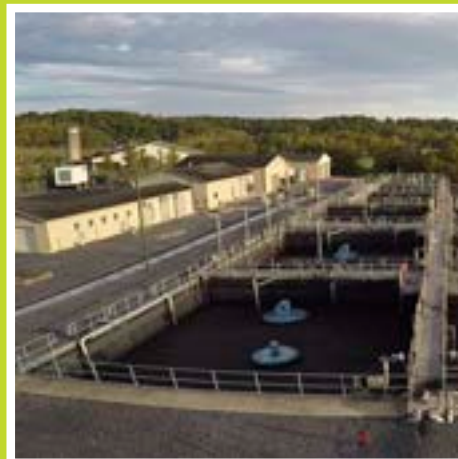
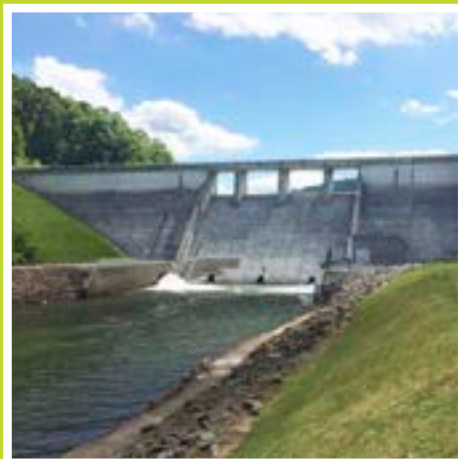
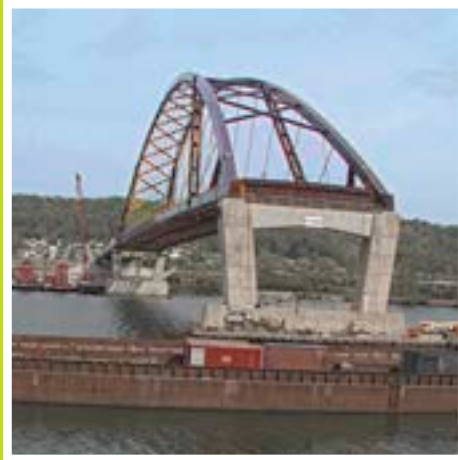


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On the cover

On December 2, the West Virginia Section of the American Society of Civil Engineers (ASCE-WV) released the 2020 Report Card for West Virginia's Infrastructure, the Section's inaugural report card. West Virginia civil engineers gave five categories of infrastructure an overall grade of a 'D,' meaning the state's infrastructure is in poor condition, with many elements approaching the end of their service life. The 2020 West Virginia Infrastructure Report Card represents the first evaluation performed by the West Virginia Section of ASCE and focused on five categories of infrastructure: Bridges, dams, drinking water, roads and wastewater. For details on the latest report card, 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 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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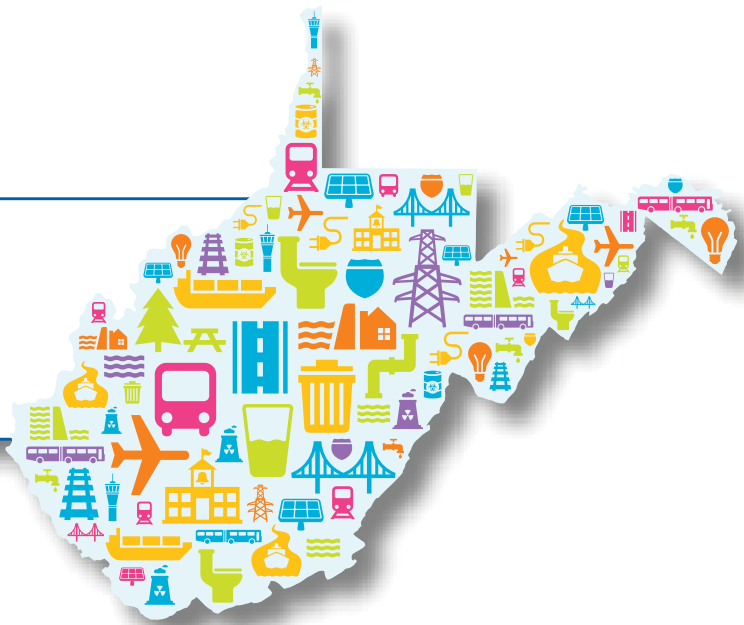
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REPORT CARD FOR WEST VIRGINIA'S INFRASTRUCTURE



DEVELOPED BY



On December 2, the West Virginia Section of the American Society of Civil Engineers (ASCE-WV) released the 2020 Report Card for West Virginia's Infrastructure, the Section's inaugural report card. West Virginia civil engineers gave five categories of infrastructure an overall grade of a 'D,' meaning the state's infrastructure is in poor condition, with many elements approaching the end of their service life.

The 2020 West Virginia Infrastructure Report Card represents the first evaluation performed by the West Virginia Section of ASCE and focused on five categories of infrastructure: Bridges (D+), dams (D), drinking water (D), roads (D+) and wastewater (D).

The ASCE-WV 2020 Report Committee is a group of civil engineers co-chaired by Rodney Holbert, P.E, Burgess & Niple, Inc., Tabitha Lafferre, Fairmont State University and David Meadows, P.E., Triad Engineering, Inc., and engineering students from Fairmont State University who volunteered their time to collect and analyze data, prepare, review and revise each section to develop the final Report Card.

The committee worked with ASCE's Committee on America's Infrastructure and ASCE Infrastructure Initiative staff to provide a snapshot of the state of the state's infrastructure.

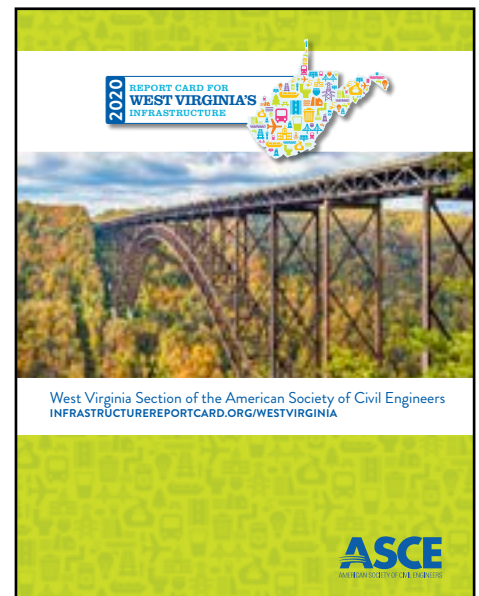
The Report Card sections are analyzed based on the following eight criteria: Capacity; condition; funding; future need; operation and maintenance; public safety; resilience; and innovation.

The grading scale is based on the following: A, exceptional – fit for future; B, good – adequate for now; C, mediocre – requires attention; D, poor – at risk; and F, failing / critical – unfit for purpose.

"As an engineer and someone who has spent his entire career around the construction industry, I recognize how vital it is to invest in America's infrastructure," said Rep. David McKinley, P.E., R-WV. "Rebuilding our roads, bridges, and water lines will help revitalize our economy and put people back to work. Both at a federal and state level, we have an obligation to prioritize our infrastructure."



Over 95% of the state's 7,291 bridges (D+) are maintained by the West Virginia Division of Highways (WVDOH). Of those bridges, 21% or 1,531 are structurally deficient, a much higher percentage than the national average of 7%. Replacing, widening, strengthening, or repairing efforts are esti-



The 2020 West Virginia Infrastructure Report Card represents the first evaluation performed by the West Virginia Section of ASCE. The committee that developed the report is a group of civil engineers and engineering students from West Virginia who volunteered their time to collect and analyze data, prepare, review and revise each section, and develop the final Report Card.



mated to cost the state around \$2.9 billion.

More state and federal funding is needed to maintain bridges in West Virginia. According to the 2020 American Road and Transportation Builders Association (ARTBA) Bridge Report, West Virginia's replacement, widening and strengthening costs were around \$2.9 billion for approximately 3,660 bridges, with this cost rising each year. Over the last ten years, WVDOH revenue has averaged \$1.15 billion each year to be reinvested back into the entire transportation program which includes all transportation related programs, not just bridges.

Under the current federal program, transportation agencies tend to delay needed repairs and preventive maintenance and instead direct funds toward new construction projects, rather than toward fixing the existing problems at hand. If this practice continues, the future cost for bridge repair and maintenance will only increase over time.

ROADS

The state's roadways (D+) are in similar condition: 29% of the state's major roads are in poor condition, compared to 21% nationally. Route maintenance cost the West Virginia Division of Highways (WVDOH) \$315 million in 2018, with total annual road repair and preservation costs estimated to be \$1.6 billion. According to TRIP, the national transportation research group, driving on these rough roads is costing West Virginia motorists \$758 million every year in operating costs, amounting to \$647 per driver.

Due to a lack of transportation funding, the miles of roadway in poor

condition is projected to increase from 29% to 34% by 2023. An update from the West Virginia Long Range Multi-Modal Transportation plan shows a travel demand model that compares vehicle miles traveled from 2010 to 2040. That model shows that, without significant project development, several rural roads will have deficient levels of service.

The total estimated annual road repair and preservation needed is \$1.6 billion. Further needs for the state include the completion of the Appalachian Development Highway System (ADHS), but more specifically the completion of Corridor H. Corridor H is the longest in the state at 134 miles. It is roughly 77% complete with 103 miles open to traffic. The remaining 31 miles are going to be difficult to construct due to the mountainous terrain. As a result, it is estimated to cost nearly a \$1 billion to complete.

The funding gap for surface transportation systems is deep, but lawmakers have taken recent action to correct the issue. In 2017, West Virginia approved the Roads to Prosperity program, which invests \$2.8 billion in capital projects over a four-year period. The program is set to fund more than 700 projects that will provide new roads and bridges while simultaneously fixing existing ones, thus creating over 48,000 jobs.

Additionally, the state also increased its motor fuel tax to 35.7 cents per gallon (the national fuel tax is 18.4 cents per gallon). West Virginia also receives federal funds from the Highway Trust Fund, which allocated \$460 million to the state in 2018.

While these recent funding measures should improve conditions in the future, the report indicates that current conditions of the state's infrastructure systems are not adequate for the needs of West Virginians. This remains evident, for the time being,

for the state's surface transportation network (bridges and roads). Of West Virginia's 7,291 bridges, 21% are rated as structurally deficient, the second highest rate in the nation and far above the national average of 7%.

DAMS

The report found that dams (D) in West Virginia have suffered from deferred maintenance over the years. Since the Buffalo Creek Dam failure in 1972, West Virginia continues to make improvements to dams across the state. Assistance from regulatory agencies is increasing with additional funding and staffing.

The majority (75%) of the state's dams are classified high-hazard potential, meaning failure would likely result not just in significant economic losses, but in loss of life. Approximately 89% of West Virginia's state-regulated high hazard dams are rated to be in fair or satisfactory condition compared to approximately 71% nationwide.

These structures face funding needs of over \$900 million, which is difficult to address with limited funding and nearly half of the state's dams (275) being privately owned.

A few recommendations to help raise the grade are to fully fund federal dam safety and rehabilitation programs, as well as West Virginia's Dam Safety Rehabilitation Revolving Fund Program, to help make improvements and construction much more accessible.

DRINKING WATER

West Virginia's drinking water (D) is supplied by private companies and

public utilities with some of the more rural regions using individual ground-water wells or springs. There are 437 community public water systems within the state serving approximately 1,526,701 persons and 610,742 structures, which is 62 percent of the structures being supplied with treated water in the state. Approximately 30% of the homes in West Virginia are not connected to a public water system and are served by cisterns or private wells.

A few recommendations to raise the grade include: Creating a bond program for funding of water and wastewater systems similar to the 2017 Roads to Prosperity Program; create a common system of criteria to prioritize projects for spending the state's limited funding; and require the state match federal funds when necessary.



Many of West Virginia's wastewater (D) utilities have worked diligently to operate and maintain their systems, but only a quarter of these utilities employ asset management to extend the infrastructure's life. Routine rehabilitation, service extensions, and day-to-day operations can overtax some utilities' resources because user rates are too low, the rate-paying population base is dwindling, and existing financing mechanisms are undesirable. Therefore, as of 2020 significant portions of the state's wastewater systems have deteriorated including 59 combined sewer systems requiring \$1.2 billion to address state and federal requirements.

One of the report's recommendations is to combine, when financially and geographically feasible, various sewer utilities and/or plants and, where pertinent, improve the resilience of systems in the flood-prone areas and provide more resources.

West Virginia's drinking water and wastewater needs (both at Ds) are significant. With the state's decreasing population, these sectors are

struggling to generate revenue, resulting in fewer customers to help cover the costs associated with maintaining facilities, which were built to serve more residents.


Both sectors receive funding from a variety of resources, such as the Safe Drinking Water and Clean Water State Revolving Funds, which should help address their needs. In FY2018, West Virginia received approximately \$11 million from the Drinking Water State Revolving Funds, in addition to contributions from the U.S. Department of Agriculture, Department of Housing and Urban Development and Appalachian Regional Commission.

KEY SOLUTIONS

The Report Card was created to inform citizens and policymakers of the infrastructure needs in their state. ASCE State and Regional Report Cards are modeled after the national Infrastructure Report Card, which gave America a grade of 'D+' in 2017. The nation's infrastructure problems are solvable if there is leadership and commit to making good ideas a reality. ASCE contributes the following solutions to start raising the nation's grade:

Leadership & Action: Smart investment will only be possible with strong leadership, decisive action, and a clear vision for our nation's infrastructure.

Investment: If the United States is serious about achieving an infrastructure system fit for the future some specific steps must be taken, beginning with increased, long-term, consistent investment.

Resilience: Government must utilize new approaches, materials, and technologies to ensure our infrastructure can withstand or quickly recover from natural or man-made hazards. 

Recommendations to raise the grades of all areas of West Virginia's infrastructure include:

- Sustain the current momentum provided by the Roads to Prosperity program to remove all posted and poor condition bridges in the system.
- Increase overall investment in transportation sector is greatly needed. Nearly 10,000 jobs in West Virginia would be created if there was a \$500 million annual increase in additional highway revenues. The FHWA estimates that \$1.00 spent on road, highway and bridge improvements results in an average benefit of \$5.20 in the form of vehicle operating costs reduced delays, and improved safety.
- Create a common system of criteria to be used to determine which projects are a priority to spend the state's limited funding. This would provide funds to make improvements to West Virginia's priority drinking water and wastewater infrastructure needs.
- Consolidate, when financially and geographically feasible, various wastewater plants to provide more resources to struggling utilities.
- Create a bond program for funding of water and wastewater systems similar to the 2017 Roads to Prosperity program. This could be accomplished via a bond issue that would increase the grant and loan funding available through the West Virginia Infrastructure and Jobs Development Council (WVIJDC).
- Increase funding for the WV Dam Safety Rehabilitation Revolving Fund program to expand resource accessibility for improvements and construction more accessible.

A FULL COPY OF THE REPORT CARD FOR WEST VIRGINIA'S INFRASTRUCTURE IS AVAILABLE AT:

infrastructurereportcard.org/west-virginia

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2021 ARTBA BRIDGE REPORT

West Virginia Leads Nation with Most Bridges in Poor Condition

West Virginia now leads the nation with the most bridges in poor condition as a part of their total bridge inventory. The state was ranked Number 2 the previous year.

In a new report on U.S. roadway bridge conditions by the American Road and Transportation Builders Association (ARTBA), West Virginia has 7,925 bridges in which 1,545, or 21.2 percent, are classified as structurally deficient. This is up from 1,222 bridges classified as structurally deficient in 2016. This means one of the key elements is in poor or worse condition. This includes all bridges that are 20 feet or more in length. A bridge is deemed structurally deficient if there is significant deterioration of the bridge deck, supports or other major components.

West Virginia's ranking has changed over time. The state was ranked 12th worst in 2014, 8th worst in 2015 and 5th worst in 2016.

States were also ranked based on the percent of their bridge deck area that is in poor condition. West Virginia's ranking was unchanged in the report: 15.2 percent, or second in the nation.

The new ranking is based on analyzing the Federal Highway Administration (FHWA) National Bridge Inventory. FHWA changed its methodology to limit the classification to bridges where one of

the key structural elements – the deck, superstructure, substructure or culverts, are rated in poor or worse condition.

Fifty-three percent of West Virginia's locally and state-maintained bridges have been rated in fair condition. A fair rating indicates that a bridge's structural elements are sound but minor deterioration has occurred to the bridge's deck, substructure or superstructure. The remaining 26 percent of the state's bridges are rated in good condition.

Bridges that are structurally deficient may be posted for lower weight limits or closed if their condition warrants such action. Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid posted bridges. Redirected trips also lengthen travel time, waste fuel and reduce the efficiency of the local economy.

Most bridges are designed to last 50 years before major overhaul or replacement, although many newer bridges are being designed to last 75 years or longer. In West Virginia, 33 percent of the state's bridges were built in 1969 or earlier.

"It wasn't really surprising to us," said Greg Bailey, deputy state highway engi-

neer of Operations at the West Virginia Division of Highways, stated in published reports following release of the bridge report.

"It is a statistic of concern. It is a concern to us. It is not a statistic for us that says we have a bunch of bridges that are about to be shut down and things like that," he said. "That is not really the case. What it is telling us is we need to put more of our money on these bridges."

To be designated as poor, a bridge is evaluated in three areas based on a set of guidelines. "One being the deck that you drive on, one being the super structure that holds the deck up, then there is the sub-structure which is the foundation," he explained.

Bailey said if even one of those three things on the bridge is marked as poor, the entire bridge is considered poor.

There is work underway now on multiple bridges across the state including in the Barboursville area near the mall and between Nitro and St. Albans. The I-70 project in Wheeling is mainly bridgework also.

"So we have tried to use the Roads to Prosperity bond money and our federal money to attack this problem that you are talking about with that statistic," Bailey was quoted as saying.

ARTBA's report shows that while the number of structurally deficient bridges nationally declined by 2.5% last year to 45,000, the number of bridges falling into "fair condition" increased by more than 3,600 to almost 295,000. At the current rate, ARTBA estimates it would take 40 years to repair the current backlog of structurally deficient bridges.

To read the full ARTBA report, go to artbabridgereport.org The following pages detail West Virginia's 2021 bridge profile.

BRIDGE CONDITIONS STATEWIDE AND IN WEST VIRGINIA'S LARGEST URBAN AREAS							
	Poor/Structurally Deficient		Fair		Good		Total Bridges
	Number	Share	Number	Share	Number	Share	
Charleston	75	13%	324	58%	157	28%	556
Huntington	106	17%	414	67%	102	16%	622
Morgantown	40	20%	88	43%	76	37%	204
Parkersburg	51	10%	200	41%	236	48%	478
Wheeling	93	18%	218	42%	206	40%	517
West Virginia Statewide	1,531	21%	3,899	53%	1,861	26%	7,291

Source: TRIP analysis of Federal Highway Administration National Bridge Inventory (2019).

Highlights from FHWA's 2020 National Bridge Inventory Data

- Of the 7,295 bridges in the state, 1,545, or 21.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 1,222 bridges classified as structurally deficient in 2016.
- The deck area of structurally deficient bridges accounts for 15.2 percent of total deck area on all structures.
- 86 of the structurally deficient bridges are on the Interstate Highway System. A total of 88.0 percent of the structurally deficient bridges are not on the National Highway System, which includes the Interstate and other key roads linking major airports, ports, rail and truck terminals.
- 912 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 3,656 bridges at an estimated cost of \$2.9 billion.

Bridge Inventory

Type of Bridge ⁴	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	400	475,802	5,697,664	41	44,925	644,330
Other principal arterial	425	702,384	2,651,358	65	73,290	355,376
Minor arterial	353	204,053	1,154,307	98	33,849	303,317
Major collector	1,475	440,177	2,162,891	347	78,979	482,950
Minor collector	500	91,631	334,165	100	14,350	52,530
Local	3,026	422,660	719,192	675	68,438	141,652
Urban Bridges						
Interstate	253	593,614	7,101,824	45	107,490	1,141,480
Freeway/expressway	78	193,135	849,104	11	24,966	128,052
Other principal arterial	150	302,753	2,164,556	26	56,703	406,112
Minor arterial	207	220,713	1,963,639	53	41,274	480,712
Collector	144	79,753	557,939	23	18,914	119,055
Local	284	98,144	371,856	61	11,576	55,406
Total	7,295	3,824,817	25,728,494	1,545	574,754	4,310,972

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	2,096	\$950,102.4	3,491,481	417,719
Widening & rehabilitation	236	\$92,894.2	462,647	62,065
Rehabilitation	674	\$811,158.6	4,532,709	579,619
Deck rehabilitation/replacement	553	\$969,034.7	4,511,285	700,806
Other work	97	\$115,457.1	328,104	84,845
Total	3,656	\$2,938,647.1	13,326,226	1,845,055

Top Most Traveled Structurally Deficient Bridges in West Virginia

County	Year Built	Daily Crossings	Type of Bridge	Location
Kanawha	1974	86,494	Urban Interstate	I-64 WBL & EBL over Cr 61/12
Putnam	1959	64,400	Urban Interstate	I-64 EB over Cr 33/5
Kanawha	1974	58,441	Urban Interstate	I-77 NB & SB over Cora Street
Ohio	1968	49,381	Urban Interstate	Interstate 70 over Middle Creek & Cr 39
Harrison	1974	45,550	Urban other principal arterial	US Route 50 over Interstate 79
Harrison	1955	44,200	Urban other principal arterial	US Route 50 over Elk Creek, City Streets
Ohio	1958	38,855	Urban Interstate	Interstate 70 EB over Mt. Dechantal Road
Kanawha	1981	36,375	Rural Interstate	I-77 over Route 94 and Lens Creek
Ohio	1970	34,243	Urban Interstate	Interstate 70 West over US 40
Brooke	1984	33,960	Urban freeway/expressway	US Route 22 over Ramp D, Railroad

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on March 11, 2021. Note that specific conditions on bridges may have changed as a result of recent work or updated inspections.

Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 federal aid highway bill Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient.

The new definition limits the classification to bridges where one of the key structural elements—the deck, superstructure, substructure or culverts, are rated in poor or worse condition. During inspection, the conditions of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered “poor” condition.

Cost estimates have been derived by ARTBA, based on 2019 average bridge replacement costs for structures on and off the National Highway System, published by FHWA. Bridge rehabilitation costs are estimated to be 68 percent of replacement costs. A bridge is considered to need repair if the structure has identified repairs as part of the NBI, a repair cost estimate is supplied by the bridge owner or the bridge is classified as structurally deficient. Please note that for a few states, the number of bridges needing to be repaired can vary significantly from year to year, and reflects the data entered by the state.

Bridges are classified by FHWA into types based on the functional classification of the roadway on the bridge. Interstates comprise routes officially designated by the Secretary of Transportation. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways have directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials serve smaller areas and are used for trips of moderate length. Collectors funnel traffic from local roads to the arterial network; major collectors have higher speed limits and traffic volumes and are longer in length and spaced at greater intervals, while minor collectors are shorter and provide service to smaller communities. Local roads do not carry through traffic and are intended for short distance travel.

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BUILDING A ROAD TO SUCCESS

*West Virginia Contractor and Material Supply
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J.F. Allen Company, a general contractor and construction material supply company located in Buckhannon, is celebrating its 75th year providing the highest level of quality, excellence and customer service in the construction, mining, and highway industry. Their vast array of construction services includes highway construction and road paving, site development, utility installation, landfill construction, and oil and gas development.

James F. Allen and his wife, Sara, incorporated J.F. Allen Company on March 21, 1946. The company began by purchasing two military surplus bulldozers. Sara Allen was Corporate Secretary, William G. (Tad) Johnson was Vice-President, and James Allen was President/Treasurer. The company first strip-mined coal until it had enough working capital to bid on highway contracts for the State Road Commission (now the West Virginia Division of Highways).

Although the company has been in operation for 75 years, the Allen family has an over 200-year history in road construction.

The narrative began in 1728 when William Allen was appointed Overseer of Roads in Lawrenceville, New Jersey colony. This began an almost-continuous involvement in roadbuilding by his descendants. After the family re-settled to Harrison County, West Virginia, James Ferdinand Allen formed the Clarksburg Development Company in 1890; his son, Wayne, formed W. F. Allen Co. in 1920; and his son, James Frederick Allen, a registered professional civil engineer, formed Clarksburg Excavating Co. in 1937.

James F. Allen entered the military in 1940 and was assigned to Fort Bragg where he served as Post Engineer. He later became Commanding Officer of Central Stock Control for the U.S. Army Corps of Engineers at St. Louis, MO. He rose to the rank of colonel with the corps before resigning from active participation in 1957.

After World War II, Colonel Allen returned to Clarksburg and founded the J.F. Allen Company. Since then, the company has been involved in many significant construction projects in

West Virginia and surrounding states.

A few of the jobs the Allen Company has performed include the building of the first section of Interstate 79 at the US 250 interchange in 1961-1962; construction of many miles of Cor-



Three generations have led the J.F. Allen Company in 75 years: James F. Allen (standing); John C. Allen (left) and John C. Allen Jr.

ridors D, E and H; several miles of Interstates 79 and 81; and numerous U.S. Corps of Engineers projects, including road relocations at Burnsville Lake and Stonewall Lake near Weston.

In 1983 J.F. Allen Company, with joint venture partner Wiley N. Jackson Company of Roanoke, VA, was awarded a \$15.9 million contract to construct the Stonewall Jackson Dam. All of aggregates for the 107,000 cy of concrete needed to build the dam were produced by J.F. Allen's quarry at Aggregates. J.F. Allen relocated 20 miles of highway in the dam basin and built various recreation facilities. After successful completion of the project in 1986, the company was recognized by Engineering News Record (now ENR) as one of the "Top 100 Contractors" in North America.

In 1974 James Allen's son, John C. Allen, succeeded his father as President, and later CEO, leading the company's continued growth. The company acquired the asphalt plant and paving equipment of Elkins Asphalt Company and began crushing sandstone with a portable plant near Weston. John's late brother, David Allen, joined the company several years prior and began development of a limestone quarry and crushing plant at Aggregates. Since 1975, the J. F. Allen Company has operated the Elkins quarry safely, mining more than one million tons of quality limestone a year.

J.F. Allen Company entered its third generation of leadership in 2012 with the appointment of John C. Allen Jr. as chairman. Upon his father's retirement in 2018, John Allen Jr. assumed the role of CEO.

"The industry has greatly changed since the inception of J.F. Allen Company," said Greg Hadjis, who has been company president since 2006. The company has stood for core values that have been the foundation of their operation and growth for 75 years."

The company has grown by expand-

ing into new construction markets and into construction materials. A Buckhannon asphalt plant was added in 1981 to meet the demands for asphalt paving products in central West Virginia. To serve the expanding Clarksburg and Bridgeport market, a plant opened at the Saltwell exit on Interstate 79. The company has completed over 1,000 miles of resurfacing projects throughout West Virginia.

The company expanded into the manufacture of concrete block and ready-mix concrete in 1985 with the acquisition of Alcon, Inc., a leading producer in north central West Virginia. To meet a growing demand for limestone aggregates, Mashey Gap quarry, located east of Elkins, began operations in 2003.

J.F. Allen Company continues to innovate and expand its construction service and material supply offering while expanding their geographical footprint. They now offer specialty asphalt materials for safety, soil stabilization services, and offer limestone products and transload starch and salt products via rail.

J.F. Allen has been active in industry organizations for many years. James F. Allen served on the Board of Directors of the Contractors Association of West Virginia and was the associa-



J.F. Allen Company bulldozer operator, John Mitchell, "breaks ground" in 1962 for the first I-79 project in West Virginia with Governor Wally Barron at the controls and U.S. Senator Jennings Randolph on board. U.S. Commerce Secretary, Luther Hodges, was also at the ceremony representing President John F. Kennedy. The I-79 project replaced part of the planned U.S. 250 Fairmont bypass and was the company's first Interstate project.

tion's representative on the American Road and Transportation Builders Association (ARTBA) Board of Directors. The company is very active in the Asphalt Pavement Association of West Virginia and West Virginia Crushed Aggregates Council, as well as industry associations in surrounding states.

"The CAWV is an integral part of our organization," said President Had-



The Buckhannon-based construction and materials firm operates the Mashey Gap Quarry in Elkins, and safely mines more than one million tons of limestone a year. Limestone products produced at both Elkins and Mashey Gap locations have assisted customers and contractors throughout the Mid-Atlantic region.



J.F. Allen Company (with joint venture partner Wiley N. Jackson Company of Roanoke, VA) built Stonewall Jackson Dam for the U.S. Army Corp of Engineers. After successful completion of the project, J.F. Allen Company was recognized by Engineering News Record as one of the “Top 100 Contractors” in North America.



The company was the first West Virginia contractor selected for a design-build project administered by the West Virginia Division of Highways, widening of approximately 1 mile of WV Route 2 from two to four lanes in Marshall County.

jjs. “The committees keep us well-informed of industry and specification changes and interaction with associate members ensure we remain on the cutting edge of construction and aggregate crushing technology.”

He observed that increased regulatory requirements have necessitated thorough reviews of environmental impacts and have improved the safety performance of the company’s construction teams. Hadjis also said the training and safety programs offered by the CAWV ensures they maintain the best trained and safe work force.

Hadjis says that some positive changes have been in the technology improvements of construction equipment such as grade control, and the use of GPS technology and lidar mapping improving the efficiency and accuracy of final grade.

“In addition to this, improvements the use of real time data metrics have allowed J.F. Allen Company to be more efficient in its delivery of a quality finished product,” he said.

J. F. Allen Company in 1950 was awarded its first contract exceeding \$1 million (approximately \$11 million in 2021). U.S. 250 was reconstructed

with two and three lanes north of Belington.

In 1962, the company broke ground for the first I-79 project in West Virginia. Governor Wally Barron posed for photos at the controls of a bulldozer with U.S. Senator Jennings Randolph on board. U.S. Commerce Secretary, Luther Hodges, was also at the ceremony representing President John F. Kenne-

dy. The U.S. 250 Fairmont bypass was the contractor’s first Interstate project.

In the past 75 years, J.F. Allen has expanded its operation to include performing construction projects in Ohio, Maryland, Pennsylvania, Virginia, and Kentucky. At any one-time, the company can have as many as 15 active projects and employ between 250 -300 people.



The company completed the remaining new highway section of Corridor H from Davis to Bismarck. This includes the moving of 2.7 million yards of dirt, 9.9 miles of new highway and 6.4 miles of new bike path. Upon completion of this project, J.F. Allen Company has now completed over 35 miles of construction in this important corridor.



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The Successful Preservation of a Timeless Hotel



Historic tax credits have once again allowed the preservation of an iconic building in West Virginia. This time it's the Hotel Morgan in Morgantown.

Hotel Morgan opened its doors to the public on October 16, 1925, and featured red satin upholstery, crystal chandeliers, and an opulent ballroom where many social functions took place. The hotel was built by a consortium of local businessmen and was named after Zackquill Morgan, founder of Morgantown which he began settling around 1772.

With the addition of the adjoining Warner Theater in 1931, Hotel Morgan was the place to stay, hosting many notable names over the years including Eleanor Roosevelt in 1934 and President Harry Truman in 1954. In the 1980s, the hotel became more of a motel, older and outdated. The rooms were too small for the time, business was down, and the hotel

catered to the West Virginia University dorm overflow and post-football game partygoers.

The property underwent a renovation in 1999, combining modern amenities and technology with its original elegance and charm. The hotel reopened in 2000 with a new color scheme—Mountaineer blue and gold—paying tribute to WVU.

On January 3, 2020, Hotel Morgan began a very significant round of renovations, this time to restore the property to its 1920s-era splendor and prestige. A complete renovation of seven floors of the eight-story historic structure was completed February 4, 2021 by Charleston-based contractor Jarrett Construction Services, Inc.

The over \$3 million project consisted of over 70,000 sq. ft. of complete renovation to the common rooms,

the existing 73 guest rooms, and also created ten new guest rooms. Updates included modern amenities such as finishes and furnishings. Two new luxury suites were built on the 7th floor that overlook the Morgantown skyline.

Renovations to the common areas included a new physical fitness center, creation of the Anvil & Ax bar, meeting rooms, lobby and a completely restored ball room to accommodate over 200 guests. The 8th floor is still under construction and will feature a second ballroom. When finished, Hotel Morgan will have over ten thousand feet of space. In the back of house, the kitchen was completely reinvented with new equipment and layouts.

The exterior masonry was restored, and a new roof was installed by Sutter Roofing and Metal Co., Inc. of Clarksburg.



Established in 1925, Hotel Morgan was a recipient of the West Virginia Tourism Development Act tax credit program which encourages entrepreneurs and companies to create and expand tourism development projects in West Virginia. The \$15 million preservation project was completed by Jarrett Construction Services, Inc. of Charleston.

The interior of the hotel includes a dramatic new 48” tall and over 100-foot-long cornice that surrounds the front and wraps a portion of both sides of the building, replicating the hotel’s 1920s grandeur.

“The refresh of this West Virginia landmark was made possible by the West Virginia Legislature’s increase in and continued support of the historic tax credit program,” said John Jarrett, president, Jarrett Construction Services, Inc. “Without the program, the building would have continued to deteriorate and fall further into disrepair.

“Not only would jobs have been lost, but a further unraveling of West Virginia’s historic fabric would have occurred,” Jarrett pointed out. “Kudos to the legislature for a job well done.”

The hotel is also the recipient of state tax credits through the Tourism Development Act program, which encourages the creation or expansion of projects that promote or help tourism in the state.

The most challenging aspect of the project, according to Jarrett, was “completing an ever-expanding scope while maintaining a fixed deadline with minimal MEP (mechanical, electrical and plumbing) drawings” which can be a common difficulty in historic

preservation projects.

With a nearly 100-year history, and multiple renovations and changes in ownership, contractors work with the documentation provided and must tackle obstacles as they arise, which can be difficult when working under a strict timeframe.

Despite the occasional hindrance of dealing with the unknowns, the project was successfully completed on time and produced a top of the line, timeless hotel.

The owner of the project is The Thrash Group of Hattiesburg, MS. The Thrash Group members develop hotels, restaurants, condominiums, retail /office, apartment communities and townhomes. They do this by working through complicated financing structures involving tax credits, grants and partnership positions.

The company’s Facebook page contains a 3-minute video that further describes the work at Hotel Morgan: www.facebook.com/InnerActionMedia/videos/351129859590131. 



Governor Jim Justice cut the ribbon during the grand reopening of Hotel Morgan on March 23, 2021. John Jarrett, Jarrett Construction Services, Inc., to the right of the governor, and his team attended the historic hotel’s opening event.



Workers from Jarrett Construction Services, Inc. work on the new ballroom at Hotel Morgan.



Sutter Roofing and Metal Company, Inc. of Clarksburg completed the roof renovations on the project.



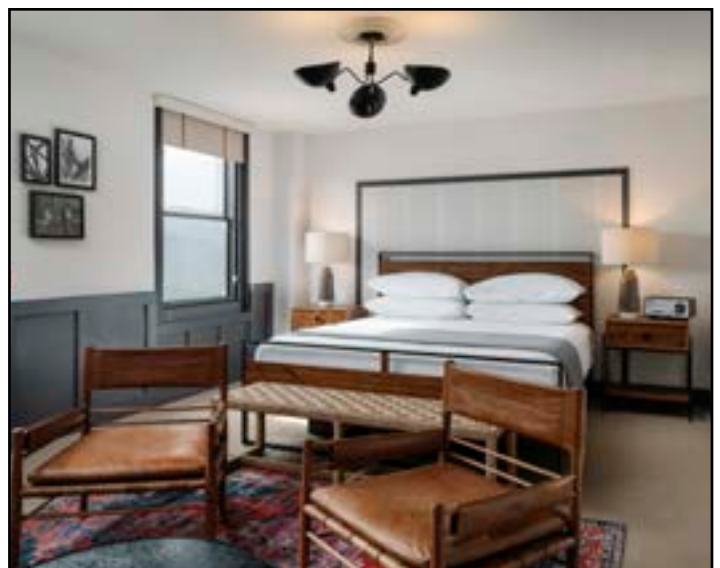
The 3,600-square-foot Brant Grand Ballroom is a two-story event space that will be utilized for many different corporate and celebratory events.



Hotel Morgan is a Wyndham Hotel and is located on High Street in Morgantown.



The revitalized historic hotel features 1920s-era style throughout the common areas and guest rooms.



Hotel Morgan's redesigned guest rooms blend modern and historic for a unique look.



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INTRODUCING...

WVDEP CABINET SECRETARY **Harold Ward**



On January 22, Governor Jim Justice announced the appointment of Harold Ward as Cabinet Secretary of the West Virginia Department of Environmental Protection (WVDEP). He is a lifelong resident of Logan County and earned a bachelor's degree in biology from West Virginia University in 1988.

He replaces Austin Caperton who was appointed Secretary in 2017 by Governor Justice. Caperton left in January after resigning to focus on projects outside of government.

Ward, who most recently served as the WVDEP's Deputy Secretary of Operations and Director of the Division of Mining and Reclamation (DMR), started his career in state government in 1989 as an Inspector-in-Training with the West Virginia Division of Natural Resources (DNR).

After a brief, six-month tenure with DNR, he transferred to the state Division of Energy as a Surface Mining Reclamation Inspector-in-Training.

"After the Division of Energy was incorporated into the state Department of Environmental Protection in 1991, I continued my career in the Division of Mining and Reclamation and was assigned to the agency's Logan office," he said. "There I advanced from Inspector to Inspector Specialist to Inspector Supervisor before serving as the Deputy Director of DMR in 2011."

Ward was promoted to Director of DMR in 2013, and in 2017, was asked to take on additional duties, including serving as Acting Director to the

Division of Water and Waste Management (DWWM) and overseeing the agency's Division of Land Restoration. In 2018, he was promoted to Deputy Secretary of Operations.

"Working my way up through DMR, I've learned the ins-and-outs of a key regulatory program and how to work with citizens, industry, and other stakeholders on important environmental issues," stated Ward. "Having also served as the Acting Director of DWWM, as well as Deputy Secretary of Operations, I became even more familiar with all our agency's programs and their missions. That experience has been invaluable as I get settled into my new role as Cabinet Secretary."

Ward says his main objective is to continue improving on the WVDEP's efficiency and consistency.

"I've always said that 'there is a better way to tie a shoe if you think about it long enough' and I think that same motto can be applied to our agency," Ward said. "We became much more efficient under Secretary Caperton and I would like to build on that in my tenure."

He also stated that he wants to make sure they are constantly looking for ways to improve, "so folks know that when something comes through the WVDEP, it will be done right, and it will be done efficiently."

When it comes to construction stormwater and permitting, Ward says the WVDEP has made tremendous strides thanks in large part to their

great relationship with the West Virginia Division of Highways (WVDOH).

"Governor Justice has been committed to improving our state's infrastructure through his Roads to Prosperity bond program, which means more permit applications are coming through our agency," he said. "Having that foundation with WVDOH has been vital to making sure these projects have a minimal impact on the environment and are put into motion quickly."

The Secretary says that he wants to make sure the WVDEP's programs are well-funded and efficient so they can continue to help provide clean water to citizens and remediate sites so they can be used to benefit communities.

"Our Abandoned Mine Lands and Clean Water programs not only enhance and improve our environment, but they are significant economic drivers, as well," stated Ward. "As a regulatory agency, we stress compliance with environmental rules and laws. Having a clean, healthy environment and a strong business climate does not have to be mutually exclusive and that is part of our mission."

According to Ward, the biggest opportunity for the WVDEP is to highlight the great work being done to find ways to not only have a positive impact on the environment, but the economy as well.

"We provide funding to remediate and reuse former mine sites and to help repair failing water treatment sys-

tems,” he said. “We have designed and implemented groundbreaking technology to help bring once-dead streams back to life.

“Aside from the obvious environmental benefits, these projects provide necessary improvements to infrastructure, employment opportunities, and tourism dollars,” he noted.

Ward says the biggest challenge the agency is facing is funding. The majority of these funds come from permit fees and federal programs; however recent market downturns have led to budget issues within the agency.

“We are working with industry representatives, legislators, and others to develop long-term solutions,” he said.

The most important thing Ward has learned working in the agency is that when you have the right people in the right positions, let them do their jobs.

“That’s what I want to focus on – getting the right people into positions

that let them utilize their strengths and stay out of their way,” Ward said. “The WVDEP’s greatest asset is its people.

“It’s a tremendous honor to serve in this position and I look forward to working with citizens and industry representatives to help improve our State,” he stated.

WEST VIRGINIA DEPARTMENT OF ENVIRONMENTAL PROTECTION’S CONSTRUCTION PROGRAM:

The WVDEP administers many programs designed to promote a healthy environment. In the November/December 2020 issue of *West Virginia Construction News*, the department provided a forecast of the construction projects funded by various state and federal programs. These include:

Abandoned Mine Lands Program

Anticipated funding level in 2021 to reclaim abandoned mine sites is \$21.7 million. There are 16 reclama-


tion projects totaling \$6.6 million to be advertised. There are four waterline projects totaling \$12 million expected to be bid this year.

Office of Special Reclamation

This division reclaims land and treats water on all bond-forfeited coal permits in West Virginia. There are over 25 special reclamation projects planned in 2021 totaling \$28.4 million.

Clean Water State Revolving Fund

The Clean Water State Revolving Fund (SWSRF) has provided funding to municipal wastewater systems since 1991 to ensure West Virginia communities have a safe and healthy environment. This year’s funding program includes 17 sewer projects totaling \$113.9 million.

To view the complete synopsis of the WVDEP’s 2021 construction program, see the November/December 2020 WVCN by visiting www.cawv.org/publications.html. 



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Vince Allison, Pavement Group Engineer, MCS&T Division



Chet Rodabaugh, Operations Manager, West Virginia Paving, Inc.



Todd Rumbaugh, Chief Engineer of Construction - Deputy State Highway Engineer, WVDOH

Nearly 200 individuals participated in the March 25 WVDOH Statewide Asphalt Preconstruction Conference and the 41st Annual Asphalt Paving Conference held, for the first time, in a virtual format due to COVID-19.

The annual conference was sponsored by the Asphalt Pavement Association of West Virginia (APAWV), West Virginia Division of Highways (WVDOH), Federal Highway Administration (FHWA) and West Virginia University (WVU).

The WVDOH kicked off the day-long event with their Statewide Asphalt Preconstruction Conference where dozens of questions submitted by industry and WVDOH personnel were answered by a panel that included Jason Boyd, director, Contract Administration; Ron Stanevich, director, MCS&T Division; Shawn Smith, assistant director, Contract Administration; Shawn Jack, Asphalt Supervisor; and

Vince Allison, Pavements Group.

The 41st Annual Asphalt Paving Conference was moderated and opened with remarks by APAWV Chairman Mark Haverty, Kelly Paving, Inc., and focused on timely topics, including Perpetual Pavements: Engineering Asphalt for Long Term Performance by NAPA Vice President, Dr. J. Richard Willis; E-Ticketing-The Digital Road Ahead by Matthew Valle, HaulHub Technologies; and Void Reducing Asphalt Membrane (VRAM)-State of the State by Kevin McGlumpy and Dave Powers, Associated Asphalt Partners, and Vince Allison, WVDOH Pavement Group.

Matt Daly, Federal Highway Administration, moderated and opened the afternoon session with an update on local staffing and FHWA initiatives.

Todd Rumbaugh, WVDOH Deputy State Highway Engineer, Chief



The WVDOH Statewide Asphalt Preconstruction Conference was led by a panel of personnel including: Jason Boyd, Director, Contract Administration; Shawn Smith, Assistant Director, Construction and Specifications, Contract Administration; Shawn Jack, Asphalt Supervisor, MCS&T Division; Vince Allison, Pavement Group Engineer, MCS&T Division; and Ron Stanevich, Director, MCS&T Division.



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Bob Barnette (center) of American Technology Rentals preps Todd Rumbaugh before he is broadcasted live at this year's virtual event.

Engineer of Construction, was the next conference speaker. Rumbaugh thanked WVDOH employees and industry partners for the tremendous job they did last year getting the program out and safely working through COVID. He also thanked the group for the good discussion and interaction that took place at the WVDOH's Statewide Asphalt Preconstruction Conference held earlier that morning.

He encouraged all partners to continue to focus on safety and COVID protocols.

Rumbaugh touched on several issues during his remarks including current funding levels for paving - \$35 million for Federal Aid (FA) interstates; \$25 million for FA APD; \$53 million for FA other; \$21 million for state funded contract paving; and \$3 million for

state force paving.

Rumbaugh encouraged the paving industry to embrace electronic (E) ticketing, adding he hoped the aggregate industry would also move in the same direction. He also explained the advantages of contractors signing up for access to SiteManager for eliminating use of paper for things like reviewing and approving change orders. Contractors were reminded that their pre-qualification renewals are due soon and to work with Contract Administration on any issues related to renewals. Rumbaugh also suggested contractors focus on timely reporting for labor compliance and payroll reporting.

"Follow the chain of command" was another recommendation offered by Rumbaugh for contractors dealing with any challenging project issue. A focus on project finalization will continue, according to Rumbaugh, who suggested contractors and state personnel take advantage of finalization training videos developed by the agency.



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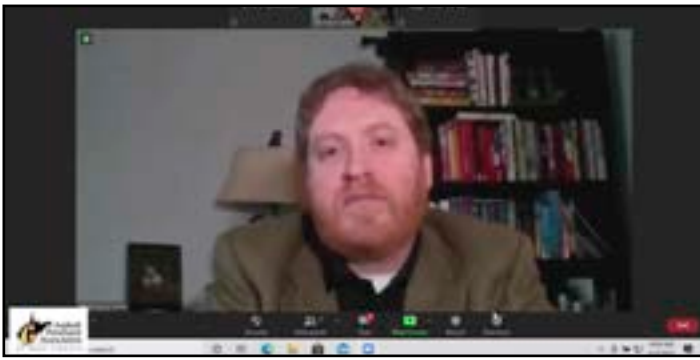
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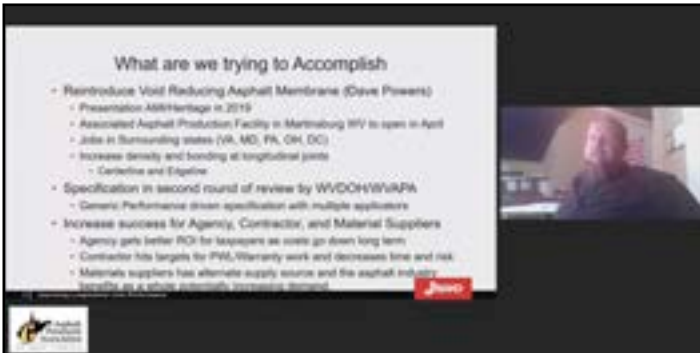
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J. Richard Willis, Ph. D, Vice President for Engineering, Research & Technology, National Asphalt Pavement Association, gave a presentation on perpetual pavements.



Matthew Valle, Industry Relations Executive, HaulHub Technologies, spoke about E-Ticketing.



Kevin McGlumphy, Director of Materials and Research and Dave Powers, Performance Products Manager, Associated Asphalt Partners, LLC, gave an informative presentation on VRAM.



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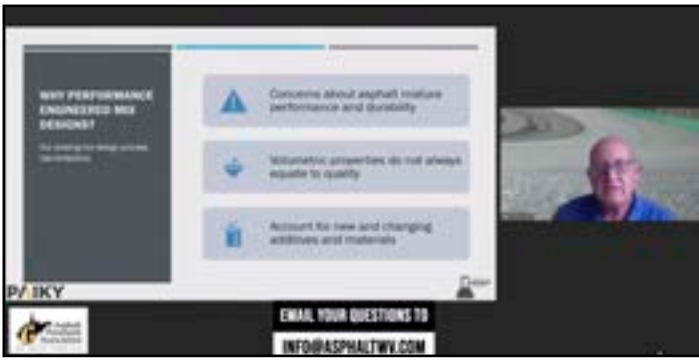
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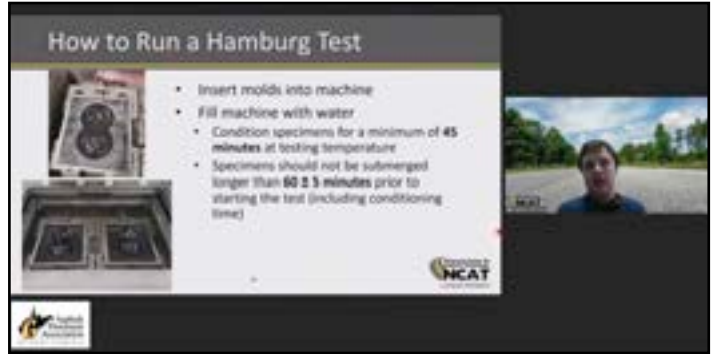
Scott Quire, Technical Director, Bluegrass Testing Laboratory, educated industry on Performance Engineered Mixes.



Matt Daly, Area Engineer / Pavement and Materials Engineer, Federal Highway Administration, was the afternoon moderator at this year's virtual APC.



Adam Taylor and Nathan Moore, Assistant Research Engineers at the National Center for Asphalt Technology, gave an informative presentation on Balanced Mix Design (BMD) tests for the WVDOH.



PWL use on two lane roads was another issue Rumbaugh addressed, stating that they are getting good results and improvements in quality, while acknowledging there are some issues related to its use on two lane roads that will hopefully be addressed by changes to Design Directives progressing through the committee structure. Changes made to the 401 density provisions two years ago are currently being reviewed, he said, noting that good density is key to long pavement life and that industry and the agency will together work out issues pertaining to the changes.


Rumbaugh highlighted recent changes to the smoothness specifications and said the WVDOH recently purchased new pavement skid testing equipment. The WVDOH has gone through some reorganization, he said, including the formation of a new Technical Support Division headed by Travis Long. The new division will include responsibilities for specifications, technical publications, technical manuals, pavements, surveying and drones, geotechnical and core drilling.

The afternoon sessions included

a look at the first paving project to complete its nine-year warranty period. The session, *Nine-Year Pavement Warranty – Nine Years Later*, was presented by Chet Rodabaugh, WV Paving, Inc., and Vince Allison, WVDOH.

Performance Engineered Mixes by Scott Quire, Bluegrass Testing Laboratory, dove into the implementation of balanced mix design (BMD), which was followed up by an *Introduction of BMD Tests for WVDOH* presented by Adam Taylor and Nathan Moore, National Center for Asphalt Technology (NCAT). The WVDOH has selected the IDEAL-CT test for cracking and the Hamburg wheel-tracking test for their BMD performance tests.


A highlight of the paving conference each year is presentation of the Commissioner's Awards for Excellence in Asphalt Paving and Quality Craftmanship Awards. Rumbaugh presented this year's awards. See page 32 for the list of winners.

A video recording of this year's APC is available upon request by contacting info@asphaltwv.com. 

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Thomas J. Medvick Excellence in PWL Asphalt Paving Award



Contractor: Kelly Paving, Inc.
Williamstown, WV
WVDOH: District Three - Parkersburg, WV
Project Name: Grand Central Avenue
Project Number: S354-14-14.84
NHPP-0014(172)D - Wood Co.
Project Designer: Thomas J. Bullman
Project Manager: Scott Hamm
Paving Superintendent: Mike Hylbert
Quality Control Manager: Anthony Saunders
DOH Project Supervisor: Sarah Graley
District Plant Coordinator: Steve Sharp

Commissioner's Award for Excellence in Asphalt Paving *Two-Lane, Two-Way Projects* Quality Craftsmanship Awards *Best Longitudinal Joint & Best Surface Appearance*



Contractor: West Virginia Paving, Inc.
Dunbar, WV
WVDOH: District Two - Huntington, WV
Project Name: Atenville to Ranger
Project Number: State Number: S322-10-10.34
STBG-0010(280)D - Lincoln Co.
Project Designer: Elman Collins
General/Project Superintendent: Dave Tabor
Paving Foreman: Josh Whitlock
Quality Control Manager: Dave Withrow
DOH Project Supervisor: James Watts
District Plant Coordinator: Doug Perdue

Quality Craftsmanship Award *Best Transverse Joint*



Contractor: Jefferson Asphalt Products Co., Inc.
Charles Town, WV
WVDOH: District Five - Burlington, WV
Project Name: N Mountain - Spring Mills
Project Number: S302-901-1.48
STBG-0901(004)D - Berkeley Co.
Project Designer: Kermit Bennett
General/Project Superintendent: Jeff Haines
Paving Foreman: Rick Shewbridge
Quality Control Manager: Tim Clark
DOH Project Supervisor: David Coakley
District Plant Coordinator: Brian Fisher

Quality Craftsmanship Award *Best Rideability*



Contractor: Bear Contracting, LLC
Bridgeport, WV
WVDOH: District One- Charleston, WV
Project Name: Winfield -Fraziers Bottom
Project Number: S340-817-14.9 - Putnam Co.
NFA-2317(397)
Project Designer: Nabil Boustany
General/Project Superintendent: Mike Heath
Paving Foreman: Cody Snider
Quality Control Manager: James Moore
DOH Project Supervisor: Randy Young
District Plant Coordinator: Charlie Ramsey



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Charleston Area Medical Center held a groundbreaking ceremony for the CAMC Center for Learning and Research on Chesterfield Avenue in Charleston. Neighborgall Construction of Huntington is the construction manager on the nearly \$18 million project that is expected to be complete by the end of 2022.

■ **Meadows Elementary School will soon find itself in a new location following a decision** from the Cabell County Board of Education on Tuesday. After hearing several members of the community including Huntington Mayor Steve Williams speak in support of redeveloping the property where the school is currently located, Superintendent Ryan Saxe recommended the new school be built at a W.Va. 10 site along Woodville Drive. Saxe said the decision was a difficult one but building on the new site brings opportunity that wasn't at Meadows' current location...

■ **A proposed water rate increase is expected to be presented to the Parkersburg Utility Board** and to City Council this year. PUB Manager Eric Bennett updated board members on the status of five projects in the design phase. Their construction would be funded by the increase, for which an amount has yet to be determined. The board in 2019 approved an agreement, with a cost not to exceed \$1.4 million, for local engineering firm **Burgess & Niple** in Park-

ersburg to provide design, bidding and other services during and after construction for multiple projects...

■ **The Preservation Alliance of West Virginia announced that the Pence Hotel** in Mercer County, and the Wyoming Hotel in nearby Wyoming County, are this year's first recipients of its Saving Historical Places Grants. The program is the Alliance's initiative to save historical places in the Mountain State by funding emergency stabilization work and jump-starting building preservation projects with pre-development funds...

■ **The Harrison County Development Authority approved a contract with a medical cannabis** company for a transfer of land in exchange for site development work at the property. Under the contract, Harvest Care Medical LLC, a planned medical cannabis cultivation and processing facility, will develop acreage within the Harrison Regional Industrial Park that's located near North Central West Virginia Airport. **The Thrasher Group**, Bridgeport,

said the estimated upgrades on the 5.75-acre plot for a 50,000-square-foot shell building will cost between \$8 million and \$9 million...

■ **West Virginia transportation officials have unveiled several options to improve** travel and safety along WV-9 between Berkeley Springs and Martinsburg, with particular emphasis on high congestion areas around Hedgesville. Officials with the Division of Highways and Pittsburgh-based engineering firm Michael Baker International led an online meeting presented what they have called "high-level planning" concepts for the two-lane road to Martinsburg. Of the options to upgrade WV-9, planners and highway officials said the first is to make no changes to the roadway. The next lowest impact option is the upgrade the existing roadway in its current path with wider shoulders, additional turning lanes, better signage, markings and drainage. Planners showed six corridor options for re-routing parts or all of WV-9 between Berkeley Springs and Martinsburg. All corridor options were shown in 1500-ft. wide swaths.

CONSTRUCTION BRIEFS

May said any new road would be built 200 feet wide within a corridor. Presenters said it will be years before planning proceeds through all of the permitting and funding a highway project will require...

■ **Work will soon get underway to demolish Greenbrier County's former jail**, which in recent years housed the sheriff's law enforcement offices. Along with the removal of an old Sears kit house, tearing down the jail building will clear the way for construction of a new 22,340-square-foot courthouse annex. County commissioners opened four sealed bids for the jailhouse's demolition. Those packets also included bids for demolishing the Sears house, in case current plans fall through for a neighboring property owner to remove the structure at no cost to the

county. **Lynch Construction Company, Inc.**, White Sulphur Springs, submitted the apparent low bid for both projects \$58,000 for the jail demo and \$15,000 for the house, for a grand total of \$73,000...

■ **South Charleston will see nearly 30 businesses move in the next year or so directly** across from the Riverwalk Plaza off MacCorkle Avenue. The former FMC Fly Ash Pond looks different these days, but it doesn't really look too much different than it did a year ago. Despite that, South Charleston Mayor Frank Mullens said construction for Park Place is right on time. What you'll see next down there is the actual start of the fill, so we have about 900,000 cubic yards of fill to go in the pond," he said. Bidders on the project were **J.F. Allen Company**, Buckhannon,

for \$13 million; **Kanawha Stone Company, Inc.**, Poca, for \$15.6 million; S&E Clearing and Hydroseeding, LLC, Varney, for \$16.6 million; **Central Contracting, Inc.**, St. Albans, for \$17.9 million; and **Kokosing Construction Company, Inc.**, Westerville, Ohio, for \$21.4 million...

■ **Ground was broken for the West Virginia Regional Technology Park's Building 754**, a 22,000 square foot building which will house the National Weather Service and other future tenants. "We will be bringing in meteorologists and other scientists to the park that impact our lives every day," Matt Ballard, CEO and Executive Director of the Tech Park said during the ceremony. With the addition of Building 754 and the NWS, the Tech Park will bring the Science On a Sphere exhibit to ben-

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enefit various educational opportunities for the community. Ballard said the National Oceanic and Atmospheric Administration, the parent company of the NWS, gave the park the opportunity for the exhibit that teaches children about the globe and weather...

■ **After more than two decades of various attempts to provide potable water in Hanover, Wyoming** County officials believe the current project will finally move forward. A \$1 million grant from the U.S. Army Corps of Engineers' Section 340 Program sets the foundation for the additional funding needed for the \$7.6 million project, Jason Mullins, Commission president, believes. "This is a big step a huge step for this project," Mullins emphasized. "I'm just thrilled with this announcement." Construction is to consist of

approximately 9.17 miles of 10-inch and smaller diameter waterlines, one booster station, two water storage tanks, valves, and related appurtenances...

■ **The Harpers Ferry Town Council voted at a special meeting to approve the second** and final reading of a street-use agreement between the town and SWaN Investors, the developer behind the Hill Top House Hotel Project, which aims to reimagine the historic house as a luxury hotel. The approval of the agreement was a sizable step forward in a years-long saga that has divided the town between those who want to see the project completed and those who oppose the construction of a hotel at the historic location. An affiliate of Leesburg-based venture capital firm SWaN & Legend Part-

ners has tapped Interstate Hotels & Resorts to redevelop and resurrect the historic Hilltop House hotel on its original site overlooking the confluence of the Potomac and Shenandoah rivers. The estimated \$139 million project will feature a combination of new construction and adaptive reuse totaling about 165,000 square feet. It is slated to include 122 keys — including 15 suites — a chef's garden, bowling lanes, arcade and golf simulator, wine cellar, a ballroom and junior ballroom, a spa and infinity pool, and multiple conference rooms...

■ **The Grafton-Taylor County Health Department has been awarded funding** from a Community Development Block Grant in the amount of \$1.5 million for construction of a new Health Department facility. The current facility located at



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718 West Main St. in Grafton was designed as a single-family home more than 100 years ago and retrofitted several times, Administrator Boyd Vanhorn said. The new facility which will be built in a now-empty land plot next door will be built to accommodate vaccination clinics and testing rather than offer those services at remote locations...

■ **The Kingwood Water Works' Herring Road water line extension project is expected** to begin soon. The project will serve an additional 60 customers along Long Hollow Road, Concord Road, Bradley Memorial Drive and Big Bend Drive. **Potesta & Associates**, Charleston, is the engineering firm on the project. The lowest bid of \$1.3 million was awarded to **A.J. Burk LLC** of Homer. Other bidders included **Dan's**

Marine Service, Inc. of Grafton for \$1.5 million and **D&M Contracting, Inc.** of New Alexandria, Pennsylvania, for \$1.6 million...

■ **Campground upgrades, bridge replacements, and repairs and improvements** needed to ready an 80-foot fire tower for public use as a rental property will get underway during the current fiscal year in the Monongahela National Forest. Funding for the upcoming infrastructure projects is made possible by last year's passage of the Great American Outdoors Act. The act provides \$1.9 billion annually for each of the next five years to address a deferred maintenance issues in national forests, parks and wildlife refuges, along with public land administered by the Bureau of Land Management. Nine infrastructure projects in

the Monongahela to receive funding from the act include the rehabilitation of the campground at Lake Sherwood Recreation Area in northeast Greenbrier County. Several of Lake Sherwood campground's wooden bathhouse buildings will be replaced with new, accessible concrete structures, while old vault toilets will be demolished, utility lines repaired and all sewer infrastructure will be replaced. The campground's amphitheater will be rebuilt and new traffic signs will be installed...

■ **A new judicial building is in the works for the Ritchie County community.** Although plans for the building are in the early stages, the idea is to demolish the existing law enforcement building and build a new facility, according to Ritchie County Commissioners. The acting

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law enforcement building is the site of a former jail before the regional jail was built and Commissioner Randall Riggs said it makes more sense to build a new structure than to renovate the former jail...

■ **Clearway Energy Group of San Francisco has closed financing and begun repowering** construction on Pinnacle, a 55 MW wind farm in Keyser. Pinnacle represents the first repowering project for Clearway in West Virginia and marks the company's fourth overall repowering effort. Once complete, the site will have a total of 23 turbines supplied by Siemens Gamesa Renewable Energy. Construction is being led by a joint venture between Reed & Reed, Inc. and Bechtel Infrastructure and Power Corporation. Pinnacle is expected to achieve repowering commercial operations in late 2021...

■ **Funds for the Beckley veteran's nursing home were in the final state budget bill approved** in this year's session of the West Virginia Legislature. This fully funds the state's portion required to begin building the nursing home. In 2012, the Legislature authorized building the facility located on the campus of Jackie Withrow Hospital in Beckley. This would be the second facility of its kind in West Virginia, with the other in Clarksburg. So far, the federal government awarded \$15 million toward the project. The state is allocating \$30 million, making the total cost of the project \$45 million. Beckley was chosen as the site for the new location because of its proximity to the Beckley VA Hospital...

■ **The West Virginia School Building Authority (SBA) recently**

approved just under \$75 million in "Needs Grants" for school construction projects in seven counties. SBA members selected the recipients from a list of proposed projects in 30 counties totaling \$248 million. The seven counties that received funding include: Greenbrier County: \$8 million to relocate Alderson Elementary to the Community Center; Jefferson County: \$7.5 million for a new Shepherdstown Elementary and a new Ransom Elementary; Mercer County: \$9.6 million for a new PreK-5 school for Bluewell and Brushfork; Mineral County: \$19.1 million for a new Frankfort Primary PreK-4 school; Ohio County: \$18 million for renovations to six schools; Roane County: \$13.9 million for a new Spencer Middle School; and Summers County: \$8.2 million for additions and renovations to the middle-high school. 



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September (TBD)
CAWV Car Show
CAWV Headquarters, Charleston

September 17
CAWV Fall Scholarship Golf Outing
Berry Hills Country Club, Charleston

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2021 AGC Convention
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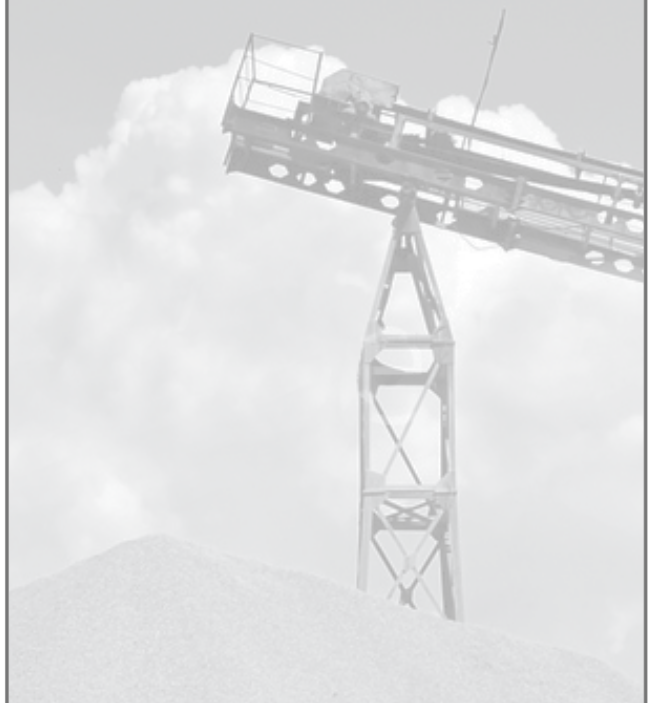


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