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November/December 2014
VOL. 77 NO. 6

Official Publication — CONTRACTORS ASSOCIATION OF WEST VIRGINIA
For 77 years, “The Voice of Construction in the Mountain State”

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On the cover
Construction employment in the Mountain State dropped by more than 11% from November 2013 to November 2014, the steepest year-over-year decline of any state. West Virginia Construction News surveyed state and federal owners to get an idea of what is in store for contractors in 2015. For more on the forecast for construction in the coming year, see page 6. Cover photo of a Trimble Engineers & Constructors, Inc., Morgantown, conveyor truss project in Oak Grove, Texas.

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.

West Virginia Construction News, the official publication of the CAW since 1937, is published bimonthly. Advertising and editorial deadlines are on the first of the month preceding the month of publication. Material may be reprinted only with the permission of the editor. Advertising and editorial offices are at 2114 Kanawha Boulevard, East, Charleston, WV 25311, Telephone (304) 342-1166, Fax (304) 342-1074, Web Site www.cawv.org. Email cawv@cawv.org. Yearly subscription rate to CAWV members, $7; non-members, $8; single copies, $1.50.

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Most Contractor Association of West Virginia members will agree that 2014 was a challenge. Some contractors have stayed busy in the Marcellus and Utica shale regions of North Central West Virginia as thousands of wells have required an access road, site preparation, a pad for the drill and pumping machinery, a pond for the water that was injected, and a pipeline connection or storage tanks for the gas and liquids that are brought to the surface. Other market sectors are not as robust.

As AGC of America’s Chief Economist Ken Simonson reports in his article on page 24 of this issue, construction in West Virginia has gone nowhere since 2012. He writes, “Construction employment in the Mountain State dropped by over 11 percent from November 2013 to November 2014, the steepest year-over-year decline of any state.”

West Virginia shed 3,800 construction jobs during the past twelve months, ranking it 51 out of 50 states and the District of Columbia. At 11.3 percent, West Virginia had the highest losing percentage, followed by Mississippi at a distant 7.9 percent and New Jersey at 4.5 percent. In November 2013, 33,500 West Virginians were employed in the construction industry. In November 2014, that number dropped to 29,700.

Funding for the West Virginia Division of Highways continues to remain stagnant which resulted in about $397 million worth of highway construction projects going to bid in 2014 compared to $349 million in 2013, $452 million in 2012 and $508 million in 2011 and 2010. The Governor’s Blue Ribbon Commission on Highways continues to study ways to provide additional highway funding but a consensus on how to provide funding has yet to be reached. Any recommendation for new or additional taxes for fees would require approval by the West Virginia Legislature.

As WVCN noted in its 2014 forecast, although public works construction makes up a large segment of the state’s construction program, recent announcements by Odebrecht to build an ethane cracker, three polyethylene plants and associated infrastructure for water treatment and energy co-generation in Wood County and by Carbonyx, Inc. to build a plant in Jackson County that will produce an ingredient used in steel making, do provide the possibility that these developments will create thousands of construction and permanent jobs in spin-off industries and in replacing and improving West Virginia’s infrastructure. It would probably be 2016 before any construction could begin.

To learn what contractors, suppliers, architects and engineers can expect to design and build in 2015, West Virginia Construction News surveyed state and federal contracting agencies to determine what their construction programs will be.

A complete synopsis of their comments follow.
The West Virginia Department of Transportation is responsible for the various systems that allow movement of goods, people and information the state of West Virginia. Roadways, ports, railways, buses and airports fall under the department’s purview.

Through its various divisions, the Department of Transportation is responsible for the maintenance and construction of 36,703 miles of roadway (the sixth highest state-maintained system in the nation), 35 airports and air navigation facilities, 23 regional Division of Motor Vehicle offices, the 88-mile West Virginia Turnpike and over 2,000 miles of active rail track. The Department of Transportation relies on both state and federal funds to administer their programs.

**Division of Highways**

The Division of Highways’ planned construction program for 2015 is estimated at $410 million, but that figure will be influenced by the availability of funding at both the federal and state levels. Federal-aid funding plays a substantial role in the size and scope of the Division of Highways’ construction program. Given the fact that the Moving Ahead for Progress in the 21st Century (MAP-21) legislation expired on September 30, 2014, and a continuing resolution has extended the program through May 2015, any long-term planning and authorizing of construction projects is challenging to the Division. While the amount of State revenue that will be available for highway initiatives can be predicted with more certainty, the amount generated from traditional sources has failed to keep pace with the demands on the highway network and long term inflation. West Virginia, like many other states has been grappling with infrastructure funding. The Governor’s Blue Ribbon Commission on Highway has been exploring the issue in depth during the last year. Implementation of any of the commission’s recommendations by the West Virginia Legislature would obviously impact the breadth of the Agency’s construction program.

A breakdown of the Agency’s planned construction program for 2015 by area of emphasis as well as some of the major projects contained within them and the county in which the project is located is described below. Values shown reflect information that was available as of November 1, 2014. In addition, all values shown include both contract lettings and purchase orders and are exclusive of engineering and contingencies. The program size is estimated at a maximum of $536 million with the letting of Public Private Partnership (P3) initiatives.

Largest of the program categories is the Paving Program at an estimated $172 million, which includes an estimated $72 million State Funded Program, $30 million on the Interstate, $20 million on the Appalachian Development Highway System, $25 million for “Other Federal Aid Eligible” routes, and $25 million for the Pavement Preservation Program.

The $90 million Bridge Program includes: Philippi Covered Bridge Renovation (Barbour), Buzzard Bridge Replacement (Pocahontas), Sydney Beam Bridge Replacement (Wayne) and the Madison Railroad Overpass Bridge (Boone).

Following next is the $63-$189 million Major Roadway Projects including: WV 10 S Madison Branch to Guyandotte River Paving (Logan), US 35 from WV 869 to Mason CO 78 (Putnam and Mason), Mineral Wells to Pettyville (Wood), and the Tabler Station Access road (Berkeley).

The next category is the $40 million Traffic & Safety Program comprised of signing and lighting renovation, striping, and safety improvement projects throughout the State. Major projects within include: Patteson Drive Lighting (Monongalia), Glenville Roundabout (Gilmer), WV 2 Turn Lane (Wood), and the Huntington Area Roadway Lighting (Cabell).

The last category is the $45 million Miscellaneous Program, which includes slides, drainage, sidewalk and other renovation and upgrade initiatives. Major projects within the program in-
Planned Federal-aid and State funded projects and programs are identified in the WVDOT Statewide Transportation Improvement Program (STIP), which can be viewed at www.transportation.wv.gov.

In 2015, the West Virginia Parkways Authority will continue a major highway and bridge rehabilitation schedule that began in 2009 following the first across-the-board toll increase on the West Virginia Turnpike in 28 years. The Parkways Authority has been using these additional toll revenues to address the backlog of improvements and deferred maintenance that are needed on the Turnpike.

During the 2015 construction season, three paving rehabilitation projects will be advertised as well as two heavy overlay projects (from mile post 83 to mile post 86 southbound and from mile post 86 to 95.5 southbound). Also planned is a mill and inlay project on high priority areas over the entire Turnpike. In addition, a new Beckley Maintenance facility will be advertised for construction in 2015 that will also provide space for a State Police detachment.

Other work to be performed is described as follows: bridge painting; bridge deck overlays; bridge/facilities retrofit; guardrail replacement; culvert repair/replacement; sign replacement/overlays; pavement striping and markings; full depth concrete repairs/under-sealing; shotcrete repair, facilities, and drainage pipe rehabilitation.

To summarize, during the 2015 construction season, the Parkways Authority intends to award over $47.2 million in contracts for major highway, bridge, and other improvements.
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bridge and facilities construction and upgrade projects as well as renewing an additional $3 million in contracts for bridge retrofit and pavement striping.

**Aeronautics Commission**

The West Virginia Aeronautics Commission administers a grant matching program to encourage and support needed capital improvements to the state’s public airports. Airports meeting the criteria for Federal Aviation Administration (FAA) Airport Improvement Program funds also qualify for funding from the state program. The grant program is supported by the state tax on aircraft fuel and general revenue funds. Infrastructure projects planned for 2013-2014 or that are underway at West Virginia airports:

**State Rail Authority**

The State Rail Authority planned construction projects for FY2015 total approximately $4.0 million and include work on both the West Virginia Central Railroad and South Branch Valley Railroad.

On the West Virginia Central Railroad, projects will include installing ties, making repairs/upgrades to bridges, repairing a section of the tunnel and replacing two highway/railroad grade crossings. On the South Branch Valley Railroad, projects will include replacing two bridges, replacing bridge decks on two bridges, installing ties and replacing two highway/railroad grade crossings.

---

**WVDOT - Aeronautics Commission**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Project Description</th>
<th>Total Project Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern WV Regional Airport</td>
<td>Rehabilitate Taxiway</td>
<td>$792,017</td>
</tr>
<tr>
<td>Fairmont-Marion County Regional Airport</td>
<td>Install Perimeter Fencing</td>
<td>$570,000</td>
</tr>
<tr>
<td>Grant County Airport</td>
<td>Acquire Land for Approaches</td>
<td>$235,930</td>
</tr>
<tr>
<td>Greater Cumberland Regional Airport</td>
<td>Rehabilitate Runway 5/23; Funding &amp; Phasing Study</td>
<td>$166,666</td>
</tr>
<tr>
<td>Jackson County Airport</td>
<td>Construct Taxiway</td>
<td>$140,636</td>
</tr>
<tr>
<td>Mason County Airport</td>
<td>Rehabilitate Main Apron (Phase 1)</td>
<td>$76,314</td>
</tr>
<tr>
<td>Mercer County Airport</td>
<td>Construct Taxiway</td>
<td>$457,139</td>
</tr>
<tr>
<td>Mid-Ohio Valley Regional Airport</td>
<td>Improve Runway Safety Area</td>
<td>$1,126,111</td>
</tr>
<tr>
<td>Morgantown Municipal Airport</td>
<td>Construct Apron (Phase 1, Design)</td>
<td>$171,222</td>
</tr>
<tr>
<td>North Central WV Airport</td>
<td>Upgrade Existing Terminal. Replace Roof, Windows, Front Canopy. Pave Parking Lot &amp; Reconfigure Baggage Carousel</td>
<td>$2,027,778</td>
</tr>
<tr>
<td>Philippi-Barbour Co Regional Airport</td>
<td>Rehabilitate Runway 8-26 (Seal &amp; Mark)</td>
<td>$232,523</td>
</tr>
<tr>
<td>Raleigh County Memorial Airport</td>
<td>Rehabilitate Access Road</td>
<td>$122,430</td>
</tr>
<tr>
<td>Summersville Airport</td>
<td>Obstruction Removal</td>
<td>$138,362</td>
</tr>
<tr>
<td>Tri-State Airport</td>
<td>Rehabilitate Taxiway Pavement &amp; Lighting</td>
<td>$9,905,050</td>
</tr>
<tr>
<td>Upshur County Regional Airport</td>
<td>Rehabilitate Main Apron &amp; Taxiway (Phase 1)</td>
<td>$60,408</td>
</tr>
<tr>
<td>Wyoming County Airport</td>
<td>Install Obstruction Light. Rehabilitate Runway</td>
<td>$155,944</td>
</tr>
<tr>
<td>Yeager Airport</td>
<td>Rehabilitate Terminal Building, Conduct Miscellaneous Studies – Drainage &amp; Pavement</td>
<td>$2,451,106</td>
</tr>
<tr>
<td>Yeager Airport</td>
<td>Acquire Land for Approaches</td>
<td>$4,096,853</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$22,926,489</strong></td>
</tr>
</tbody>
</table>

The West Virginia Department of Environmental Protection administers many programs designed to promote a healthy environment. Air, land, water and waste pollution and control all fall under the department’s jurisdiction.

**WORK PERFORMED BY CONTRACTORS FOR THE WVDEP**

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SECRETARY

**WV DEPARTMENT OF ENVIRONMENTAL PROTECTION**

**West Virginia Department of Environmental Protection Abandoned Mine Lands - Waterlines**

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Project Name</th>
<th>AML Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preston Co. PSD #4</td>
<td>Brandonville/Pisgah</td>
<td>$3,774,620.00</td>
</tr>
<tr>
<td>Preston Co. PSD #4</td>
<td>Cuzzart/4-H</td>
<td>$9,170,705.00</td>
</tr>
<tr>
<td>Preston Co. PSD #4</td>
<td>Mt. Nebo/Hudson</td>
<td>$4,378,622.00</td>
</tr>
<tr>
<td>Eastern Wyoming Co. PSD</td>
<td>Barkers Ridge/Basin Phase I</td>
<td>$4,400,000.00</td>
</tr>
<tr>
<td>Boone Co. PSD</td>
<td>Morrisvale/Cameo (Soft Cost)</td>
<td>$390,000.00</td>
</tr>
<tr>
<td>Raleigh Co. PSD</td>
<td>Clear Forks</td>
<td>$939,000.00</td>
</tr>
<tr>
<td>Norton-Harding-Jimtown PSD</td>
<td>Scott Rd./Findley Rd. (Soft Cost)</td>
<td>$200,000.00</td>
</tr>
<tr>
<td>Kanawha Co. RDA</td>
<td>Coalbed Area</td>
<td>$400,000.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$23,652,947.00</strong></td>
</tr>
</tbody>
</table>

**West Virginia Department of Environmental Protection Abandoned Mine Lands - Waterlines**

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Project Name</th>
<th>AML Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern Wyoming Co. PSD</td>
<td>Otsego/Pierpoint/Maben</td>
<td>$7,336,360.00</td>
</tr>
<tr>
<td>Boone Co. PSD</td>
<td>Morrisvale/Cameo</td>
<td>$2,660,000.00</td>
</tr>
<tr>
<td>Kanawha Co. RDA</td>
<td>Standard/Point Creek</td>
<td>$3,300,000.00</td>
</tr>
<tr>
<td>Kanawha Co. RDA</td>
<td>Pentacre Area</td>
<td>$500,000.00</td>
</tr>
<tr>
<td>Wilderness PSD</td>
<td>Wilderness PSD</td>
<td>$313,000.00</td>
</tr>
<tr>
<td>Danese PSD</td>
<td>Highland Mountain</td>
<td>$1,409,600.00</td>
</tr>
<tr>
<td>Danese PSD</td>
<td>Crickmer Road</td>
<td>$1,019,500.00</td>
</tr>
<tr>
<td>Danese PSD</td>
<td>Russelville</td>
<td>$1,039,800.00</td>
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<tr>
<td>Norton-Harding-Jimtown PSD</td>
<td>Scott Rd./Findley Rd.</td>
<td>$1,234,125.00</td>
</tr>
<tr>
<td>Cowen PSD</td>
<td>Erbacon</td>
<td>$3,550,000.00</td>
</tr>
<tr>
<td>Lewis Co. EDA</td>
<td>Laurel Lick</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Lewis Co. EDA</td>
<td>Alum Fork</td>
<td>$245,000.00</td>
</tr>
<tr>
<td>Preston PSD #2</td>
<td>Pell/St. Joe</td>
<td>$2,300,000.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$25,312,385.00</strong></td>
</tr>
</tbody>
</table>
cleanliness of water.

Projects are funded through various state and federal sources, such as the Clean Water State Revolving Fund Program, Abandoned Mine Lands reclamation program, forfeited bond collections, and a portion of the tax placed on coal. Continued funding for these programs is critical and the WVDEP works diligently to ensure as many projects as possible are funded and implemented.

**Abandoned Mine Land Program**

The Office of Abandoned Mine Lands and Reclamation was created in 1981 to manage the reclamation of lands and waters affected by mining prior to passage of the Surface Mining Control and Reclamation Act (SMCRA) in 1977. The AML program is funded by a fee placed on coal, currently set at 31.5 cents per ton for surface-mined coal, and 13.5 cents per ton for coal mined underground.

The mission of the program is to protect public health, safety, and property from past coal mining and enhance the environment through reclamation and restoration of land and water resources. Funding from the 2014 grant is expected to be available in January 2014. The anticipated level of funding for 2014 should be 14% lower than 2013 levels. This level of funding is predicted for the 2015 grant as well. The total estimated monies that will be available for non-water reclamation, emergency reclamation and waterline extension project construction from the 2014 grant is anticipated to be approximately $44 million. Waterline construction will likely exceed non-water construction during 2014 and 2015.

The enclosed table includes a list of non-water reclamation projects with associated cost estimates and county locations that are currently in various stages of design. The table also includes a list of projects that are design complete that will go out to bid once funds are available. In addition, there are a number of AML-funded waterline projects that are nearing completion and will be ready to bid in 2014. AML anticipates committing all available 2014 funds to construction projects this year. The funding balance of non-water reclamation, emergency and waterline projects will be determined as projects are design complete and ready for bid during the year.

The projects will be put out to bid as completed with the remainder of the unfunded projects rolling into the 2015 grant funding cycle. AML is currently procuring additional consulting services for projects that will be in design in early 2014 for projects to be bid in the 2015 construction season.

**Office of Special Reclamation**

The Office of Special Reclamation reclaims land and treats water on all bond-forfeited coal mining permits in West Virginia to protect public health, safety and property. Bond-forfeited coal mine permits in West Virginia may be comprised of any combination of mining activity, including dangerous highwalls, unsealed underground portals, shafts, boreholes, leaking impoundments, ponds, refuse piles, abandoned prep plants and other infrastructure, debris, extensive unvegetated areas, and acid mine drainage. The OSR eliminates these hazards.

Funding for the program comes from bond forfeitures, civil penalties and the Special Reclamation Tax on mined coal. The enclosed table lists OSR projects scheduled for competitive bidding in 2014. These projects, arranged by the quarter they are scheduled, are land and/or water projects. It is possible that more than one permit may be covered under one requisition.

**Clean Water State Revolving Fund**

The Clean Water State Revolving Fund provides funding to municipal wastewater systems to ensure West Virginia communities will have a safe and healthy environment.

<table>
<thead>
<tr>
<th>Clean Water State Revolving Fund 2015 Bidding Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Sponsor</strong></td>
</tr>
<tr>
<td>----------------------</td>
</tr>
<tr>
<td>Ronceverte</td>
</tr>
<tr>
<td>Pocahontas County PSD</td>
</tr>
<tr>
<td>MUB - Sunshine Estates</td>
</tr>
<tr>
<td>Nitro</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>
The CWSRF program receives federal funding each year from the U.S. Environmental Protection Agency and a 20 percent state match is provided by the West Virginia Jobs Development Council. Additional money is made available each year through repayments of previous loans and investment earnings.

Since the program began in 1991, more than $1 billion has been loaned for 324 community projects for new or improved wastewater treatment facilities. While much has been accomplished in the past, many more needs still must be addressed in the future. The 2008 Clean Watersheds Needs Survey documented West Virginia’s wastewater infrastructure needs at $3.2 billion. This is a $200 million increase over the 2004 Needs Survey.

The 2015 bidding and construction forecast for sewer projects expected to be funded, in part, by the CWSRF program can be found on the chart included with this article. The estimated total project cost for these four sewer projects is $64.7 million. CWSRF funds totaling more than $64 million are committed to projects that have received bids, but not yet proceeded to construction. If the projects listed in the chart below proceed to construction in accordance with their respective schedules, the CWSRF program will have provided approximately $200 million for wastewater construction projects between September 2013 and June 2015. Just to put this in perspective, the program will have provided approximately the same amount to projects during this 20 month period that was provided to projects in the three fiscal years prior to this period. Due to the high demand for funding, the CWSRF has, for the first time, exhausted its available funding for sewer projects. At this time, the program receives approximately $32 million in annual repayments in addition to any future EPA capitalization grants and state matches. This will ensure the CWSRF will continue to fund much needed wastewater infrastructure projects in the future.

### WV Drinking Water Treatment Revolving Fund

<table>
<thead>
<tr>
<th>Project</th>
<th>County</th>
<th>Tentative Bid Date</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Huttonsville PSD</td>
<td>Randolph</td>
<td>February 2015</td>
<td>$6,925,000</td>
</tr>
<tr>
<td>2 Wilderness PSD</td>
<td>Nicholas</td>
<td>February 2015</td>
<td>$2,050,000</td>
</tr>
<tr>
<td>3 Cowen PSD</td>
<td>Webster</td>
<td>March 2015</td>
<td>$4,396,000</td>
</tr>
<tr>
<td>4 Clay Battelle PSD</td>
<td>Monongalia</td>
<td>March 2015</td>
<td>$4,714,000</td>
</tr>
<tr>
<td>5 City of Welch PSD</td>
<td>McDowell</td>
<td>May 2015</td>
<td>$3,916,000</td>
</tr>
<tr>
<td>6 Town of Hartford</td>
<td>Mason</td>
<td>September 2015</td>
<td>$3,133,000</td>
</tr>
<tr>
<td>7 Town of Mason</td>
<td>Mason</td>
<td>September 2015</td>
<td>$2,488,500</td>
</tr>
<tr>
<td>8 Town of New Haven</td>
<td>Mason</td>
<td>October 2015</td>
<td>$6,294,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$33,916,500</strong></td>
</tr>
</tbody>
</table>

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Prestonsburg, KY  606-874-2104
St. Louis, MO  314-487-8925
Charleston, WV  304-755-7788
Cleveland, OH  216-393-7833
Columbus, OH  614-636-4050
Cincinnati, OH  513-321-7833
The Drinking Water Treatment Revolving Fund (DWTRF) program provides below market rate loans to public water systems for capital projects to ensure the public has drinking water that meets the requirements of the Safe Drinking Water Act. The DWTRF program receives funding for the construction of drinking water projects from the U.S. Environmental Protection Agency (EPA) and a 20% grant match from the WV Infrastructure and Jobs Development Council (IJDC). These funds combined with loan repayments and interest, become the construction fund which is used to provide low interest loans and principal forgiveness grants to drinking water systems. Loan rates and principal forgiveness are dependent on user rates compared to the medium household income of the water system customers.

Since the start of the program and through the end of State Fiscal Year (SFY) 2014, the DWTRF program has $187 million in the fund from EPA, IJDC state match, and repayments (including earned interest) to be used for drinking water construction loans. In SFY2014, the DWTRF program closed $10 million in loans for seven projects. Through the end of SFY2014, the DWTRF program has cumulatively closed loans on projects totaling $187 million. An EPA grant in the amount of $8 million (includes the state match) was received in August 2014 for new construction projects. It is anticipated an additional $8 million will be available in the summer of calendar year 2015 for construction projects advertising contract bids in 2015 or 2016.

We anticipate eight DWTRF funded water projects totaling $34 million will advertise bids in calendar year 2015. The projects include the Huttonsville PSD extending water service to the Valley Head and Mingo communities; Wilderness PSD replacing its distribution system; Cowen PSD to extend water service to the Erbaco area; Clay Battelle PSD to upgrade its distribution system with new backup generators; the City of Welch to upgrade its treatment plant with some distribution work; Town of Hartford replacing its distribution system; Town of New Haven replacing its distribution system; and the Town of Mason replacing its distribution system. The total project costs and tentative bid dates for these projects are listed in the forecast table.

The Drinking Water Treatment Revolving Fund (DWTRF) program provides below market rate loans to public water systems for capital projects to ensure the public has drinking water that meets the requirements of the Safe Drinking Water Act. The DWTRF program receives funding for the construction of drinking water projects from the U.S. Environmental Protection Agency (EPA) and a 20% grant match from the WV Infrastructure and Jobs Development Council (IJDC). These funds combined with loan repayments and interest, become the construction fund which is used to provide low interest loans and principal forgiveness grants to drinking water systems. Loan rates and principal forgiveness are dependent on user rates compared to the medium household income of the water system customers.

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The West Virginia Department of Administration is responsible for maintaining the State Capitol campus, state office buildings and other state-owned facilities throughout West Virginia, which are operated by the Department of Administration. The department also utilizes space that is leased from private sector owners.

It is the goal of the department to provide a safe and comfortable environment for all state employees to administer the necessary programs and services more efficiently, while maintaining a pleasant atmosphere for those visiting the State Capitol and the state-owned facilities maintained by the Department of Administration.

The General Services Division of the Department of Administration anticipates construction and renovation projects ranging from $40.8 to $47.2 million during the 2015 calendar year. The projects listed in this article include new construction projects or renovations to existing state-owned buildings.
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Projects on state-owned buildings are announced and bid by the West Virginia Purchasing Division through the wvOASIS Enterprise Resource Planning (ERP) system. For more information on wvOASIS, visit wvOASIS.gov. For additional information regarding the Department of Administration, visit the department’s website at www.administration.wv.gov.

AMY STONEBRAKER
CONTRACTING OFFICER
NATURAL RESOURCES
CONSERVATION SERVICE

The Natural Resources Conservation Service (NRCS) in West Virginia is ready for another fiscal year of contracting activity relating to the USDA-NRCS programs. The programs offered by NRCS can be viewed at www.wv.nrcs.usda.gov.

For fiscal year 2015 (October 2014 – September 2015), NRCS anticipates soliciting for services relating to the Wheeling Creek Site 25 Dam Rehabilitation project and Brush Creek Site 14 Dam Rehabilitation project. This work will be solicited and performed in various phases. NRCS also anticipates soliciting for stream bank repair work to be performed on a site located on North Fork Hughes River; wetland rehabilitation in Upshur County; and wetland rehabilitation in Berkeley County, West Virginia.

NRCS uses FedBizOpps (www.fbo.gov) for posting all contract opportunities that total $25,000 or more. Contractors can register to receive notification on all Federal contract opportunities. This site allows the contractor to review pre-solicitation notices, view and download solicitation packages and amendments, and receive notice when contracts have been awarded.

All contractors must be registered in the System for Award Management (SAM) website prior to being awarded a federal contract. Detailed information about SAM is available at www.sam.gov.

For questions contact Amy Stonebraker, Contracting Officer, by mail at 1550 Earl Core Road, Suite 200, Morgantown, WV 26505 or email at amy.stonebraker@wv.usda.gov.

RICHARD DONOVAN
SENIOR DIRECTOR OF FACILITIES
HIGHER EDUCATION POLICY COMMISSION

The dollar value of anticipated higher education construction activity in 2015 by the four-year colleges and universities and community and technical colleges is approximately the same as last year’s forecast but has declined from what was reported prior to 2014 since most of the higher education lottery revenue bond projects are under construction or are complete. Several

<table>
<thead>
<tr>
<th>Project Location</th>
<th>Estimated Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charleston</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>Charleston</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Charleston</td>
<td>$350,000</td>
</tr>
<tr>
<td>Charleston</td>
<td>$850,000</td>
</tr>
<tr>
<td>Charleston</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>Charleston</td>
<td>$25,000,000 - 30,000,000</td>
</tr>
<tr>
<td>Charleston Area</td>
<td>$600,000 - 1,000,000</td>
</tr>
<tr>
<td>Dunbar</td>
<td>$3,000,000</td>
</tr>
</tbody>
</table>

Estimated Range $40,800,000 to $47,200,000

The Natural Resources Conservation Service oversees a number of dam rehabilitation projects in West Virginia, such as the New Creek Site 14 project in Grant County. The $9.6 million project was awarded to Heeter Construction, Inc., Spencer.
<table>
<thead>
<tr>
<th>College/University</th>
<th>Project Description</th>
<th>Estimated Construction Value</th>
<th>Anticipated Quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairmont State University</td>
<td>College Apartments Replacement</td>
<td>$25,000,000</td>
<td>1st</td>
</tr>
<tr>
<td>Shepherd University</td>
<td>Westwood HVAC Replacement</td>
<td>$165,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>Thacher Hall Roof Replacement</td>
<td>$400,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>Student Center Roof Replacement</td>
<td>$230,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>Student Center Window Replacement</td>
<td>$300,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>WI-FI installed in Residence Life Buildings</td>
<td>$235,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>LED Site Lighting Around Westwoods</td>
<td>$40,000</td>
<td>3rd</td>
</tr>
<tr>
<td></td>
<td>Butcher Center - Upgrade Fire Alarm Upgrade</td>
<td>$300,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>Sidewalk Installation Campus-wide</td>
<td>$45,000</td>
<td>2nd &amp; 3rd</td>
</tr>
<tr>
<td></td>
<td>Human resources Fire Alarm Renovation</td>
<td>$20,000</td>
<td>3rd</td>
</tr>
<tr>
<td></td>
<td>Knutti Hall Roof Replacement</td>
<td>$300,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>Knutti Hall Exterior Painting</td>
<td>$50,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>McMurrin Hall Exterior Door Replacement</td>
<td>$10,000</td>
<td>3rd</td>
</tr>
<tr>
<td></td>
<td>McMurrin Exterior Brick Walk Repair</td>
<td>$15,000</td>
<td>3rd</td>
</tr>
<tr>
<td>Southern West Virginia Community &amp; Technical College</td>
<td>Wyoming Campus Building - New Roof</td>
<td>$375,000</td>
<td>3rd</td>
</tr>
<tr>
<td>West Liberty University</td>
<td>Blatnik Hall Boiler Replacement</td>
<td>$100,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>Paving South Way</td>
<td>$95,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>Beta Hall HVAC Automatic Controls</td>
<td>$15,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>Curtis Hall HVAC Automatic Controls</td>
<td>$15,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>Library Fire Alarm</td>
<td>$20,000</td>
<td>3rd</td>
</tr>
<tr>
<td></td>
<td>ADA updates</td>
<td>$100,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>West Family Stadium Pressbox VIP Enclosure</td>
<td>$300,000</td>
<td>1st</td>
</tr>
<tr>
<td>West Virginia Northern Community College</td>
<td>Education Center Building Renovations</td>
<td>$3,000,000</td>
<td>3rd</td>
</tr>
<tr>
<td></td>
<td>Electrical Contractor Supply Building Renovations</td>
<td>$5,000,000</td>
<td>3rd</td>
</tr>
<tr>
<td></td>
<td>WESCO Building Renovations</td>
<td>$2,000,000</td>
<td>2nd</td>
</tr>
<tr>
<td>West Virginia School of Osteopathic Medicine</td>
<td>Alumni Building HVAC Project</td>
<td>$250,000</td>
<td>1st</td>
</tr>
<tr>
<td></td>
<td>Front Entrance Improvement Project</td>
<td>$700,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>Library Roof Replacement Project</td>
<td>$200,000</td>
<td>2nd</td>
</tr>
<tr>
<td>West Virginia State University</td>
<td>F. Ray Power Building - Renovation (Project: Relocation of University's Research Station)</td>
<td>$3,500,000</td>
<td>3rd</td>
</tr>
<tr>
<td></td>
<td>New Entrance to Football Stadium</td>
<td>$100,000</td>
<td>2nd</td>
</tr>
<tr>
<td>West Virginia University</td>
<td>Engineering Science Bldg. Renovate floors 7,8, &amp; 9</td>
<td>$1,500,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>Evansdale Intersections and Parking lot Redevelopment</td>
<td>$3,000,000</td>
<td>1st</td>
</tr>
<tr>
<td></td>
<td>Law School Renovations</td>
<td>$13,000,000</td>
<td>1st</td>
</tr>
<tr>
<td></td>
<td>AERB Shell Fit-out</td>
<td>$4,000,000</td>
<td>1st</td>
</tr>
<tr>
<td></td>
<td>Percival Hall Sprinkler Upgrades</td>
<td>$2,000,000</td>
<td>2nd</td>
</tr>
<tr>
<td></td>
<td>Milan Puskar Stadium Turf Replacement</td>
<td>$2,000,000</td>
<td>1st</td>
</tr>
<tr>
<td></td>
<td>Baseball Stadium Parking Lot</td>
<td>$2,500,000</td>
<td>1st</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$70,880,000</strong></td>
<td></td>
</tr>
</tbody>
</table>
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When you need help with construction related legal matters, you want a firm that understands the industry and has the know-how and experience required to provide cost-effective solutions. Daniels Law Firm, PLLC focuses on meeting the legal services needs of construction businesses in West Virginia and surrounding states. Our firm represents a broad spectrum of clients, including heavy highway, utility and building contractors, coal mining companies, and construction suppliers. We offer a wide range of services and can handle almost any type of legal problem for our clients. We excel in these and other areas:

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In addition, the firm is engaged in a diversified civil practice and represents clients from all areas of the business community. Daniels Law Firm is a member of the following organizations:

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- Associated Builders & Contractors, Inc.
- West Virginia Coal Association
- National Utility Contractors Association
- West Virginia Rural Water Association
- West Virginia Society of Certified Public Accountants
- American Arbitration Association

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Offices in Kentucky, Virginia and West Virginia
large projects are listed in this forecast and are being funded by college/university bond issues. There are also several smaller deferred maintenance and code compliance projects. It is difficult to predict when the projects listed will actually be ready to bid in 2015, but they are scheduled to bid in the quarter identified in the forecast with this article.

DAVID A. SNEED
EXECUTIVE DIRECTOR
SCHOOL BUILDING AUTHORITY OF WEST VIRGINIA

The School Building Authority of West Virginia (SBA) annually distributes funds for school construction and renovation. The Authority has now established a bonding plan to deliver a consistent flow of construction funds on an annual basis to address school needs over the next 10-15 years. The SBA Goal is to provide $50 million annually for worthwhile projects and this along with local school district funding will average approximately $100 million annually. West Virginia schools have benefitted greatly by having more funding available for improvements. Much has been accomplished but the need to continue School Improvements will become even more critical in the future, as funding will not keep up with construction inflation.

The SBA takes pride in structuring their bids to allow West Virginia contractors to be able to stretch their bonding capacity and participate in the state’s school construction program. We also take great pride in processing our pay application quickly. Our turn-around time has been ten days since the beginning of the program in 1990. The SBA awarded several new projects in 2014. More frequent, continuous, and sustainable expenditures over an extended period of time will have a cumulative effect on the local economy through employment, taxes and local production. The construction generated by the SBA funds will alleviate the need for reactive expenditures created by emergency repairs that only provide short-term solutions to health and safety issues.

The school construction program in
West Virginia is nationally recognized as one of the most successful in the nation. The long-term financial commitment to the economic future of our state is shared by the Governor’s Office, Legislature, County Boards and the taxpayers in West Virginia. The continued support and participation of West Virginia’s construction industry is essential to the continued success of this model school construction program. The SBA is appreciative of the important role our contractors play in continuing the success of West Virginia Virginia’s school construction program.

**COLONEL LEON PARROTT**
**U.S. ARMY CORPS OF ENGINEERS**
**HUNTINGTON, WV**

The Huntington District, U.S. Army Corps of Engineers, encompasses 45,000 square miles in parts of five states, including West Virginia, Ohio, Kentucky, Virginia and North Carolina. It is responsible for 311 navigable miles along the Ohio River, which includes the Nation’s largest Inland Waterway port, the Port of Huntington. In terms of commodities, in Fiscal Year 2014 more than 262 million tons of commodities were shipped on the Ohio River. The locks and dams built and operated by the Corps make efficient year-round navigation transportation possible not only in the Tri-State area, but across the nation.

The Huntington District employs more than 750 people. The District’s program includes the operation and maintenance of nine locks and dams on the Ohio and Kanawha Rivers, and 35 flood damage reduction projects. In addition, riverfront improvements, flood risk management initiatives, environmental mitigation, and infrastructure activities make up the District’s robust Civil Works program.

The District has long been recognized as a leader in innovation and this year was no exception. The East Fork Bridge Piling Rehab project at East Lynn Lake received the 2014 USACE Innovation of the Year Award. The district worked with the Engineering Research and Development Center and West Virginia University to develop a plan to use composites to reinforce the H pile substructure.

Huntington District completed 1,589 contract actions valued at $135 million. The District awarded three contract options for the Bluestone Dam Safety Project’s Phase 4 contract in

### SCHOOL BUILDING AUTHORITY OF WV
#### 2015 THREE PERCENT STATEWIDE GRANTS

<table>
<thead>
<tr>
<th>County</th>
<th>Facility Name</th>
<th>Project Description</th>
<th>Total Project Cost</th>
<th>Local/Other Funds</th>
<th>SBA Awarded Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marshall</td>
<td>Fred W. Eberle Technical Center</td>
<td>Facility-wide Exterior Window Replacement</td>
<td>$297,678</td>
<td>$0</td>
<td>$297,678</td>
</tr>
<tr>
<td></td>
<td>Mid-Ohio Valley Technical Institute (MOVTI)</td>
<td>Welding Ventilation System Replacement</td>
<td>$173,428</td>
<td>$0</td>
<td>$173,428</td>
</tr>
<tr>
<td></td>
<td>Nicholas County Career &amp; Technical Center</td>
<td>Classroom Exhaust Systems Replacement</td>
<td>$601,800</td>
<td>$75,000</td>
<td>$526,800</td>
</tr>
<tr>
<td></td>
<td>South Branch Career &amp; Technical Center</td>
<td>Welding Shop Expansion &amp; Access Control Fencing</td>
<td>$476,806</td>
<td>$0</td>
<td>$476,806</td>
</tr>
<tr>
<td></td>
<td>WV Department of Education</td>
<td>Continuation of Statewide Preventative Maintenance Program</td>
<td>$82,638</td>
<td>$0</td>
<td>$82,638</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td><strong>$1,632,350</strong></td>
<td><strong>$75,000</strong></td>
<td><strong>$1,557,350</strong></td>
</tr>
</tbody>
</table>
Fiscal Year 2014 totaling $19.2 million. With these actions, the work in the contract now involves installing 242 high capacity multi-strand rock anchors. The majority of the anchors will be 61 strands and up to 270 feet in length. The award of the remaining option for an additional 36 anchors will be made over the next year, subject to funding. The purpose of the ongoing construction is to regain confidence in the dam’s ability to store the flood control pool. Placed in service in 1948, this dam has prevented nearly $5 billion in flood damages to residents and businesses along the New and Kanawha Rivers. Consequences are significant in a rare flood event with the population at risk being well over 100,000.

Huntington District awarded more than $58.8 million (43.6%) of its contracts to small businesses and exceeded four of its five small business contracting goals for Fiscal Year 2014. Huntington ended the year with an impressive 22% of its U.S. business contracts going to firms in historically underutilized business zones of the country hit hardest by the economic downturn.

The environmental infrastructure program provides design and construction assistance to non-Federal interests, including nonprofit entities, for carrying out water related environmental infrastructure and resource protection and development projects in southern and central West Virginia, eastern and southern Kentucky and Ohio including projects for wastewater treatment and related facilities; water supply, storage, treatment, and distribution facilities; surface water resource protection and development; and environmental restoration. Seven new Project Partnership Agreements were executed in Fiscal Year 2014 obligating over $3.8 million. When completed, these projects will provide reliable water and wastewater services for over 1,200 residents within the program areas.

Our Kanawha River 35th Street Bridge, Section 14 project addressed stream bank erosion along 5,400 linear feet of U.S. Route 60 and the Kanawha River in Charleston. Construction funding was made available in Fiscal Year 2013 and the Project Partnership Agreement was executed July 26, 2013. The construction contract was awarded September 30, 2013 and construction began in November 2013 and completed in September 2014.

For more information about the Huntington District, or for more information about contracting opportunities, visit the District’s website at www.lrh.usace.army.mil.

Funding for infrastructure projects will be debated in the 2015 Session of the West Virginia Legislature which convenes January 14, 2015 at the State Capitol. The Kanawha River bank stabilization project was funded by the U.S. Army Corps of Engineers. Amherst Madison, Inc., Charleston, performed the $2 million contract for the City of Charleston.
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West Virginia contractors may be glad to say goodbye to 2014. Unfortunately, recent trends in the economy do not bode well for construction in the state in 2015, although a generally positive outlook for the U.S. will rub off to some degree on West Virginia.

Construction employment in the Mountain State dropped by more than 11% from November 2013 to November 2014, the steepest year-over-year decline of any state. During that same span, U.S. construction employment increased by 4%. West Virginia has been hard hit by declining funding for state and federal public works projects. Contractors are looking more to the private energy sector for work, such as Trimble Engineers & Constructors, Inc., Morgantown, who is building this coal preparation plant at Caretta in McDowell County for Jindal Steel.

The state has experienced both gains and losses from volatile energy markets, but the latest movements have mainly been negative for construction demand. For several years, feverish drilling activity in the Marcellus and Utica shale regions of Pennsylvania, Ohio and West Virginia brought demand for several types of construction. Each of the thousands of wells required an access road, site preparation, a pad for the drill and housing for the pumping machinery, a pond for the water that was injected, and a pipeline connection or storage tanks for the gas and liquids that were brought to the surface. Local communities benefited from the spending by drilling companies, their workers and landowners who started receiving checks for easements or royalties.

However, the finding of such abundant natural gas, combined with much stricter regulations on emissions from coal-fired power plants, led many utilities to move to replace those plants with gas-fired plants. Declining demand for coal hurt West Virginia’s economy more than the increased demand for fracking helped.
The pain in coal country was initially offset in part by rising demand from Europe and Asia for coal. But the slump in European economies and in Japan have cut into their demand for both metallurgical and steam coal. At the same time, their currencies have sagged relative to the dollar, making U.S. coal relatively more expensive than competing sources. As a result, contractors that serve the coal operators, rail lines and other coal-dependent businesses in West Virginia have been hurting.

The huge decline in oil prices in recent months has cooled the ardor of some drillers and lowered the number of rigs active in the region. The drop has also caused the state to cut 1.1 cents per gallon from the fuel tax rate, which—unlike the rate in nearly all other states—is tied to the wholesale price of fuel. Meanwhile, federal funding for highways appears likely to be stagnant, at best, and possibly to drop sharply later in 2015. The law setting federal highway taxes and payouts to states, known by the acronym MAP-21, is due to expire at the end of May, and getting a replacement through Congress and the White House is expected to be difficult.

Overall, the plunge in petroleum prices is positive for construction, as it is for most industries and households. Contractors use diesel fuel directly to power trucks and offroad equipment. The cost of fuel is a significant portion of the cost of delivering machinery and materials to job sites and of hauling away dirt, debris and equipment during and after the project. And the mining, milling and manufacturing of many construction materials requires lots of diesel fuel or other forms petroleum. Finally, as consumers and business reduce their outlays for fuel for driving and heat, they have more available to spend on other priorities—including construction.

Furthermore, there will continue to be “downstream” projects resulting from the Utica and Marcellus production: pipelines, petrochemical plants and even installation of natural-gas fueling facilities at truck stops and terminals. However, the timing of these projects is highly uncertain, particularly because the fall in oil prices has made substituting natural gas for diesel fuel less attractive than it was a few months ago.

West Virginia relies more than many states on federal funds, both for direct spending by agencies with facilities in the state and for transfer payments to individuals and businesses. Thus, the state is hit harder than most by the ongoing decline in federal “discretionary” funds, which include money for building and public works. The Republican takeover of Congress makes further cuts in both discretionary spending and transfer payments more likely.

The federal cutbacks may affect Northern Virginia, with its heavy concentration of defense contractors and consultants, even harder than West Virginia. But the Mountain State will feel these impacts, too, as contractors from the eastern panhandle may be sending fewer workers to the D.C. suburbs, and fewer Washington area residents travel to West Virginia.

The state is suffering as well from another change in neighboring jurisdictions: the opening of new casinos in Maryland and Pennsylvania. These have siphoned off gamblers who used to cross into eastern and northern West Virginia to leave their money behind. The change affects the casinos themselves, the surrounding communities whose workers are earning less, and the state’s tax take.

Lest contractors get too despondent, it’s worth noting that the U.S. has posted above-average economic growth in four of the past five quarters, and economists are nearly unanimous that the expansion will continue through 2015. Rising production and personal income will stimulate demand for many types of construction, ranging from residential to commercial to industrial projects. But contractors in the Mountain State may need to look beyond their usual niches and territories to get the most out of the improving economy.

See AGC’s Economic Impact Report for U.S. and West Virginia on the next page.
The Economic Impact of Construction in the United States and West Virginia

Economic Impact of Investment in Nonresidential Construction:
- An additional $1 billion invested in nonresidential construction would add $3.4 billion to Gross Domestic Product (GDP), $1.1 billion to personal earnings and create or sustain 28,500 jobs.
  - About one-third (9,700) of these jobs would be on-site construction jobs.
  - About one-sixth (4,600) of the jobs would be indirect jobs from supplying construction materials and services. Most jobs would be in-state, depending on the project and the mix of in-state suppliers.
  - About half (14,300) of the jobs would be induced jobs created when the construction and supplier workers and owners spend their additional incomes. These jobs would be a mix of in-state and out-of-state jobs. Conversely, investments elsewhere would support some indirect and induced jobs in the state.

Nonresidential Construction Spending:
- Nonresidential spending in the U.S. in 2013 totaled $569 billion ($305 billion private, $264 billion public).
- Private nonresidential spending in West Virginia totaled $1.6 billion in 2012 and $478 million in 2013. (Public spending is not available by state.)
- Nonresidential starts in West Virginia totaled $1.7 billion in 2013, according to Reed Construction Data.

Construction Employment (Seasonally Adjusted):
- Construction (residential + nonresidential) employed 6.1 million workers in November 2014, an increase of 213,000 (3.6%) from November 2013 and a decrease of 1.6 million (21%) from April 2006, when U.S. construction employment peaked.
- Construction employment in West Virginia in November totaled 29,700, a decrease of 11% from November 2013 and a decrease of 26% from the state’s peak in December 2006.

Construction Industry Pay:
- In 2013, annual pay of all construction workers in the United States averaged $53,200, 7% more than the average for all private sector employees.
- Construction workers’ pay in West Virginia averaged $52,100, 32% more than all private sector employees in the state.

Small Business:
- The United States had 652,900 construction firms in 2012, of which 92% employed fewer than 20 workers.
- West Virginia had 3,400 construction firms in 2012, of which 93% were small (<20 employees).

Source: Ken Simonson, Chief Economist, AGC of America, simonsonk@agc.org, from Prof. Stephen Fuller, George Mason University (investment); Census Bureau (spending); Reed Construction Data (starts); Bureau of Labor Statistics (jobs, pay); Small Business Administration (small business)
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MVB Bank executives celebrated the official groundbreaking August 15, 2013 for the bank's new $6 million office building in downtown Charleston. In July 2014, eleven months later, construction of the 30,000 square-foot building was completed, and on schedule.

In June of 2013, Pray Construction Company, Scott Depot, was selected as the project’s contractor. Pray worked collaboratively with MVB, their architect Ed Weber, and the owner's representative, David Pray, PrayWorks LLC, Charleston, to complete the design and establish a guaranteed maximum price for construction. PrayWorks had been engaged by MVB in August 2012 to assist them in the evaluation of potential sites and David Pray engaged Ed Weber and Associates to perform schematic and preliminary design development.

Construction began in August with the demolition of the old BB&T branch banking facility that was on the site and continued through installation of auger cast pile foundations and erection of the structural steel frame.

"Design development continued through the winter months while construction of the building structure progressed," said Ken Cooper, senior project manager for Pray Construction. "The final set of construction drawings was issued in February 2014. During completion of design development, we were involved with evaluating design and provided updated budgets for any design change," he said.

The final design included a state-of-the-art banking lobby with interactive teller machines (ITMs). This equipment, ac-

MVB Bank's new four story $6 million building in Charleston makes use of pre-cast architectural concrete for its façade and used closed cell spray foam and rigid insulation below the slab to make it a very energy efficient building. Pray Construction Company, Scott Depot, was the contractor on the 30,000 square foot facility. PrayWorks LLC, Charleston, served as the owner's representative.
According to Cooper, is the first to be installed in a branch banking facility in the United States and features an automated banking experience without the traditional teller line. The high performance exterior skin of the building is comprised of architectural precast concrete panels which are attached to the structural frame.

“Spray foam insulation was applied to the inside of the precast panels and energy efficient double thermal-broken windows were installed to create a highly efficient building shell,” stated Cooper.

David Pray agreed that the building is a local model of energy efficiency. The architectural precast producer was made a part of the project team early on.

“Our subcontractor used Building Information Modeling (BIM) to design the precast and detail the individual components,” Cooper said. “Pray was involved with the review and coordination of precast modeling to assure there were no conflicts with the other structural components of the building.”

The first and second floors are occupied by MVB Bank and include drive through banking lanes, banking lobby, retail and commercial banking. The third and fourth floors have 16,000 gross square feet for Class A office space.

“Pray Construction did a great job for us,” stated Mazza. “We have a great building and we are pleased with the process.”

“We were charged with delivering a project under a very challenging budget,” Cooper commented. “We didn’t reduce the program or quality of the project and we were able to produce several thousands of dollars in real savings to the owner.” Cooper said a number of things helped accomplish this, including a collaborative effort with the architect and his mechanical engineers.

“We did smart things with the HVAC systems to save money,” he said.

CAWV members serving as subcontractors and suppliers include: West Virginia Paving, Inc., asphalt paving; Trinity Rebar and Concrete Supplies, reinforcing steel; Agsten Construction Company, cast in place concrete walls; ProBuild Company, spray foam; Brewer & Company of West Virginia, sprinkler systems; Elco Mechanical Contractors, plumbing; and Rock Branch Mechanical, Inc., HVAC/mechanical.
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It is no secret by now that the oil and gas industry has changed the landscape for much of the Appalachian Basin. There are times when viewing a map of the area that it is difficult to not picture the outlined area of what is the Marcellus Shale. Move a little further to the west into Ohio and you’ll find the Utica Shale.

Low-yield gas wells have been drilled in the Marcellus Shale for more than 50 years, but recent technological advancements in deep horizontal drilling over the past several years combined with hydraulic fracturing techniques have brought more profitability in tapping this shale for gas. Some studies are predicting the economic impact from the Marcellus Shale will run well over 100 years.

The economic impact does not stop with the companies drilling the wells. This impact is affecting numerous industries throughout the supply chains within the Basin. The service industries, such as accounting firms, law firms, and hospitality companies, have all managed to find opportunities but the construction industry may be the industry most impacted.

Some contractors have had to change their business model altogether in order to better serve the oil and gas industry. Natural gas companies, whether related to the drilling, natural gas transmission, production, distribution, or even storage, are seeking out construction firms for services ranging from the construction of compression, measurement, and process facilities to the paving of old country roads in order to accommodate the increased traffic and weight loads to the well site.

There are many incentives and tax breaks available to contractors who venture into contracts with natural gas companies and the various construction projects the industry requires. One of the major tax benefits afforded contractors working within the oil and gas industry is the Consumers Sales and Use Tax exemptions under WV Code § 11-15-9(b). If properly applied, contractors can save a significant amount of tax related to sales and use tax that would otherwise be assessed on the purchase of goods and services.

West Virginia also follows the “Direct Use Concept” (Publication TSD-358). The direct use concept allows an exemption of certain industries from consumer sales and service tax on certain purchases. Under this concept, the applicability of the sales and use tax depends on the use of the property or service rather than the type of property or service. The basic concept is that purchases directly used in the activities that are an integral part are exempt from sales and use tax, whereas purchases that are deemed to be incidental, convenient, or remote are taxable.

In a recent discussion with the West Virginia State Tax Department, Don Nestor, the lead oil and gas Partner with Arnett Carbis Toothman, asked if a service provider is given Direct Pay Permit by one of their customers, has the responsibility for proper payment of the WV Sales Tax on that service been transferred to the customer allowing for the service provider not to add any sales tax to their invoice? The issue at hand was whether a contractor paving a coun-

WV Sales and Use Tax and the Impact on Contractors Working with Oil and Gas Companies

By Steven Carr, CPA|CGMA|CIT
try road at the request of a producer/driller would be subject to West Virginia Consumer Sales and Use Tax.

The producer/driller provided the contractor with their direct pay permit and instructed them not to charge sales tax on the paving job. The initial response of the Tax Department was that the paving contractor would not charge sales tax since the driller/producer had provided them with a valid direct pay permit.

Discussion then followed asking whether the paving of a country road for the purpose of taking heavy equipment to a well location would be exempt from taxation since it was necessary for the drilling of the well and would be exempt under the direct use concept. General discussion from the Tax Department was that this service would be exempt not only because of the direct use concept but that it improved real property that was owned by a state or local government entity and that sales tax should not be added to the charge even if the producer did not present the contractor with a direct pay permit.

More to the point of this article, all direct expenditures on drilling site locations are exempt from sales or use tax. This includes charges for pipeline material and installation costs for gathering and transmission lines.

It is important to remember when taking on a project for an oil and gas company to know the specific purpose and whether its purpose is directly or indirectly related to the production of natural gas. If you are unsure as to treatment for sales and use tax purposes please contact your advisor.

Steven Carr, CPA|CGMA|CIT

With 10 years of public accounting experience, Steven Carr is a Manager with the accounting and consultant firm of Arnett Carbis Toothman LLP. He has been with the firm since 2006 and is a Certified Public Accountant as well as being certified as a Construction Industry Technician. Carr works within the construction and manufacturing groups and his experience includes the areas of taxation, financial reporting, as well as general accounting.
Leadership West Virginia is a state-wide program to develop, strengthen and connect emerging leaders for the Mountain State for more than 20 years. They count among their graduates well established political, business and community leaders who are involved in many of the issues facing the state.

Leadership West Virginia, formed by the West Virginia Chamber of Commerce in 1991, has helped over 1,100 graduates deepen their background and understanding of the issues facing the state and provided them with effective tools to develop initiatives to improve the quality of life in West Virginia. During the eight months of training, participants’ personal leadership skills are enhanced and they receive knowledge on not only the problems facing the state, but also of her diverse and unique attributes.

“The cultivation of new leadership is of utmost importance to West Virginia’s future prosperity and progress, which is why this program exists,” said Pam Farris, executive director of Leadership West Virginia. “We work to develop and motivate a cross-section of leaders who will use their talents and abilities to inspire others and foster a new spirit of energy, enthusiasm and vitality throughout the state.”

A number of Contractors Association of West Virginia members are alumni of Leadership West Virginia. Nine members were part of the Class of 2014, including Jason Kitzmiller, president of A.L.L. Construction, Inc., Mt. Storm.

“My experience in Leadership WV has broadened both my understanding and appreciation for our great State,” Kitzmiller stated. “It has helped me realize the boundless opportunities that West Virginia has to offer.

Kitzmiller, who was a CAWV Scholarship Foundation award winner while attending West Virginia University’s College of Engineering, said Leadership West Virginia has fostered many new relationships throughout the state.

“This program has made me realize that every day is a great day to be a Mountaineer!”

Other CAWV members in the Class of 2014 include: George Blankenship, First Energy; Alaina Crislip, Jackson Kelly; Herman Deprosero, MVB Bank; Terri Dodrill, BB&T/Carson Insurance Service; Jeff McIntyre, West Virginia American Water Company; Megan Radcliff, Brick-Street Mutual Insurance Company; Allen Staggers, First Energy; and Marlin Witt, Arnett Carbis Toothman, LLP. Dale Dawson Clowser, BB&T, will be chair of Leadership West Virginia’s Board of Directors in 2015.

Each year a class of some 50 leaders is selected to participate in the program. A selection committee reviews the applications of statewide nominees from whom the final group of participants is chosen. Those selected must have demonstrated skills and experience in civic activities, public affairs and in their professional careers. The program consists of eight monthly two-day educational sessions from March through November. Each of the sessions is conducted in a different community and addresses key subjects and critical issues facing West Virginia.

Preference is given to candidates with a demonstrated history of such things as reliability, positions with a company or organization which show a progression toward leadership, significant achievement or accomplishments in career of community service and work experience or other experience indicative of involvement in one or more areas of business, community, civic or government service.

“Applicants must exude a sincere concern about the future of West Virginia and a personal commitment to help shape her future,” said Farris. “Our goal is not to form one point of view. Our goal is to bring together persons with a smorgasbord of viewpoints and give them tools and information so they can effectively apply their own intelligence in whatever way they are led.”

The Class of 2015 has been selected. Nomination forms for future classes and other information is available on the organization’s website at www.leadershipwv.org.
Kanawha Stone Company, Poca, provided site construction services for the Community Ball Park, which will be the new, shared home of the West Virginia University Mountaineer Baseball Team and the Jamestown Jammers (Pittsburgh Pirates’ Class A Short Season Affiliate) when the facility opens for the 2015 season. The site was developed through steep terrain to take advantage of views of Morgantown, the Monongalia River and the Appalachian Mountains, and to host athletic events, concerts and outdoor social events. This photo with the WVU Mountaineer Baseball Team was taken around the time of the site groundbreaking. The funds for the 3,500-seat ballpark were arranged through a $16.2 million tax-increment financing district approved on a third attempt by the state legislature in early 2013. Crews broke ground on the site in October 2013...

The New River Gorge Regional Development Authority's proposed Mega-Site moved toward reality as property owner Jim Justice signed a preliminary agreement for 2,000 acres near Ghent. Mega-Sites are large pieces of developable property, usually level, with ready access to interstate highways, utilities and an airport. Justice will be able to mine the incidental coal on the property before leveling the land and donating it to the NRGRDA. The mega-site is envisioned as an “expansive development area” that could affect large companies with a significant employment base...

Construction crews work on the site between the Pleasant Valley and Kingmont exits of I-79. The nine-acre site will be the new home of Leslie Equipment Co., currently located in the Industrial Park area. The target completion date of the project is spring of 2015. John Leslie, company president, said he made this decision to expand the business in Marion County because they needed more room. Leslie Equipment has locations in West Virginia, Kentucky and Ohio...

The Market Plaza in downtown Wheeling has been undergoing renovations for months. Some of the upgrades include new seating areas, sidewalks, green space and planters, and even some parking spaces being added to the plaza. The James White Construction Company, Weirton, is taking care of the project...

The Wood County Courthouse in Parkersburg is a symbol of the city's rich history. It's still well used by city government. However, the structure was built in 1899, so it takes some work to preserve it. The State Courthouse Facilities Improvement Authority granted $100,000 for repairs this year...

After undergoing months of renovations, the Ranson Civic Center recently received a makeover just in time for its busiest season yet. Some of the major improvements over the past few months include the completion of two full-size basketball courts and four regulation volleyball courts, in addition to outside maintenance...

Eagle Manufacturing is expanding its operations in Brooke County. The company plans to open a new metal fabrication department at the former Pillsbury Co. building in Wellsburg. An expansion of the company's plastics warehouse also is planned. Eagle Manufacturing president Joe Eddy says the company plans to invest $10 million in the expansion...

The state's Health Care Authority has issued a Certificate of Need for a Monongalia General Hospital proposal to renovate its nearly three decade old laboratory space. The entire project has a roughly $4 million price tag...

Fairmont State University’s Board of Governors seeks $35 million from the West Virginia Higher Education Policy Commission (HEPC). According to HEPC documents, if the money is approved, FSU plans to replace the College Park Apartments. HEPC es-
Officials in Clarksburg are gauging developer interest in building a new hotel and conference center in the community. The Clarksburg Urban Renewal Authority issued a request for proposals for the project, which is envisioned as a 160-bed hotel with at least a 15,000 square foot meeting space and an 8,000-square foot ballroom. RFPs will be accepted through Feb. 15...

In 1972, John Mork set up the first official office for his company, Energy Corporation of America, in an abandoned coal mine company store in Glenville. ECA contracted with Jarrett Construction, Terradon Corp. and Associated Architects to design a new facility, in Charleston, which cost more than $10 million to construct. Though roughly 115 employees made the move from the Kanawha City office, the new building in NorthGate Business Park is designed to accommodate 200...

A developer wants to build a new shopping center along Corridor G in Kanawha County, but traffic concerns have the project at a standstill. TSG Properties, also known as The Staenberg Group, wants to build a shopping center across Corridor G from Southridge Centre, south of Dudley Farms Plaza, according to Andy Boyd, asset manager for TSG. If built, the shopping center would stretch along Corridor G between Preferred Place and Green Road, and would reach back to Ruthdale Road...

A group of Wheeling residents is making an 11th-hour plea to save the Aetnaville Bridge, which has connected Wheeling Island with Aetnaville for more than 120 years but is set for demolition in May. Although closed to vehicular traffic for more than 25 years, Corona-Merritt said the bridge is a popular pedestrian footpath, and its loss would disadvantage those who don’t own a vehicle and use the bridge to get to work or do their grocery shopping...

A building first constructed in the late 50s, early 60s at the Capitol complex is on its way to renovation. The Capitol Building Commission approved the construction plans for the renovation of Capitol Complex Building 3, referred to by some as the “old DMV Building.” The building has been used for ev-
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erything from DMV, DHHR, Division of Natural Resources, to the Office of Technology. Jason Pizatella, Acting Secretary of Administration, says the building is in “bad shape” and in need of repairs. The commission approval allows the project to move forward with the plans which aim to modernize the structure while keeping some of the historic architectural themes. The project has been in the work for nearly six years, with the building fully vacated in 2010. The original bids came in $7 million over estimates and the project stalled after that...

- Route 2 along the Ohio River from Parkersburg to Chester repeatedly comes up during discussions about needed highway improvements in West Virginia. The 154-mile stretch of road winds through farms, factories, small towns and cities. If the Brazilian firm Odebrecht builds a petrochemical complex near Parkersburg, the need will intensify. State Commerce Secretary Keith Burdette said he and Governor Earl Ray Tomblin are more confident the proposed petrochemical complex in Wood County will become a reality following five days of meetings with Odebrecht executives in Brazil...

- The Wirt County Health Services Association broke ground on their new Wirt County Nursing Home Project recently. The contractor is Phoenix Associates, Inc., Parkersburg. The new, thirty bed facility will feature both private and semi-private rooms, as well as a monitored exterior courtyard for resident use. The new facility is 22,000 square feet and will offer local resources for the men and women of Wirt County...

- The state Public Service Commission is seeking qualified firms to conduct repairs at its headquarters on Brooks and Quarrier streets. The project, planned to be a final fix for the building’s failing facade, is estimated to cost $4 million and has a target completion date of May 2016. It will be a design-build project...

- Yeager Airport officials are moving forward with a project they said could make the Charleston airport the first in the nation to run entirely on electricity it generates from solar panels. The project is broken down into three phases for the solar panel units – one unit atop the parking garage, one unit on the airfield and one on a hill adjacent to the runway. The airport’s ener-
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gy consumption is a little more than $400,000 a year and airport officials expect that to be zero. The project was designed by Hatch Mott MacDonald, Charleston. Bids were submitted by Triton Construction Inc. of Nitro for $15,811,800; Wiseman Construction Co., Inc. of Charleston for $17,112,886; Paramount Builders, LLC of St. Albans for $17,560,931; G & G Builders, Inc. of Scott Depot for $17,923,430; Swope Construction Company of Bluefield for $19,537,600; and Maynard C. Smith Construction Co., Inc. of Charleston for $20,906,349...

- After hearing from supporters and opponents of a proposed drug treatment and rehabilitation facility in Charleston, the city’s Municipal Planning Commission in December unanimously voted to recommend approval of a zoning change that would allow the facility to be built. The complex, known as the T-Center, would be a 48-bed residential facility for men and women seeking treatment for drug and alcohol addiction. The engineer for the project is TERRADON Corporation, Poca...

- The West Virginia Division of Highways accepted bids for a roof replacement at District 2’s shop in Cabell County. The project was designed by Alpha Associates, Inc., Morgantown. Bids were received from Tri-State Roofing & Sheet Metal Company, Charleston, for $871,753 and Boggs Roofing, Inc., Huntington, for $1,299,950...

- Wayne County School officials are reaching for the fast forward button for the district’s three major construction projects. A few uncertainties among board members were cleared up about construction projects at schools in Kenova, Wayne and Crum during the December meeting of the Wayne County Board of Education. Projects include the renovation of Wayne High School, demolition of Ceredo-Kenova High School, which will make way for the Ceredo-Kenova Elementary, as well as the Crum PK-8 school. Renovations at Wayne High School are expected to begin in February and bidding for Ceredo-Kenova Elementary and Crum PK-8 is expected in April...

- New development taking place in Bridgeport has exceeded $57 million this year, city council learned in December. The city issued 564 building permits on projects totaling $57.1 million, according to Community Development Director Randy Spellman.

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Arnett Foster Toothman PLLC merges with Carbis Walker LLP

CHARLESTON, WEST VIRGINIA  On Nov. 6, Arnett Foster Toothman PLLC announced a merger with Pennsylvania-based firm Carbis Walker LLP. Arnett Foster Toothman’s roots go back to 1950 and employs 160 people. Carbis Walker formed in 1946 and employs 150 people. The management teams of both firms will remain intact and will continue their management and leadership roles with the new firm, with no cutbacks or layoffs anticipated.

The merger is Arnett Foster Toothman’s second growth initiative in 28 months. In July 2012, Arnett & Foster PLLC merged with West Virginia firm Toothman Rice LLP. Prior, the Arnett & Foster firm made its first move across state lines when it opened a Columbus, Ohio office in 2011.

Arnett Carbis Toothman Pennsylvania offices will include locations in New Castle, Pittsburgh and Meadville and will complement West Virginia offices in Charleston, Bridgeport, Buckhannon, Morgantown and Lewisburg.

Graney inducted into Business Hall of Fame

MORGANTOWN, WEST VIRGINIA Each year, a small number of inductees is welcomed into the West Virginia Business Hall of Fame who have made significant and lasting contributions in the areas of national/international business, state-based enterprises, and entrepreneurial and family businesses.

On November 13, the Hall of Fame inducted Frank Alderman, M.D., CEO of MedExpress, Morgantown, West Virginia; George Bennett, entrepreneur, Brookline, Massachusetts; and CAWV member Patrick Graney, III, Chairman of One Stop Stores, Charleston, West Virginia.

The West Virginia University College of Business and Economics (B&E) initiated this award in 2001 to recognize people with strong West Virginia ties who have made a significant impact on the landscape of business. The West Virginia Business Hall of Fame now has 60 inductees.

“Like the inductees who have come before them, the individuals in this induction class are very special people,” said Jose “Zito” Sartarelli, B&E Milan Puskar Dean. “The successes these three gentlemen have had in their careers and the overwhelmingly positive impact it has had on West Virginia and the national landscape speak loudly, and we are so very happy to welcome them into this unique group.”

Graney’s One Stop Company currently operates 41 stores throughout West Virginia. He recently retired as the Eastern Regional President of Maxum Petroleum (now known as Pilot Logistics Services), a nationwide independent distributor of petroleum products. His Petroleum Products, Inc., has grown from 11 employees to a multi-state enterprise serving the coal, construction and oil and gas drilling businesses. He maintains a significant equity interest in the firm, now associated with Pilot-Flying J.
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