the cover

ROCKWOOL has opened its 338,000 square foot facility in Jefferson County to manufacture stone wool insulation products. Construction began in late 2017 and commercial production began July 2, 2021. To see more on the construction of this state-of-the-art facility, see page 16.

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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Construction Sector Outlook in West Virginia



By: Brian Lego
Research Assistant Professor
West Virginia University
Bureau of Business & Economic Research

RECENT PERFORMANCE

West Virginia's construction sector saw activity decline significantly for the second consecutive year in 2020 and, despite signs of a return to more normal conditions over the course of 2021, the COVID-19 pandemic remained a drag on the sector's performance. In particular, the emergence of the increasingly contagious Delta and Omicron variants in the second half of 2021 exacerbated the sector's labor supply problems, as rising covid infections and exposures have precipitated delays in a wide range of projects, though most notably in the homebuilding side of the industry. With all that said, and even as construction activity remains well below the massive levels of investment observed during the nat-

ural gas pipeline boom from late-2017 and early-2019, the sector appears to be in the midst of a broader-based recovery that should carry forward over the next two to three years, at least.

[See Figure 1]

RESIDENTIAL CONSTRUCTION

According to data from McGraw-Hill, approximately 2,800 single-family homes were started during 2020 in West Virginia – the highest annual level of homebuilding in the state since 2007. Housing demand has surged over the past two years as mortgage rates, though rising in recent weeks, have remained at or close to historic lows and many homebuyers are flush

with cash thanks to strong income growth and aggressive federal fiscal policy that provided a significant lift to households at the lower and middle portions of the income distribution.

New home construction remained strong over the course of 2021. Indeed, single-family housing starts are expected to finish the year with an annual total of 3,200 new units started. The level of permits authorized for new single-family homes remained high over the second half of 2021, averaging more than 3,000 units on a seasonally adjusted annualized basis over this period. Overall, this signals the construction pipeline for new homes remains strong and should remain elevated at least through the first half of 2022 thanks to healthy homebuyer demand.

At the same time, however, homebuilders face significant issues on the supply side of the ledger when it comes to building new homes. Indeed, builders have been forced to tightly manage the pace of construction due to persistent issues with the building materials supply chain (especially lumber) and on the labor side as tightening labor markets have bid up wages in many sectors that compete for labor resources. Moreover, skyrocketing case numbers of COVID-19 infections became a significant impediment at times during the second half of 2021 due to the emergence of the increasingly transmissible Delta and Omicron variants. While new home construction has certainly picked up

Figure 1: West Virginia Construction Employment by Type

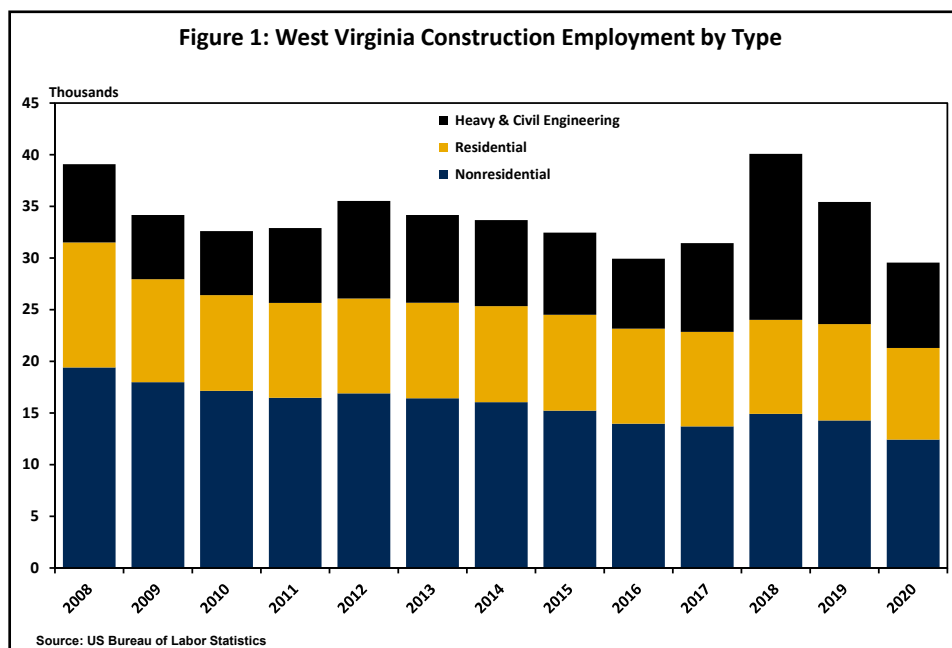
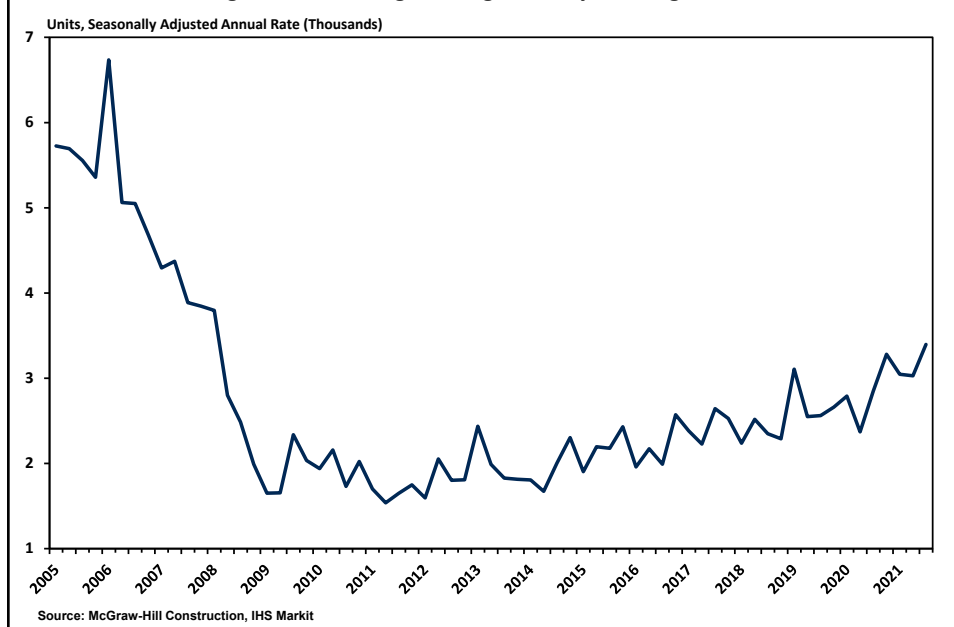


Figure 2: West Virginia Single-Family Housing Starts



over the past two years, the growth in demand combined with the labor and supply chain issues affecting homebuilders and contractors, the length of time to complete a new home has increased by at least several months in most markets. In fact, anecdotal reports point to custom home builds requiring as many as 18 months to complete in certain high-activity markets.

[See Figure 2]

NONBUILDING/ NONRESIDENTIAL PROJECTS

After accounting for essentially all the construction sector's growth between mid-2017 and early-2019, activity associated with nonbuilding construction projects has weighed heavily on the sector for nearly two years. Most of these nonbuilding developments were connected to the massive buildout of natural gas pipelines to increase takeaway and throughput capacity for the Appalachian Shale Basin. Indeed, following the addition of more than 10 Bcf per day in takeaway capacity between 2014 and 2019, less than 1 Bcf per day was added in 2020. The projects that have had the largest impact in expanding capacity in recent years are Rover II and the Mountaineer Xpress, but several smaller-scale reversal and condensate line additions throughout the state have been crucial in connecting the state's natural gas and NGLs to end markets.

Unfortunately, while additional pipeline construction is possible going forward, the cancellation of the Atlantic Coast Pipeline (ACP) and PennEast projects, along with the protracted court delays and regulatory reviews of the Mountain Valley Pipeline suggest the appetite for new gas pipelines has declined. In addition, regulators have expressed concerns over natural gas' net impacts on climate change as a possible issue to weigh in the approval process for new pipeline projects. For additional discussion of pipeline construction infrastructure projects, see the Energy Section of Chapter 3 in the West Virginia Economic Outlook 2022-2026 publication.

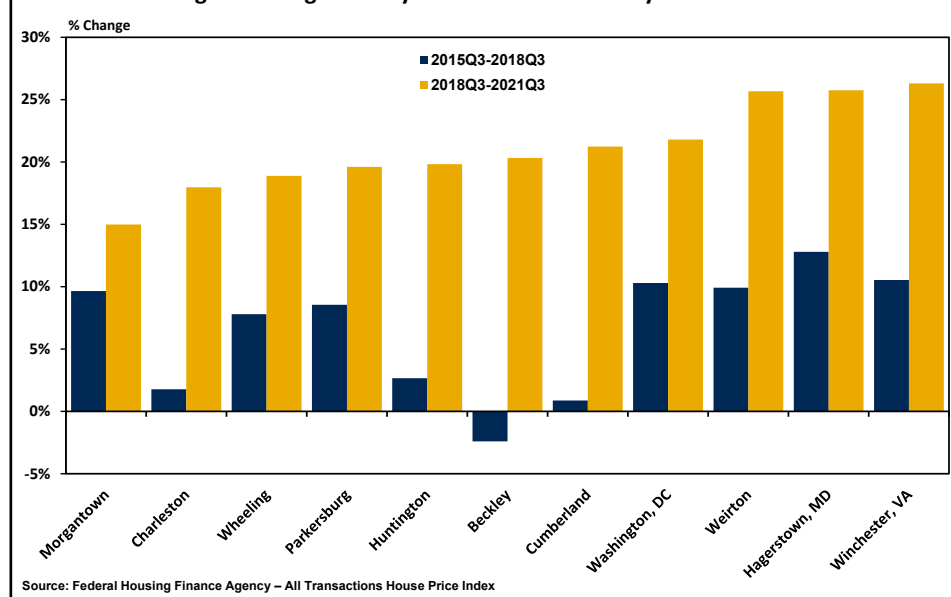
HOUSE PRICES

West Virginia's housing market tends to be much less volatile over most business cycles, compared to the nation. Indeed, while the state did see house prices deflate in response to the bursting housing bubble, house price declines were more muted compared to most US states.

The overall peak-to-trough decline in home prices in the state was 7 percent compared to an 18 percent decline for the US. Just as the declines were smaller, house price appreciation has also been noticeably weaker over the past several years. Prices for existing single-family homes in West Virginia have increased 35 percent compared to a 75 percent gain for the nation since early- to mid-2012.

Of course, changes in house prices have varied quite dramatically in recent years for the state's different regions, reflecting local supply conditions and underlying demand for homes. After experiencing a dramatic run-up in prices during the bubble years, West Virginia counties that were part of the Hagerstown (Berkeley and Morgan counties), Winchester (Hampshire County) and Washington, DC (which includes Jefferson County) metro areas saw prices plunge by as much as 36 percent. The rate of price declines registered in the state's other counties that lie

Figure 3: Single-Family House Price Growth by Metro Area



within metro areas was significantly smaller in the aftermath of the housing market, ranging from a 2 percent drop in Morgantown (Monongalia and Preston) to a 10 percent loss in Weirton-Steubenville (Brooke and Hancock counties).

[See Figure 3]

Similarly, house price appreciation for the state's major housing markets has followed different tracks over the past several years. According to data from the Federal Housing Finance Agency (FHFA), two metro areas in Southern West Virginia, Charleston and Beckley, registered declines in house prices between mid-2015 and mid-2018, as both markets struggled with job losses related to the coal industry for a significant portion of that period.

By contrast, West Virginia counties tied to metro areas in Northern Virginia and Maryland registered double-digit growth in prices over this time. House price appreciation has accelerated significantly for all the state's metro-based housing markets over the past three years, reflecting the strong increases in house prices seen nationally.

SECTOR OUTLOOK

The forecast calls for the construction sector to see job growth of just 0.3 percent per year through the end of 2026. However, this slow rate of growth is distorted by the fact that the sector's performance will be much stronger over the middle portion of the forecast period and a slow tapering in activity during the latter stages of the outlook. In addition, the ongoing slowdown in Covid infections related to the Omicron variant will likely help construction contractors to hire workers for unfilled job openings that have limited their ability to keep projects on schedule or take on new work altogether.

Extending beyond the short-term outlook, the sector's outlook is decidedly positive. While not yet part of our official baseline forecast, nonresidential construction is expected to offer the

greatest boost to the sector's performance over the next few years.

Indeed, Nucor Corporation's announcement that it will spend more than \$2.7 billion to construct a steel sheet mill in Mason County will represent the single-largest construction investment in West Virginia's history by a factor of nearly five. An example of other large new commercial and industrial projects on tap for the next couple of years include the GreenPower Motor Company's electric bus manufacturing facility in Kanawha County, along with additional investments by Toyota to expand its engine and transaxle plant in Putnam County.

Growth in the energy industry, particularly natural gas, bodes well for construction activity during the outlook period. Further development of upstream and midstream resources, along with the emergence of a downstream natural gas industry due to the upcoming commencement of production at the Shell ethane cracker in Pennsylvania, bode well for development potential in the tri-state area. Furthermore, this potential would receive a further shot in the arm if the continued plans by PTTGC to pursue a long-planned ethane cracker in Ohio were to come to fruition.

At the same time, energy-related construction activity faces some headwinds and uncertainty going forward. For example, expectations for midstream infrastructure development took a hit with the cancellation of the ACP and PennEast projects, while the Mountain Valley Pipeline's ongoing legal challenges in federal courts and its regulatory reviews at the state and national level leave open the possibility that it could be canceled or see additional delays that extend the completion beyond 2023.

Some uncertainty also remains over potential environmental upgrades for three major coal-fired power plants in West Virginia (John Amos, Mountaineer and Mitchell), as regulators in Kentucky and Virginia voted against approving the utility operator (AEP) from passing the costs through to ratepayers in their respective states.

These capital projects would cost more than \$400 million to allow the three power plants to comply with federal regulatory requirements regarding effluent runoff and remain operational beyond 2028. The proposal was approved by the West Virginia Public Service Commission in late-fall 2021, but still faces hurdles as moves by utilities in other states to sell their holdings to AEP subsidiaries are under review and could face court challenges.

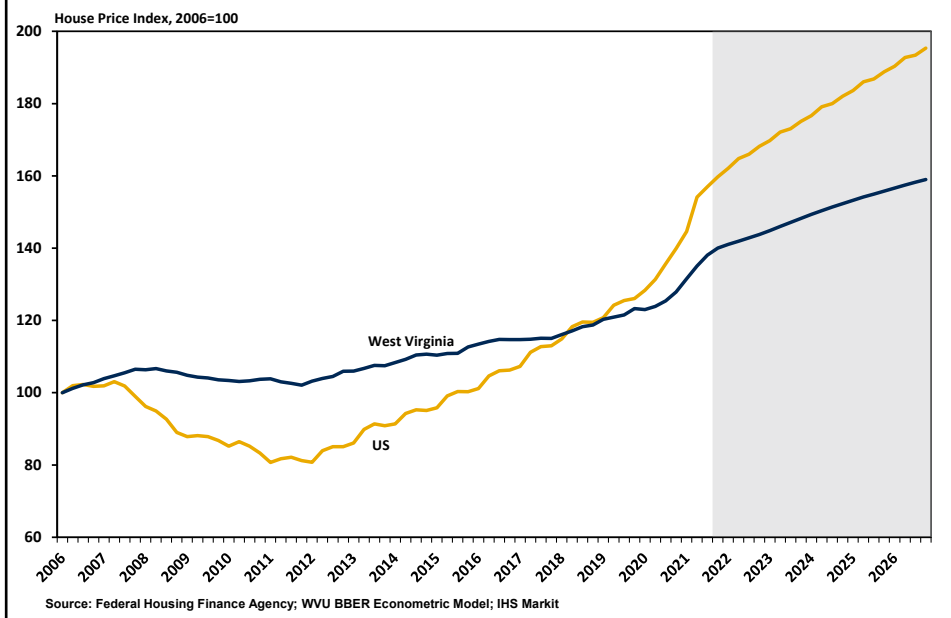
Finally, Longview Power recently decided to delay indefinitely its plans to build a 70-MW solar power generating facility after it failed to secure the necessary land for construction in Pennsylvania. The utility remains committed to building a 1.2GW natural gas-fired power plant adjacent to its coal-fired generating facility in West Virginia, but the overall timeline for completion is not yet apparent. Two other natural gas-fired power plants that were planned for construction in Marshall and Brooke counties have been canceled, while a third planned for Harrison County remains

Public infrastructure investment will buoy the sector over the next few years, as the Roads to Prosperity program will back ongoing major new roadway construction and expansion projects, including crucial portions of Corridor H, extensive I-70 bridge repairs in the Northern Panhandle and expanded highway capacity in the I-79/I-68 corridor.

Though technically not infrastructure spending per se, the construction of Virgin Hyperloop's certification and testing center in Tucker County will bolster the sector over the next couple of years, as the \$500 million project will consist of a planned welcome center, certification track and operations center, pod final assembly facility, production development test center, and operations, maintenance, and safety training center.

Federal infrastructure investment also appears poised to lift the level of construction activity in West Virginia, though the final amount and how it will be spent remains to be deter-

Figure 4: West Virginia Single-Family House Prices



mined. The Infrastructure Investment and Jobs Act, passed in November 2021, will expand total infrastructure spending by \$1 trillion over the next decade and will enhance federal outlays a range of traditional physical infrastructure items (highways, bridges, rail, water, and sewer) as well as other areas such as broadband and

charging stations for electric vehicles. Spending that would enhance renewable energy infrastructure and other climate-related technologies is also a part of the 2022 budget reconciliation act (Build Back Better) that is currently stalled in Congress, but expectations are for elements of this legislation to re-emerge later this year

or in FY2023.

In terms of residential construction activity statewide, the forecast calls for single family housing starts to average in the low-3,000-unit range (annualized) during the first half of 2022 before declining steadily to the mid-2,000-range over the next year or so. New single-family home construction is expected to average roughly 2,200 units over the remainder of the outlook period.

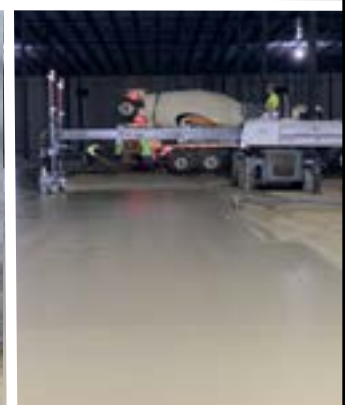
Continued population growth and healthy economic gains are expected to buoy homebuilding activity in regions such as the Eastern Panhandle and North-Central West Virginia. House price appreciation is expected to slow measurably from the strong rate of growth observed over the past year or so, with prices expected to increase at a rate of 2 to 3 percent annually during the outlook period, which will lag the national rate of growth by well over a percentage point.

[See Figure 4]



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WATER /SEWER
\$475 MILLION



AML RECLAMATION
\$700 MILLION

**HISTORIC INFRASTRUCTURE BILL
WILL BUILD A BETTER WEST VIRGINIA**



From the President



The Infrastructure Investment and Jobs Act (IIJA), passed in November, is the biggest U.S. infrastructure package in decades and provides over \$6 billion in funding for West Virginia's roads, bridges, water and sewer treatment facilities,

abandoned mine land (AML) projects, airports and other infrastructure improvement projects.

The bill also provides a five-year reauthorization of the federal-aid highway bill and the U.S. Environmental Protection Agency's Clean Water and Safe Drinking Water State Revolving Funds, all three of which are now funded at higher levels.

The bill is also a first-of-its-kind comprehensive investment in broadband deployment, equity, and affordability, which is essential to attracting new jobs and visitors to our state.

There will be additional funding to reinvigorate coal communities, including a new program to build clean energy on current and former mine lands. Grants will be available for manufacturers to build or retrofit facilities to produce or recycle energy products in communities that have seen coal mines or plants close.

These new infrastructure investments will provide a much-needed boost to the construction industry while growing West Virginia's economy over the next decade.

IIJA will provide over \$3 billion in state formula funds for highways and \$500 million for bridges over the next five years. This represents nearly a 44 percent funding increase over the previous five-year highway bill. The American Road and Transportation Builders Association (ARTBA) projects this increased investment will add an additional \$678 million in state gross domestic product each year. ARTBA also notes the increased economic activity will benefit West

Virginia residents since disposable income will increase by \$249 million each year, an average of \$332 per household. State and local tax receipts will increase by an average of \$118 million per year. This is additional income that can be reinvested for other state programs.

Senator Shelley Moore Capito and Senator Joe Manchin were instrumental in crafting the bipartisan bill which passed the U.S. Senate 69-30. Rep. David McKinley, P.E., was one of 13 Republicans in the U.S. House, without whose support, the infrastructure bill would not have passed. The leadership they showed will fund significant upgrades to infrastructure in West Virginia, which got a "D" on its Infrastructure Report Card issued by the West Virginia Section of the American Society of Civil Engineers.

I thank AGC of America and ARTBA for their exemplary work on the bill, and all CAVV members who contacted our Washington delegation on the need to pass a meaningful infrastructure bill. It will create thousands of good paying construction jobs and it will improve the quality of life in all areas of our state.

Now the work begins. Federal agencies will have to oversee the surge in funding, including administering new grants and designing new programs. The Contractors Association of West Virginia looks forward to working with state and local agencies—from our transportation department to water and sewer utilities—who will have to identify and execute the needed projects. And this federal, state, and local coordination all comes amid continued challenges overseeing other expanded funding from the American Rescue Plan provided to West Virginia earlier this year.

CAVV members have been dealing with material shortages and wide price swings due to the COVID pandemic. The IIJA will mean greater demand for construction materials, in some cases creating greater competition between government and businesses for the same goods.

The CAVV is working with state agen-

cies to make sure they understand the many challenges contractors are facing during the COVID-19 pandemic. Public owners have been good to extend completion dates and eliminate liquidated damage (LD) charges when material has been delayed. The state Purchasing Division issued escalation clause language that can be included in contracts when pricing volatility is expected.

The new infrastructure bill will demand more workers, too. Public agencies will be competing for scarce talent with the private sector. The CAVV Workforce Development Task Force will continue its efforts to enhance career and technical training programs to create a future workforce for CAVV members. Task force members have been meeting to determine how construction curriculums are to be offered at community technical colleges (CTC) around the state.

The task force, with assistance from the CAVV Public Relations and Education committees, has developed a program called BuildWV that will be unveiled at the 2022 WV EXPO. The pandemic slowed the roll out of this program which will provide students, parents and guidance counselors with information on construction training, education and career opportunities.

This past year has posed many challenges for our industry but, as usual, our members rose to meet them head on. This is one of the key reasons our association is successful. Many members contribute their time and expertise to develop solutions and to create new opportunities.

The infrastructure bill will create many opportunities for our state, the CAVV and our members. I look forward to working with all our members to build a better West Virginia.

Sincerely,

Nate Orders
President

CAVV CONTINUES LEGISLATIVE ADVOCACY UNDER COVID-19 RESTRICTIONS

CAVV members benefit from CAVV's active participation in the legislative process at the local, state and federal levels affecting economic and infrastructure development. There were numerous issues in the 2021 legislative session that affected CAVV members and their employees. Even though the State Capitol was closed to the public, the CAVV still had an opportunity to represent the construction industry in committee meetings and in personal meetings with

senators and delegates.

S.B. 673, the CAVV's bill to require civil action regarding West Virginia construction contracts be resolved in West Virginia, passed 33-0 in the Senate and 99-0 in the House. The bill was developed by the CAVV Legislative Committee to mandate that West Virginia is the location where construction claims must be resolved if a party to a West Virginia construction contract breaches that contract. Under previous law, there may have been a dispute of only several thousands of dollars, yet West Virginia con-

struction firms were faced with bringing a lawsuit thousands of miles away, which is expensive, time consuming and disruptive.

Bills providing tax credits that will foster building development were passed. H.B. 3301 allows county commissions or municipalities to extend the duration of a tax increment financing district subject to consent of any municipality in the district. TIFs are limited to 30 years. The bill would allow any TIF created before December 31, 2020 to extend its TIF by five years, to December 31, 2050. S.B. 344 eliminates both

the sunset date for the qualified rehabilitated buildings investment credit and the maximum amounts allowable for the tax credit. Current law ended the tax credit December 2022 but recent successful rehabilitation projects, such as the Atlas Building in downtown Charleston and the Hotel Morgan in Morgantown, proved the benefit of the credits in restoring abandoned or underused structures.

Governor Jim Justice signed into law S.B. 277, creating the COVID-19 Jobs Protection Act. The legislation provides a liability shield for employers in West Virginia for claims that may arise due to the COVID pandemic.

Contractor and professional licensing requirements were greatly modified in H.B. 2006, relating to the West Virginia Contractors Licensing Board, and H.B.2008, a bill dealing with certification for electricians, fire sprinkler fitters, plumbers and HVAC technicians. These bills narrowly passed the Senate after a large majority of House members voted in favor. The bills were part of priority bills by the House of Delegates on occupational boards and professions.

WV Jumpstart Savings Act was introduced by state Treasurer Riley Moore to get new people into construction and other trades. H.B. 2001 creates a plan to allow individuals who wish to pursue a vocation or trade to make tax-free contributions to a savings and investment account. The plan allows for family members and the individual's employer to make contributions to the account. The plan beneficiary can later withdraw money from the account – which will be tax-free – to help cover business startup costs, equipment, tools, certifications, and licenses needed in the vocation or trade.

A number of bills were introduced that did not pass, including a CAWV opposed bill to remove the fees on electric and natural gas vehicles. Fees were included for alternate fuel vehicles in the 2017 highway funding bill for the first time ever as a way to have these vehicles pay to support driving on West Virginia's highways. The State Road Fund collects about \$1.5 million in annual revenues, but this is expected to increase as more alternative fuel vehicles are put in service.

INDUSTRY BACKED BIPARTISAN INFRASTRUCTURE BILL SIGNED INTO LAW

On November 15, President Biden signed the construction-backed Bipartisan Infrastructure Bill, also known as the Infrastructure Investment and Jobs Act (IIJA), into law. This was all possible thanks to the efforts by AGC of America, ARTBA, and other construction industry and business associations whose members made hundreds of thousands of contacts with their congressional representatives. The IIJA is the most significant

infusion of investment in infrastructure since the enactment of the Interstate Highway System in the mid-1950s. It provides market opportunities for highway, heavy, building, and utility contractors. And, it demonstrates to our members' existing and future workforce that there is sustainable work in the years to come.

West Virginia will receive about \$6 billion to rebuild its infrastructure including \$3 billion to repair roads and nearly \$200 million for Corridor H; \$500 million for bridges; \$40 million for airports; \$300 million for public transit; \$600 million to expand broadband access; \$475 million for water and sewer investments; around \$100-\$200 million to cap orphaned oil and gas wells; and at least \$700 million for Abandoned Mine Lands (AML) reclamation.

NATIONAL ASSOCIATIONS KEEP CONTRACTORS WORKING

The Associated General Contractors (AGC) of America is at the forefront of every issue affecting contractors on the federal level. AGC helped shape the federal Paycheck Protection Program (PPP) to make sure construction firms qualified for the loans. CAWV members had unlimited access to webinars and up-to-the-minute guidance on how to keep employees safe on the jobsite. In October, AGC met with the White House Office of Management and Budget (OMB) to share a host of concerns about the U.S. Occupational Safety & Health Administration's (OSHA) draft emergency temporary standard (ETS) requiring employers with 100 or more employees to ensure their workers are fully vaccinated against COVID-19 or tested for infection on at least a weekly basis. In November, AGC, along with industry allies, filed a lawsuit in the U.S. Court of Appeals challenging OSHA's COVID-19 ETS. OSHA announced on November 17 that it "has suspended activities related to the implementation and enforcement of the ETS pending future developments in the litigation." AGC continues its vigorous opposition to the "Protecting the Right to Organize" (PRO) Act because it will wreck the balance between an employee's right to bargain collectively and an employer's right to manage their business.

The American Road and Transportation Builders Association (ARTBA) joined AGC in the federal lawsuit challenging the recent OSHA COVID-19 ETS. ARTBA is defending multiple federal court cases involving the Trump administration's Navigable Waters Protection Rule (NWPR) since it seems likely the U.S. Environmental Protection Agency intends to withdraw the rules and revert to pre-2015 coverage levels. The NWPR clarified that roadside ditches are not "waters of the United States (WOTUS)." Rescinding the rule, as EPA proposes, would result

in permit delays and litigation as the West Virginia Division of Highways begins building projects under the new IIJA, including Corridor H. ARTBA continues to advocate on building and protecting the transportation construction market through its "Transportation Makes America Work," or TMAW, program.

CAWV AND STATE PURCHASING DEVELOP ESCALATION CLAUSE FOR USE IN STATE PURCHASING AND OTHER STATE AGENCY CONSTRUCTION CONTRACTS

The West Virginia Purchasing Division issued a memorandum, dated July 15, 2021, to various state agency procurement officers that price escalation clause language is available for use in public improvement projects where pricing volatility is expected. The CAWV enlisted the advice and support of Commerce Cabinet Secretary Ed Gaunch, Administration Cabinet Secretary Allan McVey, State Senator and CAWV member Glenn Jeffries, State Purchasing Director Mike Sheets and State Purchasing General Counsel James Meadows in developing a remedy for contractors and suppliers who are experiencing an unprecedented mix of steeply rising material prices and delays in the supply chain.

Although the clause is not automatically included in every construction contract, it can be added prior to the bid if there is reason to believe there will be a significant price increase of material or rental equipment of 20% or more between the date of bid submission and the date of the contract award. The total amount of all change orders dealing with the escalation clause may not exceed 10% of the total contract price. The result of the new policy is to allow agencies to get a lower price on construction contracts due to risks in bidding being reduced.

HIGHWAY CONTRACTORS ADDRESS CHALLENGES AND OPPORTUNITIES

Highway contractors and the WVDOH are still utilizing technology during the pandemic to continue their partnership of working together on key issues, including workforce and material shortages, permitting backlogs and cash flow concerns. The joint WVDOH/CAWV Finalization Task Force released eight new training videos that focus on contract finalization, a major issue for industry and the division.

All the committees were extremely active. The Specifications Committee held six meetings this year approving changes to 73 Standards that will be incorporated into their 2022 Supplemental Specifications and effective on all projects bid on or after January 1, 2022. One of the more controversial package of specification changes (Sections 102, 103, 108 and 109) relates to the agencies overhaul of their Contractor Prequalification

and Bid Analysis Programs. Beginning next year, the changes will require all contractors, including subcontractors and DBE's, to be prequalified in the items of work they plan to perform; eliminates certified financial statements; introduces fractional bonding; contractors to be rated based on project evaluations and performance factors; and more. Other notable changes include 107.21.1-Erosion and Sediment Control (updates NPDES permit registration); 307.9.1-Price Adjustment (gradations); Section 410-Asphalt PWL; and several Section 636 changes relating to Traffic Control Supervisor and Flagging requirements, arrow boards and message signs.

Additionally, 34 project specific Special Provisions were approved.

The Standards Committee met four times and notable changes include repeal of the WVDOH Erosion and Sediment Control Manual and Design Directive (DD); changes impacting Temporary Erosion Control; Salvage Value of Materials; Selection of Pipe Materials; Determination of Completion Dates; and more. The MP Committee met eight times approving 14 MP changes, including a significant rewrite of the Technician and Inspector Certification Program Handbook. The Manuals Committee held its first meeting this year, announcing an update of the 2002 WVDOH Construction Manual.

The association worked with the WVDOH on a number of Purchase Order (PO) issues including quarterly reporting, a new asphalt preservation/pavement markings PO contract, and changes to select annual PO contracts for maintenance materials. The CAWV participated in the West Virginia Caucus on Every Day Counts-6 (EDC-6) innovations, selecting initiatives to pursue locally on e-Ticketing and Digital As-Builts; Strategic Workforce Development; Targeted Overlay Pavement Solutions; and UHPC for Bridge Preservation and Repair.

CAWV PRESIDENT'S AWARD DEVELOPED, PRESENTED AT ANNUAL MEETING

The first recipient of the CAWV President's Award was honored at the 2021 Annual Meeting. CAWV Safety Committee created the award to recognize a member that has gone above and beyond in exceeding expectations and demonstrating excellence to help build a better West Virginia. This year's award focused on the initiatives that members took to develop and implement new safety procedures to help overcome the hurdles that were faced during the COVID pandemic. Numerous members submitted impressive new policies and procedures. This year's winner is Kelly Paving, Inc. Kelly Paving's team came up with an innovative

way to provide hands-free wash stations for employees in order to keep them working safely. They designed, built, and delivered wash stations to each project.

NEW WORKERS' COMP PROGRAM UNVEILED FOR CAWV ASSOCIATE MEMBERS

The CAWV partnership with Encova Insurance provides significant savings on members' workers' compensation insurance costs. The program provides a discount on premiums to contractor members with a three-year loss ratio of 65% or less. In 2021, CAWV members that took advantage of the program saved on the cost of their workers compensation premiums.

CAWV Associate Division members are now eligible for the policy premium discount if their operations require them to be on construction sites or perform work similar to construction. A seminar was held in December on the new benefit program. All members can contact their insurance providers to learn more about the Encova plan. The plan is also detailed in the September/October issue of *West Virginia Construction News* magazine.

The CAWV/Encova program is also a great resource for safety training programs.

SAFETY COMMITTEE EDUCATES AND RECOGNIZES MEMBERS FOR WORKING SAFER

The CAWV recognized the association's 2020 Safety Excellence Award winners during the CAWV Annual Meeting. The association annually recognizes contractor and associate members who have exhibited a superior effort to improve safety in the construction industry. Members participating in the program are scored on their documented safety policies and procedures, their commitment and approach to safety and health, and their recorded statistical data for the year. Special attention is given to the quality of safety training provided to employees and members who demand active employee involvement in their safety process. The 2020 Safety Excellence Award winners included 16 members from the Building, Utilities, Highway/Heavy, Industrial and Associate Divisions.

TASK FORCE CONTINUES TO CREATE FUTURE CONSTRUCTION WORKFORCE

The Workforce Development Task Force continues its efforts with the West Virginia National Guard and the Governor's Jobs and Hope of West Virginia equipment operator training course. This year the program also added students from the Mountaineer Challenge Academy. The task force invites CAWV members to Camp Dawson to meet graduates of the equipment op-

erator training course, and to offer input on the training and how to make sure graduates are ready to be employed by CAWV members. The guard continues to find good quality candidates and increase class sizes.

Task force members have been meeting to determine how construction curriculums are to be offered at community technical colleges around the state.

SCHOLARSHIP PROGRAM AWARDS \$16,000 IN 2021

The CAWV's annual scholarship program continued its mission in 2021 by contributing \$16,000 to six students pursuing careers in construction. This year's top winner, Taylor Farnsworth, Fairmont State University, was joined by five other recipients from Fairmont State University, West Virginia University and WVU Institute of Technology. The Scholarship Foundation Board of Trustees was also able to raise money this year from two separate CAWV Scholarship Golf Outings.

CAWV WORKING FOR MEMBERS

The CAWV is pleased to welcome to the CAWV staff Shelly Hartley as Administrative Assistant. Shelly will be working with the CAWV Planroom and Bid Clearinghouse, as well as assisting in day-to-day operations. She will also be involved in membership and committee engagement. Shelly brings over twenty years of knowledge and experience in the hospitality industry which will be beneficial to the association. Prior to joining the CAWV, she served as the Catering Event Manager at the Charleston Coliseum and Convention Center.

The Asphalt Pavement Association of West Virginia (APAWV), a division of the CAWV, announced that John Crane, P.E. became Executive Director of the organization, effective November 1. John previously served as the Pavements, Materials, and Field Applications Engineer for the Flexible Pavements of Ohio and has eight years of experience with the West Virginia Division of Highways' Materials Control, Soils and Testing Division where he last served as the Asphalt Group Supervisor.

The CAWV bids a fond farewell to Pat Parsons who is retiring after 43 years with the CAWV, including the last 35 years as Executive Director of APAWV. He also served as the West Virginia Construction and Design EXPO show manager for over 30 years, until 2014. Pat's outstanding accomplishments have included the creation of an Endowed Chair in Asphalt Technology at WVU and being named WVASHE "Man of the Year" in 2006.





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ROCKWOOL:

INVESTING IN JEFFERSON COUNTY



ROCKWOOL, the world's leading manufacturer of stone wool insulation, has completed construction of a 338,000 square foot manufacturing facility in Ranson in Jefferson County. The total investment totaled \$203 million and will employ around 180 people in positions ranging from management to the production line.

ROCKWOOL, the world's leading manufacturer of stone wool insulation, has completed construction of a 338,000 square foot manufacturing facility in Ranson in Jefferson County. The investment totaled \$203 million and will employ around 180 people in positions ranging from management to the production line.

The City of Ranson was one of 50 areas in 10 states considered as a location to build an insulation manufacturing facility in the United States. This is ROCKWOOL's 48th facility across the globe and the second in the United States. The company has an existing manufacturing plant in Marshall County, Mississippi.

The state-of-the-art facility was constructed on a 136-acre site off of Route 9 in Jefferson County.

Rory Moss, president of ROCKWOOL North America, stated, "We're delight-

ed to be up and running in West Virginia and providing the first increase in stone wool insulation production capacity since before the pandemic." Moss continued, "Our customers are looking to us to satisfy the growing demand for our insulation products, and

we will be aggressively ramping up production over the coming months to deliver for them."

"ROCKWOOL is a valued and respected member of the business community in West Virginia. The company



ROCKWOOL's West Virginia facility will manufacture insulation products to supply the company's North American market.



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Construction began in late 2017. ALL Construction, Inc., Mt. Storm, performed the initial site preparation and site piping. The new manufacturing facility sits on a 136-acre parcel of land that required 250,000 cubic yards of excavation and 9,000 feet of in-ground stormwater and sewer pipe.

has proven themselves to be a terrific corporate citizen,” said Mitch Carmichael, West Virginia’s secretary of the West Virginia Department of Economic Development. “We are thrilled to welcome such an innovative company that is committed to supplying the North American market with advanced insulation products manufactured in West Virginia.”

Construction began in late 2017 and commercial production began July 2, 2021. The facility was a design-build project with multiple structures. The industrial facility is a combination of steel and masonry framed structures.

Design and engineering were led by Clayco subsidiary BatesForum, and included turnkey civil/structural, electrical, and piping systems. Electrical systems included 35kV incoming service with customer metering and trend/analysis equipment, overhead cable tray distribution, LED lighting with dimming controls, and fiber backbone and network throughout. Piping systems included chilled water system, 600HP of compressed air capacity, desiccant system, industrial water, machine cooling, treated water, reuse water, hot water, and natural gas.

A number of Contractors Association of West Virginia members performed work on the project.

Initial site grading and underground

piping was performed by ALL Construction, Inc., Mt. Storm. The project consisted of nearly 250,000 cubic yards of excavation. Snyder Environmental Services, Inc. of Kearneysville followed as the site contractor in February 2020. The first two years of construction undertook a wide variety of grading, piping, concrete paving, bio-retention basins, seed, mulch and landscaping.

A number of infrastructure upgrades were made to accommodate the facility. These include new water and sewer lines as well as electrical and gas connections. The project did not require restructuring highways or bridges as state authorities determined that the

current infrastructure was suitable for the new facility. However, Northport Avenue was constructed to serve the plant. The contractor was Jefferson Asphalt Products Company of Charles Town.

ROCKWOOL relies on transportation from trucks to both deliver raw materials to the factory and for delivery of final products to distributors and retailers. Volume will vary but the company estimates an average of 115 trucks a day will visit the site, which is expected to result in a two percent increase from existing traffic on WV Route 9. The truck traffic will access the plant through the Wiltshire Road Exit so as to not impact traffic around North Jefferson Elementary School.

An eight-mile gas pipeline extension was run underground from the existing gas high-pressure system in Martinsburg. The facility uses natural gas in production to enhance the combustion process in melting the stones used in making the product as well as for curing the insulation products. The gas line extension was constructed by C.J. Hughes Construction Company, Inc., Huntington.

“The ROCKWOOL project was a little different for C.J. Hughes because we were involved very early in the construction of their facility,” said Steve Byers, supervisor for C.J. Hughes. “ROCKWOOL was interested in what



The facility was a design-build project with multiple structures that are a combination of steel and masonry framed structures. There are 2,500 tons of steel in the plant.

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Snyder Environmental Services, Inc. of Kearneysville followed as the site contractor in February 2020. The first two years of construction undertook a wide variety of grading, piping, concrete paving, bio-retention basins, seed, mulch and landscaping.



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we were doing from the start. We extended a trunk line about 4.5 miles to give them a dedicated gas supply. As soon as we began on their property, we were required to send a representative to their foreman meetings every morning and encouraged to attend their warm-up called "stretch and flex". They invited our entire crew to several luncheons throughout the project. We felt like part of their team. ROCKWOOL is mindful of each individual while keeping their focus on production," Byers commented.

A \$5.9 million waterline project was undertaken to extend Jefferson Utilities to serve the ROCKWOOL plant. The waterline was constructed by Snyder Environmental Services, Inc. In addition to the factory, the waterline project will allow water service for underserved and undeveloped areas of Jefferson County. A new sewer line was also installed along Route 9 to extend sewer service by the Charles Town Utility Board (CTUB) to serve the plant.



Three chimneys were constructed at the facility; a 213-foot chimney associated with Wet Electrostatic Precipitator or WESP; a 213-foot Aquila furnace chimney; and a 114-foot dedusting chimney – to treat all flue gasses.



Jefferson Asphalt Products Company, Charles Town, constructed Northport Avenue to serve the plant. Roads and parking lots utilized 68,000 square yards of asphalt.

The two rain/stormwater collection ponds constructed on site will supply up to 90% of the water needed for production. All process water is recycled and does not enter the ponds or leave the site. Water from furnace cooling operations is recirculated throughout the facility and is utilized for heating during fall and winter months.

While the COVID-19 pandemic affected many industries due to shutdowns, quarantines and a struggling economy, construction continued as planned. The contractor established strict COVID protocols to allow progress to continue. About 500 workers were on-site at the peak of construction.

The Ranson location was chosen due to its location in the Northeastern part of the country, a landscape of about 140 million people. The choice to build the plant in this section of West Virginia did pose challenges, however, as some local citizens actively opposed the siting of the facility.

Company officials and contractors worked with local, state and federal agencies to obtain permits to allow the project to move forward. The West Virginia Department of Environmental Protection held meetings on the three primary levels of permits required for a manufacturing facility: Air, Construction, and Environmental.

The City of Ranson, in August 2017,

passed an ordinance approved by the city's Building Commission which amended the building code regarding height limits. The regular height limit is 90 feet for all structures, but the regulation did not apply to certain structures such as water tanks and chimney flues. In the amended ordinance, the city council added "stacks" to this list of exceptions.

The ordinance change was needed because the facility includes three stacks – a 213-foot chimney associated with Wet Electrostatic Precipitator or WESP, which captures particulate matter from the spinning process in a wet, electrically-charged environment; a 213-foot Aquila furnace chimney; and a 114-foot dedusting chimney. All flue gasses are treated in filters and burners utilizing industry-leading emissions abatement technologies before exiting the stacks.

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The "Pat Parsons Asphalt Faculty Endowment" Honors Retiring Asphalt Leader



The asphalt endowment at West Virginia University will now be known as the "Pat Parsons Asphalt Faculty Endowment" in honor of Pat Parsons' 35 years of service to the asphalt industry as Executive Director of the Asphalt Pavement Association of West Virginia (APAWV). Parsons retired January 31, 2022 after 43 years of service, which began in 1979 with the Contractors Association of West Virginia.

The endowment was established in 1993 to fund an asphalt technology professorship at WVU's Benjamin M. Statler College of Engineering and Mineral Resources to educate students and industry members on asphalt technology. Professor John Zaniowski, who held this position since 1996, retired last year and the APAWV Board of Directors pledged additional money to raise the position from an endowed professorship to an endowed chair.

The renaming of the endowment to honor Parsons was announced at the 2022 Asphalt Paving Conference luncheon held February 17 in Charleston. Over 200 APA members and state and federal highway officials were in attendance for the announcement made by APAWV Chairman Mark Haverty, Kelly Paving, Inc.

"In 1989, Pat talked about a professorship at WVU," Chairman Haverty said in announcing the renaming. "We were able to accomplish this in 1993. For years, we have wanted to elevate the professorship to a full chaired position. Pat undertook a campaign to raise \$1 million and I am pleased to say this has been accomplished." Chairman Haverty continued, "Pat's

legacy in the asphalt industry will live on and on for years to come. I am pleased to honor Pat for his leadership, hard work and commitment to advancing the asphalt industry in West Virginia."

In accepting the recognition, which was unknown until it was announced at the luncheon, Parsons said that the original endowment was formed to re-energize the asphalt program at WVU.

"In the 1960s and 1970s, lots of people came to WVU to pursue the asphalt graduate program because of the reputation it had," Parson stated. "At the time, the West Virginia Division of Highways' asphalt laboratory was housed at WVU, and Dr. Byron Ruth, an assistant professor at WVU, helped operate the laboratory. This relationship between the WVDOH and Dr. Ruth helped West Virginia become a leading state in the asphalt quality control and quality assurance arena which, in turn, helped further develop WVU's asphalt program."

In 1987, when Parsons became executive director of the Flexible Pavements Council of West Virginia, the asphalt program at WVU had seemingly begun to flounder following the WVDOH relocating their laboratory to the Charleston area. Parsons described an interaction with Dr. Sam Kiger, former chairman of the Department of Civil and Environmental Engineering.

"Dr. Kiger liked what we were trying to do to get things restarted, and he said if you really want to make a difference, think about a professorship," he recalled. "Over the next few years



Asphalt Pavement Association of West Virginia Mark Haverty announced February 17 that the asphalt endowment at West Virginia University will now be known as the "Pat Parsons Asphalt Faculty Endowment" in honor of Pat Parsons' 35 years of service to the asphalt industry as APAWV Executive Director Parsons retired January 31, 2022 after 43 years of service, which began in 1979 with the Contractors Association of West Virginia.

we were able to work with the industry in West Virginia to acquire the initial seed money to start this."

Dr. Kiger once remarked, "In my seven years at WVU, I am proud of a lot of things, but this endowment will have the most lasting effect of anything I have accomplished."

Parsons began his career with the Contractors Association of West Virginia in September 1979 in the newly formed position of Safety and Education. He graduated WVU with a B.S. degree in business administration in 1978 and earned a M.S. degree in

safety studies in 1979. In this position, he was responsible for organizing educational programs and assisting members with safety training and accident prevention. He also served as director of the CAWV Building Division and became the association's assistant executive director in 1984.

In 1985, he became Show Manager for the West Virginia Equipment, Technology and Design Exposition, more commonly known as EXPO. The show grew significantly under his 30 years of leadership --- the number of exhibitors, booths and attendees has quadrupled and the seminar content has greatly been enhanced. The show also broadened its base by adding the American Institute of Architects – West Virginia and over 20 professional societies and trade associations as cosponsors.

In 1987, the Flexible Pavements Council of West Virginia, a division of the CAWV and now APAWV, named Parsons its executive director. He continued to work with many of the CAWV's joint committees with the WVDOH and Federal Highway Administration, as well as WV EXPO.

Parsons served on a number of boards and commissions during his tenure at APAWV. He served on the Steering Committee of West Virginians for Better Transportation, on the



In 2019, Parsons signed an agreement to create a chaired position for asphalt at the WVU College of Engineering. APAWV pledged an additional \$500,000, bringing APAWV's total contribution to the WVU Foundation to \$1 million.

Advisory Committee for the West Virginia Local Technical Assistance Program (WV LTAP), and was a member of the Highway Users Alliance. He was a long-term member of the State Asphalt Pavement Association Executives, having served as their chairman in 1996. He is also past president of the West Virginia Society of Association Executives.

In 2006, Parsons was named "Man of the Year" by the American Society of Highway Engineers, North Central West Virginia Section.

In his presentation of the award, then-president of ASHE, Tom Brown, wrote, "Pat has worked to improve the contracting industry of the State of West Virginia since 1979. He has been an advocate for increasing the quality and "rideability" of our highways since 1987."

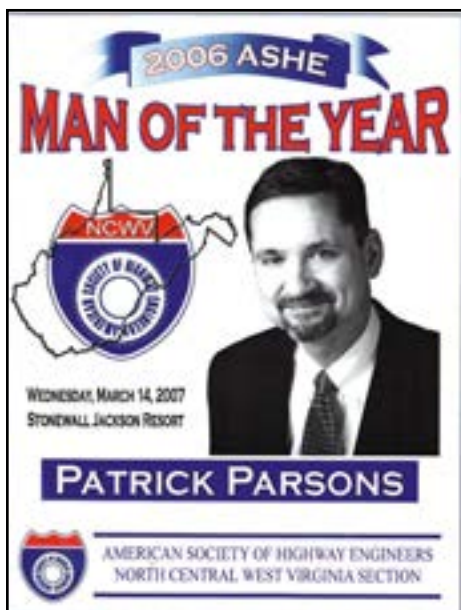
Noting his work at WVU, EXPO and other organizations, Brown added, "The effects of Pat's efforts in education have been, and will be, recognized for years to come. For this dedication, and for his efforts to improve the quality and safety of our highways, the North Central Section of the American Society of Highway Engineers has chosen Patrick Parsons to receive our "Man of the Year Award." Congratulations Pat on this well deserved honor."

In addition to the award presentation at this year's paving conference, Parsons was honored at the 2022 CAWV Midyear Meeting in Aruba in January. Many CAWV members recorded comments for a video which was presented during the meeting. (The video can be viewed at https://youtu.be/OU-1eS3_Vcg.)

"I cannot count the times I watched Pat Parsons patiently trying to explain the latest WVDOH issues to people who couldn't understand the logic," said CAWV President Nate Orders, president of Orders Construction Company, Inc. "We probably lost more issues than we won, but I know we made a difference on a number of important issues to the CAWV. Thanks for all your years of service to the CAWV," he said in his comments.

Aaron Gillispie, who was State Materials Engineer and then went on to become State Highway Engineer for the WVDOH, said his first encounter with Parsons was in 1996 at a paving conference.

"During my career at WVDOH, you were the consummate professional," said Gillispie who is now with Mead & Hunt engineers. "You have made a wonderful partnership with the highways department. I can't think of anyone who could have done more for the asphalt industry. You will be missed



The American Society of Highway Engineers, North Central West Virginia Section, named Parsons their "2006 Man of the Year."



Parsons became the Executive Director of the Flexible Pavements Council of West Virginia in 1987.

but go and have a great retirement," he extolled.

Bob Brookover, president of West Virginia Paving, Inc., said he had trouble

finding the words to thank the outgoing executive director for the past 43 years of service.

"It's almost impossible to cover every-

thing you have accomplished," said the past president of APAWV. "What an amazing career you have had. You could write a book."

Brookover also noted Parsons' work on the WVU endowment.

"You have been there from the beginning, and in 2019 when we voted to pledge an additional \$500,000 to create a new endowed chair in asphalt technology," he said. "This will allow us to always be a part of engineering construction at WVU, which is huge for the future of our industry. I can't thank you enough for the time, effort and dedication that you put into this project. We couldn't have done it without you."

"I'm very proud of the industry for having created the endowment," Parsons stated in his remarks after the announcement of the naming in his honor. "When I started with the Flexible Pavements Council, there was no class or lab. The industry and WVDOH really stepped up to fund equipment for the lab. West Virginia was the sec-



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Parsons served as show manager of WV EXPO from 1985 to 2014. The show grew significantly under his 30 years of leadership - the number of exhibitors, booths and attendees quadrupled and the seminar content was greatly enhanced.


ond state in the nation to have an endowed professorship and now we're going to have an endowed chair."

Parsons noted that his successor, John Crane, is a protégé of Dr. Zaniewski's asphalt class.

"The program has been a great investment for our industry and the need

has never been greater for our workforce," Parsons said. "We're looking for people, now and for years to come, to help secure the future of the asphalt industry."

All the members and staff of the Contractors Association of West Virginia and Asphalt Pavement Association of West Virginia thank and congratulate

Pat Parsons for 43 years of dedicated service and friendship and wish him all the best in his future endeavors. 



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42nd Annual ASPHALT PAVING CONFERENCE

Commissioner's Awards
for Excellence in Asphalt Paving
and Quality Craftsmanship Awards



Jeff Blanton, P.E. – FHWA West Virginia Division Administrator



Dr. Fei Dai, West Virginia University



Ron Corun, Ron Corun Consulting LLC



Denny Michel, Application Specialist, Wirtgen Group

Nearly 200 individuals participated in the WVDOH Statewide Asphalt Preconstruction Conference and the 42nd Annual Asphalt Paving Conference held in Charleston on February 17. The annual conference was sponsored by APAWV, WVDOH, FHWA and WVU.

The WVDOH began the day-long event with their statewide preconstruction conference where dozens of questions submitted by industry and WVDOH staffers were answered by a panel which included Shawn Smith, director, Contract Administration Division; Ron Stanevich, director, MCS&T Division; Matt Crum, assistant director, Contract Administration Division; Vince Allison, Pavements Analysis Section supervisor, MCS&T Division; and Shawn Jack, Asphalt Section supervisor, MCS&T Division.

The WVDOH also offered a few presentations regarding their newly introduced bid analysis program and prequalifica-

tion system which took effect on January 1, 2022, presented by Hao Chen. A specification update covered items which were new or had been revised that pertained to paving operations was presented by Steve Boggs. These presentations, along with all the PowerPoints from the paving conference, can be found at www.asphaltwv.com.

The morning session was opened and moderated by APAWV Chairman Mark Haverty, Kelly Paving Inc., with key discussions on roadway friction characteristics and proper paving techniques. Buzz Powell, associate director at the National Center for Asphalt Technology, gave an overview of the recently concluded NCAT Track Cycle Study where the WVDOH sponsored two test sections on the 1.7-mile oval test track, as well as concepts for building a robust asphalt mixture to promote friction properties.

A brief discussion on friction data col-

lected by WVDOH via a skid trailer on West Virginia roadways was presented by Vince Allison. Allison showed how different roadway surfaces in West Virginia can result in varying levels of friction.

Concluding the morning session was a presentation on paving fundamentals by Denny Michel, Wirtgen America. Michel focused on the proper setup and adjusting of a pavers screed, to promote a smooth and dense riding surface.

The paving awards luncheon featured remarks by Secretary of Transportation Jimmy Wriston, who thanked WVDOH employees and industry partners for their hard work this past year and also recognized Pat Parsons and Marvin Murphy for their 43 and 50 years of service to the industry, respectively.

Secretary Wriston touched on the roughly \$3 billion coming to West Vir-



The WVDOH Statewide Asphalt Preconstruction Conference was led by a panel of personnel including: Shawn Smith, director, Contract Administration; Vince Allison, Pavements Analysis Section supervisor, MCS&T Division; and Ron Stanevich, director, MCS&T Division.



Buzz Powell, National Center for Asphalt Technology at Auburn University



Hao Chen, assistant director, Logistics and Technology, WVDOH Contract Administration

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APAWV Executive Director John Crane awarded Pat Parsons (left) and Dr. John Zaniewski the Asphalt Industry Stewardship Award.

ginia through the Infrastructure Investment and Jobs Act (IIJA) bill. The Secretary elaborated that at this time West Virginia is unable to utilize any of these funds because the continuing resolution, in place at the time, did not allow for appropriation of new funds during a continuing resolution. He continued saying that congress will have to pass a new appropriation bill for all highway departments to have access to allocate the money. Secretary Wriston also encouraged everyone to continue to work together and emphasized the importance of the partnership that we have in our industry.

Secretary Wriston, with the aid of Alan Reed, State Highway Engineer and Todd Rumbaugh, Chief Engineer of Construction / Deputy State Highway



WVDOT Secretary Jimmy Wriston, P.E., touched on the roughly \$3 billion coming to West Virginia for highways through the IIJA bill.



Engineer, presented the Commissioner's Awards for Excellence in Asphalt Paving and The Quality Craftsmanship Awards.

Along with the paving awards, John Crane, executive director of Asphalt Pavement Association, presented the Asphalt Industry Stewardship Award. Crane stated, "This award is meant for those who are good stewards, people who are diligent, hard work and dedication to the asphalt industry and for people who are willing to challenge the status quo and push industry to advance down the road to better our industry." Crane presented the award to two distinguished members of the asphalt industry, Dr. John Zaniewski and Pat Parsons.

Dr. Zaniewski held the Asphalt Technology Professorship position at West Virginia University for 24 years starting in 1996, but has been in the asphalt industry since the late 1970's. During his tenure, Zaniewski has been instrumen-

tal in implementing many specifications and technologies in the asphalt industry in West Virginia. Through his teaching of technician classes and other seminars, he has grown to be well known and well respected by both members of the industry and the WVDOH.

Parsons has been with the Contractors Association of West Virginia for 43 years and served as the Executive Director of the APAWV for the last 35 years. Parsons has also been instrumental with implementing many items in the industry.

"Pat has accomplished so much in 43 years but he has always been supportive of the industry, taking everyone's concerns to heart for the betterment of the industry," Crane said.

Crane made reference to Parson's efforts throughout the many committees he has served on as well as his continuing efforts towards the improvement of the industry in West Virginia, his promotion of technologies, innovations and education, and his efforts in partnering and encouraging a positive path forward.

"Pat, you have worked very hard in your career and should be extremely proud of what you have done and what you have accomplished for our industry," Crane said. "On behalf of the industry, I am honored to present you the 2022 Stewardship Award, congratulations and enjoy your retirement. You truly have earned it."

Officially retired in January, Parsons is held in very high regards by all members of the industry and members of the WVDOH and will be greatly missed.



Shawn Jack, Asphalt Section supervisor, WVDOH MCS&T Division



Steve Boggs, P.E., Specifications engineer, WVDOH Technical Support Division



Shawn Smith, director, WVDOH Contract Administration Division



Bob Brookover, president, WV Paving, Inc. (left) and Clif Farley, construction supervisor, GPI

To conclude the luncheon, Mark Haverty announced that the Asphalt Technology Endowment, housed at WVU, will now be known as the Pat Parsons Asphalt Faculty Endowment in honor of Parsons' efforts to the industry. More information on the endowment can be found at www.asphaltwv.com.

The afternoon session opened with a presentation on the Infrastructure Investment and Jobs Act from Jeff Blanton, FHWA Division Director, who also moderated the afternoon sessions. The IIJA update outlined many of the effects the bill will have for West Virginia.



Shawn Smith, director (left), and Matt Crum, assistant director, WVDOH Contract Administration Division

Blanton was followed by two timely sessions on projects that were completed during the 2021 paving session. First was a presentation, by Ron Corun, demonstrating the Void Reducing Asphalt Membrane (VRAM) product which was used on US Route 50 to increase the longitudinal joint durability.

The second presentation was a detailed look at the construction of the last remaining section of US Route 35. Clif Farley, GPI, and Bob Brookover, president of WV Paving Inc., outlined some challenges and innovations that were employed to complete US 35.

Shawn Jack, then gave an informative session updating the attendees on the proceedings of the Joint Asphalt Subcommittee. Dr. Fei Dai, professor at West Virginia University, closed out the day with a presentation on two technologies being worked on at WVU relating to camera based sensing and analysis for the use with intelligent compaction systems and tack coat inspection.

See this year's paving award winners on page 34.



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AWARDS

Commissioner's Award for Excellence in Asphalt Paving *Two-Lane, Two-Way Projects*



Kelly Paving Inc. and District Six
New Cumberland – Rolling Acres
S315-8-0.00 (Hancock County)

Quality Craftsmanship Award *Best Rideability*



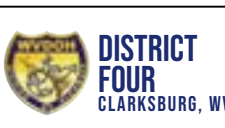
J.F. Allen Company and District Seven
Junior – Belington Rd.
S301-250-0.55 (Barbour County)

Thomas J. Medvick Excellence in PWL Asphalt Paving Award



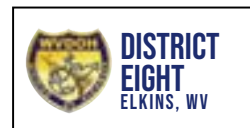
J.F. Allen Company and District Eight
Harding – Aggregates
S342-48-2.01 (Randolph County)

Quality Craftsmanship Awards *Best Surface Appearance & Best Transverse Joint*



J.F. Allen Company and District Four
Peters Run – Little Elk Creek
S317-20-29.73 (Harrison County)

Quality Craftsmanship Award *Best Longitudinal Joint*



West Virginia Paving Inc. and District Eight
Seneca – Harman Hills
S336-33-8.41 (Pendleton County)

CONSTRUCTION BRIEFS



A rendering shows how renovation of the \$150 million Hill Top House Hotel in Harpers Ferry may turn out. The hotel was first built in 1888 and shut down in 2007. The new hotel is expected to open mid-2024.

■ **The resurrection of a \$150 million The Hill Top House Hotel in Harpers Ferry**, a centerpiece of discussion for years, has a clearer path forward with the announcement that the developers have chosen a company to oversee construction and redevelopment. JLL Hotels & Hospitality Project and Development Services has been selected to spearhead the project atop a bluff overlooking the confluence of the Potomac and Shenandoah Rivers. The hotel will be the first of five districts developed as one of West Virginia's Tourism Development Districts. That initiative, passed in 2020, enables the state Development Office to help small towns with big tourism projects. The Hilltop House Hotel was built in 1888 by Thomas S. Lovett, an African American entrepreneur who was born in slaveholding Virginia five years before the start of the Civil War. The hotel burned down twice and reopened twice and continued until 2007 when the current ownership group, SWaN Investors, bought it and closed it because of poor structural integrity. The new hotel is expected to open in mid-2024...

■ **The Village of Beech Bottom has received another \$1,086,166 for the second phase** of its flood control project. The village received the same amount from the Senate Appropriations Committee for the project's first phase. The funds are coming through the U.S. Department of Homeland Security's Federal Emergency Management Agency. The money will be used to construct upgrades to the current storm sewer system to mitigate future flooding events...

■ **The West Virginia Department of Environmental Protection has approved a construction permit** for the natural gas-fired expansion at the Mountain State Clean Energy, LLC facility in northern Monongalia County. Currently, the facility is a 700-megawatt coal-fired plant that employs 150 full-time workers. The power produced at the current facility is distributed through PJM Interconnection across a 13-state region serving 65 million people...

■ **Upgrades to Tunnelton's sewer system could be completed by the fall of 2023.** Tunnelton Town

Council passed the final reading of an ordinance that increases sewer rates as part of the project. Project engineer Dan Ferrell from **The Thrasher Group, Inc.**, Clarksburg, told council that about \$1.2 million of the nearly \$1.4 million project will be paid for with grants...

■ **Construction is about a third of the way completed at the city of Wheeling's new \$6.5 million police headquarters**, which remains on schedule to open Summer 2022. Ground was broken in September for the new Wheeling Police Department headquarters at 2115 Chapline Street, the former Valley Professional Building that was once part of the Ohio Valley Medical Center complex...

■ **Charleston Mayor Amy Shuler Goodwin and her administration are taking steps in 2022** to build a public safety center for first responders. During the Mayor's State of the City address, she stated her office will commission a feasibility study and design for a new public safety center that would house city police, fire and emergency responders. Goodwin said her administration has looked into the possibilities of a center by studying public safety buildings across the country and gathering input from officials...

■ **Governor Jim Justice announced that GreenPower Motor Company, Inc.** has signed an agreement with the state to lease/purchase a 9.5-acre manufacturing facility in South Charleston, including an 80,000-square-foot building, where the company will manufacture zero-emission, all-electric school buses, bringing hundreds of new jobs and millions of dollars in economic impact to West Virginia...

■ **Governor Justice announced that Nucor Corporation has selected Mason County**, as the loca-

CONSTRUCTION BRIEFS

tion for a state-of-the-art sheet steel mill. The record investment will exceed \$2.7 billion, making it the largest in West Virginia history, as well as the largest single investment Nucor has ever made. "This is a landmark announcement in the history of our state," Governor Justice said. "Nucor's brand new facility is going to be a key part of West Virginia's DNA long into the future"...

■ **A \$50 million healthcare products preparedness center is coming to Monongalia County,** more specifically, the WestRidge Business & Retail Park. Governor Justice's office confirmed that Owens & Minor, a leading global healthcare solutions company and new partner of WVU Medicine, will work with the state to launch a facility in the Morgantown area. Ryan

Lynch, representing developer WestRidge, narrowed it down even further, explaining WestRidge and Owens & Minor are currently in negotiations...

■ **West Virginia American Water announced the completion of an estimated \$4.5 million** in upgrades to its Weston water treatment plant and northern operating area distribution system. The upgrades, which were completed over a four-year period, elevated the treatment plant's daily production capacity from two to four million gallons of water per day and allow for enhanced treatment processes and service reliability...

■ **The U.S. Department of Transportation has launched the Bridge Replacement, Reha-**

bilitation, Preservation, Protection, and Construction Program (Bridge Formula Program). The program, as part of the bipartisan Infrastructure Investment and Jobs Act (IIJA) passed in November 2021, will provide West Virginia with \$506 million over a five-year period to support bridge improvements. Supported by the Federal Highway Administration (FHWA), the endeavor will be the single largest dedicated bridge investment since the construction of the interstate highway system...

■ **The City of Morgantown was awarded two grants totaling \$1.8 million from the Hazel Ruby McQuain Charitable Trust** for a summer concert series and capital improvement projects at Ruby Amphitheater. The first grant award of \$325,000 will support the 2022



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CONSTRUCTION BRIEFS

Ruby Summer Concert Series. The second grant award from the Hazel Ruby McQuain Charitable Trust is \$1,480,000 and will provide capital improvements at the Ruby Amphitheater including seating enhancements, lighting and sound support and several other projects which will enhance the park and people's experience...

■ **Work to dismantle the Grant Street Bridge in Bluefield is now in full throttle as Norfolk Southern recently cleared some tracks to make way for removal of spans.** The north span has already been removed. City Engineer Kerry Stauffer told the Bluefield City Board during its regular meeting work on removing the northern span started after the separation of the two trusses. The work started after permission was granted by the railroad to block some of the lines to make room for heavy equipment under the bridge. Stauffer said the permission was cleared through the railroad's liaison in Charleston. Phase two involved removing the North Side span first then phase three will be on the Princeton Avenue side span for removal, he said, with tracks closed to allow for that work...

■ **The Harrison County Commission unanimously approved a resolution authorizing a supplemental application to the state to extend the termination date of the Charles Pointe Economic Development District.** The application will be submitted to the West Virginia Department of Economic Development for approval. If approved, the new termination date for the tax increment financing district would be December 31, 2052. Attorney Tom Aman of **Steptoe & Johnson**, the county's bond counsel, has advised that Genesis Partners, developers of Charles Pointe, plan to request refinancing of tax increment

financing bonds associated with the Charles Pointe project in the future...

■ **The Town of Nutter Fort has been approved for a total of \$1.9 million for sewage improvement,** according to the West Virginia Department of Commerce. The West Virginia Infrastructure and Jobs Development Council approved a \$950,000 grant to help fund the project. Additional funds from the Clean Water State Revolving Fund brings the total assistance to \$1.9 million...

■ **A once-beautiful Weston building that's devolved into an abandoned, dilapidated and dangerous eyesore may get new life thanks to a West Virginia Commission on the Arts Cultural Facilities and Capital Resources grant.** The commission is sending nearly \$47,000 to Weston to restore the former Columbia Club Building, which previously was a Catholic church, and renovate it into a multi-use arts and cultural facility. The Weston Historic Landmark Commission said the renovated structure also will display the city's historical documents...

■ **The West Virginia Infrastructure and Jobs Development Council announced funding for a \$1 million grant to the City of Richwood for improvements to its water impoundment structure.** The grant replaces the council's current funding commitment of \$299,271. The grant, along with additional money from the Drinking Water Treatment Revolving Fund, will provide \$2 million for the project...

■ **The Kingwood Water Board hired an engineering firm to prepare preliminary engineering report on possible future projects.** At its recent meeting, the board agreed to pay **Potesta and Associates, Inc.**, Charleston, up to \$17,500 for the

report. The cost will be covered with par to the American Rescue Plant Ace funds that city council allocated to the board...

■ **The Putnam County Sheriff's Department is set to get a brand-new building to work out of.** Sheriff Bobby Eggleton said the original sheriff's department building was built more than sixty years ago and over the years their department has grown to the point that it became impossible to station everyone in the same place. "We didn't want to build a place for today," Eggleton said. "We want to build a place for 20 years from today. We have people spread out all over the county paying rent in different buildings. This will bring everybody into one place for the public so they can come over and see us when they're needed"...

■ **As part of an effort to encourage more teachers to live in McDowell County,** a nonprofit called Reconnecting McDowell began envisioning a housing project in downtown Welch in 2011. The Renaissance Village is now officially complete with 20 apartments in a 4-story building in downtown Welch. Six of 20 apartments are still available. So far, no teachers have moved in...

■ **A contract has been awarded to start development of land Bluefield owns at I-77 Exit 1.** During a meeting of the City Board, board members agreed to a \$2 million contract to start the economic development project near the Bluefield Area Transit (BAT) headquarters on John Nash Boulevard. The development plan has been in the works for several years with \$1 million coming from the federal EDA (Economic Development Authority) with another \$1 million in matching funds from a local foundation and the city. The low bidder on the engineering contract was engineering/construction firm **AMPECO** of Elkview. 

MEMBERS IN THE NEWS

Bowles Rice names Monteleone managing partner

CHARLESTON, WEST VIRGINIA - The partners of Bowles Rice LLP have named Marc Monteleone the firm's new Managing Partner. Monteleone succeeds Tom Heywood, who has served in the Managing Partner role since 2008. Originally from Clarksburg, Monteleone joined Bowles Rice in 1987 upon graduation from the West Virginia University College of Law. In 1989, he earned a Master of Laws degree in taxation from New York University. In addition to his diverse practice, which includes tax law, construction law, oil and gas law, and general business and corporate law, Monteleone has served as the firm's Chief Financial Officer for 27 years and as Assistant Managing Partner since 2020 – the firm's centennial. Monteleone authored West Virginia's design-build legislation. Former Governor Cecil Underwood appointed him chair of the West Virginia Design-Build Review Board, a position he held for nearly 20 years. Monteleone has played a key role in the firm's strategic growth across the region, including the development and design of a new Morgantown building which opened in 2018, as well as Bowles Rice's expansion into Western Pennsylvania in 2015.



Monteleone

"It is an honor to be elected Managing Partner of Bowles Rice by my colleagues and peers," said Monteleone. "Our firm's history is rich and well established, and our commitment to the communities where we live, work and raise our families is unwavering. My job is to preserve the traditions we have established over the course of 100 years, and to maintain our firm's vision of advocacy, counsel, leadership and service

to the success of our clients and the vitality of our communities. I want to thank Tom Heywood for his 14 years of outstanding leadership as Managing Partner, and for giving me the opportunity to serve as Assistant Managing Partner for the last two years."

Brandon LeRoy included in ENR ranking of Top Young Professionals

MORGANTOWN, WEST VIRGINIA - Engineering News-Record (ENR) annually recognizes top young industry professionals under 40 in the United States, from each of its 10 regions, who are demonstrating extraordinary leadership, career progress, creating landmark projects and giving back to their communities through volunteer work.



LeRoy

Brandon LeRoy in AECOM's Morgantown office has been selected in ENR's MidAtlantic Region. LeRoy serves as a manager and lead structural engineer for projects across the country. He is involved in bridge, building, sport stadium, roadway, trail and site design. He had a key role in the Bridging Kentucky program, which repaired or replaced 1,000 bridges across the state. He is currently the West Virginia preliminary engineering lead for CSX Transportation where he oversees all plans and projects involving CSXT right-of-way.

ENR's National Top 20 Under 40 were selected out of nearly 400 entries received this summer during the regional Top Young Professionals competition. These nominees represent all parts of the construction industry and came from all 50 states, Washington, D.C., and Puerto Rico. LeRoy was a CAWV Scholarship Foundation award recipient in 2013 and again in 2014.

Kuhlman to lead CEC, Inc.

PITTSBURGH, PENNSYLVANIA - Civil & Environmental Consultants, Inc. has elevated Dustin J. Kuhlman to CEO from vice president. He succeeds in that role Ken Miller, a co-founder who has held the position since 2010. Miller continues as president and board chairman until the end of 2022. After studying civil engineering at Penn State University, Kuhlman spent a decade working in the D.C. metro area before joining CEC in 2006. After several years of managing projects for the firm, he took over leadership of the firm's civil engineering practice in Pittsburgh. Dennis Miller, lead of CEC's Bridgeport office, said Kuhlman played an instrumental role in helping grow the company's presence in West Virginia. "He's been involved since the inception. When we started this office in late-2012, Dustin was heavily in the development of this office," he said.



Kuhlman

The company ranks No. 96 on ENR's Top 500 Design Firms list with about \$194 million in 2020 revenue reported, and No. 88 among the Top 200 Environmental Firms for 2021, reporting about \$123 million in environmental services revenue.

Former SBA Engineering Director takes job with ZMM

CHARLESTON, WEST VIRGINIA - ZMM Architects and Engineers has announced the hiring of former West Virginia School Building Authority Director of Architectural Services Ben Ashley. He'll be the company's educational planner and director



Ashley

MEMBERS IN THE NEWS

of ZMM's educational market business development and client retention efforts. Ashley, a Spencer native, announced his decision to leave the SBA after 11 years late last year. His initial plan was to help his wife with their Spencer-based insurance business. He'll still do that but also work with ZMM. Ashley said he's long respected the company and believes his work at the SBA will translate to his new role.

"We were always really impressed with his positive attitude, the work that he had done at the School Building Authority to increase the accountability of the design firms and the construction firms as it related to their projects," said architect and principal Adam Krason. Krason said ZMM worked closely with Ashley during his time at the SBA and believes he'll be a valuable asset.

ZMM, which was founded in 1959, currently has 65 employees at its offices in Charleston, Martinsburg and Blacksburg, VA. Significant projects in recent years include the Charleston Coliseum and Convention Center and three school construction projects in Mercer County.

Former West Virginia Supreme Court Justice Evan Jenkins joins Jenkins Fenstermaker

HUNTINGTON, WEST VIRGINIA -- Evan Jenkins, former Justice and Chief Justice of the West Virginia Supreme Court of Appeals, has joined the law firm his grandfather started almost one hundred years ago, Jenkins Fenstermaker, PLLC. Jenkins will focus his



Jenkins

practice on representing clients in local, state and federal government relations, coalition building, association management, grant procurement, strategic planning, and appellate practice review and strategy. "I have never been more excited about our state's future and I'm ready to put my twenty-five years of state and federal legislative experience and extensive network of contacts to work for my clients and our state at Jenkins Fenstermaker," said Jenkins. A native of Huntington, Jenkins will be conducting his legal practice from the firm's Huntington location.

Jenkins was appointed to the court by Governor Justice in August 2018 and elected by the voters in November 2018. Prior to joining the court, Jenkins was a member of the U.S. House of Representatives, to which he was elected in 2014 and re-elected



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A microgrid based on a gen-set from Generac. (Photo: Bay Power Solutions)

ed in 2016. Jenkins also served in the West Virginia Senate, being elected in 2002, 2006, and 2010. He served three terms in the West

Virginia House of Delegates, being elected in 1994, 1996, and 1998. In the private sector he was the executive director of the West Virginia

State Medical Association, general counsel of the West Virginia Chamber of Commerce, and taught business law at Marshall University.

Industrial gen-set distributor celebrates 40 years, rebrands

CHESAPEAKE, VIRGINIA - Bay Diesel, a company focused on marine diesel repair and industrial power generation, celebrated its 40th anniversary with a brand refresh that it said reflects how the business has changed through decades of growth. The Chesapeake, Va.-based company is now Bay Power Solutions. The company was founded in 1982 as a diesel engine repair service for marine vessels. It expanded into the repair, sales, and parts for industrial grade diesel generators.

"With the wind turbines offshore

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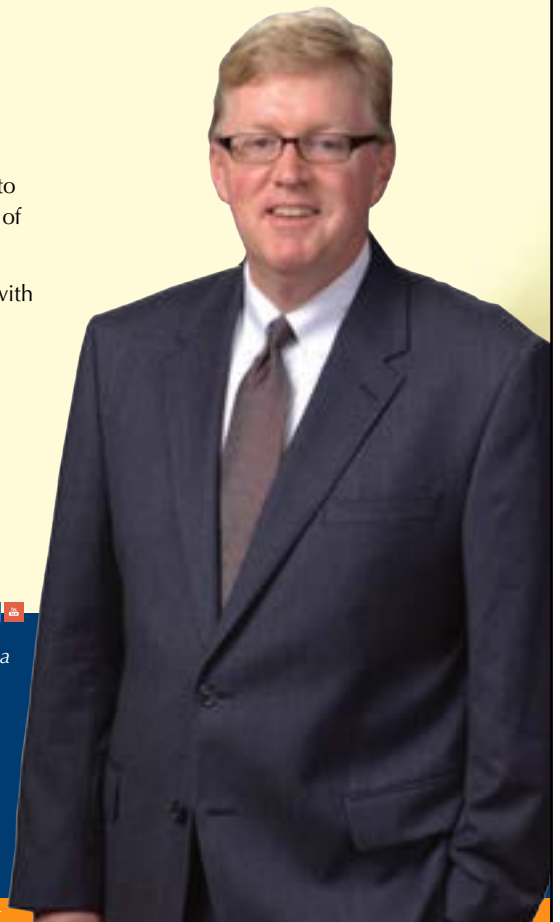
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Attorney Robert "Bo" Sweeney (licensed in WV) has a practice based in civil litigation, with a concentration in the defense of mesothelioma and asbestos claims, construction disputes and defending employers in deliberate intent suits.

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MEMBERS IN THE NEWS

throughout the East, our strong portfolio of natural gas products, and other emerging power markets - broadening our name to 'Bay Power Solutions' better represents who we are now and who we will be in the years to come," said President Rob Robins. "Whether it is mechanical or electrical power, our experienced staff of engineers and technicians have the solution." In addition to serving marine engines locally and worldwide, Bay Power Solutions is a distributor of Generac Industrial Power in most of Virginia and West Virginia.

The company designs power systems using natural gas, bi-fuel, propane, and diesel gen-sets and is engaged with sustainable power by servicing marine vessels that support the construction and operation of wind turbines. It also offers elec-


tric vehicle charging stations and solar microgrids.



Brandeis Machinery expands reach into West Virginia

LOUISVILLE, KENTUCKY - Brandeis Machinery, headquartered in Louisville, Kentucky, has been named the authorized Komatsu distributor in eight counties in the western region of West Virginia. The counties of Wayne, Lincoln, Mingo, Logan, Boone, Wyoming, McDowell, and Mercer will now be serviced by Brandeis Machinery out of the Stanville, Kentucky branch location. Brandeis Machinery is a member of the Bramco family of companies, one of the largest equipment dealers in North America and Komatsu deal-

er for Kentucky and Indiana. This expansion allows Brandeis Machinery to bring their expertise and top level service to Komatsu customers in several West Virginia counties. "Brandeis and Komatsu have enjoyed a great relationship for many years. We take great pride in expanding our territory and representing Komatsu. We look forward to showcasing the high level of customer support and services that comes with the Brandeis Machinery brand to our newest customers in West Virginia," said Lee Heffley, vice president, regional sales manager for Eastern Kentucky and West Virginia.

Brandeis Machinery & Supply Company, a subsidiary of Bramco, Inc., has been a distributor of construction, mining and industrial equipment sales, rental and service since 1908. 

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