



WVDOT Puts Together Draft Improvement Program Up to 2025 for Public Comment



As a requirement by the Federal Highway Administration for receiving federal funding for statewide transportation, the West Virginia Department of Transportation (WVDOT)

has to put together an improvement program.

That program, the Statewide Transportation Improvement Program (STIP) for fiscal years 2020-2025, has been shown off for public comment for the last week across the state. The last stop for public comment was Monday evening in South Charleston.

“The statewide transportation improvement program lists all the projects or buckets of money for which we do the projects by county over the next four years,” Perry Keller, the Unit Leader of Statewide Planning for the WVDOT said. “We do it for six years but it is required for four.”

Keller said the last two years done by West Virginia is for information purposes.

Keller noted that the STIP comes from federal aid, whereas secondary road projects are mostly funded through state aid. However, a lot of secondary road projects and projects coming through Gov. Jim Justice’s road bond project are listed because the STIP requires “significant work” to be in

it, Keller said.

“A lot of the projects that are funded through the governor’s initiation of the bond project or general obligation bonds they are also listed in the STIP because they are pretty big projects,” Keller said.

“Most of the money that we spend for routine maintenance is using state funds. We get state funds from the gas, tax, our DMV fees and some other fees.”

Planned obligations in the draft STIP included 29-percent toward Regional Mobility Program, 24-percent toward Bridge Program and 20-percent for Resurfacing and Preservation Program. Nearly 80-percent of the anticipated revenue for the draft STIP is coming from Federal-Aid Highway with another 16-percent from a State/Local Match on highways.

The WVDOT also listed a summary of performance measures and targets as of September 30, 2018. West Virginia has a 99.8% rate for interstate reliability, according to the WVDOT, which Keller said is about tops in the nation.

Keller added that the WVDOT hears about the reliability and conditions from the public often on the tour, but also other ways to improve.

“We hear a lot about the projects that are ongoing and are already slated,” Keller said. “There are often projects that people would like in their area that hasn’t made it on to the list because we don’t have the finances to move them forward.”

To read more: <http://wvmetronews.com/2019/04/08/wvdot-puts-together-draft-improvement-program-up-to-2025-for-public-comment/>



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About The Program

The Construction Estimating Institute (CEI) works with West Virginia Department of Transportation (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.

A Little Bit Ikea, A Little Bit Apple

Finding the leadership sweet spot between too much instruction & not enough



Instruction manuals: For some, they bring great solace. For others, they bring great anxiety. Whether you are feverishly comparing bolt sizes and the woefully minuscule Allen wrench or simply scrutinizing the

location of said bolts inside improperly labeled holes, instruction manuals should provide the end user with support and guidance, not heart palpitations.

Ikea, the Swedish furniture icon that has an almost cult-like following around the world, has provided some of the most memorable instruction manuals. Whether you prefer the Malm or the Bekant desk, upon purchase, you are furnished with a step-by-step roadmap to building your affordable piece of Swedish accoutrement.

On the other hand, Apple makes an event of its latest iPhone release, similar to the way U2 or Taylor Swift announce an upcoming tour. Yet, when you open the box containing one of these technological marvels, you receive an instruction manual comparable to a bubble gum wrapper.

Unfortunately, the device that likely has 1,000 times the computing power of the Apollo 11 lunar module, completely lacks a user manual. However, even with an increasing level of sophistication with every iPhone release, the controls are not only intuitive, but also provide users immediate access to their data, so they can leverage the device's capabilities. How is it that something with no instructions has users clamoring for new options and applications with, dare I say, even less instruction? Think about the instruction manuals, or standard operating procedures, for a construction firm. Whether discussing the appropriate way a project should begin or how to present change orders to customers, many organizations think they are Apple. For instance, they give little guidance to their teams and

believe they are providing a level of rogue-like independence by shirking the confines of structure.

On the other hand, many of these same firms have manuals sitting on shelves that have stoic titles like "Brand X Standard Construction Operations Procedures." With all of that pageantry, the manuals seem better suited for a museum, rather than practical applications like those of a construction firm. So, which is better—management by Ikea or Apple?

A Little Bit Ikea

The first question to ponder is the efficacy of the instruction manual. Is the manual an accurate representation of your firm's operational model? Written narratives on how to perform particular tasks fail to drive processes. Imagine if Ikea began every instruction with, "Connect the irregular shaped board and insert the medium bolt—not the average size bolt, the medium bolt ..."

Consistency in operational procedures includes providing an easy, user-friendly illustration. And the first step to creating efficient operational models is to examine the state of your company's processes from the perspective of a new employee. Too often, leaders give directions through the lens of a senior-level employee without considering the needs of the new or midlevel employee.

The second consideration should be the relevancy of the processes. For example, consider the Malm desk instructions. If the last time the operations manual was updated was when it was created 30 years ago, there might be a relevancy issue. Ensure that your processes have the right applications in mind. Similarly, if your firm has design-build and hard-bid business units, there should be guides that provide instructions for each. Additionally, there should be tools in the kit applicable to a range of diverse projects. Providing tools that fail to also support both the manager and supervisors leads to obsolescence of the operations.

To read more: <https://www.constructionbusinessowner.com/management/workforce-management/little-bit-ikea-little-bit-apple>

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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.

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