

# WV DOT Newsletter

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WEST VIRGINIA  
Department of Transportation



## SUPPORTIVE SERVICES

- Estimating Training
- Building Capacity
- Mobilization Financing
- Bonding Assistance
- Marketing Plan Development
- Creating a Business Plan
- Building a Website
- Plan Reading



### Gov. Jim Justice, WVDOH Announce Project to Replace Railroad Markings

A project to replace railroad warning markers at intersections all over the state of West Virginia is among 23 highways projects awarded by Gov. Jim Justice and the West Virginia Division of Transportation on Monday, Aug. 23, 2021.

Highway Safety, Inc. was awarded a \$362,020 project to replace pavement railroad markers at 138 different railroad crossings in DOH Highway Districts 3, 5, 6, 7, 9, and 10. The bid awards were from a bid letting held Aug. 10.

The thermoplastic warning markers are placed on intersections with railroad crossings and consist of stop bars, a large letter X and the letters RR to denote a railroad crossing. They typically need replaced every four or five years as car tires erode the markings.

The statewide project was awarded to a contractor because local DOH print shops have trouble making the road appliques for the markers. The markers are large, about eight feet wide and about 20 feet long.

Other highway projects in District 9 and District 10 awarded on Aug. 23 were:

- All Concrete, Inc. was low bidder on a bridge repair project on Keystone Bridge #2 in McDowell County. Low bid was \$185,793.40.
- West Virginia Signal & Light, Inc. was low bidder on a project to install warning signs on the Old Turnpike intersection in Nicholas County. Low bid was \$54,367.
- Triton Construction, Inc. was low bidder on a resurfacing project between Green Sulphur and Dawson Road in Summers County. Low bid was \$4,736,400.
- Triton Construction, Inc. was also low bidder on a bridge deck overlay project on the Harts Run Bridge in Greenbrier County. Low bid was \$923,000.
- West Virginia Paving, Inc. was low bidder on a resurfacing project between Surveyor and Crab Orchard in Raleigh County. Low bid was \$512,478.

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## Overcome Troublesome Time-Tracking Challenges

Tracking time might not seem like the most vital administrative task, but for construction companies that do prevailing wage work, it is difficult and critical. Although it might seem to be fairly straightforward to capture hours worked and issue paychecks, many things can go wrong. By using the following strategies, construction companies can identify and overcome their most troublesome time-tracking challenges.

### Tracking Work Classifications

There is a lot going on at the jobsite, so changing work classifications on the go often gets overlooked. The problem is that work classifications are directly tied to prevailing wage rates. When a worker changes from task to task in the field, it must be tracked so that wage determinations can be correctly assigned. Any mistake at this point will lead to additional payroll mistakes and leave you out of compliance with prevailing wage laws.

### Inaccurate Time Tracking

Accurate time tracking is directly tied to profit for every business, but for construction companies it is even more critical. Having a clear understanding of the labor costs involved in completing tasks and projects is key to creating competitive bids. For this reason, every hour needs to be correctly tracked in accordance with the task being done. It must also be attributed to the project being worked on to get a complete picture of the true labor costs involved.

### Wage Determination Errors

Wage determinations set the hourly wage and fringe benefit rate for every classification of laborer and mechanic. These rates apply to federally funded prevailing wage jobs, and they come from wage surveys conducted by the Department of Labor. Some states have similar laws in place and publish their own wage determinations that apply to state-funded jobs. Selecting the wrong wage determination for the work being performed is easy to do, but it leads to significant errors throughout the entire payroll process.

### Accountability Problems

Forgetting to clock in and out, "buddy" punches and off-site punches are common problems faced by construction companies. This issue can take a big toll on the overall accuracy and efficiency of payroll processes.

## About The WVDOT

The goal of the DBE Supportive Services Program is to increase the number of DBEs participating on WVDOT contracts and facilitate the opportunity for DBEs to obtain contracts. The services are designed to:

- Assist established construction firms to move them from bidding as a subcontractor to bidding as a Prime Contractor to produce sound bids.
- Provide access to training increases DBE expertise in handling of daily business operations.



CEI DBE Supportive Services

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