

FALL 2012

CROSS SECTION

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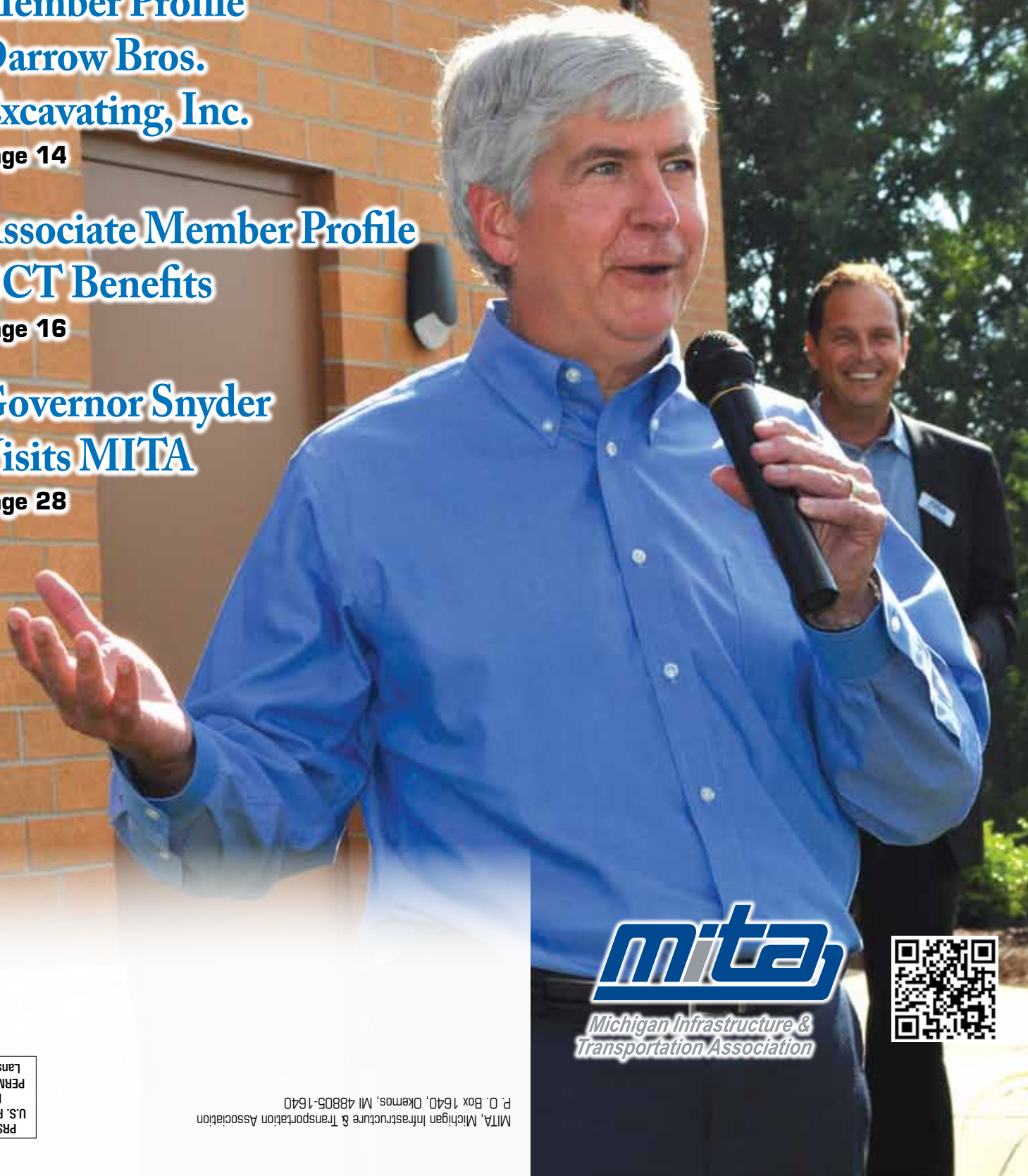
Page 14

Associate Member Profile
BCT Benefits

Page 16

Governor Snyder
Visits MITA

Page 28



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CROSS SECTION

features

- 20 Executive Vice President Comment
- 24 Vice President of Industry Relations Comment

also in this issue

- 9 Letters to MITA
- 12 Legislative Jobsite Tours
- 14 Member Profile
- 16 Associate Member Profile
- 18 Did You Know?
- 22 Problem Solver
- 22 Citation Review
- 26 MITA Summer Conference
- 34 Legislative Bill Update
- 28 Governor Snyder Visits MITA
- 30 MITA Golf Outing Sponsors
- 32 DBE Profile
- 38 ARTBA News
- 44 Member News
- 48 MDOT News
- 50 New MITA Members
- 52 Calendar of Events
- 53 Bulletin Index
- 54 Ad Index

Cover Photo by Ellen Nystrom

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MICHIGAN LABORERS' TRAINING & APPRENTICESHIP



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."

INSTITUTE

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.



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you said it

Letters to MITA

Doug:

Thank you for helping us with the student recruitment for our Transportation Camp this summer.

Also, thank you for hosting the golf outing. You guys did an excellent job. It was well organized and we had good representation from the industry. I attempted to golf with one of our newest industry members, Brian O'Toole from InstronTek, Inc. It is good to see InstronTek become very active in MITA functions. The entire industry will benefit from active membership in the MITA association.

Thanks for all your cooperation and support.

Thomas C. Larabel, Assistant Professor
Interim Program Coordinator
Institute for Construction Education and Training
Ferris State University

Where Has Your MITA Hat Been?

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Underground Spotlight

The following press release was issued by MITA in August to enhance awareness among the public and legislators regarding the needs of our underground infrastructure. Awareness is the precursor to action, and it is hoped that these efforts will result in positive action on the part of Michigan Legislature. The end result will be that more municipalities will be able to afford improvements to their underground infrastructure, thus spurring activity in Michigan's underground construction industry.

MICHIGAN BEACH ADVISORIES AND CLOSINGS ON THE RISE Aging Underground Infrastructure Among Causes

OKEMOS – Beach closings continue to be a fact of life in Michigan, as a result of high bacteria levels caused by many factors, including combined storm and sanitary sewer overflows.

The number of monitored public beaches with advisories or closings continued to increase each year between 2005-2010, according to the most recent formal report available on the Michigan Department of Environmental Quality (MDEQ) website (http://michigan.gov/deq/0,1607,7-135-3313_3686_3730---,00.html). So far in 2012, there have been 96 beach advisories or closings. That is up from 2011, when during the same time period the number was 88.

This trend points out the increasing need to fix our aging underground water and sewer systems, according to the, Michigan Infrastructure and Transportation Association (MITA), and the importance of state revolving fund legislation, which is moving through the state Legislature.

“House Bills 5673-76 and Senate Bills 1155-1158 provide lower cost and easier access to funding for municipalities so they can obtain bonds and receive grants to pay for the cost of evaluating and separating their combined storm and sanitary sewer systems,” said Mike Nystrom, executive vice president of MITA. “This legislation supports the \$1 billion sewer bond program, approved by voters in 2002.”

According to the most recent Michigan Beach Monitoring Annual Report on the MDEQ website, the number and percentage of beaches that exceeded water quality standards rose between 2005 and 2010. Local health departments issue advisories or beach closings, and the state keeps track of them on the Michigan Beachguard website (www.deq.state.mi.us/beach.) High bacteria levels are the reason for most closures, and can result from a variety of causes, including combined storm water and sanitary sewer systems which cause raw sewage to flow into the state's lakes, riv-

ers and streams.

“Our aging underground infrastructure is a hidden menace,” Nystrom said. “It is easy to see potholes on the roads that need to be fixed; or concrete falling from bridges. But the problems with our underground systems seldom come to light, and the costs to repair them grow every year that municipalities have to put off to tomorrow what needs to be done today.”

MITA continues to be a leader in addressing the problem of combined sewer overflows at the legislative level, most notably in 2002 with the passage of the Clean Water Michigan legislation. In the summer of 2010, recommendations arose from the State Revolving Fund

Advisory Group, established by legislation, which MITA supported, that would determine how the state funds long-term water and sewer system needs in Michigan. For more information about MITA, visit www.mi-ita.com.

State Revolving Fund Project Lists Available

The draft fiscal year 2012 Project Priority Lists for the State Revolving Fund (SRF), the Strategic Water Quality Initiatives Fund (SWQIF), and the Drinking Water Revolving Fund (DWRF) are now available at on the Department on Environmental Quality website at www.michigan.gov/deq. The fundable range for the SRF and SWQIF is \$431 million and \$3 million respectively.

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Legislators Pay Special Visit to MITA Members

Michigan legislators took time out of their busy schedules to visit the C. A. Hull, Inc., I-94 jobsite in Port Huron in July.

Below from left to right: A representative from E.C. Levy Co.; Rep. Paul Muxlow (R-Brown City); Mark Johnston, Ajax Paving; Sen. Phil Pavlov (R-St.Clair); Dan Eichbrecht, Dan's Excavating; Mike Mal-loure, C.A. Hull; Jim Doe-scher, Dan's Excavating; and Josh Goldsworthy, C.A. Hull.



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Michigan legislators visited Advanced Drainage Systems (ADS) in Clifford in September. A breakfast was served and the legislators met many of their constituents. They each received a binder with information about ADS and the plant tour lasted 90 minutes.

Opposite from left to right: Sen. Phil Pavlov (R-St. Clair); Rick Lamb, ADS Michigan Plants Manager; and Rep. Kevin Daley (R-Attica).



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Member Profile



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MACKINAW CITY, MI

Perry and Katie Darrow formed Darrow Bros. Excavating, Inc., in Mackinaw City in 1968. Katie Darrow tells their story very eloquently in the following question/answer format.

Company History

My husband, Perry, and I started our company in 1968. We started with a 1957 P & H Crane we purchased from my father in law for \$2,000. Perry's dad, (we called him Pa Slim), had an old tandem dump truck we rented and Perry's brother, Jim, had a dozer. This is how the company was named after Perry and Jim. We were off and running.

Our first major job was being a part of land clearing, road building and campsite development for Mackinaw Mill Creek Camping. This campground is located on U.S. 23 Hwy., just south of Mackinaw City and has over 600 developed sites. Today, we still haul materials to maintain the sites. In 1971 we purchased our first new truck, a Ford tandem, for \$13,000 and, I remember to this day I thought I was signing my life away on a bank note and hoped we could make the payments. In 1973 another new Ford tandem truck was purchased for \$15,000. Both trucks are still in our fleet and once in a while get fired up to make short run hauling brush or to dump a small load of materials.

We are now in our fourth generation of family employees. Pa Slim, Perry, Darby and Dylan, our grandson. Dylan is a senior at Central Michigan University majoring in construction management, and he worked this past summer on a sewer project



in Manistique.

Favorite Projects

In the late 1970's and early 80's, when the high water marks were a concern along Lake Huron and Lake Michigan, we were busy doing rock revampments to help save the shorelines of residential and commercial owners. One of our largest projects was the McCormick Foundation property along Lake Michigan (now under the auspices of Emmet County Parks and Recreation and Michigan's first Dark Sky designated park).

We are also proud to be part of the three boat lines with service to Mackinac Island: Arnold Line, Shepler's and Star Line. Ongoing through the years we have built parking lots, site preparation for new storage boat buildings and we maintain service roads.

As you approach Mackinaw City heading north you will see two wind energy turbines set to the west of I-75. Our company worked with a private developer to install these turbines 237 feet above the ground in 2001.

Other work over the years has included:

- Ongoing deliveries of topsoil, stone, and road mix for the continuing servicing of service roads and walkways at Colonial Michilimackinac and Mill Creek.
- Topsoil, stone, gravel deliveries to Mackinac Island. A 10-yard request will involve our pit, the Mackinac Bridge and a barge. This one trip for a 10-yard delivery will take three hours round trip. Many times we will have three of our trucks on a barge to the island. One of my favorite pictures in our collection is our 10-yard dump truck sitting in front of the Grand Hotel after just dumping a load of topsoil.
- Over the years older hotels, motels, business buildings and

CONTACT INFORMATION

Darrow Bros. Excavating, Inc.

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CONTACTS:

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Vice President and General Foreman
darby@darrowbrothersexcavating.com
Cell: 231-758-0146

Katie Darrow
President and Office Manager
kdarrow1943@att.net

Member of MITA since 1998



cottages have been demolished and it has been exciting to be a part of the new site development from start to finish to see a customer's vision and dream realized.

Challenges

In 1995 we lost my husband (and Darby's Dad) Perry. Jim, Perry's brother, passed away in 1993, and his grandson, Shannon, has been our dozer operator for the last 20 years. At age 32, Darby took over his father's footsteps and became general foreman.

As with most businesses in Michigan, the challenges have also included surviving the economic conditions, securing what few construction jobs that are available and the competitive bidding process.

Joys

Our crew, Ken, Collin, Dylan, Nels, Buck (Scott), Mike and Shannon, are the ones who make us who we are. Five of our employees

have been with our company between 16 and 35 years. They are hard working, dedicated and continue to believe and support the vision and positive direction of our company. We are proud to have had and hope to continue to be a major part of the footprint for the development of the Straits area and surrounding communities.

Whether helping a customer pick out a boulder to put the finishing touches on their landscape project; to delivering a two yard load of topsoil in a 10-yard dump truck for a customer who has no way of picking up or loading their own; to a weekend cottager who needs a material delivery on Sunday to finish a project before heading down state to

start another work week; to a family who is experiencing the sadness of losing their horse to an illness and needs a loader to lay the horse to rest. This is who we are and what we do to get the job done.

MITA Benefits

Being a member of the MITA organization gives us the support of member benefits offered, along with the feeling of having an organization dedicated to the well being of the membership. Whether a problem solving issue, continuing educational opportunity, a strong supporter and advocate for the construction industry, it is good to know your professional staff is there for you.

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Associate Member Profile

For contractors, meeting prevailing wage obligations in Michigan is a little less burdensome, thanks to MITA Associate Member BCT Benefits, headquartered in Bryon Center.

The Michigan Department of Energy, Labor and Economic Growth honors BCT Supplemental Unemployment Benefit Plan (SUB Plan) and allows participating employers to receive full credit for their contribution to the BCT Plan on projects covered by the Michigan Prevailing Wage Act.

"This is a huge bonus for those who bid and work on publicly funded contracts," said Rachel Snyder, national sales manager for BCT. "The BCT Plan can improve bids and increase profit margins by meeting the stated prevailing wage via payments to a trust account in lieu of cash wages. "Payments to the BCT Plan also provide important benefits for construction employees during periods of unemployment."

Mel Stein, co-founder and CEO of BCT Benefits, said that using the BCT Plan would help contractors realize additional profits, while ensuring that employees receive full payment of prevailing wages.

"Getting the dollar for dollar credit on fringe benefits like the BCT



SUB Plan is the best news a contractor can get in our current economic environment," Stein said.

He and Snyder have seen firsthand how a SUB Plan has the ability to generate additional profits on a prevailing wage job that has already been awarded, or in the case of a competitive bid, reduce the total bid

price between four and eight percent. Depending on the trade, he said, this is a tremendous opportunity to move from second or third spot to the winning bid and secure more jobs for employees while providing those employees a great benefit.

Snyder said that many employees who are currently part of the BCT program have expressed appreciation for the fact that they can accrue benefits in the form of fully vested, cash dollars in an interest bearing account to cover times when work is not available to them, such as during rain days and seasonal downturns in the construction industry.

Among the MITA contractors who use the BCT Benefits program, is Crawford Contracting, Inc., of Mt. Pleasant. Andrea Wetherbee from Crawford, said: "The BCT SUB plan has been very beneficial to our growing workforce. Easy transmittal of weekly contributions and

MITA Members: Have prevailing wage jobs left you feeling like you have nowhere left to turn?

We can help.

With a supplemental unemployment plan from BCT Benefits, you provide a fringe benefit to your employees which pays them when work is not available.

Contributing to a benefit plan versus a cash raise can reduce your labor burden because fringe benefits are typically exempt from payroll taxes.

The money you save allows you to bid more competitively on prevailing wage jobs - knowing your bottom line won't have to suffer.



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payouts along with a user friendly website have made our transition into the plan with BCT a breeze. We look forward to many more years of service."

As Wetherbee mentioned, BCT's secure website is easy to use for employers and employees, and Snyder added that payouts are run every week.

"Because of system was founded by a contractor, it is a very black and white, easy to use program which does not require a contractor to do additional work," Snyder said.

A roofing contractor who firmly believed that prevailing wage laws should not be a hindrance to the success of construction employees conceived BCT. While growing his company, he saw first-hand how prevailing wage policies were discouraging qualified contractors from effectively taking projects. Convinced that there had to be a better way to operate, he approached his business partner, a successful CPA with a number of years of experience in construction accounting. With his aptitude for incorporating tax, accounting and financial laws in a way that benefits an employer's business needs, they discovered that contractors could take a more proactive approach to make their prevailing wage bids more competitive. One tool in that process was the SUB Plan, and from there BCT was formed.

"With a combined 50-plus years in the construction industry, the founders of BCT understand the competitive nature of the bidding process," Snyder said, "as well as the importance of providing sound benefits to employees. They give the contractors a better way to level the bidding field and stabilize their employees' wages. BCT takes pride in its services, which enable contractors to build an adaptive construction benefits program."

BCT Benefits

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Did You Know?

There are six statewide ballot proposals appearing on the November 6, 2012 general election ballot. Two of the proposals could have significant impacts on the future of the heavy construction industry in Michigan. We are urging MITA members to vote "NO" on proposal 5 and proposal 6.

Proposal 5, if passed, would require a 2/3 majority of the Legislature or a vote of the people for any future tax increases. This would include any changes to our current tax structure. Our goal of increased funding for infrastructure in Michigan would be near impossible to accomplish if a 2/3 majority of the Legislature would have to support its passage.

Proposal 6, if passed, would require a vote of the people before the State of Michigan can construct or finance new international bridges or tunnels for motor vehicles. This could halt construction on the New International Trade Crossing that has been approved by Governor Snyder and the Canadian government.

If you have any questions regarding these proposals, or any of the other ones that will be placed on this elections ballot, please do not hesitate to contact Lance Binoniemi at the MITA office at (517) 347-8336.

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Mike Nystrom

The Truth about MITA

I have been out visiting with members across the state, and I am actually surprised to hear that many members are not aware of all the products and services that are offered by MITA. For the most part, these companies are happy to be part of the association and feel they are receiving a return on their dues investment, but they don't always understand everything that we offer as an organization.

The truth is we have no intention of keeping what we do a secret. If the industry doesn't know what MITA has to offer, then shame on us for not making our resources and services more apparent.

MITA's staff of 13 should be considered an extension of the professional staff that you employ at your offices. I think that the most important thing that any member can do when a question or need arises is to pick up the phone and call the MITA office to see if our team can help solve the problem.

MITA obviously offers a wide variety of primary services. The MITA staff is very well recognized at MDOT and at many other regulatory agencies such as MIOSHA and

MDEQ. The MITA name is synonymous with aggressive representation of the heavy construction industry in both chambers of the Legislature as well.

MITA is also very well recognized on the safety front. Not only do we hold training seminars throughout the state, but we are willing to come directly to you in order to make sure your labor force is properly trained on all of the latest safety requirements. MITA staff will also visit your jobsites to do a full review of a project to help you and your management team better understand what areas need to be improved.

Your association also employs two professional engineers. This part of our team stands ready to help you with technical matters, claims issues, and even on specification or prevailing wage questions that may come up on your projects. It makes no difference whether you are working on an MDOT job, local agency project, or involved with a private owner, these MITA professionals stand ready to help answer those questions that regularly arise.

MITA also represents the industry on a

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very high level with regard to labor and legal questions. It is not only those companies that have collective bargaining agreements who benefit from the MITA labor services, but it also those non-union companies who might have questions on hiring and firing practices or drug testing policies. The MITA staff also makes sure that we know the best legal counsel in the industry on a variety of different subjects. One specific service that is vitally important to our industry on both private and public projects is our Lien Law tutorial located on the MITA website, which includes all documents in a regularly updated packet. This information is free to download for all MITA members.

As industry-wide representatives, we also offer many of the services that other trade associations offer such as: insurance programs, networking and social opportunities as well as an

award-winning quarterly magazine, directory and a very useful website (www.mi-ita.com). However, we also offer services that many members may not be aware of such as: the MITA EEOC Compliance Manual, an Equipment Blue Book Rate Service and state and federal jobsite posters. You should be aware that these are just some of the unique services and products that we offer our membership.

If you feel that you need a greater return for you MITA dues investment, please pick up the phone and give us a call. We are here to serve and will be happy to assist in any way possible.

**Contact Mike Nystrom at mikenystrom@mi-ita.com,
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or comments.**



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Citation Review: General Duty Clause

The Violation and Penalty:

Serious \$6,000

The Rule:

**Act 154, Public Act of 1974,
4080.1011(a)**

The Discussion:

This portion of Public Act 154 is better known as a general duty clause. This catch all rule is used when a safety officer can't find a specific rule that covers the work operation or activity at hand, but feels that the practice could endanger an employee. The citation narrative read as follows: Employees are walking and working in front of rotating auger of concrete paving machine. Employees are within approximately 3' of auger during placement of concrete. The concrete was being placed in this manner due to the tight confines of the street being worked on.

After a prehearing on the matter, the citation was dismissed. This particular slip-form paver had hydraulic controls, and the men in front of the machine were in constant visual contact with the operator. The hydraulic controls on the paver allow it to stop in an instant, which removes the risk of entanglement and was the leverage needed to have the citation vacated.

It is important to look at all your jobs from a safety standpoint regardless of MIOSHA regulations, and please remind yourself

from time to time that MIOSHA regulations are considered a minimum. Work processes should be scrutinized to determine what types of exposure to hazards may exist. Enlist your own employees ask "what could we do around here that would make things safer?" Given the right environment, employees are willing to share their ideas.

Problem Solver

One belief that MITA has adopted over the years is that existing underground utilities should be able to withstand normal construction activity. To us, this seems like a reasonable assumption and certainly runs to the heart of damage prevention.

It would also be safe to assume that backing an excavator over a gas service that is more than two feet deep would be okay. If no, we have a major problem as an industry.

Take the case of a MITA member who was doing just that. Not digging mind you, but simply running a machine on top of the ground. Unfortunately, this service, that incidentally was 30 inches deep, broke. As a result of the incident, the utility sent our member a bill for \$1,600!

When questioning the utility claim representative, it was discovered that the aforementioned service was steel and was installed over 30 years ago. When asked if Public Act 53 had been violated, the answer was "no" (and it couldn't have been anything but "no"). The claim rep then went on to explain that the legal department felt they had a case based on some degree of tort negligence. In the spirit of compromise, and probably weakness, the damage claim was reduced to \$800 and eventually to \$500.

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The obvious answer to both settlement offers was "no". The issue here is much more serious than money. Construction activity would come to a halt if employers were required to determine whether an existing facility could withstand the weight and/or movement of heavy construction equipment.

It was made crystal clear to the utility that this situation had wider application than just the contractor involved here. Steady and persistent pressure in the end prevailed and the claim was dismissed entirely.

MITA spends a great deal of time and resources educating members regarding properly and safely working around utilities. The "Best Practices" for utility locating contract has helped to put utilities and contractors on the same page to a certain extent. Many problems will continue to occur with the vast amount of boring that occurs and different levels in the same run not to mention the issue of live and abandoned lines in joint trenches. Rest assured that your association takes these problems seriously and works diligently to provide training regarding best practices and advice in the event a damage results in a claim. Please feel free to call me with your frustrations and questions regarding the ever-turbulent process of dealing with utilities on your jobsites.

.....
Please contact Rob Coppersmith at
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Douglas E. Needham, P.E.

New International Trade Crossing – Generational Milestone

On June 15, 2012, Michigan Governor Rick Snyder and Canadian Minister of Transport Denis Lebel signed a historic document authorizing the creation of an International Crossing Authority and construction of a New International Trade Crossing (NITC) connecting Detroit, Michigan with Windsor, Ontario over the Detroit River.

This is great news not only to the citizens of Michigan but also to Michigan's stagnant heavy highway and underground construction industry.

According to the Ann Arbor-based Center for Automotive Research the \$2-billion project has the potential to bring about 6,000 jobs for the first two years of construction and 5,100 jobs for each of the final two years of construction.

The additional road projects required to connect the bridge to the existing interstate system will support 6,600 jobs a year on average for four years. Once completed, the operations of the bridge will yield nearly 1,400 permanent jobs and 6,800 permanent jobs will be created in the area of the new bridge and elsewhere as a consequence of new economic activity.

Thanks to the leadership and fortitude of Governor Snyder, the internal agreement for the NITC does not require Michigan taxpayers to pay any part of the costs. Canada will front the state's \$550-million share and recover the money from bridge tolls and will also bear all of the risk if bridge tolls don't raise enough revenue to make scheduled repayments to the private contractor chosen through competitive bidding to finance, build and manage the bridge.



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As one might expect, there are certain to be legal challenges to this project. One challenge that all of us will have a say in is the ballot initiative that would require a vote of the people to construct the bridge. We are hopeful that the people of the state recognize that the Michigan Department of Transportation along with the other 534 local units of government build and maintain bridges every year without the requirement of a vote of approval. Therefore, we are encouraging a "No" vote on this ballot proposal on the November 7, 2012 elections.

Next Steps

- Prior to a shovel being placed in the ground, there are several steps that must take place including a "presidential permit" by the U.S. State Department along with a permit from the U.S. Coast Guard for the construction of a bridge in navigable waters.

- After the "presidential permit" is obtained, land acquisition will commence. The city of Detroit owns much of the land required for the approach; however, some properties may need to go through the eminent domain process. Once property is acquired, demolition will begin.

- The signing of the "presidential permit" will also allow for the creation of an International Bridge Authority to oversee the crossing and to prepare for letting of bids to privately design, develop, finance, construct, operate and maintain the NITC. Once formed,

a basic preliminary design will begin. This preliminary design be the precursor for a formal Request for Proposal and will have an advertising timeframe of about 6-9 months. The RFP will provide the details for a concessionaire to design, construct, operate, and maintain the NITC through a 40-50 year public-private partnership agreement (P-3) Agreement between the Crossing Authority and the concessionaire.

- If all goes as anticipated, MITA is hopeful that actual construction for the NITC will begin in 2-3 years.

Make sure to visit the MITA website for updates on the progress for the NITC.

This new "freeway-to-freeway" connection will greatly enhance the economic activity between Michigan and Canada and ultimately increase trade.

MITA strongly supports this bridge along with the community benefits plan that is of the Public Private Partnership (P3) Design-Build requirements. Michigan's contractors and suppliers stand ready to participate in this "Generation Milestone" and rebuild Michigan.

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

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The 2012 summer conference was a great success, regardless of the rainy weather. Stay tuned for details regarding next summer's event, and be sure to thank the companies who graciously sponsored this year's conference.



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Governor Snyder Meets with MITA Members



As a special privilege for MITA PAC contributors only, MITA hosted a barbeque for Governor Rick Snyder on July 31 at the MITA offices in Okemos.

The governor talked about the outlook for infrastructure funding, and personally spoke with nearly all in attendance. Over 150 MITA member were in attendance.

Stay tuned for more MITA PAC contributor events in the future.





2012 MITA Golf Outing Sponsors

Thanks to everyone who attended and/or sponsored a MITA Golf Outing during 2012, or made a donation to the auction July 12. The outings included our Western Michigan Golf Outing June 7 at Boulder Creek in Belmont; our Southeastern Michigan Golf Outing and Auction July 12 at Twin Lakes in Oakland; and our Central Michigan Golf Outing August 23 at Eagle Eye in East Lansing.

Be sure to show your appreciation by doing business with the following companies who support your association.

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Update Your Company's Directory Listing on the MITA Website

It will soon be that time of year again to publish the MITA Membership Directory. As always, we strive to succeed in the accuracy of each and every member listing.

Last year, in an effort to keep up with technology and green initiatives, we asked companies to verify their listings on the MITA website. This year, we will ask you to do the same.

The Membership Directory is always available for members to view on the MITA website at www.mi-ita.com/members/membersdirectory.aspx so we encourage you to keep your listing updated throughout the year.

Information in the directory includes your company's mailing address, phone number, website, key contacts and buyer guide categories – all items you want to keep up to date to enhance sales or services to your fellow MITA members.

You can edit your company profile at www.mi-ita.com/members/profile.aspx. Stay tuned for more specific details on updating your profile.

If you have any questions about the MITA membership directory or your company's profile, please do not hesitate to contact Anita Lindsay at anitalindsay@mi-ita.com or call her at the MITA office.

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**OWNER/PRESIDENT:
Lois Kreager
Loisk54@aol.com**

**CORPORATE SECRETARY:
Herb Kreager
hkreager@aol.com**

Lois Kay Contracting of Saginaw specializes in pavement repair, cold milling, joint repair, asphalt paving and drainage and structures. Lois Kay works throughout the state of Michigan, and has worked in over half of the counties in Michigan this year.

The company was founded in 1981 by Lois Kreager and is a multi-generational family owned business. Family members serve in major and minor roles within the company, creating the foundation of a solid and successful organization.

Although the 2012 season started off slowly, momentum has picked up and Lois Kay's milling crews have chewed up over 2.5 million square yards of pavement to date, with two busy months of work left. The joint repair crew has repaired over 100,00 feet to date and has placed more than 10,000 tons of material.

Serving as a prime contractor this year, Lois Kay had three major projects in Genesee County, and is traveling to St. Joseph County to prime the Three Rivers Airport project in early October.

"Although the economy in Michigan has impacted our 2012 season", said Linda Kreager, "we are pleased with what we have accomplished". "We try to look at the big picture, and all the people we meet along the way, and the quality of the work we do as opposed to just the bottom line. Although some days are better than others, they all blend together to make our seasons successful. Our goal is to continue that same quality in the years ahead."

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Legislative Update

BILLS AT A GLANCE

BILL	SUMMARY	POSITION	STATUS
HB 4453	Requires road agencies to competitively bid public works construction projects.	Support	Referred to the House Oversight, Reforms and Ethics Committee.
HB 4521	Distribution of a portion of the sales tax into the Michigan Transportation Fund	Support	Referred to the Committee on Transportation.
HB 4694	Construction contracts with certain public agencies and specific bid specification requirements.	Support	Referred to the Committee on Commerce.
HB 4747	Transportation; funds; disposition and use of revenues from fee increases; modify, and earmark into state trunkline fund.	Support	Passed the House; Passed the Senate; Returned to the House.
HB 4790	Requirement for competitive bidding by county road commissions on certain projects involving townships.	Support	Passed the House and referred to the Senate Committee on Transportation.
HB 5007	Amends PA 51 of 1951 (known as Act 51) to require that additional audit procedures and reporting requirements be developed for both county road commissions and cities and villages to determine whether transportation funds were expended in compliance with the act.	Support	Assigned PA 298 with immediate effect.
HB 5118	Amends the Motor Fuel Tax Act by amending sections 14, 82 & 87 to not allow a supplier to take a deduction of the quantities sold after October 1, 2012.	Support	Referred to the Committee on Transportation.
HB 5298	Would convert the current fuel tax to a wholesale tax with an effective rate of 28.3 cents.	Support	Referred to the Committee on Transportation.
HB 5299	Would amend the motor carrier fuel tax act to repeal the diesel excise tax and the excise tax on biodiesel.	Support	Referred to the Committee on Transportation.
HB 5300	Would modify vehicle registration fees to an on average increase of 67%.	Support	Referred to the Committee on Transportation.
HB 5303	Would create the Commercial Corridor Fund and require satisfaction of certain conditions for funding. The basic effect would be to prioritize roads, which are vital for economic activity and growth.	Neutral	Referred to the Committee on Transportation.
HB 5305	Would provide that all road projects may be subject to competitive bid regardless of cost.	Support	Referred to the Committee on Transportation.
HB 5397	Would extend liability for repairing and maintaining highways to include design elements beyond the physical roadbed.	Oppose	Referred to the Committee on Judiciary.
HB 5466	Would expand the anti-indemnification statute to apply to certain clauses in construction contracts with public entities.	Support	Referred to the Senate Committee on Judiciary.
HB 5673 - 5676	Would amend sections of the Natural Resource and Environmental Protection Act to modify the grant and loan program; definitions; points awarded for funding; funding for the program; and, distributions.	Support	Referred to the Committee on Natural Resources, Tourism, and Outdoor Recreation.

BILL	SUMMARY	POSITION	STATUS
SB 14	Would repeal the Michigan Occupational Safety and Health Act (MIOSHA).	Oppose	Referred to the Committee on Appropriations.
SB 95 - 97	Repeals prevailing wage and fringe benefits on state projects.	Oppose	Referred to the Committee on Economic Development.
SB 714 & 715 & SJR N	Repeals the Motor Carrier Fuel Tax Act (714) & the Motor Fuel Tax Act (715). Increase sales tax on retailers at an additional 1% and deposit the funds in the MTF	Neutral	Referred to the Committee on Finance.
SB 819	Would prohibit idling of a vehicle for more than five minutes during any 60-minute period.	Neutral due to recently include exemptions.	Referred to the Committee on Transportation.
SB 918	Would convert the current fuel tax to a wholesale tax with an effective rate of 28.3 cents.	Support	Referred to the Committee on Appropriations.
SB 919	Would modify vehicle registration fees to an on average increase of 67%.	Support	Referred to the Committee on Transportation.
SB 920	Would amend the motor carrier fuel tax act to repeal the diesel excise tax and the excise tax on biodiesel.	Support	Referred to the Committee on Appropriations.
SB 1083	Would enhance public safety, protect the environment, and prevent the disruption of vital public services by reducing the incidences of damage to underground facilities.	Support	Passed Committee; on House floor.
SB 1084	Would amend Section 13 the Michigan Damage Prevention act to provide that acts or omissions of a municipal corporation shall be considered proprietary functions and NOT governmental functions.	Support	Passed Committee; on House floor.
SB 1154	Eliminates hours of operator time and on-duty restrictions for commercial motor vehicles engaged in seasonal construction-related activities.	Support	Referred to the Committee on Transportation.

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MAP-21 Sets Stage for Next Transportation Investment Bill

By Pete Ruane, President & CEO, American Road & Transportation Builders Association

The new federal surface transportation law—Moving Ahead for Progress in the 21st Century Act (MAP-21)—became reality July 6 when President Obama affixed his signature. ARTBA Chairman Paul Yarossi and I were pleased to attend the bill-signing ceremony at the White House, which ended more than 1,000 days of needless delay since the expiration of the previous law, SAFETEA-LU. Congress passed MAP-21 amidst an unprecedented legislative environment rife with partisanship, political posturing and myopic thinking. Uninformed pundits and other self-appointed “experts” kept telling us that Congress would never pass such a measure this year. ARTBA and its partners from the Transportation Construction Coalition (TCC) and U.S. Chamber-led Americans for Transportation Mobility (ATM) coalition prevailed, providing needed support for congressional transportation leaders every step of the way.

I would be remiss if I didn't acknowledge the work of members of the ARTBA SAFETEA-LU Reauthorization Task Force, and co-chairs Tom Hill of Summit Materials and Paul Yarossi of HNTB, who is the current ARTBA chairman. Many of the recommendations in the task force's 72-page report—delivered to Congress in late 2007—were included in MAP-21. Indeed, it is proof positive that ARTBA's volunteers are leaders in formulating policies that become law. We owe a great debt of gratitude to the task force,



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all ARTBA members and our state contractor chapters for your patience, sustained grassroots efforts and investment in ARTBA's "Transportation Makes America Work!" communications advocacy program.

As ARTBA works on implementation of the new law, and turns the page to prepare for the next reauthorization, let me leave you with five final thoughts...

- MAP-21 is not just "another extension," as some have stated. It ends nearly 36 months of market uncertainty and stabilizes the Highway Trust Fund for more than two fiscal years. It also includes numerous, significant reforms in the environmental and planning processes, along with expanded innovative financing provisions, all of which have been ARTBA's priorities for a long time.
- Achievement of these meaningful reforms sets the stage for the major unresolved business in the next bill: long-term financing of the highway and transit programs—a significant boost in investment is critical to future U.S. economic growth, job creation and our ability to compete on the global economic stage.
- Arguments for devolving the federal highway program to the states failed unconditionally, despite support from a "vocal micro-minority" in Congress and allied non-transportation ideological

groups. MAP-21 reasserts a strong federal role in these programs. The significant bipartisan vote in each house (74-19 in the Senate, 373-52 in the House) leaves no doubt that devolution should not be the "tail wagging the dog."

- This has been another case where perseverance, steadfast positions and a willingness to take political risks carried the day.
- Despite all the partisanship on Capitol Hill, these votes underscore transportation investment's historical primacy as a non-partisan issue. It may well be the only truly bipartisan achievement the current Congress will be able to boast about this year.

Make no mistake that the process leading to MAP-21 was ARTBA's toughest challenge in decades. It is an achievement for our congressional transportation leaders and all of us who stood by them. Implementation of the new law will also require significant effort and tapping the expertise of ARTBA's volunteer leaders. We will also be working closely with U.S. Department of Transportation leaders.

At the top of our agenda, however, is the long-term vision and financing for the federal surface transportation programs. Since this was unresolved in MAP-21, ARTBA's advocacy work obviously continues. As always, we will need the continued commitment, engagement and financial

Continues on pg. 40

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support of all ARTBA members to help us face—and conquer—these next policy challenges.

More Details on MAP-21

After nearly three years and nine short-term extensions of the federal highway and public transportation programs, Congress completed action in June on a two-year surface transportation reauthorization bill. President Obama signed the Moving Ahead for Progress in the 21st Century (MAP-21) into law on July 6. It stabilizes federal surface transportation investment through FY 2014 and makes a number of policy reforms that

will impact all parts of the transportation community, including state and local officials.

While many of these policy matters involve changes to the 2005 reauthorization measure, SAFETEA-LU, program structure and have long been sought by most transportation advocates, we cannot overlook the impact on local governments that will result from MAP-21's reduced level of federal funding for highway improvements in FY 2013 and FY 2014.

Federal funding for highways peaked at \$41.1 billion in FY 2010 and FY 2011. In FY 2012, Congress reduced funding to \$39.1 billion. MAP-

21 increases this slightly to \$39.7 billion in FY 2013 and \$40.3 billion in FY 2014, reflecting projected inflation. In states where a share of federal funds is suballocated to local governments by formula, they will automatically receive less in 2013 and 2014 unless the state fills the gap with its own funds. Other states may try to make up for the reduced federal funding by reducing discretionary aid to local jurisdictions. This process began in some states in FY 2012 but is likely to intensify in 2013 and 2014 as the gap between state highway needs and resources grows ever larger, resulting in many having to finance a larger share of their highway improvements.

Programmatic changes in MAP-21 could also have a significant impact. Most notable is that MAP-21 has a much simpler program structure than SAFETEA-LU. While SAFETEA-LU contained dozens of programs, each authorizing the expenditure of federal funds for a specific kind of highway improvement, MAP-21 aggregates them into four programs that give states much more flexibility in how they use their federal highway funds. Specific SAFETEA-LU programs affecting local governments are now largely gone, including the High Risk Rural Road Program, the Safe Routes to Schools Program, the Recreational Trails and Scenic Byways Programs, and the Transportation Enhancements Program. In their place, MAP-21 transforms these into eligible activities within the existing Highway Safety Improvement Program and a new category of "Transportation Alternatives." While MAP-21 requires states to spend at least two percent of their federal highway funds on Transportation Alternatives, the total is about \$300 million less per

Continues on pg. 42

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year than the total for these programs under SAFETEA-LU.

Nonetheless, MAP-21 includes some provisions that could maintain or even increase federal help to local governments:

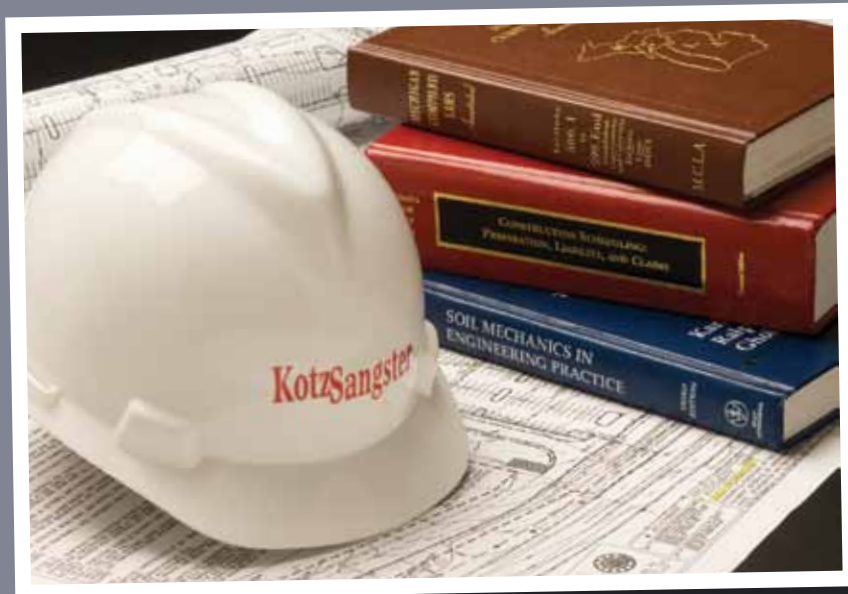
- MAP-21 preserves sub-state allocation of Surface Transportation Program (STP) funds. Half the funding each state receives under the STP is to be allocated within the state based on population, with funds being divided between urbanized areas over 200,000 population, other areas between 5,000 and 200,000 population, and rural areas with populations of less than 5,000. Every part of the state is thus guaranteed to receive at least some federal highway funds. The other half of STP funding may be used anywhere in the state.
- MAP-21 preserves a mandatory set-aside for off-system bridges, also as part of the STP program. Each state is required to spend as much on off-system bridges each year as was required in FY 2009 under the 15 percent off-system setaside in the SAFETEA-LU Bridge Program.
- A new provision of the STP makes improvements to minor collectors eligible for federal funding, if the improvement will enhance the level of service on a related National Highway System (NHS) route and is more cost-effective than an improvement to the NHS

route. In addition, up to 15 percent of STP funds sub-allocated to areas of a state with a population of less than 5,000 may also be used for improvements to minor collectors. Otherwise, minor collectors and local roads remain ineligible for federal funds.

- As part of new "National Freight Policy" provisions, MAP-21 encourages states to invest in highway improvements that improve the flow of freight by increasing the federal share of project costs to 90 percent or more. The important element for local governments is that each state has to define a freight network that, in addition to Interstate Highways and NHS highways that are critical to freight movement, may also include local rural roads with significant truck traffic.
- The new law also creates a comprehensive performance process under which the U.S. Secretary of Transportation develops national goals and performance measures to track progress towards those goals. States are then charged with setting performance targets and reporting to the Secretary on their efforts to achieve those targets.

MAP-21 includes a number of new opportunities for state and local governments to reduce delay in project delivery. One of the most significant changes to existing law is an expansion of the use of "categorical exclusions" (CEs) during the environmental review process. A CE is used

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when projects create minimal impacts on the environment. The difference between a CE and the more extensive environmental assessments (EA) or environmental impact statements (EIS) is multiple years added on to the amount of time it takes to complete a project review. MAP-21 now automatically classifies many routine projects as CEs. These include rehabilitation and repair projects, projects within an existing right-of-way, projects with minimal federal resources and projects undertaken as a result of an emergency situation. Expanding the use of CEs to these additional areas will enable local governments to have more certainty as to when a CE can be used and also allow routine projects to be undertaken without burdensome and unnecessary levels of review.

The law also expands opportunities for state and local governments to take control over various elements of the review and approval process. States now have the option of stepping into the federal role during the environmental review process. Previously, this option was only available to five states, but MAP-21 extends it to any state wishing to participate. Delegation of the federal role in the environmental review process could help reduce delay, as states would not have to "wait in line" for federal approvals and schedules. States can assume control of either the entire environmental review process or just over the CE process. MAP-21 also allows the use of STP funds to cover legal expenses associated with the delegation of environmental responsibilities. Under SAFETEA-LU, the additional legal obligations deterred some states from taking advantage of delegation opportunities. It will remain to be seen if MAP-21's provisions encourage more states to do so.

MAP-21 provides options for reducing the amount of duplicative work in the review and approval process. Specifically, it allows for the option of using materials in the transportation planning process during the National Environmental Policy Act (NEPA) review. This would reduce delay by allowing, where appropriate, the use of material already created instead of "reinventing the wheel." MAP-21 also encourages the use of programmatic agreements, spelling out requirements in the beginning of the review

Continues on pg. 53



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Adamo Demolition was involved in the demolition of Detroit's MacKenzie High School this summer.



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Keith G. Vandenbussche, FMA,

is working as a senior construction manager.

James A. Miloch, P.E., LEED AP,

is a senior electrical engineer.

Leigh C. Merrill, III, is a civil engineer.

Northern Concrete Pipe, Inc.

www.ncp-inc.com

Northern Concrete Pipe, Inc., completed an Asset Purchase Agreement in July to purchase the assets of Premarc and Grand River Infrastructure. Northern thanks customers for their support and trust over the years, and looks forward to the opportunity to continue furnishing precast concrete needs in the future out of their plants in Bay City, Clarkston, Grand Rapids and Lansing.

L & L Construction Co., Inc., Helps with Eagle Scout Project

MITA Member L & L Construction Co., Inc., of Holt, recently donated crushed concrete to help an Okemos scout complete his Eagle Scout project.

Jack King, the son of Jerry and Suzanna King, just completed his freshman year at Okemos High School and has been a boy scout since age six. After considering two other potential projects near Okemos High School, Jack contacted L & L after consulting with his uncle, Rudy Cadena, who is an engineer with MDOT. He suggested Jack contact MITA's Vice President of Industry Relations Douglas Needham, P.E. Needham reached out to Ken Bachman from L & L to inquire about a possible discount or donation.

L & L donated 90 cubic yards of 21AA compliant crushed concrete, which were delivered by Brian VanOrder of Michigan Demolition

Continues on pg. 46



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Member News

continued from pg. 45

Company. VanOrder became an Eagle Scout about the same age as Jack, and has encouraged him and offered advice along the way, like taking on a significant project, which would leave a legacy in the community.

The project involves clearing a trail at Hartrick Park near Okemos High School. The trail begins at an existing paved road and continues approximately 550 feet, connecting to an existing walking trail. The trail is designed to be six feet wide, four inches deep and will be filled with crushed concrete. A handicap accessible "T" in the trail was added at the request of the Meridian Township Parks Commission. The "T" connects the new trail to the Hartrick Park parking lot to allow easy access to the high school baseball fields. The project actually had been planned when the park was developed by the Meridian Township Parks, but was tabled because of lack of funding.

"We were happy to help out," said Ken Bachman of L & L. Larry Gathman, L&L Owner, has always been willing to participate

in community events such as this. We're just glad we were here to assist."

Jack, who is also in marching band and has his varsity letter in wrestling, said what he has enjoyed the most about the project is "showing leadership to the younger scouts and working with my neighbors, family and friends."

Jack said he is very grateful for the generous donations made by L&L, and the Michigan Demolition Company, and to MITA for making the connection possible.

Once his Eagle Scout Project is complete, he plans to participate in several high adventure scout camps, including Boundary Waters, White Water Rafting and Sea Base Scuba Camp.



Patriot Pumps/Thompson Pump Midwest Celebrates 10 Years in Business

Patriot Pumps/Thompson Pump appreciates the opportunity to provide bypass pumping and dewatering services to the MITA community since 2002! They appreciate all the business over the years and look forward to working with MITA members in the future.. The following is a brief introduction to the company as they celebrate their anniversary.

The company was originally formed in 2002 as Patriot Pumps, operating out of a small facility in Clarkston, Mich. The company

name was soon changed to Thompson Pump Midwest when a master distributor agreement was signed with Thompson Pump and Manufacturing. In 2006, the company outgrew the Clarkston facility, and moved to a larger shop in Troy. Continued growth prompted another move to a larger facility in Howell in 2009. The company operated under Thompson Pump Midwest until late 2010, when the name was changed back to Patriot Pumps to leverage new opportunities and

new markets, while still remaining a distributor for Thompson Pump. The company also opened facilities in Indianapolis in 2010 and Brantford, Ontario in 2012.

Over the years the company has provided bypass pumping and dewatering services for all types of projects across North America, from mine dewatering in Northern Canada to flood dewatering in New Orleans, and bypass pumping in New York to tunnel dewatering in California.

They stock a full inventory including diesel driven pumps to 18", hydraulic submersibles to 30", electric submersibles to 12", miles of steel and hdpe pipe, generators, sewer plugs, and thousands of valves and fittings for all applications. The company also manufactures pumps, road ramps, and custom manifolds. The service department repairs diesel pumps and electric submersible pumps. Services include 24/7 full turnkey bypass pump installation, hdpe pipe fusion, confined

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Rieth-Riley Construction Co., Inc. www.riethriley.com

Management Changes

Paul Tate has been promoted to the position of vice president operations, and will assume oversight and direction of all operations in Rieth-Riley's markets. He joined the company in 1989 as sales manager of the Indianapolis division, and prior to the promotion served as vice president-Indiana operations. Before joining Rieth-Riley, he served six years in the United States Army Reserves as a combat engineer and earned a degree in civil engineering/construction management from the University of Cincinnati.

Replacing Paul Tate as vice president-Indiana operations is Gene Yarkie. Yarkie started with Rieth-Riley in 1987 at the South Bend, Ind., site as an estimator. Prior to the promotion, he served as regional vice president-northern Indiana region, which included the South Bend, Elkhart, LaPorte and Calumet region markets. He has a degree in mining engineering from Queens University in Kingston, Ont.

Rieth-Riley Construction Co., Inc., a heavy/highway construction company, was founded in 1916 and has built a reputation for quality workmanship and reliability. The company is unique in the construction business because it is 100 percent employee owned. The company has permanent locations throughout Indiana and Michigan with additional asphalt, concrete and aggregate plants to meet customer's needs. Rieth-riley has the capacity to serve asphalt and concrete paving, site preparation, excavation, curbs, gutters, underground utilities and bridges.

Alta Equipment Company acquires Northern Michigan Equipment Company

Alta Equipment Company and Northern Michigan Equipment Company announced today that they have signed a definitive agreement under which Alta Equipment acquired the assets of Northern Michigan Equipment Company. Since 1987 Northern Michigan Equipment Company has garnered a strong and loyal customer base, servicing the construction industry as the Case Equipment dealer in Traverse City. Alta Equipment will retain the employees of Northern Michigan Equipment and will continue to conduct business from

their current location at 476 US 31 South in Traverse City, MI.

Alta Equipment Company is a family-owned heavy equipment solutions provider based in Wixom, MI. Since its founding in 1984, Alta has grown its geographic footprint from two locations in southeast Michigan to its present day 16 locations throughout Michigan, northern Indiana, and Illinois. "We are proud of the service organization we have built over the years," says owner and CEO Steve Greenawalt. "I learned early in my career that the key to growing our business was not just in sales but in providing superior service and faster response time. With the acquisition of Northern Michigan Equipment, we are committing to the northern Michigan market that we can provide the service and response time that they need to keep their businesses up and running."

Alta Equipment is Michigan's largest material handling equipment dealer and service provider, employing over 400 people, with extensive product lines including Yale, Hyster and Manitou, in addition to a variety of warehouse solutions and services. In 2010 Alta expanded into the construction industry with an ever growing product offering including Volvo's full line of construction and paving equipment, Link-Belt cranes, Sennebogen material handlers, and Gomaco concrete paving products.

The northern Michigan market will now have access to Alta's rental fleet of more than 1,400 pieces of equipment including products that are specific to certain segments of the construction industry such as paving, demolition, mining, agriculture, and recycling. Alta also offers a large inventory of used equipment, options for fleet maintenance, as well as service and operator training programs. Parts and service will be available from the new location for any equipment that was purchased from Northern Michigan Equipment or Alta Equipment Company.

"In the construction industry, product support is paramount," says Rob Chiles, president of Alta's construction equipment division. "With this new facility in Traverse City and our newly planned Metro-West construction headquarters in New Hudson, we are positioned to lead the industry in state-of-the-art servicing capabilities," says Chiles, referring to Alta's building of a new flagship construction equipment branch located just off of I-96 in New Hudson, Michigan.

Alta Equipment Company will remain at Northern Michigan Equipment Company's facility at 476 US 31 South in Traverse City, and the phone numbers will stay the same: (231) 943-3700 and fax (231) 943-8110. "I am very excited about this opportunity to increase the scope of our capabilities with Alta Equipment Company," says Jeff Dohm, former owner of Northern Michigan Equipment Company, now Alta Equipment's branch manager in Traverse City. "We are committed to providing reliable service and complete customer satisfaction. We greatly appreciate the loyalty of our customers over the years and hope to continue to grow those relationships for years to come."

2013 Letting Schedule and 1300EZ Filing Dates

Eligibility to bid on MDOT advertised projects is determined by a pre-qualified contractor's "work on hand." A contractor interested in bidding as a prime must complete Forms **1300EZ** (Statement of Current Contracts and Subcontracts) and **1381** (Request for Eligibility to Bid). These forms can be submitted directly to MDOT via the Internet, or by fax at 517-214-4193 or 517-373-3707. Fax lines are available 24 hours a day, seven days a week, including holidays. The location of bids downloaded is on the second floor of the Van Wagoner building, 425 W. Ottawa St., Lansing MI 48933.

Following are the 2013 Letting Schedule and 1300 EZ form filing dates by letting.

LETTING DATES	REQUIRED 1300EZ FILING DATES	
	<u>FROM</u> (Wednesday per date)	<u>TO</u> (Tuesday per date)
January 11, 2013 – Friday	December 12, 2012	January 8, 2013
February 1, 2013 – Friday	January 2, 2013	January 29, 2013
March 1, 2013 – Friday	January 30, 2013	February 26, 2013
April 5, 2013 – Friday	March 6, 2013	April 2, 2013
May 3, 2013 – Friday	April 3, 2013	April 30, 2013
June 7, 2013 – Friday	May 8, 2013	June 4, 2013
July 12, 2013 – Friday	June 12, 2013	July 9, 2013
August 2, 2013 – Friday	July 3, 2013	July 30, 2013
September 6, 2013 – Friday	August 7, 2013	September 3, 2013
October 4, 2013 – Friday	September 4, 2013	October 1, 2013
November 1, 2013 – Friday	October 2, 2013	October 29, 2013
December 6, 2013 – Friday	November 6, 2013	December 3, 2013

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Rule 247.43 (1) of the "Classification and Rating of Bidders" (Administrative Rules) states in part that, "A bidder desiring to bid on department projects shall submit to the department, on a department form, a statement reporting work on hand. The form shall be received in the department contract office in accordance with the schedule provided by the department Bidders failing to submit the form with all required information, and as provided in these rules, are not eligible to bid..."

Dated 8/9/12

2013 FY Projected Lettings

9/17/2012

Letting Month	Projects	Construction Costs (\$ Millions)
October	30	\$38.4
November	39	\$82.5
December	47	\$196.9
January	43	\$62.3
February	43	\$55.8
March	73	\$116.8
April	11	\$9.7
May	6	\$3.2
June	7	\$77.9
July	0	\$0.0
August	4	\$15.9
September	10	\$20.8
Total	313	\$680.2

* This information may change depending on budget and program needs.

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Michigan Infrastructure & Transportation Association

2013 PARTIAL CALENDAR OF EVENTS

JANUARY 2013

- 3-6 MITA Ski Weekend
Boyne Highlands
- 16-18 MITA Annual Conference
Soaring Eagle

FEBRUARY 2013

- 8 MITA European Hunt
Hunter's Ridge

MARCH 2012

- 1-11 MITA Management Conference
Maui, Hawaii
- 22 MITA European Hunt
Hunter's Ridge

MORE EVENTS TO COME FOR REST OF THE YEAR.
CHECK WWW.MI-ITA.COM FOR UPDATES.

2013 MDOT BID LETTINGS

January 11, 2013	July 12, 2013
February 1, 2013	August 2, 2013
March 1, 2013	September 6, 2013
April 5, 2013	October 4, 2013
May 3, 2012	November 1, 2013
June 7, 2013	December 6, 2013



and approval process, rather than over a longer period of time. By outlining requirements early in the process, programmatic agreements provide a chance to give transportation planners increased certainty throughout the overall review process.

MAP-21 also both establishes new deadlines in the review process and tightens existing deadlines; e.g. shortening the amount of time allowed for lawsuits against projects from 180 days to 150 days. It establishes new deadlines for permitting decisions from federal agencies. If these deadlines are not met, the agencies suffer financial penalties. Finally, if a project is involved in an EIS for more than two years, a request may be made to have the United States Department of Transportation set a schedule ensuring the project will be completed in no more than four additional years. All of these reforms should significantly reduce the amount of time involved in the review and approval process.

The reforms in MAP-21 will make federal surface transportation investment more efficient, transparent and accountable. In so doing, the new law should help restore public confidence in the federal stewardship of transportation resources. The enactment of MAP-21, however, is not an opportunity to put these programs on auto pilot. The Highway Trust Fund will again be facing a solvency crisis at the end of FY 2014—if not before. As such, it is imperative that the entire transportation community redouble its efforts to convince Congress to enact a long-term revenue solution to ensure the sustainability of the federal highway and public transportation programs and complement MAP-21's many policy reforms.

The preceding article has been reprinted with permission from the American Road & Transportation Builders Association (ARTBA). MITA is an affiliate of

ARTBA. For more information, visit www.artba.org.

What does MAP-21 Mean: MDOT Releases FY2013 Letting & Program Information

On July 6, President Obama signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21) authorizing \$104.4 billion in federal funding for highways and transit through 2014. Michigan's FY2013 apportionment is projected to be approximately \$1.02 billion that represents a slight increase over our FY2012 federal funding level. The passage of MAP-21, with its established apportionments to Michigan, allows MDOT to again organize and plan bid lettings in a confident and stable manner.

At the recent MITA Summer Conference MDOT leadership discussed and presented significant preliminary information relative to their FY2013 Highway Program. MDOT Director Kirk Steudle commented that it is their goal to have 80 percent of the program let in the first two quarters of the fiscal year, and he anticipates that their total projected lettings will approach \$700 million.

Although they are subject to, and likely will change, MDOT has provided the following documents pertinent to their FY2013 program: The FY 2013 Projected Lettings, PY 2012 Significant Projects List, the FY 2013 HMA, Concrete, Bridge Projected Summary, and the 2012 Letting Schedule. Each of those documents can be viewed on the MITA website, www.mi-ita.com. Access the MITA Member Only Bulletin section, and click on a bulletin from August 6 titled: MDOT Releases FY2013 Letting & Program Information.



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Fall 2012 Cross-Section Ad Index

Ace Cutting Equipment and Supply	21	Lowe Construction Company, Inc.	30
AIS Construction Equipment	56	Brad Lubahn Landscape Company	16
Alta Equipment Company	41	McAlpine Law Firm	36
Association Benefits	2	Mersino	35
Atsalis Brothers	19	Michigan CAT	33
Bacco Construction Company	23	Michigan LECET	7
Bell Equipment Company	24	Michigan Pipe and Valve	27
BCT Benefits		Michigan State Conference of Plasterers and Cement Masons	26
James Burg Trucking Company	6	Mourer Foster, Inc.	48
Capitol Barricading, Inc.	49	NTH Consultants	11
Corrigan Oil Co.	12	Oakland Companies	39
Cougar Sales & Rental, Inc.	53	Operating Engineers	55
Ebony Construction, Inc.	44	Orion Industrial	3
Efficiency Production, Inc.	8	Pinnacle Insurance	25
G2 Consulting Group LLC	49	Plante Moran	17
GBM Recycled Concrete	20	Powerscreen of Michigan, LLC	40
Great Lakes Aggregates	18	Pro-Tec of Michigan, LLC	10
Griffin, Smalley and Wilkerson, Inc.	31	Spartan Specialties LTD	46
Guy Hurley Blaser & Heuer LLC	50	Stoneco, Inc.	38
Info Tech	37	Swad & Company, CPA's	22
Inspecsol Engineering, Inc.	43	Trench Tech, Inc.	45
Jay Dee Contractors, Inc.	43	Valenti Trobec Chandler Inc.	31
Jensen Bridge and Supply Company	18	Wade Trim	15
Kotz, Sangster, Wysocki and Berg, P.C.	42	Zervos Group, Inc.	32
Lawrence Technological University	13		
Edw. C. Levy Co.	9		

Bulletin Index *Visit www.mi-ita.com to view or print these bulletins.*

LEGISLATIVE

08/31/2012	E-Verify to be Required for Prequalification with MDOT	08/07/2012	Construction Advisory (CA) Update
08/31/2012	Funding Increase Could Be Taken Up in Lame Duck Legislative Session	08/06/2012	MDOT Releases FY2013 Letting & Program Information
08/31/2012	Motor Vehicle Regulations	07/30/2012	MDOT Reissues BOHIM for Type D Lights on Plastic Drums
08/10/2012	Elected Official's Coffee/District Office Hours Engineering	07/18/2012	2012 AASHTO National Civil Rights Conference
09/21/2012	Save the Date for the 5th Annual MI Utility Coordinating Conference	07/18/2012	Bridge-in-a-Backpack
09/20/2012	MDOT to Host Two Days of Workshops in Spring Lake	07/13/2012	REVISED - FHWA Form 1273
09/19/2012	MITA Publishes "Mega Projects" Meeting Notes	MEMBERSHIP	
09/17/2012	BOHIM/CA/DA Update	09/25/2012	In Memoriam of Daniel C. Marsh
09/17/2012	MITA Success – Utility Initial Submittal Requirements Checklist	09/19/2012	Patriot Pumps/Thompson Pump Midwest Celebrates 10 Years in Business
09/12/2012	MDOT Hosts Wage and Labor Compliance Workshop in Spring Lake	09/14/2012	Did You Know: MITA is Your "MDOT Shortcut"
08/28/2012	Frequently Used Special Provision (FUSP) Update	09/05/2012	In Memoriam of Rod Mills
08/24/2012	Sign up for the MITA DBE/MBE/WBE Website	08/31/2012	Did You Know: MITA Can Assist You With Utility and Staking Issues
08/24/2012	"Mega Projects" Meeting on September 10, 2012	08/21/2012	State Revolving Fund Project Lists Available
08/14/2012	MDOT Implements Pilot "e-Business" Initiatives	08/17/2012	Did You Know: MITA's Safety Video Library has Several New DVDs
		08/17/2012	In Memoriam of Mr. William Johnson
		08/10/2012	Did You Know: MITA's 2012 Central Michigan Golf Outing is Right Around the Corner - Sign Up Today!
		08/09/2012	Detroit Urban Debate League – Season

Sponsorship Opportunities

08/06/2012	In Memoriam of Brian Peyerik
08/03/2012	In Memoriam of Frank Baiardi Sr.
07/27/2012	Did You Know: Steps to Help Protect Your Property
07/26/2012	Notice to Industry: Northern Concrete Pipe, Inc.
07/20/2012	Did You Know: Summer Time isn't Always a "Nice" Time
07/18/2012	Stolen Equipment Notice
07/16/2012	Stolen Equipment Notice
07/13/2012	Did You Know: Online Ordering is Available 24-hours for On-The-Go Members
07/13/2012	Stolen Equipment Notice
07/13/2012	In Memoriam of Edward Meinard Eberle
SAFETY	
07/13/2012	Stolen Equipment Notice
07/13/2012	In Memoriam of Edward Meinard Eberle
07/09/2012	In Memoriam of John Bemis
06/29/2012	Did You Know: It's Almost Here- The 2012 Metro Golf Outing & Silent Auction! Are You Registered Yet?
06/15/2012	Jobsite Poster Updates are Available Through MITA



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