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Together we'll go far
Without a substantial boost in federal and state highway funding, numerous projects to improve the condition and expand the capacity of West Virginia’s roads, highways and bridges will not be able to proceed. The Road Information Program (TRIP) estimates that additional vehicle operating costs endured by West Virginia motorists as a result of driving on rough roads is $400 million annually or $333 for the average West Virginia motorist. For details on Transportation Day and the TRIP report, see page 6...
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A harsher than normal winter has resulted in more wear and tear on West Virginia roads, many already in need of repair. Unfortunately, the combination of highway repairs and inadequate funding is all too familiar. A lack in funding continues to have significant impact on highway and bridge conditions, roadway safety, quality of life and economic development opportunities for West Virginia, and makes it increasingly difficult for the West Virginia Division of Highways to fulfill the most basic paving and maintenance obligations.

West Virginians for Better Transportation (WVBT) continued to highlight funding issues by hosting “Transportation Day at the Capitol” on January 9. Over 200 highway supporters gathered to call attention to, and to fight for, transportation funding in the Mountain State. The group wore reflective vests making the message of “Roads = Jobs” visible to lawmakers.

The day included a press conference where findings were unveiled of a new study by The Road Information Program (TRIP), a Washington, DC, based nonprofit organization that researches, evaluates and distributes information on highway transportation issues. The report, titled “West Virginia Transportation by the Numbers: Meeting the State’s Need for Safe and Efficient Mobility,” found 36 percent of West Virginia’s major roads in poor or mediocre condition with 36 percent of the state’s bridges structurally deficient or functionally obsolete.

“Addressing West Virginia’s need for a safe, efficient and well-maintained transportation system will require a significant investment boost at the federal, state and local levels,” said Will Wilkins, executive director of TRIP. “But not addressing the state’s need for an improved transportation system will result in even greater costs to the public.”

When roads are in poor condition, which may include potholes, rutting or rough surfaces, the cost to operate and maintain a vehicle increases. These additional vehicle operating costs include accelerated vehicle depreciation, additional vehicle repair costs, increased fuel consumption and increased tire wear. TRIP estimates that additional vehicle operating costs endured by West Virginia motorists as a result of driving on rough roads is $400 million annually or $333 for the average West Virginia motorist.

Vehicle operating costs pale in comparison to the lives lost on the state’s highways. West Virginia’s traffic fatality rate is the second highest in the nation. Improving safety features on West Virginia’s roads and highways would likely result in a decrease in traffic fatalities and serious crashes. TRIP estimates that roadway features are likely a contributing factor in approximately one-third of all fatal and serious traffic crashes.

In addition to TRIP representatives, Senate President Jeff Kessler, Senate Transportation and Infrastructure Committee Chair Robert Beach, and House Road and Transportation Committee Chairwoman Margaret Staggers each spoke during the Transportation Day events.

President Kessler, (D-Marshall), said the need for improvements is at an emergency level and his idea to create a trust fund with a portion of natural gas industry taxes might eventually help.

“It is the future of the state to make sure we have adequate roads and infrastructure,” he stated.

A bill, introduced by the President, would create the Future Fund which would be funded by depositing 25 percent of oil and natural gas severance tax revenues more than $175 million into the account. The interest received on the account can be spent on economic development projects, infrastructure and educational enhancement. In order to build up the principal, there is a delay rider that provides that nothing shall be expended for a period of six years. President Kessler has introduced the bill before and patterned it off of a North Dakota law which has generated billions from
Over 200 highway supporters gathered for the TR/P press conference. The group wore reflective vests making the message of “Roads = Jobs” visible to lawmakers.
their oil and natural gas revenues.

Chairwoman Staggers, (D-Fayette), told the rally, "The one true function of our government is the building and maintenance of transportation and infrastructure."

She noted the state’s transportation system forms the backbone that supports the state’s economy and enables residents and visitors to travel to work and school, visit family and friends, and frequent recreation attractions while providing its businesses with reliable access to customers, materials, suppliers and employees. As West Virginia looks to retain its businesses, continue its level of economic competitiveness and achieve further economic growth, the state will need to improve the physical condition of its transportation network.

"We need economic development and that starts with highways," Chairman Beach, (D-Monongalia), told the group. He said the Governor’s Blue Ribbon Commission on Highways has proposed innovative ways to fund road construction and maintenance, but warned, "There are other legislators in this building who will oppose those ideas. You need to get those legislators. You need to hold their feet to the fire."

Carol Fulks, chairperson of West Virginians for Better Transportation, said her organization applauds Governor Earl Ray Tomblin’s creation of the Blue Ribbon Commission on Highways.

"WVB T looks forward to the completion of the commission’s report and supports further efforts to safeguard our roads, bridges and highways, preserve jobs, ensure safe travel conditions and protect our greatest transportation system, which benefits all West Virginians," Fulks said.

All speakers at Transportation Day reiterated the fact that it will be critical to provide a modern network of roads, highways and bridges that can accommodate increasing need. Without a substantial boost in federal, state and local highway funding, numerous projects to improve the condition and expand the capacity of West Virginia's

Senate President Jeff Kessler, (D-Marshall), stressed that the need for highway improvements was at an emergency level. President Kessler has again introduced a bill to create a trust fund with a portion of natural gas industry taxes going to a future infrastructure fund.

House Roads and Transportation Committee Chairwoman Margaret Staggers, (D-Fayette), discussed the need for well-maintained transportation and infrastructure. Chairwoman Staggers echoed her fellow representatives in stating that a quality transportation system is vital to West Virginia’s economy.

Senate Transportation and Infrastructure Committee Chair Robert Beach, (D-Monongalia), encouraged attendees to remain involved and vocal about the need for increased funding. Chairman Beach recognized that there are legislators who will oppose the recommendations of the Governor’s Blue Ribbon Commission on Highways.
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Costs Resulting From Poor Transportation Infrastructure

$400 Million Total annual amount spent in West Virginia for extra vehicle operating costs due to bad roads. Costs include accelerated vehicle depreciation, additional repair costs, and increased fuel consumption and tire wear.

$333 Amount the average West Virginia motorist pays annually in extra vehicle operating costs due to bad roads.

West Virginia's overall traffic fatality rate was the second highest in the nation in 2011 (per 100 million vehicle miles of travel) and was 62 percent higher than the national average of 1.10.

Economic Benefits Of A Good Transportation System

The efficiency of West Virginia's transportation system, particularly its highways, is critical to the health of the state's economy. Businesses are increasingly reliant on an efficient and reliable transportation system to move products and services. Companies are looking at the quality of a region's transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient and more modern transportation system.

$49.8 Billion Amount of goods shipped annually from sites in West Virginia.

$54.1 Billion Amount of goods are shipped to sites in West Virginia, mostly by truck.

65% Trucks carry 2/3 of all goods shipped annually from sites in West Virginia.

#1 Highway accessibility was ranked the number one site selection factor in a 2011 survey of corporate executives by Area Development Magazine.

$1 Billion = 27,800 jobs A 2007 analysis by the Federal Highway Administration found that every $1 billion invested in highway construction would support approximately 27,800 jobs, including approximately 9,500 in the construction sector, approximately 4,300 jobs in industries supporting the construction sector, and approximately 14,000 other jobs induced in non-construction related sectors of the economy.

West Virginians for Better Transportation is a statewide coalition of businesses, trade associations, chambers of commerce, labor groups, convention & visitors bureaus, community groups, local leaders, educators and many others. These groups are concerned about West Virginia's transportation crisis and call on state leaders to develop long-term solutions.

www.keepwvmoving.org
roads, highways and bridges will not be able to proceed, hampering the state’s ability to improve the condition of its transportation system and to enhance economic development opportunities in the state.

The full TRIP report, “West Virginia Transportation by the Numbers: Meeting the State’s Need for Safe and Efficient Mobility,” is available by visiting www.tripnet.org.

For more information on West Virginians for Better Transportation, visit www.keepwvmoving.org. 📸

By Shannon Louk

Carolyn Boniftas Kelly, TRIP’s associate director of research and communications, reports that the average West Virginia motorist pays $333 annually in extra vehicle operating costs as a result of driving on rough roads.
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Nearly six years after the “Great Recession” began in 2007, our nation’s economy is slowly recovering. Public borrowing during this time has ballooned leaving many of our local and state governments, as well as the federal government, burdened by excessive debt. The old days of funding public projects through tax increases and borrowing simply don’t work anymore.

Following our leadership model as an energy producing state, West Virginia has become an innovator in energy efficiency. Through the use of energy performance contracts, private industry is partnering with public entities to provide infrastructure improvements without tax or rate increases.

What is an Energy Performance Contract?

West Virginia Code has four sections that are dedicated to the use of Guaranteed Energy Savings Contracts or Performance Contracts. They are: 18-5-9a for Schools, 8-12-5e for municipal corporations, 7-1-3oo for county commissions and 5a-3b-1&2 for state entities. These laws are centered on the concept that a public entity may enter into a performance contract to reduce energy costs and use the existing operating budget money to fund facility improvements. A key benefit of these projects is that the savings associated with them are guaranteed by the energy services company (ESCO) that implements the project. Energy Performance Contracts (EPC) reduce energy costs a sufficient amount such that the guaranteed savings will pay for the cost of facility improvements. In other words, the energy savings project creates a surplus in the public entity’s current operating budget and that surplus is used to pay for facility improvements over time. If for some reason these savings do not materialize, the ESCO must pay the public entity for the shortfall.

Putting concepts into action

In the spring of 2012, Barbour County Schools had been preparing for an interview with the School Building Authority (SBA) for their upcoming Needs Project at the Career & Technical Center. Like many of our counties, coming up with local funds for any project is a challenge. After meeting with Wendel Energy Services, the county introduced the idea to the SBA of using the guaranteed energy savings as local funds.

This provided the county with funding made available from the savings guaranteed by the ESCO, and required no out-of-pocket spending by Barbour County residents.
In the summer of 2012, the School Building Authority adopted this model, which could be used by any West Virginia county in the future as a project funding mechanism.

The project, which provided approximately $200,000 in guaranteed energy savings, received a grant of $1.4 million from the SBA. It allowed for the renovation of the Career & Technical Center, which had been designed by The Thrasher Group, Clarksburg. Specific highlights of these renovations included a new collaborative learning space, window replacements, overhead door replacements, lighting and HVAC replacements. In addition to providing these improvements for Barbour County students, the project provided a direct investment into the local economy utilizing regional contractors and suppliers.

Creating jobs through energy efficiency
While West Virginia Code enables these types of projects, there can be pitfalls to them as well. In many cases, the ESCO, which acts as the general contractor, will select their own suppliers and contractors. Unlike projects that are publicly bid, the individual trades of these projects are not subject to competitive bidding since the selection of the ESCO satisfies the public procurement requirements of the energy law. When public entities enter into these projects, they should select an ESCO who will give them full control over the selection of all material and labor providers so they can select a team they feel is most qualified. In addition, the owner should require the ESCO to provide them with competitive pricing from several suppliers. This provides assurance that the best value is received for the money spent. Throughout the course of the project, owners should receive copies of monthly, transparent invoices from all subcontractors and suppliers to create a record of the project’s actual costs.

Another challenge to Energy Performance Contracts is their level of transparency. In typical design, bid, build projects, the owner understands the fee structure to be charged by the design professional. In addition, public bidding laws are designed to show the owner the bids from all companies participating in the process. This allows all parties to see what the public entity has paid for and ultimately received.

In an EPC there is no regulation that requires an ESCO to show the owner the “unburdened” construction costs of a project. As a result, the ESCO will typically provide the owner with a “lump sum price” and never reveal the actual costs (breakdown) to the owner. In many cases, this may result in excessive project costs and additional profit for the ESCO.

To prevent the above scenario, many states and federal agencies have adopted a policy that requires a true “open book” cost approach to projects. An example of this is the U.S. Department of Housing and Urban Development’s process for Energy Performance Contracts. In the selection process of the ESCO, the HUD RFP requires respondents to show all markups and fees as a percentage of the “unburdened” construction cost. The language used by HUD is very clear that any fees not shown by the ESCO in the response to the RFP will not be paid. Following this model, the owner can be assured that regardless of the project’s size, the ESCO’s fees will be limited to what is expressed in the original proposal and consistent with the services requested in the RFP. This process makes the implementation of an Energy Performance Contract more like the implementation of a typical project, where all projects costs and fees are known.

By Bill Elswick and Andrew Cocina

Bill Elswick is the former Executive Director, Office of School Facilities at the West Virginia Department of Education. Elswick is the founder of Elswick & Associates, LLC and currently works as an independent consultant to Wendel to assist with the development of energy savings projects.

Andrew Cocina serves as Wendel’s leader in developing new energy services opportunities. Cocina has brought innovative energy solutions to customers leveraging technologies and engineering expertise, to accomplish energy and operational savings, while improving facilities and related infrastructure.
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West Virginia’s construction sector remains on the road to recovery. While job gains have not been consistent on a monthly basis over the course of 2013, employment in the sector has increased at a strong pace overall.

Since bottoming out just over two years ago, the industry has seen the addition of 3,000 jobs, and workers have seen their average workweeks increase in length. Total economic output increased by nearly 17 percent from 2012. A recovery in single-family home construction throughout the state, particularly in higher-growth areas such as the Eastern Panhandle and Putnam County, has been welcoming news. However, the largest spark to the sector in recent years has been a surge in construction associated with the boom in natural gas production activity.

The broad heavy and civil engineering construction subsector posted a nearly 51 percent increase in employment from 2010 through 2012. While this industry is generally linked to highway construction and other forms of traditional infrastructure construction and repair jobs, it also includes workers who perform construction at oil and gas sites, as well as new pipeline development. Employment in this subsector has more than tripled during the last two calendar years and has accounted for a wide majority of the new construction jobs added on net since 2010. By comparison, residential construction employment—including contractors—has increased modestly during the past two years, while nonresidential construction employment saw its first calendar year increase since 2008.

Residential Construction

Just more than 2,000 new single-family homes were started at some point during the year from mid-2012 to mid-2013, according to data from McGraw-Hill Construction. Although this represents a pace that is more than two-thirds lower than the height of the state’s building activity in early 2006, it does mark a 19 percent increase from just one year ago. In addition, the recent gains in new construction activity put this new supply of housing units at approximately half of the number of new homes expected in a given year after one takes into account the current stock of housing, population growth, replacement and the general preference for new homes by some buyers.

Because of the state’s low population density and high homeownership rate, West Virginia tends to not be very active in terms of multifamily construction activity. The peak in apartment construction occurred during 2006 and 2007, when more
than 2,000 units were started, with a substantial share of those newly-built units added in Berkeley County. As of mid-2013, fewer than 300 multifamily units had been started within the state’s 55 counties over the preceding 12 months.

Nonbuilding and Nonresidential Construction

While the state’s single-family construction sector has shown signs of improvement over the past 12 months, the nonbuilding segment has struggled significantly. Nonbuilding construction typically consists of infrastructure projects such as highways, bridges and water and sewer systems, as well as utility distribution systems. These line items are linked to federal, state and local spending decisions made with a considerable lag before construction takes place. Given the extensive debates over the trajectory of government spending occurring at all levels, funding decisions for projects have likely been stalled, which has an adverse effect on nonbuilding construction activity.

During the first half of 2013, new nonbuilding projects started in West Virginia totaled $270 million, marking a 46 percent plunge in dollar value compared to the same time frame in 2012. Among the major nonbuilding types, data from McGraw-Hill indicates only waterway infrastructure projects experienced an increase in year-to-date spending activity compared to 2012.

For the nonresidential construction sector, the value of new projects started during the first half of 2013 totaled $221 million, slipping nearly 8 percent compared to the same six-month period in 2012. In addition, the level of new nonresidential construction spending within the state was at its lowest for the first half of a year since 2003. Offices, bank buildings and retail space—as well as schools, libraries and other types of government buildings—represent some of the building types included within the nonresidential sector. Of the nonresidential property types reported by McGraw-Hill, only new office space and education-related buildings posted a gain in new construction through the first six months of 2013.

Industry Outlook

Publicly-funded infrastructure spending in West Virginia, as well as other states, will remain under pressure during the forecast horizon. Increased fuel efficiency of U.S. vehicles combined with virtually no increases in miles driven over the past six years has led to sluggish growth in fuel taxes and shortfalls in the federal highway trust fund. In addition to the problems created by weak state revenue growth, broader federal tax reform and other plans connected to reducing the federal debt could have a significant...

The state’s single-family construction sector has shown signs of improvement over the past 12 months, the nonbuilding segment has struggled significantly.
effect on funding for future highway construction and other infrastructure development in the state.

The overall construction industry forecast calls for the sector to record strong growth of 2.3 percent per year between 2013 and 2018, though not all segments are expected to participate in the expansion to the same degree. The state’s energy industry is expected to remain a solid contributor to the construction sector going forward, but its impact will be smaller than the robust amounts of the past two years. TransGas Development Systems’ coal liquefaction plant project, targeted for construction in Mingo County, could reportedly generate as many as 3,000 construction jobs to build the nearly $4 billion facility.

New pipelines and distribution systems will need to be constructed in order to transport the large amounts of natural gas extracted from the Marcellus, Utica and Devonian shale formations in West Virginia and the surrounding region to utility companies and other end users. Large quantities of ethane and other by-products found while extracting natural gas reserves have also yielded proposals for constructing facilities in West Virginia to process these products for industrial applications.

A continuing recovery in the state’s housing market is also expected to bode well for the construction sector. New single-family home construction is expected to accelerate modestly over the next few years in the state’s traditionally higher-growth locales due to the combined effects of stronger economic growth, relatively low interest rates and waning competition from distressed sales. Healthy rates of in-migration and rising per capita incomes will support demand for new single-family housing construction in areas like the Eastern Panhandle over the long term.

Overall, the outlook for West Virginia’s construction sector is largely positive. Issues with the federal budget may hamper growth in investment for highways and other forms of infrastructure, but new construction activity linked to booming growth in the state’s oil and gas industry and a general recovery in the single-family housing market offer strong sources for optimism for the industry in the state.
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Everyday life is dependent on reliable infrastructure: water and sewer systems, roads and bridges and even schools, hospitals and airports. For the design, construction and maintenance of these elements that provide a higher quality of living, we look to the construction trades industry, comprised of construction, architecture and engineering.

For West Virginia Executive’s construction trades issue, we have asked the leaders of the state’s construction trades organizations—Mike Clowser, executive director of the Contractors Association of West Virginia; Gary Facemyer, president of the American Council of Engineering Companies of West Virginia; Dave Ferguson, vice president and president elect of the American Institute of Architects West Virginia Chapter and Wendy McCuskey, president of Associated Builders and Contractors West Virginia Chapter—to provide an inside look at the construction trades industry, including the challenges, changes in technology and direction these industries are headed.

While construction, architecture and engineering companies have their own specializations, they also face some of the same issues. All have identified shale gas drilling as a growth area for their industry and an aging work force as a challenge. There is also a general consensus that the state and nation’s antiquated infrastructure must be addressed, and that when lawmakers realize this, federal spending will be appropriated for these projects, creating jobs and giving the economy a boost.

Mike Clowser, Executive Director
Contractors Association of West Virginia

WVE: Tell us about the impact the construction industry has on West Virginia.

MC: Contractors in West Virginia build West Virginia’s roads, bridges, water and sewer systems, schools, airports and hospitals—the infrastructure that, combined, provides the physical fabric of our state. As Hoppy Kercheval of MetroNews has said, “All this stuff does not magically appear because politicians cut a ribbon. Somebody has to figure it all out, and contractors are the people who do that.” Today, many of the contractors in business are the generation who built our interstate system, our secondary and higher education facilities and our other public works projects. A number of our members are third, and now fourth, generation contractors, and it will be their responsibility to make sure our infrastructure is there for the future. Our industry provides thousands of jobs for West Virginians building the projects. We provide thousands more in the industries that service our industry, plus the ripple effect as construction workers buy cars, take vacations, shop at retail and grocery stores and visit doctors and dentists.

WVE: How has the downturn in the construction industry in recent years had an effect on West Virginia’s economy?

MC: In July 2013, construction employment was 34,500, down 3.4 percent from 35,700 in July 2012. More disturbing is that this year’s figure is a 14 percent decline from the state’s peak in December 2006 when 40,300 West Virginians were employed in the construction industry. In addition to construction jobs, hundreds of jobs
are lost with construction equipment, materials and service suppliers such as accountants, law firms and bonding and insurance agencies. Hundreds of jobs are also lost in the broader economy, since those unemployed construction workers will be unable to afford things like new cars or taking their families to dinner and movies and other routine or luxury purchases.

WVE: Tell us about the trends you have noticed in the construction industry.

MC: I have noticed two things in particular. First, while many expect slow or sub-par growth in the construction industry, there is a growing consensus that reviving demand for construction, particularly private sector construction activity, is essential to sustaining broader economic growth. This is because, among other things, construction builds a more globally competitive economy, and there is a growing realization that investing in efficient water and sewer treatment facilities, good schools and a modern and safe transportation system improves our quality of life. Congress, as well as West Virginia lawmakers, will realize it will cost more to repair the nation and the state’s infrastructure rather than just maintain it. This will lead to future funding of roads, bridges, schools, water and sewer systems and airports, which will boost the economy and immediately improve employment levels.

Secondly, given the challenging economic times, contractors are reviewing their business models and reconsidering their company’s organization and focus. Contractors will want to restructure, which may include actions such as consolidating operations, reducing overhead, replacing executives and applying traditional company strengths on emerging markets or acquiring firms that complement existing construction capabilities. The reduction in the market will drive companies to innovate and create new business opportunities and partnerships that provide work they never would have realized otherwise. There will be more mergers and acquisitions—and the creation of joint ventures to perform projects—that probably would not have occurred had the market remained stable. Great companies will get even better.

WVE: What types of challenges is the construction industry experiencing?

MC: The May/June 2013 issue of West Virginia Construction News magazine reported that members of the Contractors Association of West Virginia (CAWV) are beginning to have trouble finding qualified craft workers to fill key spots amid concerns that labor shortages will only get worse. A large number of construction workers are reaching retirement age and, with the recent downturn in the economy, fewer people are entering the industry. For contractors in the northern part of West Virginia, they are seeing a shortage of skilled workers due to the expansion of Marcellus Shale gas projects. A recent nationwide survey by the Associated General Contractors of America shows that 74 percent of the contractors surveyed report they are having trouble finding qualified craft workers. The most frequently reported difficulties are in filling on-site construction jobs such as carpenters, equipment operators and laborers, and we are hearing the same thing in West Virginia.

WVE: What do you anticipate for the future of the industry, or in which direction do you see the industry moving?

MC: Quite a few of the new construction jobs are in the Marcellus Shale industry and related power and energy industries. West Virginia contractors are seeing a good market in the oil and gas industry that was not
there a few years ago. However, public construction continues to decline as local and state governments struggle to balance budgets. Federal investment policies are causing considerable uncertainty for construction firms.

Water and wastewater construction has been steady, but the Obama administration continues to cut funding for the Clean Water State Revolving Fund Program and the Drinking Water State Revolving Fund Program, the federal funding mechanisms for local water and sewer facilities. Unless Congress takes action, these programs will not grow in the foreseeable future.

The year 2014 will be a mixed bag for West Virginia’s construction industry. There will not be any immediate improvement in road and bridge construction unless action is taken on recommendations by the Governor’s Blue Ribbon Commission on Highways. There will be a small improvement in public building construction at various points during the year, starting with higher education and community college facilities, followed by state parks and county school facilities. Some CAWV members are beginning to get calls from private developers, a segment that has been flat for the past few years.

Gary Facemyer, President American Council of Engineering Companies of West Virginia

WVE: What do you see as the strengths or benefits of engineering companies doing business in West Virginia?

GF: One benefit is that the market in West Virginia is relatively small, which allows firms to build professional relationships with public and private clients in the regions in which the work is needed. A second benefit is that West Virginia law requires state and local governments to use a qualifications-based selection process to select engineers and architects. During the past 40 years, the federal government and most state and local governments have transitioned to the use of qualifications-based selection, which has proven to be more efficient and less costly when considering total lifecycle costs than the use of a selection system using price as a criterion. Private industry in West Virginia largely uses the qualifications-based selection process as well.

WVE: Tell us about the types of trends you are noticing within the state’s engineering industry.

GF: Consulting engineering companies are losing engineers and designers to the shale gas industry at 30 to 100 percent of their current salary. While this may be good for the industry in the long run, it is causing consulting firms to scramble for resources in the short term.

Also, design-build (DB) and public-private partnerships (P3) are changing the traditional method of project delivery for engineers. In DB and P3 projects, engineers work in a...
collaborative team to design a project. Recent legislation and current trends indicate these delivery methods will become more widely used.

**WVE: What types of challenges do you see the industry facing?**

**GF:** Recruiting and retaining engineers and designers with five to 15 years of experience is a challenge, as well as the lack of qualified engineers to manage projects and designers to lead design teams. Other than the shale gas industry, wages for entry level engineers remain relatively low. There is also a shortage of mid-level and senior engineers.

The greatest threat to the engineering industry, though, may come from the federal government’s spending priorities. The nation’s infrastructure needs to be a focus of elected officials, and Congress needs to provide long-term stability for infrastructure funding.

**WVE: How is changing technology affecting the engineering industry?**

**GF:** Information technology will continue to drive innovation in our industry. Design software, modeling software and the use of geographic information system software in all aspects of life, not just engineering and management, will become the norm. While these are not new trends, they continue to grow and change the market even after 20 years of development. Engineers and technicians who embrace this technology will be the future of engineering.

**WVE: Are there any new laws or regulations that are having an impact on the engineering industry? If so, what are they and what is their impact?**

**GF:** Drinking water regulations continue to make it more and more difficult for small water systems to meet standards. Stormwater management and nutrient removal regulations are creating new opportunities but at the same time are taking away needed resources in basic drinking water and wastewater infrastructure. Regionalization approaches and good asset management are essential to reducing the overall cost of infrastructure.

The energy sector continues to be under the direct influence of existing and proposed state and federal government regulation, especially the coal and gas industries. The constant flux of energy regulation creates great uncertainty in energy investment, in turn creating the ups and downs of the construction and engineering industries. A consistent and predictable regulatory policy will have the greatest impact on the health of the consulting engineering profession.

**WVE: What do you anticipate for the future of the state’s engineering industry?**

**GF:** Sustainable design will be the future of the industry. Consulting firms will strive to ensure that projects are delivered with minimal impact on the environment and the community where the project is located. Sustainability is achieved through proper planning, design and construction of projects that create and maximize environmental and social impacts.

**WVE: Tell us about the ups and downs of the architecture industry over the last few years, both in West Virginia and nationally.**

**DF:** The industry overall seems to have its highs and lows, depending on the part of the country in which you live and work. West Virginia, over the years, has seemed to keep a steady pace. At different times, selected sections of the country experience growth, and some design firms flourish while that growth is sustained. Over the past five years in West Virginia, a portion of the public works side of construction—the Army National Guard and the West Virginia School Building Authority—has spent more than $597 million on new and renovated construction projects. This has been a large portion of the steady growth in the design and construction industry.

**WVE: What trends are you noticing in architecture and construction?**

**DF:** Over the past several years, building information modeling (BIM) and sustainable design, or LEED (Leadership in Energy and Environmental Design), have gained ground both locally and nationally.

A BIM model is a digital representation of the physical and functional characteristics of a facility. These design projects haven’t really been developed here like the LEED or sustainable design projects have. In fact, most owners have embraced the sustainable design principals, even if they choose not to pursue LEED certification.

Clients seem to be more tuned in to energy-efficient buildings because of the capability to control their operating costs. LEED is intended to help building owners find and implement ways to be more environmentally
responsible and efficient. Newer LEED standards and recent building codes have evolved from inception to accurately represent and incorporate emerging sustainable building technologies. The construction of a LEED project is just as involved as the design. Contractors must have working knowledge of the LEED process and be involved throughout the construction phase, and they will also have a key role in the final outcome of the project as it regards the LEED certification.

WVE: What types of challenges are you experiencing?

DF: One of our biggest challenges is trying to keep up with ever-changing design and building codes and technology systems while trying to compete with out-of-state firms that are looking for work in West Virginia.

Design and construction markets change at a different rate in some of the neighboring states. Typically an indication of this is the rate at which architects, engineers and contractors from surrounding states cross the state line looking for work. Usually, some of the larger design firms and contractors will cross the state line for a really large project, but as times get tougher, some firms will be more aggressive for the smaller work that is the mainstay for some of the West Virginia firms.

WVE: What do you anticipate for the future of the industry?

DF: We anticipate the public sector to maintain a steady amount of work. The government projects seem to have slowed down in the state, but hopefully there will be an increase in private and institutional work to help make up the difference.

Wendy McCuskey, President
Associated Builders and Contractors
West Virginia Chapter

WVE: What effect has the business climate in West Virginia had on the construction industry?

WM: Without a growing business economy in West Virginia, construction suffers tremendously. Any reductions in private sector spending will negatively affect the industry. It is impossible to sustain an entire industry on federal and state projects. If new businesses aren’t coming to our state and current businesses aren’t growing and expanding, there are no private construction jobs. With increases in regulation, government spending and general uncertainty, private sector spending decreases.

WVE: Tell us about the ups and downs of the construction industry over the last few years both in West Virginia and nationally.

WM: West Virginia’s economy was hit hard in 2009, as was the national economy, and West Virginia has been a little slower to recover. One of the largest gains in construction spending nationally has been manufacturing, but with West Virginia’s manufacturing on the decline, this increase hasn’t been the same in our state. Luckily, we have seen a boom with the oil and gas industry. This recent boom has had a very positive influence on helping the construction industry recover in West Virginia.

WVE: What is driving the growth we are now seeing in West Virginia?

WM: The oil and gas boom in West Virginia has driven the most growth within certain types of contractors, but the boom has also begun to impact demand for commercial space, offices, hotels and transportation infrastructure.

Influxes in institutional spending at the university and hospital levels have also positively impacted the local construction industry. Private sector investment increases and some population growth in the Eastern Panhandle and North Central West Virginia have helped with commercial development and residential construction.

WVE: Tell us about the trends you are noticing in the construction industry.

WM: New technology, the design-build movement and energy efficiency requirements, as well as the challenge of an aging work force in West Virginia, are all impacting the industry.

Technology trends are allowing project managers and job site employees to have immediate access to information, which helps increase productivity on the job site. Within the design-build movement, a design-build project creates 3-D models for clients to not only visualize their project but actually see it in 3-D. Inclusion of specialty contractors in the design phase of a project has been a new trend in design-build that has caught on.

Energy efficiency requirements and green building are not brand new to the industry, but complying with the increased environmental regulations is becoming a full-time job for construction companies. Many companies simply do not have the manpower to keep up with new regulations, and they are regulating a lot of companies out of business.

WVE: What types of challenges is the construction industry experiencing?

WM: The number one challenge in West Virginia is an aging work force that is getting ready to retire, which poses the question, “Who will replace them?” This should be an easy answer. There should be students enrolled in technical and vocational schools ready to start at a construction company as soon as there is an opening. We have a growing problem that starts with students who do not want to enter the industry. Whether there is a stigma with the industry, school counselors not being realistic with students or a lack of educational facilities, something is driving this major issue. Most likely, it is all three.

The second part of the work force challenge is the same one that is plaguing our entire state: drugs. There is no easy solution to this problem, but this is a major challenge within the
Hiring workers who can pass a drug test is becoming more challenging each day. If one teammate on a job site is abusing drugs, it puts everyone at risk for major injury or worse. Drug testing current employees has become the normal practice for all companies, but it takes productive time away from the work day and increases the cost of doing business.

WVE: How is changing technology affecting the construction industry?

WM: Technology is always improving, and keeping up with it is a tremendous task. Construction companies need to be proactively thinking about new technology in the industry to position themselves ahead of the competition. One of the major trends with technology is GPS fleet tracking and monitoring. By installing and implementing a GPS tracking and monitoring system, companies have seen increases in fleet productivity, decreases in fuel costs and faster recovery of stolen vehicles and equipment.

Another advancement is the ability to deliver information to a job site. In the past, much of the drain in construction productivity has been caused by information problems. With the workforce in the field having smartphones, tablets and laptops, though, information is immediately shared, and there is no more waiting around for an answer or a decision. We can use mobile apps to calculate supply costs, create documents or log into job site cameras for added security.

WVE: What do you anticipate for the future of the industry?

WM: As the industry rebounds, the future of construction is going to start depending more on alternative sources of financing. Last year in the legislature, a bill passed enabling public-private partnerships for highway funding. There has been some controversy over this bill, but the overall theme for alternative funding sources is growing and will be a reality for our state.

With competition increasing, construction companies will need to market themselves in a different way. They will turn to social media, increase usage of 3-D modeling and be able to react quickly to a more demanding consumer. Technology will play a big role in the future of the industry, with safety and efficiency topping the reasons to adapt and embrace these advances.

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“OUR PREMIUMS HAVE DECREASED EVERY YEAR FOR THE PAST FOUR YEARS.”

— Mark Feldmeyer / President of Paul Wheamach Glass Company

IMPACT — Through our premier team structure, services and technology, we focus on keeping your employees safe by fundamentally improving your business culture. We work with your team to eliminate injuries and mitigate risk to positively impact your bottom line.
Matthew Bourne, CAWV Education Committee chairman, unveiled the CAWV Education Series sponsored by BrickStreet Insurance at the CAWV Mid-Year Meeting.

“We have developed a series of educational programs designed for the company president to the worker on the job,” Chairman Bourne said. “Many of these programs will be web-based so they can be archived and viewed any time of the day.”

The series of webinars have been developed to educate members and their staff on relevant industry topics.

Webinars are free of charge to all members and their staff as part of the CAWV Education Series sponsored by BrickStreet Insurance. The first webinar was January 17. It will be available on the CAWV website for members unable to attend the live session.

“I’m glad Matthew Bourne and the Education Committee have developed an innovative continuing education curriculum for the membership,” said CAWV President Phil Weser, March-Westin Company, Inc. With the support of BrickStreet Insurance, the CAWV will help our members better address the challenges and complexities of our ever-changing construction environment. I’m pleased the association will be able to teach technology with technology. I look forward to all members learning about our new educational programs,” he said.

For additional information, contact Pat McDonald at (304) 342-1166 or pmcdonald@cawv.org.
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Directors voted to partner with the Community and Technical College System of West Virginia on their future workforce. I encourage all members to get involved with Simulated Workplace when contacted by the CAWV.

CAWV members have expressed concern over finding qualified people to augment their retiring workforce. Now, with recent announcements by Odebrecht on plans to build a cracker plant in Wood County and Carbonyx, Inc. to build a plant in Jackson County, we need to focus on replacing our current workers and preparing for the possibility that these developments will create thousands of construction and permanent jobs in spin-off industries for years to come.

At the October Board of Directors meeting, board members learned that the West Virginia Department of Education has implemented a new initiative, “Simulated Workplace,” whose vision is to transform students into work-ready employees. In a Simulated Workplace, traditional classrooms are crafted to emulate company environments, practices and expectations. Students participate in actual business processes such as time clocks, drug testing, safety procedures and proper work ethic. An important goal of the program is to provide students with an understanding of all aspects of a business and how their success leads to the company’s profitability.

The CAWV board voted unanimously for the association and our members to help make Simulated Workplace a success. Our role will be to evaluate the various construction career workplaces to determine whether or not the processes, environment and curriculum being delivered in the classroom will result in quality employees. This is our opportunity to assist in developing better training centers that will build our future workforce. I encourage all members to get involved with Simulated Workplace when contacted by the CAWV.

At the July Annual Meeting, your Board of Directors voted to partner with the Community and Technical College System of West Virginia on their Bridging the Gap Consortium, whose mission is to expand and improve education and career training programs in construction and other high-skilled industries. The consortium, comprised of the 10 community and technical colleges in West Virginia, was just awarded a $25 million federal grant to encourage West Virginians to enroll, pursue and graduate from technical programs. The CAWV will be asking members to commit their time and expertise in helping to develop the curriculum and assisting with hands-on, real-world training in order to aid in developing a skilled workforce.

CAWV LAUNCHES “HARD AT WORK” LICENSE PLATE

West Virginia’s Governor Earl Ray Tomblin joined Transportation Secretary Paul Mattox and Division of Motor Vehicles Commissioner Steven Dale on Wednesday, August 14, to unveil the new Contractors Association of West Virginia’s “Hard at Work” license plate.

“From this day forward, a vehicle carrying the “Hard at Work” license plate will remind all those who see it that our contractors are hard at work building West Virginia bridges, roads, hospitals, office buildings and other projects that lead to future economic development,” Gov. Tomblin said. “These plates will also remind all who view them of the good-paying jobs this industry provides to more than 36,000 West Virginians.”

Since 2010 the Division of Motor Vehicles has been allowed to work with individual groups to produce a special license plate promoting their organization. Previously, the Legislature approved applications for special plates. Organizations must reach 250 license plates to begin production. With nearly 300 applications, the CAWV became only the third group in history to have a special plate, joining Friends of Coal and Organ Donors.

The CAWV Public Relations Committee and Board of Directors created the “Hard at Work” logo in 2000 to represent pride in the industry and the association. This license plate continues that mission by raising the visibility of contractors throughout the state.

Members have embraced the Hard at Work license plate, with several outfitting their entire fleet. Plates are available to both members and nonmembers, and can be used on personal and fleet vehicles, leased or owned. Applications are available on the CAWV’s website at www.cawv.org. The only requirements are that the vehicle be under 10,000 pounds and titled in West Virginia. The initial cost of the plate, payable to the CAWV Scholarship Foundation, is $70. This includes a one-time $40 fee for the license plate and the normal $30 yearly registration fee. Annual renewals are $45. The entire license plate fee goes directly to the State Road Fund.

25TH ANNIVERSARY OF CAWV CONGRESSIONAL FLY-IN

Investing in infrastructure creates jobs and keeps America competitive in the world marketplace was a reoccurring theme during the 25th anniversary of the CAWV Congressional Fly-In. This year's
CAWV Fly-In was held in conjunction with the 2013 Transportation Construction Coalition (TCC) Fly-In. Over 400 contractors, suppliers, labor and other construction industry partners spent the day on Capitol Hill.

On the CAWV’s agenda at this year’s meeting were issues that have dominated the past few Fly-Ins: Support of legislation to restore and increase funding for West Virginia’s Clean Water State evolving Fund (CWSRF) and Drinking Water State Revolving Fund (DWSRF), full funding of MAP-21 highway bill, House approval of the Water Resources Development Act (WRDA), and stopping U.S. EPA from declaring coal ash a ‘hazardous material.’

LEGISLATIVE ACTION CENTER

The CAWV is committed to advancing the legislative priorities facing West Virginia contractors. New this year was the CAWV's Legislative Action Center, powered by BIPAC. The new system allows the CAWV to streamline requests for members to contact their elected representatives on issues affecting our industry. Over 300 individual contacts were made on just one bill with the help of this new system.

The 2013 legislative session dealt with a number of construction-related bills, but very few provided any new investment in infrastructure. Buy America provisions, mandating use of OSHA 10-Hour Course, Public Private Partnerships for transportation, final wage payments, design-build rules for public projects, submission of subcontractors lists and purchasing procedures were just a few of the many pieces of legislation the association worked on during the 60-day session.

TRANSPORTATION DAY SHINES SPOTLIGHT ON HIGHWAY INFRASTRUCTURE FUNDING

Over 200 CAWV members and West Virginians for Better Transportation coalition partners flooded the State Capitol and both the House of Delegate and Senate chambers on February 14. The group all wore reflective vests making the message of “Roads = Jobs” visible to lawmakers. Several elected officials joined WVBT to provide live television interviews with many of the state media outlets while attendees met with their senators and delegates. “We don’t gather together very often,” said Past CAWV President Gene Thompson. “But we came out today to show that there is united support within the business community for a long-term solution for funding our roads, bridges and highways.”

Governor Earl Ray Tomblin’s Blue Ribbon Commission on Highways continues to work on recommendations to provide adequate funding for construction and maintenance of West Virginia roads and bridges.

NATIONAL ASSOCIATIONS PROTECT MEMBERS IN WASHINGTON

The Associated General Contractors of America (AGC) and The American Road and Transportation Builders Association (ARTBA), the CAWV’s two national associations, promote the industry on the national level. AGC spent the year making sure each member had the tools they need to succeed. Getting a new highway bill passed, blocking costly and unproven U.S. EPA “Mud Rules” designed to protect the earth from dirt, avoiding the fiscal cliff and sequestration cuts to construction programs, explaining what health care reform means for construction firms and development of curriculum for BIM and LEAN construction are just some of the issues AGC tackled this year.

ARTBA continues to promote the need to invest in America’s transportation funding. Leo A. Vecellio Jr., chairman, president and CEO of the Vecellio Group, Inc. received the 2013 “ARTBA Award”, the organization’s highest honor, to recognize his 40 years of service to the transportation construction industry. John P. Boyle II, president of Mountaineer Contractors, Inc., Kingwood, was elected to ARTBA’s Board of Directors for a three-year term.

AGC CHAPTER LEADERS MEET IN WASHINGTON

AGC of America chapter leaders, including CAWV Senior Vice President Dan Flesher, Trimble Engineers and Constructors, Inc., Morgantown, joined chapter leaders in Washington, D.C. to discuss best practices and to meet with Congress to address AGC’s top legislative issues. The annual AGC National and Chapter Leadership Conference included speakers from Capitol Hill and breakout sessions to discuss the industry’s most pressing issues, including federal initiatives for infrastructure funding, multi-employer pension plan reform, environmental regulatory issues and immigration reform. Sen. Joe Manchin, D-WV, was able to attend the President's Dinner held at Union Station. CAWV and AGC were able to discuss with Sen. Manchin H.B. 2232, The Make Every Small Business Count Act. This legislation is essential to helping grow and enhance small business opportunities by adding an incentive for general contractors to consider small businesses for more subcontracts.

WVCAC TASK FORCE REWRITES QUARRY SAFETY RULES

A task force of representatives of the West Virginia Crushed Aggregates Council and the West Virginia Office of Miners’ Health, Safety and Training worked collaboratively this year to revise the rules and regulations governing the safety of those employed in surface and underground quarries in West Virginia. Task force members met continuously from April to September to look at the rules, many of which have not been updated for many years. The rules must be approved by the West Virginia Legislature. WVCAC members also reached a compromise with WVDOH that addresses a market gradation issue with aggregate utilized for surface treatments.

CAWV PARTNERS WITH WVDOH ON MANY ISSUES

The CAWV/WVDOH Joint Subcommittees on Specifications, Publications, Construction, Asphalt, Concrete and Aggregates worked on many issues this year. Contractors saw new features added to Bid Express this year, including a new Q&A function. Site Manager is now in use for construction project management in all ten districts with the Materials component introduced in select Districts. The Contractor component of Site Manager is being tested now and should be available to contractors next year. Significant publication changes this year include the move to 31-inch guardrail, new curb ramp details with associated Design Directives and an updated Bridge Design Manual. The Specification Committee will be publishing a 2014 Supplemental which will include several changes to 601, including DC Concrete and an option for saw cutting grooves instead of tining; 640, update of field office requirements; 625, caisson aggregate gradation changes; 626, new testing requirements; and numerous other changes.

The committees continue work on Value Engineering (VE) and Practical Design provisions, environmental permitting and inspection issues, Square Yard/Asphalt Performance paving provisions and DBE provisions. Additionally, the CAWV filed formal comments on proposed changes to the U.S. Department of Transportation’s Disadvantaged Business Enterprise (DBE) program.
JOINT ARCHITECTS COMMITTEE ADVANCE SEVERAL INDUSTRY ISSUES

The CAWV Joint Architects Committee and the task forces that have been created by the committee are working to protect and advance the building construction industry. The CAWV School Building Authority task force has worked on several issues throughout the year, including SBA policy and procedure changes. A few of the issues are ongoing such as SBA Design-Build projects, Building Information Modeling (BIM) which the SBA wants to implement starting in 2015, and contractor liability issues resulting from changes in the SBA supplemental conditions documents. The other task forces created by the Joint Architects Committee, including the CAWV State Purchasing Division task force and the CAWV National Guard task force, continue to meet on an as needed basis.

JOINT UTILITY COMMITTEE PARTNERS TO SOLVE PROBLEMS

The CAWV Joint Utility Committee creates opportunities and finds solutions to problems on water and sewer projects through regular meetings with representatives of the WV Water Development Authority, Public Service Commission, USDA Rural Utility Service, WV Infrastructure and Jobs Development Council, WV Bureau of Public Health, WV Development Office and WV Department of Environmental Protection to discuss issues affecting utility construction in West Virginia. The relationship between the committee’s industry and agency members have allowed the committee to advance topics such as funding issues, permit problems, material shortages and availability, weather delays, and best practice, among other issues. The committee will continue to meet and address industry issues as they arise.

ASSOCIATION AFFINITY PROGRAMS SAVE MEMBERS MONEY

The CAWV is always looking for ways to save members money and increase their competitive edge. CAWV membership provides access to a wide range of discounts on programs such as safety training, wireless service, rental cars, hotels, and fleet management, including new vehicle discounts. One of the newest programs to be added, Fastenal, has been one of the most popular. Members have been able to sign up through National Purchasing Partners for significant savings. To get full details on all of the moneysaving programs available with a CAWV membership, visit the CAWV website under membership/discounts and the AGC website at www.agc.org under member discounts.

BRICKSTREET PROGRAM OFFERS SIGNIFICANT SAVINGS AND SAFETY TRAINING TO CONTRACTORS

Over 115 contractor members have saved over $2 million on their workers’ compensation premiums through the CAWV’s partnership with BrickStreet Insurance. Speaking at this year’s CAWV Midyear Meeting, BrickStreet Insurance President Greg Burton noted that the CAWV was BrickStreet’s first association plan and one of their best. “Because of the great work of CAWV members in managing their safety and loss programs, the credit will remain 8.7 percent in 2013,” he told members. Members with a three-year loss ratio of 65% or less are eligible to participate. The program also educates members on jobsite safety through seminars and jobsite inspections.

In addition to the BrickStreet program, the CAWV Safety Committee works to recognize outstanding safety efforts in the industry. The group offers a Safety Awards program each year along with online tools for safety education through AGC and ClickSafety. The CAWV’s collaboration with ClickSafety, an OSHA-authorized provider, delivers a wide range of construction related safety courses online for members at a 10% discount.

CAWV MEMBERS GIVE BACK

Contractors always give freely of their time and resources to charitable causes. The CAWV hosted its first blood drive during WV EXPO in memory of Cynthia Snyder, the late wife of past CAWV President Lee Snyder. More than 70 units of blood were donated. For the fifth year, the CAWV Young Contractors Committee participated in Constraction, a competition where groups build huge structures out of canned food. Their entry, an off-road dump truck, provided over 2,000 cans of food to the Covenant House’s food pantry. The YCC also hosted a golf outing which collected dozens of toys for the annual Toys For Tots toy drive.

CAWV SCHOLARSHIP FOUNDATION WORKS TO FURTHER CAREERS IN CONSTRUCTION

Over the past 23 years, the CAWV Scholarship Foundation has received and reviewed approximately 400 applications, interviewed well over 200 students, visited numerous classrooms and presented nearly a quarter of a million dollars to young men and women seeking careers in construction in West Virginia. Past recipients were showcased this year in the May/June issue of West Virginia Construction News.

Cameron Mallory, a civil engineering student at Marshall University and runner up for the 2013 CAWV scholarship, received the only 2013 AGC of America Scholarship awarded in West Virginia. The AGC Education and Research Foundation scholarship is a national scholarship, open to students across the country.

APA WV also presented two WVU Civil Engineering students scholarships totaling $5,500 generated by the Dean Blake and John Gray Memorial Scholarship accounts.

CAWV STAFF CONTINUE PROFESSIONAL DEVELOPMENT

Shannon Louk joined the CAWV in September as Communications/WV EXPO manager. A native of the Kanawha Valley, she brings extensive experience in marketing, advertising, conference planning, media planning and public relations to the association and its members. Shannon holds a BBA from Marshall University in management with minors in communications and economics.

Pat McDonald, director of member services, graduated from the Institute for Organizational Management, the professional development program of The U.S. Chamber of Commerce Foundation. Awarded to all graduates of the Institute program, the IOM Graduate Recognition signifies the individual’s completion of 96 hours of course instruction in nonprofit management.

Director of Administration Wendy Long has been elected to the board of the West Virginia Society of Association Executives. WVSAE fosters education and professionalism within West Virginia’s association industry.
Visitors to the north side of the Kanawha River might notice some changes on its East End banks, as the second phase of a riverbank restoration project has begun. The one-mile stretch of riverbank between Greenbrier Street and the 35th Street Bridge will lose the old stone staircases that provide direct access to the river from the lower walkway, said City of Charleston Engineer Chris Knox.

"We tried to replace a few sets on the first phase between Magic Island and Patrick Street," Knox said of the first phase of the project's first phase. Those steps have since deteriorated to the point that the U.S. Army Corps of Engineers -- charged with planning the project -- said they wouldn't replace the stairs during this phase.

"The water gets behind [them] and deteriorates the joints," said Charleston City Manager David Molgaard.
CONSTRUCTION BRIEFS

The "grand staircase" in front of the Capitol building will remain, Knox said. Some of the larger stones placed around existing drainage channels will be repurposed into benches along the upper walkway, Knox said.

Amherst Madison -- a Charleston company specializing in marine projects -- was contracted to top off the bank with an additional 3 feet of riprap (large chunks of limestone meant to protect the riverbank from eroding). While the timeline for the $2 million project is set for a year, Knox said it could be completed sooner.

"Weather permitting, they think they'll be done in May," Knox said...

Four Points by Sheraton Charleston completed a comprehensive $15 million renovation to transform the Charleston House Hotel into the newest addition to the Four Points portfolio. Offering views of the Kanawha River, the hotel is Starwood's first property to open in West Virginia.

"There was a lot of blood, sweat and tears that went into this," said Keith McClanahan, a senior vice president a BBL Carlton of Charleston, which conducted the renovation.

Now, the 12-story hotel has 176 rooms on its third through tenth floors, 24 of which are two-room suites. The first floor contains the lobby, indoor pool, 24-hour fitness center, bar, restaurant serving breakfast and dinner and 12,000 square feet of modern meeting space. On the eleventh and twelfth floors, private condominiums are still under construction and will be complete at a later date. The second floor will house offices for BBL Carlton...

Marshall University Athletic Director Mike Hamrick says MU's new indoor athletic facility, designed by AECOM, Morgantown, will be second to none when completed.

"This facility will be the best in the country," Hamrick said. "There may be some that are comparable, but nothing can beat this."

Going up at a site on 3rd Avenue just east of the Joan C. Edwards Stadium is a massive steel building that will house a 120-yard football field inside a six-lane track for hosting indoor meets. The building will seat 1,000 people. Batting cages will be installed for both baseball and softball, along with portable courts for indoor tennis. Adjoining the building will be a new MU Hall of Fame, an academic center and a sports medicine center. Target date for completion of the giant indoor practice building is August 2014. It's hoped the Hall of Fame will be finished by then as well, with the academic and sports medicine centers...

St. Albans City Council has given final approval to issuing up to $2.7 million in bonds to help refurbish its water and sewer system. Greg Belcher, vice president of Chapman Technical Services -- the city's engineer -- said the city has already done a little over $1 million worth of work at the water plant. Proceeds from the new bond sale will be used to make additional improvements to the water plant and to paint the College Hill water tank, he said...
Students and teachers are settling into Cabell County's newest school — the new $23 million Huntington East Middle School. The ultramodern school welcomed its first students January 8, and now is home to almost 800 sixth, seventh and eighth graders. The 104,000-square-foot facility was built through $19 million in funding from the West Virginia School Building Authority and a $4 million match from the school system.

Designed by ZMM Architects & Engineers of Charleston, the school has four wings. One wing includes the administrative offices, the gymnasium and the cafeteria, and the other three wings house classrooms and lockers. Each of the three wings is designated by grade.

According to ZMM Architects, the new school is the first in West Virginia to be certified as a "green school" by the U.S. Leadership in Energy and Environmental Design, or LEED program.

The school incorporates such green technologies as an on-site compost machine, large windows to maximize natural light, motion and daylight sensitive lighting and computer monitoring stations to show energy usage throughout the school...

West Virginia plans to widen Interstate 81 from Exit 23 to the Potomac River in conjunction with Maryland rebuilding the I-81 Potomac River bridges, which also will be widened to accommodate three lanes of traffic, according to information revealed at a meeting of the Hagerstown Eastern Panhandle Metropolitan Planning Organization.

"The highway contract will be bundled with the bridge contract," Perry Keller, West Virginia Department of Transportation's representative to the MPO, said after the meeting. "Maryland will handle the contract and pay for the construction. West Virginia will review all the plans and reimburse Maryland for its share."

It was announced in October that Maryland would rebuild the Potomac River bridges and that West Virginia would share in the costs of that construction project as part of an agreement between the two states that dates from the construction of the bridge in 1965.
MEMBERS IN THE NEWS

TERRADON Corporation expands offices in West Virginia
POCA, WEST VIRGINIA - TERRADON Corporation expanded its operations January 1, 2014 through the acquisition of Balance Consulting in Fayette County. The move increases TERRADON's engineering, surveying and construction management reach and creates the company's fourth office location. Balance Consulting is a provider of civil engineering, surveying and construction management services with roots in the transportation and municipal markets.

In making the announcement, TERRADON Owner Ashley Lioi, PE, MS said, "Our acquisition of Balance enhances our capabilities geographically and adds capacity to service the needs of aging, critical infrastructure in our region." Balance President Will Thornton, PE, PS said, "I am pleased our team has joined TERRADON Corporation and look forward to our resources and services being utilized within TERRADON's impressive engineering offerings."

TERRADON is a regional engineering firm with headquarters near Charleston and has served the Appalachian and Mid-Atlantic regions for the past 25 years. The company also maintains offices in Lewisburg and Columbus, OH. The company has been recognized as a leader in engineering design by numerous industry organizations including state chapters of the American Council of Engineering Companies, the American Institute of Architects, the Division of Highways and the Department of Environmental Protection. TERRADON provides civil, structural, transportation, geotechnical and environmental engineering, surveying and mapping, and testing and inspection services.

TERRADON is a second-generation, family-owned and operated business and is the largest woman-owned engineering firm in West Virginia.

Associated Asphalt to Open in Hopewell, VA
ROANOKE, VIRGINIA - Associated Asphalt (AA), a leading supplier of liquid asphalt throughout the Southeast and Mid-Atlantic, announces the opening of their terminal in Hopewell, VA, effective February 1, 2014. The terminal is located at 410 Water Street, Hopewell, VA.

Associated Asphalt, headquartered in Roanoke, VA has terminals in Virginia, West Virginia, North Carolina, South Carolina, Georgia, and Florida. The addition of Hopewell, VA, will provide further value to AA’s existing customer base as well as provide growth opportunities with new customers.

Chapman Technical Group acquired by GRW
ST. ALBANS, WEST VIRGINIA - Chapman Technical Group, an engineering and architectural firm, has been acquired by GRW, Lexington, Kentucky. GRW is a full-service engineering, architectural, planning and digital mapping firm.

GRW’s president is Ron Gilkerson, a Wayne, WV, native and a Marshall University graduate. GRW maintains offices in Kentucky, Tennessee, Indiana and Ohio. He currently serves on the engineering advisory board at Marshall.

"We were looking to expand into West Virginia for some time," Gilkerson said. "We have clients there, in Charleston, Martinsburg, in Gilmer County and at Camp Dawson. We were looking for a more eastern presence than Lexington." Gilkerson said Chapman Technical Group will be "a wholly owned subsidiary of GRW. It gives them continuity. It’s a win-win for everyone." "Chapman added a few things that we didn’t have," Gilkerson said. "They have a strong landscape architectural engineer staff. Our two firms complement each other very well."

Chapman has provided engineering, architectural, interior design, surveying and landscape architectural services for clients throughout West Virginia. It will maintain its corporate identity, but will be able to offer more experience and a wider range of services, including the most technologically current geospatial services offered anywhere.

Chapman Technical Group was founded by Harvey Chapman, a native of Nitro, in 1984. When he died in 1996, the firm had 30 professionals and support staff in offices in St. Albans and Buckhannon. Sharon Chapman took over the firm and oversaw its continued growth. She will remain with the firm and provide interior design services.

The C.I. Thornburg Appoints New CEO
HUNTINGTON, WEST VIRGINIA - Monday, December 30, 2013, the board of directors of The C.I. Thornburg Co., Inc. announced the
MEMBERS IN THE NEWS

promotion of Jeffrey Morrison to CEO. A Huntington native, Jeff makes the third generation of Morrisons to run the locally owned and operated business. Previously his uncle and father, Ed and Alan Morrison, served as the president and vice president, respectively.

“We are very excited to be transitioning our company leadership to a new group of talented young professionals led by Jeff,” Ed Morrison said. “Each leadership team member has earned the right to assume the positions and responsibilities they have accepted. Jeff has shown an exceptional ability to lead this group with his passion, energy, knowledge and enthusiasm. We are confident that he is ready to lead the company to the next level.”

“I am very excited and humbled to have been given the position of CEO of The C.I. Thornburg Co., Inc. I will work hard every day with our senior leadership team and other talented staff to continue to move our business forward,” Jeff Morrison said.

Jeff first began working for C.I. Thornburg in January 2007. The following summer he was transferred to the company’s Lexington branch where he assisted developing its warehouse and service department. Over the following years, he helped expand Kentucky’s municipal and contractors market. His most recent position was municipal sales manager for the entire company.

When asked what people should expect to see from C.I. Thornburg in the future, he said the company will continue to strive toward its mission, vision and core values as well as provide for its employees the tools they need to be successful and serve their customers’ needs. Ed and Alan Morrison will continue working with Jeff to make the transition as smooth as possible. Their leadership will also be felt at the board of directors level.

CAWV members selected for 2014 class of Leadership West Virginia

CHARLESTON, WEST VIRGINIA - Jason Kitzmiller, president of ALL Construction, Inc., Mt. Storm, has been selected to join the 2014 class of Leadership West Virginia, a program by the West Virginia Chamber of Commerce to develop, strengthen and connect emerging leaders for the Mountain State. Kitzmiller was the 2000 CAWV Scholarship Foundation winner while an Engineering major at West Virginia University.

A number of CAWV Associate members are participating in the 2014 class. They include: Jared Adams, Bowles Rice LLP; George Blankenship, FirstEnergy; Alaina Crislip, Jackson Kelly PLLC; Herman Deprospero, MVB Bank; Leslie Dillon, Robinson & McElwee; Terri Dodrill, BB&T Carson Insurance Services; Jeffrey McIntyre, West Virginia American Water; Megan Radcliffe, BrickStreet Insurance; Deva Solomon, Steptoe & Johnson PLLC; Allen Staggers, FirstEnergy; Kim Weaver, Alpha Associates, Incorporated; and James Witt, Arnett Foster Toothman PLLC.

Northeast finalists announced for 2013 Oil & Gas Awards

PITTSBURGH, PENNSYLVANIA - The Northeast Oil & Gas Awards are a platform for the oil and gas industry to demonstrate and celebrate the advances make in the key areas of environmental stewardship, efficiency, innovation, corporate social responsibility, health and safety. Winners will be announced at the Gala Dinner held in Pittsburgh on March 20.

Several CAWV members have been named as 2013 finalists. They include: Civil & Environmental Consultants, Inc., Bridgeport; FOX Engineering and Construction, Ripley; GAI Consultants, Inc., Charleston; Jackson Kelly PLLC, Charleston; The Thrasher Group, Clarksburg; and URS Corporation, Kenova.

CAWV members are encouraged to submit company changes, staff changes or other press releases to WVCN for inclusion in future issues of the magazine. For more information, or to submit news, contact Shannon Louk at (304) 342-1166 or slouk@cawv.org.
KATIE BRADLEY JOINS APA, EXPO

Katie Bradley joined the CAWV on January 6. She will serve in numerous functions as office manager for the West Virginia Construction and Design Exposition (EXPO) and Asphalt Pavement Association of West Virginia. She will also aid in the CAWV’s communications and member relations efforts.

Bradley, a seventh generation West Virginian and a native of the Kanawha Valley, brings extensive experience in sales, event management and office management to the association and its members. Her most recent position was that of Convention Services Manager for Embassy Suites Charleston.

“I am a proud West Virginian, I love our state,” said Bradley. “I am excited to be a part of an industry that allows it to grow and thrive.”

Bradley’s Grandfather was retired Charleston businessman, former Charleston City Manager, and former Mayor of Charleston, Chuck Gardner. Bradley comes to the association with experience in sales and management, which will be very beneficial in coordinating many facets of the WV Construction and Design EXPO.

Bradley started her career managing veterinary hospitals in North Carolina, before making the move back to West Virginia and changing career paths to sales and event management.

“We are pleased that Katie has joined the APAWV family,” said Pat Parsons, APAWV Executive Director. “She provides experience that will be very beneficial to our members and our organization.”


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