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On the cover

West Virginia Construction News is proudly celebrating its 75th anniversary by highlighting the association’s members who have been in business for over 75 years. Some remain family held companies, as many are in their third or fourth generation of ownership. Others have remained true to their original business function while most have diversified. The common thread between them all is, that despite some rough times, they have grown and prospered while building West Virginia, one day at a time.

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 CAWV 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@cwav.org. Yearly subscription rate to CAWV members, $7; non-members, $8; single copies, $1.50.
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A braham Lincoln once said, “The best thing about the future is that it comes one day at a time.” West Virginia has been built by contractors one day at a time. The Contractors Association of West Virginia has watched roads progress, schools open and water service reach new communities. One mile, one brick, one section of pipe at a time, the Mountain state has grown at the hands of its contractors.

West Virginia Construction News marks its 75th year in publication in 2012. The magazine, known as the “Voice of Construction in the Mountain State,” has had some elite company in the industry. As the state has weathered the effects of five wars and 13 presidents, contractors have continued to do what they do best: Build West Virginia. WVCN, and the CAWV, have been there every step of the way, working to educate and inform members on the trends and technologies shaping the construction industry in the state of West Virginia.

The magazine and the association have witnessed the construction of the infrastructure that supports the state. From the Works Progress Administration and the Civilian Conservation Corps that built the state’s dams and parks in the 30s and 40s, to President Dwight Eisenhower’s Interstate Highway System in the 60s and 70s, and the American Recovery and Reinvestment Act of 2009, WVCN has chronicled the people, the contractors and the projects that have shaped West Virginia.

The anniversary of the magazine offers a chance to reflect on the CAWV’s members, now and then, who have been instrumental in constructing West Virginia.

West Virginia American Water began in Huntington in 1886. They have the distinction of being the oldest CAWV-member company. Over the past 125 years, West Virginia American Water has since grown into the largest water utility in the state. They now provide service to approximately 600,000 West Virginians in 318 communities in 19 counties. Pictured above, the company builds a pump station in Ada, Mercer County, circa 1907.
**WV AMERICAN WATER (1886)**

West Virginia American Water operates as a subsidiary of American Water – formerly the American Water Works and Guarantee Company. West Virginia American Water has supplied high quality reliable water service for more than 125 years. The first water system was built in Huntington in 1886, and remains a part of the current system today. At that time, the company operated 8 miles of water main and had the capability of pumping one million gallons per day.

Today, West Virginia American Water serves approximately 600,000 West Virginians in 318 communities in 19 counties. Their systems treat more than 50 million gallons of water each day and send it through 3,500 miles of water main (end-to-end that would stretch from Miami, Florida, to Juneau, Alaska) 24 hours a day, 365 days a year. The company works to abide by regulations, invest in their vast infrastructure and educate customers on wise water use. West Virginia American Water, a wholly owned subsidiary of American Water (NYSE: AWK), is the largest investor-owned water utility in the state.

**WV HEATING AND PLUMBING COMPANY (1888)**

West Virginia Heating and Plumbing Company’s roots reach back to 1887 when John R. Shanklin began plumbing in Huntington. He moved the business to Charleston to work on the Ruffner Hotel in 1888, joining with Clark Howell and J.H. Dowman. The company was originally known as Howell, Shanklin and Dowman, but in 1895 changed to Capital City Supply Company. In 1901, the company’s mine, mill and supply services were separated from the contracting business and West Virginia Heating and Plumbing Company was organized. John R. Shanklin and his half-brother, W.G. Barrar, ran the company until Shanklin’s death in 1933. At that time, John A. Shanklin (John R.’s son and two-term Charleston mayor) and William G. Barrar, Jr. began leadership roles with the company. Dick Sutherland joined the business in 1946, followed by John Shanklin Casto, great-grandson of the original founder, and past CAWV president, in 1985. Mary Beth Johnson took the reins as company president in 2008.

The Ruffner Hotel was the first commercial job done by the company in 1888. They also completed plumbing and heating on the State Captiol, Governor’s Mansion and nearly all the area schools and hospitals. They have also completed many jails and schools throughout the state.

**L.B. FOSTER (1902)**

Lee B. Foster was only 20 years old when he founded L.B. Foster, the company that bears his name. Financed in 1902 with a small $2500 loan from his father, Foster began filling a need he recognized while growing up around his father’s oil business in Titusville, Pennsylvania. He saw that his father received many inquiries from mines, logging camps, and quarries about the availability of relay (used) train rail. Because no truck transportation existed at the time, permanent and temporary rail spurs...
were the only means for transporting heavy materials to and from jobsites. New rail was costly and Foster saw an opportunity to resell rail that had been retrieved from abandoned and replaced railroads and urban transit systems. To encourage the sale of used material, Foster guaranteed that if the material was not up to the standard represented, customers could ship it back and the company would pay the freight both ways. Foster’s brothers joined the company and it was organized into a four-way partnership in 1918. L.B. Foster Company soon expanded with the opening of new offices in New York City in 1922 and Chicago four years later. The company began trading publicly on the NASDAQ stock exchange (FSTR) in 1981.

Lee B. Foster II, the founder’s grandson, managed the company as president and chief executive officer from 1990 until 2002, and today serves as chairman of the board. In addition to transportation products, L.B. Foster Company markets its products to transportation, construction, energy, utility, recreation and agriculture industries. The company’s products are currently being used for the construction and rehabilitation of projects such as the New Orleans Flood Barrier, Brooklyn Bridge and Panama Canal.

JMD COMPANY (1902)
JMD Company originated in Pittsburgh, Pennsylvania in 1902. The company originally supplied ventilation products to underground coal mines. Jute brattice cloth was solely utilized in the early days, eventually replaced by synthetic brattice cloth in the early 1970s. The manufacture of ventilation ducting (negative ventilation) was added at approximately the same time. In the early 1980s, JMD diversified their product line to include various types of construction products. The company manufactures or distributes geosynthetic, erosion / sediment control and drainage materials used primarily in site development and heavy highway construction. After 110 years, JMD is still headquartered in Pittsburgh and now has seven additional locations. The company has expanded into furnishing products to companies engaged in the extraction and production of natural gas and oil.

HUNTINGTON STEEL (1904)
Huntington Steel was founded in 1904 by James A. Diddle as Huntington Boiler Works. The company originally built and repaired the steam boilers that were prevalent in the day. Their initial focus was mostly on the railroad industry. Huntington Steel now provides a variety of structural and miscellaneous steel along with other products and services to the construction, manufacturing and mining industries.

The Marshall University Alumni Center, Bowles Rice office building in Charleston and Cabell County Public Library are all built using the company’s steel. They have also provided the steel for the recently constructed additions to Cabell Huntington Hospital, Southern Ohio Medical Center and Kings Daughters Medical Center, and provided structural steel for port security barrier units for U.S. Naval bases. Huntington Steel remains family-owned and headquartered in Huntington, but has expanded its reach with branches in Morgantown, Charleston and Pikeville, Kentucky.

PEERLESS BLOCK AND BRICK (1905)
Peerless Block and Brick was founded in 1905 by Elias Fellabaum as a one-person operation making concrete blocks. The company continued producing only concrete block until the late 1970s, when Steve Doty was named president, succeeding his father, Everett Doty. Peerless Block and Brick was located on Patrick Street. They have made their name as a one-stop-shop for masonry needs. They now operate from a 30-acre site along the Kanawha River in St. Albans. Peerless provides a variety of block and brick products for residential,
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commercial, industrial and mining applications. The company also owns three patents related to masonry products used in the coal mining industry. These include two related to Superblock and one for Strap Block. The company services the Mid-Atlantic region from their main office in St. Albans and satellite offices in Parkersburg, Barboursville and Beckley.

**BOXLEY (1910)**
Around 1890-1892, J.C. Carpenter and W.W. Boxley entered into a partnership as railroad contractors. In 1893, they worked on construction of the Little Bend Tunnel for the C&O station in Hinton. Boxley purchased Carpenter’s shares of the company in 1910, and today his great-grandson, Abney S. Boxley III, leads the company.

Boxley expanded into West Virginia in 1983 and now operates three quarries, six concrete plants, a trucking company and a building materials supply company. The company has crushed stone, concrete, asphalt and block businesses in Virginia. They have been involved with many high profile highway projects in the state, along with rail work. Notable projects include the McDowell County prison, Glen Jean armory, Beckley Bypass bridge, Brock Bridge, Beech Ridge wind farm, Greenbrier Resort Casino and the The Summit National Boy Scout Reserve.

**DOUGHERTY COMPANY (1911)**
Dougherty Company began in 1911 in Freeport, Pennsylvania as Harry Dougherty and Son. The company was brought to West Virginia in 1948 by W.S. Endres. Over the next few years, the company closed their Pennsylvania and Ohio offices, and focused their attention on the West Virginia market. Endres incorporated Dougherty Company in 1958 in the state of West Virginia. Sam Bowling joined the company in 1966 as the firm’s estimator. In 1977, he became the company president, treasurer and general manager. Today, the company is run by Jim Smith, who has nearly 40 years of experience with Dougherty Company. They perform fabrication and installation of plumbing, heating, air conditioning, sheet metal, process and chemical piping, medical gas systems and industrial piping.

**BURGESS & NIPLE (1912)**
Burgess & Niple was founded in Columbus, Ohio in 1912 by Philip Burgess and Chester Niple. Burgess designed one of the first rapid sand filter water treatment plants ever built, thus beginning the firm’s water treatment work, which remains one of its specialties. The firm acquired Robert Wheeler & Associates in Parkersburg in 1972. Burgess & Niple has completed engineering services for many notable projects in West Virginia including Corridor D in Wood County and the New Martinsville hydroelectric plant. The firm ranks 138th on *Engineering News Record’s* list of the Top 500 Design Firms in the United States.

**W.Q. WATTERS COMPANY (1913)**
The W.Q. Watters Company was started in 1913 as a painting contractor. Over the years, the company has tackled several notable projects, such as the interior and exterior of the state Capitol dome. More recently, W.Q. Watters completed painting on the new I-64 concrete bridge from Spring Hill to Dunbar and The Greenbrier Spa and Sporting Club. The company is located in Charleston and now focuses entirely on commercial and industrial painting and sandblasting.
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In 1913, C.M. Hunter returned to Southwest Virginia after working on the New York Aqueducts and opened a limestone quarry in Pounding Mill, Virginia. The quarry’s original function was to furnish railroad ballast to the Norfolk and Southern Railroad. By 1946, under the direction of C.M. “Budge” Hunter, Pounding Mill acquired the property at St. Clair’s Crossing in Bluefield, Virginia and expanded into the construction arena. The third quarry operation was acquired from Pendleton Construction Company who had operated it during the construction of I-77. This plant in Rocky Gap, Virginia would serve the construction and agriculture market in Bland and Giles counties. In September of 1984, Pounding Mill concluded the negotiations for its fourth quarry with the purchase of Mercer Crushed Stone, a West Virginia Corporation, which is located near Ingleside, West Virginia. Pounding Mill Quarry Corporation serves the construction and mining industries in West Virginia and Virginia and remains family owned and operated.

Central Supply Company boasts four generations of family-ownership. The company was founded in 1915 as a grain, feed and basic building supply store. Over the past 97 years they have shifted their focus to provide a variety of block, brick and stone along with ready-mixed concrete, pumping and accessories. Pictured, Central Supply pumps concrete into an insulated concrete form foundation on an apartment building in Morgantown.

Central Supply Company of West Virginia was founded in 1915 in Clarksburg by George Clare Finly as a grain, feed and basic building supply store. It grew through four generations of George Finlys and is a leading producer of ready-mixed concrete and concrete block in North Central West Virginia. “We have done many large projects throughout the area,” said George Finly, president. “Central has worked on the Longview power plant, United Hospital Center, the FBI Criminal Justice Information Services Division, and many projects for WVU, Fairmont State, Gleneville State, and we do many residential projects as well.” Central Supply employs nearly 200 people and keeps the focus on their customers. “While we sell a host of products…ready-mixed concrete, concrete pumping, ICFs, gray and architectural block, retaining wall block, brick, paving stones, concrete and masonry accessories and aggregates…we remain customer-centered and work hard to offer trained personnel, new technologies, and the latest in delivery/placement capabilities to make our customers’ work lives easier,” Finly said.

Mountain State Insurance was started as Montgomery & Coles Insurance Agency on February 15, 1917. On March 1, 1924 Mountain State

W.O. Watters Company was formed in 1913 as a painting contractor. They remain true to their original calling and have tackled many high-profile painting projects in the area, such as the state Capitol dome in 2006.
Insurance Agency was created by the consolidation of Montgomery & Coles Insurance Agency, Norton Insurance Agency, and Glen Jean Insurance Agency. Mountain State Insurance Agency has been in continuous operation in the Kanawha Valley for 95 years with uninterrupted local ownership. The company focuses on business insurance and works mainly in heavy construction, oil and gas, medical malpractice and general commercial. The company is currently run by Ross Johnson, CAWV Associate Division chairman, and Patrick Kee.

GREER INDUSTRIES (1917)
Greer Industries was founded in 1917 by Herbert C. Greer and Agnes Jane Reeves Greer. Greer Industries began its rise to success amidst trying times, as the country had just entered World War I. Despite the turmoil of the day, Herbert and Agnes set out to create a business that would be built on hard work, vision and innovation. The company remains privately held, and is in its third-generation of family ownership. Today, Greer Industries Inc. oversees numerous other successful divisions spanning a wide range of industries including mining, steel, tourism, recreation and broadcasting.

EQUIPMENT CORPORATION OF AMERICA (1918)
Equipment Corporation of America was founded in 1918 in Chicago by three well known firms to enable them to expand their marketing of construction, industrial and material handling equipment. The three Chicago firms included two already established equipment dealers and a third firm that manufactured concrete mixers. They believed that there was a large demand in the Eastern part of the country for a capable firm to handle used industrial and contractors' equipment. Office, warehouse and complete repair facilities were quickly established in Chicago, Pittsburgh and Philadelphia. The facilities at each plant included a machine shop and a blacksmith shop to manufacture special parts and make emergency repairs.

ECA was one of the first companies to promote the rental of construction equipment. ECA purchased individual equipment items as well as entire job spreads, as was done at The Conowingo Dam when it was completed in 1928. The company has facilities in Pennsylvania, Massachusetts, New York, New Jersey, North Carolina, Washington, DC and Toronto, Canada.

KALKREUTH ROOFING & SHEET METAL COMPANY (1920)
Kalkreuth Brothers was established in Wheeling in 1920 with a focus on servicing the industrial roofing market. The company continued on that course until 1984 when John Kalkreuth and Jim Hurley took over the business and the name was changed to Kalkreuth Roofing & Sheet Metal. The company expanded their services to include sheet metal and a variety of roofing services. Several large contracts took the company into markets throughout the Mid-Atlantic region, as the company first reached into Baltimore, Washington, D.C., and Northern Virginia, eventually opening an office in Maryland. Based in Wheeling, the company also operates offices in Ohio and Kentucky.

Kalkreuth has completed several sports facilities including the Nationwide Arena in Columbus, Ohio, the Hershey Arena in Hershey, Pennsylvania, Washington Nationals Ballpark in Washington, D.C., FedEx Field expansion in Landover, Maryland and the Great American Ballpark in Cincinnati, Ohio. They are also focused on the health care and automotive industries.

Kalkreuth Roofing and Sheet Metal Brothers is currently ranked as the third largest roofing contractor in the nation by Engineering News Record.

FRIEDLANDER COMPANY (1921)
Friedlander Company was founded in 1921 as a provider of surety and insurance services by U.S. Army (Retired) Major C. R. Morgan, a Charleston native who had returned home after World War I. After the death of Major Morgan in the late 1950s, several Charleston natives bought the agency from Morgan’s heirs. A Cincinnati-based coal company owner, who was an agency client, bought the company in 1962 and hired George Friedlander, an insurance company employee living and working in Cincinnati, to come to Charleston to run the operation. In July 1970, Friedlander and Tony Stanchina, along with two other employees, bought the agency and changed the name from C.R. Morgan.
Company to Friedlander Company. One of those employee/owners retired, another resigned, and in the 1980s, David Thomas and Rick Higginbotham became officers and part owners.

**ROLLINS, CLEAVENGER AND ROLLINS (1921)**
Rollins, Cleavenger and Rollins was founded in Charleston 1921 by Roy B. Rollins as Roy B. Rollins and Company. The company provided accounting services to the area. The name changed in 1959 to Rollins, Cleavenger and Rollins. It is managed by Roy Rollins’ youngest son, David H. Rollins, and is the oldest existing CPA firm in the Charleston area.

**TRI-STATE/SERVICE ROOFING AND SHEET METAL GROUP (1923)**
Tri-State/Service Roofing & Sheet Metal Group originated in Wheeling in 1923 as a commercial and industrial roofing contractor by brothers Harry and Clarence Esbenshade. The company opened its Charleston office during the Great Depression when it was awarded a major contract for work on the Naval Ordnance Plant located there. Tri-State is now in its third generation of leadership by the Esbenshade family and has grown to thirteen locations throughout West Virginia, Florida, Kentucky, North Carolina, and Virginia. Today, Tri-State is a full-service commercial roofing, sheet metal fabricator and HVAC/mechanical contractor. The company specializes in energy-efficient roof systems and difficult-to-diagnose leak detection.

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The company recently installed a new modified bitumen roofing system increasing the R-value and reflectivity of the low-slope roof on the Robert C. Byrd Federal Courthouse in Charleston. Tri-State installed composite aluminum panels, columns, flashing and soffits at the U.S. Bureau of Public Debt in Parkersburg, and designed (in-part), fabricated and installed the the HVAC system, contributing to the facility’s LEED certification. The restoration of the Kanawha County Courthouse roof in Charleston and the Spring House roof at The Greenbrier exhibit Tri-State’s experience with traditional materials and historic preservation.

IA CONSTRUCTION CORP (1924)

Interstate Amiesite was incorporated in 1924 as the result of the purchase of Amies Road Company and five General Crushed Stone Company plants. The company supplied Amiesite, a cold mixed and cold laid Columbus Testing Laboratory was formed in 1926 in Columbus, Ohio to provide testing services of materials and chemicals. The company grew to 70 employees and in 1966 opened their first branch office. The company became CTL Engineering, Inc. in 1974 as engineering services were incorporated into their services. Pictured is one of the company’s original drills.

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paving invented by Joseph Amies. The company sold their products throughout Pennsylvania, Delaware, Maryland, West Virginia, Washington, DC, parts of New York and New Jersey, and was flourishing until the Depression struck.

The company held on until the 1950s, when the Interstate Highway System construction began. At that time, Interstate Amiesite was converted into the Interstate Amiesite Corporation. The 1960s saw the addition of road construction and hot mix asphalt production. Plant facilities were upgraded and the company became a major paving contractor. The corporation acquired several companies and opened additional asphalt plants in the 1970s. They have continued the pattern of expanding services and growth through acquisitions. Today, the company provides road construction and rehabilitation, Hot Mix Asphalt and aggregate production and sales, resurfacing and paving and site preparation. They are a subsidiary of Barrett Industries.

**CTL ENGINEERING, INC. (1927)**
Columbus Testing Laboratory was formed in 1926 in Columbus, Ohio to provide testing services of materials and chemicals. The company grew to 70 employees and in 1966 opened their first branch office. The company became CTL Engineering, Inc. in 1974 as engineering services were incorporated into their services.

During its early years, the company focused mainly on soils, foundation engineering, construction testing and inspection services, leading to expansion into the metallurgical, non-destructive testing, mechanical, mining, roofing, and environmental service industries. In 1982, CTL Engineering opened their first West Virginia office in Morgantown. The group specialized in Abandoned Mine Lands projects and mining engineering. Their South Charleston office opened in 2000. CTL Engineering has gone through several leadership changes and is now an employee-owned company with over 200 staff members. The company is now known as Wells Fargo, the company began in 1936 as McDonough Caperton Smith and Goldsmith. The company was purchased in 1993 by American Business Insurance, followed by Acordia in 1994. They became Wells Fargo in 2007.
listed as one of the Top 500 Design Firms in the United States by Engineering News Record.

GARRETT-STOTZ COMPANY (1931)
Fred M. Garrett Sr. in 1931 established the Garrett Insurance Agency. He continued to operate under this name through the addition to the agency of his son, Fred M. Garrett Jr., in 1956 and his son-in-law, William F. Stotz, in 1958. The company began, and continues to operate, with a focus on the bonding and insurance needs of contractors. The agency was incorporated under the name of Garrett-Stotz Company in 1966. With the loss of William Stotz to retirement in 1968 came the addition of William A. Kantlehner Jr. In the 1980s, Fred Garrett, Jr.’s son, Steve, and William Kantlehner’s son, Bill, joined the agency. Through several acquisitions, the company now has offices in multiple states and provides insurance, bonds and employee benefits throughout the region.

RISH EQUIPMENT COMPANY (1933)
In late 1933, Charleston Tractor and Equipment Company was formed by Lon M. Rish as a distributor for Caterpillar tractors and motor graders in Southern West Virginia. At the time, Rish was president of Bluefield Supply in Roanoke, Virginia. The new endeavor quickly grew and added International Harvester to its product line in 1936. Over the next few decades, the company experienced rapid growth, opening 25 locations in five states and employing nearly 900 people. The company reorganized its five individual corporations into one company: Rish Equipment Company. Lon M. Rish retired in 1967. Today, the company has 12 locations and provides a variety of equipment for the construction, mining, utility and forestry industries.

MEADOWS STONE AND PAVING (1935)
Kenton Meadows started working in 1934-1935 when he purchased a team of horses and skidded pipe for gas drillers and wood for timber cutters. He purchased his first truck in 1937. Kenton Meadows Construction Company Inc. was Meadows' first “incorporated” company. He then formed Kenton Meadows Company Inc. in 1954 and merged Kenton Meadows Construction Company into it. Meadows Stone & Paving, Inc. was incorporated the first time in the 1960s and the second time in the 1980s. The company produces aggregates and asphalt, and performs heavy/highway construction.

WELLS FARGO (1936)
Gene McDonough and Gaston Caperton Jr. formed an insurance agency in 1936 to handle insurance for commercial and personal accounts. Banks Shepherd joined the firm, shortly followed by Ike Goldsmith who entered the agency after the death of McDonough in 1951. Caperton kept working until his son Gaston, the former governor of West Virginia, came into the business in 1963. The elder Caperton remained in the business until his death in 1989 and Shepherd remained active until his death in 2001. When Gaston became governor in 1988, there were 17 offices in eight states, and the agency was listed as one of the top ten insurance agencies the country, and in the top five privately-owned nationwide.

American Business Insurance bought the agency in 1993 and the next year sold that interest to Acordia. It was operated as Acordia for 14 years, and
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the name changed to Wells Fargo Insurance Services in 2007. The company evolved from a small family business to 60 employees in 1975 to 1200 by 1981, when the Third Party Administration (TPA) business flourished. Now Wells Fargo has over 5000 employees in their insurance business throughout the country and is listed in the top five insurance brokerages in the world.

WEST VIRGINIA TRACTOR COMPANY (1936)
In 1936, West Virginia Tractor and Equipment Company evolved from Basham Equipment Company. The founder and president was L.C. Basham, who ran the business until his death in 1968. His four sons, Calvin, Donald, Burke and Harry, operated the business until 1982, when the third generation took over, renaming the company West Virginia Tractor Company. The company’s is currently run by Gary Grady and Steve Basham. Originally, the company’s primary focus was on selling and servicing mining and construction equipment. In the late 1970s, in response to a downturn in the heavy/earthmoving market, the company expanded, adding municipal equipment and accounts. Today, West Virginia Tractor Company offers a variety of construction and mining equipment along with government equipment such as street sweepers, refuse packers and sewer cleaners.

VECELLIO & GROGAN (1938)
The Vecellio Group’s began in 1900, when Enrico Vecellio began a masonry contracting business in West Virginia. He soon entered the road-building industry. His son, Leo, grew up around road construction, earned a civil engineering degree and, in the 1930s, joined his father’s road construction business. Gene Grogan also joined the company and married Leo’s sister, Erma, who handled much of the company’s administrative work. Leo formed Vecellio & Grogan in 1938 with the full backing of Enrico, and the day-to-day business partnership of Gene. During the 1960s, V&G was involved as much in coal-mining as it was in earth-moving.

In the 1970s, third-generation contractor Leo Vecellio, Jr., earned his civil engineering degree and joined the family business. With his assistance, V&G began branching out into more diverse economic and geographic regions. Today, the Vecellio Group includes Vecellio & Grogan, Sharpe Brothers, Ranger Construction Industries, White Rock Quarries, and Vecenergy, the Group’s energy division. The Group is in its fourth generation as a family-owned and operated business, with Christopher and Michael Vecellio fully involved in daily executive leadership.

By Lindsay Stephens

Leo Vecellio, Sr., far left, supervises a Vecellio & Grogan street paving project in 1950. The company began in 1938 with Enrico Vecellio and Gene Grogan in Beckley. They have expanded into mining and construction in multiple states, and also into the quarry and energy industries. The Vecellio Group remains a family-owned and operated business.
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Transportation is Job #1.” This was the message members presented to West Virginia’s congressional representatives at the 24th annual CAWV Congressional Fly-In, held May 31 in conjunction with the Transportation Construction Coalition (TCC) conference May 30 - 31 in Washington, D.C. CAWV President Gene Thompson led the delegation to talk about issues that are vitally important to the construction industry.

On the CAWV’s agenda at this year’s meeting were issues that have dominated the past few fly-ins: Reauthorization of SAFETEA-LU highway bill which expired September 30, 2009, support of legislation to restore and increase funding for West Virginia’s Clean Water State Revolving Fund (CWSRF) and Drinking Water State Revolving Fund (DWSRF), amending the IRS code to remove the volume cap on Private Activity Bonds (PAB) for water and wastewater infrastructure, and stopping U.S. EPA from expanding wetlands jurisdictional overreach.

“We want to thank you for something that is not on our agenda this year,” President Thompson stated in his opening comments. “We want to thank you for voting to repeal the three percent withholding on government contracts. Had the three percent withholding been allowed to stand, it would have had a devastating effect on West Virginia construction companies.”

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Rep. Rahall, the ranking member of the House Transportation and Infrastructure Committee, said that some of the new members in Congress “don’t include the word compromise in their vocabulary.”
As CAWV members were discussing the need for an agreement of the conference committee on the highway reauthorization bill, Rep. Rahall got notice that Rep. Paul Broun, R-GA, intended to bring a motion to the floor. Rep. Broun wanted to insist to House conferees that the transportation bill limit total “funding out of the Highway Trust Fund” in FY 2012 and 2013 to the revenue from gas tax receipts that the Congressional Budget Office currently projects will be deposited in the Trust Fund. If this amendment was accepted, it would result in about a 60 percent reduction in funding for the remainder of the fiscal year. Rep. Rahall, along with Rep. Shelley Moore Capito, R-WV, and Sen. Jay Rockefeller, D-WV, are three of the 47-member highway bill conference committee.

Rep. Capito, also a member of the House T&I Committee, said she was more optimistic about a compromise being reached on a highway bill, although probably not by the June 30 date.

“Sen. Barbara Boxer seems to be making an effort to reach across the aisle to get parties to agree to a compromise. I had a meeting with her and I know others will be meeting as well. I think Chairman (John) Mica (House T&I Committee) is on board with most of it.”

Sen. Boxer, D-CA, is the chair of the conference committee. She also noted that the House and Senate recesses scheduled between now and June 30 leave little time for conferees to meet.

“You will be happy to know there is streamlining of projects in both versions of the bill,” Rep. Capito told members. “Everyone believes the process to get projects approved, designed and constructed has gotten too lengthy and cumbersome. There will be some relief in this regard, I predict.”

The Second District Congresswoman said she doesn’t think legislators are “just going through the motions” and that everyone wants to see a highway bill passed.

“Thank you for voting to repeal the three percent withholding on government contracts,” CAWV President Gene Thompson told West Virginia’s Congressional representatives. “Had the three percent withholding been allowed to stand, it would have had a devastating effect on West Virginia construction companies.”

“I’m committed to the sections of the House bill dealing with fly ash and the Keystone pipeline and I’m committed to trying to get passage of the bill, by June 30 or later,” she said.

The fly ash amendment is a product of West Virginia’s newest congressional member, Rep. David McKinley, R-WV.

“I have been articulating construction issues since I started in the business in 1965,” the first term Republican told CAWV members. “I am only one of two registered Professional Engineers in Congress and the only practicing PE. I want to spend our money wisely, such as on highways, water and sewer and schools. The nation is spending $1.3 trillion a year more than what we bring in.” To put this in perspective, Rep. McKinley said a stack of $1,000 bills totalling $1 million measures four inches high. A stack of $1,000 bills totalling $1 trillion is 64 miles high.

“People don’t grasp the severity of our spending issues. This is why I want to prevent EPA declaring fly ash a toxic substance. It will only add to the cost of construction if we eliminate its use in concrete, as fill material and in other applications,” he said.

Sen. Rockefeller, in previous news articles, said he believes the fly ash amendment should be eliminated from the highway bill and voted on as a stand-alone bill instead.

Sen. Rockefeller

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In a related environmental issue, CAWV members called upon West Virginia’s delegation to support H.R. 4965, “An Act to Preserve Existing Rights and Responsibilities with Respect to Waters of the United States.” The bill would prevent EPA and the U.S. Army Corps of Engineers from issuing their “Final Guidance on Identifying Waters Protected by the Clean Water Act.” The final guidance, in effect, eliminates the term “navigable” from the Clean Water Act and improperly increases the scope of the federal jurisdiction under the Act.

“Expanding federal authority over water and land use would delay or stop construction projects nationwide and in West Virginia,” said President Thompson. “The federal permitting process would increase the cost of and delay necessary improvements to our highways and other infrastructure. Currently, there is a backlog of pending requests for necessary permits of 15,000 to 20,000, and, on average, an individual permit takes 2-3 years to receive.”

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“This rule is usurping the role of Congress and EPA is doing this all over the place,” Rep. Capito commented.

The CAWV sent a letter to Senator Jay Rockefeller and Senator Joe Manchin asking them to cosponsor S. 2245, the Senate’s version of the legislation.

“I am a cosponsor of H.R. 3145, the Water Quality Protection and Job Creation Act of 2011. I am also a cosponsor of H.R. 1802 which provides that the volume cap for Private Activity Bonds not apply to bonds for waste and sewer facilities,” Rep. Rahall told members.

These bills would provide billions for water and wastewater projects nationwide. CAWV members noted the President’s budget for water and wastewater programs is less than last year and less than what the Senate approved.

“It’s hard for rural areas to raise dollars when they don’t have a return on their investment like big cities have,” Rep. Rahall noted.

Rep. McKinley shared with members the problem he is having getting water service to 70 families in Grant County. “City water is seven miles from their houses and they have to get water from the creek,” Rep. McKinley said. “I don’t find this acceptable.”

He noted he is also a sponsor of H.R. 1802, the Private Activity Bond bill, but there is opposition because the loss in revenue would have to be offset against some other spending measure.

“All of the issues we took to Washington are important to our members,” said President Thompson. “We said ‘Transportation was Job #1’ because there is an immediate need to get a highway bill passed before June 30. It is important to jobs, to the quality of our highways and to future economic development.”

The president noted that the CAWV is “preaching to the choir” because West Virginia’s delegation understands the importance of investing in infrastructure. The CAWV delegation did not meet this time with Senator Rockefeller and Senator Manchin since the Senate was in recess during the TCC conference. The CAWV will schedule meetings with them soon.

The CAWV Fly-In was held in conjunction with the Transportation Coalition Conference (TCC). The event joins over 29 national associations and labor unions, including both the Associated General Contractors (AGC) of America and the American Road and Transportation Builders Association (ARTBA), to focus on transportation issues. Over 400 people attended this year’s TCC conference, which included comments by House T&I Chairman John Mica and Rep. Nick Rahall.
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Chairman Mica indicated that members of the T&I Committee are actively participating in the staff deliberations in an effort to keep discussions on the highway bill moving forward. Rep. Rahall said he was cautiously optimistic that the negotiations will be successful. The Senate Environment and Public Works Committee’s staff director told the group that Committee Chair Sen. Boxer is committed to working with the House conferees to develop a bill that will receive enough support to be enacted.

The speakers indicated that some of the issues will not easily be negotiated, such as the approval of construction of the Keystone pipeline and whether to prohibit EPA from designating fly ash as a hazardous waste. They indicated these issues will most likely be set aside for now and dealt with when other issues have been resolved.

TCC members called for at least maintaining the FY 2011 funding levels in a deficit neutral fashion and called for the inclusion of long-overdue policy reforms, particularly related to improving the timeline on environmental review and approval.

Joining President Thompson at this year's fly-in were: John Boyle, Mountaineer Contractors, Inc.; Dan Cooperrider and Willie Crane, Appalachian Materials Group / WV Paving, Inc.; Bill Medcalf, Vecellio & Grogan, Inc.; Lee Snyder, Snyder Environmental Services, Inc.; Phil Weser, March-Westin Company, Inc.; and Gary Young, G & G Builders, Inc.
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- National Utility Contractors Association
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The CAWV’s award-winning campaign, “Hard at Work” is a strategic communication plan designed to promote the construction industry and CAWV members.

“The campaign has been successful because our members have embraced the “Hard at Work” logo in their organizations,” said Carrie Samuels, chair of the CAWV Public Relations Committee. “There are signs and banners on job sites across West Virginia and CAWV members have incorporated the logo in their company letterhead, on their vehicles and in their advertising. This campaign is a reminder to members the CAWV is “Hard at Work” helping to promote a favorable image for the construction industry,” she said.

Any member that is using the “Hard at Work” logo in their operation is invited to e-mail a photo for inclusion in a future issue of WVCN. E-mail pictures to Lindsay Stephens at lstephens@cawv.org.
New CAWV-member firm, Drug Testing Center of America, displays a “Hard at Work” sign in their Charleston storefront.

Boggs Roofing hangs a “Hard at Work” sign on their project site at the Veteran’s Administration Medical Center in Huntington.

Pipe Plus, Inc. displays a “Hard at Work” sign on their Kanawha Two-Mile project job trailer on Sissonville Drive in Charleston.

Walker Machinery has the “Hard at Work” and Friends of Coal logos embroidered onto hats.

West Virginia Paving heads out with a load of asphalt onto Corridor G. The company has “Hard at Work” logos on all their trucks.

The “Hard at Work” logo is available to all association members in electronic format. Members are encouraged to use the logo to show their support of the association and industry. The CAWV makes stickers in various sizes available along with license plates bearing the logo. Signs and banners are available to any member wishing to use the logo.
Maynard C. Smith Construction Company has the “Hard at Work” sign on their job trailer in Charleston. They are preparing to begin work on the new CAMC Cancer Center.

Shafer Equipment, a new CAWV member, places the “Hard at Work” logo on their office building in Clendenin. The sign shows existing and potential customers that the company supports the construction industry.

Jarrett Construction places the “Hard at Work” logo on their job site located at 29th Street in Huntington.

The “Hard at Work” logo is available to all association members in electronic format to use as they see fit. Miss Utility of West Virginia incorporated the logo into their 811 campaign promotional materials.
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Over 200 CAWV members teed off at Sandy Brae Golf Club on Friday, June 1, to benefit the CAWV Scholarship Foundation. The golf outing, which was a sell-out, raised over $10,000 for the annual scholarship award which helps college sophomores and juniors studying civil engineering or pursuing a construction-related degree. Members were divided into a morning flight and afternoon flight. Prizes were given for longest drive, closest to the pin and the first place team in each flight.

"The weather wasn't perfect, but everyone had a great time," said Golf Chairman Bob Brookover, WV Paving, Inc. "We could not have done this without the volunteers which generously donated their time to make this a success. I would like to extend a special thank you to the volunteers, sponsors and members who contribute to the scholarship program."

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Wells Fargo Insurance Services
Westfield Companies
West Virginia Heating & Plumbing
West Virginia Paving
ZMM
CONSTRUCTION NEWS

Members enjoyed teeing off for the association’s Scholarship Foundation.

Steve Diehl, Gene Thompson, Dustin Fisher, Ryan Jones, Greg Rinehart and Dan Cooper

Trey Cooper, Matt Conner, Steve McGrew, Walter Clark, Eric Ramey and Ernie George

Mike Vest, Ron Jacobs, Edsel Preece, Rob Newsome and Vic Green

Wayne Taylor, Doug Meeks, Alan Settle, Keith Bowen and Ralph Caudill

Skinny Cook, Greg Belcher, Tom Gesner, Benny Cavender and Mike Roberts

Ryan Boyle, Ryan Marris, Roddy Stieger, Mike Cimino, Donald Barr and John Marris

Lisa Teel, Thomas White, Connie Long, Kirk Aguire and Craig Left

Bill Grove, Willie Crane, Matt Campbell, Scott Withrow, John Hambel and Doug Marne

Tim Ellison, Roger Thomas, Roger Hite, Phil Browne and Joe McCallister

Keith Best, Bobby Cook, Greg Anon, and John Zimnox

Stacy Hobbs, Bruce Lawson, Andy Teeter, Jeremy Kaufman, Doug Scott and John Lynch

Charlie Cathcart, Doug Urling, Kevin Amos, Richard Corey and Jay Bubar


Jeremy Fitzwater, Gary Dodd, Chad Shamblin, Mary Prim, Jason Kitzmiller and Brian Curry

Kent Williams, Adam Samples, Mike Cantley and Tim Malcomb

Jeff O’Dell, Phil Laird, Rick Higginbotham, Chris Payne, Mitchell Smith and Mike Nolan

Chris Barr, Scott Barr, Doug Barr, Greg Barr, Phil Kincaid and Randy Epperly

Bob Runions, Brad Wiseman, Jim Blevins, Kelly Missner and Eric Brook

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CONSTRUCTION BRIEFS

- TransGas has announced that they expect to begin major construction on the Adams Fork Energy coal-to-liquids plant in Mingo County. The project is moving from the development phase into the financing phase. TransGas began site work a year ago on the plant, which was announced in 2008. Originally thought to cost $3 billion, and later estimated at $4 billion, the project will be the largest private investment ever in West Virginia. The Adams Fork project is designed to convert 7,500 tons of local coal per day to 18,000 barrels of gasoline and 300 barrels of liquefied petroleum, or propane. The plant will convert coal to synthetic gas, or syngas, and convert that to liquid fuels. Plant construction will employ 5,000 union workers and should take about 48 months to complete ...

- West Virginia has received $10 million for highways through the U.S. Department of Transportation’s Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program. The Town of Ranson received $5 million to expand the north-south Fairfax Boulevard by 1,000 feet. The expansion is expected to help connect Ranson to Charles Town.

  “This is huge news for West Virginia,” said U.S. Rep. Shelley Moore Capito. “I am thrilled to see such a large grant come to the Mountain State.”

  U.S. Rep. Nick Rahall reiterated her sentiment, as the Coalfields Expressway received the remaining $5 million for right-of-way acquisitions for the Mullens to West Helen section of the road.

  “In a funding desert...this funding is a sweet oasis,” said Rep. Rahall.

  “Mark my words, this federal commitment recognizes the long-term investment benefits of the Coalfields Expressway.”

  The project will improve the old two-lane roadways that have many deficiencies for today’s transportation needs, including a high percentage of “No Passing” zones, many steep grades and areas of reduced speeds through many communities and school zones. Improvements will increase safety along this corridor and expand economic activity in the region...

- Hino Motors announced in June that the investment of $2.9 million in their West Virginia facilities. The company plans to spend a total of $6 million including $2.9 million for machinery, equipment and plant improvements at their Williamstown location. The other $3 million will be used indirectly to purchase “tooling” at suppliers outside of West Virginia. The facility currently employs approximately 140 permanent full-time employees and expects to create an additional 20 permanent full-time positions by January 1, 2013. Hino Motors, a major worldwide truck manufacturer, established its assembly plant in Williamstown in 2007. This Wood County plant, which assembles Class 6 and 7 medium duty trucks, produced between two and ten trucks per day in its first year. Since then, production has grown exponentially. The plant is currently producing up to 37 trucks each day ...

- U.S. Rep. Nick Rahall announced in May that McDowell County is receiving $620,000 in grant funding from the U.S. Army Corps of Engineers to extend water service to the Big Sandy, Hampton Roads and Roderfield sections of the county. The grant will also fund upgrades to the Coalwood Water Treatment plant to help bring water to an estimated 542 residents in the area.

  “We have funding committed to that project from Rural Utility Services and Abandoned Mine Lands,” Mavis Brewster, director of the McDowell County Public Service District, said. “We needed additional money to get the design together to get it ready for construction. This money we are receiving from the Corps will help us to get this project off the ground” ...

- Road closures, parking changes and new construction were highlighted during a public update in May about WVU’s Evansdale Revitalization Construction plan. Director of Facilities Planning & Scheduling Rob Moyer said the university is undertaking a $160 million construction plan which will include utility and infrastructure upgrades to support the new facilities. Projects will begin in June with a parking lot expansion and utility and infrastructure upgrades on the Evansdale Campus. In July the Greenhouse will be completed and phase one of the Law Center Addition will begin, as will construction on the Student Health Building and College of Physical Activities and Sports Sciences. (March Westin Company, Inc., Morgantown, is the general contractor on the Greenhouse project.) In October, construction of an Art Museum will start. The University also plans an Advanced Engineering Research Building, Agricultural Sciences Building and phase two of the Law Center Addition at a later date ...

- A favorable bond market has allowed the Higher Education Policy Commission to refinance their 2004 bonds, generating an additional $5 million for school improvement projects. The commission will have to decide which colleges or universities will get the extra funds before the refinancing can be completed. Every year the commission submits a list of needs to the West Virginia Legislature. This year the commission asked for $10 million to complete safety and
maintenance projects for its member schools. While the legislature decided not to fund the projects this year, the estimated $5 million savings from the refinancing will go to these improvements. Projects on the list are generally relatively small investments, such as ADA compliance measures, roofing and sprinkler systems ...

- The City of Charleston received an $11.5 million loan from the WV Infrastructure Council to fund sewage upgrades in the South Ruffner Road area off MacCorkle Avenue. The city is beginning to work on property acquisition for the project, which will replace eight miles of main sewage transmission line. The line is currently in a stream and will be relocated to a public right-of-way along the road. The city is also planning to spend $6 million of its own money to upgrade and replace infrastructure. Planned projects include pump station replacement at 58th Street and on Coal Hollow Road, and main line replacement along Bigley Avenue ...

- The Wayne County Board of Education is seeking between $30 million and $35 million through a publically-supported bond that would go up for vote December 15, 2012. The funds, coupled with $20 million committed to the county by the School Building Authority of West Virginia, would pay for two new schools, turf fields at all three high schools and a host of other high-priority projects throughout the county ...

- Bids were accepted on June 6th for site preparation at the new Arnoldsburg Elementary School in Calhoun County. Capitol Valley Contracting, Inc., Elkview, submitted the low bid of $959,481 followed by J.F. Allen Company, Inc., Buckhannon, at $1,360,480 and Bear Contracting, LLC, Bridgeport, at $1,378,558 ...

- Airports in Marion, Mason and Mercer counties are set to receive nearly $1 million in federal grants to make facility upgrades and improve travel and safety. Sens. Jay Rockefeller and Joe Manchin, both D-WV, announced May 7 the Fairmont Municipal-Frankman Field will receive $600,000 to assist in meeting design standards, the Mason County Airport will receive $189,210 to advance safe airfield operations and rehabilitate runway lighting and the Mercer County Airport will receive $150,000 to purchase snow removal equipment.

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Both senators said the money will go a long way to ensuring the safety of passengers who travel in and out of the facilities. The funding was made available through the U.S. Department of Transportation’s Federal Aviation Administration …

The EPA announced in May $69.3 million in grants for 245 new investments to provide communities with funding necessary to clean and redevelop contaminated properties, boost local economies and create jobs while protecting public health. Two projects in West Virginia received funding. The Business Development Corporation of the Northern Panhandle received $200,000 for hazardous substance removal at the former Taylor, Smith, and Taylor Pottery site located at 8th and Plutus Streets near downtown Chester. The City of Charles Town received $650,000 for a Brownfields revolving loan fund grant. The grant will be used to capitalize a revolving loan fund from which the City of Charles Town will provide between two and six loans and subgrants to support cleanup activities for sites contaminated with hazardous substances. The target area for RLF activities is the Commerce Corridor …

Work on the new I-79 Technology Park in Fairmont is progressing, as the early site work package bid in May. The low bid was submitted by A.L.L. Construction, Inc., Mount Storm, at $651,767; followed by Laurita, Inc., Morgantown, at $833,336; Capitol Valley Contracting, Inc., Charleston, at $835,538; Green River Group, LLC, Morgantown, at $989,731; and Bear Contracting, LLC, Bridgeport, at $1,078,589 …

After several years of addressing overflow problems at the 5th Street lift station, plans are gaining momentum on a sewer project in the north end of Weirton. The preliminary engineer’s report was submitted to the West Virginia Department of Environmental Protection. The Sanitary Board is in the process of getting a categorical exclusion which will allow plans on the first phase gravity system portion of the project to move forward. Thrasher Engineering, Inc., Clarksburg, has said the Sanitary Board should be able to put the first phase of the project out to bid as early as July.

The waiver of the certificate of convenience and necessity on an emergency basis is expected to be
The waiver will cover the first phase, but the second phase - which will establish a 5-mile force main down Main Street that will divert overflow from the Ohio River to the 5th Street lift station and back to the treatment plant - will still have to go through the regular process. Design plans still need approval from the West Virginia Public Service Commission.

Once the project goes to bid, it will be close to January before a notice to proceed can be issued. The construction company would have approximately one year to complete the project by the December 2013 deadline...

The Barbour County Chamber of Commerce in June heard proposed railroad expansion plans for the West Virginia Central Railroad that could bring many economic opportunities to the eastern part of the state. The project would add 60 miles of new rail trail, creating the Highland Adventure of Mountain & Rail, a 90-mile loop connecting Canaan Valley in Tucker County with The Greenbrier Resort, and Belington with Cass Scenic Railroad in Pocahantas County, Bergoo in Webster County and Snowshoe Resort. The Highland Adventure of Mountain & Rail could result in the expansion of existing recreational opportunities in the area as well as provide an opportunity for others. The project would cost about $20 million and is expected to attract 150,000 tourists in its first year, bringing a $50 million economic impact.

Many of the trains will travel through scenic areas of the state and provide the opportunity for many to merge their train rides with other recreational activities such as rafting, camping, hiking and more. The project could create the ability for a partnership between buses, hotels, theaters, Snowshoe Resort, Canaan Valley, Slatyfork and more. The 90-mile excursion could be used by eight local trains departing from eight different cities and towns. The Highland Adventure loop would run on existing West Virginia Central Railroad tracks, owned by the state. John Smith, president of the Durbin and Greenbrier Valley Railroad is looking at several ways to fund the project, with hopes to finish it by the end of 2015...

The City of Parsons will soon have an improved streetscape as contractors work to replace sidewalk, curbs and streetlights throughout the
CONSTRUCTION BRIEFS

Two wastewater treatment plants have replaced five aging systems in Tucker County. A ceremony was held in June to mark the completion of the first phase of construction on the Canaan Valley Public Service District project. The public service district was formed in 2007 and construction on the new plants began in 2010. The $11 million treatment system combines microorganisms that digest wastewater solids with a membrane filter. Public service district officials say the technology reliably produces high-quality treated water and protects Canaan Valley’s water resources. Wastewater discharges previously have been blamed in part for contributing to low dissolved oxygen levels on the Blackwater River.

The engineering programs at Marshall University got another boost in June when school officials announced a private gift to help build another academic building. A Huntington-based company made a large gift pledge to the Marshall University Foundation to help build the university’s new, advanced Applied Engineering Complex. The all-new academic facility will have more than 141,000 square feet of classroom, laboratory, office and special applications spaces for the College of Information Technology and Engineering and science-related disciplines. The new building will be located on 3rd Avenue in Huntington between the Arthur Weisberg Family Engineering Laboratories and the Robert C. Byrd Biotechnology Science Center. Construction is expected to begin in October. The Applied Engineering Complex will house six different academic components and programs ...

The West Virginia Division of Highways on June 19th accepted bids for replacement of the Hartland Bridge in Clay County. The low bid of...
$6,113,850 was submitted by Vecellio & Grogan, Inc., Beckley, followed by Triton Construction, Inc., Nitro, at $6,390,360; Kokosing Construction Company, Inc., South Charleston, at $6,898,523; Orders Construction Company, Inc., St. Albans, at $7,128,744; Trumbull Corporation, Pittsburgh, PA, at $7,247,801; Kanawha Stone Company, Inc., Nitro, at $7,439,077; Bilco Construction Company, Inc., South Charleston, at $7,844,922; and Brayman Construction Corporation, Saxonburg, PA, at $8,390,377 ...

- The Town of Northfork voted Tuesday to accept a proposal that will provided clean drinking water to the community as part of the $8 million Elkhorn Water Replacement Project. The project will replace the town’s 71-year-old water lines. The West Virginia Bureau for Public Health Office of Environmental Health Services stated the town’s current water plant “is in a poor state of repair and needed maintenance has been neglected for years” and “presents a significant threat to public health due to any number of unknown problems.” The new Elkhorn Water Project will include a 600-gallon-per-minute water treatment plant, a new 400,000 gallon tank located at the top of Elkhorn Mountain, and will serve multiple McDowell County communities through 10-inch pipe. A generator will be on site to provide uninterrupted water service in the case of power outages. The project will run water lines for residents along the Elkhorn Creek watershed from Maybeury to Kimball ...

- Elkins was approved for $15.5 million from the West Virginia Infrastructure and Job Development Council for the new water treatment plant and distribution system upgrades in June. The city decided to seek new funding for the plant in an effort to save money and interest. In 2008, the city was awarded $28 million from the USDA Rural Utility Service to fund the project, but at an interest rate of 3.75 percent. The money from the Infrastructure Council will be combined with $15.5 million from RUS at an interest rate of 2.75 percent. The new funding is expected to save in excess of $14 million in interest rates. The city will have 40 years to pay back the money with the first two years being a grace period.

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