

FALL 2008

CROSS SECTION

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Extreme Home
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CROSS SECTION

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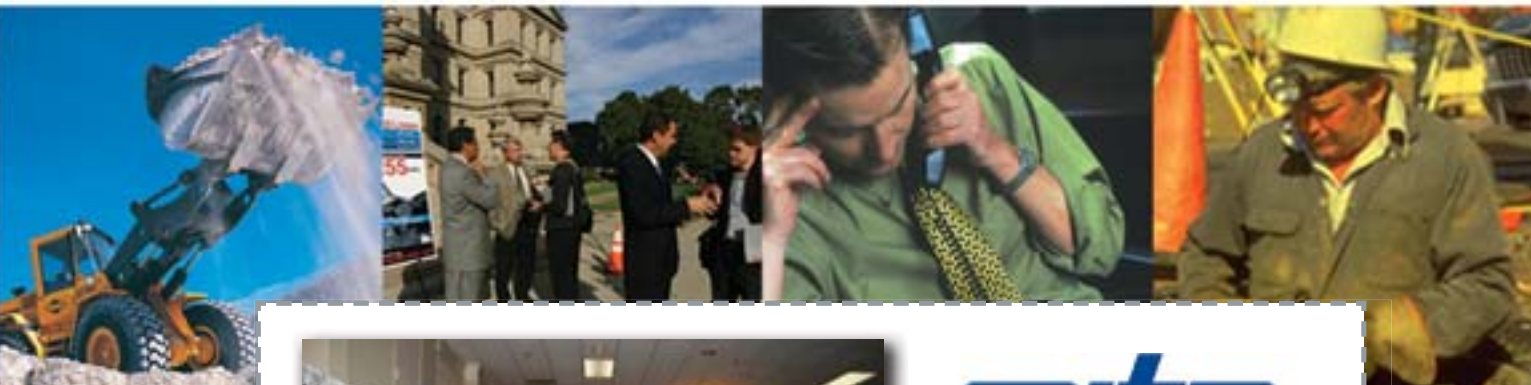
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Questions? Contact Danielle Coppersmith, MITA events coordinator at
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Letters to MITA

Dear Bob:

Thursday evening's Michigan Construction Hall of Fame Distinguished Constructor Awards Banquet was truly a memorable event. We are delighted to recognize you as a Platinum sponsor for our Michigan Construction Hall of Fame Endowment.

Thank you for taking time to be a part of this wonderful occasion. The Michigan Construction Hall of Fame is an important connection with the industry, our University and its next generation of leaders, who we are educating at Ferris. I am hopeful you will join us for future Hall of Fame inductions and perhaps permit me the opportunity of showing you more of our campus.

David L. Eisler

President

Ferris State University

Dear Mike:

Tell your whole team at MITA thanks a million for your help on the CDL Examiner issue! This opportunity will pay huge dividends for the future of the construction industry.

Lee Graham

Operating Engineers, Local 324

Dear Bob:

Starting out in the industry working for an underground contractor through high school and college, I've never looked back and wondered why I chose this path in life. Seen the good, bad and the ugly is all part of doing business in our industry. As a young business owner and being around the AUC with my previous employer I was able to witness the benefits as problems arose on the jobsite belonging as a member of MITA. Within the first hour of my business number being connected I called MITA to become a member. Certainly, though, MITA needs to reach out more to first time owners with less than eight years in business with gross earnings no more than \$2 million per year. This would be where young contractors can meet in a forum and reach out to one another and share their experiences. This would be set up as a graduation program or as a new company reached these milestones they would mentor to another young start up company.

The problem within our industry is that the average owner starts in business with no business experience or an idea what a profit margin or five-year return on investment is. Next thing you know they become another casualty and they have lost everything they worked for.

Unfortunately their recklessness hurts all of us and our industry as a whole. Let alone most don't know how to bid a job accurately. Rule #1: Never bid a job according to your competitor. Highly doubtful you know their balance sheet. Rule #2: No two jobs are ever the same. Rule #3: Engineer estimates and bid tabs are like rolling the dice. You'll end up a loser 95 percent of the time. Rule #4: Know your cost. Rule #5: The owner of the project should automatically throw out the low bidder. This goes back to rules 1-4.

Anyway, I would like to be involved in the Future Leaders Forum. Perhaps we could sit down and discuss my ideas on this issue.

Bad Lubahn

Civil-SiteWork and Demolition Inc.

Continues on pg. 15

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Letters to MITA

Continued from pg. 9

Rob:

Thanks for your help on this (problem regarding underground utilities marking). Kathie (at MISS DIG) must have really gotten their attention. We had three guys on site at 8 a.m. the next morning and all their people were very accommodating through the end of the project. Thanks again and see you soon.

Butch Fons
Fonson, Inc.

Dear Glenn:

I sincerely thank you and Bob Patzer for the prompt and outstanding effort you made to help resolve our issue. I do know that unit prices prevail and math errors can be corrected. MITA is truly a wonderful organization.

Donna Yaroch
Commerce Construction & Landscaping

Dear Rob:

Thank you for including the photos I sent you of our kart racing operation! I have received a bunch of phone calls from MITA members saying they have seen the photos. Again thank you and I will see you soon.

Cory French
Construction Specialist
Oakland Companies

Mike/Keith:

Thank you for your support of the Michigan Department of Transportation (MDOT) and the Detroit River International crossing (DRIC) project during the recent budget actions in the Michigan Legislature.

Your efforts and involvement in the legislative process will allow the project to move forward. If the Federal Highway Administration makes a record of decision to build a second crossing, MDOT will be able to complete the preliminary activities that are

so important for a final legislative policy decision. We are deeply grateful for the continued support you and your organization have shown for our work on the DRIC.

We continue to strongly believe that this project is in the best interest of our state and the nation. All of the indicators and reports compiled by national business and industry associations continue to show the need for additional capacity and improvement of system connectivity and redundancy.

Once again, thank you for your efforts in supporting the work of our department. Your continued involvement in the DRIC process is key to a successful outcome for the project and means a great deal. If you have any questions regarding this matter, please feel free to contact me at 517-373-2114.

Kirk Steudle
MDOT Director

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Member Voice:

From time to time we ask MITA members to comment on issues of importance to the industry. Some of the answers are published in Cross-Section Magazine.

Our question this time:

In light of the economy, are you diversifying your scope of work and also looking for work in other states? Please provide details.

Yes Answers

We have always been a diverse company. Living and working in the U.P. and in a small market environment, has helped us in this downturn economy.

Michael R. Mattila

Yalmer Mattila Construction

I've been through this type of situation before in the early 80's and there are always other opportunities even though they may be outside your comfort zone. There are concepts to consider, such as horizontal and vertical integration in your business as well as networking and even partnering. An old bestseller to read is "Who Moved My Cheese?" Please contact me if I can be of any assistance.

Mike Kelleher

Southeastern Equipment Co.

We are not necessarily diversifying, but emphasizing skills we would not normally see as our main work. We have been building large retaining walls for 25 years as a secondary service to our excavation. We construct these walls with both natural boulders and man-made products, such as Redi-Rock and Rosetta. We have begun an advertising campaign to sell this service in hopes of picking up new work. This is work that people would traditionally call on a landscaper for, and the majority of them will do this and do it well, but not efficiently because their equipment is normally too small to handle the large boulders and big man-made blocks. Our advantage comes from our equipment selection and experience allowing us to perform the job for a more competitive value.

Tom Gallagher

Harbor Springs Excavating

We started a new service for next season. We will have the only 48" hole saw to cut around manholes water valves in Michigan along with gps location of manholes. P.S. Proud to say having our best year ever.

Robert Cochran

Trac Trenching

Current funding projections for Michigan show that by 2011 the highway construction budget will essentially be non-existent. As a highway contractor, this has forced us to start looking at other markets and states.

Jeff Stover

Walter Toebe Construction

Yes, we are expanding our work scope. We now have a curb gutter crew. May look at other to help our excavation package. But, at the same time, we want to put out a quality crew and the right people are the key. Might look into a moving crew. At least we could move people out of state! Ha ha.

Karl Grant

TCI

Diversify or die! With large-scale dirt moving projects being few and far between, we have sold some of our scraper fleet and retooled with mini excavators and skid steers to broaden our scope of work. As far as out of state work, we are investigating the possibility.

Brandon Kennedy

Kennedy Excavating Inc.

We have always looked at and worked in other states. Certain states have better pricing on the scope of work we do. The work we perform is generally viewed as specialty work and we find that we can be competitive with other contractors. It also helps that we have branch offices in other states that can be a help in landing this work. This is usually true on bigger projects that our services are needed on. With pricing and margins in Michigan the way they are, it's a matter of finding and performing better work out state.

Name and company withheld upon request

Not as much diversifying but looking at other states. Anticipate shrinking but will not reduce price for market share.

Name and company withheld upon request

Not looking in other states. Bidding on smaller jobs than we would normally do to try and keep guys busy. With the high cost of liquid bituminous, it's getting hard to get any work.

Name and company withheld upon request

We are doing smaller projects and also some general contracting. We expanded the area that we are looking to bid work to almost double the area as in the past. This is like 1974 all over again. The strong will survive.

Ken Cordes

Cordes Excavating

I have started to bring in other product lines in regards to equipment. That way I can provide more of the contractors' everyday needs. Even in a good economy you have to be able to diversify. It just becomes more valuable in a tight economy. I have personally started to carry more of an equipment line geared towards the Pro market. If I can provide good, quality razors at a competitive price, chances are the customer will come back to me for the razor blades.

Josh Dowling

World Diamond Source, Inc.

To take advantage of better opportunities we are now working in Florida, Ohio and Indiana as well as Michigan. Unfortunately, the rest of the country has joined our economic slowdown.

Steven R. Funck

Posen Construction, Inc.

No Answer

I feel you should stick to what your company knows and is good at. Many times if you diversify too much you invest in equipment and then you find out it is more cost effective to hire it out. The key is to bid appropriately and not bid cheap to keep your people busy. Bid to make a profit, keep your cost/o.t. down, make sure the crew is doing the job as you figured it.

Christine Davis

Champagne Marx

Member Profile



From left to right: Nick Baker, Don Anderson, Joan Strange, Ryan O'Donnell, Bryan Rewa, Jamie Ewalt, Tom Wagenmaker, Gerrit Ter Laan and Derrick Arens.

Anlaan Corporation

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**Don Anderson and
Gerrit Ter Laan**

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Gerrit Ter Laan

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ryanodonnell@anlaan.com

Vice President:
Nick Baker
nickbaker@anlaan.com

Secretary:
Tom Wagenmaker
tomwagenmaker@anlaan.com



Anlaan Corporation, constructor of bridges, structural concrete and piling, is located in Ferrysburg, a little town close to numerous bridges that offer a welcome mat to the Lake Michigan shoreline near Grand Haven.

The company was founded in 1986 by Don Anderson and Gerrit Ter Laan, both of whom had worked at the forefront of Michigan's construction and bridge building industry for many years. The name Anlaan comes from a combination of the founders' last names.

The founders' first job was an emergency railroad culvert replacement in Shepherd, Mich. Anlaan's focus remained over the years on culverts and concrete box beam bridges, but they also expanded into larger structural steel and reinforced concrete structures.

Anderson and Ter Laan credit much of their early success on Al Hardman of Hardman Construction, who was a mentor, and George Foster III, of Mourer-Foster, Inc., who went the extra mile to enable Anlaan to acquire enough bonding capacity to bid jobs effectively. That mentoring and dedication is being carried forward by Anderson and Ter Laan to the next generation of Anlaan Corporation owners. The new owners are Ryan O'Donnell, Nick Baker and Tom Wagenmaker. Neither Anderson nor Ter Laan are fully out of the picture, though, and instead are remaining available to consult with the current owners and are still instrumental in the company's operation.

"Don and Gerrit have been excellent mentors," said O'Donnell, a civil engineer who started working at Anlaan in 1996. "You couldn't find better people to work for and I'm sure Nick would say the same. It is a testament to them on how they handled the transition. It is important to both of them that the company they built from the ground up moves on."

O'Donnell got his start in the business during his Michigan Tech college days while working on a bridge crew for his brother-in-law, Jim Kloote, owner of J.E. Kloote Contracting. After graduation, he pursued employment with numerous bridge companies, interviewed with Anderson, discovered he had played hockey against Anderson's son during his Alpena High School days, and got the job. Those bonds continued to take shape over the years and Anlaan became the close-knit, family-like company it is today.

Nick Baker, vice president, is a civil engineering graduate from Michigan State University. He interned with Anlaan then was hired in 2000 when the company was heavily involved on the I-496 project in

Lansing. Tom Wagenmaker, secretary, has been in the construction industry for 30 plus years in various roles. He joined Anlaan five years ago.

Today, Anlaan is best known for sheet piling applications, bridge construction and rehabilitation. Examples of this year's 25 projects, handled by a peak employee crew of 140, include the following:

- Replacement of four bridges and rehabilitation on I-75 in Bridgeport over Cass River and Dixie Highway (subcontractor to Interstate).
- First stage of a two-year project to make minor repairs underneath the wear surface of the Mackinac Bridge (subcontractor to Payne & Dolan, Inc.).
- Deck replacement and widening over Sandstone Creek in Jackson. This project involves foundation retrofit using micropiles.
- Covered bridge rehabilitation in St. Joseph.
- Park View Avenue over US-131, which involved rapid construction using all pre-cast. This is an experimental MDOT project.

Members of MITA since 1994, O'Donnell said he was impressed with MITA's recent legislative efforts regarding the Michigan Business Tax. He also said MITA's Safety Services are "outstanding," especially job evaluations and training performed by Safety Director Pat Brown. And networking at MITA functions is a great bonus.

"Getting to know everyone in the industry," O'Donnell said, "instills good competition that I enjoy being a part of."

O'Donnell, whose wife, Sarah, recently had their first child – a girl, Neena – said he also truly enjoys Anlaan's positive atmosphere.

"We all have a great deal of fun," he said. "There is good chemistry – we work hard, but we have fun. I feel fortunate that I feel excited about coming to work every day."



Associate Member Profile

Holt Branch Office



Staff outside the
Novi Branch Office
From left to right:
Rick Kleopfer,
Charlie Patterson,
Mike Zalewski,
Rod House, John
Manzo, Mike
Kelleher, Dennis
Kemeny.



Southeastern Equipment Co.

www.southeasternequip.com

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Members of MITA since 2007

Since 1957 Southeastern Equipment Co., Inc., has grown from a two-person operation with one location in Ohio to a well-established company with over 19 locations, 225+ employees and dozens of manufacturers.

Two locations in Michigan, Novi near Detroit and Holt near Lansing, are the latest additions to the Southeastern "fleet." The Holt Branch, with Branch Manager Rod House, opened its doors May 1, 2007; while Branch Manager Mike Zalewski got Novi rolling July 1, 2007. Under the guidance of Regional Manager Mike Kelleher, the Southeastern Equipment Co., Inc., Michigan "team" is steeped in construction equipment sales, rental, parts and service experience. Kelleher has 30 years under his belt; Zalewski has 23 years; and Rod has 30. The service crew includes highly seasoned and those new to the industry for a unique blend of experience to benefit the customer.

"Our growth and success are a result of our customers, manufacturers, and many friends and family in addition to our dedicated, loyal staff like our Michigan team," said Southeastern's Executive Vice President Charles K. Patterson III, a 36-year veteran of the company. He took time out of his busy executive schedule at headquarters in Heath, Ohio to visit the Novi branch, one of 19 branches in Michigan, Ohio, Indiana and Kentucky.

During these challenging economic times the company continues to thrive and maintain a positive attitude in order to help customers. Having an excellent reaction time to customers' needs is very important, Patterson said, because, as it puts it succinctly, "if we don't help them, our customers just keep dialing the phone until they find a company that will help."

Kelleher experienced tough times over 20 years ago and he commented on what he recalled from that experience: "if we all work together, we can come out together through an effort to hold down cost." He also offered a few pointers recently through MITA's Member Voice survey.

"I've been through this type of situation before in the early 80's and there are always other opportunities even though they may be outside your comfort zone," Kelleher wrote in response to a question regarding the economy's effect on company decisions to diversify or seek work out of state. "There are concepts to consider, such as horizontal and vertical integration in your business as well as networking and even partnering. An old bestseller to read is 'Who Moved My Cheese?' Please contact me if I can be of any assistance."

Zalewski said Southeastern is helping customers by continuing to meet them on a personal basis, offering service specials, discounts on rentals and sales, and options to rebuild existing equipment. Southeastern shows customers new ways to use the equipment more efficiently; how new attachments can be used to get the most out of their equipment – all the tricks of the trade to save time and money. All these tactics spread the good word about Southeastern, as does networking at MITA's annual conference and super conferences.

"Just today a guy came in and bought a wheel loader because someone referred him," Zalewski said. "He said he could have gone anywhere, but he came here because of what he had heard about us. He hadn't even 'pulled the trigger yet' and he was enthusiastic. This place is like the 'Cheers' of the equipment business. Everyone knows your name!"

Equipment lines represented by Southeastern Equipment Co., Inc.:

Case Construction Equipment, Bomag Compaction and Pavers, Kawasaki Wheel Loaders, Eager Beaver & Load King Trailers, Eagle Crushers, Schwarze Sweepers, Terex, Road Patcher, Vac-All, Alamo, Kent, Zanetis Power Attachments.

Brief Company History:

Southeastern Equipment Co., Inc., was founded literally on a shoestring by William L. and Nancy A. Baker. William, a 1957 graduate of Muskingum College in Ohio, began his career working for his father, a general excavating contractor in Old Washington, Ohio. After a short period of time, he decided sales would be more desirable, so he and his wife began their own company, Southeastern Equipment Co., Inc. with an old pick-up truck. For the rest of the story about how the company prospered and grew over the years, visit www.southeasternequip.com.



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Tim O'Malley	Jason McLelland		



Michigan Infrastructure &
Transportation Association

Where Has Your MITA Hat Been?

In an effort to bring additional human interest to *Cross-Section Magazine*, MITA is asking that members submit photos and brief information about "Where Has Your MITA Hat Been?"

We are thinking you may have worn your hat on vacation, or hunting, or an exciting place other than a worksite. (Not that worksites aren't exotic.)

If so, please send your photo and brief information to Nancy Brown at nancybrown@mi-ita.com. The brief information should include your name, company name and the place you visited. We will publish the photos in upcoming issues of the magazine.

Thanks in advance for your participation.



Michael Mancini of Man Con Michigan, Inc., was photographed by Matt Mueller, P.E., of Northern Concrete Pipe, Inc. The bear hunt and fishing took place in the Upper Peninsula.



Ron Wey of Pro-Tec Equipment, Inc., recently visited India. He is pictured here in front of the Red Fort, which was built around 1640 in New Delhi.

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Executive Vice President Comment



Bob Patzer

Ramblings

In past years I have expressed the pros and cons of federal and state prevailing wage acts. Of certainty is the fact that these laws share a similarity with the New York Yankees in that they are either embraced or despised

by various contingents of the construction industry.

One of the glaring problems with prevailing wages that all contractors and this writer despise is the inconsistency between the state of Michigan's implementation/application of how prevailing wages are applied to the trucking industry and how the federal government spins the issue.

Case in point. In December of 2007 we sent several questions concerning trucking prevailing wage applications to the wage and hour divisions of the state of Michigan. Included in our request was information on how the feds treated the issue. The chart on the right delineates the answers provided by the state and the feds.

As you can see from the chart there appears to be at least a certain amount of both consistency and inconsistency between the agencies.

Between December of 2007 and July of 2008 and after MITA had presented the above chart to our members at the Super Conferences the Michigan Wage and Hour rules folks changed their mind on owner-operators and brokered trucking. The chart on page 19 shows their departure from their written confirmation of December 2007.

Truck Driver Scenarios

Answers pertaining to Michigan Prevailing Wage provided by Michigan DLEG December 2007

Answers pertaining to Davis-Bacon provided by US DOL and APOU through BOMM June 27

• Owner-Operator

Davis-Bacon – Not covered, submits certified payrolls noting owner-operator

Michigan Prevailing Wage -- Not Covered

• Product and material delivery truck drivers (eq: sand, asphalt, concrete) - employed by contractor or subcontractor

Davis-Bacon – Subject to "site of work" and "di minimis" criteria

Michigan Prevailing Wage - Covered

• Product and material delivery truck drivers (eq: sand, asphalt, concrete) - not employed by contractor or subcontractor - no subcontract - PO or invoice

Davis-Bacon – Not covered, subject to "site of work" and "di minimis" criteria

Michigan Prevailing Wage – Not covered

• Product and material delivery truck drivers (eq: traffic control materials) - subcontract in place - simply drops product/material on site of work

Davis-Bacon – Not covered, drop off/pick up/maintaining subject to "di minimis" criteria

Michigan Prevailing Wage – Covered (subcontractor)

• Broker trucking - product and material delivery (eq: sand, asphalt, concrete) - not employed by contractor or subcontractor - no subcontract - PO or invoice - priced per load

Davis-Bacon – Not covered, subject to "site of work" and "di minimis" criteria

Michigan Prevailing Wage – Not covered

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When pressured with the glaring inconsistencies as compared to the feds the Wage and Hour folks simply shrug, give you one of those “so what” glances and obviously show no remorse when it comes to complicating your lives.

In the 2008 spring issue of this publication I quoted a passage from a federal district judge in 1961:

“The need for mutual fair dealing is no less required in a contract to which the government is party than in any other commercial agreement. It is no less good morals and good law that the government should turn square corners in dealing with the people than the people should turn square corners in dealing with their government.”

This stands to reason because after all the government should answer to the people. Bureaucrats, some of whom gloat in their ability to make life miserable for contractors, seem to think that they have no duty to “turn square corners.”

To the contrary it is held by some bureaucrats that the people have the duty to “turn square corners” and that government is exempt.

Being more than a bit old-fashioned I still believe that we should be able to trust that we can believe what others tell us. In this instance that is simply not the case.

Stay tuned on this issue. It's not over yet.

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

Truck Driver Scenarios

Answers pertaining to Michigan Prevailing Wage included by Michigan DLRG - July 2008

Continued from page 8

Answers pertaining to Davis-Bacon provided by US DOL and MDOH through BCPHM, 10/24/08

• Owner-Operator

Davis-Bacon – Not covered, submits certified payrolls noting owner-operator

Michigan Prevailing Wage – Covered while working on the physical place or places where the building or work will remain

• Product and material delivery truck drivers (eq. sand, asphalt, concrete) - employed by contractor or subcontractor

Davis-Bacon – Subject to “site of work” and “di minimis” criteria

Michigan Prevailing Wage – Covered

• Product and material delivery truck drivers (eq. sand, asphalt, concrete) - not employed by contractor or subcontractor - no subcontract - PO or invoice

Davis-Bacon – Not covered, subject to “site of work” and “di minimis” criteria

Michigan Prevailing Wage – Not covered

• Product and material delivery truck drivers (eq. traffic control materials) - subcontract in place - simply drops product/material on site of work

Davis-Bacon – Not covered, drop off/pick up/maintaining subject to “di minimis” criteria

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Davis-Bacon – Not covered, subject to “site of work” and “di minimis” criteria

Michigan Prevailing Wage – Covered



MITA's Executive Vice President Bob Patzer was recognized at the Construction Hall of Fame Dinner at Ferris State for MITA's contribution to the Construction Hall of Fame Endowment. The endowment serves to preserve the legacy of the Distinguished Constructor. From left to right: Ken Lawless, Clark Construction; Bob Patzer, MITA; Thomas Oldfield, Ferris State, Dean, College of Technology.

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Amidst Chaos MITA Still Finds Success

2008 will go down in history as one of the most challenging years ever for the state of Michigan. Our state's economy is struggling, to say the least, as the economic sectors that have always been the backbone of Michigan's economy, such as manufacturing, continue to downsize and change. Our unemployment rate is one of the highest in the nation, far exceeding that of the national average. The financial markets are in disarray, thus forcing any hope of private work for our industry to be shelved for now. The public funding, which normally helps to supplement our industry during difficult economic times, has plummeted in recent years. Until our term-limited legislature decides to treat both transportation funding and our underground funding systems as a priority, Michigan will struggle to keep pace with the needs of our systems.

Rudyard Kipling, the English poet and novelist, is quoted as saying "If you can keep your wits about you while all others are losing there's... the world will be yours and everything in it..." As MITA staff we continue to keep our wits in check and focused on opportunities to help the industry, and therefore throughout 2008 we did find some glimmers of success and hopeful momentum towards the future.

The MITA PAC continues to be a big player in the Lansing political scene by collecting contributions over \$100,000 in 2008, and by contributing that same amount to those elected officials who recognize the needs of our industry. Anymore, in the era of term-limits here in Michigan,

it is impossible to be a significant participant in the process without having a strong political action committee to back you up. It should be noted that statistically only approximately 20 percent of our member firms participate by giving to our political action committee. Nonetheless, MITA has positioned itself as the leading voice for the entire construction industry and all affiliated groups. It is for that reason, if you have not already contributed, I would encourage you to give a personal contribution to the MITA PAC.

MITA staff continued our vigorous effort to increase transportation investment. MITA lobbied very aggressively in order to be placed on the governor appointed transportation funding task force and the citizen's advisory council, ultimately being the only group in the state named to both boards. Staff also continues to push the initiative towards a legislative debate by developing various reports, meeting with statewide business leaders and continually working the media and public relations front. We are hopeful that all of this hardwork will result in a legislative debate in the very near future.

MITA has seen some silver lining in the doom and gloom that has gone on over the past year in our state. Probably the biggest accomplish-

ment was that MITA fought to amend the new Michigan Business Tax (MBT) to allow the industry to deduct the cost of materials from gross receipts. This was the only MBT fix that was passed by the Legislature and signed by the governor since the original tax was put into place. The biggest significance about the tax shift from the old Single Business Tax (SBT) to the new MBT is this new tax is in most cases a tax increase. However, without the materials deduction there would be an even greater burden on construction companies throughout Michigan. Out of literally hundreds of proposed changes to the MBT, MITA was able to push this change into law above all others.

MITA also continued to promote the use of the \$1 billion in Clean Water bond money for the State Revolving Fund (SRF) projects as we met with Department of Environmental Quality officials. We also continued to promote the use of these loans with the various local government agencies throughout the state. MITA also lobbied the Michigan

Continues on pg. 47



Mike Nystrom



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Recent MITA Legislative Accomplishments

-  Received Granholm appointments to both the Task Force on Transportation Funding (TF2) and the Citizens Advisory Committee (CAC). Helped lead these groups to create comprehensive reports on overall transportation needs, reforms and funding options to make a major state investment in infrastructure.
-  Fought to amend the new Michigan Business Tax to allow companies to deduct the cost of construction materials from the gross receipts. This was the only MBT fix that has passed the Legislature and been signed by the governor since the original tax was put in place.
-  Broke the logjam over approving federal airport construction projects and in approving the state budget due to controversy over the Detroit River International Crossing to avoid an MDOT shutdown.
-  Protected construction companies and aggregate producers from harsh new regulations on water use and dewatering.
-  Passed work zone safety legislation to get rid of unnecessary "fines doubled in traffic zones" and "injure or kill a worker" signs where appropriate.
-  Created and passed legislation to give flaggers statutory authority to override existing traffic control devices in work zones.
-  Met with Department of Environmental Quality officials to push for use of up to \$1 billion in Clean Water bond money for SRF projects.
-  Led efforts to mitigate the harsh tax consequences of the new Michigan Business Tax (MBT) on the construction industry. Stopped the cascading tax effect of taxing subcontracts, fought to allow a building materials deduction and got rid of the double taxation of S-Corporations and LLCs.
-  Lobbied Congress to help provide an additional \$8 billion from the General Fund to make up the shortfall in the Federal Highway Trust Fund.
-  Helped pass federal legislation in the House to significantly increase the 2009 Wastewater State Revolving Fund appropriation.
-  Worked with Michigan's Congressional delegation to try to include infrastructure money as part of a federal stimulus package.

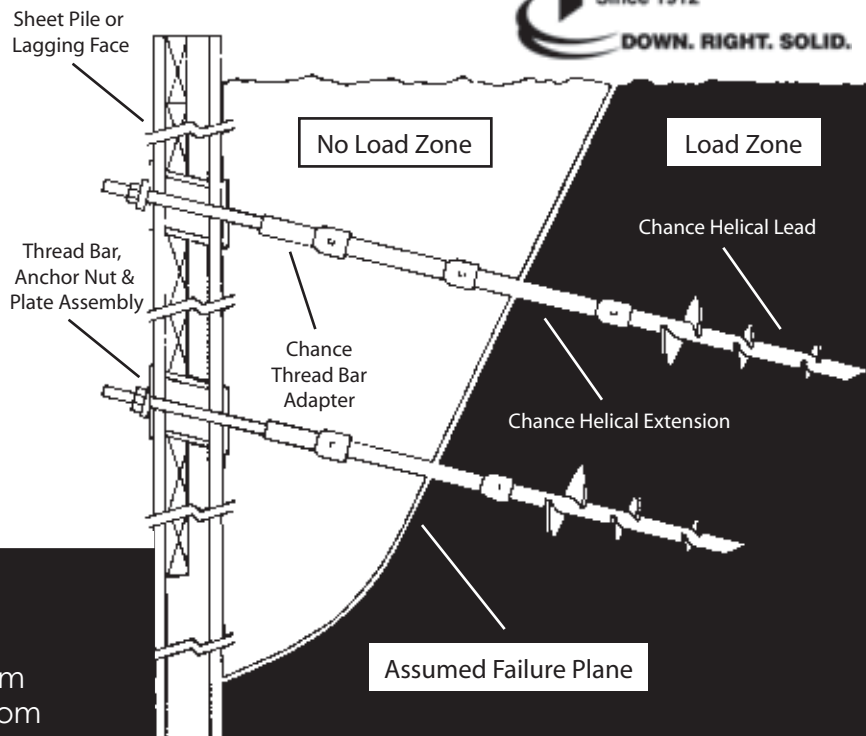
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Vice President of Membership Services Comment

Where Do I Fit In?

This "Cross Section" article will focus on a number of items that are coming sooner than you think as well as a new opportunity. MITA understands that in challenging times scrutiny of discretionary spending is paramount to a successful survival plan. With that said the direction received from the MITA Board of Directors was to proceed as usual regarding functions and events while being mindful of cost. I anticipate that attendance will be less than the norm. I also understand that you never know where your next opportunity may be created or found if you crawl into a shell, cut advertising dramatically or basically fall off the radar. That type of behavior will only serve to seal your fate.

A focus on education

MITA is determined to offer critical training opportunities regardless of climate on the issues that impact construction. Three Superconferences will be offered across the state this winter covering a variety of topics with an opportunity to remain current with CPR and First Aid requirements. Consult the website for dates and places as well as class offerings. Please be sure that you have a core of highly trained individuals on MIOSHA compliance issues.

The Annual Conference, held once again at Soaring Eagle Casino January 21-23, 2009, is heavy with educational opportunities. Wednesday starts with a Utility Coordinating Conference followed up in the afternoon with the next step in the Field Manager process. Thursday morning continues with sessions on: Mobility Policy, MIOSHA: What's Here, What's Coming, Design Package Enhancements, and Future Leader Development Program (explained below). Keynote Speaker Mark Breslin will be sure to energize and motivate the crowd with an inspiring presentation regarding overcoming challenges, which is the conference theme. Thursday evening is capped with the largest industry party of the year. Friday starts with a message from MDOT Director Stuedle regarding the fate of Michi-

gan's Road and Bridge program followed by an economist who will discuss opportunities in a down market. The conference will end with a brief awards ceremony and a new twist – a strolling lunch and cocktail reception in the vendor area of Entertainment Hall.

As mentioned in the aforementioned break down of MITA offerings at the Annual Conference, MITA is in the process of developing a Future Leader Development Program. This program is being initiated for the purpose of educating individuals who are in line for upper management positions within the heavy construction industry. The curriculum will be shaped with input from attendees at the Annual Conference and the MITA Board of Directors. The ultimate outcome is expected to be program graduates with a well rounded outlook of the heavy construction industry and a better understanding of MITA's role regarding legislative and bureaucratic processes that influence construction as well as what role they can play in it. Stay tuned—this should be an exciting program that benefits the industry for years to come.

Last year out of member necessity MITA developed a Mine Safety Training Program to assist members in satisfying MSHA mandatory refresher training and compliance issues. This eight-hour course includes CPR and First Aid training as well covering MSHA regulations from Part 46 Surface mining.

Networking and Social Opportunities

If you are reading this you may have attended or are going to one of three MITA Holiday Parties. Networking and relationships are the life-blood of any organization. In this highly impersonal electronic based society it is easy to loose touch. Unfortunately, social settings can also cause stress for some. Step outside of the box and attend a MITA event; honestly, the only person who can make you feel like an outsider is you. I don't care if you dig, pave, or build. Your core problems are no different than other segments of the heavy construction industry.

The MITA Ski Weekend is just around the corner Jan. 8 through Jan. 11, 2009 at Boyne Highlands and is by far one of MITA best attended events. Families of all sizes gather for a long weekend of skiing, boarding and bonding. Don't ski, bring your sled! There are miles of snowmobile trails in the area and make your way back for evenings filled with good food and friends.

MITA Industry Nights will take place at three locations across the state and again will feature a well thought out and ample project book. This networking opportunity brings contractors and associates together as well as the engineering and municipal types under one common theme "where's the work?"

Continues on pg. 48



Rob Coppersmith

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Vice President of Engineering Services Comment

The Michigan Construction Hall of Fame

Created to permanently display and honor the recipients of the Distinguished Constructor Award, the Michigan Construction Hall of Fame is housed in the Granger Center for Construction and HVACR on the campus of Ferris State University. The Distinguished Constructor Award was established to formally recognize the significant achievements made by individuals to the Michigan construction industry. A Distinguished Constructor is someone who has left a lifelong mark not only on the industry, but also within the community, through exemplary professional achievement and generous community involvement.

As a member of the award selection panel it is my honor to represent MITA and our members in the annual process of nominating and selecting the Distinguished Constructor Award recipients. The award selection panel also includes construction industry professionals representing the Associated Builders and Contractors (ABC) of Michigan, the Associated General

Contractors (AGC) of Michigan, the Construction Association of Michigan (CAM), the Michigan Association of Home Builders (MAHB), and the College of Technology, Ferris State University.

At ceremonies conducted on October 16, 2008, two longtime MITA members, the late Joseph Dunigan Sr., and James Klett were awarded the "Distinguished Constructor Award" and inducted into the Hall of Fame.

Joe Dunigan, of Dunigan Bros., Inc., began his career in the construction industry after serving in WW II. The company he began with his brothers has been a leader in underground construction since 1945. Joe was instrumental

Continues on pg. 48



Glenn Bukoski, P.E.



From left to right: Joe Dunigan Jr., Steve Dunigan, Patrick Dunigan, Tim Dunigan, David Dunigan and Charlie Dunigan.

From left to right the Klett Family: From left to right: Son of Jim Klett, Dale Klett; Dale's wife, Tammy Klett; Jim's stepfather, Doc Baushke; Jim's wife, Andrea; Jim Klett; Jim's daughter, Kristen; her fiancé, Carl Garland; Jim's son, Chip's fiancé, Kim Smith; Jim's son, Chip.



Director of Safety & Workforce Development Comment

Are You Working Safely?

At the time of this article was written, there had been 30 work related fatalities reported by MIOSHA. Of the 30, 12 were construction related and one involved a MITA member. A review indicates that four were fall related, four struck-by's, three were electrocutions and one was the result of being crushed. It should be noted that "struck-by" does not necessarily mean hit by a vehicle, it means being struck by anything on a jobsite. It should be noted that there have been no cave-in deaths, which speaks volumes for those who perform underground work.

Many feel that heavy construction is dangerous business. It is this association's position that it is not if work is performed in a safe manner. The question I ask is, are you working safe enough? Is your company doing what it takes to ensure the safety and well being of its employees? Is top management on board with safety or is it looked at as a set of regulations that make life difficult? In my regular visits to the MIOSHA Appeals Division, I often get asked "what is the company doing to correct the problem?" or "how are they going to prevent this from happening in the future?" or my all time favorite, "when are they going to get it?" MITA's ability to answer some of these rhetorical questions relies on your company's commitment level to safety.

It is no secret that work is down, and less work creates the possibility of more

MIOSHA inspections that could result in citations and monetary penalties. Being up to date on current construction safety standards and having a system in place that holds employees accountable for following the standards is your best first step.

The only way to achieve this goal

is to ensure that your foremen and superintendents identify and correct hazards and hold the rest of the crew accountable for any laps in judgment. In fact, all employees should be trained to look for potential hazards and bring them to the attention of the person in charge or correct the hazard themselves, if possible. Taking part in a pro-active safety program reduces injury rates and accidents; and, in turn, increases proficiency and production.

Training is a common topic of discussion because its frequency of occurrence is often lacking. The lack of training or proper training is linked to an increased possibility of an accident occurring. I have handled enough MIOSHA appeals to draw this correlation. Many MITA members train on a regular basis but struggle when it comes to transferring this knowledge into work habits or even recognizing that instruction from field supervision equals training. I say this because often when a MIOSHA safety officer asks an employee if they have been trained the answer is regularly "no" when in fact you actually have. Many citations have been issued as a result of this scenario. The key to avoid this problem is documenting any and all training whether it be a Tool-Box-Talk, a jobsite analysis, formal classroom training or a footnote in a foreman's daily log. It takes time to engrain in an employee that training actually should take place all day every day. Do not get discouraged and stay the course. Be consistent and the results will come.

I am proud to say that MITA members are often leaps and bounds ahead of non-members when it comes to safe working habits. I have seen this first hand on many jobsites that have multiple contractors. If you see someone who needs help in this arena, please refer them to me. MITA is always willing to point someone in the right direction when it comes to safety.

The 2009 MITA Super Conference dates have been set, and we look forward to another successful year. We will be unveiling a Part 9 DVD and a Job Site Analysis Program for everyone to take advantage of as well. Make sure to visit the MITA web site www.mita.com for upcoming events and training opportunities. Remember to train and think safety.



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Director of Legislative Affairs Comment

Sugar Included in Road-Funding Recipe

Several months ago, this column predicted that any major transportation investment would require new reforms and efficiencies as part of the overall legislative package. As the famous saying goes, “a spoonful of sugar helps the medicine go down”.

In the more than 150 meetings that MITA lobbyists have had with legislators over the past 18 months, the overwhelming sentiment from policymakers was that there was indeed a need for more infrastructure spending, but that elected leaders needed “political cover.” This cover could be created by reassuring Michigan taxpayers that their money was spent wisely. Hence, there was a need for comprehensive reforms.

This spring, summer and fall, the governor’s Citizens Advisory Committee on Transportation Funding (CAC) conducted a comprehensive review of both the funding inadequacy of our transportation system and also reforms and efficiencies.

The 66-page report entitled, “Michigan’s Roads in Crisis,” concluded that Michigan needed to double spending by investing an additional \$3 billion a year in our transportation system to provide for basic improvements and maintain the current pavement conditions on the MDOT and local systems. (The report can be found by visiting the www.drivemi.org website.) To meet increased capacity demands and make desired upgrades, the state would need to spend an additional \$6 billion per year.

In addition to the needs study, the CAC investigated ways in which road agencies have been able to save money. A separate “Reforms and Efficiencies” report evaluated dozens of reform proposals and efficiencies that have been recommended in the past by the Legislature, road agencies, think tanks and others.

Although not all recommendations have gained the support of MITA, there is a recognition that all levels of the transportation system—from the Legislature to the road agencies to the contractors—will be asked to make sacrifices and be open to change the way they do business.

A few of the recommended reforms include:

- ▶ Enhancing asset management practices and increasing data collected by the MI Asset Management Council.
- ▶ Reducing, freezing or eliminating many interdepartmental grants, which skim transportation dollars to pay the cost of overhead for various state departments.
- ▶ Allowing the Department of Treasury and Auditor General to do audits of local road agencies.
- ▶ Encouraging greater use of Value Engineering.
- ▶ Creating comprehensive performance standards.
- ▶ Expanding the Construction Quality Partnership program to require greater up-front training and certification in lieu of additional road warranties.

In all, the Citizens Advisory Committee reviewed and made recommendations on over 50 proposed reform ideas.

As state policymakers discuss infrastructure-funding increases to slow

the overall deterioration of our system, it is important that the heavy construction industry be proactive in offering ideas. The combined history and experience of those on the ground provides great insight on ways to cut cost and provide the Michigan taxpayer the best return on their investment.

And, these reform ideas will be essential to securing hundreds of millions of additional infrastructure dollars every year.

Pour some sugar on me.

A complete list of recommended reforms can be found by going to the Transportation Task Force (TF2) report on the www.drivemi.org web site.

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



Keith Ledbetter



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Director of Technical Services Comment

Field Manager Contractor Version: Shaping up to meet your needs

Almost two years ago, during the 2007 MITA Super Conferences, a session titled "FieldManager: Effectively Track Contracts" was widely attended with great interest and enthusiasm. During these sessions, contractors learned about the history of FieldManager and how this program could help to effectively track their contracts.

The Michigan Department of Transportation (MDOT) along with InfoTech, Inc., designed the FieldManager program. It was implemented in 1999 and since has proven to be a valuable tool used by MDOT to efficiently manage construction projects and has saved the department roughly \$28.5 million/year.

Shortly after its release Michigan's contracting community also realized that FieldManager had value. As a result, in 2002 MDOT initiated a pilot program allowing contractors' access to contract data including electronic estimates, contract modifications and inspector daily reports (IDRs). These files were sent to contractors after being submitted from the field office to the central office. Having access to this almost real time information proved to be a valuable tool for contractors. By being able to view pay estimates prior to MDOT issuing payment, contractors were able to catch errors/discrepancies as they occurred. This allowed corrections to be made quicker and ultimately reduced time spent tracking contract quantities.

The impetus of one of the 2007 MITA Super Conference sessions was to introduce the FieldManager Read-Only version to MITA contractors who were not aware of the program and its benefits; improve the working knowledge of those contractors who were currently using the Read-Only version; and ask for feedback on future enhancements for the Read-Only version. What we learned during these sessions was that although the Read-Only version of FieldManager was a valuable frequently used tool, it was not the catchall. Having the ability to view, query, and sort data is a great benefit; however, contractors are still cutting and pasting, or manually importing that data into their own homemade spreadsheet system.

The desire to have a program specifically designed to fit the needs of the contractor became clear during our 1st Annual FieldManager Read-Only User Group meeting that was held at the 2008 MITA Annual Conference. Contractors stated that although having the data provided by the owner agency is useful, there is still a considerable amount of time spent analyzing it. During that meeting, we received many great suggestions on how to improve the Read-Only version; however, the current design of the program could not handle them. As a result, MITA and InfoTech conducted numerous follow-up meetings to determine the best way to implement the requested changes. It was decided that the current functions of the Read-Only version were useful but really only a small portion of what a contractor needs to effectively manage contracts. Therefore, the desire to create a FieldManager Contractor was born.

Over the next few months, MITA conducted small working sessions and developed a list of specific items/functions that would be useful in a Contractor version. As a follow-up, MITA conducted a survey asking a larger pool of contractors for their ideas on the direction for the Contractor version.

The first version of FieldManager Contractor will not cover all of the wish list items but should be on track to be the ultimate project management program for MITA members. Once released, FieldManager Contractor will alleviate some of the tedious office tasks that ultimately increase administrative costs.

After months of discussions, surveys, and meetings, the functions that will ultimately be incorporated into the first release of FieldManager Contractor are as follows:

Discrepancy Report - This report will compare the owner agency quantities against the contractor quantities and will highlight any differences.

Foreman's Daily Report - This will be comparable to the current Inspector Daily Report (IDR) in FieldManager with additional fields for entering personnel and equipment for "operation", "rate" and "totals". Contractors will be able to keep track of their on-site workforce with its cost, enter any general site conditions, and track item quantity postings.

Subcontractor payments - Once the payment is received from the owner agency, the contractor will have the ability to split the dollars paid amongst their subcontractors.

Continues on pg. 52



Doug Needham, P.E.

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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.

Crane operators are responsible for knowing and following the requirements, precautions and work-area hazards associated with crane operations. Open discussion of crane operations among operators, supervisors and personnel should promote an atmosphere of safety.

Crane operations make up a large percentage of construction work. The following list of simple rules of thumb should be exercised when working around cranes.

- Before operations begin, be sure to level crane and make sure outriggers give reliable stability and are used on proper support.
- Inspect rigging, hooks and slings daily.
- Avoid overturning, collapse of the boom and cable failure by recognizing manufacturers postings of safe loads for boom angles found in the cab. Never exceed these postings.
- Do not place water dispenser on a crane as a central location for workers.
- Before leaving the crane for any reason, the operator should set the brakes, block the wheels, lock the boom and place the levers and controls in a neutral position.
- Crane engines should not be refueled while running and a suitable fire extinguisher must be available.
- Barricade the swing radius of the rotating superstructure of the crane.
- Maintain a minimum of 10' power line clearance when operating cranes. In some instances more than 10' would be required.
- Knowledge of hand signals assures safe communication with operator.

MITA recommends extra caution be exercised when working around suspended loads. It is estimated that 34% of all crane accidents involve suspended loads. Consult the MITA Fall Protection handbook for more information regarding energized line clearances and hand signals.

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

Transportation Group Names Worst Roads in Michigan Monday, October 20, 2008

This is the statewide release that was issued, in addition to localized versions that were sent to local newspapers. To view other MITA press releases, visit the News Section of www.mi-ita.com.

The Michigan Infrastructure and Transportation Association (MITA) today unveiled a list of the state's worst roads, naming Detroit as the worst municipality with a whopping 523 lane miles in poor condition, followed by Ann Arbor (187), Grand Rapids (178), Flint (148) and Lansing (136). The group also announced that the five top counties with the worst roads were Wayne (1,617), Oakland (1,279), Genesee (1,093), Washtenaw (989) and Calhoun (665).

The findings utilized 2007 data from the Michigan Asset Management Council PASER Road Evaluation Program, which evaluated all roads on the federal aid system in 83 counties and almost 1,800 municipalities across Michigan. Federal aid roads are those that are eligible to utilize at least some federal dollars in addition to state dollars, and are often considered the best maintained roads in the state because of their high traffic volumes. The program rated each road on a scale from 1-10, 1 being the worst. Today's report analyzed the municipalities with the most roads rating a 4 or lower. Roads in this condition are considered "poor" and require a complete structural overhaul, usually costing six times as much as the cost of routine maintenance.

"This analysis is shocking," said Mike Nystrom, vice president of public and government relations at the Michigan Infrastructure & Transportation Association (MITA) and co-chair of the Michigan Transportation Team. "This isn't a case of road agencies not doing their jobs adequately. Locals are literally starving for more dollars as our roads deteriorate into unsafe conditions that require the most expensive repairs. Meanwhile, state policymakers from these areas of the state have not yet recognized this as a priority and the problem has gotten much worse."

Counties with the most miles of roads rated in poor condition:

1. Wayne - 1,617
2. Oakland - 1,279
3. Genesee - 1,093
4. Washtenaw - 989
5. Calhoun - 665
6. Kent - 630
7. Macomb - 583
8. Menominee - 572
9. Oceana - 539
10. St. Clair - 506

Municipalities with the most miles of roads rated in poor condition:

1. Detroit - 523
2. Ann Arbor - 187
3. Grand Rapids - 178
4. Flint - 148
5. Lansing - 136
6. Southfield - 124
7. Burton - 114
8. Saginaw - 110
9. Mt. Morris Twp. - 105
10. Dearborn - 103



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MITA also did an analysis of those counties and municipalities that had the highest percentage of roads in poor condition. There were over 20 municipalities that had 100 percent of their federal aid roads in poor condition. Most of these are considered small communities in rural areas. The county with the worst percentage of roads in poor condition was Oceana County, with a whopping two-thirds of their federal aid roads in poor condition.

"Our legislators inability to act is costing Michigan," Nystrom said. "We cannot ignore our roads any longer – we need our legislators to step up and take action."

The Michigan Asset Management Council was created by the Legislature as a result of the Transportation Funding Study Committee Report of 2000. Since then, the council has been tracking road conditions on approximately 98,000 lane miles on the federal highway system and identified almost 25,000 miles of roadway considered in poor condition. Overall, Michigan has about 257,000 lane miles across the state. Details on the worst roads in Michigan can be found by visiting www.drivemi.org.

Cost of Legislative Bickering: \$3 million and 2,750 Employee Layoffs

Tuesday, September 16, 2008

Legislative leaders rejected the 2009 transportation budget this morning, signaling the beginning of government shutdown procedures that will cost taxpayers an estimated \$3.175 million.

The transportation budget was rejected on a 3-3 party line vote by the Transportation Appropriations Conference Committee. The government shutdown procedures will include decommissioning road construction zones and the layoff of as many as 2,750 state transportation department employees. The \$3.175 million cost includes \$635,000 in state money spent to implement shutdown procedures and another \$2.54 million in lost federal match.

Without a state budget in place, state employees cannot be authorized to work. The state contract requires a 30-day notice before union employees can be laid off and those notices have been delayed in hopes of a last minute agreement. The current budget is set to expire September 30 at midnight.

"Apparently, partisanship and political bickering have replaced creating jobs as the top priority for some state politicians," said Mike Nystrom, vice president of public and government relations at the Michigan Infrastructure & Transportation Association (MITA) and co-chair of the Michigan Transportation Team. "Our legislators are asleep at the wheel."

A shutdown would mean temporary job cuts of critical state transportation officials during the waning days of Michigan's short construction season. But it could also create unnecessary construction project delays, as the state would be forced to shut down ongoing road improvement projects.

This news is just one more blow to Michigan's already crumbling transportation system. A report issued by the Granholm-appointed Citizens Advisory Committee on Transportation Funding concluded in July that the state would need to double transportation funding—from \$3 billion annually to \$6 billion annually—to pay for even basic road and bridge repairs. Without this investment, an additional 30 percent of Michigan roads will decline to poor condition over the next decade. MDOT estimates that they will lose an average of \$1 billion per year in federal funds starting in 2010 because of the state's inability to provide state matching dollars. Even without the federal reductions, a University of Michigan study estimates the state is losing over 12,255 jobs between 2006-2009 because of expected cuts to gas tax revenues.

"While state policymakers say they want to fix our transportation system, they have failed to do anything but bicker," Nystrom said. "And it is not just the MDOT shutdown. Just look at their track record – last year's near-government shutdown, flirting with disaster by missing a federal deadline earlier this summer on approving federal airport projects, the refusal to act on the transportation funding crisis – the list goes on."

The transportation budget delays are a result of political posturing over the location of the proposed new Detroit River International Crossing (DRIC). The budget was first introduced more than six months ago.

"Our legislators inability to act is costing Michigan," Nystrom said. "We cannot ignore our roads any longer – we need our legislators to step up and take action."

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MITA in the News

The following are samples of media coverage that MITA generated from a press release MITA issued on October 20, "Transportation Group Names Worst Roads in Michigan." The findings utilized 2007 data from the Michigan Asset Management Council PASER Road Evaluation Program, which evaluated all roads on the federal aid system in 83 counties and almost 1,800 municipalities across Michigan. A pdf of the complete sample stories is available by visiting the news section of www.mi-ita.com.

In addition to this list, MITA's Vice President of Government and Public Relations Mike Nystrom continues to conduct numerous media interviews across the state regarding this topic to underscore the dire need for increased transportation funding.

10.30.08, WHMI

Livingston roads fare well in statewide ranking

The Michigan Infrastructure and Transportation Association released a report last week, ranking all of Michigan's municipalities and counties on the quality of their roads...

10.27.08, Ludington Daily,

Roads rated poor in region

Mason County has a significant percentage of primary roads in poor condition, according to the Michigan Infrastructure and Transportation Association. Mason County ranked fifth in the state with 45 percent of its road miles, or 294 miles, in poor condition...

10.26.08, Hometown Life, Rochester Hills,

Group parks Rochester Hills on worst roads list

Local folks are proud to point out that greater Rochester has been ranked one of the best places to live in the country. Now, the city of Rochester Hills has made a "worst" list...

10.25.08, Monroe News,

County's roads bad, but not worst in state

Here's a top 10 list Monroe County didn't make, and county residents should be glad.

The Michigan Infrastructure and Transportation Association this week released a list of the counties in the state with the worst roads...

10.24.08, The News Herald (Downriver),

Plans say area thoroughfares need plenty of help

Four Downriver communities rank in the top 100 in Michigan to have the most miles of roadway deemed to be in poor condition, according to a statewide transportation study released Monday...

10.24.08, Daily Telegram,

Lenawee roads rated

Lenawee County's main roads are in better shape than those in most counties in Michigan, according to an annual report released by the Michigan Department of Transportation...

10.24.08, Shelby Township Source,

County roads named among worst in Michigan

Macomb County has the seventh worst roads in all of Michigan, a whopping 583 miles of roads in bad condition, as recently announced by the Michigan Infrastructure and Transportation Association. Twenty percent of all Macomb County's federal aid roads are in poor condition...

10.23.08, Oceana Herald Journal,

Oceana has state's highest percentage of poor roads

Oceana County has the highest percentage of poor roads in all of Michigan, a whopping 66 percent, as announced Monday by the Michigan Infrastructure and Transportation Association (MITA)...

Continues on pg. 53

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Mt. Pleasant, Michigan

AGENDA

- **Opening Remarks**
- **Session 1 Presenters:**
Utilities
 - Gas - Consumers Energy
 - Electric - DTE
 - Communication - AT&T
 - (There will be a short 30-min break)*
- **Lunch provided by MDOT**
(Lunch presentation - Arcs and Sparks presented by DTE)
- **Session 2 Presenters:**
Owners, Designers, Engineers, etc.
 - MDOT
 - ACEC
 - MISS DIG
 - MITA
 - (There will be a short 30-min break)*
- **Concluding Remarks**

Sign up today!

Complete this form for each attendee and fax it back to the MITA office at (517) 347-8344.

NAME: _____

COMPANY / MUNICIPALITY: _____

E-MAIL: _____

Questions? Feel free to contact Doug Needham at (517) 347-8336.

Presented free of charge by ACEC, CRAM, MDOT, MISS DIG, MITA and MML

Road Construction Apprentice Readiness Program

It was only a few short months ago that 43-year-old Michael Jones of Kalamazoo found himself unemployed and struggling to pay his bills.

But fate and fortitude led Jones to attend an event put on by the North Side Ministerial Alliance, where he learned about the Road Construction Apprentice Readiness (RCAR) program - and a second shot at a career.

"The individual, Chuck Miller, gave a pretty impressive presentation on the program, and said how this was going to create opportunities for minorities and women in the trades," said Jones. "So I said, 'Let me give this a shot. What have I got to lose?'"

Designed to help address a generational trend of retirements in the construction industry, RCAR is an intensive, 5-week program that prepares women, minorities and low-income individuals to compete for apprenticeships as carpenters, cement masons, iron workers, laborers and operating engineers.

"There are so many barriers to expanding and preparing the workforce, all of the parties involved felt that an accelerated program was the most aggressive way to address this," said Terrence Hicks, director of the Michigan Department of Transportation's Office of Business Development. "This is an exhaustive program that helps fill in that gap quickly."



Michael Jones and Governor Jennifer Granholm



Ronda Poth and Governor Jennifer Granholm

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The program was created through a partnership of MDOT, the state Department of Labor and Economic Growth and Michigan Works! It provides at least 150 hours of training, including job readiness skills, applied math, blueprint reading, workplace safety and an overview of the construction trades.

"The program, it was very intense," said Jones, who graduated from it in May. "We did locating information, had a reading test, and before you got to the program, you had to have a valid driver's license, had to show a high school diploma. Then you had to score at least a 3 on the test. Our class started with 21 out of 180 people who applied."

Jones earned RCAR, Gold Workkeys National Career Readiness, MIOSHA and First Aid/CPR certificates, but most rewarding of all was that his graduation brought a job at Milbocker and Sons. Now his title is bridge carpenter, already earning 60 percent of journeyman's wage. "I can pay my bills now," Jones said. RCAR "impacts your life a great deal."

In September, he will start taking classes to become a journeyman. From a contractor's perspective, RCAR creates a well-trained, work-ready base of potential employees that's sorely needed, noted Jason Sandusky, vice president of Peters Construction Company in Kalamazoo.

This spring, the 54-year-old firm, which specializes in underground and earth

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MEMBER NEWS

Association Benefits

www.association-benefits.com



Association Benefits Company has relocated to Novi. The company e-mail addresses, phone and fax numbers have remained the same – only the address has changed. The new address is 27333 Meadowbrook

Road, Suite 230, Novi, Mich., 48377. The other contact information is as follows:

Toll Free: 800-782-0712

Phone: 248-356-3366

Fax: 248-356-8589

The company mission is to provide agents, associations and their members with the highest quality health benefits, the most affordable rates, and unbeatable "Value Added" administrative services, all with the highest regard to customer satisfaction. Experienced and responsive staff, along with constant innovations in technology, plan design, and state-of-the-art reporting, ensures that clients stay connected to their health and benefit plans.

Klochko

NEW HIRE

Dave Miedema has joined the organization as an area representative assigned to the Grand Rapids branch. He brings with him nine years of sales and rental equipment experience in the west Michigan area and is a welcome asset to the Klochko team.



Dave Miedema

NATIONAL ASSOCIATION OF WOMEN IN CONSTRUCTION HOST MAGIC CAMP (submitted by Susan Long of Klochko)

MAGIC Camp took place on the Orchard Ridge campus of Oakland Community College (OCC) this summer. MAGIC stands for Mentor a Girl in Construction. This was a free program for 15 high school students who met at the weeklong camp. The take home, hands-on projects (building a birdhouse, wiring a lamp and erecting a water fall) were taught by women craftworkers who provided knowledge and practice in the areas of carpentry, electricity, plumbing, drywall and masonry.

Safety training sessions were scheduled each morning and hard hats, safety goggles, gloves and other protective equipment were mandatory. A favorite was the crane simulator provided by the Operating Engineers Training Center.

MAGIC Camp is a program of the National Association of Women in Construction. It was sponsored by the Detroit Chapter # 183 and Lansing Chapter # 177. The event was hosted by OCC's Womencenter and Construction Management Program directed by Arlene Frank.

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The HH225c 8-inch pump for Rent produces large flows and high discharge heads for applications including sewer bypass, mine/quarry dewatering, and temporary fire protection systems.

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RAIN FOR RENT DOES A DIRTY JOB!

Rain for Rent was recently featured on the Discovery Channel's reality program, "Dirty Jobs with Mike Rowe." Rowe works a typical day with professional workers in some of the hardest and nastiest occupations ever known. Here is a story, submitted by Rain for Rent, about their experience being featured on the show.

Darren Flood, branch manager of Rain for Rent's Rifle, Colo., location, challenged Rowe to bring his crew to check out some of Rain for Rent's dirty jobs. Three possible jobs were reviewed and they settled on the City of Rifle's sewer bypass project. After accepting the project, paperwork was signed by Rain for Rent and the City of Rifle, and the show was ready to roll.

Rowe's job was to help set up a sewer bypass to pump fluids from one manhole to another. After putting the bypass pumps together, he climbed into the manhole – where the natural waste products were – to make sure the pipe was in place. After he signaled good pipe placement, suction began transferring the waste to another manhole. When finished, Rowe then had to clean the waste-covered pipes.

"It was nasty," said Jaime Acero, Rain for Rent team leader. "Rowe is funny and



From left to right: Mike Rowe with Jaime Acero

really a good guy."

Mike was heard to say that this was "one of the nastiest jobs he had ever done."

Safety is always an issue with the myriad of jobs Rowe performs. He was current with all the training he needed for this particular job (confined space entry, use of respirator, etc.) and wore PPE (Personal Protective Equipment).

Continues on pg. 36

An advertisement for Guy Hurley Blaser & Heuer LLC and Veritas Benefits Group LLC. The background is a dark, industrial-looking image of a bridge or large structure. At the top, a blue banner reads "GUY HURLEY BLASER & HEUER LLC" and "INSURANCE AND SURETY SERVICES". Below this, five small images show various construction and industrial scenes: a barge on water, a tall building under construction, a large stadium (Ford Field), a multi-story building, and a bridge under construction. Below these images, another blue banner reads "VERITAS BENEFITS GROUP LLC" and "EMPLOYEE BENEFIT SPECIALISTS". At the bottom, the text "We read the fine print" is displayed. Below that, the phone number "248.519.1400" and website "www.ghbh.com" are listed. At the very bottom, there are logos for TRAVELERS, HAIER, MITA, AGC Michigan, MM Michigan, and CAM.

"I was very happy to see they put safety first," said Tim Vaughn, regional safety manager. "They didn't take any short cuts."

After the project was complete, Rowe took time to take pictures with the Rain for Rent team.

"The Dirty Jobs Crew was very personable and approachable, fantastic guys and a lot of fun," said Rick Miller, Rifle operations manager.

Ritchie Bros Auctioneers

www.rbauction.com

Established in 1958, Ritchie Bros. Auctioneers is the world's largest industrial auctioneer, selling more equipment to onsite and online bidders than any other company in the world. The company has over 110 locations in 25 countries including 38 auction sites worldwide. Ritchie Bros. sells, through unreserved public auctions, a broad range of used and unused industrial assets, including equipment, trucks and other assets utilized in the construction, transportation, agricultural, material handling, mining, forestry, petroleum and marine industries.

Ritchie Bros Auctioneers has launched the industry's first online equipment wiki (a website that allows people to collaborate and share information online, editing and creating web pages with their web browser, and creating topic associations between them.)

Using software provided by Wikipedia, Ritchie Bros. has created a one-stop public resource for equipment information, one that the community at large can research, read, add to and edit.

"Dave Ritchie, co-founder of Ritchie Bros. Auctioneers, has always wanted to collect the knowledge and expertise of our company and our customers and gather it in some sort of library or repository," said Clay Tippet, vice president of Internet services. "There is a vast body of information about equipment in the world, but it was not all in one place and a lot of it is hard to access."

Tippet said that a wiki is the best way to compile information and to ensure availability to the greatest number of people. Information can be constantly added, elaborated, and updated democratically by thousands of individual contributors that all have different information to share.

The new equipment Wiki, called Ritchie Wiki, has reference-quality material on equipment, manufacturers, people, uses, projects and history. There are also specifications for more than 9,200 plus different machines. Not only can you find out the length and width of a machine, perhaps for transporting purposes, but you can also find out other information, such as the depth an excavator can dig, or the bucket capacity of a wheel loader. There is also a comparison feature on the specifications tool that allows you to evaluate up to four different models of equipment at a time.

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Established in 1954, Spalding DeDecker Associates, Inc., (SDA) is an engineering consulting firm specializing in infrastructure, land development and surveying. With offices in Brighton, Detroit, Rochester Hills and Trenton, SDA is an employee-owned and ISO certified organization that provides design and engineering solutions for municipal, land development, transportation and water/wastewater projects. The firm also offers complete construction engineering and land surveying/mapping services.

CO-FOUNDER HONORED BY MICHIGAN STATE UNIVERSITY

Frank DeDecker, P.E., P.S., co-founder of SDA, recently received the 2008 Distinguished Alumni Award from Michigan State University's College of Engineering. Recipients of this award, first presented in 2003, must be graduates of the department; national leaders in their profession; contributors to the department, the college or the university in some meaningful way; and community leaders whose actions reflect favorably on Michigan State University. Nominations are made by faculty, alumni, and other supporters of the department. The department's professional advisory board selects the winner.

SDA has designed highway bridges; subdivision and condominium projects; and sewer, watermain, and paving projects for the State of Michigan, Michigan counties and municipalities, various land developers, schools, and healthcare facilities. DeDecker's final project before retiring in 1994 was designing the truck exit ramp for the Ambassador Bridge, with the Detroit International Bridge Company as client.

Early in his career, DeDecker worked for an underground construction contractor, Sugden & Sivier, on sewer and watermain relocations at the beginning of the John Lodge Freeway's construction in downtown Detroit. He later joined a Detroit firm that was designing sewer and watermain relocations for the John Lodge Freeway extension. There, he worked with Vernon Spalding, with whom he founded SDA in 1954. Today the firm has about 100 employees.

DeDecker and his wife, Jean, are life members of the MSU Alumni Association, and have participated in many MSU sponsored travel programs. His hobbies include woodworking and trading stocks on the Internet. They have nine children and 19 grandchildren.

"Most people recognize Frank DeDecker as one of the founders of SDA and a leader in the civil engineering industry for more than 50 years," said David A Lakin, P.E., president of SDA. "This recognition from MSU also distinguishes Frank as a person who gave back to others through his service to his country (Navy, World War II), his Alma Mater, and to the many communities in southeast Michigan that Frank helped to build."

Continues on pg. 44

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After



Before



Company Helps Build an Extreme Home

Looking back on the week of Sept. 28 is a blur for Bob McDonald, general superintendent for E.T. MacKenzie Company in Grand Ledge.

McDonald, who has been with MacKenzie Companies for 26 years out of his 50-year tenure in the construction industry, had a good excuse. During that week his company was helping do the underground and site development work in Holt, Michigan for ABC Television's hit reality show "Extreme Makeover: Home Edition." If you haven't watched the show, extremely down-on-their-luck families get a new start on life when their old homes are demolished and replaced with new, upscale homes in one week. One week! (That's the excuse for McDonald's memory blur, plus working more than two 24-hour days during that time.)

"We had a week and a half to prepare for the job," McDonald said. "Then we did the demo, excavating, grading, pressurized drain field to replace septic, asphalt drive (thanks to American Asphalt who donated asphalt) dug the foundation and augered the foundation for the backyard playhouse, graded the lawn, did tree removal, brought in topsoil and fill, and moved out equipment by Wednesday night."

At 2 p.m. Sunday, September 28 demolition began; the basement was dug by 6:30 p.m.; backfill by 6 a.m. Monday, and Mayberry Homes began framing the home at 7 a.m. Monday. This amount of work would normally have taken a full week to complete.

"Our eight workers actually volunteered their time on Sunday; I felt good about that," said McDonald, who got his start in the business when he was 16 installing guardrail for a company in Hastings. "The whole project was a feel good thing."

Ed MacKenzie, owner of MacKenzie Companies, said he was committed to helping Mayberry Homes in every way possible because of the unique chance to rally the community together for a great cause. In addition to E.T. MacKenzie and Mayberry Homes, MPC Cashway Lumber, Michigan State University, Lansing

Community College and Dean Transportation were major donors and hundreds of volunteers helped complete the project. Companies that McDonald called to help were eager to assist and included American Asphalt, McPhee Electric and MITA Member Michigan Pipe and Valve, Inc.

"You couldn't get our guys to go home," McDonald said. "One guy worked 24 hours straight and someone came to me and said, 'You gotta get someone in for Dave, he is getting goofy.' But, when I checked on him, he said: 'I just had a lot of coffee. I'm FINE!'"

E.T. MacKenzie Companies, with branch offices in Ann Arbor, Lansing, Bradenton, Fla.; Asheville, N.C.

4248 West Saginaw Highway (corporate office)

Grand Ledge, Mich. 48837

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www.mackenzieco.com

Continues on pg. 64



**Bob McDonald of
E.T. MacKenzie Company**





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MITA MEMBER PROJECT PROFILE



COMPANY IN BRIEF: TurnKey Network Solutions (TKNS) is a privately held telecommunications contractor with offices throughout the Midwest that focuses on providing a complete solution to customers' telecom infrastructure needs. TKNS offers a complete line of services ranging from outside plant (OSP) engineering, construction, and maintenance to Central Office (CO) design, installation and equipment test and turn up. The company also has partnerships with prominent equipment vendors including Cisco Systems, MRV and Adtran.

SPECIALTIES: Horizontal Directional Drilling, Trenching, Utility Construction (fiber, gas, electric, telephone, cable); Sub-Surface Utility Locating and Engineering Services; Outside Telecommunications Plant Services; Aerial and Underground Fiber Optic Construction; Engineering, Permitting, Cable Blowing, Utility Pole Installation; Central Office Engineering, Equipment Installation in a central office environment as well as data center environments.

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equipment
with empty
trailer after
unloading
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machine.*



*Bill Winter
installing boring
shoe and bit to rig.*



communications network 24/7, report and repair problems and submit incident documentation. As a result, most companies realize more up-time, save money and increase productivity without adding additional capital equipment, extra software or staffing.

FUTURE PLANS: Construction is underway for a new headquarters on a four-acre site in Grand Rapids. Occupancy is expected in the spring of 2009. The New Berlin, Wis. office opened on Nov. 1, 2008.

PROJECT NAME: US Signal Company – Verizon Wireless Cell Sites.

PRIME CONTRACTOR: TurnKey Network Solutions(TKNS).

PROJECT OWNER: US Signal Company

PROJECT LOCATION: River Road in Lansing, Mich., (pictured in this magazine) and 38 other sites in Lansing and Grand Rapids.

PROJECT SUPERVISOR: Derrick Fisher with crew Bob Seaman, Steve Voshell and Bill Winter.

PROJECT START: Ongoing project that began in the Summer of 2008.

PROJECT DESCRIPTION: The Verizon Wireless projects involved TKNS engineering the proper infrastructure for quantum leaps in capacity for the cell towers. The projects also involved aerial work with bucket trucks and work done by the underground boring division of TKNS.

TKNS designed and engineered the routes, executed permitting, located underground utilities, and completed underground boring. In addition, TKNS pulled innerduct and optical fiber; installed hand-holes and performed fiber-optic splicing where required.

In some locations across Michigan, TKNS may also have performed inside plant operations, and installed CISCO Company communication products voice, data and video transmission for voice, data and video equipment.

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Bob Seaman with electronic locating equipment to mark underground wires and utilities, and also check depth and direction of boring shoe.



Horizontal boring machine in place and ready to bore.



Bob Seaman double-checking the exact location and measurements for the boring rig. (Measure twice – cut once.)



Steve Voshell operating the boring machine as its auto-loader of pipe slides into position and auto-threads next section to push on and extend boring length.



Steve Voshell operates the boring machine checking direction and depth of boring head from electronics.

Continues on pg. 68

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PROMOTION

Cheryl Gregory, P.E., has been appointed associate, which is both a special recognition and added responsibility.

Members of SDA's professional staff may advance to associate upon evidence of professional growth, development, and the bearing of increasing responsibilities. Advancement to associate is a management decision based upon strict guidelines and appointment by the board of directors.

Gregory is the transportation department manager at SDA. She received a bachelor's of science degree in construction engineering from Lawrence Technological University in 1988 and is a member of the Women's Transportation Seminar, the American Society of Civil Engineers and the Institute of Transportation Engineers.

NEW HIRE

David P. Eno, P.E., has been hired as transportation project manager.

Eno comes to SDA with more than 16 years of experience in the civil engineering profession, having focused on MDOT transportation design, multi-discipline site design, pump station and municipal utility design, and drainage design.

He received a bachelor of science degree in civil engineering from Michigan State University in 1992 and an master's of business administration from Grand Valley State University in 1997. He is a member of the American Society of Civil Engineers, the National Society of Professional Engineers, and the Southern Oakland County Municipal Engineers. He is licensed in Michigan and Ohio.

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TEC provides client support from property acquisition through construction, renovation and restoration. Expertise includes environmental and geotechnical engineering and consulting as well as facilities engineering, construction materials testing, indoor air quality and asbestos, lead and mold management services. Founded in 1966, TEC has offices in Troy, Ann Arbor and Detroit.

NEW HIRE

Wes Skinner, an environmental scientist with over five years experience, has joined TEC's environmental assessment department. His diverse experience in managing environmental projects on a national basis will compliment TEC's strategic plan for growth.

Skinner's expertise includes soil/groundwater remediation; hazardous materials and waste characterization; lead paint, asbestos and mold investigations; environmental due diligence; property condition assessments; project management and oversight; geotechnical investigations; and wetland mitigation oversight. He holds a bachelor of science in environmental geosciences from Michigan State University and is a member of the National Brownfields Association (NBA), International Council of Shopping Centers (ICSC), Manufactured Housing Institute (MHI) and the Illinois Association of Environmental Professionals (IAEP).

Continues on pg. 46

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MICHIGAN WATER ENVIRONMENT ASSOCIATION HONORS WADE TRIM STAFF

David Vago, P.E., and **Bill Shaffer** were recognized for their professional achievements and public promotion of the wastewater environment profession by the Michigan Water Environment Association (MWEA) at their annual conference recently.

Vago received the Outstanding Environmental Consultant Award and the Willard F. Shephard Award in recognition of his service in the environmental field and 20 years of MWEA



David Vago, P.E.



Bill Shaffer

membership. He manages Wade Trim Operations Services and has more than 20 years of experience in contract operations of water and wastewater systems. He oversees the firm's contracts and aids in the development of safety and regulatory compliance programs and training programs. As the Wade Trim practice lead for Asset Management, he performs utility rate studies, manpower analysis, and budget planning (operating and capital). He is also Risk Assessment Methodology for Water Utilities certified and conducts water system vulnerability assessments.

Shaffer received the Collection Systems Professional of the Year Award for his day-to-day work in collections. As Operations Director for Wade Trim Operations Services, he has 35 years of experience in wastewater, stormwater, and combined sewer overflow (CSO) basin operation and maintenance. He has assisted various clients with capital improvement projects including equipment testing and pumping station evaluations. Prior to joining Wade Trim, Shaffer spent 28 years with the Wayne County Department of Public Works where he served as supervisor and manager of all pumping stations and CSO basins.

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Vice President of Government & Public Relations Comment

Continued from pg. 20

Congressional Delegation to help pass federal legislation in the House of Representatives to significantly increase the 2009 Waste Water State Revolving Fund appropriation. We continue to work with them to include infrastructure money as part of any further federal stimulus package that may come out of Washington.

In the past year, MITA has also helped to break the logjam over political bickering with regards to the MDOT budget of this past year, the MDOT budget for 2008-09, as well as jumping into the fray of the debate over approving airport construction projects. These approvals ultimately resulted in hundreds of millions of dollars flowing back into the industry.

MITA staff also continued its tradition of working to make workzones safer by promoting legislation that reduced the signage on projects where appropriate, and created legislation to get flagger's statutory authority to override existing traffic control devices in work zones.

MITA will continue to be the voice of the heavy construction industry and will help to promote and protect those companies involved in rebuilding Michigan's foundation. We will work diligently in both Lansing and Washington to make sure that the interests of the construction industry is always in the forefront of the minds of our elected officials.

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



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Vice President of Membership Services Comment

Continued from pg. 22

Cabo San Lucas Mexico is the destination for the 2009 Management Conference (go to www.Mitaconference.com for registration information). Golf, golf, golf a catamaran boat trip, great dining, and beautiful settings all make this location a MITA favorite. Come spend a week with your friends and enjoy some romantic days away with your wife. Really our website says it all take a virtual tour of this great Hilton property.

European Pheasant Hunts are an unadvertised event that many have enjoyed over the years. The reason they've been unadvertised is the fact they fill up so fast. However, if you are interested in entertaining clients in this manner, please call me and I will give you the details and find a way to get you involved in a future hunt.

Got an idea for a function? Give me a call or send me an e-mail. MITA is always looking for a way to keep current functions fresh and training topics current. Your input is greatly valued.



Production meeting regarding underground DVD development. From right to left: Joe Ross from Communications & Research, Pat Brown, MITA director of safety and workforce development; Rob Coppersmith, MITA membership services director; and photographer.

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

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Vice President of Engineering Services Comment

Continued from pg. 23

in the formation of the Association of Underground Contractors and served as its president in 1982 and 1983. Joe was very supportive and involved in the formation of Miss Dig program, which coincidentally recognized Dunigan Bros. in 1982 for placing the two-millionth call to the Miss Dig system. Joe maintained a strong and immeasurable dedication to the Catholic community in the Jackson area, and served as a long-standing board member of W.A. Foote Memorial Hospital. Dunigan Bros. remains a family-operated business now run by Joe's seven sons that also employs seven of Joe's grandsons.

Jim Klett, president and CEO of Klett Construction, joined the family business in the early-70s after a two-year stint in the Army and earning a master's degree in business from Western Michigan University. Since then, Jim has grown and established Klett Construction as a premier and exclusive asphalt construction company that mines its own aggregates and operates three hot-mix plants in southwest Michigan. An active voice in the construction industry, Jim has served as past president of both the Michigan Road Builders Association and the Asphalt Pavement Association of Michigan. A longtime advocate for construction education, Jim is the current chair of the College of Technology's Construction Technology and Management Advisory Committee at Ferris State University. In recognition of his significant financial contributions and his tireless dedication to construction education, Ferris State University officially dedicated the Klett Family Materials Laboratory in Jim's honor. Most recently, Jim received an honorary doctoral degree from Ferris State University in 2006.

Past MITA member, Distinguished Constructor Award recipients and

Continues on pg. 52

MITA Member Firms Receive Construction Quality Partnership Awards



From left to right: Kirk Steudle, MDOT director; Bob Ranck, MDOT Metro Region; Jim Doescher, MITA board member, Dan's Excavating, Inc.; Muthiah Kasi, MITA associate member, Alfred Benesch & Company; and Ted Wahby, chairman, State Transportation Commission.



From left to right: Kirk Steudle, MDOT director; Bob Ranck, MDOT Metro Region; Steve Gravin, MITA associate member; Wade Trim, Jim Doescher, MITA board member, Dan's Excavating, Inc.; and Ted Wahby, chairman, State Transportation Commission.

Three MITA member firms received Michigan Construction Quality Partnership Awards at the August 21 State Transportation Commission meeting in Farmington Hills for their work on two MDOT projects in the Metro Region.

A Partnering Award was presented to MITA Contractor Dan's Excavating, Inc., and MITA Associate Member Alfred Benesch Company for extensive agency coordination in the design of the I-94/US-24 Single Point Interchange Project in Wayne County. (See Team 1 Photo)

In the Breaking the Mold category MITA Associate Member Wade Trim received an award for the innovative design used for the US-24 Bridge Rehabilitation project in Dearborn and Dearborn Heights. MITA Contractor Member Dan's Excavating, Inc., was also honored.

The Michigan Construction Quality Partnership presents awards to owners, contractors and designers for demonstrated quality in design and construction on an annual basis. These two Michigan winners were submitted by the CQP steering committee to compete in the National Partnership for Highway Quality (NPHQ) 2008 national competition.

CQP is a partnership between public and private organizations that are committed to providing a durable, smooth, safe, aesthetically pleasing, environmentally sensitive, efficient, and economical highway system integrated with other modes of transportation. CQP focuses on the continuous improvement of Michigan's transportation system, which is critical to Michigan's economic growth.

MITA's Vice President of Engineering Services Glenn Bukoski, P.E., is one of the industry co-chairs on the CQP executive steering committee.

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TARGETING CONGESTION WITH PUBLIC-PRIVATE PARTNERSHIPS

Gary Groat has over 35 years experience in the planning of major transportation infrastructure projects throughout the United States. As director of project development at Fluor, he is responsible for wielding public-private transportation partnership deals including project identification, win strategy and teaming through design development.

Mr. Groat is a past president of ARTBA's planning and design division and a former vice president with Jacobs/Sverdrup and DeLeuw Cather. Groat holds a master of science in urban and regional planning from the University of Wisconsin, a post graduate diploma in urban design and regional planning from the University of Edinburgh as well as a bachelor of architecture at the University of Illinois. He is also a retired colonel United States Army.

Gary L. Groat
Director Project Development
Fluor Enterprises, Inc.
1101 Wilson Blvd, Suite 1900
Arlington, VA 22209
Telephone (Direct) 703.351.6443
Cell 703.626.5750
Fax 703.647.4881
gary.groat@fluor.com

By Gary Groat, Director Project Development, Fluor

Urban road congestion has plagued transportation for years and will continue to grow. Some have said we cannot build our way out of congestion and should just maintain existing assets, while others believe it is a matter of prioritizing and better managing limited capacity. While neither idea is the answer, they have one common problem: a lack of resources. The future for funding increases looks bleak.

Federal and state transportation programs, while recently highlighting congestion as a priority, are built on political priorities, not the need to reduce urban congestion. Since highway funds for new capacity are primarily distributed via formulas or geography, are already earmarked for special projects, or are consumed by the growing need to rehabilitate and rebuild the existing system, it is the rare case where the required billions can be dedicated to solving urban congestion problems. U.S. Secretary of Transportation Mary Peters identified the problem in a Washington Post op ed when she said, "Our system is failing because federal gasoline taxes are deposited into a centralized trust fund and allocated based on political will. Major spending decisions often have nothing to do with underlying economics, engineering realities, or consumer needs."

Public-Private Partnerships (P3), when permitted by state law, are a new tool that can be used to focus on congestion relief by identifying projects that are of major benefit to the traveling public, create revenue sources that pay for such improvements, and provide the public with new travel choices. Managed lanes (High-Occupancy-Toll or HOT lanes and express lanes) are examples of the type of facility that could help shortcut the congestion solution gridlock. A P3 program, if used correctly, can mobilize the private sector to work with DOTs to find new



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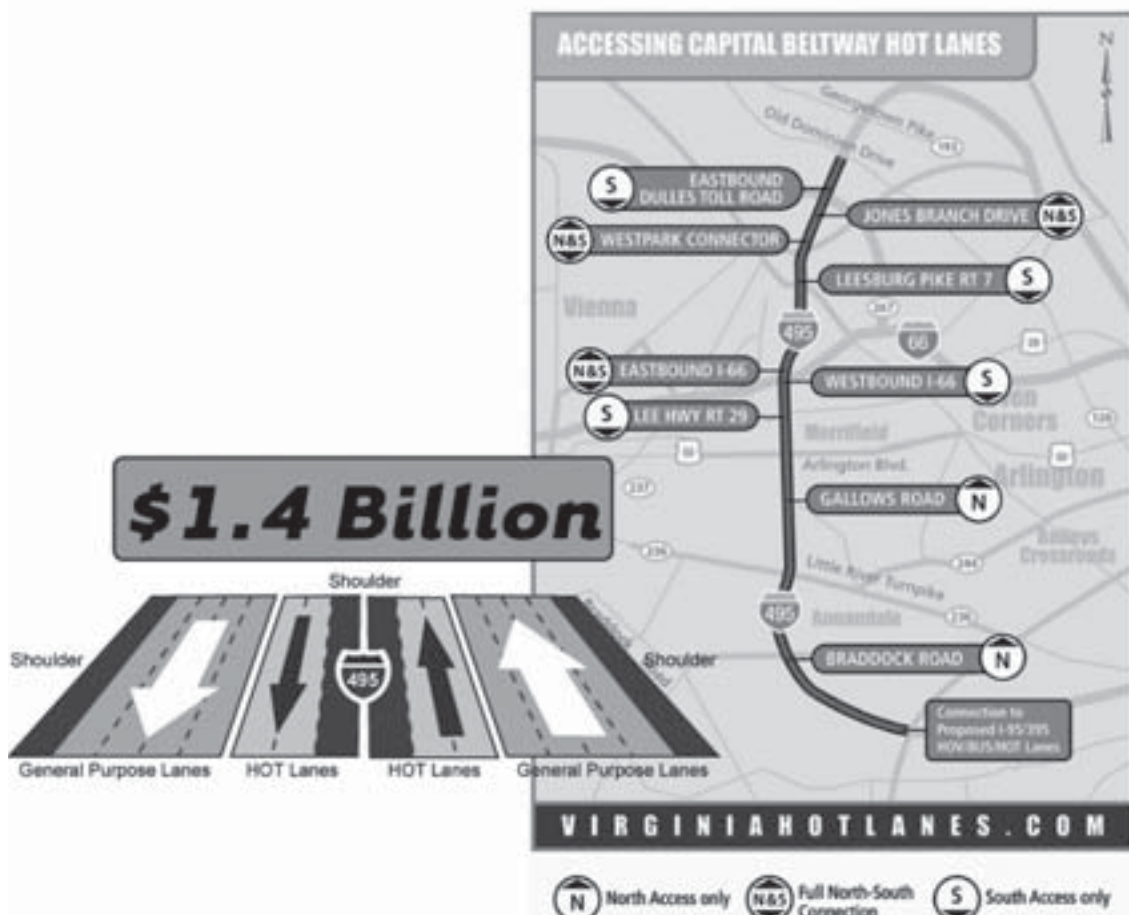
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Capital Beltway HOT Lanes Project



solutions to old congestion problems and find ways to pay for the improvements.

P3S OFFER A NEW CONGESTION POLICY CHOICE

Virginia Transportation Secretary Pierce Homer, in his keynote speech to an IBTTA conference in May 2007, called tolling and public private partnerships two of the most powerful tools to achieve mobility and economic growth in America. He called upon U.S. House Transportation and Infrastructure Chairman Jim Oberstar to reconsider his opposition to these two tools. "I believe that Mr. Oberstar had good intentions in writing a letter to the 50 governors opposing further use of PPPs and appreciate the fact that he wants to protect transportation as a public good," Homer said. "However, I disagree with his letter on two major points. First, we need tolling to generate critically needed revenues for

Continues on pg. 65

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Vice President of Engineering Services Comment Continued from pg. 48

Hall of Fame inductees include:

John M. Harlan, Harlan Electric Company (2003)
Sheldon G. Hayes, Cadillac Asphalt (2006)
Sheldon W. Hayes, Cadillac Asphalt (2006)
John T. Adamo, Adamo Demolition Company (2007)

At the October 16th event MITA was also formally recognized in a plaque unveiling ceremony for our recent commitment to the Michigan Construction Hall of Fame Endowment. Established in 2006, earnings from the endowment will be used to maintain the Hall of Fame indefinitely, funding the annual induction ceremony, and providing for future expansion of the current wall display. MITA joins AGC of Michigan, CAM, and MAHB as industry donors to the Hall

of Fame Endowment.

If you are on the campus of Ferris State University we encourage you to visit the Michigan Construction Hall of Fame, in the Granger Center for Construction and HVACR, to learn more about all of the "distinguished constructors" who are honored there. Off-campus visitors can view the Hall of Fame and read the stories of all the Distinguished Constructor Award recipients at www.ferris.edu/MCHOF.

If you would like to nominate a candidate for consideration for a future Distinguished Constructor Award give me a call!

To contact Glenn Bukoski, P.E., e-mail him at glennbukoski@mi-ita.com or call 517-347-8336.

Director of Technical Services Comment Continued from pg. 26

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The demonstration version of FieldManager Contractor will be presented at the 2009 MITA Annual Conference with a full release scheduled for the end of February 2009.

It is an exciting time to be a MITA member. This program is the direct result of your input and your desires and will be shaped and formed to meet your needs. InfoTech and MITA have agreed to work together to ensure this program is a value to MITA members prior to releasing to other states.

Make sure you attend the 2009 MITA Annual Conference and help shape the future.

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

MDOT News: Road Construction Apprentice Readiness Program

Continued from pg. 32

work, hired RCAR graduate Ronda Poth, who is now a laborer apprentice. "What we liked about Ronda was that she went through the RCAR program, which shows her willingness to do what it takes, and in this industry work ethic is a key quality," said Sandusky, noting that her training included the 10-hour OSHA certificate as well as one for CPR.

"Somebody going through the RCAR program tells us you're willing to put forth the effort and that they know this is what they want to do. So we felt she would be a great fit."

Poth has been "stem to stern" for Peters, taking on tasks ranging from storm sewers to site work.

"Again, I think it's a great program," Sandusky said. "If someone is willing to complete it," that proves the person is qualified.

MDOT's Hicks hopes that other contractors will make the most of the program, because the training is so exhaustive.

"This is truly a capable workforce that can transition right into a job in road construction and other related industries," Hicks said. "Any contractor who needs to shore up their employee base should look no further than the RCAR program's graduates."

For more information about the RCAR program, contact Virginia Abdo at 517.373.4472 or go to the MDOT web site at www.michigan.gov/mdotdbe.

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MITA in the News

Continued from pg. 30

Visit the news section of www.mi-ita.com to read the entire stories.

10.23.08, Saginaw News,

You're not imagining things, Saginaw roads among the state's worst

Driving through Saginaw can make for a bumpy ride, and according to the Okemos-based Michigan Infrastructure and Transportation Association, the city's roads are the eighth-worst in the state...

10.23.08, Battle Creek Enquirer,

Calhoun County has fifth worst roads in Michigan

Calhoun County ranks fifth worst in the state for road conditions, according to the Michigan Infrastructure and Transportation Association...

10.22.08, Kalamazoo Gazette,

The state of Michigan's roads: Pretty poor

We're not No. 1, and we're glad about that. The Michigan Infrastructure and Transportation Association is sounding the alarm about road conditions in this state...

10.22.08, WLAJ,

Study shows Michigan has worst roads

It's no surprise roads in our state leave a bit to be desired, but a new study shows some roads in Mid-Michigan are among the worst...

10.22.08, Port Huron Times Herald,

Roads make worst list

A road construction-lobbying group has released a list naming the counties and municipalities that have some of the state's worst roads. St. Clair County ranks 10th on the list with 506 lane miles of road in need of complete reconstruction, according to the Michigan Infrastructure and Transportation Association...

Continues on pg. 56

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"All that is necessary for evil to triumph is for all good men to stand by and do nothing."

— Sir Edmund Burke

This quote is as relevant now as it was when Burke coined it some 100 plus years ago. When it comes to the legislative arena your survival and ability to make a profit is tied directly to your aggressiveness in financing the campaigns of those who understand the difficulties associated with Michigan's heavy/highway construction industry. Contrary to what you may think, through the collective power of MITA you can affect the legislative process.

The primary focus of MITA's legislative agenda will be long-term, adequate and stable funding for Michigan's supporting infrastructure. It is essential that we convince our elected officials that public works are an investment in our future, improves the quality of life and provides real and meaningful job programs and tax stream. The "no new tax" platform and attitude of many politicians must be changed and this change will require a calculated not emotional approach to this issue. Before we get to this mode, we must have the ear of those who control state government. It is your PAC dollars, and yours alone, that will allow MITA to open the necessary doors in Lansing in our mission to convince lawmakers as to the importance of funding infrastructure improvements.

We need your commitment and investment in MITA-PAC today! Those of you who are content with "letting the other guy carry your weight" are only cheating yourself and short changing our industry.

Send your personal check or money order now to MITA PAC and remember that democracy is not a spectator sport.

What is MITA PAC?

The MITA POLITICAL ACTION COMMITTEE is the legislative voice of Michigan's heavy construction industry. MITA PAC is the most effective tool our industry has to support candidates who will fight for contractors in the Michigan legislature. Your financial support of the MITA PAC gives all of us who care about the future of heavy construction and free enterprise a strong influence in the political process.

Why Do We Need a PAC and Why Should I Support It?

The infrastructure and transportation construction industry survives on public funding. Without your support, our level of influence to promote adequate public funding is diminished. We must also fight negative public policy. Our industry is also constantly under attack in the Michigan legislature. Not a day goes by that some legislators in the Michigan House and Senate aren't proposing legislation that would boost our workers' compensation costs, negatively impact our labor force, raise taxes on personal property, increase business liability – the list goes on and on. Our ability to provide jobs and protect our bottom line is profoundly affected by the legislative and regulatory process.

If we do not prevail in the legislative and regulatory process, we will cease to exist in our business as we know it. We will not be able to provide jobs. We may not be in business!

We have full-time lobbyists fighting for us in Lansing and communities around Michigan. We have spent a great deal of time educating the men and women who decide our fate in Lansing. However, term limits have made this task even harder and there are still some lawmakers who may not have a grasp of our issues or the impact that their decisions have on our industry and you. But, the law allows us to band together under MITA PAC. Instead of lobbying elected officials who don't know or

don't care about our ability to provide jobs, our PAC allows us the opportunity to find and fund candidates who believe in us and our employees. The MITA PAC is now one of the top PACs in Michigan. But, only 20 percent of our members provide 100 percent of the funds raised to support candidates who will fight for us – all of us. If the 80 percent of our members who don't participate gave just \$200, we would be an even more potent force for the heavy construction industry.

Do Candidates Really Need Our Help?

Absolutely! Each State House district has 87,000 people in it. Each State Senate district has 250,000, and Michigan has over nine million people. Just as we need to advertise our services, every candidate for office must be able to communicate with tens of thousands of voters. This takes money. Lots of it. Money for brochures, TV ads, radio ads, billboards and other devices. Our PAC can help the candidates we support get their message out and get elected. These are the elected officials who will listen to us and champion our issues.

What Can I Do?

MITA PAC needs your financial support. We are asking every member to step up and contribute. Don't let others carry your load.

Make Your Voice Heard. Support the MITA PAC.

"Those who choose not to be involved in democracy are doomed to be controlled by those who do."

— Abraham Lincoln

MITA PAC Contribution Form



Yes, I will support MITA's effort to elect candidates who will fight for contractors.

Enclosed is my personal contribution of:

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Non-salaried, non-managerial, and union members are prohibited by law from contributing to MITA PAC.

Note: PAC Contributions are not tax deductible.

If you have questions regarding the MITA PAC, please contact Mike Nystrom, MITA vice president of government and public relations at mikenystrom@mi-ita.com or call 517-347-8336.

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10.21.08, WWMT,

Some of worst roads in Michigan

Some of the worst roads in the state are right here in West Michigan. The Michigan Infrastructure and Transportation Association announced a list of the worst roads to travel...

10.21.08, WZZM,

Which Michigan roads are worst?

The Michigan Infrastructure and Transportation Association (MITA) today unveiled a list of the state's worst roads, naming Detroit as the worst municipality with a whopping 523 lane miles in poor condition, followed by Ann Arbor (187), Grand Rapids (178), Flint (148) and Lansing (136)...

10.21.08, MIRS, Wayne,

Detroit Top Bad Roads List

Wayne County and Detroit have more miles of road in need of repair than any other Michigan county or city, with 1,617 and 523 miles rated in poor condition, respectively, according to a survey released by the Michigan Infrastructure and Transportation Association (MITA)...

10.21.08, Gongwer,

Study finds worst roads on the east side of the state

The Michigan Infrastructure and Transportation Association, which has been pushing for a new funding system to get more money for road maintenance, unveiled a list of what it called the worst roads in Michigan, with Detroit and Wayne County having the most lane miles, 523 and 1,617, respectively, in poor condition...

10.21.08, WLNS,

Report shows local roads worst in state

Local roads are in dire need of repairs. Lansing has more miles of bad roads than almost any other city in the state...

10.21.08, Detroit Free Press,

Wayne, Oakland counties tops in bad roads in state

Wayne and Oakland counties lead the state in the number of miles of major local roads in poor condition, according to an analysis released Monday...

10.21.08, Lansing State Journal,

Federal funds stretched to maintain city roads

Lansing has 136 distressed lane miles, the fifth most in the state, in its federal aid road system, according to an analysis released Monday by the Michigan Infrastructure & Transportation Association...

10.21.08, Detroit News,

Countywide Highways worst in state

Wayne County has the worst highways among Michigan counties, and Detroit has the worst among Michigan municipalities, according to a study released Monday by the Michigan Infrastructure and Transportation Association...

10.20.08, WDIV,

Detroit Tops Michigan's Worst Roads List

Detroit has the most miles of roads in poor condition, according to data released by the Michigan Infrastructure and Transportation Association...

Continues on pg. 58



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The Retirement Planner

October 2008

Retirement Plan Limitations for 2009

The Internal Revenue Service has announced cost-of-living adjustments to contribution limits for retirement plans for Tax Year 2009. This chart summarizes the maximum contribution limits as well as the thresholds for several important retirement plan parameters.

Plan Limits	2008 Limit	2009 Limit
401(k), 403(b), 457(b) or SARSEP maximum deferral [402(g)]	\$15,500	\$16,500
401(k), 403(b), 457(b) or SARSEP Catch-up contributions for Age 50+	\$5,000	\$5,500
Maximum annual compensation	\$230,000	\$245,000
Defined Benefit Plan 415(b)	\$185,000	\$195,000
Defined Contribution Plan 415(c)	\$46,000	\$49,000
Minimum salary for highly compensated employees	\$105,000	\$110,000
Key employee officer compensation	\$150,000	\$160,000
Max balance in an employee stock ownership plan subject to 5-year dist. period	\$935,000	\$985,000
Amount used in determining the lengthening of the 5-year distribution period	\$185,000	\$195,000
SEP-IRA eligibility pay threshold	\$500	\$550
SIMPLE-IRA maximum deferral	\$10,500	\$11,500
SIMPLE-IRA catch-up for age 50+	\$2,500	\$2,500
Income subject to Social Security Tax	\$102,000	\$106,800

Source: IRS Notice: IR-2008-118

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Visit the news section of www.mi-ita.com to read the entire stories.

10.20.08, WWJ,

Worst Roads in Michigan

Michigan roads, the good the bad and the ugly, or maybe just the bad. The Michigan Infrastructure and Transportation Association released a list of the states worst roads Monday. Number one on the list is Detroit with 523 lane miles of roads in poor conditions. Ann Arbor, Grand Rapids, Flint and Lansing were second through fifth on the list with less than 200 lane miles in poor condition.

10.20.08, WNEM,

Saginaw, Flint roads among worst

The city of Saginaw has the eighth worst roads in all of Michigan, or about 110 road miles in poor condition, according to a report released Monday by the Michigan Infrastructure and Transportation Association.

10.20.08, WEYI NBC25,

Mid Michigan roads among worst in state

The Michigan Infrastructure and Transportation Association (MITA) unveiled a list of the state's worst roads, naming Detroit as the worst municipality with a whopping 523 lane miles in poor condition, followed by Ann Arbor (187), Grand Rapids (178), Flint (148) and Lansing (136).

10.20.08, WZZM,

Wayne, Oakland top list of Michigan's worst roads

With 1,617 miles of roads in poor shape, Wayne County leads Michigan's counties in the number of miles of its major local roads in bad condition, according to an analysis released today.

10.20.08, Livingston,

Michigan's worst roads

With 1,617 miles of roads in poor shape, Wayne County leads Michigan's counties in the number of miles of its major local roads in bad condition, according to an analysis released today.

10.20.08, LSJ,

Lansing ranks fifth in state for bad roads

Lansing ranks fifth for having the worst roads in the state, which was announced today by the Michigan Infrastructure and Transportation Association.

10.20.08, TV20,

Wayne, Oakland top list of Michigan's worst roads

With 1,617 miles of roads in poor shape, Wayne County leads Michigan's counties in the number of miles of its major local roads in bad condition, according to an analysis released today.

RADIO

Art Lewis Show, WSGW, Saginaw

Michigan Public Radio

WMKT AM 1270, Petoskey

HOM TV 21, Lansing

Michael Patrick Shiels Show, WJIM, Lansing

Rob Baykian, Michigan Radio Network

Tim Skubick, Michigan Radio Network

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New members who joined after press time will be included in the next magazine.

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The American Road and Transportation Builders Association (ARTBA) was founded in 1902 and is the only national association that exclusively represents the collective interests of all sectors of the U.S. transportation design and construction industry.

NEWS

www.artba.org

Voters Approve \$71 Billion for Transportation Funding

An ARTBA report tracked 37 ballot initiatives on the Nov. 4 ballot and found that the public strongly supported transportation infrastructure improvements for the third straight election.

Most voters who were asked whether they would support increasing their tax burden to fund transportation investment overwhelmingly said yes. In total, the measures would generate more than \$71 billion in new revenue for transportation infrastructure work, according to ARTBA's post-election report.

ARTBA tracked 37 state and local transportation funding-related ballot initiatives in 17 states. Of the 37 measures, 32 – or 86 percent – asked voters to initiate, extend or increase taxes, or approve bonds to fund transportation improvements. Twenty-five – 78 percent of the bond and tax measures – were approved with an average vote of 63 percent.

The measures included five statewide initiatives. Among them: voters in California approved a bond issue of up to \$9.9 billion to partially finance an 800-mile high speed train between San Francisco and Southern California. Alaska authorized the state government to issue bonds for up to \$315 million for transportation, and voters in Rhode Island approved

\$87.2 million in transportation bonds to match available federal funds for highway, road and bridge improvements.

Local measures included 12 initiatives to extend or renew an existing sales tax for transportation purposes (10 were approved), five bond authorizations (all were approved), two new taxes for transportation (one was approved) and 10 increases in existing sales or property taxes (five were approved).

The 2008 transportation ballot initiative results demonstrate continued strong public support for transportation investment for the third straight election. There were 30 state and local ballot initiatives in 2006. Of the 27 asking voters to increase revenue for transportation infrastructure, 77 percent, valued at over \$40 billion, were approved. In 2004, voters supported \$28 billion for transportation investment through 55 ballot initiatives. Thirty-six initiatives – representing 78 percent of the bond and tax measures – were approved.

The ARTBA report on the 2008 elections can be found online at www.artba.org/ballot.

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WILX TV Lansing:

Road Budget Not Settled

Thursday, September 18, 2008

State lawmakers have reached a stalemate over the transportation budget and that could cripple Michigan's economy. The holdup? A battle over a proposal for a new international bridge crossing in Detroit. One side wants the project to be privately owned, the other wants a publicly owned crossing. Without a quick compromise, taxpayers will lose out.

"We'll have to shut down everything on October 1st," said MDOT Spokesman Bill Shreck.

A shutdown eerily familiar to last year, with dire consequences once again says Shreck. He says thousands could be out of work.

"Over 2,000 in the construction field would be out while we don't have a budget. About 2,750 of our employees will be off until we have a budget."

Nearly 5,000 paychecks out of the economy, not to mention the federal funding lost for road projects.

"For every dollar we lose, that's \$4 we could have matched and brought into the state."

A shutdown could cost more than \$600,000, with millions lost in federal matching. It could also push back crucial projects to next construction season.

"If we shut down right before our peak push, it could be a real problem," said Mike Nystrom of the Michigan Infrastructure and Transportation Association...

Detroit News:

Bridge plans may stop roadwork

Wednesday, September 17, 2008

As construction crews hustle to finish their work before winter sets in, an impasse over a proposed second Detroit-Windsor bridge threatens to halt 136 Michigan road projects in two weeks.

A conference committee of lawmakers from both parties and both houses deadlocked Tuesday on whether the state should build the span or let the owner of the Ambassador Bridge build it.

That stalled approval of the entire Michigan Department of Transportation budget, which is to take effect Oct. 1.

Continues on pg. 62

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"Apparently, partisanship and bickering have replaced creating jobs as the top priority for some state politicians," said Mike Nystrom, vice president of the Michigan Infrastructure and Transportation Association. The association is the largest trade group representing heavy contactors, including road builders.

Nystrom said the state would have to lay off 2,750 of its own workers, in addition to workers who will be furloughed from construction companies. And the road improvement delays will be "one more blow to Michigan's already-crumbling transportation system..."

Lansing State Journal:

Legislators can't shirk duty on road \$\$

Wednesday, September 17, 2008

State lawmakers know Michigan faces a crisis in repairing its roads and bridges. The gap between the money available and the money needed is measured in the billions. And it's only growing worse.

Lawmakers also know that they have it in their power to raise more money for roads and bridges via an increase in state fuel taxes.

They simply haven't done so. The fact it's an election year may have something to do with that choice.

So, what are voters to make of a package of bills filed at the Capitol over the summer to let county governments levy their own fuel taxes?

Not much.

The legislation, as described by Crain's Detroit Business, would allow counties to levy:

- A 3-cent per gallon gas tax.
- A 1 percent sales tax.
- A real-estate transfer tax.
- Taxes on vehicle registration and driver's licenses.

All such levies would require the approval of a county's voters.

One thing that jumps out about this "solution" is the fact that these county levies would come on top of state ones. The state already imposes such taxes for its own purposes, including road construction.

So why does Michigan need another layer of taxation here? Presumably if a county engaged in a new tax, it would impose new work on the local bureaucracy to oversee it.

Also, a county-by-county tax system will simply encourage people to evade taxes by driving over a county line to find "cheaper" gasoline...

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WLNS TV 6 Lansing:

Funding for road construction drying up

Monday, September 08, 2008

When you pick up the pump at the gas station, you're not only filling up your car, but you're pumping money into a federal fund that pays for better roads. Now drivers are buying less gas and the government says it's 8-billion dollars short. Time to come up with a way to fund local road projects is running out. For the eighth month in a row, the Michigan Department of Transportation says fewer drivers are hitting the roads, which could soon lead construction projects on a one-way road to a dead end.

Michael Nystrom, Michigan Infrastructure & Transportation Assoc.: "It could be devastating in the next couple of years."

The tax you pay on gas fuels the federal fund that pays for road projects across the state.

Michael Nystrom: "Oftentimes it seems as though things need to get to crisis mode before our elected officials actually determine that it's time to react to that; unfortunately we believe that that's the case in this situation..."

Gongwer News Service:

Transportation Interests Support D.R.I.C., Urge Quick Resolution on Budget

Monday, September 08, 2008

Unless a 2008-09 budget is resolved soon, Michigan may be forced to cancel road construction projects and lay off thousands of workers, legislators were warned in a letter sent them by the Michigan Infrastructure and Transportation Association.

And the group also said it was supporting the planning process for a new Detroit River International Crossing and urged lawmakers to add money in the budget for that process.

On Friday, the Senate ad hoc committee on DRIC is expected to finalize its recommendations. Reaching an agreement on DRIC has been the major stumbling block to winning a final conclusion on the budget.

In the letter, Mike Nystrom said the process just for shutting projects down would zap millions of dollars from transportation funding. In addition, the continued deterioration of state roads will cost Michigan jobs, he

said. "We ask for your immediate assistance in ending the current budget stalemate and also in finding a solution to the desperate state of our long-term transportation needs," he said...



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E.T. MacKenzie Company Extreme Makeover Background

Continued from pg. 39

On September 26, the Nickless family on Eifert Road in Holt were told by the “Extreme Makeover: Home Edition” crew that their 1860’s farmhouse would be remodeled in seven days. After husband Tim Nickless passed away, Arlene and her three sons were left to fend for themselves in the dilapidated home.

Tim Nickless was a respected nurse devoted to his patients, and also a gifted craftsman, mentor and environmentalist. As president of the Lansing Area Flying Aces model airplane club, and a member of the Arbor Day Society, Tim had a lust for life and a love for all things living. However, after a painful seven-year battle with Hepatitis C, Tim died on January 19, 2008. Had he survived, he would have turned his crumbling house into a dream home.

While the Nickless family dream home was being built, the family was sent on a vacation to Disney World until it was time to “move the bus” and show them their new home. For more details visit www.abcmmedianet.com.

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TARGETING CONGESTION WITH PUBLIC-PRIVATE PARTNERSHIPS

Continued from pg. 51

transportation. Second, we need tolling to help us manage congestion. There seems to be no recognition by Mr. Oberstar of the need for congestion management, and we will engage him in a debate on this issue. There is an enormous amount of naïveté in this country about public private partnerships. To do something well, you have to invest resources. Public private partnerships help us to do that," stated Homer.

The introduction of public private partnerships has been a major force to help Virginia deliver more projects on budget, in a shorter timeframe, and with results that please the customer – those who drive on Virginia's roads. Secretary Homer emphasized, "The intermingling of politics and administration has made it difficult to get things done. The solution is to get politics out of the process of executing transportation plans and let those who wear boots make the decisions." The public can benefit in two ways from public-private partnerships for congestion relief. First, there are direct public benefits from a specific project and second there are public policy benefits resulting from the availability of P3 programs that facilitate and encourage such projects.

DIRECT PUBLIC BENEFITS OF P3 PROJECTS

Two examples of P3 congestion relief success are the Capital Beltway (I 495) and I 95/395 HOT Lanes in the heavily congested Northern Virginia portion of the Washington DC region. The Beltway HOT lanes are currently under construction and the I 95/395 HOT lanes are in development. Both projects resulted from a P3 partnership between the Virginia Department of Transportation and Fluor-Transurban.

The Beltway project will add four new HOT lanes, two in each direction, along 14 miles of I 495 circling Washington, DC, one of the most congested roads in Virginia. The I 95/395 HOT/Bus/HOV reversible lanes add a third lane to the existing 28 mile HOV lanes and extend them 28 more miles south creating a 56 mile system. New entry and exit points will be added, including an estimated \$390 million contribution to fund new buses, bus routes, and other improvements to public transportation in the corridor. Traffic will be managed by the use of value-priced tolls or what some have called congestion pricing. Drivers will be able to choose to pay a toll to use the HOT lanes or ride for free if part of a carpool. These two projects will have a combined construction cost in excess of \$2 billion. More details on the current status of both projects can be found in the Virginia HOT Lanes insert or on our website at www.virginiahotlanes.com. The direct public benefits of these projects are:

- All motorists will benefit from reduced congestion even if they do not use the HOT lanes themselves since the traffic diverted from the regular lanes allowing them to flow more freely. The HOT lanes will be actively managed to make certain of reliable travel time and attract traffic that normally takes short cuts through local neighborhood streets and arterials. HOT users will have something they lack today in road travel, a choice between premium service or regular lanes.
- Carpoolers and sluggers will benefit from free access to the new reliable travel time lanes and encourage greater carpooling. For those not familiar with the term sluggers, it is something unique

Continues on pg. 66

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Did You Know?

MITA is in the process of developing a Future Leaders Development Program. It is being initiated for the purpose of educating individuals who are in line for upper management positions within the heavy construction industry. Curriculum is being designed to offer participants an opportunity to grow and develop skill sets that will provide participants with the ability to be well-versed advocates for the construction industry and a strong leader within their own companies.

If you would like to influence the curriculum or learn more about this emerging program please attend the Annual Conference at Soaring Eagle Casino January 21 through 23, 2009, a session will be held for this purpose on Thursday morning.

TARGETING CONGESTION WITH PUBLIC-PRIVATE PARTNERSHIPS Continued from pg.65

to the Washington DC region. Sluggers are folks who offer to join others in their car in order to meet the posted carpool minimum allowing it to enter restricted HOV lanes.

- For public transportation users, HOT lanes will make it possible for bus services to operate reliably on both interstates, on the Beltway for the first time, and provide free flowing access to major employment centers such as Tysons Corner, downtown Washington, DC, and other activity centers.
- The community will benefit from improved mobility. Mobility can be sustained into the future by use of value-priced tolling while supporting the region's continued economic prosperity. In addition, the system makes certain commuters can arrive on time, provides for reliable just in time delivery of goods, and assures greater mobility to emergency vehicles and police in assisting the public. As taxpayers, the community will further benefit by receiving ownership of major transportation assets valued at more than \$2 billion in a timely manner and that is primarily paid for by private tolls and corporate investments with little or no burden on the taxpayer.

VIRGINIA HOT LANES I 495 BELTWAY HOT LANES

- Key agreements in place
 - Comprehensive agreement
 - \$1.3 billion design-build contract

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- Operating and support services agreement
- Primary financing agreements in place
- Notice-to-proceed issued December 20, 2007
- VDOT, Fluor, and Transurban provided equity to fund construction
- Private activity bonds sold in June 2008 – first use of PABs
- TIFIA loan executed

I 95/395 HOT LANES

- Multi-modal service for entire corridor
 - Toll payers
 - Carpools (HOV 3+)
 - Bus transit
- Interim comprehensive agreement in place
- Environmental studies proceeding
- Ongoing bus transit coordination

The Beltway HOT lanes have been modeled after another P3 congestion relief success story, California's SR 91 HOT Lanes, the oldest in the country. In operation for more than 10 years, first as a private concession operation then subsequently sold to Orange County Transportation Authority, SR 91 is a highly successful project which provides reliable and attractive travel service as well as a new source of

revenue for Orange County. The public benefits demonstrated by SR 91 are numerous. In spite of the fact that tolls, which vary with the time of day, have been increased upwards almost yearly, the road still enjoys loyal ridership and performs its mobility function better than any other type road in America. The two SR 91 HOT lanes, representing one-third of the road surface compared with the four regular lanes, carries fifty percent of the PM peak traffic. This represents the most efficient use of limited road capacity to date, not to mention the proven air quality benefits that accompany such efficient operation.

PUBLIC POLICY BENEFITS

In order to benefit from the advantages of public-private partnerships in helping to solve urban congestion challenges, it is necessary for a state to have passed the required legislation to allow the private sector to meaningfully participate in the process. More than a dozen states now allow P3 projects both as solicited and unsolicited proposals. The two previous Virginia examples were both submitted as unsolicited proposals to the Virginia Department of Transportation under the Virginia Public Private Partnership in Transportation Act of 1995, one of the most successful P3 programs in the country.

Here is what the private sector can bring to a P3 partnership: new ideas, new money, public support, and lower costs for congestion

Continues on pg. 71



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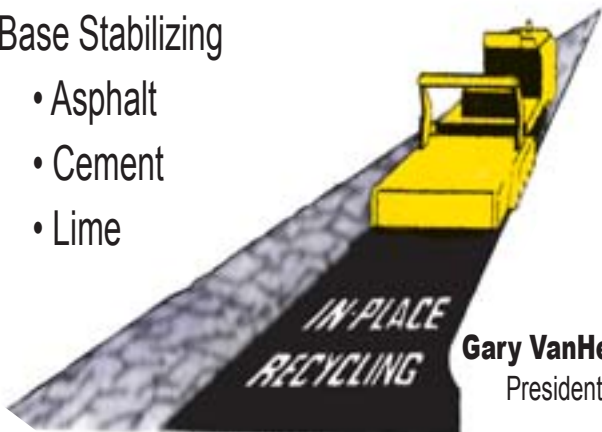
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Bill Winter is getting ready to attach the heavy-duty innerduct to the end of the boring head. The boring rig will then pull it back through the hole with locating wire attached. Fiber optic is installed in innerduct and heat spliced in hand-holes where necessary.

MICHIGAN LABORERS' TRAINING & APPRENTICESHIP INSTITUTE



Grant Charlick, an apprentice program graduate out of Laborers Local 1076 and an employee of Skanska, USA, considers MLTAI and the Construction Craft Laborer apprenticeship program an important part of his professional growth.

Charlick stated, "Having passed a college calculus class I expected that there was very little MLTAI could teach me about math, but with their unique approach to teaching I learned how the mathematic principles I learned in college apply in the real world. College didn't teach me that. Also, the wide variety of subjects taught at MLTAI as well as the variety of experience I've gained as a result of working for a general contractor has prepared me to take advantage of advancement opportunities that could come my way in the future."

Michigan Laborers' Training and Apprenticeship Institute provides training to apprentices and journey persons alike. Our instructors have a wide range of field expertise to provide our members with top-notch training using cutting edge technology. Our state-of-the-art training facilities located in the cities of Wayne, Perry and Iron Mountain accommodate on average 2,500 members annually. Courses range from 2 hours to 120 hours in length and include environmental training, construction training, life skills courses as well as on-line courses.

Graduates reaching Journey worker status can be granted college credits at virtually all of Michigan's community colleges.

MLTAI and the Construction Craft Laborers apprenticeship program produce Laborers skilled in their field, dedicated and trained. When Grant was asked what it takes to be a successful Laborer he said, "You have to show up every day in the right state of mind, with a proper attitude and be dependable, punctual and trustworthy. You have to bring your "A" game every day".

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 Michigan Laborers Training and Apprenticeship Institute.



Michigan Laborers Training and Apprenticeship Institute
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517-625-4046 www.mi-laborers.org

MITA 2009 Calendar

For details on any event, contact Danielle Coppersmith, events coordinator, daniellecoppersmith@mi-ita.com or visit the events section of www.mi-ita.com.

January 8-11, 2009

MITA Ski Weekend

Boyne Highlands

January 21-23, 2009

MITA Annual Conference

Soaring Eagle Casino and Resort, Mt. Pleasant

January 30, 2009

MITA Super Conference

Crowne Plaza, Grand Rapids

February 10, 2009

Board Meeting

Detroit Science Center or MITA Office
1:00 p.m.

February 20, 2009

MITA Super Conference

Sterling Inn, Sterling Heights

February 26, 2009

MITA Super Conference

Holiday Inn South, Lansing

March 4, 2009

Industry Night

Noto's, Grand Rapids

March 7-14, 2009

MITA Management Conference

Hilton Los Cabos, Los Cabos, Mexico

March 18, 2009

Industry Night

The University Club, Lansing

March 25, 2009

Industry Night

The Italian American Center, Livonia

April 14, 2009

Board Meeting

MITA Office
1:00 p.m.



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solutions. While every project is unique, past experience suggests there are common elements to all successful P3 projects. (See "What Makes a Good P3 Deal" box). The public policy benefits of each of these elements include:

- **New Ideas** – P3 programs help mobilize the private sector to find new and innovative solutions to urban congestion and other transportation challenges by working in partnership with state DOTs or other major transportation agencies. The two Virginia HOT lane examples were not part of any state transportation plan or initiative yet have provided a realistic and potentially sustainable multi-modal congestion relief solution for Northern Virginia. This idea has spread across state lines to Maryland and the District of Columbia where the local MPO is considering a managed lane network for the entire region.
- **New Money** – Properly managed P3 programs will encourage the private sector to find innovative ways to finance congestion relief projects with money that supplements and leverages traditional dwindling Federal and state resources. The two Virginia HOT lane examples represent more than \$2 billion in new congestion relief construction that would not have been possible relying on traditional highway funding sources.
- **Build Public Support** – The National Environmental Policy Act, known as NEPA, restricts a DOT's ability to promote new road development during the study phases since they are not legally permitted to advocate a build versus no build alternative prior to completing the location and environmental study phase of a project. All too often excellent highway plans are killed by highly organized citizen or special interest group's opposition during that planning phase. The private sector is not limited by NEPA and can become a forceful advocate for one or more build options during the planning phase and help counter the narrowly focused opposition groups. This is a unique aspect of the P3 approach.
- **Lower Costs** – Although the American P3 experience is limited, extensive United Kingdom PFIs have documented significant savings by reducing cost overruns and completion delays resulting from P3 procurement over traditional procurement.

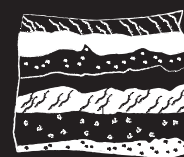
Whether for the direct project benefits or indirect public policy benefits, the creative use of P3 programs as a new tool in the fight to control growing urban congestion can be a major benefit to the public.

WHAT MAKES A GOOD P3 DEAL?

- Working with a reliable public partner who understands all obligations
 - Political will is strongly present
 - DOT has authority to negotiate without further legislative approval
 - Have adequate public funds to facilitate the deal when necessary
 - Enabling P3 legislation does not have a sunset provision
- Addresses a real need by providing significant user benefit at the lowest cost
- Enhances mobility of the entire network
- Increases accountability through shared risk, cost control, and asset management
- Delivers better customer service and user value
- Has a clear path forward but retains flexibility for changing conditions
- Helps government be more efficient and significantly reduces need for public funds

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