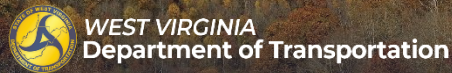


WV DOT Newsletter

August 2021
Volume 55



SUPPORTIVE SERVICES

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



West Virginia transportation officials release plan for \$150 million in proposed funding

The West Virginia Department of Transportation has released a list of proposed projects following the governor's call for a special session of the state Legislature to approve the funding. The plans were requested and approved by Gov. Jim Justice as part of a proclamation calling for a special session that would begin Monday, June 7, according to a news release from the WVDOT. The plans detail more than 400 projects statewide totaling \$150 million.

"There are over 400 of these projects planned, and projects in every county," secretary of transportation Byrd White said in the news release. "Many of these projects are slips and slides, embankment repairs, and small bridge repairs or replacements. They are on the roads where our people live, and the roads that touch their lives every day. We are as committed as ever to making sure all roads across our state are in the best shape they can be and this funding will go a long way toward this goal."

The 402 projects would cover about 913 miles of roadway in West Virginia.

Locally, District 1, which consists of Boone, Clay, Kanawha, Mason and Putnam counties, would draw the most funding with \$17 million across 51 projects.

District 2 – Cabell, Lincoln, Logan, Mingo and Wayne counties – would see \$15 million in funding for 47 projects. District 3, which is made up of Calhoun, Jackson, Pleasants, Ritchie, Roane, Wirt and Wood counties, would get \$16 million for 41 projects.

[Read More →](#)

Document Everything

You Every construction project combines a vast array of symbiotic disciplines. When synchronized brilliantly, the artistic blend of architectural design, engineering and oversight can achieve spectacular results.

But unlike a movie, sculpture or painting, everything must work precisely, efficiently and in unison to perform up to spec in the real world. The Millennium Falcon in Star Wars may look good, but then again it wasn't actually designed to fly in space. This is unlike the myriad of roads or bridges that must withstand the daily rigors of hundreds of thousands of vehicles or the structures, buildings and dwellings that must also comfortably accommodate the ongoing needs of everyone their built to serve.

As a result, much can go wrong once the planning ends and the general contractor, construction manager at-risk or trade contractor sets out to turn even modest designs into reality. The inability to properly identify potential field or jobsite problems is just one of example of the many challenges that can delay or doom projects anywhere during their lifecycles. Even a preliminary geotechnical investigation that fails to reveal a seam in the bedrock can result in the building's piles being driven to what can seem like the other side of the earth.

Once the work begins, how important is it to quickly, flexibly and adeptly adapt to changes in the field? What are the appropriate steps for ensuring the efficacy of these changes? How should they be reviewed and approved? What is the possible exposure to liability if things don't work as planned?

First, shop drawings are commonly used as design notes that detail the field changes to approved plans and specifications. Typically made to save time, cost or deal with an unexpected field condition, most of these changes cannot be implemented until they're approved by an engineer or engineering team.

Here's how the process for submitting, reviewing and approving shop drawings normally works. Some general contractors use construction management or project management software. Once made, the shop drawings are usually submitted from the field via email to the general contractor or posted by the subcontractor in draft form to the project management program.

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

(800) 423-7058

www.wvdbesupport.com

[Read More →](#)