

IN THE CIRCUIT COURT OF KANAWHA COUNTY, WEST VIRGINIA

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STATE OF WEST VIRGINIA, ex rel.
PATRICK MORRISEY, ATTORNEY
GENERAL, and PAUL A. MATTOX, JR. IN
HIS OFFICIAL CAPACITY AS SECRETARY
OF TRANSPORTATION AND COMMISSIONER
OF HIGHWAYS, WEST VIRGINIA DEPARTMENT OF
TRANSPORTATION,

Plaintiffs,

v.

CIVIL ACTION NO. 17-C-41

CRH, PLC; OLDCASTLE, INC.;
OLDCASTLE MATERIALS, INC.;
WEST VIRGINIA PAVING, INC.;
SOUTHERN WEST VIRGINIA PAVING, INC.;
SOUTHERN WEST VIRGINIA ASPHALT, INC.;
KELLY PAVING, INC.; CAMDEN
MATERIALS, LLC; AMERICAN
ASPHALT & AGGREGATE, INC.;
AMERICAN ASPHALT OF WEST
VIRGINIA, LLC; BLACKTOP
INDUSTRIES AND EQUIPMENT COMPANY,

Defendants.

COMPLAINT

1. Plaintiffs, the State of West Virginia, by and through its duly elected Attorney General, Patrick Morrissey (“Attorney General”), and the Paul A. Mattox, Jr. in his official capacity as Secretary of Transportation and Commissioner of Highways, West Virginia Department of Transportation (“DOH”) (collectively, the “State”), bring this action under the West Virginia Antitrust Act against CRH, plc; Oldcastle, Inc.; Oldcastle Materials, Inc.; West Virginia Paving, Inc.; Southern West Virginia Paving, Inc.; Southern West Virginia Asphalt, Inc.; Kelly Paving, Inc.; Camden Materials, LLC; American Asphalt & Aggregate, Inc.; American Asphalt of West Virginia, LLC; and Blacktop Industries and Equipment Company (collectively, “Defendants”).

JURISDICTION AND VENUE

2. The Circuit Court of Kanawha County, West Virginia, is authorized to hear this matter under Article VIII, Section 6 of the West Virginia Constitution, W. Va. Code § 56-3-33, W. Va. Code § 51-2-2, W. Va. Code §§ 47-18-8, 9 and 15.

3. Defendants transact business in Kanawha County. Venue thus properly lies in the Circuit Court of Kanawha County, West Virginia. *See* W. Va. Code § 56-1-1; *see also id.* § 47-18-15.

PARTIES

4. Plaintiff, the State of West Virginia, by and through its duly elected Attorney General, Patrick Morrissey, is authorized, in its sovereign capacity, to bring this action under West Virginia Code §§ 47-18-8, -9, and -15.

5. Plaintiff, Paul A. Mattox, Jr., in his official capacity as Secretary of Transportation and Commissioner of Highways, West Virginia Department of Transportation (“DOH”), is authorized to bring this action under W. Va. Code § 47-18-9 and W. Va. Code § 17-2A-8.

6. The West Virginia Division of Highways is responsible for the construction and maintenance of more than 38,000 miles of publicly owned roads and bridges throughout West Virginia.

7. Annual paving contracts awarded by DOH in the state averaged more than \$130 million per year between 2010 and 2014, totaling more than \$665 million.

8. Defendant CRH, plc is a corporation organized under the laws of Ireland and is headquartered in Dublin, Ireland. CRH, plc is the ultimate owner of its subsidiaries, which include Oldcastle, Inc.; Oldcastle Materials, Inc.; West Virginia Paving, Inc.; Southern West Virginia Paving, Inc.; and Southern West Virginia Asphalt, Inc. Upon information and belief, CRH, plc

exercises dominion and control over its subsidiaries and reports all earnings from each of these entities in its consolidated reports filed with public agencies.

9. Upon information and belief, CRH, plc is the largest building materials company in North America, operating in all fifty U.S. states and six Canadian provinces.

10. Upon information and belief, CRH, plc is the largest producer of asphalt and the third largest producer of aggregates and readymixed concrete in the United States.

11. CRH, plc's business is vertically integrated from primary resource quarries into aggregates, asphalt and readymixed concrete products. CRH, plc's business is further integrated into asphalt paving services through which it is the leading supplier of product to highway repair and maintenance demand in the United States.

12. Defendant Oldcastle, Inc. is a principal subsidiary of CRH, plc; is incorporated in Delaware; and is headquartered in Atlanta, Georgia. Oldcastle, Inc.'s actions are controlled and dominated by CRH, plc. Upon information and belief, Oldcastle, Inc. is responsible for CRH, plc's operations in North America.

13. Defendant Oldcastle Materials, Inc. is a principal subsidiary of CRH, plc; is incorporated in Delaware; and is headquartered in Atlanta, Georgia. Oldcastle Materials, Inc.'s actions are controlled and dominated by CRH, plc. Upon information and belief, Oldcastle Materials owns West Virginia Paving, Inc.

14. Defendant West Virginia Paving, Inc. ("WV Paving") is a West Virginia corporation duly authorized to conduct business in the State of West Virginia, with its principal place of business located in Dunbar, West Virginia. WV Paving is a principal subsidiary of CRH, plc. WV Paving engages in the business of manufacturing, selling, and/or applying asphalt and asphalt-related products in West Virginia markets.

15. Defendant Southern West Virginia Paving, Inc. (“Southern WV Paving”) is a West Virginia corporation duly authorized to conduct business in the State of West Virginia, with its principal place of business located in Sprague, West Virginia. Southern WV Paving’s officers are the same as WV Paving’s officers and its “local office” listing is the same as WV Paving. Southern WV Paving engages in the business of manufacturing, selling, and/or applying asphalt and asphalt-related products in West Virginia markets.

16. Defendant Southern West Virginia Asphalt, Inc. (“Southern WV Asphalt”) is a West Virginia corporation duly authorized to conduct business in the State of West Virginia, with its principal place of business located in Sprague, West Virginia. Southern WV Asphalt’s officers are the same as WV Paving’s officers and its “local office” listing is the same as WV Paving. Southern WV Asphalt engages in the business of manufacturing, selling, and/or applying asphalt and asphalt related products in West Virginia markets.

17. Upon information and belief, CRH, plc acquired Southern WV Paving and Southern WV Asphalt through its subsidiary WV Paving.

18. Because all operations of CRH, plc subsidiaries are ultimately controlled and directed by CRH, plc, CRH, plc; Oldcastle, Inc.; Oldcastle Materials, Inc.; WV Paving; Southern WV Paving; and Southern WV Asphalt are collectively referred to herein as “CRH.”

19. Defendant Kelly Paving, Inc. (“Kelly Paving”) is a West Virginia corporation duly authorized to conduct business in the State of West Virginia. Kelly Paving is a wholly owned subsidiary of Shelly and Sands, Inc., an Ohio corporation. Kelly Paving engages in the business of manufacturing, selling, and/or applying asphalt and asphalt-related products in West Virginia markets. Kelly Paving is a partner in a joint venture with WV Paving in Camden Materials LLC.

20. Camden Materials, LLC (“Camden Materials”) is a West Virginia limited-liability company duly authorized to conduct business in the State of West Virginia, with its

principal place of business located in Dunbar, West Virginia. Camden Materials is a joint venture between WV Paving and Kelly Paving. Upon information and belief, Camden Materials is owned in equal parts by WV Paving and Kelly Paving. Camden Materials engages in the business of manufacturing and selling asphalt. Camden Materials is operated by WV Paving.

21. Defendant American Asphalt & Aggregate, Inc. (“American Asphalt & Aggregate”) is a West Virginia corporation duly authorized to conduct business in the State of West Virginia, with its principal place of business located in Kenova, West Virginia. American Asphalt & Aggregate engages in the business of manufacturing, selling, and/or applying asphalt and asphalt-related products. Upon information and belief, American Asphalt & Aggregate is owned in whole or in part by Daron Dean.

22. Defendant American Asphalt of West Virginia, LLC (“American Asphalt”) is a Delaware limited-liability company formed in June 2012. American Asphalt is authorized to conduct business in the State of West Virginia and its principal place of business is located in Kenova, West Virginia. American Asphalt’s members are Southern WV Asphalt and American Asphalt & Aggregate. Upon information and belief, American Asphalt is owned in equal parts by Southern WV Asphalt and American Asphalt & Aggregate. American Asphalt engages in the business of manufacturing, selling, and/or applying asphalt and asphalt-related products. Upon information and belief, Daron Dean operates American Asphalt.

23. Defendant Blacktop Industries and Equipment Company (“Blacktop Industries”) is a West Virginia corporation duly authorized to conduct business in the State of West Virginia, with its principal place of business located in Kenova, West Virginia. Blacktop Industries engages in the business of manufacturing, selling, and/or applying asphalt and asphalt-related products. Upon information and belief, Blacktop Industries is a subsidiary of American Asphalt & Aggregate, and owned in whole or in part by Daron Dean.

DEFINITIONS

24. "Aggregate" means crushed stone and gravel produced at quarries, mines, or gravel pits used to manufacture asphalt concrete and readymix concrete.
25. "Stone product" refers to any product produced at an aggregate quarry.
26. "Asphalt concrete" or "asphalt" means a paving material produced by combining and heating asphalt cement (also referred to in the industry as "liquid asphalt" or "asphalt oil") with aggregate.
27. "Hot-mix plant" means a plant that produces asphalt concrete.

TRADE AND COMMERCE

The Relevant Product Markets

Aggregate

28. Aggregate is a stone product used to manufacture asphalt.
29. Aggregate is a low-priced commodity that is very heavy and bulky.
30. Transportation costs comprise a substantial portion of the price per ton of aggregate and, accordingly, transportation costs limit the areas to which aggregate can be shipped economically.
31. As a result, the geographic location of aggregate quarries, mines, and gravel pits, along with the associated transportation costs of aggregate, create regional markets for the sale of aggregate suitable for manufacturing asphalt.
32. Establishing a new, successful aggregate production facility in or in close proximity to southern West Virginia is difficult, time-consuming, and costly.
33. To be cost competitive, an aggregate production facility must be able to produce large amounts of consistent quality aggregate in close proximity to the hot-mix plants where the aggregate will be used.

34. Environmental and zoning permits must be obtained to operate an aggregate-production facility.

35. State and local zoning provisions make it very difficult to open an aggregate production facility in southern West Virginia or southwest Virginia in close proximity to southern West Virginia.

36. Aggregate differs from all other types of stone products in its physical composition, functional characteristics, customary uses, and pricing.

37. Other stone products are not acceptable substitutes for manufacturing asphalt.

38. Manufacturers of asphalt recognize aggregate as a distinct product.

39. Aggregate used for paving roads under DOH contracts must possess specific qualities and characteristics.

40. Not all aggregates are suitable for manufacturing asphalt that meets DOH specifications.

41. DOH must inspect and certify aggregate producers and suppliers before the aggregate can be used to manufacture asphalt for DOH paving contracts.

42. A current list of approved aggregate suppliers for DOH paving contracts is attached hereto as Exhibit A.

43. The production and sale of DOH approved aggregate used to manufacture DOH approved asphalt concrete constitutes a line of commerce and a relevant market for antitrust purposes.

Asphalt concrete

44. The production and sale of asphalt concrete that meets DOH specifications for DOH-contract paving projects is a separate product market.

45. Establishing a new, successful hot-mix plant in or in close proximity to southern West Virginia is difficult, time-consuming, and costly.

46. To be cost competitive, the hot-mix plant must be able to obtain large amounts of consistent quality aggregate in close proximity to the hot-mix plant and be in close proximity to DOH paving projects requiring asphalt concrete.

47. Environmental and zoning permits must be obtained to operate a hot-mix plant.

48. State and local zoning provisions make it very difficult to open a hot-mix plant in southern West Virginia or southwest Virginia in close proximity to southern West Virginia.

49. DOH must inspect and certify producers of asphalt concrete before the asphalt concrete can be used for DOH paving contracts.

50. A current list of approved asphalt concrete manufacturing plants for DOH paving contracts is attached hereto as Exhibit B.

51. Asphalt concrete is composed of about 95 percent aggregate and 5 percent liquid asphalt.

52. Because asphalt is composed primarily of aggregate, asphalt is heavy and cannot be trucked large distances because it is prohibitively expensive to do so.

53. Similarly, heat is required to manufacture asphalt, and the finished product must be applied while it is hot.

54. For that reason, the extent to which manufactured asphalt can be transported is limited by the distance and time it takes to deliver the product.

Asphalt Paving

55. Asphalt paving is a separate product market because contractors can acquire paving equipment to apply asphalt manufactured for a DOH paving project without owning or controlling a hot-mix plant or an aggregate producing facility.

56. Some of the Defendants occasionally win DOH paving or road construction contract bids, and then purchase asphalt from an independent manufacturer.

57. Occasionally, when Defendants lose bids, they in turn supply asphalt to the winning bidder.

The Relevant Geographic Markets

58. For antitrust purposes and due to terrain and transportation options and costs, West Virginia is divided into different geographic markets for the asphalt and asphalt paving markets.

59. The geographic markets include the North Asphalt Market, which is comprised of the following counties: Hancock, Brooke, Ohio, Marshall, Wetzel, Tyler, and Pleasants.

60. The West Central Asphalt Market is comprised of the following counties: Wood, Ritchie, Wirt, Calhoun, Roane, Jackson, and Mason.

61. The Southwest Asphalt Market is comprised of the following counties: Putnam, Kanawha, Cabell, Wayne, Lincoln, Boone, Logan, and Mingo.

62. The South Asphalt Market is comprised of the following counties: Raleigh, Wyoming, Summers, Monroec, Mercer and McDowell.

63. The Northeast Asphalt Market is comprised of the following counties: Jefferson, Berkeley, Morgan, Mineral, Hampshire Hardy, and Grant.

64. The East Central Asphalt Market is comprised of the following counties: Tucker, Barbour, Upshur, Randolph, Pendleton, Gilmer, Braxton, Webster, Pocahontas, Clay, Nicholas, Greenbrier, and Fayette.

65. The North Central Asphalt Market is comprised of the following counties: Monongalia, Marion, Preston, Doddridge, Harrison, Taylor, and Lewis.

66. CRH, through its subsidiaries, is the successful bidder on the vast majority of all DOH paving contracts in the Southwest and South Asphalt Markets.

67. Kelly Paving is the successful bidder on the majority of all DOH paving contracts in the North Paving Market.

68. Together, CRH, through its subsidiaries, and Kelly Paving are the successful bidders on the vast majority of all DOH asphalt paving contracts in the West Central Asphalt Market.

69. CRH, through its subsidiaries or joint ventures, owns or controls all of the DOH approved asphalt manufacturing plants serving the Southwest Asphalt Market.

70. CRH, through its subsidiaries or joint ventures, owns or controls all except one of the DOH approved asphalt manufacturing plants serving the South Asphalt Market.

71. CRH, through its subsidiaries or joint ventures, owns or controls all of the DOH approved asphalt manufacturing plants serving the West Central Asphalt Market.

72. Through the ownership or control of the hot-mix plants, CRH has obtained market power that allows it to exclude competitors and/or raise prices in the Southwest and South Asphalt markets.

73. Through the ownership or control of hot-mix plants, CRH and Kelly Paving have obtained market power that allows them to exclude competitors and/or raise prices in the West Central Asphalt market.

74. The relevant geographic area for the purposes of this complaint is made up of the South, Southwest and West Central Asphalt Markets.

FACTUAL BACKGROUND

The Defendants' Acquisition History

75. CRH has engaged in an ongoing series of anticompetitive combinations, acquisitions, agreements, and practices since 2000.

76. Defendants have thereby acquired, maintained, and enhanced market power in the market for the sale and production of DOH-approved asphalt in the relevant geographic markets.

77. CRH has the ability to control asphalt prices and exclude competitors throughout the relevant geographic markets in West Virginia.

78. In 2000, CRH began its quest to control the asphalt manufacture and sale and asphalt paving markets in West Virginia through the acquisition of WV Paving via one or more of its subsidiaries.

79. Through its subsidiary, WV Paving, CRH acquired Southern WV Paving and Southern WV Asphalt.

80. The Shelly Company, which is based in Ohio, was acquired by CRH through one or more of its subsidiaries in 2000.

81. The Shelly Company also is engaged in the manufacture of asphalt, paving, and aggregates production.

82. The Shelly Company owns asphalt manufacturing plants along the Ohio River that are or have been DOH certified suppliers of asphalt.

83. As recently as 2011, The Shelly Company had two DOH approved hot-mix plants.

84. As of 2014, The Shelly Company has just one hot-mix plant near Gallipolis, Ohio.

85. In a press release issued by CRH in 2000, it announced its \$362 million acquisition of The Shelly Company and identified West Virginia as one of its three "main market positions."

86. Since the acquisition, the Shelly Company has disappeared from the North Paving Market, although it owns several aggregate facilities along the Ohio River and aggregate terminals in West Virginia.

87. CRH competed with Kelly Paving for DOH paving projects until 2006.
88. In 2006, CRH, through one of its subsidiaries (WV Paving), entered into a joint venture with Kelly Paving to form Camden Materials.
89. Camden Materials is operated by WV Paving and manufactures DOH-approved asphalt in Parkersburg, Wood County.
90. Since the formation of Camden Materials, CRH has not bid on any DOH paving projects in the North Asphalt Market, though it easily could with the hot-mix plant in Parkersburg, and several hot-mix plants owned by its subsidiary, The Shelly Company, in Ohio across the Ohio River.
91. Kelly Paving was the successful bidder on 62 percent of the DOH paving projects by dollar amount from 2010 through 2014 in the North Asphalt Market.
92. After the formation of Camden Materials, Kelly Paving continued to bid on DOH asphalt paving projects in the West Central Asphalt Market, but it has essentially split the market with CRH.
93. Upon information and belief, Kelly Paving has not bid on DOH projects in Mason County since 2006, even though it did so before forming Camden Materials.
94. In the West Central Asphalt market, CRH won 41 percent of the DOH paving contracts by dollar volume while Kelly Paving won 37 percent from 2010 through 2014.
95. Together, CRH and Kelly Paving account for nearly 80 percent of the West Central Asphalt Market.
96. Before June 2012, American Asphalt & Aggregates and Blacktop competed against CRH for DOH asphalt paving projects.
97. In June of 2012, American Asphalt—a CRH-owned joint venture between American Asphalt & Aggregate and Southern WV Asphalt—was formed.

98. Since the formation of the American Asphalt joint venture, American Asphalt & Aggregates and Blacktop Industries have stopped competing with CRH in the West Central Asphalt Market for DOH asphalt paving projects.

99. Since 2013, Blacktop Industries has failed to win a bid in the Southwest Asphalt Market, although it won bids in this market before the formation of American Asphalt.

100. Upon information and belief, as a part of the joint venture agreement, American Asphalt & Aggregate shuttered two of its asphalt plants that had previously competed against CRH and also agreed not to compete, through Blacktop Industries.

101. From 2010 through 2014, CRH's market share for DOH asphalt paving projects in the Southwest Asphalt Market has increased from about 60 percent to about 93 percent by dollar volume.

102. Appalachian Paving & Aggregate, LLC, an asphalt-and-paving business located in Lenore, West Virginia, won a \$3.6 million contract to pave an airport in Mingo County in 2009.

103. Shortly after winning the Mingo County airport project, Appalachian Paving & Aggregate, LLC was acquired by CRH in 2010.

104. Upon information and belief, after the acquisition, Appalachian Paving & Aggregates LLC stopped bidding on DOH paving projects.

105. CRH formerly competed with Mountain Companies, a group of commonly owned Kentucky corporations, for DOH paving projects in the Southwest and West Central Asphalt Markets.

106. In 2006 CRH acquired Mountain Companies, through its Oldcastle Materials subsidiary and others.

107. Mountain Enterprises, one of the Mountain Companies, dominated WV Paving in the southern counties of the Southwest Asphalt Market for years.

108. Rather than compete against Mountain Enterprises, CRH simply acquired it.
109. As part of that acquisition, CRH also acquired W-L Construction & Paving, Inc., a Kentucky company owned by Mountain Companies owners, and entered into a joint venture with Bizzack, Inc., another company previously owned entirely by Mountain Companies' owners.
110. Upon information and belief, CRH also acquired the assets of Orders & Haynes Paving Co., Inc.
111. Orders & Haynes had previously provided asphalt paving services in the Southwest Asphalt Market in competition to CRH.
112. Upon information and belief, CRH later acquired the assets of Yellowstar Materials, Inc. in Ivydale, West Virginia.
113. Upon information and belief, Yellowstar, which owned two asphalt plants, was formed by a former Vice President of WV Paving, Harry Dunmire.
114. Upon information and belief, Yellowstar had the potential to compete with CRH within West Virginia for DOH asphalt paving projects.
115. Upon information and belief, CRH recognized the competition posed by Yellowstar and threatened the company, by, among other things, claiming it would put an asphalt plant directly next to Yellowstar.
116. Upon information and belief, CRH also threatened trucking companies to not haul for Yellowstar or they would lose CRH business.
117. Upon information and belief, CRII's threats worked.
118. Upon information and belief, Yellowstar finally submitted and sold its assets to CRH.
119. Upon information and belief, Yellowstar's hot-mix plants were then torn down.

120. Upon information and belief, Yellowstar's owner, Harry Dunmire, was forced to sign a 10-year non-compete clause with CRH when the assets were sold to CRH.

121. MAC Construction & Excavating, Inc., a company headquartered in Indiana, entered the West Virginia asphalt paving market, providing competition to CRH.

122. MAC Construction showed early success in outbidding WV Paving on two large DOH asphalt paving projects in 2014.

123. Upon information and belief, shortly after winning the bids in 2014, CRH acquired the company and MAC Construction requested revocation of a permit to operate a hot-mix plant in St. Albans, West Virginia.

124. CRH purposefully took actions to maintain and enhance its market power in the asphalt manufacturing and sale, and asphalt paving markets through predatory and exclusionary actions.

125. Upon information and belief, CRH:

- (a) induced boycotts against its competitors;
- (b) expressly threatened to put new competitors out of business;
- (c) made aggressive overtures to buy out the few remaining competitors in the market; and
- (d) mandated statewide covenants not to compete, for as many as ten years, from its vanquished business rivals.

126. Through its market power in DOH-approved asphalt concrete and asphalt-concrete paving, CRH has created substantial barriers to those who might consider entering the asphalt manufacturing or paving markets.

127. Upon information and belief, CRH has restricted the supply of asphalt concrete to competing paving companies; threatened new entrants in these markets with reprisals unless they ceased operations or sold to CRH; and engaged in other predatory conduct that makes it

economically irrational for anyone to consider launching or expanding asphalt production or paving businesses in the West Central, Southwest and South Asphalt markets.

The Defendants' Market Power

128. CRH has dominant market power for DOH approved asphalt concrete and asphalt paving in the relevant geographic markets, whether measured by DOH contracts won/subcontracted or by total dollar volume of asphalt concrete sold.

South Paving Market

129. CRH operates all the DOH compliant hot-mix plants in the South Asphalt Market.

130. In the South Paving Market from 2010 to 2014, CRH's market share for DOH paving projects increased from 90 percent to nearly 100 percent, as measured in dollars.

131. During the overall time period, CRH averaged 95 percent of the market share, which totaled \$35,102,384.00 in contracts.

132. During the same time period, four competitors to CRH in the South Asphalt market—Teays River Construction, Inc.; Triton Construction Inc.; Ahern & Associates, Inc.; and Pro Contracting Group— stopped bidding on DOH contracts or failed to win any DOH asphalt paving contracts.

133. Upon information and belief, CRH's competitors could no longer acquire DOH-compliant asphalt from CRH at competitive prices.

Southwest Paving Market

134. CRH operates all the DOH compliant hot-mix plants in the Southwest Asphalt Market.

135. In the Southwest Asphalt Market, from 2010 to 2014, CRH's market share for DOH paving projects increased from about 60 percent to about 93 percent, as measured in dollars.

136. During the overall time period, CRH averaged 79 percent of the market share, which totaled \$87,292,926.00 in contracts.

137. During the same period of time, three competitors to CRH in the Southwest Asphalt market—MAC Construction & Excavating; Blacktop Industries; and Appalachian Paving & Aggregate— stopped bidding on DOH contracts or failed to win any DOH-asphalt paving contracts.

138. Upon information and belief, CRH acquired MAC Construction and Appalachian Paving & Aggregate.

139. CRH formed a joint venture with Blacktop's owner, Daron Dean.

140. Upon information and belief, a fourth competitor, Alan Stone Co, Inc., could no longer acquire DOH-compliant asphalt from CRH at competitive prices and stopped bidding on DOH paving contracts in the Southwest Asphalt Market.

West Central Asphalt Market

141. CRH and the joint venture it formed with Kelly Paving (Camden Materials) operate all the DOH compliant hot-mix plants in the West Central Asphalt Market.

142. In the West Central Asphalt Market from 2010 to 2014, CRH's market share for DOH paving projects increased from a low of about 15 percent to about 48 percent, as measured in dollars.

143. In the West Central Asphalt Market from 2010 to 2014, Kelly Paving's market share increased from a low of about 18 percent to 42 percent, as measured in dollars.

144. During the overall time period in the West Central Asphalt Market, CRH and Kelly Paving, combined, averaged 78 percent of the market share, which totaled \$54,349,055 in contracts.

145. Upon information and belief, after forming Camden Materials, CRH and Kelly Paving effectively quit bidding against each other in the West Central Asphalt Market.

146. During the same period of time, two competitors to CRH in the West Central Asphalt market, Blacktop Industries and Kokosing Construction Company, have stopped bidding on DOH contracts or have failed to win any DOH-asphalt paving contracts.

147. CRH formed a joint venture with Blacktop's owner, Daron Dean in 2012.

148. Upon information and belief, Kokosing could no longer acquire DOH-compliant asphalt from CRH, Kelly Paving, or Camden Materials at competitive prices and stopped bidding on DOH paving contracts.

North Asphalt Market

149. In the North Asphalt Market from 2010 to 2014, Kelly Paving's market share for DOH paving projects increased from a low of about 48 percent to about 72 percent, as measured in dollars.

150. During the overall time period, Kelly Paving, averaged 62 percent of the market share in the North Asphalt Market, which totaled \$23,415,125.00 in contracts.

151. During the same time period, two competitors to Kelly Paving in the North Asphalt market—Ohio-West Virginia Excavating and J.F. Allen Company—stopped bidding on DOH contracts or failed to win any DOH asphalt paving contracts.

152. Two other competitors continue to bid and win DOH paving contracts in the North Asphalt Market: Lash Paving, Inc. and Klug Bros, Inc.

153. Lash has about 12 percent of the market while Klug has about 17 percent.

154. CRH does not bid on DOH paving contracts in the North Asphalt Market, although it could successfully through its subsidiary, The Shelly Company.

155. Upon information and belief, CRH has agreed with Kelly Paving not to bid on DOH paving contracts in the North Asphalt Market. CRH owns or controls all of the DOH approved hot-mix plants in the West Central, Southwest and South Asphalt Markets.

156. CRH can control the price of DOH approved asphalt concrete through its hot-mix plants and paving operations.

157. CRH can refuse to sell to competitors or increase the prices to the point where its competitors can't win DOH paving projects.

The Defendants' Conduct Adversely Affects the Markets

158. CRH's prices for DOH approved asphalt and asphalt paving have not been constrained by competition in the relevant geographic markets.

159. CRH's prices for DOH approved asphalt and asphalt paving have been constrained by DOH bid specifications, but only marginally.

160. DOH engineers estimate what they believe a DOH paving project will cost when they post the project for bids.

161. DOH engineers use past contracts to help determine what future prices might be. These are known as engineering estimates.

162. Thus, if bids for DOH projects come in over the engineering estimates, DOH can reject the bids.

163. DOH does not reject bids very often, and frequently approves bids that exceed the engineering estimates.

164. From 2010 through 2014, DOH only rejected 5 of about 425, paving project contracts in the South, Southwest and West Central Asphalt Markets.

165. DOH frequently must accept the contract bids that exceed engineering estimates due to the exigency of paving projects.

166. Thus, over time, the prices will rise for DOH paving projects unless they are constrained by competition, regardless of the costs of the inputs for the projects such as aggregate, liquid asphalt and labor.

167. Due to the lack of competition, the costs per ton for DOH approved asphalt increased from about \$83 to \$87 per ton in 2010 to \$102 to \$110 per ton in 2014 in the South, Southwest and West Central Asphalt Markets.

168. In contrast, in the Northeast Asphalt Market, where the market is divided fairly evenly among five or more competitors—including CRH, which has about 19 percent of the market—from 2010–14, the prices of DOH approved asphalt increased from \$73 to \$84 per ton.

169. The increase of prices for DOH approved asphalt, thus, was almost double in the South, Southwest and West Central Asphalt Markets as compared to the Northeast Paving Market.

170. The accelerated increase in DOH approved asphalt prices per ton cannot be explained by anything other than the lack of competition.

171. In the South Asphalt Market, from 2010–14, CRH was the sole bidder on 63 of 72 DOH paving contracts.

172. Out of all 72 contracts in the South Asphalt Market, there were one or two bidders on 97 percent of the contracts.

173. By 2013, CRH was winning about 95 percent of all the DOH paving contracts in the South Asphalt Market.

174. In the Southwest Asphalt Market, from 2010–14, CRH was the sole bidder on 113 of 248 DOH paving contracts.

175. Out of all 248 contracts, there were one or two bidders on 95.5 percent of the contracts.

176. By 2013, CRH was winning about 95 percent of all the DOH paving contracts in the Southwest Asphalt Market.

177. In the West Central Asphalt Market, from 2010–14, CRH was the sole bidder on 12 of 105 DOH paving contracts.

178. Out of all 105 contracts, there were one or two bidders on 63.4 percent of the contracts.

179. However, upon information and belief, the West Central Asphalt Market is where CRH and Kelly Paving agreed to split the DOH paving contracts.

180. Thus, in the South, Southwest and West Central Asphalt Markets, CRH has been able to raise the price of DOH approved asphalt and asphalt paving services to supra-competitive levels because it has had virtually no competition in those markets.

181. The State of West Virginia has paid the supra-competitive prices for DOH approved asphalt and asphalt paving to its detriment in the South, Southwest and West Central Asphalt markets.

Anticompetitive Effects and Damages

182. The State has suffered injury to its general welfare and economy due to the unlawful actions of Defendants.

183. The State will be subject to a continuing threat of injury to its general welfare and economy unless Defendants are enjoined from continuing their unlawful conduct.

184. CRH not only has market power but has used it to cause DOH and thus, West Virginia tax payers enormous damage.

185. The DOH asphalt paving contracts were unlawfully inflated and DOH was overcharged on asphalt paving projects in an amount to be determined, from 2010 through 2014 in the South, Southwest and West Central Asphalt Markets.

186. Due to Defendants' unlawful conduct, the cost of DOI approved asphalt and asphalt paving services may have been artificially inflated in the South, Southwest and West Central Asphalt Markets causing the base price used in 2010 to be higher than it would have been in a competitive market.

187. DOH purchased about 2,260,000 tons of asphalt through DOH approved asphalt paving contracts from 2010 through 2014 in the relevant geographic markets.

188. The unnecessarily high prices for asphalt and asphalt paving services in West Virginia has secondary, and perhaps more detrimental, impacts. The State may be forced to either delay road construction repairs or not pursue them at all, causing immeasurable consequential economic damage and unconscionable public safety risks. West Virginia's ability to finance its road construction and maintenance is strained. As the West Virginia Blue Ribbon Commission on Highways observed in May 2016: "To compensate for stagnant state and federal revenues, the *WVIVH has increased the overall paving cycle to nearly 30 years when a 12-year paving cycle is desired*. This means that on average a road paved today will not be repaved for 30 years. However, because WVDOT, rightly, considers those roads with the most use to be the highest priority, *many lower volume local service roads may never get repaved and might have to become unpaved gravel roads.*" West Virginia Blue Ribbon Commission on Highways, *Investing in West Virginia's Future, Phase I* (emphasis added).

COUNT I
Restraints of trade in violation of W. Va. Code § 47-18-3
(Against CRH, Camden Materials, and Kelly Paving)

189. The State incorporates by reference and thereby re-alleges the preceding paragraphs as if fully set forth herein.

190. Before CRH and Kelly Paving began the Camden Materials joint venture, they competed against each other for DOH paving contracts.

191. CRH and Kelly Paving agreed and conspired with each other to form Camden Materials, an asphalt manufacturer and seller.

192. Upon information and belief, as part of the agreement to form Camden Materials, CRH agreed not to bid on DOH paving contracts in the North Asphalt Market and Kelly Paving and CRH agreed not to bid against or to provide complementary bids to each other's in the West Central Asphalt Market.

193. CRH and Kelly Paving, as part of the formation of Camden Materials conspired to divide the North and West Central Asphalt Markets for DOH paving contracts.

194. Upon information and belief Camden Materials has refused to sell DOH approved asphalt to competitors of CRH and Kelly Paving at competitive prices.

195. The foregoing actions taken by CRH, Camden Materials and Kelly Paving have restrained trade in the DOH approved asphalt manufacturing and sale market and the DOH approved asphalt paving market in violation of W.Va. Code § 47-18-3.

196. The conspiracy between CRH, Camden Materials and Kelly Paving had the purpose and effect of raising prices for DOH approved asphalt and DOH approved asphalt paving in the West Central Asphalt Market.

197. The conspiracy between CRH, Camden Materials and Kelly Paving had the purpose and effect of eliminating or excluding competition and thus raising prices for DOH

approved asphalt and DOH approved asphalt paving in the West Central Asphalt Market in violation of W. Va. Code § 47-18-3.

198. As a direct result of the conspiracy between CRH, Camden Materials and Kelly Paving, the prices for DOH approved asphalt and DOH asphalt paving contracts were higher than they otherwise would have been if competition had been unrestrained in the West Central Asphalt Market in violation of W. Va. Code § 47-18-3.

COUNT II
Restraints of trade in violation of W.Va. Code § 47-18-3
(Against CRH, American Asphalt, American Asphalt &
Aggregate and Blacktop Industries)

199. The State incorporates by reference and thereby re-alleges the preceding paragraphs as if fully set forth herein.

200. Before CRH and American Asphalt & Aggregate began the American Asphalt joint venture, they competed against each other for DOH paving contracts in the West Central and Southwest Asphalt Markets.

201. CRH and its competitors, American Asphalt & Aggregate and Blacktop Industries (collectively "Dean") agreed and conspired with each other to form American Asphalt, an asphalt manufacturer, seller and paving company.

202. Upon information and belief, as part of the agreement to form American Asphalt, Dean agreed not to bid on DOH paving contracts in the West Central and Southwest Asphalt Markets or to provide uncompetitive bids to those submitted by CRH in the West Central and Southwest Asphalt Markets.

203. CRH and Dean, as part of the formation of American Asphalt conspired to divide the Southwest and West Central Asphalt Markets for DOH paving contracts.

204. The foregoing actions taken by CRH, American Asphalt and Dean have restrained trade in the DOH approved asphalt manufacturing and sale and the DOH approved asphalt paving markets in violation of W. Va. Code § 47-18-3.

205. The conspiracy between CRH, American Asphalt and Dean had the purpose and effect of raising prices for DOH approved asphalt and DOH approved asphalt paving in the Southwest and West Central Asphalt Markets.

206. The conspiracy between CRH, American Asphalt and Dean had the purpose and effect of eliminating or excluding competition and thus raising prices for DOH approved asphalt and DOH approved asphalt paving in the Southwest and West Central Asphalt Markets in violation of W. Va. Code § 47-18-3.

207. As a direct result of the conspiracy between CRH, American Asphalt and Dean, the prices for DOH approved asphalt and DOH asphalt paving contracts were higher than they otherwise would have been if competition had been unrestrained in the relevant geographic markets in West Virginia, in violation of W. Va. Code § 47-18-3.

COUNT III
Monopolization in Violation of W. Va. Code § 47-18-4
(Against CRH)

208. The State incorporates by reference and thereby re-alleges the preceding paragraphs as if fully set forth herein.

209. At all times relevant herein, CRH did knowingly and unlawfully monopolize, maintain its monopoly, or attempt to monopolize a part of the trade or commerce in the manufacture and sale of asphalt of DOH approved asphalt concrete in the relevant geographic markets in West Virginia, in violation of W. Va. Code § 47-18-4.

210. It was a part of the unlawful monopoly and the purpose thereof to accomplish the following:

- (a) To create and maintain a monopoly in the sale of DOH approved asphalt in West Virginia;
- (b) To control and affect the price of DOH approved asphalt;
- (c) To establish and maintain unreasonably high, excessive, supra-competitive prices for DOH approved asphalt in West Virginia; and
- (d) To prevent, suppress and eliminate competition in the manufacture and sale of DOH approved asphalt in West Virginia.

211. As part of the unlawful monopoly and in furtherance and maintenance thereof, CRH did:

- (a) Acquire competitors in the asphalt industry in or near West Virginia;
- (b) Acquire competing asphalt plants in or near West Virginia;
- (c) Entered into joint ventures with competitors in the DOH approved asphalt manufacturing industry within West Virginia;
- (d) Enter into joint ventures with competitors in the DOH approved asphalt paving industry in West Virginia; and
- (e) Threaten potential competitors and entrants into the DOH approved asphalt manufacturing and sale market.

212. As a result of the foregoing, the State has been damaged and will continue to be damaged because it is compelled to purchase DOH approved asphalt at non-competitive prices because CRH has been able to unlawfully maintain supra-competitive prices for DOH approved asphalt, all in violation of W. Va. Code § 47-18-4.

COUNT IV
Monopolization in Violation of W. Va. Code § 47-18-4
(Against CRH)

213. The State incorporates by reference and thereby re-alleges the preceding paragraphs as if fully set forth herein.

214. At all times relevant herein, CRH did knowingly and unlawfully monopolize, maintain its monopoly, or attempt to monopolize the market for DOH approved asphalt paving services in the relevant geographic markets in West Virginia, in violation of W. Va. Code § 47-18-4.

215. It was a part of the unlawful monopoly and the purpose thereof to accomplish the following:

- (a) To create and maintain a monopoly in market for DOH approved asphalt paving services in West Virginia;
- (b) To control and affect the price of DOH approved asphalt paving services in West Virginia;
- (c) To establish and maintain unreasonably high, excessive, supra-competitive prices for DOH approved asphalt paving in West Virginia; and
- (d) To prevent, suppress and eliminate competition in the market for DOH approved asphalt paving in West Virginia.

216. As part of the unlawful monopoly and in furtherance and maintenance thereof, CRH did:

- (a) Acquire competitors in the asphalt industry in or near West Virginia;
- (b) Acquire competing asphalt pavers in or near West Virginia;
- (c) Entered into joint ventures with competitors in the asphalt manufacturing and paving industry within West Virginia; and
- (d) Threaten potential competitors and entrants into the market for DOH approved asphalt paving services in West Virginia.

217. As a result of the foregoing, the State has been damaged and will continue to be damaged because it is compelled to purchase DOH approved asphalt paving services at non-competitive prices because CRH has been able to maintain supra-competitive prices for DOH approved asphalt paving services in the relevant geographic markets in West Virginia, all in violation of W. Va. Code § 47-18-4.

COUNT V
Attempt to Monopolize in Violation of W. Va. Code § 47-18-4
(Against CRH)

218. The State incorporates by reference and thereby re-alleges the preceding paragraphs as if fully set forth herein.

219. CRH acquired a controlling interest in an aggregate producer, Boxley Aggregates of WV, Inc. in 2002 by forming a joint venture between Boxley Materials Company and and Southern WV Paving named Boxley Aggregates of West Virginia, LLC. CRH changed the name of the joint venture to Appalachian Aggregates, LLC in 2016 (“CRH Aggregates”).

220. CRH Aggregates operates three quarries.

221. Four other quarries produce aggregate suitable for DOH approved asphalt for DOH asphalt paving projects in the South and Southwest Asphalt Markets.

222. Three of the quarries are owned by Pounding Mill Quarry Corporation. The fourth is owned by a company unrelated to CRH or Pounding Mill.

223. Two of the CRH quarries produce limestone suitable for use in DOH approved asphalt for DOH asphalt paving projects. One of these two quarries is close enough to the South Asphalt Market to competitively supply aggregate to DOH approved hot-mix plants.

224. The third CRH quarry produces sandstone which is not suitable for DOH approved asphalt paving projects.

225. Upon information and belief, CRH is attempting to acquire three more quarries serving the Southwest and South Asphalt Markets, the Pounding Mill quarries, which would give it ownership or control over four of the five limestone quarries capable of supplying DOH approved aggregate to hot-mix plants serving the South and Southwest Asphalt Markets.

226. After the acquisition, CRH would possess sufficient market power to increase the price of DOIH approved aggregate and maintain its market power for DOH approved asphalt in the Southwest and South Asphalt Markets.

227. After the acquisition, CRH could further refuse to supply DOH approved aggregate and asphalt to competing asphalt manufacturers and asphalt pavers.

228. Ultimately, the acquisition would nearly guarantee the foreclosure of new entrants to supply DOH approved aggregate or asphalt in the South and Southwest Asphalt markets, and allow CRH to exercise and maintain its market power.

229. If CRH acquires the Pounding Mill quarries, it will own or control at least 4 of 5 quarries that can produce DOH approved aggregate for use in DOH approved asphalt concrete in the South and Southwest Asphalt Markets.

230. The acquisition of the three quarries by CRH would create a dominant aggregate company in the Southwest and South Asphalt Markets.

231. The acquisition would reduce the number of significant competitors operating aggregate facilities in these markets from three to two, for DOIH paving projects, and from two to one for DOH paving projects for the West Virginia Parkways Authority which operates the West Virginia Turnpike.

232. This would allow CRH to cement its hold on DOH asphalt paving projects in the Southwest and South Asphalt Markets.

233. Because of the nature of aggregate and the costs for transportation, it is unlikely that any new quarry producing aggregate suitable for DOH asphalt paving projects will be commenced in or in close proximity to the South or Southwest Asphalt Markets.

234. With control of four of the five approved sources for DOH approved aggregate, CRH will be able to exercise market power to control the prices of aggregate and exclude

competition in the market for DOH approved aggregate in the South and Southwest Asphalt Markets in violation of W. Va. Code § 47-18-4.

235. With control of the DOH approved aggregate market, CRH will further maintain and cement its monopoly over DOH approved asphalt and asphalt paving projects in the South and Southwest Asphalt Markets in violation of West Virginia Code § 47-18-4.

236. CRH must be enjoined from acquiring the Pounding Mill quarries to prevent the unlawful monopolization of DOH approved aggregate in the South and Southwest Asphalt Markets pursuant to W.Va. Code § 47-18-8.

COUNT VI
Unjust Enrichment
(Against All Defendants)

237. The State incorporates by reference and thereby re-alleges the preceding paragraphs as if fully set forth herein.

238. Defendants' conduct was undertaken with the specific purpose of increasing prices for asphalt and asphalt paving services and maintaining prices for each at supra-competitive levels.

239. As a proximate result of Defendants' restraint of trade and monopolization they have been unjustly enriched by their willful violations of West Virginia laws.

240. The State conferred a benefit upon Defendants by paying supra-competitive prices for asphalt and asphalt paving services in the relevant geographic markets.

241. Defendants' conduct conferred a benefit upon themselves at the expense of the State. Defendants were aware of the benefits conferred by the State on them, and those conferred by Defendants upon themselves. Those benefits came at the expense of the State. Defendants have retained this benefit without compensating the State.

242. It would be inequitable to allow Defendants to retain those benefits considering Defendants' behavior in creating the environment that allowed them to obtain those benefits.

PRAYER FOR RELIEF

WHEREFORE, , Plaintiffs, State of West Virginia, by and through its Attorney General, Patrick Morrissey, and the Department of Transportation Division of Highways pray that this Court grant them the following relief on behalf of the State, its agencies and its citizens:

1. That the Court adjudge and decree that CRH, plc, Old Castle, Inc., Old Castle Materials, Inc., West Virginia Paving, Inc., Southern West Virginia Paving, Inc., Southern West Virginia Asphalt, Inc., Camden Materials, Inc. ("CRH Defendants") Defendants have monopolized trade and commerce in the market for DOH approved asphalt in the South, Southwest and West Central Asphalt Markets, in violation of W.Va. Code § 47-18-4;
2. That the Court adjudge and decree that CRH Defendants have maintained their monopoly in the market for DOH approved asphalt in the South, Southwest and West Central Asphalt Markets, in violation of W.Va. Code § 47-18-4;
4. That the Court adjudge and decree that CRH Defendants have attempted to monopolize the market for DOH approved asphalt in the South, Southwest and West Central Asphalt Markets, in violation of W.Va. Code § 47-18-4;
5. That the Court adjudge and decree that CRH Defendants have monopolized trade and commerce in the market for DOH approved asphalt paving services in the South, Southwest and West Central Asphalt Markets, in violation of W.Va. Code § 47-18-4;
6. That the Court adjudge and decree that CRH Defendants have maintained their monopoly in the market for DOH approved asphalt paving services in the South, Southwest and West Central Asphalt Markets, in violation of W.Va. Code § 47-18-4;
7. That the Court adjudge and decree that CRH Defendants have attempted to monopolize the market for DOH approved asphalt paving services in the South, Southwest and West Central Asphalt Markets, in violation of W.Va. Code § 47-18-4;
8. That the Court adjudge and decree that CRH Defendants and Kelly Paving have conspired to restrain trade in the market for DOH approved asphalt in the West Central and North Asphalt Markets in violation of W.Va. Code § 47-18-3;
9. That the Court adjudge and decree that CRH Defendants and Kelly Paving have conspired to restrain trade in the market for DOH approved asphalt paving

services in the West Central and North Asphalt Markets in violation of W.Va. Code § 47-18-3;

10. That the Court adjudge and decree that CRH Defendants and American Asphalt & Aggregate, Inc., American Asphalt of West Virginia, LLC, Blacktop Industries and Equipment Company ("Dean Defendants") have conspired to restrain trade in the market for DOH approved asphalt in the West Central and Southwest Asphalt Market in violation of W.Va. Code § 47-18-3;
11. That the Court adjudge and decree that CRH Defendants and Dean Defendants have conspired to restrain trade in the market for DOH approved asphalt paving services in the West Central and Southwest Asphalt Markets in violation of W.Va. Code § 47-18-3;
12. That the Court order that all Defendants be permanently enjoined from any activity in violation of the West Virginia Antitrust Act;
13. Enter an Order pursuant to W. Va. Code § 47-18-8 enjoining and restraining all Defendants and their agents, employees, heirs, successors, assigns, officers, and directors from acquiring, maintaining, increasing, or using any market power to suppress, eliminate, or exclude competition or to fix, control, maintain, increase, decrease, or stabilize prices, rates, or fees for any commodity or service, or otherwise attempting (either independently or jointly with any other person) or conspiring with any other person to achieve the same result;
14. Enter an Order restraining and preventing CRH Defendants or any of their affiliates from acquiring any interest in the Pounding Mill quarries;
15. That the Court enter judgment against the Defendants, jointly and severally, for three times the amount of damages suffered by the State as a result of Defendants' violations of the West Virginia Antitrust Act. W. Va. Code §§ 47-18-1 *et seq.*;
16. Enter an Order in favor of the State and against all Defendants granting all equitable relief including but not limited to disgorgement and restitution, and divestiture of all assets necessary to restore competition to the DOH approved asphalt manufacturing and sale, and asphalt paving markets in the relevant geographic markets in West Virginia;
17. Enter an Order pursuant to W. Va. Code § 47-18-8 requiring all Defendants to each pay maximum penalties provided under the West Virginia Antitrust Act;
18. Enter an Order pursuant to W. Va. Code §§ 47-18-8 and -9 requiring all Defendants to pay all of the State's costs relating to the investigation, prosecution, and, if necessary, the appeal of this action, including attorneys' fees and the costs of testifying and consulting experts; and

19. Grant the State such other and further relief that the Court deems necessary or appropriate.

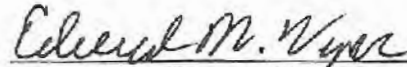
JURY DEMAND

Plaintiffs demand a trial by jury.

Respectfully submitted:

STATE OF WEST VIRGINIA, ex rel.
PATRICK MORRISEY,
ATTORNEY GENERAL
and
PAUL A. MATTOX, JR. IN HIS OFFICIAL
CAPACITY AS SECRETARY OF
TRANSPORTATION AND
COMMISSIONER OF HIGHWAYS,
WEST VIRGINIA
DEPARTMENT OF TRANSPORTATION

By Counsel



Edward M. Wenger (WV Bar No. 13058)

General Counsel

Steven A. Travis

Assistant Attorney General (WV Bar No. 10872)

State Capitol, Bldg. 1, Room E-26

1900 Kanawha Blvd. East

Charleston, WV 25305

(304) 558-2021 (telephone)

(304) 558-0140 (facsimile)

Douglas L. Davis (WV Bar No. 5502)

Assistant Attorney General

Consumer Protection/Antitrust Division

Post Office Box 1789

Charleston, WV 25326-1789

(304) 558-8986 (telephone)

(304) 558-0184 (facsimile)

EXHIBIT A

Aggregate Sources Rated "A-1" by WVDOT

10-1-2016

The following sources have been rated "A-1" in accordance with MP 700.00.52. This list is published monthly, and if necessary, amended as additional information becomes available.

<u>Company</u>	<u>Source</u>
AAC1.01.704 - Allegheny Aggregates	Short Gap, WV
—BAC1.01.704 - Appalachian Aggregates	Beckley, WV
—BAC1.02.704 - Appalachian Aggregates	Lewisburg, WV
BAC1.03.704 - Appalachian Aggregates	Mill Point, WV
CLC1.03.704 - Carmeuse Lime	Maysville, KY
FMC1.01.704 - Fairfax Materials	Arthur, WV
FMC1.02.704 - Fairfax Materials	Scherr, WV
GIC1.01.704 - Greer Industries	Germany Valley, WV
IQC1.01.704 - Inwood Quarry	Inwood, WV
JFA2.01.704 - J F Allen Company	Mashey Gap Quarry, WV
JFA2.02.704 - J F Allen Company	Elkins, WV
MMA1.02.704 - Martin Marietta Aggregates	Petroleum, WV
MMA1.08.704 - Martin Marietta Aggregates	Parkersburg, WV
MSP1.01.704 - Meadows Stone & Paving	Monterville, WV
—MCS1.01.704 - Mercer Crushed Stone	Princeton, WV
—PMQ1.01.704 - Pounding Mills Quarry	Bluefield, WV
—PMQ1.02.704 - Pounding Mills Quarry	Pounding Mills, WV
—RBS1.01.704 - RBS (Greystone Quarry)	Lewisburg, WV
SWV1.01.704 - Southern WV Asphalt	Elkins, WV

For additional information and instructions concerning this list, see MP 700.00.52.

EXHIBIT B

West Virginia Division of Highways
Approved (Inspected) Asphaltic Concrete Plants
 2014

Standard Specifications Section 401.9 AA5HTO M156

DIST#	Ultimate Owner	Operating Subsidiary	City	State	SM Code	Latest Inspection
1	Old Castle Materials/Mid Atlantic Division	West Virginia Paving	Poca	WV	WVP1.03.400	4/9/2014
1	Old Castle Materials/American Asphalt of WV	American Asphalt of West Virginia	St. Albans	WV	AAA1.01.400	3/14/2014
1	Old Castle Materials/Central Division	Shelly Materials	Kanawha	OH	SMC1.01.400	4/1/2014
2	Old Castle Materials/Mid Atlantic Division	Southern WV Asphalt	Huntington	WV	SWW1.02.400	4/10/2014
2	Old Castle Materials/Mid Atlantic Division	Southern WV Asphalt	Whitman	WV	SWW1.03.400	4/3/2014
2	Old Castle Materials/American Asphalt of WV	American Asphalt of West Virginia	Kenova	WV	AAA1.02.400	3/13/2014
2		Mountain Enterprises	Ashland	KY	MEC1.01.400	3/25/2014
3	Old Castle Materials/Mid Atlantic Division	Southern WV Asphalt	Ripley	WV	SWW1.11.400	4/2/2014
3	Old Castle Materials/Mid Atlantic Division	Camden Materials	Parkersburg	WV	CMC2.01.400	4/17/2014
3	Shelly & Sands, Inc.	Kelly Paving	St. Marys/Bens Run	WV	KPC1.01.400	4/14/2014
4	Graor Industries, Inc.	Clerksburg Asphalt	Bridgeport	WV	CAC1.01.400	3/14/2014
4	Graor Industries, Inc.	Graor Asphalt	Greer	WV	GAC1.01.400	3/18/2014
4	J. F. Allen Company		Bridgeport/Saltwell	WV	JFA1.01.400	4/14/2014
5	Jefferson Asphalt Products, Co., Inc.		Inwood	WV	JAP1.02.400	3/18/2014
5	Jefferson Asphalt Products, Co., Inc.		Milville Quarry	WV	JAP1.03.400	3/18/2014
5	Old Castle Materials/Mid Atlantic Division	Southern WV Asphalt	Scheer	WV	SWW1.01.400	4/3/2014
5	Old Castle Materials/Mid Atlantic Division	WL Construction & Paving	Clearbrook	VA	WLC1.02.400	4/21/2014
5	Old Castle Materials/Mid Atlantic Division	WL Construction & Paving	Strasburg	VA	WLC1.01.400	4/4/2014
5	New Enterprise Lime & Stone		Everett	PA	NES1.01.400	3/21/2014
5	New Enterprise Lime & Stone	Valley Quarries #1	Chambersburg	PA	VQC1.01.400	3/21/2014
5	New Enterprise Lime & Stone	Valley Quarries #2	Chambersburg	PA	VQC1.01.400	3/21/2014
5	P&W Excavating		Warfordsburg	PA	PWE1.01.400	4/17/2014
6	Klug Brothers, Inc.		Moundsville	WV	KBC1.01.400	4/21/2014
6	Klug Brothers, Inc.		New Martinsville	WV	KBC1.02.400	4/21/2014
6	Shelly & Sands, Inc.	Kelly Paving	Werton	WV	KPC1.02.400	4/23/2014
6	Shelly & Sands, Inc.	Kelly Paving	Benwood	WV	KPC1.04.400	4/15/2014
6	Lane Construction		Bridgeville	PA	LCC1.01.400	3/14/2014
6	Lane Construction		McKeas Rocks	PA	LCC1.02.400	3/14/2014
6	Naton Lime & Stone	Lash Paving, Inc.	Martins Ferry	OH	LPC1.02.400	4/22/2014
7	J. F. Allen Company		Buchannon/Lorentz	WV	JFA1.02.400	3/19/2014
7	Meadows Stone & Paving, Inc.		Gassaway	WV	KMC1.01.400	3/28/2014
8	J. F. Allen Company		Elkins	WV	JFA1.03.400	4/2/2014
8	Meadows Stone & Paving, Inc.		Valley Head	WV	KMC1.02.400	3/31/2014
8	Old Castle Materials/Mid Atlantic Division	Southern WV Asphalt	Elkins	WV	SWW1.05.400	4/1/2014
8	Old Castle Materials/Mid Atlantic Division	Southern WV Asphalt	Hillsboro/Milpoint	WV	SWW1.06.400	4/10/2014
9	Greenbrier Excavating		Lewisburg	WV	GEC1.01.400	3/6/2014
9	Old Castle Materials/Mid Atlantic Division	Southern WV Asphalt	Lewisburg/Alta	WV	SWW1.07.400	4/10/2014
9	Old Castle Materials/Mid Atlantic Division	Southern WV Asphalt	Summersville	WV	SWW1.08.400	5/13/2014
10	Old Castle Materials/Mid Atlantic Division	Southern WV Asphalt	Beaver	WV	SWW1.10.400	4/1/2014
10	Old Castle Materials/Mid Atlantic Division	Southern WV Asphalt	Princeton/Ingliside	WV	SWW1.09.400	4/11/2014