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On the cover
In 1979, Dan Cooperrider came to West Virginia, just out of college and recently married, to work for West Virginia Paving, Inc., a Charleston-area paving contractor that had two prep crews, two paving crews and one asphalt plant that produced about 81,000 tons of asphalt annually. Today, he oversees about 3,600 employees with operations in five states, out of their headquarters in Dunbar, West Virginia. He credits his family – wife and daughters and his West Virginia Paving family – for his success. He had a number of mentors along the way. To read more on CAWV’s 2015-2016 President, see page 6. Cover photo by Mike Clowser.

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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Dan Cooperrider

“I've been fortunate.”

In 1979, Dan Cooperrider came to West Virginia, just out of college and recently married, to work for West Virginia Paving, Inc., a Charleston-area paving contractor that had two prep crews, two paving crews and one asphalt plant that produced about 81,000 tons of asphalt annually. Today, he oversees about 3,600 employees with operations in five states, out of their headquarters in Dunbar, West Virginia. He credits his family – wife and daughters and his West Virginia Paving family – for his success. He had a number of mentors along the way.

“I've been fortunate.”

This is how Dan Cooperrider, the Contractors Association of West Virginia's 2015-2016 President, sums up his life to this point.

“I've been very fortunate in putting together a great team of people at West Virginia Paving and I've been fortunate to have a wonderful wife, Cathy, and three great daughters. These are the two things in my life I'm most proud of,” he said.

In addition to these two attributes, the outgoing president credits his upbringing in rural Ohio for much of his success.

“I grew up in a small farming community in southeastern Ohio and we worked daylight to dark,” Cooperrider remarked. “I think this instilled a strong work ethic because I had a passion for the sense of accomplishment that farming generates.”

It was that small town atmosphere that drove him to expand his horizons.

“The Future Farmers of America was a big driver at our high school and I participated in various leadership roles,” he recalled. “My advisor had a huge effect on my decision to go to Ohio State University and to study engineering. He said it would open new doors for me.”

Cooperrider received his B.S. degree in Agricultural Engineering in 1979. His course selection included mostly mechanical engineering classes. He was recognized as a distinguished alumnus from the Department of Food, Agricultural and Biological Engineering in 2008.

His family is why he was in farming. His family is what got him into the construction business. His family was part of The Shelly Company, a small, family-owned construction company that has since grown to be one of the largest contractor, asphalt producer and aggregate mining companies in Ohio.

“My dad and family farmed and worked for Shelly. I worked during the summers for the company as a laborer on the paving crews. As The Shelly Company grew, my dad sold the farm and went to work full-time in construction,” Cooperrider recalled. “I was 8 years old when I was on the first paving crew my father ran so a construction career was a natural progression.”

The OSU grad received an offer from the John Deere Company but Dick Shelly, president of The Shelly Company, asked him to give them a try since he paid for his college education by working for him in the summers.

“It seemed like the right thing to do,” Cooperrider quipped.

Shelly, at the time, owned West Virginia Paving in Dunbar. His first exposure to West Virginia was a project of widening 18 miles of U.S. 35 between Point Pleasant and Winfield.

“After graduation, I got married, moved to West Virginia and started working, all within a span of nine days,” he recalled. “That was in 1979 and I've been in West Virginia ever since.”
He started at West Virginia Paving, Inc. as project manager. His first project was constructing a new taxiway at Charleston’s (now Yeager) airport. He soon became general superintendent of the company, which consisted of two prep crews, two paving crews and one plant that produced about 81,000 tons of asphalt a year.

“In 1980, it became a very challenging construction economy and hyper competitive bid environment,” Cooperrider recalled. “The country was going through a recession. West Virginia’s economy was close to a depression. The highway program came to a standstill, or at least the resurfacing program.”

As the industry evolved, so too did Cooperrider. He worked closely with Jack Griffith, longtime president of West Virginia Paving, to grow and expand the Charleston paving company into a regional firm. They acquired Black Rock Contracting’s plant in Parkersburg in 1986, Raleigh Ready Mix in 1991 and Anderson Black Rock in 1992.

“Jack was a great mentor who allowed me to gain experience and learn all facets of the industry,” he said. “Jack also evoked a team concept to get the job done. We were fortunate to bring people into the company like Lee Cooperrider in 1986 and Matt Campbell and Kelly Samples in 1992. With them, we were able to acquire other companies, including Orders and Haynes Paving in South Charleston in 1997, Asphalt Industries in Bluefield in 1998 and Bluestone Paving, Inc., also in Bluefield, in 1999.”

Griffith also encouraged his protégé to get involved in industry issues through the Flexible Pavements Council (now Asphalt Pavement Association of West Virginia). He worked with a committee that utilized a Marshall large stone, heavy duty, mix design, a move that he credits for getting West Virginia Paving involved with pavements for new construction.

“Changing the mix and pavement design opened the door to full depth paving which created a lot of new opportunities for us,” he commented. “We were able to bid on new construction...
projects on Route 119 in Kanawha County (Corridor G), I-79 in Braxton County and Route 19 in Braxton and Nicholas counties (Corridor L).

He considers the Corridor L job one of his most memorable projects because of its magnitude. It consisted of 23 miles of pavement. West Virginia Paving was a subcontractor on seven projects and prime contractor on one contract. In total, the company laid 750,000 tons of asphalt in one construction season.

The Corridor G project won the Sheldon G. Hayes award in 1986, an annual award given by the National Asphalt Pavement Association (NAPA) for the highest quality asphalt pavement in the country. West Virginia Paving won a second time in 1990 for its PCC pavement rehabilitation project on I-77 for the West Virginia Parkways Authority.

The Flexible Pavements Council Board of Directors decided to fund an endowment to create an asphalt professorship at the West Virginia University College of Engineering (now the Benjamin M. Statler College of Engineering and Mineral Resources). West Virginia Paving was a major supporter of the endowment and helped build the asphalt and teaching laboratory. Cooperrider was actively involved in the establishment of the endowment and served on the search committee that in 1997 selected Dr. John Zaniewski as the first endowed Professor of Asphalt Technology at WVU.

Cooperrider, by now vice president and general manager for the company, summarized at the time the reasons for industry contributions to the endowment.

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In 1997, Griffith had decided to step back and Cooperrider was named president of West Virginia Paving. In three years, the biggest change in Cooperrider’s career would occur. “Our strategies of small acquisitions to grow our business had run its course,” he stated. “Oldcastle Materials approached with an offer to buy Shelly and the decision was made to sell. The sale to Oldcastle was completed in 2001. We went from a small, privately held company to a large, publicly held company. My role changed as well. Upon the acquisitions of R.H. Armstrong, Inc., The Mountain Company and the Mid-Atlantic assets of APAC in 2006, I became president of Old Castle Materials, Appalachian Materials Group. We have since acquired APAC operations in Tennessee and North Carolina.”

Today West Virginia Paving, Inc. is part of the Appalachian Materials Group (AMG), with Willie Crane overseeing the West Virginia, Kentucky and Virginia operations, and Kevin Bragg in charge of Tennessee and North Carolina.

“We have 3,600 people region wide, not including truckers or subcontractors,” Cooperrider noted. “Yet, 100 percent of the professional and support staff works out of our Dunbar office.”

“Work and raise children.”

He and his future wife met at OSU. She, too, was in agricultural engineering but in the chemical section, so they did not have classes together. They met at the local chapter of the American Society of Agricultural Engineers. “Cathy was the most valuable credit I earned at Ohio State,” he quipped. “Her support, advice and guidance has made all my professional and family accomplishments possible. She is the best person I know. We celebrated our 37th wedding anniversary this year.”

Their oldest daughter, Bethany, is a WVU graduate and a new mother. Caleb is the Cooperriders’ first grandchild. She is a teacher and lives with her husband in Morgantown. Jennifer graduated Stanford and is completing her medical degree at OSU. She will specialize in internal medicine. The youngest, Emily, just graduated Dayton University with a degree in Industrial Engineering. She is working for Emerson Technology.

Young people play a large part in Cooperrider’s company, which he incorporated into his year at the helm of the CAWV.

“To have a viable, dynamic organization, you must have a quality staff of professionals,” he stated. “To stay relevant and viable, we are constantly on the lookout to hire and retain great, young professionals at West Virginia Paving. I think this is the same for the CAWV.”

To make sure the CAWV continues its mission to be the voice of construction in West Virginia, Cooperrider led this year’s strategic planning session.

“The strategic planning committee developed a three-year program to guarantee that the CAWV remains a vibrant organization with a steady inflow of new members and ideas,” he said.

After the planning session, one of the goals the president set for the CAWV was to revitalize the Young Contractors Committee to get young members involved in the association’s committees and activities. He appointed Josh Booth, Highway Safety, Inc., and charged him with reenergizing programs for younger members.
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One of the goals he set for the CAWV this past year was to revitalize the Young Contractors Committee to get young members involved in the association’s committees and activities. He appointed Josh Booth, Highway Safety, Inc., and charged him with reenergizing programs for younger members.

“Josh did a fantastic job in developing programs and getting young people to attend,” the outgoing president commented. “He immediately changed the focus from it being another committee to one that focuses on development of younger people in our industry. It is now the Young Contractors Forum and they have tripled participation. Through a change in the CAWV bylaws, Josh has been appointed to serve on the CAWV Board of Directors so we now have a direct link between the association and its upcoming leaders. Young members need to understand what our organization is all about and what it can do for them and their careers.”

Cooperrider also set a goal to engage all members in the legislative process to push for investment in West Virginia’s infrastructure of schools, water and sewer systems and roads and bridges.

“This year’s legislative session was challenging given the state’s huge budget deficits and a lack of appetite to increase revenues,” he voiced. “I wish we would have passed S.B. 555, the bill to increase funding for the West Virginia Division of Highways, which would have created thousands of jobs for West Virginians and built and maintained our state’s roads and bridges. I’m clearly passionate about funding our infrastructure and it’s frustrating not getting a bill but the CAWV can’t quit trying. We must have a collaborative effort to find ways to bridge the barriers to success.”

Cooperrider also serves as co-chair of the CAWV’s political action committee, HUB/PAC (Highway-Utility-Building PAC).

“The CAWV believes that our state’s infrastructure must remain a top priority,” he said. “Public safety, education, healthcare, jobs and the economy grow from a foundation of reliable infrastructure. The CAWV this year developed a two-question questionnaire for candidates running for the West Virginia Senate and House of Delegates. We ask candidates whether they support or oppose increasing and prioritizing direct infrastructure investment and whether they support or oppose new funding for highway and bridge construction and maintenance. We give them an opportunity to give us their options for infrastructure investment. I am thoroughly convinced that we are not doing the taxpayers of West Virginia a favor by kicking the can down the road.”

Cooperrider said HUB/PAC will share candidates’ responses with CAWV members and will use them as a basis for possible endorsement in the general election.

Another goal during Cooperrider’s tenure was to engage members in all facets of the CAWV.

“This past year was a challenging time for West Virginia’s construction industry, but it’s in challenging times that validates the value of this association,” he said in his outgoing remarks at the 2016 CAWV Annual Meeting at The Greenbrier in July. “The CAWV touches all aspects of our industry and our membership. Your association stands for you. Your association will be there for you. I thank you for the opportunity to serve as your president this past year,” he told members.

He urged all members to become involved in CAWV activities and to be engaged in issues affecting the industry. This is only advice he gives to new president, C.R. Neighborgall, president of The Neighborgall Construction Company, Huntington.

“I’m excited about C.R. being president,” Cooperrider noted. “He’s a great guy with the intellectual horsepower to move the needle. He will provide the continuity needed to bring our goals to fruition. We planted the seeds this year and C.R. and the CAWV Board will prepare our members for future success.”

“It has been a pleasure to really get to know Dan over the last several years,” said Neighborgall, a fourth generation contractor who follows his father and grandfather as CAWV president. “During his tenure as CAWV President, Dan provided strong, positive leadership through difficult times with declining revenues and a tumultuous legislative session. His commitment to our association has been immeasurable.”

“I’ve had the best teams supporting me. My family, my West Virginia Paving family, and the CAWV,” Cooperrider reiterated. “I have been fortunate.”
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Hoppy Kercheval, the dean of West Virginia talk shows, was the keynote speaker at the CAWV Annual Meeting, held July 14-17 at The Greenbrier Resort. Kercheval has promoted funding for highways through his "#FTDR" - Fix The Damn Roads – campaign during his MetroNews "Talkline" segments during the legislative session.

When he spoke at the 2006 CAWV Annual Meeting, he told members, “You, the contractors of West Virginia, occupy a special place in our state because you are the ones who build the roads and bridges, water and sewer lines, the utilities and infrastructure that, taken together, provide the physical fabric of our state and our nation. All this stuff does not magically appear because politicians cut a ribbon. Somebody has to figure it all out and you are the people who do that.”

This year, Kercheval told members, “You are contractors. You get up and go to work. That’s what you do. My presentation today is to explain what’s going in West Virginia politics that impacts what you’re trying to accomplish in providing funding for schools, water and sewer systems, and highways.”

He provided a view of the last 15 years of politics in West Virginia, from George Bush winning West Virginia in 2000 to 2014 when Republicans took control of both chambers of the West Virginia Legislature.

“The last time a non-incumbent Republican carried West Virginia in a presidential race was Herbert Hoover in 1928. In 2000, George Bush carried West Virginia 52-46 percent, by 40,000 votes. If Al Gore had carried West Virginia with its 5 electoral votes, he would have been President, regardless of Florida and the hanging chads,” Kercheval quipped.

Kercheval, whose show is broadcast daily from 10 a.m. to noon on the statewide MetroNews radio system, gave members his observations on how the political shift affects on the state’s ability to make sure its infrastructure of schools, water and sewer systems, and roads are maintained for the next generation. He said there is a reluctance in the West Virginia Legislature to raise taxes, noting that a proposal to raise the cigarette tax by 45 cents (it was ultimately raised 65 cents) to help fund the budget deficit failed in its first vote in the House of Delegates.

“There was great difficulty passing a tax increase even though it’s on an unpopular activity (smoking) affecting a small percentage of voters. The challenge for you guys is that everybody drives,” he opined, “which makes any tax or fee increase difficult. You make a great argument that drivers only spend 80 cents a day to drive but what they hear is ‘my taxes are going up.’”

Kercheval said a recent survey shows that 56 percent of West Virginians polled said they think the state is on the wrong track. Only 28 percent said it’s on the right track. He said people already feel burdened with taxes and fees. Every time they turn around, they’re hit with an additional charge, he noted.
“From the time we get up in the morning until the time we go to bed, there’s a tax or fee or assessment on just about everything we do.” The veteran reporter said there must be a fundamental restructuring of state government to prioritize what must be done – infrastructure, education, protect the public – and what the state would like to do.

“We’ve got to evaluate and measure performance of our programs and determine what is essential and what isn’t. With declining revenue and declining costs, government has to be more efficient,” he said.

“So, what as a state are we going to do,” Kercheval posed to annual meeting attendees. “What are you, the contractors, going to do? You’re thinking you don’t like politics but politics is the process by which power is distributed and decisions are made. The political process will determine how infrastructure is planned and funded. You have to keep your foot on the gas,” he charged members.

(A copy of Hoppy Kercheval’s presentation at the CAWV Annual Meeting is available at www.cawv.org/events/annual-meeting.html.)

“Hoppy’s presentation shows the importance of our members being involved in the political process,” CAWV President Dan Cooperrider told members. Cooperrider, who serves as co-chair of HUB/PAC, CAWV’s political action committee, said the association will be working with members to get them active in working with their local legislators. He also said HUB/PAC is reinstituting its policy of surveying candidates for the West Virginia Senate and House of Delegates.

“HUB/PAC will be supporting candidates who include improving the state’s infrastructure in their goals and objectives,” he stated.

Over 300 members attended this year’s CAWV Annual Meeting. The CAWV Board of Directors considered canceling this year’s meeting due to the floods but chose to support The Greenbrier and its employees by not canceling. The hotel reopened after three weeks on Tuesday, July 12, and the CAWV meeting started Thursday, July 14.

C.A.W.V. President Dan Cooperrider said the association will be urging members to work with their local legislators to promote the need to invest in West Virginia’s infrastructure of schools, water and sewer systems, and highways and bridges.

CAWV Senior Vice President C.R. Neighborgall said that membership is the strength of the association and that the CAWV Board of Directors is undertaking a membership campaign, which will also include getting younger members involved in the CAWV.
Board of Directors met on Friday and discussed a number of industry issues.

President Cooperrider began the General Business Session by thanking the staff of The Greenbrier for making CAWV members feel welcome. The annual meeting was almost canceled due to the massive flooding, particularly in Greenbrier County, which caused The Greenbrier to close for three weeks. The resort opened Tuesday and the meeting started on Thursday.

“We have been thinking about the employees a lot over the past few weeks and we were concerned that they needed to be addressing their rebuilding,” the President stated. “However, they thanked us for not canceling our meeting. They wanted to get their lives back to normal and to start working again. The hotel was great, the people were great, golf on The Greenbrier course was great, and the food was fantastic. The CAWV made the right decision to support The Greenbrier and its employees,” the President commented.

Following the business session were division meetings.

Building Division Chairman Jamie Ridgeway, March-Westin Company, Inc., reported at the Building Division Meeting that CAWV task forces have been working on industry issues as they arise. He also reported that the School Building Authority has a few projects ongoing and have several projects coming to bid later this year. Attendees also discussed the new West Virginia State Purchasing Division language that deals with subcontractor list submissions on bids.
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turned to the Purchasing Division for review. The new language, when it is completed, should help bidders better understand the rules for subcontractor list submission. Building Division members discussed several other industry issues that will be placed on the agenda of the next CAWV Joint Architects Committee Meeting.

Ridgway was reelected chairman of the CAWV Building Division.

Mark Urso, president of Bear Contracting, Bridgeport, was elected CAWV Utility Division Chairman at the Utility Division meeting during the CAWV Annual Meeting. He replaces Tim Spradling, Benchmark Construction Company, Hurricane, who was elected as Utility Division Director on the CAWV Board of Directors.

Division members were brought up-to-date on activities of the West Virginia Infrastructure and Jobs Development Council and the Water Development Authority and the projects that are close to being advertised and bid. Members discussed a number of other issues, including pipe availability, and the complicated process for obtaining and permitting waste and material sites.

CAWV Highway/Heavy Division members and associates met during the CAWV Annual Meeting to discuss many current issues.

Division Chairman John Boyle, Mountainee Contractors, Inc., called the meeting to order and asked Bob Orders, Orders Construction Company, to provide an update on West Virginians for Better Transportation (WVBT) and The Road Information Program (TRIP).
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Orders explained how WVBT launched their highway funding campaign, “Fix Our Roads,” this year at Transportation Day at the Capitol in January. The campaign included radio, TV, billboard and newspaper advertising, combined with a strong grassroots campaign. A survey conducted by WVBT revealed 62 percent favorable public support for additional highway funding, he added.

“Senate Bill 555 passed the Senate by a vote of 25-9, but, unfortunately, was not on the House agenda for a vote,” Orders noted. “I thank the members who financially supported WVBT. The coalition will continue our efforts in 2017, primarily utilizing newspaper and direct mail. We will continue our fight to fix West Virginia’s highway funding problems with the new governor and members of the West Virginia Legislature.”

Orders also explained to members how TRIP supports local and national highway funding initiatives through research and public awareness.

The agenda turned to a roundtable discussion of industry issues beginning with the West Virginia Division of Highways’ new Industry Interaction Policy that removes industry representatives from joint committees and establishes procedures where an agenda for discussion topics must be submitted in writing, vetted, and approved by WVDOH management before any interaction between WVDOH and industry occurs.

Members were quick to criticize the new policy, suggesting it will increase claims, reduce transparency, create confusion, delay projects, increase costs to taxpayers and destroy the valuable working relationship between industry, WVDOH and Federal Highway Administration. Division members recommended the CAWV and other groups continue to object to the policy while exploring other strategies for preserving the partnership.

The group also discussed flood recovery activities, WVDOH’s use of emergency contracting procedures for initial response and pending flood related projects. Members also raised questions regarding the WVDOH’s Boone County Public Private Partnership (P3) project that would divert an estimated $100 million for an access road to the former Hobet mine site. The project does not include paving, guardrail and striping, which would drive the price higher. Six teams have been selected to submit bids in October, members heard.
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President Cooperrider told attendees that legislative engagement and increasing revenue for highway construction were just some of the goals during his presidency.
During the division meeting, John Boyle was unanimously reelected to another term as Chairman of the CAWV Highway Division.

President Cooperrider, in his outgoing remarks to members, thanked his family and wife, Cathy, and his West Virginia family, the members of the CAWV.

“In a leadership position, one sets goals,” the president said. “In our case, it was membership development, legislative engagement and increasing revenue for highway construction. We encountered many challenges this year, whether it was the budget deficit, which reduced overall construction spending, or dealing with an atmosphere in the West Virginia Legislature where there is no appetite for revenue increases.”

The paving contractor said this has not diminished the resolve of the CAWV.

“It’s in challenging times that validates the value of the CAWV. The CAWV touches all aspects of our industry and our membership. Your association stands for you. Your association will be there for you. I thank you for the opportunity to serve as your president this past year.”

In passing the torch to C.R. Neighborgall, president of The Neighborgall Construction Company, Huntington, the outgoing president said, “I have gotten to know C.R. over the past few years. He is a super guy and a quality individual. He will be a great president.”

2016-2017 President C.R. Neighborgall thanked President Cooperrider for his service.

“Dan was very proactive in bringing to the forefront issues affecting our industry,” the new president said. “He was an ardent supporter of our Young Contractors Forum to guarantee getting young people involved in our industry and our association. He also worked tirelessly during this year’s legislative session to get our members involved in the legislative process. He was a great advocate for our association,” he said.

The Huntington native is a fourth generation contractor and the third Neighborgall to serve as CAWV president. His grandfather, Charles, was president of the AGC of West Virginia (the predecessor to the CAWV) in 1959. His father, Charlie, was CAWV president in 1993.

“Membership is the strength and financial lifeblood of our organization,” he said. “I want to continue what Dan has started with increased engagement of our younger members. They represent a very bright future for our organization,” he said.

“We will have a new governor, new officials in the administration and new faces in the West Virginia Legislature,” President Neighborgall said. “Our state will continue to face financial woes, and I ask each member to become an even more active participant in this coming session of the legislature. I look forward to serving you in the coming year,” he concluded.

The 2017 CAWV Annual Meeting will be held July 13 – 16 at The Greenbrier.
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Taylor Johnson, Ross Johnson, Mike Gianni and Bob Gianni tackle the golf course at this year’s Annual Meeting.

Members enjoyed the pool at The Greenbrier, as well as many other activities.

Brad Coleman of Anderson Equipment Company is all smiles during the golf tournament.

Matt and Kathy Campbell, Dan and Cathy Cooperrider, Ashton and Chet Rodabaugh, and Cathy and Bob Brookover.

Winners of the trap tournament were (left to right) Will Hunter, Lucille Saunders and Rob Hunter with Dan Cooperrider.

Golf winners included (left to right) Bobby Cook, Ross Johnson, Aaron Jenkins, Matt Farley, Dale Clowser, John David Hunter, Brandon Crockett, Bob Orders and Golf Chairman Tim George.

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Edward Stephen began his new position in May as Division Administrator for the Federal Highway Administration (FHWA), West Virginia Division. He follows Thomas P. Smith who retired late last year after serving as West Virginia’s Division Administrator for 16 years.

A Baton Rouge, Louisiana native, Stephen received a Bachelor of Science Degree in civil engineering in 1982 from Southern University in Baton Rouge. He has worked for local, state, and federal highway related agencies. His first job out of college was for the city of Kansas City, Missouri as a Water Hydraulic Engineer. After leaving Kansas City, he went to work for the Texas Department of Transportation (TxDOT), advancing from an engineer in training to eventually becoming the District Federal Program Engineer. This role provided him the opportunity to learn more about the FHWA.

Since joining FHWA, he has worked in Texas, Missouri, Maine, Wyoming, the District of Columbia, and now, West Virginia.

As the FHWA West Virginia Division Administrator, duties include managing a team of 15 transportation engineers, specialists and administrative members. The primary role of the Division Office is to improve each state’s mobility on the nation’s highways, primarily focusing on improving highway system performance, safety, reliability, effectiveness, and sustainability through successful partnerships with transportation partners, value-added stewardship and risk-based oversight.

West Virginia Construction News interviewed the new Division Administrator during a meeting at the Contractors Association of West Virginia’s headquarters in Charleston.

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

The pros are: 1) I have been very impressed by the outstanding partnership between the West Virginia Department of Highways (WVDOH), FHWA, environmental resource agencies, the public, and, of course, the contracting community; 2) WVDOH’s ability to mobilize quickly and effectively in the event of emergencies, like the recent flooding; and 3) WVDOH owns a majority of the roads, which is great for continuity of operations and uniformity.

Rather than “cons,” I’d prefer to say challenges. I think the primary challenge for West Virginia is similar...
around the country - and that is fund-
ing. State DOTs have the challenge of reconciling limited funding that has remained practically constant over the past several years, but the needs for system upgrades have increased and inflation has made it more costly to perform the required upgrades or maintenance of the infrastructure.

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

West Virginia has implemented many innovations/activities that have been implemented in other states such as Public Private Partnerships (P3), innovative finance and design build. I will bring lessons learned from other states to help enhance the activities that are currently happening in West Virginia in an attempt to enhance our surface transportation program here in the Mountain State.

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

I have only been in West Virginia for three months so I am still assessing the transportation needs and opportunities. Of course, with the limited transportation funds, increased innovations through FHWA Every Day Counts (EDC) initiatives and P3 projects are definitely methods to leverage these limited funds. U.S. DOT Secretary Anthony Foxx has charged FHWA to be more engaging in all communities, especially in the rural areas to ensure their voices and transportation needs are met. FHWA has begun to look at Ladders of Opportunity and Connecting Communities to assist those communities who may have had limited access to the project selections process. These are areas that my team and I will continue to partner with WVDOT, Metropolitan Planning Organization (MPO), CAWV and other transportation partners.

WVCN: What was the end benefit of the FAST Act, the new federal highway legislation?

Overall, the FAST Act largely main-
tains current program structures and funding shares between highways and transit. The law also makes changes and reforms to many federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools and establishing new programs to advance critical freight projects.

WVCN: How much will West Virginia's federal highway allocation be in 2017?

Somewhere around $450 million to $455 million.

WVCN: How do we increase it?

Each state receives its allocation based upon a financial formula set in law by Congress which means any change to the formula must first be approved by Congress. However, there are special funding opportunities that could supplement the state's allocation such as freight funding, TIGER grants and innovative financing.

WVCN: From other states you've worked in, what state funding mechanisms do you think would have applicability in West Virginia?

As I indicated earlier, I am still assessing the state's transportation system. I have a great working relationship with WVDOT Secretary Paul Mattox and we talk frequently about the state's transportation needs and funding opportunities.

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

I am not aware of any new policy proposals but a couple of recent policies are the implementation for Performance Measures and Asset Management. These policies will allow more data to be retrieved and analyzed to help with project selections and project scope.

WVCN: State DOT officials sometimes tell industry, “the feds make us require that” when implement-
ing 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?

The federal-aid program is a state owned and federally assisted program. The federal government, similar to any organization, entity or agency, has rules, regulations and policies that must be followed. Most of our regulations are codified in law and printed in the Code Of Federal Regulations (CFR), which means in order to receive federal funds the recipients of those funds must follow the federal laws. I believe all CAWV members have copies of the various CFR, mainly 23 CFR. There are also numerous regulations on the FHWA website that members can review, but, ultimately, I recommend your members work with WVDOT's project managers who can clearly tell you why “the feds” are requiring any action.

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

Partnering is the key to the success of our transportation system, innovations and fund management. As stated earlier, I have worked in D.C. and four other states prior to my arrival in West Virginia and each state has created and customized their own partnering process. I have seen some states where partnering is very structured with formal agendas, to very informal with just a “free for all” open discussion. There is no set method or guidance for partnering, other than communication must take place to ensure good stewardship of the transportation system and funds management.

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

The biggest challenge for West Virginia is limited funding and the high cost to build and upgrade a highway system due to the state's topography. From my three months of observation, I do think a good opportunity for is to look for smaller, less expensive projects that address local transportation
issues. For example, the PATH (Paul Ambrose Trail for Health.) project in Huntington, when completed will provide for transportation, recreation and wellness for a relatively low amount of funding. (Ambrose, a Huntington native, was young physician who was killed at the Pentagon in the terrorist attacks on September 11, 2001.) These types of projects positively affect the local community and local businesses. I also think the completion of Corridor H will be a great benefit to the public to enjoy the beauty of West Virginia and will promote both tourism and economic development.

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

Funding is the biggest challenge to all state DOTs, especially West Virginia. Innovations, performance management and innovative finance are all solutions to help with funding.

**WVCN: Is FHWA involved in design or financing roads and bridges damaged by West Virginia's June flooding?**

Yes. My team is currently conducting inspections of roadways damaged by the recent flood. We are developing estimates to determine the final cost for federal-aid reimbursements for statewide infrastructure damaged by high water. FHWA has already provided quick release funding of $5 million to help with immediate relief.

**WVCN: What are your goals as new Division Administrator?**

My goal is to continue to get familiar with the transportation needs of West Virginia, enhance the strong partnerships that we have with CAWV, WVDOH and the other transportation partners, and provide applicable resources (technical and fiscal) to enhance the transportation system in the state to be the best in the country in an effort to help increase tourism and economic development.

**WVCN: Upcoming / anticipated projects in West Virginia?**

Some upcoming projects that we are working on with the WVDOH are: Corridor H, WV 10, US 35, I-64 widening (Nitro-St Albans Bridge), US 340 (a four lane project from the Virginia Line to the Charles Town Bypass), Beckley Z-way and statewide paving and system preservation projects.

**WVCN: What else would you like to add?**

I just want to say I am glad to be here in West Virginia. Everyone has been very receptive to my arrival. CAWV members are very critical to the success of the state’s transportation system and I am looking forward in continuing the long-standing positive partnership between CAWV, WVDOH, MPO’s and FHWA. Thank you so much for the opportunity to speak to your members through this article.

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The CAWV Car Show, held Friday, August 12, at the CAWV Headquarters in Charleston, was a great success with nearly 200 attendees. In addition to food and refreshments, this year’s event featured live music from Ryan Cain and the Ables and over 40 unique and vintage cars, trucks and motorcycles owned by members. Winners of the car show were:

**Winner Best of Show Overall**
Gene Thompson – 1959 Chevy Corvette

**Winner Best of Show Classic**
Terry Lamm – 1967 Chevy Camaro

**Winner Best of Show Import**
Sumith Hapuarachy – 1960 MG MGA

**Winner Best of Show 1996 & Newer**
Tim Dorsch – 2008 Porsche 911S

Award accepted by Brandon Merriman.

The CAWV Car Show 2016 featured over 40 unique vehicles and nearly 200 attendees.

Live music was provided by Ryan Cain and the Ables.

Many unique cars were featured including this 1953 MG.

This 1957 Chevy was just one of the impressive antique cars in the show.
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A $12.3 million proposal by Triton Construction Inc., St. Albans, is the apparent low bid of four that the state received from contractors vying for the contract on the long-anticipated Inwood Bypass project. The bids, which ranged from $12.3 million to $16.3 million, were opened and posted by the West Virginia Department of Transportation. Estimated to be completed by the end of September 2018, the Inwood Bypass project includes widening the existing W.Va. 51 from three to five lanes between U.S. 11 and the Winchester and Western Railroad crossing, then building a new, four-lane section of road directly east of U.S. 11 to a roundabout near Surveyor Drive. Other bidders on the project were ALL Construction, Inc. of Mt. Storm for $12.8 million, Jefferson Asphalt Products Co., Inc. of Charles Town for $14 million and Mountaineer Contractors, Inc. of Kingwood for $16.3 million...

A new federal grant funding runway repairs and long-term maintenance joins air shows, flying lessons and other new activities and improvements at the Mercer County Airport. U.S. Senators Joe Manchin and Shelley Moore Capito announced that five airports in Mercer, Logan, Grant, Randolph and Mason counties will receive $864,949 in funding from the U.S. Department of Transportation (DOT) Federal Aviation Administration (FAA). A portion of the funds will be used for crack sealing and seal coating to rehabilitate approximately 4,500 feet of the existing Taxiways A, B, C and D needed to maintain structural integrity of the pavement...

BrickStreet Mutual Insurance, Charleston, announced that it acquired $120 million in active workers’ compensation policies from Pittsburgh-based HM Insurance Group, a Highmark affiliate. According to a news release from the company, Highmark’s employees will join the staff of BrickStreet, but will stay in Pennsylvania operating the policies purchased under the deal. The deal became effective on August 1...

The construction of Ceredo-Kenova Elementary School in Kenova continues. The 63,000-square-foot building will house about 600 students at the site of the former Ceredo-Kenova High School along Beech Street, and the elementary school is on pace to be completely under roof by September, said Jonah Dillon, superintendent of the construction project. Contractor on the project is The Neighborgall Construction Company of Huntington. Architect is ZMM Architects & Engineers of Charleston...

Eight trees on the north and south sides of the Culture Center will be coming down to allow contractors to dig trenches around the building to replace below-ground waterproofing membrane. It was determined critical that contractors proceed immediately with the $347,194 project to take advantage of typically dry weather in August. The below-ground waterproofing rubber membrane around the 40-year-old Culture Center has deteriorated, resulting in leaks in at least two areas in the lower level, where the state museum is located, according to bid documents. The state last month awarded the contract to Persinger & Associates of Charleston. The project will require cutting down three trees on the north side of the building, adjacent to the bus turnaround, and five trees on the south side, facing the governor’s mansion. A fourth tree on the north side won’t be cut down, but could have its root system damaged by the trenching to the point where it may not survive, commissioners were advised...

Construction is set to begin on a new building for Division of Highways District 7 headquarters in Lewis County. The building will be located between the South Weston exit and the Roanoke exit. As one of the oldest WVDOH buildings in the state, District 7 headquarters was selected to be the next project on the department’s list. An equipment facility also will be built to provide more space. The District 7 headquarters oversees several counties: Barbour, Braxton, Lewis, Gilmer, Upshur and Webster. Low bidder on the project is Wiseman Construction Company, Inc. of Charleston for $6.5 million. Other bidders included Paramount Builders, LLC of St. Albans for $6.7 million and Flint Construction Co., Inc. for $6.8 million...

A project to build a new taxi lane to a corporate hangar at Raleigh Memorial Airport was recently bid. Low bidders were Pineville Paving & Excavating, Inc. of Pineville for $386,000 and Bear Contracting LLC of Bridgeport for $497,000. Engineer on the project is The Thrasher Group of Bridgeport...

Enough new hydroelectricity to power up to 320,000 homes will come online this year, while four new power plants are under construction at dams along the Ohio River in West Virginia and Kentucky. In 2014, American Municipal Power considered building a hydroelectric power plant at the Pike Island Locks and Dam, but eventually dropped the project. However, AMP officials opened generating units at the Willow Island Lock and Dam in Pleasants County, earlier this year. The New Martinsville/Hannibal Hydroelectric Plant has been in place since 1988. The U.S. Energy Infor-
information Administration said projects are also ongoing at Cannelton, Meldahl and Smithland in Kentucky. When these are complete, the hydroelectricity generating capacity along the Ohio River will grow from 313 megawatts to 554 megawatts. Administration officials also said 300 megawatts of electricity generating capacity is supposed to enter service this year at dams that previously had no hydropower plants. This constitutes the vast majority of the 320 megawatts of hydroelectric power set to come online in 2016...

Plans were in place for the City of Beckley to construct a multi-purpose storage building for city events and activities at the corner of Neville and Heber streets in downtown Beckley, where a 2012 fire destroyed the building previously located there. But a consultant suggested to Mayor Rob Rappold that the plan may not be in the city's best interest. The consultant pointed out the building would be constructed at the city's expense, and the city would face continued maintenance expenses over the years. With those ideas in mind, Rappold is advertising for investors or developers interested in the property to submit their plans...

In compliance with the updated state building code, which just recently became effective, Berkeley County Council members voted during a recent meeting to accept the same updates for the county. If the council would not have accepted the updated code, the current code in place would become ineffective. While the council tabled the decision to adopt the code due to confusion regarding fire code requirements, specifically the installation of sprinkler systems in certain types of homes, members didn't vocalize objections to the code...

Greenbrier Valley Airport officials are considering how to develop about 80 acres of currently unused industrial park land. That future development will figure into an updated master plan being funded by a $422,304 U.S. Department of Transportation grant announced by U.S. Rep. Evan Jenkins and Sens. Shelley Moore Capito and Joe Manchin, according to airport manager Steve Snyder. The possibilities for the land include an expanded parking area, as well as a ramp addition and construction of a hangar "large enough for a 737," Snyder said. Studies of the industrial park are already under way, he added. As part of the master plan’s update, officials are now surveying the boundaries of all of the airport’s property, including assessing the age and condition of buildings and infrastructure and creating aerial maps of the property. Once the update is completed, Snyder said, Greenbrier Valley will be the first airport in West Virginia to have an electronic airport plan...

Resurfacing of Interstate 81 in northern Berkeley County, from half a mile north of the junction with W.Va. 45 to tenth of a mile north of the W.Va. 9 junction near Hedgesville, is currently underway. The entire project area is 3.7 miles in length and began July 17. He said the new paving will likely be completed in about three weeks. During the process of removing the old pavement the construction materials were tested for quality. Currently, the old pavement has been removed, leaving a rough road surface exposed until the new pavement is in place. Contractor on the project is Jefferson Asphalt Products Co., Inc. of Charles Town...

The Wood County Board of Education recently considered the wording of a November bond call to help fund $51 million in construction and renovation projects for Wood County Schools, but made contingency plans in case $10 million in state funding does not come through. The bond will be used to build a new Williamstown area elementary school, closing and combining the current Williamstown...
Elementary and Waverly Elementary schools. It also will pay for renovations at Williamstown High to make it into a true middle/high school, the renovation and expansion of the Wood County Technical Center on the campus of Parkersburg South High School, and roof replacements throughout Wood County Schools. Engineer on the projects is ZMM Architects and Engineers of Charleston...

A proposed $3.57 million water line project from the Bluewell Public Service District to Mercer County Airport may be moving a step closer to reality. Rep. Evan Jenkins (R-Third District) visited the airport recently and said a decision on the funding for the project could be made in a matter of weeks. Rep. Jenkins is a member of the House Appropriations Committee and agencies come to the committee for funding. Rep. Jenkins said the proposed project has been put together well. Not only would the seven-mile line bring needed water to the airport, but also to about 75 businesses and homes along a portion of Rt. 52 and Airport Road...

The Randolph County Development Authority believes it could be on the path to luring a hardwood manufacturer to the county, though the project remains in its preliminary stages. The board is applying for grants from the Appalachian Regional Commission and the U.S. Development Administration that would allow the county to begin feasibility studies and surveys to determine where, how, and when a manufacturing facility could be built. Due to the preliminary nature of the project, Morris avoided specifics about the company that potentially could move into the county or how many jobs it would create. Contingent on the grant awards, the authority will hire the engineering firm E.L. Robinson Engineering of Charleston to conduct preliminary studies...

Marshall University’s Arthur Weisberg Family Applied Engineering Complex has been awarded LEED Gold level of certification. The LEED (Leadership in Energy and Environmental Design) rating system, developed by the U.S. Green Building Council (USGBC), is a program for buildings, homes and communities that are designed, constructed, maintained and operated for improved environmental and human health performance. The Weisberg facility, which opened last year, is the first at Marshall to earn gold status in the program. There are four levels of LEED certification – Certified, Silver, Gold and Platinum. The Weisberg project achieved LEED Gold certification for implementing practical and measurable strategies and solutions aimed at achieving high performance in: sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. Contractor on the project was BBL Carlton of Charleston. Architect was Bastian & Harris, Architects of Charleston...

Work is continuing to bring three natural-gas-fired power plants to West Virginia, with an estimated $2 billion investment in the three projects, an official with Energy Solutions Consortium said. Energy Solutions is planning to build the power plants in Harrison, Marshall and Brooke counties. Energy Solutions and equity partner Quantum Utility Generation, based in Houston, are collaborating on the $615 million Marshall County plant, which is scheduled to go online in the summer of 2019. Preliminary work will begin in the coming months, depending on the contractor, to construct the 549-megawatt plant along W.Va. 2 just north of the Moundsville Country Club in Marshall County on a 37.5-acre site. The $600 million Harrison plant in Clarksburg and the $800 million Brooke plant in Follansbee are in the preliminary stages, with applications being put together for state Public Service Commission siting certificates. The two plants are on a similar time line, with construction not expected to begin for a couple more years. The Harrison plant will generate 580 megawatts; the Brooke plant, 750 megawatts. Three new power plants in the state provide increased opportunity for utilizing West Virginia Marcellus and Utica gas...

FirstEnergy Corp. is planning to continue working on a variety of infrastructure projects in West Virginia and Maryland throughout the rest of the year, including taking steps to prepare for the Procter & Gamble facility that’s coming to Berkeley County. Altogether, the utility is working on projects that total $128 million in Potomac Edison’s service area. To date, more than $67 million of the total has been spent on a variety of projects, including transmission enhancements to reinforce the system and support economic growth, constructing new distribution circuits, and inspecting and replacing utility poles and underground cables. FirstEnergy, which will be providing electrical service to the new Procter & Gamble manufacturing plant near Martinsburg, is planning to spend about $4.6 million of the $9 million on engineering and site preparation in 2016. The project is scheduled for completion in 2017, and will ultimately include a new transmission substation and several power lines.

The company will also spend $1 million to replace a transformer at a distribution substation near Charles Town, in addition to using another $7.4 million to replace the wire on
CONSTRUCTION NEWS 37

The CAWV is pleased to announce that Cheryl Clark, planroom administrator for CAWV, is assuming additional responsibilities by becoming Office Manager for the Asphalt Pavement Association of West Virginia (APAWV). Clark, a Charleston native, has been with the CAWV since January 2012. She replaces Alice George, who retired April 15 after over 24 years of service with APAWV and the West Virginia Construction and Design EXPO.

“APAWV members are happy to have Cheryl,” noted Pat Parsons, APAWV executive director. “Her knowledge and the relationships she has built with members in her years with the CAWV will be very beneficial to the association,” he said.

Clark will continue her role as the CAWV Planroom Administrator, working with Rena Moles with the planroom and CAWV Bid Clearinghouse. She can be contacted at (304) 342-1166 or email at planroom@cawv.org or at cheryl@apawv.com.

The Monongalia County Commission approved term sheets from First United Bank & Trust and MVB Bank Inc. for the purchase of a new series of bonds relating to the Development District No. 4, also known as the University Town Centre TIF district. The Series 2016 A bonds would total $28 million spread between the two purchasers. Tom Aman, of Steptoe & Johnson, explained that the purpose of the bonds is two-fold. “The proceeds of [the bonds] would repay the Series B bonds, refinance those and build them into the new bonds, and then pay for approximately $20 million in costs of new improvements — what we’re calling the Phase II TIF project, on the west side of I-79,” Aman explained...

Students at East Fairmont High School (EFHS) may see an upgrade to their athletic facilities in the future. At a recent Marion County Board of Education meeting, the president of the East Fairmont High School Football Boosters, Susan Brown, asked the board whether East Fairmont High School would get a new football stadium. Brown said the BOE talked about a bond at the last meeting, and she wanted to know if the bond was for EFHS. Superintendent of Marion County schools Gary Price told Brown that the issue discussed at the last meeting was when the BOE could start a new bond after the bond for East Fairmont Middle School and Fairmont Senior High School is paid off, which will take a few years. The BOE would like to upgrade the athletic field at the school. The BOE wants to put turf on the field. The BOE would also like to put lights and a track around the field...

A large multi-lane roundabout is being built by WVDOH this year adjacent to the impending Eastwood Elementary site at the intersection of WV 705 and US 119/ Mileground Road in Monongalia County. The upgrade to the four lane road project was recently bid. Low bidder was Mountaineer Contractors, Inc. of Kingwood for $5.4 million. Other bidders included Bear Contracting, LLC of Bridgeport for $7.2 million, ALL Construction, Inc. of Mount Storm for $7.9 million, Kanawha Stone Company, Inc. of Nitro for $7.93 million and J.F. Allen Company of Buckhannon for $8 million.

CONSTRUCTION BRIEFS (con’t)
ALL Expands Facilities in Wisconsin and West Virginia

NITRO, WEST VIRGINIA – ALL Crane & Equipment Rental Corp. has increased both the size and service capabilities of its facilities in Nitro. ALL Crane is an area leader in heavy-haul trucking services and the Nitro location functions as one of ALL’s major rebuild centers. The Nitro branch also specializes in repairing and maintaining ALL’s large fleet of crawler cranes.

The Nitro facility acquired approximately 5-1/2 acres of land a mile away from their existing facility. The property includes five buildings that are being transformed to house a truck and trailer repair shop, a machine shop, a parts warehouse and office, a sandblasting and painting building, and a fabrication and welding shop. Work began last November and is expected to be completed Fall 2016.

Multicoat recognized as one of West Virginia’s top exporters

FRAZIERS BOTTOM, WEST VIRGINIA - West Virginia companies exported more than $5.8 billion in products to more than 140 countries in 2015. In recognition of the positive outflow of Mountain State products, awards were handed out to honor 37 West Virginia companies that successfully exported to a new country. Among the winners was Multicoat Products Systems of Fraziers Bottom in Putnam County. The company provides waterproofing, concrete coatings and stucco systems to countries including Canada; China; Costa Rica; Greece; Japan; Mexico; and United Arab Emirates. The International Market Entry Awards were presented Aug. 24 by Gov. Earl Ray Tomblin, along with West Virginia Department of Commerce Secretary Keith Burdette.

TERRADON Corporation Announces Staff Promotions

POCA, WEST VIRGINIA - TERRADON Corporation recently announced two staff promotions. Bill Hunt, LRS, PG has been named President of the company and Sam Wilkes, MS, PWS has moved into the role of Geo-Environmental Department Manager. Hunt has been with TERRADON for six years overseeing the firm’s Geo-Environmental group, where he was responsible for the geotechnical, environmental and testing and inspection departments. Wilkes has been with TERRADON for two years working as a Project Manager in the Geo-Environmental Department. Hunt and Wilkes positions were effective August 1, 2016.
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