

FALL | 2006

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www.mitaconference.com

MITA ANNUAL CONFERENCE TENTATIVE SCHEDULE

For more information, contact Danielle Keating,
MITA events coordinator (daniellekeating@mi-ita.com).

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WEDNESDAY
01/17

8am

9am

10am

11am

12pm

1pm

2pm

3pm

4pm

5pm

6pm

7pm

8pm

2 p.m. – 4 p.m.
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THURSDAY
01/18

8:30 a.m. – 10 a.m.
Informational Membership Meeting

10 a.m. – 11 a.m.
Safety Committee Meeting

10 a.m. – noon
Bidding Summit

Noon - Trade Show Opens

1:30 p.m. – 2 p.m. Opening General Session -
Bob Patzer, MITA Executive Vice, President
Steve Mancini, MITA Board President

2 p.m. – 3 p.m. Opening General
Session - Keynote Speech,
Larry Winget - Shut Up,
Stop Whining & Get a Life

3:15 p.m. – 4:30 p.m.
Michigan Department of
Transportation -
Kirk Steudle, Director, MDOT

6 p.m. – 8 p.m.
Industry Reception

FRIDAY
01/19

7:30 a.m. –
8:30 a.m.

Membership
Breakfast
Sponsored
by Wolverine
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8:30 a.m. –
10:30 a.m.
George Hedley
of Hardhat
Presentations



George
Hedley

10:30 a.m. – 11:15 a.m. Election 2006:
What Does it Mean for Your Business

11:15 a.m. – Noon
Luncheon Reception sponsored by Michigan CAT

Noon – 1:30 p.m.
Annual Luncheon, Comments and presenta-
tion including: Bob Patzer, MITA Executive Vice
President, Steve Mancini, MITA Board President
(outgoing), Brian Slagter, MITA Board President
(incoming)



Larry Winget

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Cover and table of contents photo: Longtime MITA member Pamar Enterprises, Inc. recently participated in a home makeover project. See story and photos on page 40.



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Project Profile

Company: **Rockworks**

www.rockworksllc.com

101 Rhodes Road
Lake Orion, Mich.
248-693-0920

- **Project Name:** Michigan Welcome Center
- **Project Location:** South of Monroe, exit 10 going north-bound on I-75
- **Project Timeline:** 5 days locate rock, 5 days trucking, 1 day measuring and weighing rock specimens, 1 day trucking to site, 1 day placing at the Welcome Center
- **Project Cost:** \$45,000
- **Project Description:** A large collection of Michigan rocks. Some rocks 8' diameter up to 10 tons each. Most of the rock specimens are from Michigan quarries that were used in the steel, copper, or landscaping industry; Army Corp projects; or road and construction industry.



Rockworks handled the rock collection and installation recently at a project for the Michigan Welcome Center near Monroe. Six rocks on a six axle roll-off truck (27 tons worth) were delivered to the site of the Michigan Welcome Center south of Monroe. In the staging area, rocks



were numbered, photographed, weighed and measured which expedited the layout and design for the landscape architect who prepared a location drawing based on this information. The installation took approximately four hours, with three pieces of equipment.



Rockworks also recently completed a job for Lawrence Technological University in Southfield. A six axle roll off truck transported the cut rocks to the site. A loader lifted and placed one of the rocks - 7 ton Basalt rock.



- **Project Name:** Lawrence Technological University Courtyard Plaza Boulders
- **Project Location:** 21000 W. Ten Mile Rd., Southfield
- **Project Timeline:** 2 days to hand select rocks, 2 days to truck rocks, 2 days to cut rocks and polish, 2 days to fabricate and install brackets, 1 ½ days to install rocks and polish
- **Project Cost:** \$28,000
- **Project Description:** Basalt rock - glacially rounded, wire saw cut large rocks; cuts lined up with edge of glass wall on new building; lighting and fog system in center of key cut rocks (7 tons each half); Basalt seating rocks surround edge of Plaza paving (3 to 5 tons each half).



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Letters to MITA

Dear Glenn:

Thank you for your hospitality during the 2006 MITA Summer Conference. The conference was very beneficial and the sharing of information was priceless. As I have said many times, no one agency holds the patent on intelligence, and I view our partnership as very important to obtaining the best quality and products for the State of Michigan.

Again, thank you for the opportunity to attend this worthwhile event.

Kirk T. Steudle, P.E.
Director

Michigan Department of Transportation

Glenn:

I just wanted to take a minute and thank you for your work on this issue and all the other things you work on for the membership. Your diligence and commitment to us is much appreciated. Good job!

Scott Huber
Old Castle Materials

Dear Pat:

We want to thank you for your efforts in representing our company on the MIOSHA appeal for the Armada job. It is times like this that we realize how important the MITA organization is to us and to all contractors.

Enclosed are copies of the letters we have sent to MIOSHA for your files.

Again, please know that we appreciate your efforts on our behalf.

Bernard C. Teltow
Teltow Contracting, Inc.

Dear Rob:

What have you done to me? What did I ever do to you? Do you realize how difficult you have made my life?

After attending the Summer Conference, my wife informed me that she will never visit Mackinac Island again unless we stay at the Grand Hotel. She could spend the entire visit in and around the hotel and never venture into town. She was enthralled with the history, architecture, paintings, photos, stories, gardens, etc. at the Grand Hotel.

We thoroughly enjoyed our adventure at Grand Hotel. The weather was perfect. The views of the gardens and the Mackinac Straits were beautiful. And the food wasn't bad either! It is a great place for a conference, a meeting, or just a visit.

Thanks for a wonderful time.

Donald G. Rosenbarger
Barrett Paving

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We Said It! MITA Speaks Up for the Industry

Detroit Free Press

Mike Nystrom

In response to your May 14 editorial on suspending the sales tax on gas, "Pumped-Up Pandering: Proposals to suspend Michigan's gas tax will not help ease the pain of high prices," I would like to clarify the difference between the six percent sales tax on gas and the 19-cents-per-gallon gas tax.

The 19-cent gas tax is dedicated to the transportation system, including road projects and public transportation. Roads do not receive any of the six percent sales tax on gasoline purchases. It is a crucial revenue source that often is misunderstood.

The gas tax is the main source of revenue for Michigan's Transportation Fund. As a flat tax, the revenue remains the same as prices increase. Rising prices are actually more likely to hurt revenues for the fund as drivers buy less gas.

Building a strong economy requires an investment in infrastructure. The gas tax is a crucial component of this investment, but even that is not meeting current demands.

Lansing State Journal

Mike Nystrom

Billions of gallons of raw sewage will flow into our precious lakes, rivers and streams this year, polluting our fresh waters and closing beaches across Michigan.

But we shouldn't be surprised. The annual ritual of beach closings has become all too familiar due to the fact that our outdated sewer systems are at or above maximum capacity, which causes them to overflow after heavy rains. Year after year this has a serious impact on our environment, our tourism industry and our state's economy.

Water and sewer systems are critical for business. In fact, job providers must locate in areas that can support their water and sewer needs. Many Michigan communities having aging sewer systems that are desperately in need of costly repairs. These cash-strapped local units of government have put the repairs on hold, even though low-interest state loans and grants are available.

In 2002, money to fix our wastewater systems was made available to communities through the Great Lakes Water Quality Bond. Michigan voters agreed overwhelmingly that these improvements were needed. This bond freed up \$1 billion in loan assistance for local sewer projects.

But, as of today, the low-interest loan program is under-utilized and the \$1 billion has not even been tapped. Many communities have chosen not to take the much-needed improvements because they claim they cannot afford the required startup costs.

To spur interest and ease the local burden, elected officials in Lansing recently

Continues on pg. 60

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Michigan Infrastructure & Transportation Association

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ROBERT A. PATZER, Executive Vice President

Contact Bob with questions regarding any business, labor, legal, regulatory, legislative or utility issue. He is also available to discuss any concerns regarding general association business.

Mobile Number: (517) 896-1491

e-mail: bobpatzer@mi-ita.com

MICHAEL A. NYSTROM,

Vice President of Government and Public Relations

Contact Mike with any questions pertaining to state and federal lobbying issues, political action committee activities, public and labor relations, as well as all high-level regulatory involvement. Mike is also promoting adequate state and federal infrastructure and road funding in his role as co-chair of Michigan's Transportation Team. He is also available to address any questions or concerns regarding general association business.

Mobile Number: (517) 896-1493

e-mail: mikenystrom@mi-ita.com

ROBERT M. COPPERSMITH, Vice President of Membership Services

Rob oversees the services that are offered to MITA members, including (but not limited to): MIOSHA appeals, jobsite inspections, utility locating issues, educational opportunities, meetings and social functions, etc. Additionally, he participates in lobbying efforts on behalf of the industry.

Mobile Number: (517) 896-1495

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GLENN J. BUKOSKI, P.E., Vice President of Engineering Services

Glenn brings 32 + years of transportation related experience to MITA. He served for 30 years in various professional capacities at MDOT, accumulating experiences in engineering automation, materials testing, design, research, specifications, construction and asset management. Glenn is a licensed Professional Engineer, and received his Bachelor of Science Degree in Civil Engineering from Michigan State University.

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e-mail: glennbukoski@mi-ita.com

NANCY HALE BROWN, Director of Communications

Nancy oversees all member communications, such as the membership directory, quarterly magazine and all other print material for the association. She is your best contact for questions pertaining to public relations issues as well as placing news about your company and advertising in MITA's publications.

Mobile Number: (517) 896-1456

e-mail: nancybrown@mi-ita.com

PATRICK BROWN, Director of Safety & Workforce Development

Pat is a former Ingham County sheriff's deputy, firefighter and paramedic. He is the go-to-person for MITA jobsite inspections, training opportunities, and assisting Rob Coppersmith, MITA Vice President of Membership Services, with MIOSHA appeals. He will be building on an already impressive skill base, which includes confined space, trench rescue, crisis intervention, Hazmat training and much more.

Mobile Number: (517) 896-4753

e-mail: patrickbrown@mi-ita.com

KEITH LEDBETTER, Director of Legislative Affairs

Keith will be assisting Mike Nystrom, MITA Vice President of Government and Public Relations, in all political areas. Focusing on legislative staff and elected officials, he will work toward building stronger association relationships in an effort to communicate MITA's position on industry-important issues. In addition, Keith will work towards strengthening the MITA PAC.

Mobile Number: (517) 214-0386

e-mail: keithledbetter@mi-ita.com

DOUG NEEDHAM, P.E., Director of Technical Services

Doug will assist Glenn Bukoski, P.E., MITA Vice President of Engineering Services, as they oversee all engineering, specification, and technical matters for the association. He will focus significant effort on expanding and strengthening MITA's relationships within the local agency owner communities working with and through the County Road Association of Michigan (CRAM) and the Michigan Municipal League (MML). Doug will represent and advocate the industry's interest on committees at various levels.

Mobile Number: (517) 896-6186

e-mail: douglasneedham@mi-ita.com

NANCY E. DURNER, Engineering/Safety Services Coordinator

Nancy will handle all administrative duties for the Engineering Services Division as well as the safety / MIOSHA services. This will include all MIOSHA appeals that are being handled by the association, corporate safety programs, and all MDOT letting and spec issues that the association deals with on a regular basis. She will also act as the executive assistant for the staff of the Engineering Division as well as the Safety Director.

e-mail: nancydurner@mi-ita.com

DANIELLE R. KEATING, Events Coordinator

Danielle will work with Rob Coppersmith, Vice President of Membership Services, to help manage the variety of member services being offered by the association. She will also organize each of the MITA's many social, leadership and educational events.

e-mail: daniellekeating@mi-ita.com

TIYA KUNAIYI-AKPANAH, Membership Services Coordinator

Tiya coordinates the association's membership services. She is responsible for assisting prospective members through the joining process, as well as creating awareness of the different types of services available to MITA members. She is the go to person for various types of member services such as MISS DIG complaints, blue book rates, membership verification etc.

e-mail: tiyakunaiyi@mi-ita.com

MARY E. MOODY, Accounting Coordinator

As our controller, Mary handles all questions pertaining to invoicing of dues, advertisements, registration fees, etc.

e-mail: marymoody@mi-ita.com

STACEY L. MORRIS, Web-Technical Coordinator

Stacey handles the database, e-mail addresses, company information, and mailings sent from MITA. She is the person to call if you have any changes in your company contact information. She is also the MITA contact for all MITA website related inquiries. As Bob's assistant, she is the person to contact if you need to reach him immediately and he is not available.

e-mail: staceymorris@mi-ita.com

JANIS STRANG, External Affairs Coordinator

Janis will assist administratively in all legislative, regulatory, public and labor relations issues that face the organization. As Mike's assistant, she is the person to contact if you need to reach him immediately and he is unavailable.

e-mail: janisstrang@mi-ita.com

Bacco Construction Company

In Michigan's upper peninsula, less than a mile from Wisconsin, Bacco Construction Company has survived as Michigan's oldest MDOT pre-qualified contractor by doing what needs to be done. A jack of all trades, Bacco's focus has changed over the years to include all aspects of heavy construction.

The owners of this company in Iron Mountain are proud of their history, not to mention their close friendship with two other stars of this town: Michigan State University's Basketball Coach Tom Izzo and Former Detroit Lions Coach Steve Mariucci. Pictures of the two stars line the office walls, along with pictures of Bacco's award-winning highway, road and underground construction projects.

There have been plenty of projects dating back to 1915 when the company was founded by Medio Bacco. A copy of his first contract, dated October 13, 1915, hangs on the wall in Bacco's conference room. The cost of the project was a mere \$773.50 to complete 11,900 square yards of road surface for the City of Iron Mountain.

"It's hard to believe that is all it cost," said John Fortier, Jr., Bacco's president. He runs the company with Doug Rigoni, vice president, and 170 employees at the peak of the season. His father, John Fortier, Sr., serves as the company's chief executive officer. Doug's father, Robert Rigoni, serves as executive vice president.

Bacco Construction Company was incorporated on April 9, 1930. The four original stockholders were Medio Bacco, his brother, John Bacco, Carl Israelson and Arthur Fortier. (Arthur is the grandfather of John Fortier, Jr.) As the years went by, ownership of the company changed after the untimely death of Arthur. His son, John Fortier, Sr., joined the company at the urging of owner Joe Rigoni and remains today as the chief executive officer. Joe was the grandfather of current Bacco Vice President Doug Rigoni.

Today, the company's third generation is enjoying another successful year doing a diverse array of jobs (with a focus on quality and safety) that are split between Department of Transportation jobs in Michigan and Wisconsin, in addition to the private market in both states. Among those jobs this year is one that captured the interest of the U.P.'s largest newspaper, the "Marquette Mining Journal." The paper wrote a thoughtfully detailed article about the project, which is located in the picturesque Pictured Rocks National Lakeshore. Bacco ripped up old dirt road Highway 58 in Alger County, cut trees down and widened the bumpy rural byway to prepare it for asphalt paving. The well-traveled road connects motorists traveling between the popular tourist destinations of Munising and Grand Marais.

The most interesting job this year, Fortier said, is a 7 p.m. to 6 a.m. US-2 mill and fill highway paving project from Bark River to Escanaba, which involved paving at night with hi-powered lighting. The 11-mile, \$1.7 million project began July 7 and was completed in mid August. Bacco recently completed a power plant foundation in Wisconsin and in July



More road work – early 1900's



Concrete paving – early 1900's



Old times – 1930's

Old times – early 1900's

was awarded a sub-contract for work near Detroit at a gas insulated system transformer that was designed by Mitsubishi. Bacco's excellent website (www.baccoconstruction.com) details the progress of other current jobs with a simple click on statewide project map.

As the economy and construction industry changed over the past 91 years, Bacco "morphed" into whatever type of projects were needed, Rigoni said. In the 1950s, the company focused on concrete; in 1978 they got into asphalt. Today, they handle a long list of construction specialties.

"In the past, we did a lot of interstate work down state," said Fortier, who appreciates MITA's assistance with MDOT and safety issues. "We later became more focused up here and in Wisconsin. We will do anything that we can to be able to live, stay and work in the U.P., but we no longer have the luxury of doing all U.P. work. We go where the work is."

Whether that work keeps them in the U.P., or draws them downstate, Bacco's long history in the construction industry is bound to extend far into the future.

Contact Information

Bacco Construction Company

www.baccoconstruction.com

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Iron Mountain, Mich. 49801

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Iron Mountain, Mich. 49801

Phone: 906-774-2616

Construction Office Fax: 906-774-1160

Corporate Office Fax: 906-774-0510

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Chief Executive Officer

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President

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Vice President

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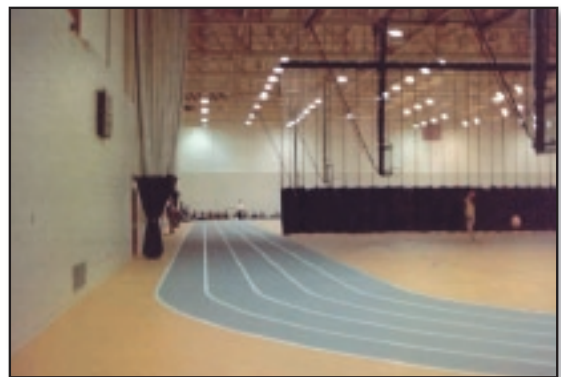
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Specialties: Asphalt paving

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Concrete paving – circa 1970



Michigan Tech indoor track paving – 1980's



Landfill – 2002



Highway – 2003



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Julie Rourke

Ken Boland

Mike Miller

Teresa Casey

Tom Morris



Michigan Infrastructure &
Transportation Association



Editor's Note: AT&T has provided this article in an effort to give insight into investment activity they have planned, which will impact Michigan's underground industry. It has been estimated that AT&T could spend as much as \$500 million to upgrade their overall infrastructure in Michigan. If you have questions, please contact Keith Ledbetter, MITA's director of legislative affairs (keithledbetter@mi-ita.com or 517-347-8336).

AT&T Ambitious Plans Mean Jobs for Michigan Underground

By Regina Bell, External Affairs Director, AT&T

The AT&T Road Map to success starts with leading in business and delivering the future of technology today. Two components of that road map are: our Operating Priorities – to always deliver world class networks and solutions; and our Guiding Principles – to continue with our legacy of consistently rolling out new technologies, services and features to as many customers as possible and as quickly as possible. As such, AT&T plans to spend approximately \$4.6 billion on deployment of our next-generation Internet Protocol (IP) - based video and broadband services to reach nearly 19 million homes by the end of 2008 as part of our initial deployment.

Through our Project Lightspeed deployment, AT&T plans to deliver a whole new portfolio of integrated, digital TV, high speed Internet and voice services – all under the AT&T U-Verse brand. All of these new communications and entertainment services will be delivered over our new IP-based network platform and are a real alternative to cable – much different than any product currently on the market. AT&T U-Verse-TV includes a variety of packages, a video-on-demand library,

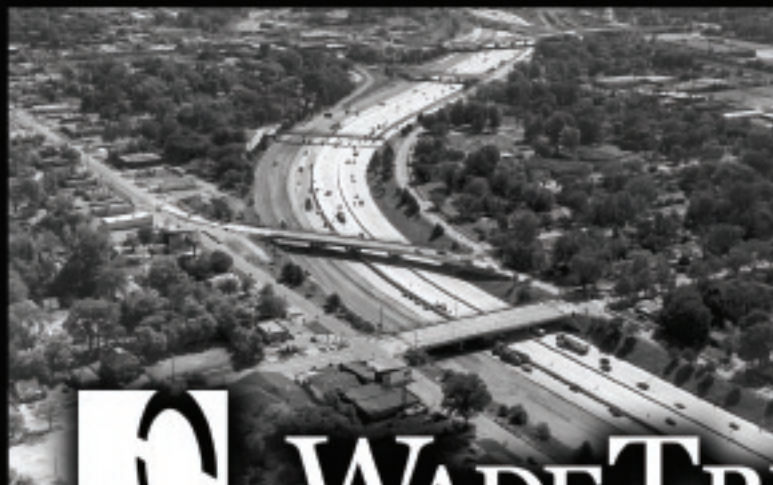
and a picture-in-picture channel change that allows subscribers to channel surf without leaving the program they're watching.

In order for AT&T to enter the marketplace and offer these services to Michigan consumers and businesses, the state's outdated cable franchise system needs to be reformed. Current law requires would-be competitors to cable to negotiate individual franchise agreements, municipality by municipality – a cumbersome bureaucratic process that can take years. Maintaining the status quo will prevent consumers and businesses from enjoying the benefits of a competitive marketplace.

Fortunately, State Representative Mike Nofs (R-Battle Creek) has offered a solution. Rep. Nofs recently introduced House Bill 6456, legislation that would create a uniform franchise system for cable companies and their competitors. HB 6456 would create a one-stop shop for new entrants to obtain a franchise agreement that will allow providers to quickly enter the market and begin offering new

Continues on pg. 54

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Steven Gravlin

MITA Buyer's Guide Categories:

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Before and after photos of the Greenfield Village Underground Restoration Project. (Photos courtesy of Images A. V. Inc.)



MDOT I-94 Lovers Lane Bridge Project

**Wade Trim's
engineering expertise
spans many aspects of
heavy construction...**

MDOT U.S. 131

Wade Trim's roots trace back to 1926 when a small firm was created in Dearborn to provide professional engineering services to nearby municipalities. As work grew in response to changing client needs, the staff and offices grew through acquisitions and new client growth. The company geographically diversified to maintain local service, and their expertise has grown to provide a full range of professional services to meet the infrastructure needs of government and industry.

With headquarters in Detroit, Wade Trim is internationally recognized for their transportation practice and nationally recognized for their water resources solutions that accounted for 26 percent and 50 percent of the company's 2005 revenues respectively. Another 16 percent came from planning, land development and surveying, and 8 percent from water supply. No matter what type of project, Wade Trim takes pride in working closely with contractors to share in project cost savings.

"We are expanding our relationship and marketing to contractors to help them with their projects in terms of value engineering for items such as traffic staging, improved drainage and earth balance to save MDOT and the contractor money," said Steven Gravlin, P.E., P.S., Wade Trim's senior vice president and transportation corporate lead.

To illustrate this point, Gravlin recalled a value-engineering US-131 freeway extension project for MDOT in 2004. Wade Trim worked closely with MITA Member D. J. McQuestion & Sons, Inc., on this project, which ultimately resulted in an improved profit margin for the contractor. This was the result of simply changing the grades and earthwork, earth balancing better and saving valuable excavated materials. In addition, this \$39 million project allowed MDOT to save \$2.3 million and the improved freeway was built one year ahead of schedule.

With 15 offices in six states and over 400 employees nationwide, Wade Trim has plenty of opportunities to help contractors on projects that help Wade Trim win awards and maintain its high ranking among engineering firms (166 out of 500 according to "Engineering News-Record" in 2006). The company has managed to maintain this ranking even during tough economic times by pursuing jobs in other states. Current clients in Michigan, in addition to MDOT, include other state/federal agencies/tribes, numerous cities, villages, townships, county agencies, water and sewer authorities, corporations, private companies and contractors.

"We are also seeking to support land development work with our traffic engineering expertise on a nationwide basis," Gravlin said. "This can all be accomplished while maintaining jobs in Michigan because of the use of technology that keeps people connected, such as video conferencing and project websites."

Although the past few years have been relatively slow for the construction industry in Michigan, Gravlin is predicting a turnaround next year and especially in 2008. This prediction is based on the amount of projects the company is currently designing for clients.

"We need to see this upswing in activity because we are losing ground as a state in terms of keeping up with the needs of our infrastructure," Gravlin said. "We are grateful for the efforts MITA is making to increase state infrastructure funding. We hope MITA continues this effort."

Wade Trim Projects on the Horizon

For an idea of what projects will be coming up for bid in 2007 and 2008, check out this sample of projects that are just a few of many others Wade Trim is currently designing:

Road Projects

- M-85 Fort Street in downtown Detroit
- US-24 through Brownstown Township
- M-53 in Macomb County
- M-29 in Chesterfield Township

Underground Projects

- Relief Sewer in Canton Township
- Maplewood Avenue Storm Sewer in Garden City
- Sanitary Sewer Rehabilitation in Milford

Wade Trim Current Project Samples

Underground

Wade Trim is assisting the Genesee County Drain Commissioner with expanding their network of interceptors that deliver wastewater to the Anthony Ragnone Treatment Plant to accommodate new development and transport flows more efficiently. Wade Trim prepared the facility plan, designed and is providing construction engineering for the Northeast Extension Sewer, Contract No. 1, a \$20 million, eight-mile extension to the Northeast Interceptor that creates the first segment of the planned interceptor network. The majority of this 72-inch interceptor was constructed through open cut methods at a depth of 20 to 30 feet. Jack and bore methods were used for seven road crossings. Construction is scheduled to be complete this fall.

Wade Trim is part of a design team for the Detroit Water and Sewerage Department's Upper Rouge CSO Tunnel. The deep rock tunnel is approximately seven miles long and 30 feet in diameter. It is intended to divert and capture wet weather flows generated within portions of the existing sewer system in the City of Detroit and potentially other communities. The project includes construction of a 100 MGD (million gallons a day) dewatering pumping station that will allow the 201 MG (million gallons) of stored combined sewage to be dewatered to the Northwest Interceptor for treatment at the City of Detroit's Wastewater Treatment Plant. Wade Trim's design team roles include hydraulic analysis and design, easement/land acquisition and assisting in developing a facility compatible with DWSD's long term operators & maintenance objectives and requirements.

Road

Wade Trim is part of the design team for MDOT's multi-year reconstruction of seven miles of I-94 from west of US-131 to Sprinkle Road near Kalamazoo. The first phase is nearing completion and includes reconstruction and widening of Lovers Lane Bridge over I-94. A groundbreaking ceremony was recently held for the second phase that is 2.5 miles and includes reconstruction of the I-94/US-131 interchange, the I-94/Oakland Drive interchange, and the I-94 bridges over 12th Street. I-94 will also be reconstructed with the addition of one through lane in each direction. Wade Trim provided surveying services for the entire seven-mile corridor using both aerial photogrammetry as well as conventional techniques. Wade Trim was also the design engineer for five bridges and a major box culvert extension. In this second phase, three of the bridges, east-bound and west-bound I-94 over 12th Street and I-94 under Oakland Drive, will be completely reconstructed. The culvert carrying West Portage Creek under I-94 will be extended to accommodate the freeway widening.

Wade Trim Past Notable Projects

- Greenfield Village Infrastructure Restoration – *Dearborn*
- I-96 Reconstruction – *Detroit*
- US-131 Value Engineering Redesign – *North of Cadillac*
- Downriver Regional Storage and Transport System – *Wayne County*

Project Profile

Efficiency Slide Rail Helps Contactor Keep Business Operating

By James McRay, Efficiency Production, Inc.



Joe Raica Excavating was contracted to install a new pre-cast lift station in Howell.

An excavation company in Fowlerville recently installed a new pre-cast lift station at a beverage manufacturer's bottling facility in Howell, Michigan, in preparation for construction of a new wastewater treatment plant. In order to keep business undisturbed at the facility, the contractor needed a non-traditional shoring system for the excavation.

Contractor Caught Between a Lot and a Hard Space

The lift station was installed in a very difficult spot, right in the middle of the parking lot next to a set of railroad tracks. The contractor needed to keep the excavation as tight as possible so that the delivery trucks and other traffic could move freely, while at the same time not undermine the integrity of the railroad tracks.

Needing a custom shoring solution, Joe Raica Excavating contacted Efficiency Production, Inc. - a manufacturer of trench shielding and shoring. Efficiency's Slide Rail Installer and Sales Manager, Greg Ross, quickly knew that Efficiency Universal Slide Rail System would be perfect for the excavation. "Slide Rail works because it keeps excavations tight and vertical with no loss of dirt or fill," explains Ross.

"Dig and Push" System Reduces Over-Excavation

Efficiency's Universal Slide Rail is a component shoring system comprised of steel panels (similar to trench shield sidewalls) and vertical steel posts. The versatile system can be used in a variety of configurations, such as small four-sided pits; large unobstructed working pits of infinite size with Efficiency's ClearSpan™ System; or in a linear Multi-Bay configuration to install length of pipe over 40 ft.

Slide Rail is installed simultaneously as the trench or pit is excavated by sliding the panels into integrated rails on the posts - either double or triple rails depending on needed depth - then pushing the panels and posts incrementally down to grade as the pit is dug; a process commonly referred to as a "dig and push" system.

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Efficiency Production, Inc. helped Joe Raica Excavating keep the excavation as tight as possible so that the plant operations would not be effected, while at the same time not undermine the integrity of the adjacent railroad tracks.

First-Time User Discovers the Efficiency Slide Rail Advantage

The pit was excavated in heavy clay soil, which may have been previously fill material. Tight-sheeting was not a shoring option due to the railroad tracks, but that didn't bother Raica. "On other pump station jobs we've worked on, it would take forever to vibrate in sheeting," says company owner Joe Raica. "This system was just so easy to deal with; it was like a big erector set it went together so easy!"

"The Slide Rail System was installed in a day; and removed in just one day. Unlike when you open cut, we didn't need a lot of stone backfill, and we weren't throwing dirt around, which saved us time and money. I hadn't used Slide Rail before, but with the prospect of using it again, we can bid on more pump station or lift station jobs. Slide Rail potentially opens up another avenue for our business."

Raica rented from Efficiency a four-sided, 14 x 14 ft. pit system which allowed them to excavate the pit 24 ft. deep to reach grade where the lift station received an effluent lead (bored from the other side of the parking lot). The entire excavation took up only a small area, and did not interfere with the business' operation.

This was a major upgrade at the plant, yet the construction did not interfere with business at all," says Mazen Banat, project engineer from Strategic Construction Solutions. "Everything went very well, and there was no stop in production."

Raica used a CAT 235 Excavator to install the Slide Rail System and the 6 ft. round, pre-cast lift station; plus a CAT 950 Loader, and a CAT D4C bulldozer.

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"That's when he definitely knew he had found something out of the ordinary..."

Dan's Excavating Unearths a Mastodon



It looked a lot like the non-stop, dinosaur adventure movie Jurassic Park – but only because of the chaos that descended on a large field in Oakland County this summer.

Dan's Excavating, Inc., of Shelby Township and a crew from the Road Commission of Oakland County was about a month into a \$5.6 million job relocating a 1-mile stretch of Adams Road in Rochester Hills. On July 7 the job suddenly turned into something far less routine. Don Langworthy of Dan's was digging about 8-10 feet deep in a peat hole in the middle of a field with a backhoe when he noticed a bone with a big ball joint. The bone was 2 feet long. He kept digging. He found a tusk.

"That's when he definitely knew he had found something out of the ordinary and he stopped digging," said Virgil Klebba, vice president of highways for Dan's. "It happened on a Friday, and by Monday a geologist/archaeologist from Cranbrook Institute of Science in Bloomfield Hills came to the site."

As Dan's crew dug, the archaeologist exposed the fossil, which was actually about 20 percent of a mastodon*. The archaeologist also dug through the peat pile, which was off site.

It was just another construction day lost for Klebba, but it was a big find for Cranbrook and big news in the area. According to information on the Cranbrook website, the excavation was remarkable because it was an excellent example of rescue paleontology, where Dan's Excavating and the Road Commission of Oakland County cooperated with local scientists to save the fossils.

"It was the first time I was ever involved in something like this," Klebba said. "There were local and national television cameras, helicopters, newspaper and radio reporters. It was a circus."

The chaos and excitement was quickly over after the mastodon was found July 7. The day after the bones were recovered, the project went on as scheduled. The project was paved with concrete by Tony Angelo starting September 29, and was expected to be completed November 15.

* Mastodons are a common type of fossil in the Midwestern U.S., and especially in Michigan. Many of the mastodon remains are between 11,000 and 40,000 years old. The American mastodon (scientific name *Mammuth americanum*) roamed North America from at least 3.75 million to 11,000 years ago. As adults they stood between 2.5 and 3 meters (8-10 feet) at the shoulder and weighed between 3,500 and 5,400 kilograms (4-6 tons). Mastodons became extinct about 11,000 years ago and scientists are still trying to figure out why.



You can read much more information and view other photos regarding the Adams Mastodon on the Cranbrook Institute of Science website at <http://science.cranbrook.edu/science/news/>. The bones are now display at the institute.



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Executive Vice President Comment

How to Get a Bill Passed (We Should Know!)

According to an old saying "there are two things you never should watch being made: sausage and laws." The author, to the best of my knowledge, is unknown but the quote contains more truth than rumor.

The textbook explanation of the legislative system is fairly definitive: someone or some organization (like MITA) convinces a member of the legislature that a problem exists that requires legislative action. A bill is drafted by the Legislative Service Bureau, introduced and assigned to the appropriate House or Senate committee for a hearing or hearings. This is a critical stage of the process in that a committee chair has complete control over whether or not a bill is scheduled for hearing.

Depending on the sensitivity of the issue, hearings can sometimes go on for months and during this process numerous amendments and substitutes may be offered. After testimony has concluded, the committee members vote on the bill. A yes vote means the bill is referred to the full House or Senate for consideration.

At this point the bill is read into the calendar and is cleared for a process involving first, second and, ultimately, third reading. At this stage the bill is ready for a vote and, for most bills, a simple majority is required for passage.

When a bill passes the House, it is sent to the Senate for consideration and vice versa. Should a bill pass the House and be changed in the Senate, it will be sent back to the House for concurrence on the changes. When this process is complete, the bill is ready to be enrolled and is sent to the governor for signature. The governor has three options: sign the bill, veto the bill or, within a prescribed time period, if neither of the above occurs, the bill automatically becomes law.

This is the textbook explanation of how bills become laws. To understand the real world you owe it to yourself to visit our Capitol and make your way up to the gallery to watch the process. Undoubtedly, you will witness organized chaos at its best (or worst). Lawmakers will be leaning on each other's desks, on the phone, reading the paper or, in general, appearing to be somewhat disinterested in the process. This behavior is the norm because most lawmakers know how they are going to vote before they walk into session. You will also see MITA staff outside the House and Senate chambers constantly going one-on-one with a legislator to clarify our position on your behalf.

Nearly all of the "grunt work" involved with getting a bill passed occurs outside the formal legislative framework. Most of our proactive time is spent in a legislator's office convincing them that our bill represents sound public policy. Our ability to access legislators depends upon MITA's support of their candidacy.

In turn, our support of certain candidates is dependent on you and your

financial commitment to our political activities.

I am very proud of the fact that MITA has unparalleled access to, and the respect of our elected leaders. This influence, as well as respect for us in legislative circles, has been earned over the years. As the industry leader in affecting public policy decisions, we face a huge challenge due to term limits.

This year the House, Senate, governor and all other state elective offices are faced with re-election. This translates into an extremely expensive November for MITA and our Political Action Committee. There is no question that our resources will be stretched to the limit and will have to be replenished during the next two years.

Each one of our members must be willing to invest in the industry's future by financially supporting MITA's PAC. It is the only way in which we can convince our freshman lawmakers that your problems, particularly in the regulatory arena, are real.

To contact Bob Patzer, e-mail him at bobpatzer@mi-ita.com or call 517-347-8336.



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Vice President of Government & Public Relations Comment

If We Rebuild Michigan's Infrastructure, Our Economy Will Come Back

Michigan's economy continues to struggle, unemployment remains high, revenues are down and our state's economic pillar – the auto industry – continues to cut jobs, meaning that there are fewer and fewer dollars flowing into the state's coffers.

At MITA we believe that there is one proven method that Michigan can utilize to provide economic stability and that is investing in our transportation network. A well-maintained and expanded transportation system creates and sustains thousands of jobs in all employment sectors. It saves money for all individuals and businesses by reducing congestion and keeping maintenance cost at a reasonable level; finally, and probably most importantly, improving and expanding roads and bridges helps to save lives.

In 2006, we are celebrating the 50th anniversary of the vision of President Dwight D. Eisenhower and the nation's interstate highway system. At the time, these roads helped to pull the nation out of the post-war depression and paved the way for tremendous strides in many facets of America's economy. As we celebrate the golden anniversary of the interstate highway system, Michigan's legislative leaders must embrace this same philosophy in order to jump-start Michigan's ailing economy.

It is estimated that Michigan has an annual estimated funding shortfall of \$700 million for its state transportation system (MDOT managed) and at least \$2 billion more for its local roads (counties, cities and villages). Because of reduced revenues, a tough state economy and debt repayments that are coming due, available revenues are eroding. Road and bridge money at the state level is expected to drop by over 40 percent by 2008.

Many people believe that because gas prices have continued to escalate over the past two years, fuel tax revenues have also increased. In truth,

because fuel tax rates are set 19 cents per gallon for regular fuel and 15 cents per gallon for diesel fuel, the amount of revenues from these resources have actually declined because consumption has gone down. At the same time, inflationary increases in the price our industry pays for many of its products are eroding the buying power of the per gallon fuel user fees.

Over the past year, the MITA staff has worked diligently on your behalf to develop the foundation of a very well thought out state road funding initiative.

During this time, a coalition has been put together, the Michigan Transportation Team (MTT), which includes over 50 different business groups from around the state. A website has been created and is available for your use at www.drivemi.org. A fundraising campaign has been waged whereby our association members and industry partners have committed nearly \$2 million. In addition, a variety of consultants have been engaged to help push this debate forward. These consultants have helped us to gain significant media attention, while also helping us to develop numerous brochures that will educate not only the media and the legislature, but also the general public. They have also helped us to create several reports on Michigan's transportation system that will ultimately benefit our effort.

Let's See Which Ideas Will Stick

Although we have made a conscious effort not to create a high level debate prior to the November 2006 election, MITA staff has been aggressively lobbying this issue with numerous state elected officials. In those meetings we have begun to lay out a variety of concepts that could possibly be included in a comprehensive legislative package as early as the lame duck session of 2006, but more likely to be debated under the new Legislature that arrives in Lansing in January of 2007.

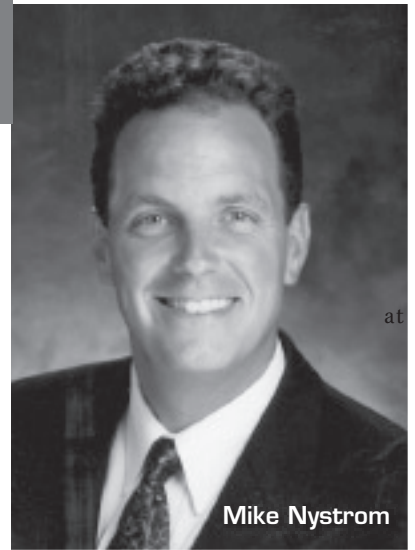
Change the Way We Tax Fuel

For years the primary revenue source for our state's transportation system has been the taxes that are collected on both regular and diesel fuel. In 2006, this equated to approximately \$1 billion in revenues for Michigan's roads.

However, Michigan is unique in that we have three taxes for every gallon of gas: the 18 cent federal excise tax, the 19 cent state gas tax, as well as a 6 percent sales tax which at \$3 a gallon equates to another 18 cents, for a grand total of approximately 55 cents per gallon.

One concept is to completely restructure the way we tax fuel. There may be an opportunity in Lansing to reduce or eliminate the sales tax on each

Continues on pg. 55



Mike Nystrom

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Vice President of Membership Services Comment

Mark Your Calendars!

MITA is getting ready to embark on another great conference season. These events don't just happen, they evolve with input from members and from building on past successes. If you don't regularly attend MITA functions you are missing out on some excellent opportunities to learn, network and just plain have fun. The following should help you with your planning.

Holiday Parties



Come to your region's holiday party or come to every region's holiday party — we don't care. It's about catching up with those in your industry and spreading holiday cheer. MITA picks up the tab for these events; however, we would appreciate

an attendance call so we can plan appropriately. The holiday parties start at 11:30 am and end at approximately 3pm. They have been scheduled at the following locations:

- **Friday, December 8, 2006, at The B.O.B., 20 Monroe Ave, N.W., Grand Rapids**
- **Friday, December 15, 2006, at Country Club of Lansing, 2200 Moores River Drive, Lansing**
- **Friday, December 22, 2006, at The Sheraton of Novi, 21111 Haggerty Road, Novi**

Holiday parties are an excellent opportunity to catch up with old friends and make new ones. MITA also invites a handful of non-member industry supporters to attend these events.



Ski Weekend Jan. 4 - 7, 2007

Yes, we know that's a letting week but it's well worth the effort. Boyne Highlands has agreed to take on our exuberant group once again. This particular event has always been big family fun. Park your car and forget about it for three days. Ski, snowboard, or hit the tube park during the day and meet up with the MITA group at the heated outdoor pool to

loosen back up before our dinner functions. Don't forget that on Saturday Association Benefits sponsors a warming hut for the group's enjoyment. This is the type of event that once you attend you'll always try to make it. Non-skiers and snowmobilers welcome.

Annual Conference, Jan. 17 - 19, 2007

Soaring Eagle Casino in Mount Pleasant will again be the host site for MITA's Annual Conference. This year we've improved the conference by



Rob Coppersmith



Continues on pg. 60



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Vice President of Engineering Services Comment

MITA is Working For All of You

On any given day the MITA staff may spend a significant amount of time and effort promoting, pursuing, and protecting industry's interests with those owner agencies and entities for which you build projects. Often, but certainly not in all cases, those efforts will involve some interaction with someone, somewhere, within MDOT.

To many, those efforts with MDOT would appear appropriate and well founded as MDOT is recognized as the largest, most influential owner agency with which we work. MDOT's over \$1 billion annual capital program and the associated responsibilities they retain for stewardship of the federal transportation dollars spent in our state establishes them as a formidable owner agency due our respect and attention.

On the surface focused efforts by MITA staff with MDOT may be perceived as only beneficial for those MITA members who make their living bidding and building MDOT projects. In reality, the investment of MITA staff time pursuing technical and administrative issues with MDOT and, perhaps more importantly, efforts pursuing increased funding for transportation in Michigan, ultimately impact every member discipline (road, underground, dirt, specialty, etc.) working not only in the public, but also the private sector of our industry.

On the technical side, how often do you build a project for another public

owner: a county, city, village, or township; another state agency: the Department of Natural Resources, the Department of Management and Budget; a public or private utility; or a private owner or developer, where

a MDOT specification is not a part of your contract? Looking to MDOT as the big kid on the block, other public and private owners acknowledge the positive value (well developed, industry tested, industry accepted) of MDOT specifications by incorporating them directly into their projects. For example, the parking lot structure for the new MITA building a project developed by a commercial developer for a private owner, was specified and will be constructed to MDOT specifications. Our efforts to stay engaged with MDOT on technical matters like specification development ensures a level of consistency with regard to the work described, materials incorporated and method of payment that benefits all MITA members regardless of the owner utilizing the specification.

Regarding MITA's efforts in fighting for increased transportation funding for Michigan, when successful those efforts will positively impact every MITA member. Additional dollars for transportation, coming to MDOT from either the federal or state level, will increase transportation and infrastructure related opportunities for MITA members who not only work in the MDOT arena but also for those who work in the local agency arena with the counties, cities, villages and townships. As public agency owners get additional revenue to address transportation needs, those agencies will be in a better financial position to invest in other new public works projects like sewer and water projects, creating new opportunities for MITA members working in that arena. As public works projects flourish, soon to follow are the private development projects that create new opportunities for MITA members who make their living in the private sector arena.

Another positive benefit of a successful transportation funding initiative would be the realignment of companies back to the market sectors in which they historically have conducted business. As revenues drop, so do the number and size of projects that owners let. When bidding opportunities dwindle, larger companies are forced to pursue smaller jobs outside their normal market just to feed the machine of their overhead.

Investing MITA staff time and effort with MDOT, that big kid on the block, and fighting tirelessly for increased transportation funding at both the federal and state level, certainly will result in a "winning situation" for every MITA member. We are working for all of you!



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Director of Safety & Workforce Development Comment

Focus on Winter Training

As the warm weather begins to turn cool, your attention should shift to winter training and MITA Super Conferences.

MITA is planning to provide the most up to date, quality training as we have in the past. For example, the new standard for CPR will be taught at all four Super Conferences, along with Silica, Asbestos and Lead Awareness and Work Zone Safety just to name a few. We have applied for another grant from MIOSHA that will help us continue this one of a kind training. To show how important and useful our training is, the American Road & Transportation Association (ARTBA) awarded MITA with the 2006 Roadway Work Zone Safety Awareness Award for training. MITA trains an average of 4,000 individuals statewide. This is accomplished through Super Conferences, individual company training and jobsite inspections. With safety being a top priority, MITA encourages companies to take advantage of these training opportunities.

The MITA Safety Committee was formed this summer to bring together safety professionals from all areas of the heavy construction industry. The committee will open the lines of communication between industry, MIOSHA and MDOT primarily. The committee will address safety issues as they arise and work together to develop solutions. This could be in the form of training or rule changes in the construction safety standards. The committee is already hard at work.

Recently, MITA and members of the safety committee sat down with MIOSHA to discuss two key issues that have been debated for several years. The first issue relates to false decking. The rule states that plywood scaffold platforms be constructed of 2" x 10" planks of 24" on center and if it's a load carrying member, which most are, the work surface has to have a minimum thickness of 5/8".

This could be costly at times when a member has to bid a job using 2" x 10"s which the standard requires and another contractor bids it using 2" x 6" or another material that may cost less. The intent of the discussion with MIOSHA is to develop a standard or directive that creates flexibility for the contractor so that they may use what they want yet still provide a safe working environment for workers.

The second issue MITA and members of the safety committee have been working on deals with the tunnel standard. Useful changes have been made to this standard in the past and the former AUC played a key role in those changes. Times have changed and so has some of the technology.

A Tunnel Boring Machine (TBM) and or the technology used to build one only used to be a cost effective measure for tunneling for traditional large diameter tunnels. Now, the technology has become cost effective to the point that TBM's are being used on short runs under intersections and between manholes that have been traditionally open-cut construction. Not only is the methodology quicker, it is much safer; employees work in a fully encased structure. The downside of this is that the activity falls under the more stringent elements of the tunnel standard, creating an unnecessary burden on boring contractors who use this method.

One main area of concern is the rescue requirements, which include a 10-person rescue team, must be available within 1/2 hour of where the work is being performed. That wisdom surely applies to a large diameter long run tunnel, but it is overkill for the type of work we are discussing.

Patrick Brown (far right) is available for jobsite inspections upon request. Here he inspects the construction that is underway for MITA's new office.

Another area of concern is the advance notice requirement. MIOSHA regulations require that they be notified 14 days prior to construction. Most of the jobs we're discussing would be fully completed within 14 days.

One could also argue that boring activity could also fall under the tunnel standard. Your association only views this work operation as a confined space issue and exempt from the stringent tunnel standard. However, it may take a few more meetings with MIOSHA before they understand our wisdom on this issue.

MITA has had fruitful discussions with MIOSHA and laid out our issues. We feel confident that a reasonable resolution can be made in these areas.

If you have any questions or comments, please contact Patrick Brown at patrickbrown@mi-ita.com or by phone at (517) 347-8336.

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Director of Legislative Affairs Comment



Water and Wastewater Loan Applications Explode for '07

Strong demand expected to continue through 2010

MITA's legislative and political efforts appear to be paying off in a big way.

Business should be brisk for those in the business of water and wastewater delivery systems for the foreseeable future. A whopping \$586 million in State Revolving Fund (SRF) loan applications have been submitted for 2007, according to preliminary numbers from the Michigan Department of Environmental Quality. The loan amounts were almost three times the total for the previous three years.

The dollar figures were so large that they could exceed the state's annual lending capacity by as much as \$100 million. Analyses are still being completed, but the state estimates that the SRF will lend about \$480 million next year compared to awards averaging only \$160 million per year over the last three years.

In addition to these SRF loan applications, there were \$76 million in applications from the Drinking Water Revolving Fund (DWRF), which is a 10 percent increase, and \$2.3 million from the Strategic Water Quality Initiatives Fund (SWQIF). The state expects applications in the \$600 million range each year for at least the next four or five years.

Over the past 18 months, MITA has led a coalition of representatives from local government, environment and industry to find ways to encourage use of the SRF money, which is being loaned out at historically low interest rates. We've met as a group and have now started to meet individually to help spur additional projects.

Local governments have been slow to invest in these infrastructure projects because of uncertainty about the amount of money they will be receiving in state aid. MITA has worked to build cooperation with the local government groups. We've written guest columns in their publications to inform local leaders of the low-cost loans and have also appeared in newspapers to publicize beach closings and the need for local officials to make greater investments in environmental protections.

Last year, MITA spearheaded an effort to create a \$40 million sewer grant program to help pay the start-up costs for these projects. These grants have provided additional incentive to do the work now.

With the good news that water and wastewater loan applications have exploded and will likely exceed even the increased loaning capacity of the state, the passage of the Great Lakes Water Quality Bond Initiative of 2002 takes on even greater significance. Of the \$480 million available for next year, over \$250 million can be directly attributed to the Great Lakes Water Quality Bond Initiative of 2002.

Although there is always work to be done, the recent skyrocketing demand for water and sewer loans shows just what a strong legislative and political advocacy program can do.

To contact Keith Ledbetter, e-mail him at keithledbetter@mi-ita.com or call 517-347-8336.

TERMS:

Strategic Water Quality Initiatives Fund (SWQIF) – Money for private property projects which 1) reduce or eliminate the amount of groundwater or storm water entering a sanitary sewer or a combined sewer lead; 2) upgrade, repair or replace failing on-site systems that are adversely affecting public health or the environment.

Drinking Water Revolving Fund (DWRF) – Protects Michigan's drinking water by funding projects such as upgrading existing water distribution systems to meet drinking water standards, enhance source supplies, provide storage to satisfy peak demand needs, replace old or inadequate systems, construct regional distribution systems and provide safe drinking water to communities previously served by individual wells.



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Director of Technical Services Comment

Automatic Grade Control is a Valuable Tool

A glimpse into the future: After your morning coffee you go out to a jobsite, fire up the equipment, calibrate the machine cutting edge, and begin building grade without grade stakes. As you either lay pipe or pave the roadway, your cut/fill control is automated and your precision is within $\pm 1/8"$. Better yet, your total construction time and cost is reduced because you move dirt just once. This may seem far-fetched; but, for the most part, it is feasible in today's market. However, in order to take advantage of these tools a few things need to be put in place and MITA has made great inroads to make sure they are.

Let's first review the technology that makes this possible. For some time, contractors have been using some sort of 2D control (laser or cross slope) for grade control. However, the accuracy of 3D control has been enhanced with the combination of laser and global positioning systems (GPS). For this 3D control scenario to occur, the equipment must be equipped with automatic grade control systems that utilize one of the global positioning systems. When equipped with the automatic grade control the equipment blade, bucket scoop, paver screed, etc., can be set to excavate or elevate the existing profile with a high degree of accuracy. Current tolerances for most automatic grade control modules are within $\pm 0.1'$ but some have tolerances of $\pm 0.01'$ when augmented with laser, which is in-line with those of a total station.

Having the proper equipment is only the start. Data points need to be collected and imported into the automatic grade control module. The current process for generating an electronic line file for the machine control system is for the contractor to build a 3D file (either a Triangular Irregular Network (TIN) or Digital Terrain Model (DTM)) with the plans in one hand and an AutoCAD program in the other. This is a time consuming task and, if done improperly could lead to errors and inaccuracies that would be introduced into the machine control system.

MITA continues to work with owner agencies to encourage them to make electronic design files available to the contractor for converting and importing into the automatic grade control computer. Understandably, for liability reasons, there has been reluctance to release this information. Their concern lies with liability. If during the importation of data the electronic file becomes corrupt, who fixes the roadway grade if the electronic file is incorrect?

To address this concern some agencies have proposed that, when electronic designs are released, a hold harmless disclaimer would be required stating that the contractor is ultimately responsible for the grades generated from the electronic file and that the paper copy of the plans details the official contract requirements.

As with most operational procedure changes, small steps need to be taken and having this electronic information released is no different. In the MDOT arena, Microstation is currently used for design development. Unfortunately, their current software version generates a 2D file structure and not the 3D file structure that is needed for automatic grade control. MDOT is currently looking at upgrading to a Microstation 3D version software.

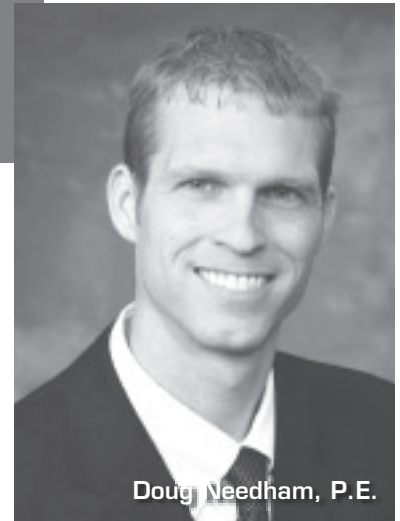
For automatic grade control equipment to work, it must know where it is located within the GPS network. This is accomplished through a calibration using control points that are tied into known monuments. As satellites orbit the earth and communicate with the automatic grade control equipment, they are referencing the known monument points scattered throughout the area. The horizontal and vertical accuracy of the equipment improves with increased monument locations. Therefore, MITA has been working with MDOT to secure federal funds for a 10-

year Height Monumentation Program.

Amongst the many benefits of automatic grade control, one of the most exciting will be realized when a change order is required and the elevation of a drain or road is modified during construction. The designer can go back to the drawing board and redesign the project. With the proper system in place, the updated file can then wirelessly be sent to the machine control system, which can immediately begin work with the modified elevations.

The future is exciting, the equipment is here today, and many MITA members are already experiencing huge benefits within the current system. Automatic grade control currently is a valuable and useful tool; just think of how much more its cost savings and time reduction will be felt in the future.

To contact Doug Needham, e-mail him at douglasneedham@mi-ita.com or call 517-347-8336.



Doug Needham, P.E.



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TOOL BOX TALKS

The Qualified Person

Before you get started:

There are five basic safety tips that apply to the whole industry. If you practice these five tips, you could make a difference.

- KNOW YOUR JOB.
- BE ALERT.
- EXPECT THE UNEXPECTED.
- USE GOOD JUDGEMENT.
- ALWAYS THINK SAFETY.

These tool box talks have been designed to include all of the information your company should be able to include in a five minute session. MITA suggests that you document this activity with the sign-in sheet that has been provided and keep it on file for future reference.

A "Qualified Person" means a person who, by possession of a recognized degree or professional standing, or who, by extensive knowledge, training and experience, has successfully demonstrated the ability to solve or resolve problems relating to the subject matter and work. This person does not necessarily have to have a degree or be an engineer. They could be the superintendant, foreman, operator or laborer. A qualified person should be identified to the rest of the employees and complete the following tasks on a continual basis.

1. Assure that the safety program is implemented.
2. Inspect the jobsite to assure that no unsafe conditions exists.
3. Make sure that necessary protective equipment is on hand and used when required.
4. Instruct all employees in safe procedures and job safety requirements. Follow up and insist on compliance.
5. Discuss safety with employees regarding work practices. Have periodic safety meetings.
6. See that all injuries are cared for properly and reported promptly.
7. Investigate all accidents. File a complete accident report with the Safety Officer and correct the causes immediately. Use OSHA Form 300, 300A, 301.
8. Be familiar with the rules pertaining to safety.
9. Report any hazardous conditions to the Safety Officer even if the condition has been corrected.
10. Recommend reprimands for employees found in non-compliance of safety program and related materials.

In layman terms, the "Qualified Person" is responsible for all facets of his or her jobsite. Be sure you are comfortable with your crews work habits, especially new crew members. In MIOSHA's eyes, if the crew members are not performing tasks properly it is because the "qualified person" has failed to do their job properly.

To succeed as a "Qualified Person" one should delegate safety items and needs to various crew members then follow-up and insist on compliance. Being deemed the "Qualified Person" is a tremendous responsibility and should not be taken lightly.

Your employer is an equal opportunity employer and as such welcomes applications from qualified female and minority applicants.

BILL #	SUBJECT	DATE INTRO.	SPONSOR	MITA POSITION	STATUS
HB 6213	Restores federal minimum wage exemptions including not requiring overtime pay for professional salaried employees	6/15/06	Huizenga	Strongly support	PA 373 of 2006
HB 6456	Streamlines permitting fees for AT&T to begin providing video services around the state	9/12/06	Nofs	Strongly support	Pending on House Floor
SB 1399	Allows for special vehicle registration plate for vehicle being driven to a facility for aftermarket modification	9/5/06	Johnson	Support	Pending in House Transportation Committee
HB 6469-6473	Revises various portions of the state drain code	9/14/06	Amos, Taub, Stakoe, Mayes, Accavitti	Neutral; was successful in getting rid of proposal to require new county drain permits and fees for any project crossing a county drain	Pending in House Local Government and Urban Policy Committee
SB 1074	Provides tax breaks to encourage the use of alternative fuels	2/23/06	Gilbert	Neutral; Successfully fought to require the state to make up for any loss to the MTF as a result of tax breaks	PA 268 of 2006
HB 6031	Eliminates joint and several liability of the Motor Carrier Fuel Tax Act I for a lessor or lessee of certain commercial vehicles	5/4/06	Green	Oppose; resist any legislation with potential to take money away from the MTF	Awaiting governor's signature

General contractors, and employers who work at any job site where more than one employer is working simultaneously, know the importance of keeping track of their own employees. A "multi-employer work site" involves certain safety, efficiency, and insurance concerns that single-employer work sites do not. Increasingly, MIOSHA compliance is one of these concerns, even for employers that operate safely. Can a general contractor be cited (and fined) for a hazard created by a subcontractor? Could a subcontractor installing highway guard rails be cited for a violation caused by the excavation subcontractor installing pipe down the road? For many years, the multi-employer work site doctrine existed within the MIOSHA regulations, but it was mostly ignored by inspectors because it was vague and confusing, at best. Because it was rarely used, many employers were not familiar with the complexities or potential impact of this doctrine and had no idea whether they could be cited as a multi-employer work site.

On September 30, 2004, however, MIOSHA issued an agency instruction concerning multi-employer work sites. The stated purpose of this instruction was "[t]o clarify and establish guidelines for conducting compliance inspections at multi-employer worksites." The instruction can be seen as an acknowledgment that the multi-employer work site doctrine was confusing, even for MIOSHA inspectors. In its attempt to clarify the doctrine, MIOSHA stated that the new instruction "supersedes any other MIOSHA documents, policies or procedures regarding Multi-Employer Work Sites where there is conflict." Whether this lengthy seventeen-page instruction will ultimately clarify the process as expressly suggested, or simply add more confusion to an already complex doctrine, remains to be determined. This article attempts to provide insight into the recent guideline amendments relative to the multi-employer work site so that employers and general contractors become more aware of their employees' potential exposures to unsafe worksites and to their potential exposure to MIOSHA citations.

Who Can Be Cited Under the Multi-Employer Work Site Doctrine?

MIOSHA's stated policy is that on multi-employer work sites, "more than one employer may be citable for a hazardous condition that violates a MIOSHA standard." There is a two step process in determining whether an employer should be cited:

1. What type of employer is involved; and
2. Whether the employer's actions were sufficient to meet its obligations with respect to MIOSHA requirements for that type of employer.

Step 1: What type of employer is involved?

The first step centers around the designation of an employer into one of four different categories of employers which may be cited in a multi-employer work situation: the creating employer, the exposing employer, the correcting employer and the controlling employer. The distinguishing characteristics are listed below.

The Creating Employer

A creating employer is defined as one "that caused a hazardous condition that violates a MIOSHA standard." An employer that creates a hazardous condition "is citable even if the only employees exposed are those of other employees at the site."

The Exposing Employer

An exposing employer is one "whose own employees are exposed to the hazard." Even if an employer was not a "creating employer," it could be cited if it allowed its employees to be exposed to the hazard,

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so long as it “ (1) knew of the hazardous condition or failed to exercise reasonable diligence to discover the condition, and (2) failed to take steps consistent with its authority to protect its employees.”

The Correcting Employer

A correcting employer is one which “is engaged in a common undertaking, on the same worksite, as the exposing employer and is responsible for correcting a hazard. This usually occurs where an employer is given the responsibility of installing and/or maintaining particular safety/health equipment or devices.” This is the least clearly-defined category of the four. Every employer should note that, no matter what its role at the work site, it could also be considered a correcting employer if it had authority to correct a hazard.

The Controlling Employer

Finally, a controlling employer is one which has “general supervisory authority over the worksite, including the power to correct safety and health violations itself or require others to correct them.” This type of control does not have to be expressed in a contract. For example, if a general contractor usually maintains control over these types of issues in practice, then it could be cited as a controlling employer under this

Continues on pg. 62

Problem Solver

Trench Shoring Design

Recently a MITA underground contractor member was informed by a consulting engineer, acting in the role of the construction manager on a public utility project, that his long utilized trench shoring details and system were inadequate as submitted. In exercising his authority on the project, the construction manager issued a stop work order until such time as the appropriate drawings were submitted.

Ironically, this MITA member has installed literally miles of utility conduit in the state over a span of more than 10 years using these same shoring details that were now being dismissed as inadequate. In fact, the member was often praised by MIOSHA inspectors for his trench shoring detail and practices because they more than met and often surpassed the MIOSHA requirements. In this instance, it certainly appeared the construction manager was imposing requirements that exceeded a reasonable interpretation of the MIOSHA and OSHA requirements.

Faced with the prospects of days of lost production, significant unrecoverable cost, and uncertainty as to how, and when, he could assemble the design drawings that the construction manager would find acceptable, the member called MITA for help.

Within two hours of that call the member was in MITA's Okemos office meeting with the Vice President of Engineering Services and the Director of Technical Services. Together they reviewed the trench shoring design details as they were submitted and discussed the additional information the construction manager had indicated was needed to make the submittal acceptable. Understanding what was needed and armed with reference manuals, design textbooks, catalog cuts, calculators, paper and pencils, and years of structural design and analysis experience, MITA's engineers set to work on the task. Three hours later the member walked out of the MITA office with an improved trench shoring design submittal, a submittal containing all the elements the construction manager had indicated were required. The next morning the construction manager issued a back to work order.

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MDOT'S STORM WATER MANAGEMENT PROGRAM

Pollution Prevention and Good Housekeeping on Construction Sites

This is the third in a series of articles by MDOT focusing on managing sources of transportation-related storm water pollution. For more information about MDOT's Storm Water Program and a list of available handouts and resources, please visit www.michigan.gov/stormwatermgt.

MDOT is committed to environmental stewardship and has programs and specifications that require MDOT Staff and contractors to keep pollution from entering Michigan's waterways. In previous articles MDOT discussed their Soil Erosion and Sedimentation Control and Illicit Discharge Elimination Programs; both articles targeted pollution prevention on construction sites. These programs are critical to protecting Michigan's water resources; but, there is yet another fundamental program that complements these two, the Pollution Prevention and Good Housekeeping Program. This article focuses on pollution prevention and good housekeeping on construction sites, but the information here can also be applied at the contractor's company facilities.

The MDOT Pollution Prevention and Good Housekeeping Program is applied at maintenance facilities and during all field operations. Each MDOT maintenance facility has a Pollution Incident Prevention Plan that addresses procedures specific to that facility. Field operations such as roadside vegetation management and winter maintenance are conducted to minimize release of polluting materials into storm water. The contractor has a significant role in applying pollution prevention and good housekeeping techniques at construction sites. While pollution prevention is addressed in general terms by the MDOT Standard Specifications for Construction, it is the contractor's responsibility to make sure all proper procedures are followed and to immediately clean-up and report any spills or releases of polluting materials.

Sanitary Waste

Temporary sanitary facilities may be used on construction sites. The facility must be maintained properly and sanitary waste must be collected and disposed of by a licensed sanitary waste management contractor.

Temporary facilities should be located away from storm drains, watercourses, areas of high traffic and areas prone to flooding. Wastewater from sanitary facilities should not be allowed to reach storm water drainage systems nor the waters of the state, and whenever applicable and feasible, they should be connected to the sanitary sewer system.

Note: The information here provides some techniques for proper storage, handling, and management of polluting and hazardous construction materials. The tips contained in this article do not take the place of a thorough understanding of and adherence to federal, state and local laws and regulations, but are intended to give a broad overview of some MDOT specifications related to pollution prevention and good housekeeping on construction sites. The MDOT Standard Specifications and other contract documents should always be referred to for more information.

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Temporary sanitary facilities should be located away from water bodies.

of Environmental Quality (MDEQ) and have all applicable MDEQ permits.

Equipment Maintenance

Facilities and construction work areas where asphalt or concrete trucks and equipment are washed should minimize the likelihood of any waste entering nearby storm drains and watercourses.

Vehicle and equipment washing should only be conducted in designated areas with berms or washout pits to contain the wastewater. They should be located away from storm drains and watercourses. Proximity to groundwater must also be considered when locating and maintaining these facilities.

Equipment fueling and other maintenance should also be conducted in designated areas. Equipment should be checked regularly for fluid leaks that could result in these fluids becoming mixed with storm water runoff at the site. Fuel storage areas must be constructed in a manner that will provide adequate containment in the case of a spill or leak.

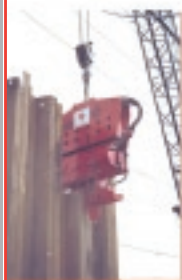
Polluting/Hazardous Materials Used in Construction

In addition to oil, gasoline, and lubricants needed to operate construction equipment, many ordinary construction materials are classified as hazardous or polluting waste when leaked or spilled. These materials include solvents, paint, asphalt products, fertilizer and concrete curing compounds.

Storage areas for hazardous and polluting materials should have secondary containment with restricted access to prevent vandalism. Clean-up materials should be nearby including spill kits, brooms, dust pans, mops, rags, goggles, and plastic and metal trash containers. Storage containers should be watertight to prevent discharges to nearby watercourses and storm drains.

Always follow specifications and manufacturers' recommendations for the use and application rates of these materials to prevent excess materials from being picked up by storm water runoff.

Continues on pg. 70



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Did You Know?

Product Update

MITA members recently received a mailing offering several products specially designed to assist members in establishing and maintaining current, necessary jobsite safety procedures.

Details regarding other products and services offered to MITA members are available at www.mi-ita.com. Just click the services section at the top of the main splash page. If you have questions, call us at 517-347-8336.

MITA Safety Program Handbooks

This 36-page, gray, 5"x7" booklet covers the following topics: safety standards, accident prevention program/general safety rules, confined space program, emergency response program, hazard communication program/"right-to-know" program, equipment grounding conductor program, personal protective equipment policy, responsibilities of foreman/qualified employee, foreman/qualified employee safety checklist, daily inspection of excavators, monthly (periodic) inspection of excavators, annual inspection of excavators, and employee sign-in sheet.

Cost: \$2 each

MITA Trench Safety Handbooks –

This book was designed by MITA to assist in compliance with Part 9 (Excavating, Trenching and Shoring) of the MIOSHA Standards. The book covers the following: protection of underground utilities, excavation issues – angle of repose, how to determine the proper angle of repose, trench box use, ingress and egress, excavated material, accumulating water, energized lines, fall protection, shoring designs, open cut examples and employee sign off sheet.

Cost: \$2 each

Project Profile

• Name of Project: Ontonagon Bridge

• Project Timeline:

March 2005 – Fall 2006

• Project Cost:

\$20 million

• Project Description:

13 span pre-stress concrete girder bridge over Ontonagon River in Ontonagon, Mich. This new bridge replaces an old swing bridge. The project involved the complete relocation of M-64, M-38 and the railroad.

• Prime Contractor:

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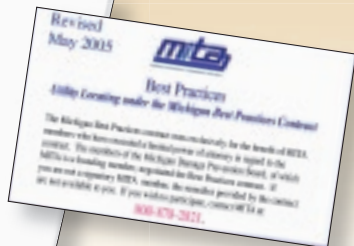
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Phone: 715-241-6299

Contact: Darrin Stanke



Safety Program



MITA Fall Protection Handbooks

This is a quick reference guide to help your employees understand the requirements and identify potential fall hazards. Topics include: crane operations, electrical line clearance, crane hand signals, scaffolding, portable ladders, welding and cutting, signals/signs/barricades, personal protective equipment, eye protection guide and applications, aerial work platforms, safety nets, fall protection/guarding, electrical fire protection, controlled access zone, employee sign-off sheet.

Cost: \$2 each

MITA Work Zone (Traffic) Safety Handbooks

This handbook will assist you in complying with MIOSHA Part 22 signals, signs, barricades, and Part VI of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD). Its purpose is to give you a quick reference in terms of avoiding some of the potential hazards associated with working in and around traffic. It is not intended to be a substitute for the MIOSHA standards or the MMUTCD, and you are encouraged to familiarize yourself with the specifics of both.

Cost: \$2 each

MITA Best Practices Locating Card

This card is only available to MITA members who have executed the corresponding Power of Attorney with MITA. It covers whom to call prior to excavating, ticket life, positive response, no marks, contact number for additional assistance, and rules for excavating, safe zone, caution zone and marks.

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David Lick

NEW SHAREHOLDER

Foster, Swift, Collins & Smith, P.C., in Lansing recently announced that **David M. Lick** has joined the law firm as a shareholder. Lick will focus his practice in the areas of commercial litigation, business and corporate law in the firm's Commercial Litigation Practice Group.

Lick is former contract administrative law judge with the state Corporation and Securities Bureau, the Insurance Bureau and the Gaming Control Board. He has also been an adjunct faculty member at Michigan State University's Department

of Natural Resources and is a former member of the Environmental Financial Advisory Board to the Environmental Protection Agency.

A graduate of Michigan State University and the University of Michigan Law School, Lick has distinguished himself as special counsel to the Michigan Infrastructure & Transportation Association and is an arbitrator with the American Arbitration Association. He is currently chair of the Ingham County Bar Association's Bench and Bar Committee and a member of the Ingham County Bar Foundation Board. He is a past recipient of the Small Business

Advocate Award presented by the Lansing Regional Chamber of Commerce. He was also invited by the Republic of Ireland to address the Water Services National Training Group regarding infrastructure finance.

A founder of the Lick Family Foundation, a 501(c)(3) corporation to benefit local families who have suffered medical or financial crises, he is also a member of Tomorrow's Child Board (Michigan SDS).

He lives with his wife, Jan, in Okemos. They have three adult sons who all reside in the Lansing area.

The law firm of Foster, Swift, Collins & Smith, P.C., is founded on a 104-year-old tradition of high quality service based upon the firm's reputation, attorney performance, results, experience and service. With offices in Lansing, Farmington Hills, Detroit and Grand Rapids, the firm's more than 90 attorneys provide general, local and special counsel to businesses, individuals and governmental entities throughout Michigan and the Midwest.

G2 Consulting Group www.gsconsultinggroup.com

CONTRACT AWARD

MDOT selected G2 Consulting Group to provide geotechnical services to its service centers in four metropolitan Detroit counties.

G2 was awarded the two-year contract to service MDOT's six technical service centers in Oakland, Wayne, Macomb and St. Clair counties. Technical service centers are regional offices for engineers project managers and other

Continues on pg. 38

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Member News

Continued from pg. 37

staff handling MDOT projects in that area.

G2 is a full-service engineering firm providing geotechnical, environmental and construction engineering services. The company serves Fortune 500 companies, major utilities, property owners, governmental agencies and leading architectural, engineering and construction firms across the United States. Based in Troy, Mich., G2 also has offices in Brighton, Mich., and suburban Chicago, Ill.

Hubbell, Roth & Clark, Inc. www.hrc-engr.com

NEW PARTNER



Thomas Doran, P.E.

Thomas Doran, P.E., has been elected as a vice president/partner of the Hubbell, Roth & Clark, Inc., board of directors.

Doran, who began his career with HRC in 1977, comes back after his most recent assignment assisting the Ave Maria Foundation in building a new university and 30,000 resident town in southwest Florida. As part of that project he was engaged in planning, cost containment and value engineering. He has also managed domestic and international projects involving infrastructure, treatment and compliance, and the implementation of new technologies. His former clients include Ford Motor Company, General Motors Corporation, Kellogg's and Pfizer, in addition to numerous municipalities in the Midwest.

He holds a bachelor's and master's degree in civil engineering from Purdue University and is a registered professional engineer in six states. Doran is a former adjunct professor for the University of Detroit Mercy School of Engineering and has held leadership roles in the Engineering Society of Detroit and the Water Environment Federation. He has been published in numerous forums including the following: Consulting Engineering, Chemical Engineering, The Society of Automotive Engineers, Detroit News, Detroit Free press, Wall Street Journal, Washington Post, and the Washington Times.

For over 90 years HRC has been providing consulting engineering and architectural services to municipal, industrial and private clients throughout southeastern Michigan, in addition to servicing various national clients. As a full service, multi-disciplined firm, HRC is comprised of over 230 engineers, professional surveyors, architects, technicians and support staff. HRC is an Engineering News Record Top 500 Design Firm whose work has been recognized by numerous prestigious industry awards. HRC has Michigan offices in Bloomfield Hills, Grand Rapids, Howell, Detroit, Pontiac, Mt. Clemens and Clarkston. For more information, visit www.hrc-engr.com.

Rain for Rent www.rainforrent.com

The HH-125c four-inch pump from Rain for Rent is specifically designed to produce larger flows and higher discharge heads for mining



Continues on pg. 39



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Continued from pg. 38

dewatering projects and temporary fire protection systems. With superior hydraulic efficiency this pump is able to move more gallons of water at a lower cost. Because the versatile HH-125c can handle solids up to 3 inches in diameter, it can also be used as a sewer bypass pump. The pump is capable of producing flows up to 1,400 gpm and discharge heads up to 360 feet. Mounted on galvanized trailers and skids to protect against rust and corrosion, this equipment has a nearly maintenance free surface. An electric motor driven option is also available. Combine this high head pump with other Rain for Rent products for a complete system to solve your unique liquid handling problems.

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sewer and fresh water bypasses. Rain for Rent's SWAT experts have been specially trained and strategically deployed across the nation to design, install, supervise, and complete large pumping and filtra-

tion projects. Successful projects include systems capable of 200 MGD, flood response, and all types of general industrial and filtration projects. The SWAT service division is a hands-on extension of Rain for Rent's "Complete Solutions...Proven Results" liquid handling program. SWAT is supported by Rain for Rent's engineering department and 54 nationwide locations.

For more information about sales and rentals, contact Rain for Rent at 800-742-7246.

Wade Trim

www.wadetrim.com



Jamison Brown

NEW HIRE

Jamison Brown joined Wade Trim's Taylor office as a landscape architect where he will provide landscape design and site planning services to public and private clients.

With over 12 years of experience, Brown's expertise includes site planning, park and open space planning and design, retail planning, campus planning, landscape

Continues on pg. 72

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Gilliam home before...

...Gilliam home after.



Makeover Project in Armada Township



Gilliam family reacts to their new home.

When Pamar Enterprises, Inc. answered a call from a customer this June, they had no idea what they were getting into.

Pamar's employees and numerous devoted sub-contractors toiled for days on the project with 3-4,000 workers from other companies. But PAMAR and the other companies were never paid, and none of them are complaining about the time, equipment and materials they put into the project.

"The project was only known as project 403," says Ron Acciavatti, president of Pamar. "It was top secret. We did a job schedule without even knowing where it was in southeastern Michigan."

This secrecy only fired Pamar's enthusiasm further, and so Ron developed a detailed, minute-by-minute schedule for everything from mobilizing equipment to clean-up and dirt out.

Once the project started on Monday, August 7, Pamar was the only constant presence on the job, which was a once in a lifetime opportunity. Pamar was helping demolish and rebuild a home for the Gilliam family five miles north of New Haven in Armada Township. Maryann Gilliam's husband, David, was a firefighter and paramedic who died unexpectedly on Christmas Eve 2005. Maryann, 32, was left with six children (ages eight months to 12 years old) in a tiny, two bedroom farmhouse David was renovating.

The basement of the home was contaminated with dangerous levels of mold, which may have been responsible for David's sudden death, and doctors advised Maryann to vacate the home. The family's story reached the ABC TV show "Extreme Makeover: Home Edition," and the rest is Michigan construction history.

Throughout the job, Pamar had 50 workers onsite and, at any given time, 10 to 12 trucks (including excavators, loaders, dozers and

Continues on pg. 42

CONTACT INFORMATION

PAMAR ENTERPRISES, INC.

www.pamarenterprises.com

58021 Gratiot Ave.

New Haven, Mich. 48048

Phone: 586-749-8593

Fax: 586-749-8839

PRESIDENT: Ron Acciavatti

ron@pamarenterprises.com

VICE PRESIDENT: Chuck Russell

SECRETARY/TREASURER: Colette Russell

colette@pamarenterprises.com

SPECIALTIES: Excavation, earthwork, site development, land clearing, tunneling, boring, water, sewer, milling, grinding, recycling of asphalt and concrete

BACKGROUND: Pamar is a family owned company founded in 1968 by Pasquale and Mary Ann Acciavatti (Ron's parents).


Pamar Enterprises Inc.
58021 Gratiot, New Haven, MI 48048



Pamar had 10-12 trucks onsite at any given time.



Pamar handled many aspects of the home makeover project, including demolition and underground work.



rollers). Pamar was responsible for logistics and staging; creating the temporary roads and culvert; managing the site; demolishing the house; excavating the site; prepping the building pad; managing materials for the septic, sand, stone, etc.; and installing the septic tank and storm sewer. 53 hours and 54 minutes after Pamar's demolition subcontractor's equipment took the first blow at the old house, the job was done. The Gilliam family had a beautiful new home.

"The show aired on Sunday, October 1, and it was a great chance for Michigan to show the country what we can do," said Ron about the project that broke all time records. Ron watched the show with the customers who got him involved in the project, Rick Merlino of American Heartland Homebuilder and Anthony Lombardo of Lombardo Homes.

Merlino said the job was "a tremendous way that businesses stepped up to help create a brighter future for the Gilliam family." Jeremy Raymo, Pamar's project site supervisor, agrees.

"When I asked for help cleaning up the backyard, hundreds of volunteers

pitched in," he said. "A 20-minute job took two minutes. I had a great time and, when it was over, I did not want to quit."

"This was a good project to do," said Ron, whose company also handled the site restoration for five days after the Gilliam family was first shown their new home. "I didn't anticipate the good feeling I got, and how no one said no when we asked them to help us with the project. We paid our workers 40 hours, but they worked much more than that."

Chuck Russell, Vice President of Pamar and Director on the MITA Board, added: "Ron did a fantastic job of putting his schedule together and making this job happen." Colette Russell, also of Pamar, said: "Pamar continually strives to devote its efforts toward helping those in need. We are very proud of all of our employees for digging in and helping the Gilliam family."

PAMAR site supervisors on the project included, in addition to Jeremy, Steve Brown, Duane Egle, and D.J. Westick. Ron's wife, Sheron, was among the many community volunteers who helped with the project. Ron and Sheron have three children: daughter Raquel, 13; daughter Serena, 22 months; and 4-month-old son, Dominic.

Pamar was joined by many other volunteer Michigan construction companies, including MITA members, in helping American Heartland Homebuilder and Lombardo Homes complete the project. (See company list on page 43.)

More details and photos are available at www.abc.com keyword home-makeover; and the website of the Pamar and the home builders Troy-based public relations firm, Bianchi PR (<http://www.bianchipr.com/extreme>). Bianchi PR represented the home builders to the media throughout the project and helped coordinate media coverage.

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PAMAR

Continued from pg. 42

List of MITA member companies involved with Pamar's portion of the Extreme Home project:

McDowell & Associates

Ferndale
John Kalisz

Messina Trucking, Inc.

Utica
Stephen Messina

Michigan CAT - Eastern Division

Shelby Township
Kenny Meerschaert

Northern Concrete Pipe

Bay City
Jim Washabaugh

In addition, AIS Construction Equipment Corporation donated three gators to the project, which were used to transport the camera crews.

Other companies involved with PAMAR's portion of the Extreme Home project are as follows:

Alumna Enterprises, Asphalt Unlimited, Big Q Landscaping, Contractor's Connection, DTE Energy, F & M, Foster Blue Water Oil, Northern Aggregate, Onorio Izzi, Ratlee Septic & Sewers, Ries Well Drilling, Inc., SEMCO Energy, Super Saw Service, Urban Land Consultants, and Torello Trucking.

Additional companies and products involved in the project can be found at www.abc.com keyword homemakeover.



Ron Acciavatti, president of Pamar Enterprises, Inc., was among many other Pamar employees who helped the company maintain a constant presence on the job.



Once again this year was not an exception to the rule as hundreds of MITA members participated in our three golf outings. The outings were made possible by generous support from our sponsors.

Pictured here, with captions from MITA Executive Vice President Bob Patzer, are highlights from our largest outing. Over 500 members participated in this event, which was held July 26 at Fox Hills Golf and Country Club in Plymouth.

No one would even attempt to grab the microphone from Kerlin Blaise, Blaze Contracting, Inc.



MITA Metro Golf Outing 2006



Mike Clarke, Lawrence M. Clarke, Inc.; Pat Dunigan, Dunigan Bros., Inc.; John Morgan, Contech Construction Products, Inc.; and the "bag" lady?



MITA President Steve Mancini, Ric-Man Construction, Inc., flanked by Jay Staup, Spalding DeDecker Associates, Inc., and Gino Mersino, Mersino Dewatering, Inc.



Mike McElroy, John Carlo, Inc., giving Del Rau, Rauhorn Electric, Inc., a lesson in MDOT claims.

Scott Ammerman, Jeff and Ben Cadwell - no comment! (Cadwell Brothers Construction Company.)



Here is the list of the sponsors and donors who helped make the MITA 2006 golf outings possible. These companies sponsored holes and beverage services for each of our golf outings and they donated items for our annual auction, which was held at our Metro Region Golf Outing on July 26, at Fox Hills Country Club.

Action Traffic Maintenance	Jackson Bulldozing Company
Adamo Demolition Company	Jay Dee Contractors, Inc.
Advanced Drainage Systems, Inc.	JDE Equipment Company
Advanced Underground Inspection, LLC	Kaltz Excavating Company, Inc.
AIS Construction Equipment	Kennedy Industries
Ajax Paving Industries	Kerkstra Precast, Inc.
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CMR Solutions, Inc.	Michigan CAT
Co-Pipe Products, Inc.	Michigan Pipe & Valve, Inc.
Colwell Equipment Company	National Waterworks
Contech Construction Products, Inc.	NES Traffic Safety
Cordes Excavating	Northern Concrete Pipe, Inc.
Cougar Contracting Inc. - Concrete Sawing & Drilling	NTH Consultants, Ltd.
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Wm. R. Curtis, Inc.	Oakland Insurance
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Etna Supply Company	Rauhorn Electric, Inc.
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J & R Underground Contractors, Inc.	VanderLind & Son, Inc.
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AFGHAN

Antigo Construction, Inc. in

Part Three



According to the USAID Web site (www.usaid.gov), many of Afghanistan's institutions and much of its infrastructure have been destroyed as a result of neglect and unrest. USAID is building and refurbishing infrastructure to boost economic growth and agricultural yields, connect rural Afghans to services, and provide facilities, education, healthcare, a civil society and local governance.

ISTAN

Editor's note:

This is the third in a three-part series regarding Antigo Construction's involvement in a USAID project in Afghanistan to rebuild the Kandahar-Herat Highway, a 345-mile stretch of road that connects the southern and western parts of Afghanistan. The process used to rebuild the road is known as rubblization, which is a cost-effective way to rehabilitate deteriorated concrete pavements. The concrete is broken into pieces and then is overlaid with asphalt. The rubblized pavement becomes a strong but flexible base material, which is left in place.

Since the first-part of the series ran in our spring issue, violence has escalated and some regions remain extremely dangerous. Antigo has completed four projects in the region, but will likely do one more next year. In this final part, George Shinnars, president of Antigo Construction, talks about aspects of Afghanistan that we don't hear about very often in the news.

Regarding the series of articles, Shinnars said recently: "Your articles have prompted many comments and raised many questions from the Michigan and Wisconsin pavers who obviously read the article. Haven't had any volunteers to return with me, however."

But we are sure everyone is wishing him the best of luck next year and far into the future.

— NHB



Q. Would you recommend this type of work to the average U.S. contractor?

A. I could recommend this experience to a "niche" contractor like Antigo whose work requires very specialized equipment not available locally and which requires few, if any, long-term employees on-site. In addition, the contractor would most likely need to have considerable management time available and be comfortable working in remote places under strange working conditions. That being said, a project of this type could be the most rewarding project a contractor will accomplish in his career. It certainly has been the most exciting and rewarding

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Need grant funding?

ASK AND YOU MAY RECEIVE

By James R. Hegarty, P.E.

This article is reprinted from the September/October 2006 issue of "Michigan Municipal Review," a magazine published by the Michigan Municipal League.

"If only we had \$1,000,000 we could . . ."

How often has this lament been uttered in your city or village hall?

While you're probably not alone in this sentiment, resourceful communities can still find money for their projects.

Granted, (pardon the pun) it is often a long process to fully fund important community projects. Municipal leaders often exhaust their creativity to produce matching grants to other grants, loans and even in-kind services before projects take off.

This article highlights experiences of several Michigan communities whose ingenuity and resolve have brought much-needed projects to fruition. Let's begin with one I consider the "mother" of all grantsmanship stories.

Agricultural Renaissance Zone brings fresh solution

In Oceana County, the City of Hart's (pop. 1,950) wastewater lagoons stank so badly each spring and summer that residents several miles away kept their windows closed. The reason? Local fruit processors' wastes contained high levels of sugar, and Hart's wastewater treatment plant could not produce enough oxygen to fully decompose the sewage.

While the fix was straightforward, it would cost Hart almost \$5.1 million to implement the solution. Then-City Manager Scott Huebler (now manager in Whitehall), working with Oceana County's Economic Development Agency, created Michigan's first Agricultural Renaissance Zone. The existing fruit processors were included in that zone, and the tax relief granted by their new status was captured to fund the bond, which made the necessary improvements at the wastewater plant possible.

Small village, big solution

The Village of Kent City (pop. 1,061), in Kent County, faced a \$2.1 million infiltration and inflow problem in its sewers and a capacity issue at its treatment plant. Officials there were the first in Michigan to borrow funds for sewer improvements from both the State Revolving Fund (SRF) and what is now the United States Department of Agriculture's Rural Utilities Service.

Thanks to a bill passed in the Michigan Legislature in late 2005, Kent City today would have been eligible for SRF-S2 grants up to \$1 million to cover as much as 90 percent of its engineering and pre-project planning costs provided that work eventually would lead to a SRF-funded wastewater improvement project.

Grants pave the way for new infrastructure in Big Rapids

In Mecosta County, for several years the City of Big Rapids (pop. 10,849) wanted to supply better water flow to its east side and had planned a new water main crossing the Muskegon River to provide improved flow. Because Big Rapids is a low- to moderate-income community, it jumped at the chance to apply for (and receive) \$700,000 from the Michigan Economic Development Corporation (MEDC) through its first round of Grow Michigan Communities Initiative grants.

Big Rapids subsequently received grant funding for two other infrastructure



Big Rapids received grants recently for several infrastructure projects.

projects in additional rounds of grants announced by this MEDC program. During design, Big Rapids also learned that MDOT made a \$300,000 grant available through its Small Urban program, which it used to pay for new storm sewers and the pavement replacement associated with the portion of the new water main under Oak Street. Over 90 percent of the project's \$1.1 million cost was covered by these two grants.

MEDC grants help Muir clean up lagoons

Another beneficiary of an MEDC Grow Michigan Communities Initiative grant was the Ionia County Village of Muir (pop. 634). Using a \$400,000 grant, it was able to remove and properly dispose of sludge from one of its two wastewater lagoons. Muir garnered a similar MEDC grant for its other lagoon earlier this year.

Coopersville finds grants to bridge funding gap

When a community has a problem bridge, it usually looks to MDOT's Critical Bridge program for help. Since not all bridges meet the technical requirements and bridge definitions for the Critical Bridge program, some creativity is needed to find money for repairs or replacements.

Such was the case in the City of Coopersville (pop. 3,910), Ottawa County, when it decided to replace an undersized large culvert under Cleveland Avenue that backed up stormwater whenever heavy rains fell. Under the Federal Emergency Management Agency's declaration of a disaster area that included Ottawa County, the city was able to secure a grant of \$433,125 from FEMA's Hazard Mitigation Grant Program for the \$577,500 project, which it matched with \$48,125 of its own funds and \$48,125 each from the Ottawa County Road and Drain Commissions to pay for the new bridge.

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MDOT Begins Publishing Project Lists

In response to MITA's request for more advance information about anticipated construction projects and projected letting dates, MDOT will now publish that information on their website. The following three documents will be available on a monthly basis:

Three Month Projections: This document will be a listing of anticipated projects in the three months following the next and currently advertised letting. This listing, when combined with the advertised projects list, will provide the industry with a four-month snapshot of anticipated trunkline projects and letting dates.

Significant Projects: This document will be a listing of the larger projects anticipated for the entire fiscal year. These larger or significant projects are those that generally have an estimated construction cost in excess of \$5 million.

Project Letting Dollar Amounts: This document will be a table showing the monthly lettings for the fiscal year with the number of anticipated projects and the estimated construction costs for each letting.

MDOT will update all three documents on a monthly basis with planned updates for the remainder of this calendar year being September 25, October 23, and December 11. The schedule for updates for calendar year 2007 will be published when that schedule has been established.

In using the project and letting information provided in these documents in your business plan or bid letting strategy development, we remind you that the information is draft in nature and subject to potential change.

In acknowledging that the project development process is dynamic, we hope all MITA members understand that some anticipated letting dates or construction cost estimates could change, and likely others will change.

You can access these anticipated project publications through our MITA website (<http://www.mi-ita.com/news>) by double clicking on MDOT in the horizontal tab bar, and then clicking on MDOT Home along the left margin. When the MDOT home page comes up, click on Bid Letting under Quick Links along the right margin. Once on the Bid Letting page, click on the desired document under the anticipated projects heading midway down the page.

If you have any questions or comments, please contact Glenn Bukoski at glennbukoski@mi-ita.com, or Doug Needham at douglasneedham@mi-ita.com, or call them at the MITA office (517-347-8336).

SIGNIFICANT PROJECTS IN THE 2007 CONSTRUCTION PROGRAM										
Control Section	Job Number	Route	Description	Work Description	Estimated Construction Cost in Millions	Tons of HMA	Syds of Concrete	Anticipated Letting Date	Region	Current Plan Completion Date
13083	79085, 60488	I-94	17 1/2 mile east to	Major Rehab	\$8.8	42,888	111,400	6-Oct-06	Southwest	30-Jun-06
50111	55420, 55421, 55656, 72401, 80294	I-94	Masonic to Joy	Resurfacing and Bridge	\$35.6	138,316	58,626 Pavt 3777 Cyd Bridge	6-Oct-06	Metro	22-Jun-06
					\$42.4					
16091	59468	I-75	From Indian River to Topinabee	Rubblize and Resurface	\$8.4	66,065	xx	3-Nov-06	North	5-May-06
41131	56887	US-131	Ann St North to	Conc Recons	\$10.1	2,415	82,000	3-Nov-06	Grand	6-Feb-06
58033	75127	US-23	Branch of Macon River north	Resurfacing	\$13.0	103,234	3,476	3-Nov-06	University	3-Jul-06
80013	60471, 60475, 79086, 84245	I-196	Sout of M-140 to South of	Major Rehab	\$30.6	10,600	234,000	3-Nov-06	Southwest	14-Jul-06
					\$60.1					
47082	48762, 83870	M-59	East of I-96 to East of	Reconstruct and add lanes	\$33.2	104,617	0	1-Dec-06	University	5-Sep-06
63081	72402, 75229, 51492, 60336	M-10	M-102 to Lahser	Reconstruct and bridges	\$75.9	xx	343,014 Pavt 1415 Cyd Bridge	1-Dec-06	Metro	31-Aug-06
82112	45681, 55422, 59286, 59269, 59271, 85161	M-10	Myers to Livernois	Patching and Bridges	\$23.4	xx	3463 pavt 8316 Cyd Bridge	1-Dec-06	Metro	12-Oct-06
					\$132.5					
41132	50758, 79584, 79076, 79077, 87036	US-131	West River Drive north to	Unbonded Conc Only	\$19.2	34,178	112,000	5-Jan-07	Grand	5-Jun-06
76024	75254	I-69	Peacock Rd to Shaffsburg	Conc Inlay and bridge work	\$7.2	8,734	96,105	5-Jan-07	University	5-Jul-06
					\$26.4					
25032	60481, 83156, 85367, 88210	I-75	I-475 South Junction to	Resurface and Bridge	\$8.5	74,735	xx	2-Feb-07	Bay	2-Aug-06
25042	60479, 88879, 87434	I-69	Elms Road to West of I-75	Reconstruct and bridge work	\$15.1	25,036	186,246	7-Feb-07	Bay	1-Jun-06
40012	60346	US-131	Kalkaska to Village	Resurfacing	\$8.9	98,000	xx	2-Feb-07	North	2-Aug-06
					\$32.5					
77111	79051, 79544, 79545	I-94	Various Bridges	Replacement and overlays	\$5.5	xx	330 Cyd Bridge	2-Mar-07	Metro	1-Dec-06
80024	83935	I-94 EB	East of M-40 to east of Kalamazoo	Reconstruct	\$10.3	6,350	106,000	4-May-07	Southwest	18-Sep-06
82124	Various	I-75	Ambassador Bridge Projects	Reconstruct and Bridges	\$154.3	xx	221,274 Pavt 45919 Cyd	4-May-07	Metro	7-Aug-06
					\$164.6					
82111	45682	M-10	Greenfield to Meyers	Reconstruct	\$17.0		165,000	13-Jul-07	Metro	2-Apr-07
63103	59292, 75877	I-696	Ferndale	Bridge Overlays and Painting	\$7.8	xx	1345 Cyd Bridge	7-Sep-07	Metro	12-Dec-06
63174	78981, 78983, 78984	I-75	Various Bridge	Various	\$8.9	xx	1000 Cyd Bridge	7-Sep-07	Metro	1-Mar-07
82251	59296, 59297, 59295	I-75	Various Bridge	Various	\$24.7	xx	7190 Cyd Bridge	7-Sep-07	Metro	7-Mar-07
25132	87266	I-475	End of Barrier Wall to I-75 N Junction	Reconstruct	\$13.5	27,915	xx	7-Sep-07	Bay	
					\$54.7					
Total Estimated Construction Cost of Significant Projects					\$535.7					

September 25, 2006


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Questions and Answers

Kirk Steudle, State Transportation Director



Kirk Steudle

Q: Having served as MDOT's chief deputy director, and having worked for the department the past 19 years, you come into the position of director with an excellent grasp of the department's operation. What do you see as the primary goals of your new responsibilities?

A: My primary role is the implementation of SAFETEA-LU. Next is to build and maintain our direction, developing partnerships and reaching out for better quality.

Q: How would you describe your leadership and management style?

A: A collaborator and a partner.

Q: Looking into your crystal ball, what are some of the issues you see that the road/bridge building industry will be faced with in the future?

A: The continual focus on quality, and on providing the best value for motorists. I think there will be considerable effort in the construction quality partnership to bring everybody's level of expertise, from the laborer to the CEO, up to a higher level of understanding of how individual decisions affect the final quality. I think the obvious issue facing the road building industry is long-term funding, meaning 10 years out. There obviously are short-term needs, but what happens with fuel tax revenue, meaning is there going to continue to be a fuel tax or will there be something else, is critically important. What are the options being looked at across the country? These are

issues for all of us.

Q: While considerable attention is paid to roads and bridges, MDOT is also responsible for other modes of travel throughout the state: rail, air, and bus. What needs do you see in those areas?

A: For the last 10 years, we have been focused on pavement condition goals and many of the readers have heard me talk about asset management. It really is the same thing in the other modes as well. Airports are aged and under funded. Part of our charge is maintaining that system, preserving that system and then adding the needed capacity when it is justified. Bus and transit systems are a little bit unique. There certainly is an asset management component to these facilities and to the buses as well. The challenge is going to be to make sure we are operating as efficiently as possible in all the other modes and that the department is operating as efficiently as possible.

Q: As MDOT begins work on an update of the State Long Range Plan (SLRP - MI Transportation Plan, what do you foresee will be the key components of that plan?

A: I expect we will see at least the following: long term funding, mobility, access to transportation options, context sensitive design, and preservation.

Q: What requests, if any, will you be making to the Legislature to improve MDOT's operations and ensure that Michigan's infrastructure is sufficient to help maintain the state's economic solvency?

A: We will be continuing our focus on Asset Management. We will be working to make sure that we identify the resources we need to preserve the system that we have and also opportunities where economic enhancement can be added to the system. We need to have both. We have to have a balanced approach to both of those. But preservation of the existing system is as much of an economic driver as adding a new lane or interchange. When our roads were at 36% poor, 10 years ago, the business community was telling us to fix them. That was an economic driver. If we allow state infrastructure to get back to that same state, shame on us. We need to be identifying what the future conditions will be based on the decisions that we make today.

Q: Do you have suggestions for how the mechanism for funding Michigan's roads and bridges can be changed to provide more sufficient funding?

A: A key component to sufficiently fund Michigan's roads and bridges is for the federal government to develop a policy to look at our aging national system and develop a funding program to address these needs. Michigan's interstate system is one of the oldest in the nation and was built to move people and goods quickly and efficiently, especially during times of national urgency. Once there is a commitment to providing more funding at the federal level, we can look at developing additional capacity at the state and local level at locations that make sense for economic development.

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HB 6456 promises more choices, better service, new alternative technologies and competitive prices for television services. The current system deters new competitors from entering the local marketplace and, as a result, consumers are forced to endure constant rate hikes and poor customer service. In Michigan, cable rates have increased an average of 28.2 percent over the past five years. According to a recent study, passage of HB 6456 could save Michigan consumers as much as \$1.8 million per day.¹

This measure will also spur significant investment in Michigan's economy. AT&T has already committed to investing a combined \$2.3 billion in other states where similar legislation has passed including Texas, Indiana, Kansas and California. A recent study issued by Telenomic Research shows that video competition has the potential to create 3,600 new jobs² in Michigan alone. The mere threat of competition has forced incumbent cable providers to hire new workers.

Developing policies that encourage companies to enter the market quickly is essential to maintaining a strong, vibrant telecom sector.

Last April, Comcast announced plans to hire 400 new workers in the Detroit area, in response to the threat of competition from AT&T. Additionally, a study by Michigan State University and Ball State University shows that telecommunications reform in Michigan could add more than \$13.5 billion to the state's economy.³

HB 6456 is sound public policy that creates a favorable business environment and encourages the advancement and deployment of new,

innovative technology from a variety of communications companies. With MITA's continuing support at the state Capitol, not only will HB 6456 affect the companies who appear to be at the forefront of this bill, such as AT&T, but it would also have a direct impact on the dozens of suppliers and vendors that work with providers on network maintenance and product deployment.

Developing policies that encourage companies to enter the market quickly is essential to maintaining a strong, vibrant telecom sector. Doing so ensures consumers and businesses have access to the most cutting-edge products available, preserves existing jobs and increases the potential for new jobs to be created. Furthermore, Michigan will become a more attractive destination for companies looking to expand or relocate. Companies often look for locations with the most advanced broadband and fiber optic networks to conduct business more effectively and efficiently and HB 6456 would provide every incentive for companies to upgrade their networks to meet those demands.

Michigan stands to reap substantial benefits if HB 6456 is approved this year. This pro-competitive measure promises more choices, competitive prices, job creation and increased investment in the state. The Michigan Legislature will consider HB 6456 this fall and it is now up to our state legislators to ensure Michigan consumers and businesses benefit from a vibrant and competitive cable marketplace.

¹ "The Benefits of Franchise Reform in Michigan," Professional Development Center, Lawrence Technological University, July 2006.

² "The Cabling of America: Job Growth in Cable TV and Video Services," By Stephen Pociask, Telenomic Research, May 25, 2006.

³ "The Economic Impact of Video Franchise Reform and Broadband Investment in Michigan: 2006," By Barry L. Litman, Ph.D., Michigan State University and Robert E. Yadon, Ph.D., Ball State University.

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gallon of fuel, while at the same time increasing the amount of sales tax per gallon of fuel as much as 9 cents. At 28 cents per gallon, our state fuel tax rate would be comparable to that of Wisconsin (30 cents), Ohio (28 cents) and Pennsylvania (32 cents). At the same time, our state legislators would be able to go back to their constituents and say that they actually reduced the amount that those taxpayers are paying for every gallon of fuel that they purchase. This change would create as much as \$450 million more per year in transportation revenues.

We have also floated the idea of phasing in a gas tax increase so as not to hit taxpayers in the pocketbook all at once. One idea is to phase-in an increase of three cents a year over three years. We have also thrown out the possibility of sun-setting (eliminating at a certain date) any increase that is put into place in order to give the term-limited legislators cover on a tax increase. In other words, they will have the opportunity to explain that they voted for an increase because our system needed it so badly, but yet they have also voted for a sunset which means that any increase would go away in eight to ten years, if the money is no longer needed. In the end, a sunset may seem like a negative concept when you consider the future needs of our network, but ultimately a sunset would be helpful in that it will force a debate on proper funding levels at that time.

There is also significant public support for diesel parity (a 2003 public opinion poll found 67 percent support); and, even though diesel fuel is still significantly higher priced per gallon than regular fuel, there is a strong public perception that trucks do more damage to roads and thus should pay their fair share. So, in the end no matter what the ultimate increase in regular fuel tax is, diesel parity will have to be part of the overall comprehensive package, and could create as much as \$130 million in additional revenues.

Close Vehicle Registration Loopholes

By 2008 vehicle registration fees, which are calculated based on the value of a vehicle, will surpass fuel taxes as our number one source of transportation funding in Michigan.

There are several opportunities with regard to vehicle registration/license fees to capture increased revenues for our system. First and foremost, there are a handful of loopholes that exist in Michigan's registration process that need to be closed. The closing of those loopholes could create as much as \$50 million per year. Another concept would be to actually increase the multiplier on which vehicle registration fees are based. Currently, the average vehicle pays approximately \$110 per year in vehicle registration fees and, with the amount of hybrid vehicles being developed by the auto industry, alternative funding sources

will have to be considered. By increasing this registration fee baseline, all vehicles will then be required to pay their fair share to use our system, not just those that are using traditional fuels.

Give Local Governments More Options

Under current Michigan Law, local government agencies are very limited in their

opportunity to collect fees to supplement their own transportation infrastructure. Another idea that is being pushed through this initiative is to change state law to allow local government to collect certain fees at the local level, if approved by the residents of that governmental subdivision, rather than relying solely on local millage votes. The goal would be that these funds would be used

Continues on pg. 56



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VICE PRESIDENT OF GOVERNMENT & PUBLIC RELATIONS COMMENT

Continued from pg. 55

specifically for transportation related initiatives, but in the end would expand a local entity's opportunity to expand and maintain their own systems.

There are other items being discussed, such as:

- The development of fast lanes in heavily congested urban centers around the state.
- Continuing to fight inter-departmental raids that are taken on a regular basis from road funds and are used to offset budget shortfalls in other state agencies.
- The development of a task force to analyze Michigan's long-term funding needs.

In the end, this initiative has the solid foundation to be successful in the very near future and we will continue to fight forward in this debate until we reach our ultimate goal of long-term adequate funding for our state and local transportation systems.

If you have any questions or comments regarding the Drive MI State Funding Initiative, please contact me by e-mail at mikenystrom@mi-ita.com or call the MITA office (517-347-8336).



Mike Nystrom was interviewed by Lansing's Channel 6 television station October 12 regarding how high gas prices have resulted in a reduction in the amount of gas taxes that have been collected due to consumers conserving gas. Nystrom has been doing numerous interviews on this topic.

To contact Mike Nystrom, e-mail him at mikenystrom@mi-ita.com or call 517-347-8336.



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New Vision Announced for U.S. Transportation Program

The American Road & Transportation Builders Association (ARTBA) has answered the call for a "new vision" for the nation's federal transportation program. The association's board of directors endorsed a task force proposal in September that would dramatically redefine the federal government's future, post-interstate highway system role in ensuring a safe and efficient national transportation network.

"Our aim is to ensure that America continues to have the world's leading transportation network in the future," ARTBA Chairman C. Michael Walton said. "Complacency is not an option if we want the U.S. to be the dominant future player in world markets so that Americans can continue to enjoy the quality of life that comes with a growing economy."

The ARTBA plan sees expanded investment in the current core federal highway, transit and aviation programs. But, it also would create new revenue mechanisms that would be exclusively focused on a 25-year initiative to upgrade and build a new generation of intermodal facilities aimed at vastly improving freight movement and the nation's emergency response capabilities.

A centerpiece of the ARTBA plan would be a new critical commerce corridors highway network that would strategically link and upgrade the nation's major water ports, airports, border crossings and rail networks with national intermodal freight transfer centers. Where possible, the network would separate commercial traffic from passenger vehicles. One of its hallmarks would be the extensive utilization of the latest in safety, communications and material technologies.

In other actions taken during the association's annual convention, the ARTBA Board:

- Approved initiation of an integrated communications and public education campaign aimed at enhancing the image of the transportation design and construction industry.

- Voted to add an additional seat on the association's executive committee for the chairman of the Young Executive Leadership Council (YELC). This is part of the association's strategic efforts to involve the next generation of leaders in formulating legislative and regulatory policies impacting transportation development.

- Adopted a comprehensive policy statement supporting expanded investments in transportation-related research and workforce development.

MITA Receives ARTBA Award

MITA's All Trades Safety Project recently received an ARTBA Work Zone Safety Award.

Rich Lehman, of E.C. Levy Co., accepted the award on behalf of MITA during the 2006 ARTBA Annual Conference September 27 in San Diego.

The MITA All Trades Safety Training Project targeted all heavy construction trades in Michigan to minimize ever-present dangers and protect workers. MITA obtained a state grant that allowed the association to train over 4,300 road builders, bridge builders, excavation/demolition workers and utility workers. The training took place at jobsites/contractor facilities and MITA's annual training conferences, and also included follow up jobsite reviews.

This safety training is open to MITA members on an on-going basis. For more information, contact:

ROB COPPERSMITH

MITA Vice President of
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517-347-8336
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PAT BROWN

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PROGRESS REPORT

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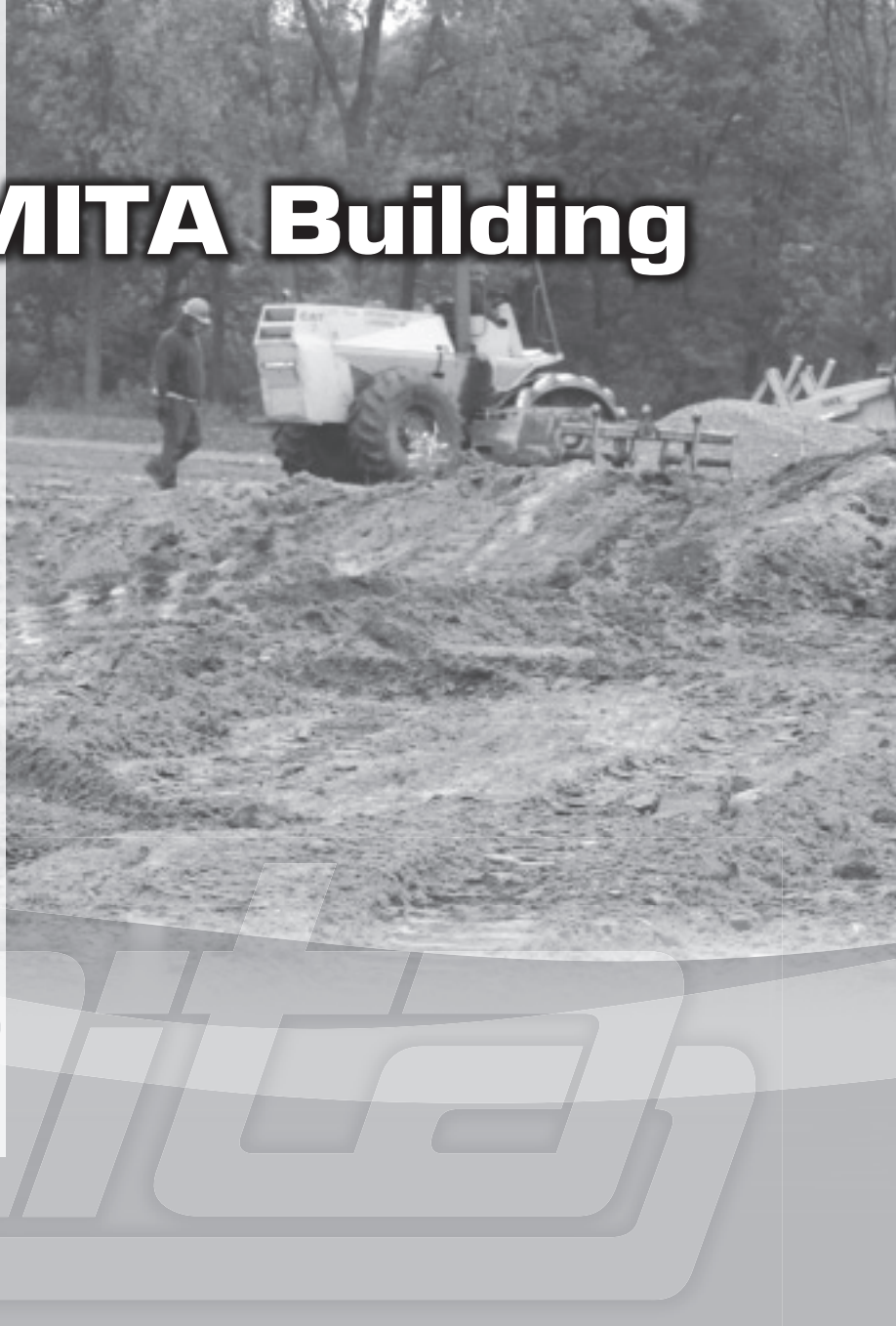
Ground has been breaking on the new MITA facility in Okemos. The new facility will also house the Michigan Concrete Paving Association (MCPA) and Asphalt Paving Association of Michigan (APAM), displaying a commitment from the industry toward cooperation and unity.

Underground work was done in September and October, with foundation and other work in progress. The project is expected to be completed by August 2007 and is located on a two-acre site just off of I-96 at Hagadorn Road in Okemos, about a mile from MITA's current office.

"This new facility is going to be a great service to our staff, members and partners," said Bob Patzer, executive vice president of MITA. "Being able to house not only MITA but also our key industry partners is a huge, unprecedented step in moving our industry forward in Michigan."

The new 20,000-square-foot facility will feature increased space for training and meetings for membership and staff. The two-story facility will house MITA on the first floor with MCPA and APAM leasing space on the second floor. In addition to increased space, the building also features improved technology for each of the organizations.

"We see the new facility serving as an 'industry' building for our members and industry partners," Patzer said. "It has long been our goal to bring everyone in our industry together under one roof to share in the common goal of promoting and growing our mutual members' businesses throughout Michigan."



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expanding the pre-conference offerings to include a Wednesday meeting that will introduce the new "Field Manager" program that isn't just for MDOT contractors. Field Manager is a project management tool which aids contractors with quantity and cost tracking throughout projects. All trades are welcome. Wednesday evening is on your own for dinner.

Thursday morning will be comprised of meetings that cover MIOSHA and MDOT issues, as well as having a MITA joint meeting of the Boards. The afternoon is kicked off with our keynote "irritational" speaker Larry Winglet, yes I said "irritational." Larry's presentation is guaranteed to make you laugh and may even make you mad at times but will definitely cause you to think. The evening is then concluded with the largest industry reception of the year.

Friday morning is kicked off with nationally known speaker George Hedley who will speak on the main stage. George's animated speaking style on industry-related topics is sure to wake up all those late night gamblers. Political pundit Tim Skubick, who will offer his insight regarding the new political landscape in Lansing, will follow George. In November every possible seat was up for election. The results of those elections will impact your organization and Skubick is the type of speaker who can deliver a no nonsense view of our Legislature. The conference will then conclude with our annual luncheon complete with dignitaries and the introduction of our new MITA President.

Super Conferences 2007

The 2007 Super Conference is impressive. We've added a fourth location this year and expanded the number of class offerings available. Training is a contractor's key to success. Every organization should have a core of highly trained individuals who manage people and jobs. To that end MITA will offer the following training opportunities at the Super Conferences: MIOSHA training as it relates to the heavy construction industry, Construction Claims,

Traffic Safety, Field Manager, Soil Erosion, Lead Silica & Asbestos Awareness, CPR Refresher and First Aid Refresher.

This year there were major changes in CPR and the refresher will teach the new method. Pick a date or dates that work for your personnel. We'll provide the lunch, training and the opportunity to view the latest and greatest available from MITA's industry suppliers.

2007 SUPER CONFERENCES

January 2007

26 MITA Super Conference, 8 a.m., Sterling Inn, Sterling Heights

February 2007

9 MITA Super Conference, 8 a.m., Crowne Plaza, Grand Rapids

15 MITA Super Conference, 8 a.m., Horizons Conference Center, Saginaw

23 MITA Super Conference, 8 a.m., Holiday Inn West, Lansing



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We Said It! Continued from pg. 10

approved \$40 million to be used as grants to local communities for the start-up costs. Our state leaders have stepped up to meet the demands of Michigan's aging sewer infrastructure and now it's time for local community leaders to do the same.

As we once again head to the beach this summer and are faced with beach closing signs, the time is ripe for local citizens to encourage their municipal leaders to improve their local sewer systems. This will ultimately mean fewer beach closings, a healthier environment and a stronger economy.

**Management Conference, St. Thomas, U.S.
Virgin Islands, March 3 – 10, 2007**



The Marriott Frenchman's Reef & Morningstar Beach Resort was recently voted "Best Resort Hotel" and "Best Resort with a View" by a leading Caribbean travel magazine. Anyhow, it looks nice! And it has never really been about the location but more about the group of people. The

MITA group is one of the best to travel with. The antics and fun shared by all are legendary. Enjoy: golfing, fishing, catamaran cruise, nearby islands, sand, surf, shopping, sight seeing, etc. While a passport is not necessary to travel to St. Thomas, some of the nearby British islands would require one. Plan accordingly. Do yourself a favor and visit the Caribbean with your MITA friends before the start of construction season.

Miscellaneous Offerings

MITA will also offer some classes that need to stand alone from conferences due to their length. The eight-hour confined space classes will be offered at various locations around the state; watch your e-bulletins. We also are scheduling a couple of Materials Acceptance Process Seminars for those who perform MDOT work, as well as training as it relates to CQP issues. With all these offerings, MITA is constantly trying to stay ahead of the curve regarding the training needs of the membership. Your input is always welcome.

In closing, I've found that there are generally two types of members – active and inactive. Both pay dues but one gets more for their hard earned dollars. While some of the classes cost money, it is an investment in your organization's future. Unfortunately, it is often difficult to measure the success of training and education. My MIOSHA appeals work has convinced me that you can't be without a sound base of training in the event a tragedy strikes. We have put more meat on the bone with regard to all our Super Conferences and Annual Conference. The social functions are just as important, but obviously on a different level. Networking with your peers is never a bad thing. Listening to the nightmares of your competitors has averted many a problem.

To contact Rob Coppersmith, e-mail him at robccoppersmith@mi-ita.com or call 517-347-8336.

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instruction, regardless of whether a written contract exists.

There are four different ways to establish that an employer is a controlling employer: “control established by contract,” “control established by a combination of other contract rights,” “architects and engineers,” and “control without explicit contractual authority.”

1. Control established by contract.

This type of employer has a specific contractual right to control safety. The employer “must itself be able to prevent or correct a violation or to require another employer to prevent or correct the violation.”

2. Control established by a combination of other contract rights.

An employer may still be a controlling employer in the absence of a specific contractual right to control safety. For example, this may occur if a general contractor has various rights under a contract that provides broad control over the site involving all aspects of the job, such as resolving disputes between subcontractors, setting schedules and determining construction sequencing. The general may fall into this category despite the fact that the contract may mention nothing specifically about the right to control safety.

3. Architects and Engineers.

These types of employers are considered controlling employers “only if the breadth of their involvement in a construction project is sufficient to bring them within the parameters [of a controlling employer by express or other contractual terms] discussed above.”

4. Control without explicit contractual authority.

“Even where an employer has no explicit contract rights with respect to safety, an employer can still be a controlling employer if, in actual practice, it exercises broad control over subcontractors at the site.” This vague definition provides little guidance about what types of employers could actually be cited as controlling employers where there is absolutely no right or duty under contract to deal with safety issues. Basically, this “catch all” category indicates that, if you’re in charge of the work, you may be responsible for safety.

Step 2: Did the employer meet its duty of reasonable care?

Once a MIOSHA inspector determines what type of employer is involved (creating, exposing, correcting, or controlling), the second factor to be determined is whether that employer’s actions were

sufficient to meet its obligations under MIOSHA. Employers under each of the four different categories have certain duties—generally, these duties are referred to as “reasonable care.” The definition of reasonable care, however, varies depending on the type of employer involved. For example, the protective measures that a controlling employer must implement to satisfy its duty of reasonable care are less than what is required of an employer with respect to protecting its own employees. A general contractor would not normally be required to inspect for hazards as frequently or to have the same level of specific expertise as a sub-contractor it has hired, at least as far as the sub-contractor’s employees are concerned.

Reasonable care for a creating employer.

If an employer (which includes all of its employees) creates a hazard, it has a duty to correct the hazard, or at least to keep all employees, not just its own, from being exposed to the hazard.

Reasonable care for an exposing employer.

This standard is very high because MIOSHA believes that the people in the best position to keep employees safe are their employers. If employees are exposed to a hazard, even if it was created by someone else, and their employer has authority to correct the hazard, it must do so. (Recall that, if any employer has authority to correct a hazard, it becomes a correcting employer, as well. This is just one example of how the new instruction may not have clarified the procedure and may, in fact, have confused the issues further). If the exposing employer doesn’t have authority to correct the hazard, it must do three things: (1) ask the creating and/or controlling employer to correct the hazard; (2) inform its employees of the hazard; and (3) take reasonable alternative protective measures.

Reasonable care for a correcting employer.

Due to the fact that an employer could become a “correcting employer,” simply because it has “authority” to correct the hazard, this standard is nebulous at best. A correcting employer must “exercise reasonable care in preventing and discovering violations and meet its obligations of correcting the hazard.” Id. The instruction does not define reasonable care for a correcting employer, but it provides an example:

Employer C, a carpentry contractor, is hired to erect and maintain guardrails throughout a large, 15-story project. Work is proceeding on all floors. C inspects all floors in the morning and again in the afternoon each day. It also inspects areas where



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material is delivered to the perimeter once the material vendor is finished delivering material to that area. Other subcontractors are required to report damaged/missing guardrails to the general contractor, who forwards those reports to C. C repairs damaged guardrails immediately after finding them and immediately after they are reported. On this project few instances of damaged guardrails have occurred other than where material has been delivered. Shortly after the afternoon inspection of Floor 6, workers moving equipment accidentally damage a guardrail in one area. No one tells C of the damage and C has not seen it. A MIOSHA inspection occurs at the beginning of the next day, prior to the morning inspection of Floor 6. None of C's own employees are exposed to the hazard, but other employees are exposed.

The analysis following this example shows that, under step 1 of the analysis, C is a correcting employer. Step 2 states that C exercised reasonable care in preventing and discovering violations and should not receive a citation because it could not reasonably have known of the violation.

This is the only example provided for determining a correcting employer's standard of care. This detailed, very specific set of circumstances is unlikely to be duplicated in most situations. More likely is the situation where a contractor is not specifically assigned to inspect and correct safety devices, but instead must provide some type of safety equipment and inspection in the process of performing other work. The instruction certainly provides little guidance for situations other than the one set forth in this example. Therefore, what constitutes reasonable care for a correcting employer will likely be the subject of interpretation.

Reasonable care for a controlling employer

A controlling employer "must exercise reasonable care to prevent and detect violations on the site." Importantly, though, a controlling employer's duty of reasonable care is less than what is required of an employer in protecting its own employees (i.e., an exposing employer). A controlling employer is not required to inspect as frequently or to have the same level of knowledge about a particular field of work as the subcontractor who is responsible for that work. It can often be difficult, both for the controlling employer and for MIOSHA, to determine exactly what a controlling employer must do to meet MIOSHA requirements. The instruction sets out several factors relating to this reasonable care standard. General contractors in particular should become familiar with the types

of things MIOSHA will be looking at to determine whether it has exercised reasonable care. "Factors that affect how frequently and closely a controlling employer must inspect to meet its standard of reasonable care include:

- a) The scale of the project;
- b) The nature and pace of the work, including the frequency with which the number or types of hazards change as the work progresses;
- c) How much the controlling employer knows both about the safety history and safety practices of the employer it controls and about that employer's level of expertise.
- d) More frequent inspections are normally needed if the controlling employer knows that the other employer has a history of non-compliance. Greater inspection frequency may also be needed, especially at the beginning of a project, if the controlling employer had never before worked with this other employer and does not know its compliance history.
- e) Less frequent inspections may be appropriate where the controlling employer sees strong indications that the other employer has implemented effective safety and health efforts. . . ."

Further, the Instruction gives some guidance on evaluating whether a controlling employer has exercised reasonable care, such as whether it:

- a) Conducted periodic inspections of appropriate frequency;
- b) Implemented an effective system for promptly correcting hazards;
- c) Enforces the other employer's compliance with safety and health requirements with an effective, graduated system of enforcement and follow-up inspections.

What type of employer am I, and what is my standard of care?

Because any employer could fall under more than one category of employer, it could theoretically be held to different standards for the same set of circumstances when determining whether it exercised reasonable care under the multi-employer work site doctrine. The instruction provides little guidance on this issue. MIOSHA places the ultimate responsibility of employees' safety on the employer, and therefore, the exposing employer will have the highest standard of reasonable care. If

Continues on pg. 64

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an exposing employer could also be considered a creating, correcting, or controlling employer, its actions should first be examined in light of its duties as an exposing employer.

Moreover, as mentioned above, any type of employer could also be considered a correcting employer if it is authorized to correct the hazard. In theory, an employer could fall within all four categories.

In an ideal world, every work site would be as safe as humanly possible, and no MIOSHA citations would ever be issued because no employees would ever be exposed to any hazards. In reality, despite the best efforts of employers, hazards occur and citations can result. On multi-employer work sites, where employers may actually have less control over conditions than they would have otherwise, more vigilance is required to ensure workers' safety. Under the multi-employer work site doctrine, all employers, and general contractors in particular, must be aware of the roles they play at the work site and the actions they must take in order to meet their duty of reasonable care.

Careful planning and communication between contractors and subcontractors at the beginning of every job is imperative to define duties and responsibilities of respective parties. Equally important is dialogue throughout projects to insure that all obligations of the contractors are being met. The roles and responsibilities on a project are likely to be the subject of much interpretation, and as a result, discretion by MIOSHA under this doctrine and recent instruction. To be in the safest and best position, contractors must be vigilant of these designations and standards to which they may be subjected.

All quotes in this article are taken from MIOSHA Agency Instruction Com 04-1 of September 30, 2004. This instruction is available in full at the MIOSHA website: <http://www.michigan.gov/miosha>. The instruction may be found by clicking on the "Policies and Procedures" link located on the left side of the web page.

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MITA Members Having

a Blast



MSU vs. Idaho

MITA members enjoyed the MSU vs. Idaho game in September, thanks to a generous donation of tickets from the university. MSU wanted to thank the industry now that major repairs to the university are complete. The thanks came by supplying 600 tickets, which MITA distributed free to MITA members. A great time was had by all.

Heather Hendges and Mark Davis from Davis Construction were among many MITA members who enjoyed an MSU football game courtesy of MITA. (Photos by Danielle Keating, MITA events coordinator.)

MITA Summer Conference

Thanks to everyone who participated in MITA's 2006 Summer Conference on Mackinac Island August 10-13. We would especially

like to thank our sponsors: Michigan CAT, Laborers' Local 1191 - LECET, and Association Benefits Company.

For more photos of MITA members enjoying the conference, check out our website at www.mi-ita.com. Click on news, membership bulletins, and then select the August 16, 2006 Summer Conference bulletin.

If you have comments about this year's Summer Conference, or suggestions for future Summer Conference locations, please contact Rob Coppersmith, MITA's Vice President of Membership Services, at 517-347-8336 or roboppersmith@mi-ita.com.

Hundreds of MITA members enjoyed this year's Summer Conference at the Grand Hotel on Mackinac Island.



MITA 2007 Calendar

For details, visit www.mi-ita.com, or e-mail
MITA's Events Coordinator Danielle Keating at
daniellekeating@mi-ita.com.

2007 MITA BOARD MEETINGS

Tuesday, February 13, 1 p.m. — The Country Club of Lansing
Wednesday, April 18, 1 p.m. — The University Club
Tuesday, June 12, 9 a.m. — The Country Club of Lansing
Tuesday, August 14, 1 p.m. — MITA Headquarters (U Club back-up)
Tuesday, October 16, 9 a.m. — Hunter's Ridge Hunt Club
Friday, December 14, 8:30 a.m. — The Country Club of Lansing

MDOT BID LETTINGS

January 5, 2007	July 6, 2007
February 2, 2007	August 3, 2007
March 2, 2007	September 7, 2007
April 6, 2007	October 5, 2007
May 4, 2007	November 2, 2007
June 1, 2007	December 7, 2007

JANUARY 2007

4-7 MITA Ski Weekend, Boyne Highlands
17-19 MITA Annual Conference, Soaring Eagle Resort & Casino
26 MITA Super Conference, 8 a.m., Sterling Inn,
Sterling Heights
31 Materials Acceptance Training, 8 a.m., MITA Office

FEBRUARY 2007

9 MITA Super Conference, 8 a.m.,
Crowne Plaza, Grand Rapids
15 MITA Super Conference, 8 a.m., Horizons Conference
Center, Saginaw
23 MITA Super Conference, 8 a.m., Holiday Inn South, Lansing

MARCH 2007

3-10 MITA Management Conference, Marriott Frenchman's
Reef Resort, St. Thomas, U.S. Virgin Islands
14 Industry Night, 6 pm., Noto's, Grand Rapids
16 Confined Space Seminar, 8 a.m. Argus Group
Training Center, Chesterfield (Tentative)
21 Industry Night, 6 p.m., Italian American Club, Livonia
23 Confined Space Seminar, 8 a.m., Argus Group Training
Center, Chesterfield (Tentative)
28 Industry Night, 6 p.m., The University Club, Lansing
30 Confined Space Seminar, 8 a.m., MITA office, Okemos
(Tentative)

APRIL 2007

13 Confined Space Seminar, 8 a.m., MITA office, Okemos
(Tentative)

MAY 2007

23 Soil Testing Seminar, Boulder Creek Golf Club, Belmont

JUNE 2007

TBD MITA Central Golf Outing, Buck's Run Golf Course,
Mt. Pleasant

JULY 2007

19 MITA Metro Golf Outing, Fox Hills Golf and Country Club,
Plymouth
26-29 MITA Summer Conference, Crystal Mountain

DECEMBER 2007

7 Grand Rapids Holiday Party
14 Lansing Holiday Party
21 Detroit Holiday Party

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Planning Your Trip to Cyberspace

by Gretchen Dunham,
Creative Marketing Associates

Thinking about investing in some real estate on the Internet? If so, then you're thinking in the right direction—toward the future. Because, in today's day and age, there's no better place to be than at the center of the online economy with a cutting-edge website.

There are several benefits of having a website. The biggest one is giving your company a universal presence to an unlimited number of potential customers. It's smart advertising, marketing, public relations and customer service all wrapped up into one click of a mouse!

But don't run out and hire a developer just yet. Here are some dos and don'ts when it comes to having a website created. These pointers will help you plan for what should be a very rewarding experience for you and your company in Cyberspace.

DO have a purpose for your website. Have an objective for the vehicle (e.g. driving more customers to your door) and know who those customers are (e.g. underground contractors, civil engineers, etc.).

DO research on what you like. Surf the Web and bookmark sites with color palettes and layouts that you like. And make sure you can explain why you like something. This will give the developer sturdy footing to build off your ideas. Providing keywords like elegant or minimal are helpful too.

DON'T ask for a clone of another site. This defeats the branding purpose of your site, especially if you've selected a popular site that has been mirrored by many other businesses. You want your company to appear unique!

DO investigate pricing for websites before meeting with a developer. You don't want to be shell-shocked when you're told it can't be done for \$50. Peng Shi, web developer for Creative Marketing Associates, adds sage advice: "It's always worth it to spend a little more money because you get what you pay for."

DO assign one representative from your company as the developer's main contact. Too many cooks in the kitchen is never a good thing.

DON'T tell the developer what you like by saying what you don't

like. Even through process of elimination, the developer still won't be able to read your mind.

DO treat your developer as a professional. A web developer wouldn't tell you that designing a bridge rehabilitation is easy. You hired the expert for a reason, so don't shrug off recommendations.

DO read the contract and ask questions before you sign on the dotted line. Both you and the developer will be happier if you're not caught off-guard down the road.

DON'T expect your site to be completed within an expected time frame if you're unwilling to participate. If you miss meetings where your input was needed to proceed, you're contributing to a missed deadline. Shi also advises, "If you plan to start the site two weeks before the launch date, you're not going to get a good site or, worse yet, you're not going to get the site."

DO prepare to spend time working with the developer.

DO try to understand the different components of a website. This will improve communication between you and the developer. The site content is what you see on the page (words and images). The management of that content involves hosting and updating. And the site infrastructure is the hardware and software used to post your website online for everyone to see.

DO understand that website development is just that—development of a website. It doesn't include logo design, copywriting or photography, unless stated on the contract.

DO ask for a design that has a happy medium. Flashy graphics can scare away customers who have slower connections while a stale site may not

Continues on pg. 73




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Julie Hartwell, an Apprentice out of Laborers Local 998 in Lansing considers MLTAI and the apprenticeship program an important part of her professional growth. Hartwell stated,

"I learn something new on the job every day. The on-the-job training I receive each day combined with the classroom training required by the apprenticeship program will prepare me to eventually move up the professional ladder."

Michigan Laborers' Training and Apprenticeship Institute provides training to Apprentices and Journeypersons alike. Our instructors have a wide range of field expertise to provide our members with top-notch training and cutting edge technology. Our state-of-the-art training facilities located in the City of Wayne, Perry, and Iron Mountain, accommodate on average 2500 members annually. Courses range from 2 hours to 120 hours in length and include environmental training, construction training, life skills courses and on-line courses.

Persons reaching Journey worker status will receive 64 of the 96-quarter credits required at Baker College to earn an Associate of Applied Science Degree in Industrial Technology.

Union trades are similar to many other professions in the sense that each trade has specialized work areas and jurisdictions. Just as a heart specialist wouldn't attempt brain surgery, a Construction Craft Laborer wouldn't attempt to perform an Electrician's job duties. MLTAI and the Construction Craft Laborers Apprenticeship Program produce Laborers skilled in their field, dedicated and trained.

While Ms. Hartwell enjoys her current position and the challenges that each day brings, she expects to someday pursue one of the many career paths open to those Construction Craft Laborers that have good work ethic and a commitment to education.

Union wages and benefits are among the best in the nation. If great money and benefits are of interest to you, contact a Laborers Local Union in your area or contact the Michigan Laborers Training and Apprenticeship Institute.



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ACEC Elects New Board of Directors

The American Council of Engineering Companies of Michigan (ACEC/M) is pleased to announce the appointment of James Escamilla, P.E. of Byce & Associates, Kalamazoo as the 2006/2007 President. Escamilla currently serves as President/CEO of Byce & Associates, a 33 person engineering firm that provides mechanical, electrical, civil, structural and architectural design services for numerous client types. Escamilla is a professional mechanical engineer and a graduate of Michigan Technological University.

Officers appointed to the ACEC/M Board of Directors were:

President-Elect: Tom Long, P.E., of Rowe Incorporated, Flint
Treasurer: Paul Wade, P.E., of Spalding DeDecker Associates, Detroit
National Director: Mark Smolinski, P.E., of G2 Consulting Group, Troy
Past-President: Dan Fredendall, P.E., of Orchard, Hiltz & McCliment, Livonia

Other individuals elected to the 2006/2007 ACEC Board of Directors include:

Roger Johr, P.E., Williams & Works, Inc., Grand Rapids
Kirk Branson, P.E., Parsons Brinckerhoff MI, Lansing
Rebecca Smits, P.E., Inland Seas Engineering, Inc., Traverse City
Keith Swaffar, P.E., NTH Consultants, Ltd., Detroit, MI
Ruben Ramos, P.E., Testing Engineers & Consultants, Detroit
W. James Stuart, P.E., Spicer Group, Saginaw
James Susan, P.E., Fishbeck, Thompson, Carr & Huber, Grand Rapids
Andrew McCune, P.E., Wade Trim, Taylor
Regine Beauboeuf, P.E., Parsons, Southfield
Larry Fleis, P.E., Fleis & Vandenbrink Engineering, Inc., Grand Rapids

ACEC of Michigan is celebrating 50 years as the association representing the business interests of professional engineering, surveying, architectural and related scientific firms who provide professional knowledge to the built environment and strive to protect the health and safety of the public. ACEC of Michigan is part of the American Council of Engineering Companies in Washington D.C., which is comprised of more than 5,500 firms nationwide that employ more than 300,000 engineers, architects, land surveyors, scientists, and other specialists, responsible for more than \$100 billion of private and public works annually. For more information regarding ACEC of Michigan, visit the ACEC website at www.ACEC-MI.org or contact the ACEC Lansing office at 517-332-2066.

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Dumpsters and Solid Waste – Dumpsters or trash cans should be watertight, covered, and located away from storm drains and watercourses. Do not allow construction site dumpsters to be used for disposal of materials, such as household hazardous wastes, not associated with the construction project. Dumpsters should be emptied weekly, or more frequently as necessary, and waste should be disposed of properly. Dumpster washout on-site is not acceptable.

Fueling should take place in clearly identified and designated "Fueling Areas." The station should be downstream of any storm drainage structure and watercourse, on level grade, and constructed with an impermeable surface. Barriers such as berms, sand bags or dikes should be present to prevent storm water contact.

Remove and properly dispose of all debris including fences, fallen timber, logs, guardrail sections and posts, rocks, boulders and all other rubbish. All jobsites should remain orderly and free of trash, minimizing the quantity of waste generated. Careful attention to final cleanup and project cleanup will reduce the release of polluting materials into the environment long after the construction work is completed.

Specific Requirements for MDOT Construction Activities

While many of the general practices and pollution prevention goals are the same for facilities and construction sites, there are some construction activities that require additional precautions. Follow

all requirements included in the standard specifications and in the contract documents regarding the collection, treatment and disposal of polluting materials when conducting these activities.



Concrete truck washout should only be discharged in designated areas.

Concrete and Hot Mix Asphalt (HMA) Diamond Grinding Residue

Slurry from HMA ride quality diamond grinding is a liquid industrial waste and must be transported by a licensed liquid industrial waste hauler to a Type II municipal landfill or licensed liquid industrial waste disposal facility.

Diamond grinding slurry from concrete grinding may actually be a hazardous waste due to its high pH value. While the residue can be neutralized to avoid this hazardous waste designation, it is important that proper precautions be taken during the grinding operation to prevent the release of this residue into surface waters or its exposure to storm water runoff.

If concrete grinding residue is to be disposed of by spreading on MDOT right-of-way, the project engineer's approval for the spreading/disposal method must be obtained before beginning grinding. The application rate must be monitored to avoid surface runoff or ponding. The residue must not enter an enclosed drainage system, nor be spread within 5 feet from the edge of the curb, within 100 feet of a natural stream or lake, or within 5 feet of a water-filled ditch.

Hydro-Demolition

Spent wastewater from hydrodemolition operations must be carefully filtered prior to being discharged. Strict adherence to MDOT specifications is necessary to prevent the release of potentially polluting materials to the waters of the state.

Cleaning Bridges Over Waterways

In addition to the general containment requirements for cleaning bridges, cleaning bridges over waterways requires a barge or temporary work platform be located under the enclosure to collect spent material and prevent it from entering the waterway. A floating boom must also be stretched across the waterway, downstream and down wind of the bridge, to collect materials.

All of these procedures, maintenance practices and techniques are required to minimize the discharge of pollutants into our precious waterways. As always, when it comes to pollution, an ounce of prevention is worth a pound of cure. For more pollution prevention information, visit www.michigan.gov/stormwatermgt.

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Hersey lands big catch in partnership with MRWA

The tiny Village of Hersey (pop. 375) in Osceola County owns a dam in very

The tiny Village of Hersey received a grant to remove their dam this summer.

poor condition. Studies showed that it might cost as much as \$1 million to rehabilitate or replace it. Working with advisors from the Muskegon River Watershed Assembly (MRWA) and a \$10,000 Inland Fisheries Grant from the Michigan Department of Natural Resources' Fisheries Division, Hersey decided instead to remove its dam.

The Hersey River is considered one of Michigan's finest cold-water trout streams, and the proposed dam removal project has gained great support from the environmental and fisheries community. The MRWA raised most of the \$275,000 expected to take the dam out from grants, including a \$75,000 grant from the National Fish and Wildlife Foundation, and a \$50,000 fish passage grant from the U.S. Fish and Wildlife Service. Trout Unlimited and the village also contributed small amounts, and every grant to Hersey was matched by the Grand Rapids-based Wege Foundation. The dam will be removed late this summer.

Voters and grant funds support multi-use recreation trail

For over five years, Kent County's Cannon Township (pop. 12,075) has been planning a cross-country, 3.5-mile-long, non-motorized trail between its township hall and Kent County's Townsend Park. The proposed \$1.5 million project includes almost 1,000 feet of boardwalks over wetlands and traverses some heavily wooded and hilly terrain. Early in the project's planning stages, voters in Cannon Township passed a recreation millage that generates about \$165,000 each year. That money, coupled with a recently announced \$500,000 grant from the Michigan Natural Resources Trust Fund and other township funds, will allow trail construction to begin this fall.

Grant allows Scottville to launch boat ramp

The City of Scottville (pop. 1,266) in Mason County is blessed to have the pristine Pere Marquette River flow through town. When they wanted to build a boat launch to serve both residents and tourists, they turned to the Michigan Waterways Commission for financial assistance and received a grant for \$83,000 for the project.

Lapeer uses artful creativity to revitalize downtown building

In the City of Lapeer (pop. 9,072), officials hatched a bold development plan for a downtown commercial building that formerly housed a clothing store and offices. With a \$375,000 grant from Michigan State Housing Development Authority (MSHDA) and the Michigan Economic Development Corporation (MEDC), Lapeer renovated the old space into their new Gallery 194 – the Lapeer Center for the Arts. The finished mixed-use project includes three new loft apartments, a coffee shop, office space, rehearsal and green room space for an adjacent historic theater, and classrooms for art classes. The total project cost was just under \$1 million.

If these communities can do it, you can too. Be persistent, and happy surfing!

Web resources

- Renaissance Zones – www.michigan.org/medc/services/sitedevelopment/rezone/index.asp
- Michigan Clean Water State Revolving Fund (SRF) for wastewater projects, and Drinking Water Revolving Fund (DWRP) for water projects – www.michigan.gov/deq

- MEDC Grow Michigan/CDBG – www.michigan.org/medc/home/communities.asp?m=0
- MDOT Small Urban – www.michigan.gov/mdot
- FEMA Hazard Mitigation Grants – www.michigan.gov/msp
- MDNR Fisheries Division – <http://www.michigan.gov/dnr>
- National Fish & Wildlife Foundation – www.nfwf.org
- U.S. Fish and Wildlife Service – www.fws.gov
- Michigan Natural Resources Trust Fund – www.michigan.gov/dnr
- MSHDA – www.michigan.gov/mshda

Published grants and loans booklets

- Directory of State-Administered Grants – <http://house.michigan.gov/hfa/PDFs/grants05-06.pdf>
- MDEQ Grant and Loan Programs Catalog – www.deq.state.mi.us/documents/deq-essd-grantsloans-catalog.doc
- MDNR Grants and Loans Catalog – www.michigan.gov/documents/05_Grant_Programs_136759_7.pdf
- Catalog of Federal Domestic Assistance – www.cfda.gov/
- Grants.gov – www.grants.gov

Private resources

- The Foundation Center – <http://www.fdncenter.org>

James R. Hegarty, P.E. is a civil engineer and project manager and directs Prein & Newhof's business development activities. Jim co-authored Prein & Newhof's 2006 Guide to Municipal Financing for Michigan communities, which is available upon request. You may contact Jim at 616-364-8491 or jhegarty@preinnewhof.com.

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UNEARTHING POSSIBILITIES

Member News

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design and construction, public meeting facilitation and urban design. He received his bachelor of science degree in landscape design and planning from the University of Michigan School of Natural Resources and Environment. He is currently pursuing a master of landscape architecture degree from the University of Michigan.

Brown, a resident of Ann Arbor, is a member of the Congress for the New Urbanism and the American Society of Landscape Architects where he serves as secretary of the state chapter.

LICENSE

Kelly McRobb-Ackland, P.E., of Wade Trim's Taylor office, recently received her professional engineer license. She is a member of the firm's municipal services group. Professional engineers are required to earn a bachelor's de-



Kelly McRobb-Ackland, P.E.

gree in engineering, pass two exams and complete four years of engineering work experience.

McRobb-Ackland has over six years experience in municipal and private development projects. As a client representative and project manager, she is responsible for the preparation and contract administration of construction plans, specifications and cost estimates for various municipal projects. Her design experience includes storm water, storage and conveyance, utility conflict resolution, and the development of a sidewalk

replacement tracking and billing program.

McRobb-Ackland received her bachelor of science degree in engineering from the University of Windsor in 1997 and is also registered as an engineer.

Wade Trim has over 400 professional and support staff in 13 offices in Michigan, Ohio, Indiana, Pennsylvania and Florida. They provide engineering, surveying, planning, operations, landscape architecture, and construction services for transportation, water resources, land development and municipal government projects.

Washtenaw Engineering www.washtenawengineering.com

LICENSE

Seth Garner of Washtenaw Engineering has earned a Michigan professional engineer license.

In 1996 Garner received a bachelor of science degree in civil engineering from Michigan State University. His primary focus at Washtenaw Engineering has been design and construction of private and public development projects, such as residential subdivisions, condominiums and municipal improvements.

Washtenaw Engineering Company provides civil engineering, land planning, landscape architecture, environmental engineering, land surveying and transportation engineering services to municipalities, land developers, institutions and individuals throughout southeast Michigan. The company has its main office in Ann Arbor and a Lenawee County office in Tecumseh.



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Planning Your Trip to Cyberspace

Continued from pg. 67

drive hard enough. A balance of the two coupled with easy navigation and compelling copy will attract visitors who are serious about your services, whether it's concrete pouring or asphalt paving.

DON'T ask a family member who created her own site from a template to join the developer's efforts. This not only tells the developer you don't trust her, but it will also lead you to a site that doesn't quite meet your needs.

DO plan on making updates to your site before it's created. Outdated copyrights or information discredits your company and search engine results decrease, turning away customers. Ask your developer about update fees, the types of future updates you expect to make (e.g. changing pictures, swapping out coupons, etc.), and if she is willing or able to make these changes.

DON'T assume your developer does everything. Ask if your site will be submitted to search engines (Google, Ask, etc.) and, if so, how many times. Ask if hosting is offered in addition to design. And always ask about fees.

DO spend time thinking about a domain name (website address). Make it easy to remember, spell it correctly, and, of course, relate it to your company or services to support your branding.

DO expect to pay a renewal fee each year.

Don't think that once your site goes live you'll receive a flood of phone calls. A website works as part of a marketing plan, which will tell customers where to find you on the World Wide Web. Marketing your site is essential to its success, so put it everywhere—on business cards, letterhead, email signatures, even on the side of your truck.

A well-designed website has the technological power to really put your company in front of a vast audience. Think of it as a global introduction, an interactive handshake to thousands (maybe millions!) of potential customers. It's an important piece of your marketing puzzle that will, in the end, support your mission, making you a strong—or stronger—industry competitor.

Before jumping at the first low bid or turning to your brother-in-law for an effective website, do a little preparation work and turn to a professional. You'll make your website development experience go a long way and your trip to Cyberspace that much better.

This article was submitted by Creative Marketing Associates (CMA), a marketing firm specializing in helping residential and commercial construction companies grow their businesses. CMA welcomes any inquiries from members of MITA—just mention this article! For more information, contact Brian Butterworth, president, at 1-800-435-2610 or visit www.4-cma.com.



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project in my 40-year road contracting experience.

Q. What are the core aspects of the work that someone interested in pursuing it should be aware of before proceeding? What is the first step for someone who is interested?

A. I would not have become involved in this project without the assistance and assurance offered by the various managers of the Louis Berger Group. You need a "partner" who will cut through the inevitable red tape and who will ensure that you will be paid for work performed. Companies involved in international construction management can be found on various U.S. government or construction association websites if someone is interested in exploring overseas work opportunities. USAID is very active in this area.

Q. What did you witness in Afghanistan in terms of people, places and everyday life that you would say is worth remembering for a lifetime?

A. The Afghans in the remote areas I am most familiar with are remarkable people. They are shy, but friendly and fun-loving once they get to know you. They are hard working, but work mostly with hand tools, and they live a very simple life, which is very much family-oriented. The men are everywhere and seem to concentrate on plowing the fields along the river valleys, maintaining their ancient irrigation systems, constructing their mud-walled buildings and doing craftwork, such as carpentry, metal fabricating, masonry work, as well as mechanical repair of the mostly worn out vehicles passing through their villages.

The women are not seen as often but do manage, along with their children, the grazing of their sheep and goats. They help harvest the farm crops and are very adept at weaving and other handicrafts.

The children are around much of the time and can be seen with their wheelbarrows moving farm crops or household supplies. They love to one-leg wrestle, race wheelbarrows, fly kites, and goof around like any kid, but they also assume work responsibilities at an early age. Formal schooling is minimal but when five of us pitched in to have a four-room, mud-walled, metal-roofed school built near one of the work camps, 60 boys and 40 girls eagerly signed up for classes. Cost of the school, using local labor, was around \$16,000!

Prior to my arrival, these fellows build a health clinic, which was staffed by off-duty American military personnel. This is the story we don't hear about too often.

Most of the farm products and living necessities are moved either by wheelbarrow, donkey or camel – a few old Russian army trucks and small farm tractors show up at times. Oxen are used to plow the fields and

Continues on pg. 77



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thrash the grain. The grain is then loaded on donkeys to be hauled home. How long ago was this the norm in our country?

Living conditions are difficult from my viewpoint. Most villages consist of a few dozen mud-walled houses with wood heat (it can be close to zero in winter but 140 degrees in the summer) and without electricity, running water or sanitary facilities. Schools and medical facilities are primitive and often some distance away. The sections of repaired road open to traffic have already lessened these problems.

I am also familiar with the large city of Herat in the northwest (close to Iran) and the capital city of Kabul in the northeast. They have both shown considerable progress in the last year and half. Local roads and airport facilities have been improved, roadway litter has been cleared away, hundreds of boys and girls are seen going to school as early as 6 a.m.; buildings severely damaged during 25 years of war are being repaired and multi-story new buildings are being constructed. Hundreds of retail shops and small manufacturing businesses have appeared, as well as office buildings, western-style hotels and restaurants, service businesses and government service facilities. Everyone has a cell phone!

Afghanistan will need out-of-country financial and technical assistance for some time, but progress is definitely being made. Public services are steadily being restored, country-wide elections have been held, schools are re-opening and employment is increasing. Most importantly, their country, with the exception of the area around Kandahar near the Pakistan border, is rid of a 25-year war. The agricultural assistance programs necessary to eliminate heroin production must be successful before we can say that Afghanistan has been resurrected.

Q. Are you planning to perform work in any other countries that are similar to Afghanistan in terms of political instability and danger?

A. We have signed a contract to rubblize 1.4 million square meters of runways, taxiways and aprons at the Jeddah, Saudi Arabia Airport. Work will begin in January 2007 and take two years to complete. While much more stable than Afghanistan, Saudi Arabia does present the same logistical challenges.

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Matthew and Christopher Shinnners manage the day to day operations of the company, while George Shinnners concentrates on international business with a special emphasis on the United Kingdom, China and Afghanistan at present.

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10/30/2006	Don't be "Ghouled" by 5
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10/12/2006	Fall Protection Handbook Now Available
10/12/2006	Safety Program Now Available
10/3/2006	Jobsite Poster Update
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9/28/2006	August and September Appeals
9/20/2006	Trench Safety Handbooks Now Available
9/14/2006	New Installment of Tool Box Talks Now Available
9/7/2006	It Could Happen to Anyone
9/6/2006	The Facts Are In
8/24/2006	Video Camera Used During Inspection
8/21/2006	Late August Appeals
8/17/2006	New Installment of Tool Box Talks Now Available
8/2/2006	Appeals Update
7/31/2006	New Installment of Tool Box Talks Now Available
7/26/2006	Settled On The Steps

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