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On the cover
Nonbuilding construction activity has surged in West Virginia over the past two years, but vir-
tually all the growth can be connected to the ongoing build-out of natural gas pipeline take-
away capacity for the Appalachian Shale Basin, according to Brian Lego, research assistant
professor for the Bureau of Business and Economic Research at West Virginia University. For
a complete construction economic outlook, see page 6.

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 establish-
ment of a close working liaison with state and federal agencies; worthwhile educational and infor-
mational 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
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After major declines in payrolls and output between early-2012 and late-2016, the onset of several natural gas pipeline projects led to a massive jump in construction sector employment between mid-2017 and late-2018. Indeed, the sector added nearly 12,000 workers (increase of nearly 40 percent) and total real wages doubled from $1.8 billion to $3.4 billion over this period.

The completion of two projects in late-2018/early-2019, along with the partial/complete shutdown of two others during late-2018, has caused the sector to lose more than 6,000 jobs since the third quarter of 2018.

Of course, given that these job gains were connected to natural gas pipeline projects, the heavy and civil engineering subsector accounted for essentially all the construction sector’s payroll and output growth.

Residential construction payrolls have hovered around 9,200 for the last few years despite an upward trend in new home construction.

Nonresidential construction employment jumped by nearly 9 percent during 2018, driven by major projects such as the Procter & Gamble facility in Berkeley County, Hino Motors in Wood County and ongoing commercial development in North Central West Virginia.

RESIDENTIAL CONSTRUCTION

According to data from McGraw-Hill, nearly 2,300 single-family homes were started during 2018. Although this represent a 6 percent drop-off in new home construction activity from the previous calendar year, most of the weakness was felt in the second half of the year, falling roughly in line with what occurred nationally. In addition, homebuilding activity in the state has trended higher since 2011 and has recorded more consistent gains since the second half of 2014.

Preliminary data indicate the pace of single-family starts did pick up during the first half of 2019, averaging more than 2,700 new units started during the first two quarters of the year. Building permits data suggest some additional positive momentum for new home construction over the next several quarters as well, with the year-to-date total of permits authorized increasing more than 8 percent compared to the same period in 2018.

Multifamily construction activity typically represents less than one fourth of total housing starts statewide, largely due to the state’s low population density and high homeownership rate. Apartment construction peaked in 2007 and has been relatively limited outside of a few large apartment and student housing projects associated in Monongalia County.

NONBUILDING CONSTRUCTION ACTIVITY

Nonbuilding construction activity has surged in West Virginia over the past two years, but virtually all the growth can be connected to the ongoing
build-out of natural gas pipeline takeaway capacity for the Appalachian Shale Basin.

Although West Virginia did record gains in pipeline capacity additions during the early-2010s, including the Texas Eastern Transmission (TETCO) expansion, West Side (Smithfield III) reversal and a couple of other projects, overall takeaway capacity remained a limiting factor for the industry as a significant portion of the Marcellus Shale play’s production volume was effectively trapped in the region. More appreciable increases in pipeline mileage within the region occurred between 2015 and 2017 following the completion of the Ohio Valley Connector, Broad Run Reversal projects, as well as other expansion and reversal projects.

Despite these notable capacity increases, the state has seen massive increases in takeaway pipeline capacity over the past year or so with 8 Bcf/day entering service between the first quarters of 2018 and 2019.

Phase II of the Rover Pipeline was the single-largest project in terms of capacity affecting the state after finalization of the Sherwood and CGT laterals in late-2018, but the West Bound Xpress expansion and Leach XPress reversal added even more throughput capacity for natural gas. In addition, the Mountaineer Xpress project officially entered service during the first quarter of 2019.

“The forecast calls for the construction sector to see job growth average just 0.2 percent per year through the end of 2024.” - Brian Lego

In total, natural gas pipeline capacity in West Virginia has doubled since the beginning of 2014, and with projects such as the Mountain Valley Pipeline (MVP), Hammerhead Pipeline, Atlantic Coast Pipeline (ACP), Supply Header Project, Equitrans Expansion, Eastern Panhandle Expansion, more than 6 Bcf/day could be added within the state during the next couple of years.

In addition to the installation of hundreds of miles of different diameter pipe, the projects require extensive amounts of associative tasks such as tree clearing, excavation and erosion control management. Moreover, compressor station facilities that cost $75-$100 million each must be built at certain points to ensure pressure is high enough to move the gas.

**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 nearly 16 percent compared to a 49 percent gain for the nation since 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 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).

Similarly, house price appreciation for the state’s major housing markets has followed different tracks over the past three years or so. According to data from the Federal Housing Finance Agency (FHFA), the Beckley metro area has been the only primary market to record outright declines in house prices over the past three years, while the Charleston, Huntington and Parkersburg metro areas posted cumulative percentage gains in the single digits since mid-2015.
In general, those counties that are adjacent to larger, more robust economies in the Northern Virginia/MD/DC area, such as Berkeley, Jefferson and Hampshire counties, and situated in the North Central and shale gas boom regions recorded the fastest pace of growth in house prices.

**SECTOR OUTLOOK**

The forecast calls for the construction sector to see job growth average just 0.2 percent per year through the end of 2024. Payrolls are expected to increase at a strong pace in late-2020 through mid-2021 once the MVP, ACP, Hammerhead and other midstream natural gas infrastructure projects in the state pick back up, though this is subject to considerable risk due to the ongoing legal issues surrounding the MVP and ACP.

The construction sector is expected to receive support over the next few years from increased public infrastructure investment. Recent weakness in severance tax collections, the disappearing windfall of revenue created by pipeline construction activity and measurable increases in baseline spending on certain areas of the state budget will hamper the state’s fiscal situation over the next couple of years.

However, some of the increased baseline budget spending has been targeted at repairing highways and other infrastructure that have undergone limited maintenance and repair for an extended period. Furthermore, the addition of more than $1 billion in road bond funds will provide support for numerous major infrastructure projects in the state over the next several years, including crucial portions of Corridor H, I-70 bridge repair in the Northern Panhandle and highway capacity in North Central West Virginia.

The extent to which infrastructure boosts overall construction activity is subject to some downside risks. Aside from the potential constraints caused by a possible broadening of global trade disputes, labor cost inflation could prove to be significant during the next few years. Specifically, the massive amounts of natural gas midstream construction already occurring in West Virginia and neighboring states, along with the Shell ethane cracker’s construction and possibly the PTT Global Chemical facility, will likely bid up wages for highly-skilled construction trades occupations and further constrain the state’s already-limited pool of labor for these jobs.

Continued growth in the tri-state area’s natural gas industry will continue to advance and produce additional opportunities for new commercial and industrial activity, particularly as the Shell ethane cracker moves closer to completion and prospects for the planned cracker facility in Belmont County, Ohio.

In addition, North-Central West Virginia will likely remain a key area for commercial construction developments, including projects in and around the (currently under construction) WestRidge Business Park, a new children’s hospital facility at J.W. Ruby Memorial as well as new buildings and upgrades to facilities on WVU’s downtown campus and athletic facilities.

The Eastern Panhandle is also expected to be a key area for construction over the longer term, as the P&G facility and will likely help to facilitate the development of the region’s manufacturing and distribution supply chain. Furthermore, the Eastern Panhandle Expansion pipeline project will improve the area’s attractiveness as it opens access to natural gas supplies for industrial and commercial customers. Finally, the Eastern Panhandle will also remain the state’s fastest-growing area in terms of population over the next five years.

In terms of the residential construction activity statewide, the forecast calls for single-family housing starts to increase at an average annual rate of more than 2 percent for the state as whole between 2019 and 2024. These gains will be centered in the state’s strongest economic regions, such as the Eastern Panhandle and North-Central WV, and this underlying demand for housing created by rising income levels and consistent in-migration of new residents will bolster house prices by a rate of more than 2 percent annually during the outlook period.

Brian Lego serves as research assistant professor at the Bureau of Business and Economic Research, a division of the West Virginia University College of Business and Economics. Lego holds a master’s degree in agricultural and resource economics from WVU, and specializes in economic forecasting and applied economic research.
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2019 was about the future. In the last few years, the CAWV has been hard at work advocating specific issues to advance the interests of the construction industry in West Virginia. Highway funding legislation, the Roads to Prosperity bond amendment, amending the funding formula to advance to bid water and sewer construction projects, and policy procedures for school construction and maintenance projects are just a few of the many issues undertaken in the past two years on behalf of our members.

None of this would have been possible without your support. Whether in front of the West Virginia Legislature, School Building Authority of West Virginia, West Virginia Infrastructure and Jobs Development Council, the West Virginia departments of Transportation and Environmental Protection, or the many other funding and regulatory agencies, you have made the CAWV the respected leading voice for West Virginia's construction industry.

The CAWV Board of Directors used 2019 to chart the future direction of the association over the next three years. An organization that is growing and dedicated to sustaining that growth needs a set of strategies to guide its program development, build a solid foundation and prepare for the opportunities and challenges that lie ahead.

Our Strategic Planning Committee met and developed a plan that is a vision of this association's future and the steps required to achieve the desired objectives.

The goals established by the committee include: Increasing membership to keep the association strong in order to vigorously advocate industry issues; grow overall construction expenditures in West Virginia so our members will have expanded bidding opportunities; promote construction as a desired career path so our members will have adequate skilled workers; and ensure the long-term operational success of the CAWV in order for us to be responsible stewards of our members' investment.

Our Workforce Development Task Force, as you will see below, has been successful in developing a future workforce for our industry. I am very proud of our scholarship program. The CAWV Scholarship Foundation awarded $16,000 to seven young men and women pursuing the dream of a good education. Past CAWV scholarship winners own or work in CAWV member firms and they are the future leaders of our industry.

Building the future is paramount but the CAWV works every day on key issues that affect our members' profitability and ability to operate in the most efficient manner. In this annual report, you will see the many areas our committees, subcommittees and task forces effectively address on behalf of the construction industry.

The Joint Cooperative Committee between CAWV, WVDOH and FHWA has eight subcommittees which worked on numerous proposed specification changes, ultimately approving changes to 37 standard specifications and 18 project specific special provisions, as well as numerous Design Directives (DD) and 23 Material Procedures (MP). The CAWV has the opportunity to review and comment on each individual specification, and does, because of its impact on members.

The Joint Architects Committee and its subcommittees worked closely with School Building Authority of West Virginia officials on the rewrite of SBA's policy and procedures manual for school construction. The policy dictates how construction projects are administered. Our Building Division members will appreciate SBA streamlining its procedures when working on an SBA-funded school project.

Our Utility Division's Joint Utilities Committee provides a forum for all state and federal funding agencies to work in a coordinated effort to maximize funding for much needed water and sewer projects in West Virginia. Working together, contractors, engineers and funding agencies have saved taxpayers money by solving issues before they become big problems on the job site.

The CAWV Board of Directors is committed to building upon the services and programs offered by the association to continue our success in the years to come. Our Membership and Program committees, along with the Young Contractors Forum, will provide great networking opportunities for our younger generation of industry leaders. Our Education Committee will begin a series of CAWV webinars on information important to members. Our Legislative Committee will continue to have a strong presence to continue to earn the respect among lawmakers and state agencies which is critical to our success as an industry. Our Workforce Development Task Force will be proactive and creative in order to implement an outreach to ensure we have ample labor in the construction industry now and for years to come. Our Safety Committee will continue to promote safety so every one of our employees goes home safe at the end of the day.

I invite all members to serve on a committee during the coming year. It is there you have a voice on the issues that affect your company and impact your profit margin. One of the key reasons our association is successful is because so many members contribute their time, energy and support.

The future is an exciting time for our state, the CAWV, and our members. I encourage you to take full advantage of upcoming initiatives.

All of us, working together, can build a better West Virginia.

Sincerely,

Douglas P. Meeks
President
en integration between career and technical education programs in public schools and programs at community technical colleges, which could lead to students going to high-demand, high-wage construction jobs.

Water and sewer projects can go to construction more quickly with the passage of S.B. 153. It allows the West Virginia Infrastructure and Jobs Development Council to transfer money from its loan program to be used for grants. The West Virginia Division of Highways introduced S.B. 538 to modify the design-build program to give the WVDOH more flexibility in getting bond projects through design and construction. The bill also limits the total amount of design-build obligation authority so that the majority of the division’s program is under the design-bid-build method of construction.

The state School Building Authority presented and got passed its proposed rule changes that will reduce the agency’s regulations on projects it funds. S.B. 672 adopted changes that affect six policies for architectural design and construction, including language that greatly modifies the SBA’s previous rule regarding the county boards of education use of construction managers.

The CAWV’s limestone and sandstone producers never had a defined methodology to determine their annual severance taxes. Past measures to create a safe harbor and a specified severance tax rate did not provide producers any certainty to what their tax liability would be. H.B. 2829 eliminates the severance tax entirely and places West Virginia stone producers on equal footing with producers in Pennsylvania, Maryland and Virginia, states that have no severance tax on limestone and sandstone.

The CAWV continues to advocate for a safe and modern highway transportation system. Additional highway funding was made available in this year’s special legislative sessions due to surplus funds in the state’s general revenue fund. Over $100 million in additional funding will be spent on maintenance, bridge and slip repairs.

Defeating onerous legislation is addressed just as aggressively as promoting bills. Legislation negatively affecting contractors that did not pass this year’s legislative session include H.B. 2534 which required public construction contracts to include a “Buy American” provision for materials, S.B. 584 which mandated contractors performing work on government contracts to use proprietary software to verify hours worked, and numerous bills that dictated the WVDOH’s construction methods and design rather than relying on sound engineering principles.

CAWV APPEALS GENERAL PERMIT FOR STORMWATER ASSOCIATED WITH CONSTRUCTION ACTIVITIES

On Friday, May 31, the West Virginia Department of Environmental Protection met and agreed to the final terms for settlement of the appeal by the CAWV and Jefferson Asphalts of the WV/NPDES General Permit No. WV0115924, Stormwater Associated with Construction Activities. The CAWV Board of Directors in April voted to intervene into an appeal given the many changes in the 2019 permit from the 2012 permit. The changes were difficult for contractors to comply with and the costs for complying with the new requirements would have been exorbitant. The increased costs would have to be passed on to public owners which could delay the project and increase costs. In the case of a private developer, delays and higher costs could make the project cost prohibitive.

The CAWV sought, and received, a Motion for Stay from the WV Environmental Quality Board (EQB) on April 29 to continue the terms of the 2012 construction stormwater general permit for 60 days to give WVDEP and the CAWV time to finalize an agreement. The agreement on May 31 came after weeks of negotiations with WVDEP officials. In November 2019, U.S. EPA objected to the modifications and the WVDEP and industry are again back at the negotiating table.

CAWV GOES TO CAPITOL HILL FOR 30TH ANNUAL CONGRESSIONAL FLY-IN

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 CAWV Congressional Fly-In which has become a key component of the association’s legislative advocacy effort. The 2017 fly-in was canceled due to the West Virginia Legislature being in special session to deliberate the record-setting highway funding bill which eventually passed in June of that year. The Washington fly-in provides an open dialogue with the state’s congressional leaders to present the CAWV position before critical votes are taken on issues affecting the contracting industry.

STRATEGIC PLANNING KEY TO ASSOCIATION’S SUCCESS

The CAWV Strategic Planning Committee met this year to chart the future direction of the association. The association leadership meets every three years to develop strategies to guide our program development and prepare for opportunities and challenges that lie ahead. Growing overall construction expenditures, enhancing career and technical programs to put more young people into high paying construction jobs, increased membership and continued emphasis on financial stewardship will ensure that CAWV is the industry leader well into the future.

WORKFORCE DEVELOPMENT TASK FORCE MAKES GREAT PROGRESS

The CAWV Workforce Development Task Force continues its efforts to enhance career and technical training programs by working with the state Department of Education and other education related entities to develop programs that can be implemented statewide. The task force has been working closely with General James Hoyer and the West Virginia National Guard to develop equipment operator training courses, making several visits to Camp Dawson to offer input on the training and how to make sure graduates are ready to be employed by CAWV members. The Guard was able to move quickly, and in May, graduated the first group of soldiers that were trained to enter the construction industry as civilians.

The task force, with assistance from the Public Relations and Education committees, is in the first stages of developing a website that will act as a “go to” online destination for information on construction careers. The site includes information on training, education, and career opportunities for students, adults and military veterans, and will partner with several other organizations including educators, government officials and West Virginia’s construction industry. The website, www.buildwv.com, will provide resources to students, parents and adults interested in pursuing a career in construction, including apprenticeships, education, training centers, and scholarship and funding opportunities.

HIGHWAY JOINT COMMITTEE NETWORK HARD AT WORK

The CAWV/WVDOH/FHWA Joint Committee and its eight subcommittees meet frequently to address a wide range of issues impacting contractors, subcontractors, material suppliers and manufacturers. These subcommittees routinely address construction, design, material and bidding issues. The Specification Committee is the most active and in 2019 worked on numerous proposed specification changes, ultimately approving...
changes to 37 standard specifications and 18 project specific special provisions. Changes to the standards specifications will appear in the 2020 Supplemental to the Standard Specifications and include revisions to Divisions 100, 200, 400, 500, 600 and 700.

The Technical Publications and the Materials Procedures (MP) committees were also busy in 2019, reviewing and approving changes to numerous Design Directives (DD’s), Standard Details and 23 MP’s. Notices for these meetings, as well as all the subcommittee meetings, appear in the CAWV Highway Bulletin.

Three joint task forces were formed in 2019 to devote more time to specific areas of interest, including expediting project finals, work zone safety and surety and digital document issues. The work of these groups will produce enhancements to products and procedures next year and beyond.

**JOINT ARCHITECTS COMMITTEE PARTICIPATES IN THE SBA’S POLICY AND PROCEDURES MANUAL REWRITE**

The CAWV Joint Architects Committee and its various task forces worked on several issues in 2019 to help improve the building industry in West Virginia. One of the main issues that the committee focused on was the rewrite of the School Building Authority of West Virginia’s Policy and Procedures Manual for School Construction. The committee met with SBA officials to provide input on the sections of the manual that affect the construction industry. At the last committee meeting, the SBA announced that the Policy and Procedures Manual for School Construction rewrite was complete and that the document is much easier to work with for all parties involved. The SBA would like to continue to meet with the CAWV Joint Architects Committee SBA Task Force to make sure the manual stays up to date with the latest information possible.

**ASPHALT PAVEMENT ASSOCIATION OF WV FUNDS CREATION OF NEW FACULTY CHAIR**

A pledge and donations this year from the APAWV will fund the creation of a new endowed faculty chair within the Benjamin M. Statler College of Engineering and Mineral Resources at West Virginia University. The gift will be paired with donations made in 1993 by the association that funded an asphalt technology professorship. Professor John Zaniwski, who has held that position since 1997, announced late last year that he would be retiring in 2020. APAWV board members voted to pledge additional monies to raise the position from an endowed professorship to an endowed chair. The Asphalt Technology Program in the Statler College exposes civil engineering students to the latest asphalt pavement technology, practices and materials. After fulfillment of its latest pledge, the association’s total giving to the college will be $1 million.

**CAWV AND ENCOVA EDUCATE MEMBERS TO WORK SAFER AND SAVE ON INSURANCE COSTS**

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 2019, CAWV members that took advantage of the program saved 7.8% on the total cost of their workers compensation premiums. The program is also a great resource for safety training programs. In 2019, CAWV members had access to safety training on trenching and excavation along with OSHA inspections of the project site.

**NATIONAL ASSOCIATIONS ACCOMPLISH MUCH ON INDUSTRY’S BEHALF**

The Associated General Contractors (AGC) of America is at the forefront of every issue affecting contractors on the federal level. AGC’s longstanding relationships with federal contracting agencies and its respect on Capitol Hill are critical components of the association’s success. The American Road and Transportation Builders Association (ARTBA) is a trusted information source for transportation infrastructure investment and policy issues. CAWV members serve on their respective boards and committees to guarantee West Virginia contractors have a voice on the national level.

**YOUNG CONTRACTORS FORUM HOSTS A NUMBER OF SUCCESSFUL EVENTS**

The focus of the Young Contractors Forum (YCF) is to better fulfill the need to cultivate the next generation of leaders in the construction industry as well as in the association. The group hosted a number of educational and networking functions including the YCF Annual Leadership Meeting held at the 2019 EXPO where attendees learned of the importance of association involvement, as well as general differences in the workplace. In May, over 100 members and guests gathered for CAWV Night at the Power Park, hosted by the YCF at Appalachian Power Park in Charleston. The annual YCF Toys for Tots Golf Outing held in October was a huge success with a record number of golfers and dozens of toys for the U.S. Marine’s Toys for Tots program. The young contractors group also hosted the CAWV Marshall Tailgate which was held before Marshall defeated Western Kentucky at their 2019 Homecoming Game.

**WV EXPO CELEBRATES 40TH YEAR**

The West Virginia Construction and Design Exposition (EXPO) this year celebrated 40 years of connecting the state’s construction and design industries. The first EXPO in 1979 was a small meeting that took place at the Ramada Inn in South Charleston. The event, created by the West Virginia Utility Contractors Association, had 28 exhibitors and 350 attendees. The 40th celebration was held at the new Charleston Coliseum and Convention Center which completed a $100 million renovation and addition in October 2018. Nearly 5,000 people from over 30 states attended this year’s EXPO, which featured 272 exhibitors, 440 booths, 29 honor exhibitors, and 78 seminars which offer free continuing education. The opening session featured Mark Bowe, host of DIY Network’s hit show, Barnwood Builders, which is also aired on the Discovery Channel. His presentation, Work Hard, Be Kind, Take Pride, discussed his passion for his craft, the construction industry and his home state of West Virginia.

**CAWV STAFF TAKE ON NEW RESPONSIBILITIES**

Cheryl Clark has been named CAWV Administrator to better reflect all the functions she does on behalf of members. Cheryl has been with the association since 2012. She also serves as office manager for the Asphalt Pavement Association of West Virginia.

Cassidy Webb was named Communications Director as well as Assistant Editor of West Virginia Construction News. For 82 years, WVCN has been “The Voice of Construction in the Mountain State.” Cassidy was included in The State Journal’s Generation Next: 40 Under 40. The program was created to celebrate the state’s outstanding professional people who are making a difference at work and in their communities.
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The CAWV Midyear Meeting was a great success, according to responses by members who attended this year’s meeting, held January 24-29 at the Los Sueños Marriott Ocean & Golf Resort in Costa Rica. Over 250 members and guests participated in the business sessions, networking events and local activities held in conjunction with the meeting.

The General Business Session covered the importance of preplanning, the culture of safety, and the far-reaching effects of injuries and fatalities on construction sites and their impact on the families, co-workers and the company.

A world-class presenter, Rich McElhaney, presented “The Real Cost of Safety” from a very personal, and traumatic viewpoint. With over 26 years of diverse safety experience, McElhaney received his B.S. in Occupational Safety and Health Management from Slippery Rock University and his M.S. in Safety Science from West Virginia University. He has provided safety consulting services for many companies on a global scale and has worked in Australia, Canada, China, Panama and Africa.

“As a safety professional, I broke the cardinal rule,” he told members who were riveted by his story of how one day in December 2004 changed his life forever. On that day, one of his co-workers lost control of a water lance while cutting concrete segments.

“I was struck by 20,000 psi across both legs, just above the knees. The pressure of the water was so great that it entered both of my legs in the front and exited out the back, hitting both femoral arteries. Throughout my training in advanced first aid and CPR, I knew I had only minutes to live.”

He asked members, “So, what do you do when you only have minutes to live and you’re lying on the ground in a puddle of blood? I wanted to see my family. I had photos of my children in my wallet in my pocket. I asked my co-workers to get my wallet because I wanted to see my children before I died.”

McElhaney, who has trained many people in safety, credited his co-workers who applied pressure, elevated his legs and kept him calm by showing him photos of his children. He shared with members how he spent two weeks in an induced coma and in a rehabilitation hospital for three months. After 15 surgeries and three years in rehab, he noted he cannot feel his legs from the knees down and is in pain every day.

“I share my story with all I can so people can learn from my incident,” he stated. “The real cost of safety is not the costs associated with my injury (which he told members has cost over $8 million), but the impact it had on my co-workers and my family.”

McElhaney’s wife, Karen, shared with members what happens when a catastrophic injury happens. She solemnly recounted shopping on December 9, 2004 when she returned home to find the company president and others at her door. They drove from Virginia to the hospital in Camden, New Jersey in what she described as “the longest drive in my life.” She noted how unprepared she was for what she was going to see: an unrecognizable, swollen body almost cut in half with tubes and machines everywhere.

“The doctors told me he would possibly lose one or both legs, if he would even live at all. My youngest child was convinced her father had died because, of fear of infection, she was not allowed to see him.”
"There was not one member in that room that wasn’t moved by what they heard and saw on the screen," said CAWV President Doug Meeks, Brewer and Company of West Virginia. "Rich, in dramatic fashion, shared what an injury can do to our workers and their families. Everyone will take his message back to West Virginia and work with their safety personnel to hold everyone accountable in promoting safety on the job," said President Meeks.

“I call myself a living lessons learned," McElhaney said. He shared with members the following six safety management principles that he published in an article which he notes are key to any company’s safety success:

1. Job Safety Analysis (JSAs) are the backbone of every safety program. Communication is the key to a company's success. Look at JSA's as a company's language. Your employees need to know how to speak your language. Train employees on how to use these tools.

2. Daily safety “huddles” are a must. Review the JSA with your crew. A safety huddle should never be one-way communication. You should always encourage two-way communication. Ask the employees to share their experiences on the task that you are about to perform. Did it go well? Did it go poorly? Did you go above and beyond expectations to eliminate a certain risk?

3. Safety inspections should be done with a field level employee. A lot is missed if the inspection is only done by the safety professional. Field level employees know the job-site from end to end.

4. Behavioral Observation Surveys are key. When done correctly, it empowers employees to intervene if they see something wrong. It also gives the safety professionals a snapshot of what is going on out in the field so we can concentrate on what’s good and what’s bad. Remember, safety is everyone’s responsibility, not just the responsibility of the safety professional.

5. Create a robust lessons learned and near miss reporting program. We must all learn from our mistakes and never fear for our jobs if we report them. Teach your personnel the difference between a near miss and breaking a safety rule. An employee should never be disciplined for reporting a near miss. But when they break a safety rule, then you should follow your disciplinary program.

6. When new employees complete the new hire safety orientation, the “boss” should always sit down with the new employees and review their commitment to the safety management process. I have found that this sets the tone for safety within your organization and on the project.

"As a 26-year-long seasoned safety professional, I understood and tracked each and every cost associated with occupational injuries," McElhaney noted. “I would argue with upper management about tracking these unforeseen events linked to the injury.”

He listed the unforeseen events as cost of repairs, cleanup, costs to replace the injured person, increased insurance premiums and litigation. But what he really understood most of all, was the impact it had on the worker and the worker’s family.

“Over the years, I had to be the messenger to the families of two fallen co-workers,” he commented. “It is by far one of the worst duties of a safety professional, a manager, or an owner, having to tell a spouse that their loved one is not coming home.”

He reviewed the necessary and crucial steps that were overlooked and created the domino effect that almost ended his life.

“What happened? What went wrong?,” he posed to members. “It was a host of missed steps, from not reporting near misses, not pre-planning with the job safety analysis, worker fatigue, and most importantly, not holding everyone accountable in performing their job duties in a correct way.”

Safety on the job site was stressed by Kirk Aguirre, senior vice president, Workers’ Compensation Large Accounts of Encova Insurance.
“Encova has developed a strong relationship with the CAWV and its members to enhance safety in the industry,” he told members at the General Business Session. “Our numerous safety and loss seminars have trained thousands of CAWV members’ employees to work safely, which is why the CAWV discount has saved members over $3.3 million in workers’ compensation premiums.”

Aguirre said the company is going to offer a full array of insurance services to continue focusing on reducing loss on the job site.

“We want to make 2020 a very successful year for the CAWV and CAWV members,” he said.

Louie Southworth, Jackson Kelly, gave an informative presentation on issues before the West Virginia Legislature and the upcoming 2020 elections.

“While the state’s revenues have been strong, the five-year forecast is that state spending will exceed revenues,” said Southworth. “Businesses in West Virginia are using less electricity, so coal and gas severance tax revenue is down,” he told members.

He presented members with a current evaluation of West Virginia’s fiscal picture. He noted that growth in the state’s economy is slowing in 2019 and 2020 following strong growth since late 2016. Factors contributing to the slowdown include: Major pipeline investment on temporary hold due to legal challenges by environmental groups; severance taxes reduced due to natural gas prices being down 20 percent to 50 percent from last year and coal production declining due to lower sales and lower pricing; employment growth of only 0.01% in November 2019 compared to November 2018, a 12-month trailing trend value of foreign exports peaked in January 2019; regional coal-fired electric power generation down 16 percent; and state general revenue growth going from a 3.7% increase in FY2018 to a 1.4% decline year-to-date.

“In January a report was released that shows the state’s six-year financial plan,” Southworth noted. “It shows that 2020-21 will be the first of five straight years where state spending will exceed revenue collection from tax and lottery profits.”

The veteran statehouse lobbyist identified key issues that could come up this session of the West Virginia Legislature, with most being non-controversial given the fact 2020 is an election year. He also said the business community will push for a constitutional amendment to repeal personal property taxes on inventory for manufacturers.

“This has been debated for years because West Virginia is only one of a few states that levies a tax on inventory and the business community believes this is a hindrance to get companies to invest in West Virginia,” Southworth commented. “However, the tax generates about $150 annually and most all of the revenue...
CONSTRUCTION NEWS 19

is dedicated to counties and local boards of education. These entities will be leery of supporting an amendment unless there is a dedicated source of revenue to replace the inventory tax.”

Southworth, who has presented at the CAWV Midyear Meeting for 20 years, said 2020 will be the most important Supreme Court election in the history of West Virginia.

“Three of the five seats are on the ballot this year. A race can be won on a simple plurality of votes, even if that plurality may only be 26 percent. This is the first time the majority of the court is up for election. Justice Tim Armstead is running for a 12-year term and Justice John Hutchison is running for a four-year term. I don’t believe Justice Margaret Workman will seek reelection to her 12-year term. A number of circuit judges and others will be seeking a seat on the high court.”

The Charleston lawyer noted that West Virginia will lose one House seat after the 2020 census due to West Virginia’s drop in population.

“We are one of the few states in the nation that has lost population since the last census. The West Virginia Legislature will do the redistricting and it will be a power play to determine how the state will be divided into two congressional districts.”

He noted that all 100 delegates and 17 of 34 senators are up for reelection.

“A number of veteran legislators in both houses have decided not to seek reelection, many of them are supporters of the CAWV,” Southworth observed. “I think Republicans will maintain a majority in both houses, but I predict there will be a lot of new faces in next year’s legislature.”

Southworth recalled his presentation ten years ago when he told CAWV Midyear Meeting attendees of a 2010 U.S. Supreme Court case Citizens United v. Federal Election Commission.

“I said at that time that this would be a very significant decision,” he noted. “The court ruled that corporations are people too and, therefore, corporations can contribute to elections. From 2011 to 2018, 11 people gave $1 billion, or one-fifth of all contributions to super PACs. President Obama said the ruling will ‘open the floodgates for special interests’ and Justice Alito said that was ‘not true.’ I think most people think Obama was right,”

Southworth recounted in the 2018 midterm election, Act Blue Parent Democrat internet fundraiser raised $1.6 billion for democratic candidates, effectively doubling Super PAC spending. Independent expenditures for candidates for the West Virginia Senate in 2016 were double and even triple what was raised and spent by the candidates.

“The popular Sunday morning Prayer Breakfast was held in a beautiful outdoor setting with an inspirational message from Henry Martinez Hernandez, a 24-year-old social anthropologist that studies biology at the University of Costa Rica.

“I told my mom when I was 10 years...
Dave and Aileen Stacy were first time attendees at this year’s meeting.

Ross and Dee Johnson joined members for the Welcome Night Reception that was sponsored by Mountain State Insurance.

Josh and Stacey Booth pose for a picture before the Welcome Night Dinner.

Linda and Bob Weikle, Eric and Ashley Richardson, and Lynn and Steve Cvechko catch up during the Welcome Night Reception at this year’s Midyear Meeting.

Breanna and Nathan Harvey, James and Christa Barvinchak, Tammie Alexander and Brian Virtue enjoyed the Welcome Night Reception in Costa Rica.

Chris and Val Marteney and John Soltis enjoyed the Welcome Night Reception.

Russell Kocher, Scott Hamm, Roger Thomas, Rich and Joey O’Donnell, and Leann Hamm joined members for the Welcome Night Reception.

Donna and Buck Dayton attended their first CAWV Midyear Meeting.

Costa Rica 2020

Julie and Mike Jarrett attended this year’s Midyear Meeting.
old that I wanted to surf and everyone laughed," he told members. "They wanted me to study dinosaurs instead."

This is because Hernandez is blind. He kept dreaming of surfing and one day he did so without telling his mom. Two weeks later someone called him and said they had seen the video.

"I said, ‘What video,'" Hernandez related to members. “Someone had filmed me surfing for the first time and the caller was the coach of the Adaptive Olympics. He said there was no blind surfer in that category.”

The future champion shared his belief that he could participate in sports and, by working with trainers and support people, he overcame his restrictions.

“I have been to two World Adaptive Surfing Championships in 2017 and 2018 in La Joya, California representing Costa Rica in the Visual Impaired Division. In 2019, I completed the 70.3 Ironman in El Coco, Costa Rica.”

He said that this was made possible with teamwork and knowledge of his limits. He went on to form the Adaptive Surfing Association, an organization created to promote adaptive surfing and to create opportunities for people with disabilities who want to surf, as a professional sport or as a therapy.

“Restrictions can become opportunities,” Hernandez stated.

Kevin Kemerer, president of Precision Pump and Valve Service, Inc., served as chairman of this year’s Prayer Breakfast.

“I’m sure all of us are thankful for all the people in our companies and for all the support they provide us,” he said.

Members also heard special music from Hillary Kemerer.

DIVISION MEETINGS TAKE ACTION

The CAWV Building Division has been involved in many task forces and legislative efforts throughout the year. Members at the Sunday morning division meeting received an update on the activities of the Joint Architects Committee including the School Building Authority Task Force, the CAWV / AIA Document Task Force and the CAWV Workforce Development Task Force.

“The Joint Architects Committee and the various task forces have been busy working to improve building construction in West Virginia,” said Building Division Chairman Derick Foster, Paramount Builders, St. Albans.

The CAWV SBA task force has been working closely with officials from the SBA on the rewrite of the SBA’s Policy and Procedures Manual for Construction. The SBA has finalized most of the manual and, although there are many changes, the size of the manual has decreased dramatically. The SBA took input from contractors, architects and owners to develop a policy and procedure manual that is easier to understand and beneficial to all parties involved.

Another issue reported by the SBA task force is the SBA’s desire to develop a scored evaluation for a contractor on each project. This evaluation, if scored low enough, could cause a contractor to be suspended from bidding SBA projects for a one to two-year period. The CAWV Joint Architects Committee and the SBA Task Force will continue to work with the SBA to make sure this is a valid and transparent process.

Building Division members also received an update on the documents task force which completed its work on the AIA 201 Supplementals last year. The new document is now used in all West Virginia Purchasing Division projects.

The Utilities Division had a full agenda during the Midyear Meeting. The meeting was chaired by CAWV Senior Vice President Mike Gianni, The James White Construction Company, Weirton.

One ongoing issue that was discussed was the use of temporary traffic control devices on utility projects on West Virginia Division of Highways’ right-of-ways. Although this has been an issue in some highway districts in the past, most of the time if the project fits into the guidelines set by the Manual on Uniform Traffic Control Devices, the system was allowed. Recently a few districts have stopped the use of temporary traffic control devices on all projects. Former CAWV President Dick Smailes,
Famco, Inc., Huntington, has agreed to serve on a task force which was created with the WVDOH to work to find a solution that will allow the use of temporary traffic control devices if they meet the criteria in all WVDOH Districts.

Division members also discussed project completion dates on utility projects. The CAWV Joint Utilities Committee continues to work with the funding agencies, project owners and engineers on this issue.

“Over the years the projects have gotten larger and more complex but the completion times for projects have not kept pace,” said Gianni. “The committee will continue to investigate ways to work with the other parties to set realistic project completion times.”

Roger Thomas, Kelly Paving, Inc., Williamstown, served as Chairman of the Highway/Heavy Division and opened the session by telling members that the full Joint Cooperative Committee met in December, adding that the meeting was well attended by industry, WVDOH and FHWA.

Thomas reported on the eight subcommittees under the Joint Cooperative Committee umbrella. He noted that Transportation Secretary Byrd White and Deputy Secretary Jimmy Wriston attended the December meeting and talked a lot about work zone safety and traffic control devices, emphasizing the need to prevent accidents.

“They want motorists to put down their phones and slow down in work zones and they encouraged industry to help get the word out,” Thomas told members attending the division meeting. “They also want contractors to focus on proper maintenance of TCD’s and signs, taking signs down or covering them when needed and utilizing lights correctly. WVDOH management said they will go “above and beyond” to do what is needed to prevent work zone accidents.”

A work zone safety task force has been working on this issue.

WVDOH leaders, Thomas added, discussed the recent $600 million General Obligation (GO) bond sale, noting a very favorable bond rate and $146 million dollar premium the state received. This led to a discussion on schedules and completion dates. WVDOH emphasized the importance of schedules and contractors meeting completion dates, as they are tied to bond schedules and expenditure requirements.

Highway officials noted that schedules will continue to be aggressive, adding that time extensions are possible when requests are reasonable. A request for a time extension due to work on another project, they noted, would be rejected. The WVDOH said that the $600 million dollar GO bond sale would finance 8 projects and that 5 of the 8 projects are ready to go.
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“We were told that we would be seeing more slide projects, following up on 2019 being a record year for slide repair projects,” Thomas stated. “We were also told to expect seeing more bridge projects for several years. The WVDOH explained the move to a more systematic approach to project selection in the future—one based on better system condition data and better information technology. This approach meets new FHWA requirements for each state having an approved Transportation Asset Management Plan or TAMP. Brian Hogge, new FHWA Division Administrator for West Virginia, told us West Virginia has one of the best TAMP’s and that it will be a great tool for decision makers going forward.” He remarked.

Another major issue discussed was the work of the Finalization Task Force that was formed out of a response to the WVDOH’s proposal to withhold 10 percent retainage on every project. The retainage provision has been put on hold and progress is being made on expediting finals, Thomas told members. When the retainage proposal came up in the Specifications Committee last year, it probably received one of the largest responses from industry. Work on the subject by the task force continues.

Issues raised by FHWA at the meeting include FHWA requiring the state to ensure the correct installation of guardrail end treatments as per the Standard Details. The other issue is pavement cross slope. Thomas said FHWA emphasized they will not accept a project until correct installation has been verified.

Thomas next turned to Rick Johnson, West Virginia Paving, and Phil Browne, Rumble Ready Mix, for updates on work being done by the various committees and subcommittees in the joint committee network.

They reported the Construction Subcommittee had worked on a number of issues in the past year, including a revised specification on hydro-demolition of bridge decks; guidance on Extra Work mark-up; stormwater permits; DC concrete used on drilled piles; new disclosure statements; DBE issues; and consultant inspection.

The Asphalt Subcommittee, division members learned, had a busy year addressing a new 401 provision; new Marshall QC MP; PWL use on two lane roads; changes to DD644 that initiates the phase out of Marshall mixes; Balanced Mix Design; LIDAR scanning; skid aggregate issues; and non-nuclear gauge trials.

Browne discussed the impact of a specification change that will require CCRL certification of labs performing concrete testing; PCC technician recertification; and an update on Mass Concrete research.

Johnson said the Specification Com-
Sailfish are the staple of offshore fishing in Costa Rica. Many members saw plenty of them during this year’s Midyear Meeting.

President Doug Meeks welcomed over 250 members to this year’s Midyear Meeting in Costa Rica.

**Costa Rica 2020**

Golf winners at this year’s Midyear Meeting Golf Tournament included Andy Arbogast, Laurie Lewis, Brant Moorhead and Lisa Thomas.

The Marriott Los Sueños Resort and Marina overlooked Herradura Bay and the rugged hills beyond. Many members visited the nearby town of Jaco on the other side of the bay.

Sandy and Rick Kyer attended their first CAWV Midyear Meeting.

Callie Hutchinson, Melissa Watkins and Shehara Hapuarachy at this year’s meeting.

Over 40 golfers teed up during the CAWV golf tournament held on the beautiful La Iguana Golf Course.

Melissa and Nate Orders attended this year’s Midyear Meeting.
committee published a new 2020 Supplemental to the Standard Specifications that approved changes to 37 standards. He added that the committee also approved changes to 18 project specific Special Provisions. Johnson discussed a few of the more significant changes.

The group was told that the Aggregate Subcommittee had met recently but that future discussions would likely focus on skid aggregate. Lasty, a report from the Materials Procedures (MP) committee revealed that the committee had approved changes in the past year to 23 MP’s.

Division members were provided an update on the ongoing debate and legal challenges surrounding implementation of new stormwater regulations by the West Virginia Department of Environmental Protection.

A WVDOH program update was provided by Pat Parsons of the Asphalt Pavement Association of West Virginia that highlighted the division delivering a $1 billion program in 2019, the first time reaching that milestone.

Parsons provided a breakdown of the 2019 and 2020 construction programs, noting the division’s goal of delivering a $1.75 billion construction program in 2020.

A list of the projects funded by GO and Turnpike bonds and scheduled for bidding in 2020 was provided, including delivery by design build or design-bid-build.

The Midyear Meeting began with a Board of Directors meeting followed by a Welcome Night Reception sponsored by the CAVW Associate Division. A golf tournament was particularly memorable due to the many birds, monkeys, sloths and other wildlife that lived along the course.

“Everyone enjoyed this year’s event,” said CAVW Senior Vice President Michael Gianni. “Rich McElhaney gave a very motivational talk that hit home with every member. We all learned a lesson from his moving portrayal of his injury and fortunate recovery. All the division meetings, optional events, social networking and functions were excellent and I think everyone benefited by attending.”

“I also want to thank all of our sponsors who made this meeting a success,” President Meeks said. “They are to be commended for their support of this association and our members.

(See the complete list of sponsors for the 2020 Midyear Meeting on page 28.)

“I was also glad I got to meet a lot of new members who attended for the first time. We learned a lot at this meeting and were able to build good relationships with the contractors and suppliers we work with on a regular basis.”

The 2021 CAVW Midyear Meeting will be held February 5-9, 2021 at Westin Mission Hills Resort Villas in Palm Springs, California, with an optional side trip to a California ski resort. The 2022 CAVW Midyear will be held January 28 – February 2, 2022 at The Hyatt Regency in Aruba.
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Encova is helping West Virginia’s construction industry build a safer future by providing premier safety resources. Encova’s commitment to worker safety is evident through their involvement in various safety-related initiatives and events. Encova’s support includes educational literature, safety seminars, and analysis, which are instrumental in fostering a culture of safety and risk management. Their dedication to the construction industry extends beyond their office. Encova’s field personnel work closely with clients to develop and implement safety programs tailored to their specific needs.

Their commitment to safety is reflected in their support for Highway Safety, Inc.’s mission to improve highway safety in West Virginia and throughout the United States. By partnering with Highway Safety, Inc., Encova demonstrates its commitment to the well-being of workers and the community as a whole.

The Silver Sponsors of Highway Safety, Inc. include institutions and organizations dedicated to the cause of highway safety. These sponsors contribute to the success of the annual conference and support Highway Safety, Inc.’s efforts to educate and inform the community on safety-related issues. Their contribution is vital in ensuring the continuation of the work being done by Highway Safety, Inc. and in promoting a safer environment for all.


The list of sponsors includes a diverse range of companies and organizations, each bringing unique strengths and expertise to the table. Their collective support is essential in advancing the cause of highway safety and ensuring the safety of the roads and the communities they serve.
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BRIAN HOGGE
Division Administrator
Federal Highway Administration, West Virginia Division

Brian Hogge feels at home in the mountains of West Virginia. The new Division Administrator for the Federal Highway Administration (FHWA), West Virginia Division, grew up in Anchorage, Alaska so he says it’s great to return to a mountain state.

Hogge received a Bachelor of Science in Civil Engineering from Brigham Young University in Provo, Utah. Before he began his career with FHWA in 2005, he worked for the University of Connecticut and the Connecticut Department of Transportation as a Transportation Engineer working in Research and Pavement Management.

He remained in the East and has worked 15 years for FHWA in Alabama, Minnesota and Michigan. He also completed assignments with FHWA in North Dakota and Washington, D.C.

Hogge said his family has adjusted quickly to West Virginia “thanks to the great people here and connections they’ve made through school football and softball.” He and his wife, Erika, have four children, Ethan (19), Ashton (17), Megan (14) and Owen (12).

West Virginia Construction News interviewed the new Division Administrator to get his opinions on highway issues in his new state.

WVCN: In your short time in West Virginia, please give an overview of the state’s transportation-related pros and cons.

West Virginia is unique as we are still building the backbone of the transportation system. While beautiful, the steep terrain and rugged topography of the Mountain State makes constructing these new corridors quite challenging. The best part of West Virginia is the people. I can honestly say I work in the best office of my career and our partners in the transportation sector are dedicated and excellence-driven.

WVCN: What have you seen, learned or promoted in other states that you would like to see implemented in West Virginia?

One of the best parts about moving around is learning about each state and what works best for them. I’ve seen the successful implementation of design features like Restricted Crossing U-Turns (RCUTS) and roundabouts that result in dramatic reductions in serious crashes. I’d like to see more applications of high friction surface treatments (HFST) and a healthy program of high benefit-cost ratio projects to advance safety and mobility along our transportation network.

WVCN: Do you have a particular issue you would like to promote in West Virginia?

I would like to promote transportation workforce development. We have a lot of great workforce development efforts across the state and I’d like to see them all work together for the best results. We should put industry and trade groups in the lead to explain the needs of the highway construction industry and then existing government programs can be tailored to meet those needs.

WVCN: How much will West Virginia’s federal highway allocation be in 2021?

Fiscal Year 2020 is the last year of the Fixing America’s Surface Transportation (FAST) Act. West Virginia’s appropriation in FY20 is $481 million. Congress has begun reauthorization talks and, as of right now, it’s uncertain what the funding levels will be in the coming years.
WVCN: How do we increase federal funding?

There is normally bipartisan support to increase transportation funding. The uncertainty lies in how an increase would be funded.

WVCN: From other states you’ve worked, what state funding mechanisms have applicability in West Virginia?

West Virginia has successfully leveraged state funds through bonding and tolling. The state has also been effective in obtaining highly-competitive federal discretionary grants.

WVCN: Is FHWA proposing any new policies that will affect the design and construction of federal highways?

FHWA has taken steps over the past several years to encourage flexibility and a context-sensitive approach which considers the full range of project needs and the impacts to the community and natural and human environment. Several of these flexibilities were marketed through the Every Day Counts (EDC) initiative. One example is the use of alternative technical concepts on both design-build and design-bid-build projects, which gives contractors the opportunity to propose innovative, cost-effective solutions that are equal to or better than the contracting agency’s design and construction criteria for a project. This contracting approach promotes competition and enables highway agencies to choose design and construction solutions that offer the best value.

WVCN: State DOT officials sometimes tell industry, “the feds make us require that” when implementing what appear to be unreasonable policies and specifications. How do you react to that and what opportunities are there for CAWV to learn more about this concern.

There are often flexibilities built into laws, regulations, and policy. When concerns exist, coordination and partnership with the FHWA Division Office and the West Virginia Division of Highways is necessary for consistent understanding of the issue so we can explore various options and paths forward. We strongly believe that your success is our success.

WVCN: How has partnering worked in other states you worked in and how should it work in West Virginia?

Partnering is among my top priorities as Division Administrator. As we build relationship of trust, we can be straightforward about our desires and priorities. This trust and mutual respect strengthens as we understand how we can succeed together. I can directly correlate my top career successes to key partnerships with folks outside my agency.

WVCN: What is the biggest opportunity for West Virginia’s highway/transportation system?

The biggest opportunity is the full implementation of West Virginia’s Transportation Asset Management Plan (TAMP). The TAMP is a tacti-
cal-level document which focuses its analysis, options development, programs, delivery mechanisms, and reporting mechanisms on ensuring that strategic objectives are achieved. It quantifies past and future road and bridge conditions and develops long-term investment strategies to manage assets over their whole life. The WVDOH has enthusiastically embraced the TAMP and is taking the necessary steps to align transportation investment decision-making with asset management principles.

WVCN: Biggest challenge the West Virginia highway/transportation system is facing? Solutions?

In the TAMP, the WVDOH projects a large wave of bridges will enter poor condition in the 2023 timeframe. The WVDOH has been vigilant in preparing a variety of strategies to address this wave of bridges, but it will take a lot of work to address the condition of these bridges. What’s great is that the look-ahead portion of the TAMP has helped us to anticipate this issue early so we have time to mitigate its impact.

WVCN: What are your goals as new Division Administrator?

My goals include developing and maintaining strong partnerships, focusing on data-driven decision making in safety and transportation investments, and championing innovation to find new and better ideas to get highways planned, designed, built, and maintained.

WVCN: Upcoming/anticipated projects in West Virginia?

The WVDOH is focusing their investments on the completion of Corridor H and the Coalfields Expressway to better connect the people of West Virginia and to promote economic development opportunities to underserved areas.
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MEMBERS IN THE NEWS

Gary Young, president of G&G Builders, Inc., Scott Depot, was honored by members of the West Virginia Senate for being named West Virginia’s Outstanding Tree Farmer for 2020 by the West Virginia Forestry Association on February 11, 2020. Photo by Will Price.

Young Honored as Outstanding Tree Farmer for 2020

CHARLESTON, WEST VIRGINIA - Gary Young, past CAWV president and president of G&G Builders, Inc., was honored by the West Virginia Senate for being named West Virginia’s Outstanding Tree Farmer for 2020. Senators presented him with Senate Resolution 35 commemorating him for his commitment to “the long-term productivity of his property by implementing a forest management program that promotes good growth, improves the overall quality of the property, and generates income from the possible sale of forest products by managing stands for wildlife habitat, clean water, and controlling invasive species, and sharing his conservation ethic with other landowners.”

Young owns and manages an 898-acre tree farm in Putnam County and was selected as West Virginia’s Outstanding Tree Farmer for 2020 by the West Virginia Tree Farm Committee and its state sponsor, the West Virginia Forestry Association. A primary objective of the West Virginia Tree Farm Program is to successfully enhance wildlife and recreation.

Thompson Recognized for Contractors Licensing Board Service

CHARLESTON, WEST VIRGINIA - Gene Thompson, president of GET Construction Solutions, White Sulphur Springs, was honored for his 19 years of service to the West Virginia Contractors Licensing Board.

Thompson, who was the General Engineering Contracting representative, was first appointed by Gov. Bob Wise while he was at Ahern & Associates, South Charleston. He subsequently was reappointed and served as chairman of the licensing board for nearly ten years. He was honored by fellow board members at a recent meeting.

West Virginia Paving Wins National Awards for Quality Paving

GREENBELT, MARYLAND - The National Asphalt Pavement Association (NAPA) honored West Virginia Paving, Inc., Dunbar, with a number of 2019 Quality in Construction Awards for excellence in construction for asphalt pavement. The company received its awards at a ceremony during the association’s 54th Annual Meeting in Maui, Hawaii.

“All contractors’ projects earning a Quality in Construction award are measured against best practices designed to live up to that commitment,” said 2019 NAPA Chairman John Harper. “Earning the Quality in Construction award demon-
strates that West Virginia Paving, Inc. has met or exceeded these rigorous standards.”

West Virginia Paving won six NAPA awards for their projects consisting of milling, rubblizing and overlay, most of which included Superpave base and Superpave Skid, on I-77 in Princeton, I-64 Milton to U.S. 35 in Hurricane, I-64 in White Sulphur Springs, and I-79 in Elkview, Servia and Sutton.

Shelly & Sands Inc. Wins Top National Award For Quality in Asphalt Paving

GREENBELT, MARYLAND - The National Asphalt Pavement Association (NAPA) honored Shelly & Sands Inc. of Zanesville, Ohio, as the winner of the 2019 Sheldon G. Hayes Award for excellence in construction of an asphalt pavement for its work on Interstate 77 in Ohio. The Sheldon G. Hayes Award, bestowed annually since 1971, recognizes the country’s highest quality highway pavements. The company received its award at a ceremony during the association’s 54th Annual Meeting in Maui, Hawaii.

Over the 5.23-mile-long I-77 project, Shelly & Sands milled the old pavement and placed more than 28,500 tons of new asphalt pavement mixture. As part of the project, the interchange with State Route 541 required complete rehabilitation and upgrading, including removal of old concrete pavement and replacing it with full-depth asphalt.

This marks the second time in three years that Shelly & Sands has been a finalist or winner of the Sheldon G. Hayes Award. The award is named for Sheldon G. Hayes, a founder of NAPA and the association’s first chairman. Hayes spent his entire career striving for better construction techniques and improvements in the quality of asphalt pavements.

Bowles Rice Celebrates 100 Years

CHARLESTON, WEST VIRGINIA – The law firm of Bowles Rice LLC is celebrating its 100th anniversary. The firm was founded in Charleston in 1920 by three lawyers in the general practice of law. Through expansion and merger, it has grown to become a full-service law firm with 110 attorneys serving clients in West Virginia, Pennsylvania, Ohio, Kentucky and Virginia – and throughout the nation – from seven strategically located, regional offices.

“As we mark our second century, I and all of us at Bowles Rice could not be more excited about the future,” said Thomas A. Heywood, managing partner. “Our opportunities have never been greater, and we have never been more prepared to seize those opportunities. Ultimately, we owe our success these past 100 years to our clients, our friends and our communities,” he said.

Whayne Supply and Walker Machinery Are Now Boyd Company

LOUISVILLE, KENTUCKY – After more than a decade of working together, Whayne Supply and Walker Machinery now move forward under one brand: Boyd CAT, led by current President and CEO Monty Boyd.

Whayne Supply and Walker Machinery are two of the oldest Caterpillar dealerships – founded in 1913 and 1950 respectfully. With 175 years of combined history, Whayne Supply and Walker Machinery have provided best in class service,
MEMBERS IN THE NEWS

equipment, and parts as the authorized Caterpillar dealer throughout Kentucky, Southern Indiana, West Virginia, and Southeastern Ohio.

Moving forward as Boyd CAT, the company will provide the same service while streamlining processes to make day-to-day operations more efficient and easier for customers through solutions like simpler invoicing, combined machine and parts inventory, and expanded rental fleets. All current staff members will remain in place.

Boyd announced the name change will take immediate effect across both internal and external channels. The full rollout of business processes and branch updates will happen over the next twelve to twenty-four months.

Thornhill Nominated for TIME Dealer of the Year Award

NEW YORK, NEW YORK - TIME, in partnership with Ally Financial, announced in October that local vehicle dealership owner Wally Thornhill has been nominated for the 2020 TIME Dealer of the Year Award. Thornhill, president of Thornhill GM Superstore in Chapmanville is one of a select group of 49 dealer nominees out of more than 16,000 nationwide who were honored at the 103rd annual National Automobile Dealers Association (NADA) show in Las Vegas, Nevada, in February.

"As a hometown business owner, I feel that the most important thing I can do is help build a stronger community," Thornhill said of the nomination. "I am particularly focused on giving children the opportunity to succeed in academics and athletics."

Thornhill is a 1975 graduate of Logan High School. He earned an associate degree in science and general business from Southern West Virginia Community and Technical College in 1985. He began working in the eighth grade under the supervision of his father doing auto body work. In high school, he started his own gas station and auto repair business and continued to run the establishment while attending college.

“The business prospered, and I purchased real estate and diversified my portfolio,” Thornhill said. “I ran a salvage yard with towing service for 11 years, opened three pharmacies, invested in real estate and was a member of a small local bank board.”

But he always dreamed of being a car dealer. In 1996, he bought into a local Pontiac Buick GMC dealership — the same store where his father had been an auto body technician in the 1960s. Thornhill helped turn the business around and became the dealer principal in 1998. Today, his Thornhill Automotive Group oversees four new car dealerships: Thornhill GM Superstore, Thornhill Ford Lincoln and Thornhill Mitsubishi in Chapmanville and Thornhill Chrysler Dodge Jeep Ram in Logan. His daughter, Sydney, and son, Nathan, are dealer executives for the stores.

Greer Industries Announces Promotions

MORGANTOWN, WEST VIRGINIA - Greer Industries Inc., provider of crushed limestone aggregates and asphaltic concrete, recently announced the promotion of Robert A. Henn to senior vice president, Andrew Saab to sales manager of Greer Limestone and Asphalt, Marc A. Magro to vice president of Greer Asphalt Division, and Chase Wilson to manager of River Sales and Operations.

Henn will focus on plant development, business strategy and acting as a trusted advisor to Greer Industries President and CEO, John R. Raese. Henn began his career with Greer in 1970 and has been an integral part of Greer’s growth and success.

“Bob’s many contributions to the Greer companies will have a permanent impact on our limestone and asphalt divisions,” Raese said. “With Bob’s continued efforts we will look at a number of exciting projects to position our operations for the future.”

In his new role of sales manager, Saab will be responsible for the overall sales operations and strategy for Greer’s four construction aggregate mines and three asphalt plants. Saab joined the company in 2015 and previously served as Greer’s safety director.

Magro’s primary responsibility as vice president of the Greer Asphalt Division includes overseeing all aspects of Greer’s three asphalt plants. He joined the company in 2010 and has primarily served in a sales capacity representing...
Greer’s construction aggregates and asphaltic concrete.

Wilson, as manager of River Sales and Operations, will be responsible for the day-to-day operation of Greer’s two river terminals and customer service. Wilson joined the company in 2018 as the River Coordinator and has quickly moved his way up to the manager of the operation.

“Greer Industries has a long tradition of success and that success has been driven by dedicated employees,” Raese said. “These four individuals embody all the attributes necessary to keep that tradition going.”

(Editor’s Note: Greer Limestone has advertised in every issue of West Virginia Construction News since the publication’s first issue in 1937.)

Sutter Roofing Announces Ownership Transition

CLARKSBURG, WEST VIRGINIA - Sutter Roofing & Sheet Metal Company, one of West Virginia’s oldest continuously operating businesses, announced it is under new ownership and management. Doug Sutter, great grandson of company founder C.P. Sutter, purchased the business from family members. A native of Clarksburg, he has more than 30 years of commercial roofing experience. Sutter also announced the hiring of General Manager Nathan Harvey and Paul “Cam” Shearer, project engineer and service manager.

Niederriter elected Pennsylvania Road Builders Chairman

HARRISBURG, PENNSYLVANIA – Charles Niederriter, chief operating officer of Golden Triangle Construction Company, Inc., Imperial, Pennsylvania, became the Associated Pennsylvania Contractors’ 47th president at the highway contractors association’s November meeting held in Hershey. He listed as his top priority for the organization is to increase member participation and engagement in APC through technology and increased communication efforts. APC is the Pennsylvania chapter of The American Road & Transportation Builders Association (ARTBA).

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