



Your Guide TO DOING BUSINESS WITH



West Virginia
Department of Transportation



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GOV. JUSTICE, WVDOT DEBUT ONLINE MAP OF ALL 2021 ROADWORK PROJECTS STATEWIDE

Gov. Jim Justice and the West Virginia Department of Transportation’s Division of Highways announced today that an interactive online map of all 2021 roadwork projects statewide is now available. “This is our third year of doing a statewide map like this and, in each of the previous two years, we’ve broken the all-time state record for road maintenance,” Gov. Justice said. “We provide this online tool for West Virginians to use so we can be transparent about where we’re working and also so residents can see just how many projects are going on all the time, in every county across the state.”

The map allows users to search for any address or zoom in on any area of the state to view the types of work that are upcoming, underway, or have already been completed.

The map includes several tabs that allow users to search for paving projects, core maintenance projects, Roads To Prosperity projects, bridge projects, slip repair projects, and slide repair projects. Users can also view a breakdown of maintenance data by county, by Division of Highways district, or statewide.

Individual roads and other project areas on the map are color-coded to show their stages of completion. By

clicking on a project, users will find more detailed information about that project, including estimated start and completion dates, scope of work, and more. The map is updated every two weeks. The [map homepage](#) also includes an instructional video, demonstrating how to use the map.

Since Gov. Justice directed WVDOT leaders to make maintaining secondary roads the organization’s top priority in March 2019, Highways crews have completed nearly 70,000 miles-worth of roadwork, including paving, patching, ditching, stabilization, and more.

“Our entire team at the Department of Transportation – from the crews fixing our roads every day, to the staff members responsible for putting together this map, and many others – continue to raise the bar year after year,” Gov. Justice said. “We still have a lot more work to do and many more roads to fix, but I’m incredibly proud of what we’ve accomplished in the past couple of years.” “As we work to implement Gov. Justice’s vision for West Virginia roads, I have been adamant that we communicate constantly with the public,” said WVDOT Secretary Byrd White. “This map allows any citizen to see road projects occurring in their areas of the state from the convenience of any computer or smartphone.”

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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.



About The Program

The Construction Estimating Institute (CEI) works with WVDOT as the statewide provider of the federally funded Disadvantaged Business Enterprises (DBE) Supportive Services Program. We want to increase the number of certified DBEs participating in highway and bridge construction, as well as assist DBEs in growing and eventually becoming self-sufficient. Additionally, CEI provides supportive services by assisting prime contractors and consultants with identifying DBEs for subcontracting opportunities on priority projects.

WHO ASSUMES RESPONSIBILITY FOR AN INJURED WORKER?

How to navigate subcontracting & workers' compensation issues in the construction industry

In spring 2020, the world slowed to a halt as the coronavirus pandemic reared its head. Despite many industries shutting down, many construction projects continued to move forward — even in the face of concerns related to the ability of COVID-19 to spread among individuals in close proximity.

The owners of property where construction continued to take place (as well as the general contractors working at those sites) have not only had to be concerned about the possibility of general workplace injuries, but were also forced to consider the new threat that workers could contract and spread COVID-19 — causing employees to miss work for an extended period of time and seek workers' compensation benefits. Regardless of the type of injury or illness causing employees to miss time from work, the analysis of who will ultimately be responsible for the injured employee's medical and income benefits does not change. However, the question of what company will be responsible for compensable work injuries becomes complicated in the context of larger construction projects with multiple tiers of subcontractors.

The first step in the analysis is to identify and characterize each potential liable party. This begins with determining which entity is the injured employee's "direct employer." In essence, the direct employer is the party that hired the employee, who instructed the employee to the jobsite, the party which may also be paying the employee, and in many cases, the party who

is directly overseeing the employee's work. These aspects of the employment relationship may vary from case to case.

In Georgia, an employer with three or more employees is required to carry workers' compensation insurance. So, if a subcontractor—or in this instance, the direct employer — does not have valid insurance, it may be nearly impossible for an injured employee to obtain workers' compensation benefits from his direct employer. That is often seen where the direct employer is insolvent, skips town or even files for bankruptcy. As a result, the injured employee must look up the "contractual ladder" to a higher subcontractor or the general contractor to seek benefits.

The contractual ladder includes all parties directly contracted with one another, beginning with the owner or general contractor through subcontractors and down to the injured employee's direct employer. The simplest example demonstrating a contractual ladder would include the general contractor of a construction project, which hires a first-tier subcontractor, which, in turn, contracts with a second-tier contractor (the injured employee's direct employer).

Within this contractual ladder there may include additional intermediate contractors, increasing the number of potential liable parties.

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Supportive Services Offered:

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



**Within the past 3 months,
CEI assisted DBEs
in obtaining**

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IN BONDING!!**

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 www.wvdbesupport.com



CEI is an educational organization providing the highest quality construction training in the industry. Over 100,000 owners, estimators, project managers, field supervisors, office support staff, foremen, laborers, and key management personnel have attended courses that are offered nationwide. The courses provide students with construction skills training and the critical information needed to be effective within their companies and organizations.