



# Your Guide TO DOING BUSINESS WITH



West Virginia  
Department of Transportation



Volume 35, December 2019

## WV'S SE. CAPITO, REP. MOONEY WORK TO SECURE FUNDING FOR CORRIDOR H COMPLETION

WASHINGTON — Sen. Shelley Moore Capito and Rep. Alex Mooney, both R-W.Va., have undertaken an effort aimed at securing funding required to complete the final leg of the Corridor H project.

A pair of mirroring bills, introduced by Capito in the Senate and by Mooney in the House of Representatives, would create the “Aid Appalachia Act.”

The act, which would amend section 23 of U.S. Code, would allow states with excess funding marked for Appalachian Highway System development to exchange those funds for general fund dollars, while allowing states like West Virginia to apply to receive the excess funding to complete needed projects.

“There are still states that have outstanding funds for (the) Appalachian Highway System that they are not using,” Capito said.

“So we came up with a creative way to say, ‘OK, you can trade your Appalachian Highway dollars in and get general trust fund dollars.’ And then we in West Virginia with Corridor H would be able to use those dollars because they are specifically targeted towards an Appalachian Highway development system.”

Mooney said he expects his version of the bill — which was co-sponsored by Rep. David McKinley, R-W.Va., Rep. Carol Miller, R-W.Va., and Rep David Trone, D-Md. — to find “broad support.”

“For decades we’ve talked about finishing this road, and it’s time to get it done. The final stretch of this project is the most difficult one because of the topography, rivers and other natural challenges. The roughly 27 miles left to complete will open businesses in the central part of our state to easy shipping ports on the East Coast,” Mooney said.

Tackling the issue in both chambers of Congress will give the act a better chance of becoming law, Capito said.

“I think what’s important here is that we have the House and the Senate working together,” she said. “Success is hard to get, so by both of us working together, I think ... we can’t guarantee success, but can certainly do things that make it more feasible.”

Corridor H, which will span 146.1 miles when completed, has been under construction for decades but has stalled numerous times due to environmental concerns and funding challenges.

According to information from the West Virginia Encyclopedia, development of West Virginia’s Appalachian Corridor highways began in 1965 when Sen. Jennings Randolph, D-W.Va., helped to create the Appalachian Regional Commission.

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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.

## 7 WAYS TO KEEP YOUR HIGHWAY CONSTRUCTION WORKERS SAFE

The most lethal threat to highway zone construction workers is the possibility they will be struck, either by a passing car or construction vehicle. In 2017, 132 individuals working in highway construction zones were killed in this way, reported the Federal Highway Administration. With the exception of 2012 and 2016, during which 133 and 143 workers, respectively, were killed in highway zone crashes, 2017 saw the highest number of fatalities in a decade.

Ensuring safety in a highway work zone, said Mark Troxell, vice president of safety services at national insurance broker Graham Co., boils down to extensive preplanning, recognizing the dangers of traffic and expecting the unexpected. Graham assists its clients in developing and implementing safety programs.

Part of a thorough safety planning process, he said, is getting feedback from project managers, superintendents and foremen to understand the safety issues they believe they face on resurfacing, bridge and other highway jobs. The flipside is letting them know what threats they can expect as well. "It's a two-way conversation," Troxell said.

Technology, said John Thurman of Gadzoom, which offers a cloud-based app that lets contractors create their own activity hazard analysis, accident prevention and

other plans, has changed the way these documents are written and disseminated to members of the crew.

"Most accidents in construction come from a lack of training or information combined with a series of small mistakes that snowball into a larger incident," Thurman said. "The ease with which technology can make information and knowledge available provides the ability for construction workers to better understand and manage risks."

Online safety training programs, he said, also better connect all employees, in the field and the office, with vital safety information. "By making safety information easier to access, he said, [the odds of] employees taking ownership in their own safety and that of their coworkers greatly increases."

The general public's seeming lack of awareness of how to safely move through a highway work zone, Troxell said, contributes to the danger for workers, especially the distracted drivers who read the newspaper, apply makeup, send and receive texts and even brush their teeth while driving past road workers. Many drivers speed through work zones too, Troxell said. If they don't crash through barriers or make direct contact with workers, they sometimes hit cones or other temporary traffic control features, which can take flight and injure someone.

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### Supportive Services Offered:

- Estimating Training
- Building Capacity
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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.