

SPRING | 2008

CROSS SECTION



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Cover Photo: TCI Inc. of Michigan: Lansing Area Federal Credit Union project in Eaton Rapids. See page 34 for project details and photos.



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Contractor Member Project Profile



Submitted by Carolyn Adamo
Photos by Tom Albert

Demolition of the Detroit Free Press Building, located at 1801 West Jefferson in Detroit, began Feb. 14, 2008. The 400,000-square-foot structure was built in 1979 by the Detroit Free Press, expanded in 1986 and then closed in 2005. The dormant printing plant rises from one to four stories tall and rests on a 22-acre parcel off the Detroit River.

The Detroit Riverfront Conservancy, Inc., owns the Detroit Free Press building demolition project, which shows a projected cost of \$1.5 million. Adamo Demolition Co., of Detroit is the demolition contractor for this project, while Farrow Group (demolition and trucking) and National Environmental, L.L.C. (asbestos abatement and universal waste removal) are the subcontractors.

Adamo is using mechanical techniques to demolish the Free Press building. They have hydraulic excavators (equipped with shears and grapples), a wheeled excavator with magnet, a wheel loader, and dozer on site and in operation. Adamo plans to recycle 50,000 tons of concrete and 2,000 tons of steel by the completion of the project expected in mid-June 2008.



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Letters to MITA

Dear Bob:

On behalf of our entire organization, I thank you and MITA for making available the services of Pat Brown and his department. As in the past, Pat's recent participation at our company's annual safety meeting was an enormous success. We rarely hear such positive feedback as was heard from our entire group following Pat Brown's program. The most common remarks reflected sincere appreciation for Pat's instinctive talent for diverting seamlessly from his intended presentation into a dead-on-target professional discussion of concerns specifically relevant to our groups. These topics ranged from jobsite safety to recommended training, management and even human relation skills required today for successful crew performance. We will benefit once more from this first hand exposure to MITA's commitment to workforce development.

Thanks again, Pat. Thanks again, MITA.

Steven W. Payne
Safety Supervisor

Northern Construction Services Corporation

Dear Rob:

We would like to thank you for participating in our annual safety seminar this year. Our employees had a wonderful learning experience and enjoyed your presentation immensely.

Thank you again for your time and hard work.

Ken Tomaszewski
Safety Director
Kalin Construction Co., Inc.

Dear Nancy:

Thanks so much for your efforts on our Associate Member Profile recently published in the Winter 2008 issue of Cross Section. The Klochko team was really excited to be featured in such a fine publication. Best of luck to all MITA members this construction season. See ya in the field!

Dan Pagel and Dean Jobses
Klochko Equipment Rental Co., Inc.

Dear Pat:

I wanted to thank you and MITA for all your help assisting NTH with the citation appeal that recently was resolved. Keith and I appreciate all your efforts. Thanks much!

Judith Wiktor McNerney
Corporate Health and Safety Manager
NTH Consultants, Ltd.

Continues on pg. 10

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Letters to MITA

Continued from pg. 9

Dear Keith:

Thanks to your great help, we did it! Thanks so much for everything -- we thought the day was a real success and your presentation was pitch perfect.

The roads are ridiculous in Michigan. The weekend after the event, a good friend of mine blew out both his front tires after he hit some terrible potholes getting off I75. It's embarrassing. Here's to hoping we can change some things and improve funding at the state and federal levels.

Please let us know if there's anything we can do to help you or MITA and let us know if you're ever in DC!

Lisa McLean

*Director, Transportation Infrastructure
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Member Profile

L & L Construction Co., Inc.

**4195 Willoughby Road
Holt, Mich. 48842**

Phone: 517-694-9979

Fax: 517-694-9981

Specialty: Asphalt Milling

President: Larry Gathman

Estimator/Dispatcher: Jim Tinkey

Office Administrator: Evie Hannasch

Administrative Assistant: Vicki Dadswell

Larry Gathman looking up at his pride and joy project: the Michigan International Speedway.

Asphalt milling machines have been around for only about 30 years, and it was just about 30 years ago that Larry Gathman of L & L Construction Co., Inc., in Holt “eavesdropped” on a very important conversation.

“I was on the golf course in 1982 and overheard a comment about the shortage of road machines,” says Gathman, who is joined by a staff of 15 employees at the peak of the season. “There were more milling projects than there were road milling machines. In 1982 I bought my first machine and got started!”

Gathman’s machines grind off old asphalt pavement at the chosen depth and load in a truck. L & L’s focus is asphalt milling, but their special focus is high bank, challenging milling.

“It’s how we got recognized,” Gathman recalls. “We were invited to bid road milling for an 18-degree race track and we needed a stabilized machine to stay on the banking. “Me, loving a challenge, had one designed.”

Gathman stares up at a photo of this pride and joy project, the Michigan International Speedway in the Irish Hills, which L & L han-

dled in the late 90’s.

“This got us into milling for the Ford Test Track, and we always work on the GM Test Track in Milford,” says Gathman, who appreciates MITA’s aggressive attitude toward industry-related issues. “We’ve definitely made this our specialty.”

Other memorable past projects include milling asphalt that was under the astro turf at Michigan Stadium in Ann Arbor. This summer, which is already half booked, is bound to hold more fond memories. As of April 23, all three of L & L’s machines were “tearing up” the Ford Test Track in Romeo for a two week project.

“I like all the projects, and dealing with the people,” says Jim Tinkey, estimator/dispatcher who has been at L & L since 1983. “It’s the challenge of the schedule and the fact that the whole construction business is being able to adapt and change at a moment’s notice for the variety of jobs we deal with. The future looks excellent. The economy is not great, but the road construction industry is not so bad; there seems to be a lot of work.”



In case you didn't already know...

Asphalt milling machines have been around for over 30 years. Asphalt milling is the process of grinding up asphalt that can then be recycled. The process came about because many streets were getting higher and higher on curbs, and therefore drainage of the roadway was becoming an increasingly bad problem. The first production milling machines were called Galions after their manufacturer, Galion Iron Works. These machines resembled graders in shape and size. The difference was there was a 30-inch wide milling head where the scraper blade would normally be. The cutter drum was set into action by a rather large hydraulic pump.

Today's machines are much larger in scale. They also have elaborate conveyor systems to reduce the labor of picking up the material from the roadway. With many new types of asphalt aggregates in use today the asphalt cold milling machines are often used today. These new production machines are designed to tackle any mix design they chew into. Depending on the depth of the cut, these machines can cut close to 15,000 square yards a day, at 75 feet per minute.

Website Source: http://en.wikipedia.org/wiki/Asphalt_milling_machine



Jim Tinkey, Vicki Dadswell and Evie Hannasch of L & L Construction Co., Inc., in Holt.



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*Michigan Infrastructure &
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Nick Urban, young son of Attorney Jim Urban, Butzel Long, wore his MITA hat while catching this big one in Costa Rica circa spring break 2008.

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.



Bob Nobbs and Dave Badovinac (left) from Edw C. Levy Co. The shots were taken on the Pere' Marquette River during a recent fishing trip for Michigan steelhead.



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Ypsilanti

District Manager: Craig Spencer
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Craig Spencer, district manager of HD Supply Waterworks, a nationwide company with local offices located in Shelby Township and Ypsilanti.

Should there be a sign painter on staff at HD Supply Waterworks in Shelby Township?

"Hey, what does your shirt say today?," MITA members commonly joke at golf outings with HD's District Manager Craig Spencer.

Ok, enough with the one-liners. Whatever the company name – HD Supply Waterworks, National Waterworks, U.S. Filter/Vivendi, U.S. Filter Distribution Group, U.S. Filter/Waterpro, WaterPro Supplies Corporation or Price Brothers Company – this organization has always supplied the needs of the underground industry under the leadership of many capable men.

Spencer's history with the company began in 1980. Having worked in support and management roles, Spencer was placed into an outside sales position at Price Brothers the following year. He tried to address the needs of the customers, and in doing so helped in keeping the company's cash flow rolling. Business was different back then. In 1980, the company's average receivable was 350 days old; by 1985 Spencer's group had reduced it to just 76 days.

"We offer our customers a better deal if they pay their bills quickly and try to align ourselves with quality organizations who understand the importance of cash flow," said Spencer, who has two young children; wife, Ann; and many customers who have become close friends. "We establish a loyalty factor and trust."

With approximately 1,000 offices nationwide, HD Supply is the only company in Michigan that is a one-stop shop for storm, sanitary, watermain, and concrete pipe; they carry it all, Spencer said.

"We continue to sell materials we used to manufacture," he said. "Also, as part of a large, nationwide company we can offer an advan-

tage to our customers because of the mass quantities we purchase from our vendors."

HD Supply's other selling points include self-unloading capabilities, customer-based information technology systems that allow customers to access their orders, inventories, old orders, and estimating programs that can dovetail into their own systems. Contract status reports show all materials shipped to a project, and what was leftover, so a customer can see how things line up at the end of a project.

Spencer is very active in MITA and has never missed a MITA summer conference or winter ski weekend. He served on the AUC Board of Directors and grew up in the business with MITA's Executive Vice President Bob Patzer. Other mentors from Price Brothers Company include Regional Manager Joe Frankum and Tom Peacock. Their positive attitude and sense of humor set the standard for Spencer.

"When I started in the business, I was in operations, then I was forced into sales and I hated the idea of it," he recalled. "I tried to give you a fair deal. I would not make up stories. If you wanted a delivery on Monday and we couldn't do it until Wednesday, I would tell them the truth. The anti-salesman. No lying. No pressure. Customers eventually came to appreciate that."

Through the many years and name changes, HD Supply's customers have also enjoyed a loyal workforce without many new faces to get to know.

"We have many employees who have worked here for years, especially our yard and warehouse staff," Spencer said. "Many customers say that one of the main reasons they buy from us is because our warehouse guys are so good."





MITA Training Center

Your MITA Training Center is available for your next event. Contact MITA Events Coordinator Danielle Coppersmith (daniellecoppersmith@mita.com) at MITA for more information.

Pictured here (from top to bottom) are several sessions that took place this past winter in the training center. They included a ride quality software presentation by ProVal, a legal seminar presented by Butzel Long Attorney Jim Urban, and MITA's Confined Space Seminar.



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Executive Vice President Comment

The Need for Mutual Fair Dealing

"The need for mutual fair dealing is no less required in a contract to which the government is party than in any other commercial arrangement. 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 military metaphor is as true today as it was when a federal district court judge uttered the words in 1961.

The judge's message is clear. If our government, federal, state or local expects the people to play by the rule, they should recognize their obligation to do the same. Why then is this doctrine of fairness not being played out?

Some public bodies have torn apart the fabric of the competitive bid system to the point where its fundamental principles have been rendered useless. Ignoring legitimate DBE and MBE waivers, allowing bids to be read aloud absent a signature, looking the other way when bids are received after the established submittal time and interpreting "waive irregularities" in a broad and subjective manner are but a few of the examples of bid bastardization that all too often occur. The terms "responsive" and "responsible" bidder many times have no application and in their place is the boilerplate "the owner reserves the right to award the project to whomever it deems to be in the best interest, etc."

The worst part is that this subjective award process is perfectly legal. Since Michigan has not enacted a competitive bid statute, public agencies can, and do, award in accordance with their respective procurement ordinances. Stay tuned on this one. MITA has prepared a competitive bidding statute draft for legislative consideration. Presently we are still working out the details.

Another adventure of recent vintage is the process of public bodies bidding their underground and road jobs to construction managers (CM's). In several cases the CM just happened to be the owner's consulting engineer who also designed the job. Michigan's largest city recently announced the CM concept on three large underground projects with the requirement that no work is to be performed by the CM.

So, what are the benefits of a CM arrangement? None that I can think of; but the benefit for the owner is crystal clear. The contractor who is to perform the job is now submitting prices to the CM who has the contract with the owner. The protection offered by the Retainage Act and Differing Site Conditions Statute, both of which we fought hard for, run to the contractual relationship between a contractor (CM) and the owner. In short the contractor performing the work no longer has the protection of either law. MITA members have built hundreds of thousands of miles of infrastructure above and below ground according to the traditional and time-tested owner/contractor relationship. Will the insertion of a CM result in enhanced quality? Of course not. This is simply an attempt to escape liability and highlights the lack of accountability on the part of some public owners.

I can't help but feel that Michigan contractors must have a huge

target on their back, or, at the very least, a sign saying, "Kick me." Our legislators have ignored our pleas and are still designing the tax structures that benefit many manufacturing interests. The above scenarios should convince you that at least some

public owners feel that fairness and accountability are one-way streets. Virtually everything that we perform that's even remotely connected to a construction site requires a permit. Even after winning several court cases some law enforcement officials still want us to buy a license plate for our loaders.

As I stated earlier, we are long overdue for a competitive bid statute. We have also drafted model legislation relative to this CM issue. I can assure you that both will be a battle.

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



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Consequential Damages: Understanding and Managing the Risk

Jeffrey M. Sangster, Esq.
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Nobody likes to take financial responsibility for costs they cannot control. But with consequential damages, a contractor may be liable for exactly that. If a contractor delays a project, the owner might seek profits it lost because it could not use the completed facility, and a subcontractor might seek compensation for escalating labor costs. The hapless contractor lacks control over both the owner's use of the facility and the subcontractor's labor negotiations, yet might be liable for the lost profits and increased labor costs as consequential damages. An increasing number of contractors have sought to avoid such uncontrolled liability by writing a mutual waiver of consequential damages into the contracts they execute. These waivers effectively shift the risk of certain losses, but can also force the contractor to bear others that it might otherwise have been able to pass on. Because the trend of using consequential damages waivers is likely to continue, contractors must understand what they gain and what they give up when consequential damages are waived.

Consequential damages are a subset of the total damages recoverable for breach of contract. The purpose of contract damages is to put the injured party in as good a position as it would have been in had the contract been properly performed by awarding it all costs that naturally and probably result from the breach.¹ Michigan common law divides these costs into two categories: direct damages, which "naturally and ordinarily follow the breach" and consequential damages, which "ensue, not necessarily or ordinarily, but because of special circumstances."² Because the innocent party entered the contract with the intention of receiving the

full benefit of its bargain, both direct and consequential damages are necessary to fully compensate it.

Since the mid-1800s, courts in most states have used the concept of foreseeability to define the two types of damages and to limit what a party could claim as the benefit of its bargain.³ Direct damages have been defined as those that "flow according to common understanding as the natural and probable consequences of the... breach of contract itself."⁴ These losses are considered the natural results of the breach because they accord "with the common experience of ordinary persons."⁵ On the other hand, consequential damages have been defined as "those that do not arise naturally or ordinarily from a breach of contract, but which arise because of the intervention of special circumstances."⁶ They usually result from another event acting in conjunction with the breach. Consequential damages are still proximately caused by the breach, but, under general rules of contract law, are not recoverable unless the special circumstances or the other event was foreseeable by the party in breach when it made the contract.⁷ Michigan uses these definitions and basic rules of recovery.⁸

In practice, unless the damages suffered by a party were unforeseen by the party in breach because of an unknown circumstance, were too speculative to be stated with certainty, or were excluded by the parties' agreement, courts rarely label damages as direct or consequential in their written opinions. Most of the time, injured parties simply get awarded sums to cover their losses.⁹ However, the few cases in which courts have classified different costs resulting from breached

construction and government-supply contracts provide useful guidelines to contractors seeking to manage project risks.

When a project is delayed, extended general conditions are commonly regarded as direct damages. For example, in *Synsil Products Inc v Wayne Brothers*,¹⁰ the parties' contract contained a mutual waiver of consequential damage. The owner that delayed the project sought to dismiss the contractor's claim for extended general conditions, arguing that such costs were barred by the waiver. The court disagreed and permitted the claim to go forward.

Similarly, an owner who had waived consequential damages was awarded extended financing costs but denied compensation for a higher interest rate in *Roanoke Hospital Association v Doyle & Russell, Incorporated*.¹¹ The court explained that extended interest payments were direct damages, but the higher interest rates were consequential damages, and therefore subject to the waiver:

Ordinarily, delay in completion requires an extension of the term of construction financing. The interest costs incurred and the interest revenue lost during such an extended term are predictable results of delay and are, therefore, compensable



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direct damages... Increases in interest rates are not caused by delays in completion of construction contracts. Rather they are caused by variable pressures and counterpressures affecting supply and demand in the money market... For that reason, increases in interest rates are 'special circumstances,' and damages therefrom are consequential...¹²

Material escalation costs are properly considered consequential damages. In *Gardner Displays Company v United States*,¹³ a military contractor supplying latex maps saw the price of latex soar during a period of government-caused delays. The parties' contract did not contain a waiver of consequential damages, and the contractor sued to recover the increased cost. The court acknowledged that the contractor's damages could be said to have been caused by the Korean War, which triggered the latex price inflation, instead of by the government's delay. But the court concluded that missed the point of consequential damages: the cause of the material cost increases is not as important as their foreseeability. Because the parties foresaw material price increases, the soaring cost of latex was recoverable as consequential damages.

Finally, most courts agree that an owner's lost profits resulting from a delay in the completion of its project are consequential damages. Because the owner's ability to operate its completed project at a profit depends on other events in addition to its construction, such as its marketing plan, lost profits are properly considered a special circumstance of the owner.¹⁴ In fact, a judgment for \$14.5 million against the contractor in *Perini Corporation v Grete Bay Hotel & Casino, Inc* to compensate the owner for lost profits on a project that completed three months behind schedule is often said to have been the impetus behind writing a mutual waiver of consequential damages into the most commonly used form in the construction industry, the American Institute of Architect's A201 general conditions.¹⁵

The waiver of consequential damages in the American Institute of Architect's A201 general conditions and in other contracts reorganizes the common law allocation of contract risk. And as a result of this reallocation, the innocent party might not be fully compensated for losses stemming from a breached contract. If consequential damages are waived, the contractor may, for example, forfeit its right to recoup losses for unabsorbed home office overhead (also known as *Eichleay* damages). On the other hand, if consequential damages are waived, the contractor is likely to avoid compensating the owner for losses from loss of use of the project. As the *Perini* case illustrates, avoiding this liability can protect the contractor from large damage awards. Contractors should therefore review the contracts they enter into carefully for consequential damages waivers, understanding that their presence or absence affects the allocation of certain losses.

For example, one Michigan public owner's standard agreement requires the contractor to shoulder all costs associated with the loss of use of its project:

Contractor acknowledges that the Owner has scheduled activities to take place on the Project immediately following the Dates of Substantial Completion. In scheduling those activities, the Owner has signed contracts and otherwise made financial commitments relating to the use of the Project no later than the date of Substantial Completion. In the event that the Contractor fails to complete on or before the date for Substantial Completion, the Contractor shall be responsible to reimburse the Owner for all direct, indirect and administrative costs and expenses incurred in locating, coordinating and securing alternate sites, refunding deposits, and taking any other reasonable action as a consequence of the Contractor's failure.¹⁶

Some of the costs imposed on the contractor by in this provision could be considered consequential damages. The American Institute of Architect's A201 general conditions takes the opposite approach, expressly waiving all consequential damages. And just as the previous paragraph includes examples of costs the contractor is responsible for, the A201 general conditions includes examples of costs that are waived:

4.3.10 Claims for Consequential Damages. The Contractor and Owner waive Claims against each other for consequential damages arising out of or relating to this Contract. This mutual waiver includes:

1. damages incurred by the Owner for rental expenses, for losses of use, income,

profit, financing, business and reputation, and for loss of management or employee productivity or of the services for such persons; and

2. damages incurred by the Contractor for principal office expenses including the compensation of personnel stationed there, for losses of financing, business and reputation, and for loss of profit except anticipated profit arising directly from the Work.

This waiver is applicable, without limitation, to all consequential damages due to either party's termination in accordance with Article 14. Nothing contained in this Subparagraph 4.3.10 shall be deemed to preclude an award of liquidated damages, when applicable, in accordance with the requirements of the Contract Documents.

The Michigan Department of Transportation's 2003 standard specifications provide an example of yet another approach. First, in the event the contractor delays the project, the MDOT specifications impose liquidated damages. As a matter of law, MDOT cannot win liquidated damages against a contractor and receive consequential damages at the same time because they cover the same losses. Instead, MDOT's direct and consequential damages are blended into the liquidated damages, a fact that is reflected in the contractual section that imposes them:

C. Assessment of Liquidated Damages. Sums assessed as Liquidated Damages shall be considered and treated not as a penalty but as fixed, agreed upon and liquidated damages due to the Department from the Contractor by reason of inconvenience to the public, added cost of Engineering and supervision, maintenance of detours and other items that have caused an expenditure of public funds resulting from the Contractor's failure to complete the work or open the project to traffic within the time specified in the contract.¹⁷

At the same time, the MDOT specifications restrict the contractor's right to recover certain losses by enumerating what it will pay under some claim or delay scenarios. For example, section 103.03.D states in part, "If a Contractor encounters a differing site condition or a significant change in the character of work, the Department's liability is limited to the amount calculated under the method set forth herein." This clause is, in essence, a waiver of certain kinds of consequential damage: if the cost is not identified, MDOT is not liable for it.

In sum, consequential damages compensate contractors and owners for real losses. The risk of these losses can be shifted, however, by contractual language that waives consequential damages. Contractors that understand the agreements they sign will understand the risk they have undertaken, making it easier to have a financially successful project.

- 1 *Corl v Huron Castings, Inc.*, 450 Mich 620 n.7; 544 NW2d 278 (1996); *J.D. Hedin Construction Company v United States*, 408 F2d 424 (Ct Cl, 1969); *Lane v Kindercare Learning Centers, Inc.*, 231 Mich App 689, 692, 588 NW2d 715 (1998) (defining scope of recoverable damages)
- 2 *Ruggles v Buffalo Foundry & Mach. Co.*, 27 F2d 234, 235 (1928); *Performance Abatement Services, Inc. v Lansing Board of Water and Light*, 168 FSupp2d 720, 741 (2001)
- 3 *See, Hadley et al. v Baxendale et al.*, 9 Exch 341, 355; 156 E.R.; 1854 WL 7208 (1854)
- 4 *id*
- 5 Restatement (second) of Contracts §351, comment b.
- 6 *Chestnut Hill Development Corporation v Otis Elevator Company*, 739 FSupp 692, 701, (D Mass, 1990)
- 7 Restatement, *supra*, Applied Data Processing, at 509.
- 8 *Kewin v Massachusetts Mutual Life Ins. Co.*, 409 Mich 401, 295 NW2d 50 (1980) (citing rule of Hadley v Baxendale, *supra*), *Performance Abatement*, *supra*.
- 9 *See* Restatement (second) Contracts, §347, comment c ("The terms used to describe the type of loss are not, however, controlling, and the general principle is that all losses, however described, are recoverable.")
- 10 *Synsil Products Inc v Wayne Brothers, Inc.*, USDC South Carolina Case No. 06-2415; Slip Copy 2007 WL 3274741.
- 11 *Roanoke Hospital Association v Doyle & Russell, Incorporated*, 215 Va 796; 214 SE2d 155 (1975)
- 12 *Roanoke* at 215 Va 796, 802 - 803.
- 13 *Gardner Displays Company v United States*, 171 Ct Cl 497; 346 F2d 585 (1965)
- 14 *See e.g., Perini Corporation v Grete Bay Hotel & Casino, Inc.*, 129 NJ 479, 498, 610 A2d 364 (1992) *overruled on other grounds by Tretina Printing, Inc. v Fitzpatrick & Assoc.*, 640 A2d 788, 135 NJ 349 (1994) (awarding owner \$14.5 million in lost profits as consequential damages)
- 15 Dehmler, *Mutual Waiver of Consequential Damages: The Contractor's Perspective*, 18 Construction Law 4, 7 (Jan, 1998).
- 16 Michigan State University Contract for Construction Management Services §3.04.8
- 17 MDOT 2003 Standard Specifications for Construction §108.11.C

Charter of Understanding Helps Keep Industry Unified

Three years ago when AUC and the Michigan Road Builders Association merged to become MITA, one of the primary goals was obviously unification of the industry. With that said, we still have a variety of different organizations representing their own sector of the heavy construction industry. Those different organizations each have specific goals that are set forth by their leadership that may at times conflict with the goals of other organizations.

One of the most obvious differences in our industry is between the asphalt paving and the concrete paving industries. Although very distinctive in many ways, these organizations are very similar in that their primary focus is to aggressively market their own respective products, and to make sure that their products retain their market share from one year to the next. Those motivations have, in the past, caused debates that were not necessarily beneficial to the overall image of the heavy construction industry.

With that in mind, MITA, the Asphalt Pavement Association of Michigan (APAM) and the Michigan Concrete Paving Association (MCPA) came together through a series of meetings in 2007 to develop the MITA/APAM/MCPA Charter of Understanding. In general the goal of this document, which was signed by all three groups in December of 2007, is to have a unified industry voice that is committed to openly communicating with one another on a regular basis. There are three focus areas within the document which include: marketing, legislative initiatives and engineering.

As marketing is a primary focus of both APAM and MCPA, the Charter of Understanding was left wide-open as to positive promotion by either side. The only reference in the document regarding marketing tactics is one that discourages negative marketing towards the other paving industry. Both sides, along with MITA, agreed to this simple language recognizing that any negative public impression of the industry ultimately could hurt the overall industry and the public funding that we all survive upon.

The next area, legislative initiatives, lays out how the industry will work together with regards to the wide variety of legislative issues that are introduced during a given year. The charter states that MITA will direct and coordinate all legislative matters for the heavy construction industry. In doing so, anytime that legislation is recognized as having an impact in any way on either one of the paving organizations, MITA staff is directed by the charter to make sure that each organization (APAM & MCPA) receives all applicable information in order to develop a position on the subject. It is the position of all three organizations, again in a unified voice, that technical issues should be resolved at the technical level rather than at the legislative level. Therefore, the industry will stand firm on its position that specifications should not be developed through legislation. The document

also lays out that at no time shall either one of the paving organizations promote legislation on their own without having shared the information first (prior to introduction) with MITA and the other respective paving group.

The charter guides the industry in that if a scenario arises where one paving group is interested in promoting legislation on its own, then MITA will take a supportive or neutral position to said legislation, unless that legislation is determined to be detrimental to the construction industry as a whole. If there is a difference of opinion between the two respective paving groups regarding language in a certain piece of legislation, the Charter guides that the three associations will bring together a joint committee to discuss and resolve any differences. Furthermore, the final decision on how to proceed still remains with each individual board of directors.

In the end, these guidelines help the industry to work much closer together to promote and protect the overall industry with regard to legislation.



Mike Nystrom

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Vice President of Membership Services Comment

Are You Getting the Most from MITA?

An association as defined by Webster's is "a group of people organized for a joint purpose." MITA was formed to promote and protect the interest of the heavy construction industry. Once you get past funding issues, that means service. MITA does not manufacture widgets; we sell service and expertise in the form of training, support documents and crucial industry representation at numerous meetings of industry importance.

MITA already has a number of proven services that many members already utilize. However, I feel that many do not take full advantage of what MITA can offer. I've told many newly joining members that we at MITA cannot determine if their organization is experiencing problems or has needs that we can meet unless they call. It is just that simple.

Let me break this down into our main areas of service:

Informational Services

The MITA website (www.mi-ita.com) is just one way we communicate to members and provide information that used to be faxed on a regular basis. The main pages cover the topics: Services, Events, Legislative, Labor, Safety, Engineering and Members. The information contained in the various sections can be downloaded and used by members as needed. If you don't visit our website regularly, do yourself a favor

and do so.

MITA also sends regular e-mails "Member Bulletins" that often link back to website posted information. If you are not receiving MITA e-mail please call to be added to the list. MITA sends a weekly email that encompasses much of what has happened over the last week and on occasion will send individual emails that are urgent.

Need a blue book rate? Send in equipment descriptions and we'll run down the current rate, it's just that simple.

Material Resources

This is one of MITA's strongest areas. The short list consists of: MSDS Binders, Lien Law Packets, EEOC Compliance Manuals, Employee Applications, Jobsite Posters, Dangers Signs, Safety Handbooks in English and Spanish, Penetrometers, Tool Box Talks, Rigging Materials, Video Library and Trucking Regulation Packets. Really: if you need something in writing, chances are we have it or can get it.

Continues on pg. 51



Rob Coppersmith

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Vice President of Engineering Services Comment

Innovative Contracting 101

Over the course of the next few months, and then the next couple of years, the Michigan Department of Transportation (MDOT) will pilot two, new to Michigan, innovative contracting techniques. Two projects will be bid this August using a "design-build-finance" approach, while several other projects that will include provisions for alternate pavement bidding will be bid over the next three years. My purpose with this article is to introduce you to these new innovative contracting concepts.

Design-Build-Finance (D-B-F)

As the name of this innovative contracting technique implies, the scope of work for a project bid utilizing D-B-F contracting would include the design of the project work, the construction of the project work and the financing of the project for a specified term. Although the design-build pieces of this contracting technique are not necessarily new to many of us, the part requiring the contractor to finance the entire project for a specified length of time definitely is new to our industry here in Michigan.

Under the terms of a D-B-F contract, the contractor will be responsible for all costs associated with the design and construction of the project. Traditional biweekly pay estimates will not be processed as the work progresses. Instead, payment to the contractor will be made according to a payment schedule included in the contract, which likely will run out several years after the project has been completed.

As you might imagine infrastructure owner agencies could find this contracting technique appealing, as it would allow them to advance future projects to the present with essentially no capital outlay today, but rather a contractual commitment to pay the contractor at a given time in the future.

In August MDOT will let two significant projects using this D-B-F contracting concept. The first project involves the replacement of the M-21 bridge over I-75 in the city of Flint in Genesee County. The scope of work for this project, which has an estimated cost of \$5 million, includes the design and construction of a new bridge, the design and construction of any modifications or alterations to the existing interchange that result from the geometry of the new bridge, the demolition of the State Police post within the interchange right-of-way, and the financing of this work through 2012. MDOT anticipates they will make their first payment (2.5-5 percent of the project cost) to the contractor at completion of the project, followed by like payments on a six-month schedule with the final balloon payment in 2012.

The second D-B-F contracting project involves the reconstruction of 5.5 miles of the I-69 freeway and ramps and the rehabilitation of five bridges. This project is located in Lapeer and St. Clair counties and has an estimated cost of \$45 million. In addition to the D-B-F innovation, the project specifications will include provisions that will allow for alternate bidding of the pavement (see Alternate Pavement Bidding below). Like the M-21 bridge project, the scope of work for this project will include the design and construction of all of the work associated with the roadway and ramp reconstruction, the bridge rehabilitation and the financing of this work through 2012. MDOT again anticipates a first payment to the contractor at project completion followed by like payments on a six-month schedule with the final balloon payment in 2012.

Alternate Pavement Bidding

As the price of the materials used in constructing pavements – specifically cement and asphalt binders – remain quite volatile, some owner agencies have implemented alternate pavement bidding as a way to let the commodity market, and the constructability and life-cycle-cost advantages of each pavement product determine the low bidder at the time of bid. The Missouri and Louisiana Department's of Transportation cite increased competition (more bidders per project) and lower project bids as the net result of their use of alternate pavement bidding methodologies.

In layman terms, alternate pavement bidding simply means that the contractor can bid the concrete pavement section or the asphalt pavement section specified in the contract documents. Those bid costs combined with the associated user delay costs and future maintenance costs are multiplied by a discount factor (time-value of money) to compute the uniform annualized cost for the pavement bid. The low bid is the bid with the computed lowest annualized cost.

After months of debate, MDOT and industry have agreed to implement a pilot program that would allow alternate pavement bidding on select projects. As MDOT is required by law to perform life-cycle-cost analysis on projects with pavement costs exceeding \$1 million, they have the historical pavement performance and maintenance cost data that is necessary for implementing an alternate pavement bidding methodology.

The alternate pavement bidding methodology currently being discussed for implementation on the I-69 D-B-F project involves combining the contractor's bid for all contract work items with the contractor's lane rental bid (user delay costs) and MDOT's historical maintenance cost for the pavement type bid. That net value will be multiplied by the discount factor (time-value of money over the 26-year analysis period) to compute the bid's equivalent uniform annual cost (EUAC). The "low bid" will be the bid with the lowest computed EUAC.

Although MDOT and industry have agreed to pilot additional alternate pavement bid projects in 2009 and 2010, those projects have not yet been identified and the specifics of the methodology that will be applied to those projects have not been agreed upon.

These new innovative contracting techniques certainly will present our industry with many exciting opportunities as well as some unique and interesting challenges. We will keep all MITA members informed and up-to-date on the status of these innovative techniques and the pilot projects as they further develop.

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



Glenn Bukoski, P.E.

Director of Safety & Workforce Development Comment

Workforce Development

For a change, I'm going to talk about the other part of my job title: Workforce Development. Over the last year and a half, I had the opportunity to

work with a diverse group of individuals interested in the future construction workforce. We called ourselves the Michigan Construction Career Days Advisor Committee (CCDAC) and our goal was to demonstrate to middle and high school students what the construction industry has to offer in the way of careers. The CCDAC started with no budget, only the idea of introducing as many students to the construction industry as feasibly possible. All CCDAC members then went out to solicit donations of all sorts. Individual time, equipment loans and many dollars were contributed to make

the event a success. This task was difficult at best considering our current economic climate.

Construction Career Days (CCD) was a two-day event held at the Ingham County Fairgrounds in Mason. Each day, over 1,000 students came to experience what it's truly like to work in construction. There were hands on stations for carpentry, masonry, electrical and general labor as well as heavy equipment operation. Yes, the kids actually hammered nails, mudded bricks, they installed electrical and even knocked tennis balls off a stick with a crane. Students dug holes with an excavator and did finish grading with a bulldozer. Every participant was fed lunch and watched experienced operators from Caterpillar perform a heavy equipment demonstration in the main arena.

Many of the students I spoke with were already interested in construction as

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Patrick Brown



The youngest participants at Construction Career Days in April were Ella and Will Brown (left). They are the children of MITA's Director of Safety and Workforce Development Pat Brown.



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Director of Legislative Affairs Comment

The Cost of Doing Nothing

State legislators often use the high price of gasoline to justify not fixing our crumbling roads and bridges. Unwittingly, their inaction is putting billions of dollars of charges on the credit card of next generation's taxpayers.

MITA staff recently took to the streets of Lansing to take photographs of the pothole-riddled thoroughfares. While there, we noticed numerous hubcaps and other car parts littering the sidewalks and roadsides. This debris is symbolic of an increasingly evident truth: There is a cost to doing nothing.

The Road Information Program (TRIP) out of Washington, D.C. estimates that the average Michigan driver spends \$318 a year in costs associated with congestion and pothole-filled roads. AAA recently issued a report that says the average pothole repair on an automobile exceeds \$600 per repair.

MITA's recent flurry of legislator office visits have proven insightful. One female state senator told us her husband hit a pothole causing \$1,500 in damage to the family automobile. Another state senator told us that he had to rescue his mother after she blew three tires hitting a pothole in Detroit. Another House member told us she blew a tire after hitting a pothole in travels across her district.

We recently learned that our state has allowed over 10,000 miles of Michigan roadways to slip from fair to poor condition over the last three years on the federal aid system. According to the Michigan Asset Management Council, it would have cost \$3.7 billion to make necessary road and infrastructure repairs in 2004. But, by ignoring much-needed maintenance, that number has exploded to over \$6.6 billion in 2007 – a cost increase of \$1 billion a year.

It is a "pay me now or pay me much more later" scenario. Legislators who pander to tax-sensitive voters are actually doing them a terrible disservice. The penny-wise approach is saving the taxpayers nine cents per gallon in new gas taxes. Pound foolish is forcing taxpayers to pay the far more expensive bill of having to reconstruct tens of thousands of lane miles that weren't properly maintained. Transportation experts say that every \$1 in repair costs saves taxpayers \$4-6 dollars in reconstruction costs.

TRIP estimates that Michigan's lack of desirable safety features, inadequate capacity and poor

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Keith Ledbetter



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LEGISLATIVE Update

Pending Bills of Interest to Heavy Construction Industry

| BILL | DESCRIPTION | STATUS | MITA POSITION |
|--|--|----------------------------|--|
| SB 212 (and others) HB 5065-5073 | Water diversion | Pending in House/Senate | Neutral; Working to include amendments |
| SB 511 | Capitol outlay budget; funding for airport and University building projects | Conference committee | Support |
| SB 865 | Increase statute of limitations for actions against architects, engineers, and construction contractors | Passed Senate 31-7 | Support |
| SB 1217 | MBT materials deduction | Passed Senate 38-0 | Support |
| HB 4773 | False Claims Act | Passed House 107-2 | Oppose |
| HB 4575- 4577 | Increase gas tax, diesel tax, vehicle registration fee | Pending in House Committee | Support |
| HB 4644 | Expand drain commissioner powers | Pending in Senate | Oppose |
| HB 4468 | Work zone safety | Passed House 109-0 | Support |
| HB 5351 | Work zone safety | Passed House 106-0 | Support |

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MITA pushes the need for increased utility coordination

MITA continues to push for the advancement of improved utility coordination. In my last Cross-Section article, the new MISS DIG design/survey ticket was detailed. As you may recall, this program, developed to provide more accurate information early in the design process and alleviate many of the utility problems typically encountered during construction, was functional but not implemented until MITA coordinated meetings with various agencies/companies and got the ball rolling.

With the MISS DIG design/survey ticket program off and running, MITA has shifted our focus to the creation of a Design Task Force - Utility Subgroup. The purpose of this subgroup is to develop improved communication and cooperation between utility companies, governmental agencies, design engineers, and contractors. Participants in this subgroup are Verizon, Detroit Edison, Michcon Gas, Consumers Energy, AT&T, County Road Association of Michigan (CRAM), Michigan Municipal League (MML), American Council of Engineering Companies (ACEC), MDOT and MITA.

During our first subgroup meeting, we established a list of issues and concerns related to utility coordination. Below is a summary of the issues and concerns.

- All parties agreed that an improved knowledge of each other's business would prove invaluable. There was a common desire to develop a better understanding of each other's impacts on projects and determine ways to utilize areas of common work to reduce overall costs. A considerable amount of discussion focused on when it is in the best interest of all parties to have a contractor bid utility work as well as ways to minimize conflicts between a contractor's and a utility company's work schedule.
- Another overwhelming response was that coordination must be improved and lines of communication be created between owner agencies, designers, utility companies and contractors. It was recognized that by improving communication and coordination that there could be a considerable cost savings for utilities, contractors, and owner agencies alike. Questions surfaced as to when utility coordination should begin in the design process, how to effectively coordinate contractors and utility resources, and how to ensure utilities have sufficient lead-time to relocate. With improved coordination, designers acknowledged that some of the utilities could be designed around and scheduling issues could be minimized.
- Construction delays and costs associated with utility conflicts were also raised as a significant concern. There were discussions

on the need to minimize/reduce field changes due to utility conflicts and the need to create an avenue for designers

to communicate with contractors regarding constructability issues with existing utility facilities.

- Ongoing problems with the identification and location of existing utilities were highlighted. It was agreed that the new MISS DIG design/survey ticket should help alleviate many of these problems, but it was recognized that there would always be a need to improve location accuracy for designers, utility companies and contractors. The agencies/designers shared their experience with various technologies often used in attempting to more accurately locate existing facilities (i.e. ground penetrating radar and Subsurface Utility Engineering (SUE)) with much discussion focused on how to set criteria for when these methods should be used. There was also positive discussion regarding the requirement of the placement of GPS coordinates on all new utility installations.

During our second subgroup meeting, we focused on the following question, "How can we resolve the many utility coordination issues at hand?" MITA suggested the formation of a Utility Coordination Conference that would include utility companies, designers, owner agencies, and contractors to discuss these issues first hand and work toward a resolution. This idea was overwhelmingly embraced by the subgroup. So in the coming months, you will be hearing more details regarding the planned "Utility Coordination Conference".

MITA maintains a strong position that when designers and utility companies work together to resolve issues prior to the start of construction, everyone benefits!

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



Doug Needham, P.E.

mita TOOL BOX TALKS

Before you get started:

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

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

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

Introduction

1. Describe the hazards of the work as they relate to your project. Explain or show the SAFE way of doing the job.
2. Ask for ideas about preventing accidents.
NOTE: If an idea is not practical, explain the reason why.

Teamwork

1. Teamwork keeps workers SAFE and production HIGH on any job. Teamwork prevents accidents. All we have to do is think of the other person's safety as well as our own.
2. Think about driving as one example of teamwork for safety:
 - Safe drivers not only look out for their own safety, but make sure they do not endanger the lives of other drivers.
 - They give up their right-of-way to help another driver.
 - They slow down to let a driver cut back in after that driver has tried to pass and discovered a vehicle coming in the other direction.

It is not just a matter of one driver having the right-of-way or being right; it is a matter of a little teamwork to prevent accidents. The safe driver knows that someday it may take teamwork from some other safe driver to prevent an accident.

3. WHAT APPLIES ON THE ROAD ALSO APPLIES ON THE JOB. It is not just a matter of your working safely and

following all the rules yourself. You must think about the other person's safety, too. You must lend a hand once in a while to prevent or avoid an accident that may involve another worker. You can never tell what kind of situation will require teamwork to prevent an accident. Solve each situation by working together and helping others on the job.

Remember:

1. If you have suggestions for making the jobsite a safer place to work, communicate your thoughts with supervisors and co-workers.
2. If you see something wrong, correct it yourself or report it and make sure that someone takes care of the issue.
3. If a job is too big for one person, get help.
4. Think for the other person— his or her safety MAY DEPEND ON YOU.
 - Safety work practices increase production and decrease loss time as result of injury/ illness.

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



Detroit Wins Second Place for Worst Commute May 2, 2008

LANSING — Detroit is continuing to make national headlines, only this time as the country's second worst city for commuters as rated by Forbes.com.

While Detroit is steadily losing population, the length of commute time continues to rise. It is estimated by Forbes that the average Detroit commuter is delayed 54 hours a year. And only 11 percent of the Detroit commuting population walks, carpools or uses public transit — the worst in any big city in America.

"Traffic and congestion are only going to get worse as our policymakers continue to under-fund our roads and infrastructure," said Mike Nystrom, vice president of government and public relations for the Michigan Infrastructure & Transportation Association and co-chair of the Michigan Transportation Team. "This is just one more black eye for Detroit and the state of Michigan. By ignoring basic road maintenance and repairs, we are likely to be number one in Forbes next year."

Evidence by the Michigan Asset Management Council says road repair costs are exploding by as much as \$3 billion a year because of lack of even basic road maintenance and repairs — only exacerbating congestion and commute times.

Michigan has an annual funding shortfall of \$700 million for its state transportation system and a shortfall of more than \$2 billion for local roads. This funding pothole is due to massive cuts to the state's road and bridge program because of declining gas tax revenues. This year alone the state's road and bridge program dropped by \$300 million, or 18 percent.

Forbes.com looked at the 75 largest metro areas in the U.S. and evaluated them based on traffic delays, travel times and how efficiently commuters use existing infrastructure, based on data from the Texas Transportation Institute and the U.S. Census Bureau's 2006 American Community Survey. The worst commutes were those

that ate up the most hours and were the least reliable. The best commutes were in cities with short, dependable treks to the office, where fellow commuters efficiently use transit options to reduce congestion.

MITA represents a broad spectrum of highway construction companies and suppliers that help build a better Michigan infrastructure from the bottom up. They have been a leading voice for securing adequate transportation funding at the federal and state levels. For more information, visit www.drivemi.org.

Road Repair Costs Explode as State Forgoes Needed Maintenance April 28, 2008

LANSING — Shocking evidence presented to the State Transportation Commission this week says road repair costs are exploding by as much as \$3 billion a year because of lack of even basic road maintenance and repairs.

The Michigan Asset Management Council has been tracking the cost of repairing the highway system since 2004. According to their 2007 annual report, the council found it would have cost \$3.7 billion to make necessary road and infrastructure repairs in 2004. But, by ignoring these much-needed repairs, that number has exploded to over \$6.6 billion in 2007 — a cost increase of \$1 billion a year. Since the federal aid system represents roughly one-third of Michigan's road network, the state's entire price tag is rising by as much as \$3 billion a year that adequate road repairs are being delayed.

"This is your typical case of pay now or pay significantly more later," said Mike Nystrom, vice president of government and public relations for the Michigan Infrastructure & Transportation Association and co-chair of the Michigan Transportation Team. "By ignoring basic maintenance and repairs, the state is burdening Michigan taxpayers with additional costs of \$3 billion a year."

Reconstruction is more costly than regular maintenance, the Michigan Asset Management Council report found. For every \$1 spent on maintenance, between \$4 and \$6 is saved on reconstruction.

"The federal highway system represents about one-third of the overall system," said Nystrom. "So by using simple math, our entire road network in Michigan is losing almost \$3 billion in value each year due to lack of proper maintenance."

Michigan has an annual funding shortfall of \$700 million for its state transportation system and a shortfall of more than \$2 billion for local roads. This funding pothole is due to massive cuts to the state's road and bridge program because of declining gas tax revenues. This year alone the state's road and bridge program dropped by \$300 million, or 18 percent.

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 the entire federal highway system.

Transportation Funding Vital to Michigan's Economic Revival: Poll shows taxpayers want policymakers to "Fix Our Roads Now!" March 26, 2008

LANSING — Nearly three-fourths of Michigan taxpayers agreed that fixing and maintaining our roads is vital to reviving Michigan's economy, according to the results of a recent poll.

The latest MRG Michigan Poll found 74 percent of respondents feel that fixing roads and maintaining a safe and robust transportation system are vital components to attracting jobs and reviving the economy in Michigan. In fact, more than half — 52 percent — of Michigan taxpayers would gladly pay an additional \$5 to \$10 per month to fix Michigan's roads and bridges to keep their families safe. The current transportation funding proposal that is pending in the Legislature, which includes an increase in the

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MITA in the News

These are just a few samples of the numerous “news hits” MITA receives on a regular basis. For complete copies of these stories, visit www.mi-ita.com and click on “News.”

Contest a cute approach to serious road problem

The Oakland Press • April 12, 2008

A 2.5-foot-wide pothole near Pontiac Lake Road and Irwin Drive in Waterford Township was cited as one of the four worst in the state. It won Jessica Herbert of Kalamazoo, daughter of Niel Nielsen of Waterford Township, an award of \$318 after she photographed it and submitted the picture to the Michigan Infrastructure and Transportation Association's Pothole Contest.

The contest idea is cute, but the pothole mess throughout the state is not funny...

Photo of massive pothole wins Saginaw woman money

The Saginaw News • April 11, 2008

The photographer's instinct in Angela C. Davis told her the massive pothole on Veterans Memorial Parkway was worthy of her camera's lens.

Her inclination paid off, as the photo she snapped ended up winning her \$318.

“Photography is my passion. I follow my passion, and it leads me to potholes,” said Davis, 41, a lifelong Michigan resident who has resided in Saginaw for the past 12 years.

She took the photo three weeks ago after she read an announcement in The Saginaw News about the Michigan Transportation Team's contest to find the worst pothole in the state. The contest was Feb. 11 to March 28...

Budgetary potholes rattle economy

Oakland Business Review • March 27, 2008

Guest Opinion

By Michael Nystrom

Michigan's roads are a growing problem. Every Michigan driver has had at least one encounter with a rim-bending pothole, and as we enter the heart of pothole season, it's only going to get worse.

Policymakers have the power to end the neglect of our roads and transportation infrastructure. Yet they continue to overlook the important role safe roads and infrastructure have in our economic recovery.

Unfortunately, there is little money to make the necessary road upgrades. In fact, Michigan's 2008 budget included an 18 percent cut in the Michigan

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Problem Solver

Recently, a contractor member of the association contacted MITA staff with what was deemed as an “emergency situation.”

The company was performing work for a municipality in central Michigan that included the installation of a lift station. The salesman of the lift station equipment had informed the contractor that the equipment to be installed would be much lighter than it actually ending up weighing. Once the lift station was on the jobsite, the contractor realized that he would need a different crane to put the equipment in place. Unfortunately, this realization came on the same day that state and county frost laws went into effect in this area of the state. Adding to this quandary is the fact that the contractor had shut down a significant section of the municipality’s sewer system... and now you likely are able to see the “emergency situation.”

After discussing all of the options of transporting a new piece of

equipment to the jobsite, the only viable plan was to find a way to move the equipment using an allowance in the state motor vehicle code, which states that overweight/overwidth equipment can be moved during frost laws, if a “public health or safety issue” is at risk.

With the sewer system being shut down until the lift station equipment was put in place, MITA staff was able to work with the MDOT Permit staff and the city to prove in fact that this situation posed a significant public health risk. A letter was quickly drafted and sent by the city to MDOT and a permit was issued by MDOT to move the equipment into place within hours of the original phone call to MITA and thus get the city’s sewer system back up and running.

If you have any questions about this situation or other similar situations that you could use some assistance on, please contact the MITA office.

Vice President of Government & Public Relations Comment Continued from pg. 22

The Charter of Understanding also gives guidance with regards to engineering issues that may arise. APAM and MCPA will each provide leadership for reviewing and resolving engineering and technical issues related to materials, design and construction of their respective products. MITA may participate in those interactions to maintain an industry perspective. As such, it is understood that both APAM and MCPA will retain with MDOT their respective operations committees and other product related technical committees and subcommittees.

The charter further states that MITA will oversee and maintain the industry leadership role in all matters not specific to the engineering and technical aspects of concrete and asphalt pavement. This includes, but is not limited to, owner agency policy and procedure, contracting and contract administration and engineering and technical matters related to other heavy/highway disciplines. MITA will include APAM and MCPA in these issues and efforts as appropriate.

This MITA/APAM/MCPA Charter of Understanding is one of many success stories that have evolved since the creation of MITA. As of the printing of this story, MITA, APAM and MCPA now reside under one roof within the MITA building in Okemos. This will ultimately end up bringing the industry even closer together as we communicate on a regular basis regarding those issues that are important to the overall industry.

The Charter of Understanding has been shared with the leadership at MDOT as well as several legislative leaders in Lansing in order to convey our “unified voice” clearly.

The leadership of the three associations, along with their staff, have committed to reviewing the Charter of Understanding on an annual basis

in order to assure that all parties are following the intent of the agreement and to update and amend the document if necessary.

The industry continues to come together as one to advance the interests of all members of each association with all parties with which we deal, whether it be the legislature, owner agencies or the general public. If we keep this goal in mind, good things will result for the entire heavy construction industry.

If you have any questions or comments, please contact Mike Nystrom either by e-mail at mikenystrom@mi-ita.com or call the MITA office at 517-347-8336.



On March 6, MITA staff warned members of the House Appropriations Transportation Subcommittee that Michigan's leaders need to act now to avoid gigantic road funding bills in the future. Mike Nystrom (left) and Keith Ledbetter of MITA both testified. (See story on page 71.)

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TCI Inc. of Michigan: Lansing Area Federal Credit Union

Project Name: Lansing Area Federal Credit Union

Project Location: 1505 Kyle St., Eaton Rapids

Project Timeline: August 2007-May 2008

Project Estimated Cost: \$300,000

Project Description: Site work, utilities

Other Underground Projects for 2008: Eaton Rapids Medical Center, Sparrow Hospital Lobby Extension in Lansing, and many others.

Company Details: Karl Grant, who formerly ran an oil field construction business, started TCI nine years ago. TCI recently bought the concrete division of L & L and thus will be expanding from underground work to curb, gutter and flat work. Dean Levitte, head estimator, has been with TCI over three years, along with 30-35 other employees at the season's peak.

The company's first big job was the Hall of Justice in Lansing during 2002-2003. The \$2.5 million project included all site, utilities and underground parking.

Personal Details: Karl's family works at TCI, including his wife, Kim, of 20 years; and daughter Brooke, soon to be married to Randon. Brooke's younger sister, Taylor, 9, is waiting in the wings.

Funny comment: "Last year we had a good time on a project with Granger at MSU – the Farm Lane/East and West Circle Steam Tunnels," Karl said. "The \$2.5 million project had to be done in six months. That was Dean's baby. Dean needs another baby!"



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Vice President: Karl Grant
kfg@cablespeed.com

Became a member of MITA in 2003 while working on the Chelsea, Mich., watermain project.

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MEMBER NEWS

Creation of the D-light

Submitted by Frank Powelson, POCO, Inc.

In early 2007, John Friend (Bureau Highway Delivery Director) and Brian Zimmerman (Work Zone Technical Administrator) from the Michigan Department of Transportation sat down with MITA and representatives of the traffic control industry of Michigan to discuss concerns regarding lights on drums used in workzones across the state.

MDOT's concerns were:

- Miss-aligned lights on drums appear as if the lights are dim, if not out.
- Brightness of the lights was not consistent. Some appear bright; some appeared dim depending on when the batteries were changed.

MDOT's questions were:

- How can we solve the angularity issue to get the lights to appear bright even if the drums are somewhat out of alignment?
- How can we get the lights to have the same continuous brightness throughout the lenses and throughout the life of the battery?

Representatives of the traffic control industry met with two of the largest barricade light manufacturers in the country. Through numerous discussions the Type D Light was born. By nature of the cylindrical lens the "D Light" has 360-degree visibility regardless of the drum alignment.

Also, included in the "D Light" design is new circuitry technology that allows the LED light source to evenly disperse light throughout the lens and sustain constant and consistent brightness until the batteries are no longer able to maintain the intensity requirements. In the end, all lights will have the same constant and consistent brightness.

Due to the cooperation and collaboration between MDOT, MITA, and the traffic control industry of Michigan, the MDOT concerns were addressed making these workzone delineation devices more effective. This new light technology, as well as the partnering spirit between MDOT, MITA, and the traffic control industry to solve the identified operational issues, are being noted by and raising the interest of owner agencies in other parts of the country.



PRO-TEC Equipment, Inc.

www.pro-tecequipment.com

PRO-TEC Equipment, Inc., has added a Grand Rapids facility to serve users of trench shielding and shoring equipment in western Michigan. With headquarters in Charlotte and a branch in the Detroit area, PRO-TEC now has three facilities strategically located to bring superior service to contractors, municipalities and utilities across the state.

Located on 36th Street just north of Gerald R. Ford International Airport, the new facility will provide complete rental, sales, and service of PRO-TEC trench shields and shoring; bedding material containers; temporary road systems; street plates, and pipe and sewer plugs.

PRO-TEC Retail Sales Manager Joe Cook will manage the facility at 5460 36th St. SE, Grand Rapids, Mich., 49512, phone: 1-877-292-1225; Fax: 616-285-5886.

Michigan CAT

www.michigancat.com

Michigan CAT has served as a heavy equipment dealer since their founding in 1944. Headquartered in Novi, their seven statewide locations provide sales of new and used equipment, rental, parts and service solutions for the paving, earthmoving, landscaping, power systems and industrial equipment industries. Their product offerings include Caterpillar® and other allied brands.

MICHIGAN CAT SECURES EXCLUSIVE RIGHTS TO SELL LEEBOY

In a move sure to transform the realm of customer service in the state's paving and earthmoving industries, Michigan CAT and LeeBoy are pleased to announce that they have finalized an agreement that awards Michigan CAT exclusive distribution rights for the entire family of LeeBoy/Rosco paving and construction equipment within the state of Michigan.

Michigan contractors will discover immediate advantages with this new alliance, according to Michigan CAT. The agreement integrates Michigan CAT's offerings of customer support with the distinguished LeeBoy brand.

The LeeBoy family also includes the Rosco product line of paving products and asphalt tools. LeeBoy is a brand recognized for quality and design innovation since 1964 and their national market share reflects this excellence. Michigan contractors with growing businesses and diverse demands will discover enhanced productivity with LeeBoy in their toolboxes.

LeeBoy/Rosco's line of motor graders, drum rollers, multi-purpose asphalt maintainers, asphalt distributors,

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Barrett Paving: Saving two days a week and tens of thousands of dollars per year

Needs analysis: Barrett Paving Materials was looking for a better way to resolve issues and discrepancies in projects. The method they were using, faxes and phone calls to the agency, was time consuming, and the project closeouts and payments were delayed. **Product implemented:** FieldManager Read-Only. **Results:** They have direct access to the data tracked by the agencies and primes, “making sure we get paid our money.” By identifying problems (i.e. quantity discrepancies, missing certifications) early, issue resolution is quicker and doesn’t delay job closeout. Barrett estimates that the software saves them two days per week and tens of thousands of dollars per year.

“The savings in time [using FieldManager Read-Only] amounts to two days a week - minimum - saved between the project administrator and construction administrator. Cost savings in a year’s time over many projects is in the tens of thousands of dollars, in my opinion.”

“The ability to review the inspectors’ notes and quantity postings from the beginning of the job to the end is the biggest benefit of the system by far. Being able to go back through each day and essentially rebuild the job is critical to making sure that we get paid for every single item of work that we perform on a job and that it is paid accurately.”

“We can catch any quantity discrepancy faster, which gets resolved sooner, which gets us paid faster, which closes out a job faster, resulting in savings on projects.”

- Ken Terveen,
Project Administrator – Estimator
Barrett Paving Materials



Few companies can say that they have been in business for 50 years, let alone 150. But that’s the reality at Barrett Paving Materials Inc. (BPMI), a paving company that services nine US states. Established in 1854, the enterprise has grown to become an integrated road construction and manufacturing company working with federal, state and local governments and employing more than 1,600 people.

Needless to say, the folks at BPMI have seen the tedious days of contract administration – full of paper, pencils and a multitude of errors. While a myriad of technological advances had occurred during the company’s history, significant changes had not been made to their project workflow. There really was no system in place for communicating with the agency about a project.

“Project administrators would take quantities from our accounting system and call the owner or MDOT (Michigan Department of Transportation) and have them fax us their quantities to compare,” said Ken Terveen, Project Administrator – Estimator at BPMI. “In order to reconcile quantities between BPMI and the owner agency, we would need to add up each pay estimate and compare the time frame that it covered with our quantities from the same period. If they differed, we would need to contact the owner and request an itemized breakdown by date range in order to determine where the discrepancy took place. This entire process could take up to a few weeks depending on how busy the project engineer was at the time.”

This process was both lengthy and error-prone – two things that make doing business difficult. “Long waiting periods to get the owner’s or MDOT’s quantities faxed to us made it more difficult to rectify any errors.”

Because of BPMI’s volume of state work, Barrett took notice when MDOT implemented a software solution to manage construction projects.

FieldManager® construction software became an integral part of MDOT’s business process, alleviating many problems associated with item tracking and payments. FieldManager, created by Gainesville, Fla.-based Info Tech, Inc. and MDOT, provides seamless contract administration and contains data on all aspects of the contract, including complete day-to-day details of progress on the work site, benchmarks for the contract and payment history. Local agencies in Michigan soon followed suit by implementing FieldManager.





Barrett Paving: Saving two days a week and tens of thousands of dollars per year

To help keep contractors in the loop, FieldManager has a module specifically for them: FieldManager Read-Only. This software grants contractors access to contract data and comprehensive reporting and inquiry tools used by contract administrators, thus alleviating unnecessary delays in the reporting and payment process. It allows the contractor to monitor accuracy periodically during the project rather than just at the end of the project.

The folks at BPMI were early adopters of the new technology and found it easy to learn. Benefits were noticeable almost immediately.

"FieldManager Read-Only identifies problems early in a job in terms of quantities and also shows any missing certifications. With information coming in a timely manner, it enables a job to closeout more efficiently," Terveen added.

In short, FieldManager Read-Only gives the contracting community easy access to the information being tracked by the agencies and prime contractors. Now, they too can see what was done, where it was done and when it was done without the cumbersome tasks of the old methods - mostly multiple faxes and phone calls. Since the introduction of FieldManager Read-Only software, agencies and their contractors have seen marked improvements in the contract administration process. Job tracking is more accurate and payments are quicker.

"The ability to review the inspectors' notes and quantity postings from the beginning of the job to the end is the biggest benefit of the system by far," said

Terveen. "Being able to go back through each day and essentially rebuild the job is critical to making sure that we get paid for every single item of work that we perform on a job and that it is paid accurately. FieldManager Read-Only also makes dispute resolution between the agency and/or subcontractors much easier to resolve."

Terveen points out that they actually have less repeated contact with the agency during a job in terms of phone calls, faxes and e-mails. The FieldManager Read-Only files contain all of the information they need.

As the size of a project grows, the impact of the software at BPMI is even greater. "On larger projects, it's huge," says Terveen. "We can catch any quantity discrepancy faster, which gets resolved sooner, which gets us paid faster, which closes out a job faster, resulting in savings on projects. It gives us the ability to rebuild a job day-by-day, making sure we get paid our money."

Looking at how projects were completed in the past, Terveen can say with confidence that FieldManager Read-Only saves BPMI time and money.

"The savings in time amounts to two days a week - minimum - saved between the project administrator and construction administrator. Cost savings in a year's time over many projects is in the tens of thousands of dollars, in my opinion."

Terveen is anxious to see the use of FieldManager expand to the other states that BPMI does business in. "It's a great product that more contractors should take advantage of." •



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MITA's 2008 Industry Nights

The 2008 Industry Nights provided a chance for constructive interaction between MITA members, owner agencies and engineering firms. During our three Industry Nights (Grand Rapids, Livonia and Lansing), over 600 members networked and learned about project details from MDOT, municipalities, county road commissions, county drain commissioners and engineering firms.

In addition to building and revitalizing relationships, MITA members received a comprehensive 2008 Planned Project Catalog detailing construction projects from throughout the state

that MDOT, municipalities, county road commissions and engineering firms expect to bid in 2008 and 2009. The 2008 Planned Project Catalog is a living document and can change due to numerous circumstances, such as environmental issues, right-of-way problems, permit delays, funding shortfalls, etc.

If you have any questions or would like to receive a copy of the 2008 Planned Project Catalog, contact either Glenn Bukoski or Doug Needham via e-mail (glennbukoski@mi-ita.com, douglasneedham@mi-ita.com) or call the MITA office at 517-347-8336.

TOP PROJECTS 2008-2009

The following chart shows some of the state's top projects for 2008-2009 based on estimated costs submitted for MITA's 2008 Industry Night Planned Project Catalog. Some submitters could not provide estimated costs so their largest projects are not included on this chart.

2008 TOP PROJECTS

| SUBMITTER | AGENCY/JURIS. | PROJECT/ROUTE | LOCATION | DESCRIPT. | EST. COST |
|-----------|--------------------------|--|---|--|----------------|
| BCATS1 | MDOT-Calhoun | I-94BL (E Dickman Rd.) Re-alignment | From E. Dickman/I-94 to M-66 Intersection East to Main St. then NW on Main to Hamblin Ave., then NE on Hamblin to existing I-94BL (Michigan Ave.) | Reconstruct E. Dickman Rd. to 3-lane hwy. btwn I-194 & Main St; resurface all & improve intersections along new BL route | \$4.9 million |
| BCATS2 | MDOT-Bay | I-75 | 500'N of Hotchkiss to .4 mi N of Salzburg | Reconstruct. and widening into the median one lane in each direction, construction of a median barrier wall and drainage extensions | \$13 million |
| GCMPG | City of Fenton | Silver Lake Rd. | US-23 to North Leroy St. | Reconstruct, new storm sewer and curb & gutter; widen to add center turn lane | \$3.2 million |
| GVMC | MDOT-Kent Co. | I-196 | At Chicago Dr. Interchange | New interchange | \$26.2 million |
| JACTS | MDOT-Jackson County | US-127 (Meridian Rd.) | Ayers Rd. to Floyd Rd. | Add center left-turn lane | \$2.6 million |
| KATS | MDOT-Kalamazoo County | I-94 | 40th St. to Kalamazoo County Line | 6" hot mix asphalt overlay, concrete pavement repair under bridge | \$5.6 million |
| MACC | MDOT-Ottawa Co. | I-196 | Zeeland Rest Area | Replace rest area | \$2.6 million |
| NATS | Cass CRC | Baron Lake Rd. | Huntly Rd. to M-60 | Resurface road, minor damage | \$200,000 |
| SMATS | Saginaw City | Woodbridge Ave. | Houghton to Brockway | Reconstruct | \$2 million |
| SEMCOG | Wayne-MDOT | I-75 | From South Wayne County Line to Gibraltar | Reconstruct | \$46.2 million |

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2008 TOP PROJECTS

| SUBMITTER | AGENCY/JURIS. | PROJECT/ROUTE | LOCATION | DESCRIPT. | EST. COST |
|--|-----------------------|---------------------|---|--|----------------|
| TCRPC | MDOT | Lansing Rd. | I-69 to Guinea Rd. | Rubblize and resurface, 6.59 miles; convert from boulevard to 3 lane cross section with center left turn lane in portion from 2000 ft. northeast of Steward to 1600 ft. southwest of Royston | \$14 million |
| Twin CATS | MDOT-Berrien Co. | I-94 EB | East of I-196 to West of M-140 | Pavement reconstruction | \$8.4 million |
| WMSRDC | MDOT-Muskegon | US-31/M-46 Vicinity | US-31/M-46 Vicinity | Transportation system improvements | \$3.1 million |
| RTF | Midland CRC | US-10 EB | Sanford Lake to Midland/Bay Col. | Rubblize & HMA resurfacing | \$12.3 million |
| RTF | Midland CRC | US-10 WB | Sanford Lake to Midland/Bay Col. | Rubblize & HMA resurfacing | \$12.3 million |
| MDOT-Metro Region | MDOT | I-94 | County Line Rd. to Fred Moore Hwy. | Reconstruct | \$53 million |
| MDOT-Local Bridge Program | Macomb County | Bridgeview Rd. | Clinton R. Old North River | | \$3.9 |
| High Risk Rural Road Program | Hillsdale CRC | Mechanic Rd. | From Bunn Rd. East to Lake Wilson Rd. Lake Wilson Rd. | Vertical curve modification, add shoulders, pavement marking and permanent signing improvements | \$480,000 |
| MDOT Local Safety Program | City of Iron Mountain | Hydraulic Falls Rd. | From Railroad to US2/US 141 | Intersection realignment, add right turn lane on US-2/US-141, HMA coldmilling and resurfacing, sight distance improvements | \$767,000 |
| MDOT Small Urban Program Transportation Improvements | Midland | North Saginaw Rd. | Sugnet to 200 feet west of Tucker | Reconstruct | \$1.5 million |
| Clare County Road Commission | Clare CRC | Muskegon Rd. | Muskegon River | Bridge | \$1.7 million |
| Ingham County Rd. Commission | Ingham CRC | Cedar St. | Dallas Ave. to Holbrook Dr. | Reconstruct with roundabout at Holbrook Dr. | \$3.8 million |

Continues on pg. 65

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MEMBER NEWS

Continued from pg. 37

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Michigan CAT's entire team is energized by this agreement and looks forward to gaining new avenues into the special market niche that LeeBoy products uniquely serve, according to Michigan CAT. Michigan CAT's ability to exclusively distribute LeeBoy products will provide a new outlet to customers seeking solutions for smaller commercial jobs, making LeeBoy an excellent supplement to Michigan CAT's Caterpillar® product line.

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PROMOTIONS

Thomas L. Gray II, P.E. to Senior Associate and Vice President

Thomas R. Smith, AIA to Senior Associate and Vice President

Jacquelyn F. Linck, P.E. to Associate

Kerri A. Miller, P.E. to Associate

John F. Johnson to Associate

Thomas L. Gray II, P.E., a senior civil engineer, graduated from Michigan State University with a bachelor of science degree in civil engineering. Gray provides engineering assistance and construction administration services for large Michigan Department of Transportation (MDOT) projects, and is currently providing engineering assistance to the MDOT TSC on the Ambassador Gateway project.



Thomas L. Gray II, P.E.

Thomas R. Smith, AIA, a senior architect, attained his bachelor of science and master of science degrees in architecture from the University of Michigan. Smith serves as a project manager on municipal and governmental projects including courts, jails, and city halls. His recent projects include the Ottawa County Courthouse, Grand Haven Community Center and the Southern Michigan Correctional Facility in Jackson.



Thomas R. Smith, AIA



Jacquelyn F. Linck,
P.E.

Jacquelyn F. Linck, P.E., a senior chemical engineer, graduated from Michigan State University with a bachelor of science degree in chemical engineering. She serves as a technical team leader, and some of her recent projects include coordinating air permit efforts for a coal fired power plant for Wolverine Clean Energy Venture, onsite environmental services at five Wolverine World Wide facilities, and environmental management support for 13 Benteler Automotive facilities. Linck will also begin duties as Chair of the West Michigan Chapter Air and Waste Management Association in June.

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Kerri A. Miller, P.E., LEED® AP, a senior civil engineer, earned her bachelor of science degree in civil engineering from Michigan State University. She works as a project manager on site design and municipal projects and is currently performing work at Grand Valley State University (GVSU), the Village of Baldwin and the Gaylord Meijer store. Miller has two GVSU projects currently under construction – the indoor recreational facility and the 2008 Housing and Honors College – and is also working on site design for a 2010 housing project and a food services facility. Miller is also a member of the American Society of Civil Engineers and the U.S. Green Building Council.



Kerri A. Miller, P.E.



John F. Johnson

John F. Johnson, a senior technician, attended Lansing Community College for two years before becoming certified and registered in the following areas: Michigan Department of Environmental Quality (MDEQ) Storm Water Management Operator; MDEQ Soil Erosion and Sediment Control Certification – Phases I, II, III; HAZWOPER Site Worker; Troxler Nuclear Gauge Radiation Safety; MCA Highway Concrete Construction Technician Level 1; and NACE Coating Inspector Program Level 1.

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Foster, Swift, Collins & Smith, P.C., is a law firm founded on the 106-year-old tradition of high quality service based on experience, performance and results. With offices in Lansing, Farmington Hills, Detroit and Grand Rapids, the firm's attorneys provide general, local and special counsel to businesses and individuals throughout the midwest.

NEW HIRE

Richard C. Kraus focuses his practice in the areas of health care law, appeals, commercial litigation, business litigation, constitutional litigation and economic crimes defense. He is admitted to practice law in Michigan, in the United States District Courts for the Western and Eastern Districts of Michigan, the United States Supreme Court, the United States Court of Appeals, Sixth Circuit and the United States Claims Court. He is a member of the State Bar of Michigan, the American Bar Association, the Ingham County Bar Association and the Federal Bar Association. He earned his undergraduate degree, with distinction, from the University of Michigan and is a graduate of the Northwestern School of Law, Lewis and Clark College, cum laude.

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G2 is a full-service engineering firm providing geotechnical, environmental and construction engineering services to Fortune 500 companies, major utilities, property owners, government agencies and leading architectural, engineering and construction firms across the United States. Headquartered in Troy, Mich., G2 also has offices in Brighton, Mich.; and Wheeling, Ill.

PROMOTIONS

Jason Stoops, P.E. to project manager

Jeff Hayball, P.E. to project engineer

Stoops, a G2 employee since 2002, had been a project engineer in the geotechnical group. Most recently, he oversaw G2's work on the ITC headquarters and Ryder headquarters projects in Novi, Mich. He is a licensed professional engineer (P.E.) in Michigan, and earned a master's degree in civil engineering and a bachelor's degree in civil and environmental engineering from the University of Michigan. He is a member of the American Society of Civil Engineers and the Chi Epsilon Society at University of Michigan. Stoops lives in Livonia, Mich.

Hayball, a G2 employee since 2001, had been a staff engineer in the geotechnical group. He focuses on G2's services provided to the Michigan Department of Transportation in southeast Michigan. He is also a licensed P.E. in Michigan, and earned a bachelor's degree in civil engineering from Michigan State University. Hayball is a member of the American Society of Civil Engineers, and lives in Troy, Mich.

MDOT CONTRACT EXTENSION

The Michigan Department of Transportation (MDOT) awarded G2 Consulting Group a 12-month extension to its two-year contract to provide geotechnical services to MDOT service centers in four metropolitan Detroit counties.

G2 will now service MDOT's six technical services centers in Oakland, Wayne, Macomb and St. Clair counties through November 2008. Technical services centers are regional offices for engineers, project managers and other staff handling MDOT projects in that area.

Hubbell, Roth & Clark, Inc. (HRC)

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For over 93 years, HRC has been providing consulting engineering and architectural services to municipal, industrial and private clients throughout Michigan, in addition to servicing various national clients. As a full service, multi-disciplined firm, HRC is comprised of 200 engineers, professional surveyors, architects, technicians and support staff. HRC is an Engineering News Record (ENR) Top 500 Design Firm and Top 50 Trenchless Technology design firm whose work has been recognized by numerous prestigious industry awards. HRC has offices in Bloomfield Hills, Grand Rapids, Howell, Detroit, Pontiac, and Mt. Clemens.



Thomas M. Doran, P.E.

AWARD

Thomas M. Doran, P.E., vice president and member of the HRC board of Directors, recently received the Purdue University Alumni Achievement Award.

This prestigious award recognizes Doran's distinguished career and accomplishments throughout his 30 year career in Civil and Environmental Engineering.

Doran was raised in Michigan, is a resident of Plymouth Township, and earned bachelor of science and master of science degrees in Civil Engineering from Purdue (1975 and 1977). Highlights of Doran's career include his role as president of a 400 person Michigan based consulting engineering firm providing services nationally and abroad, and assisting in planning efforts for the new Ava Maria University and 30,000 person town in southwest Florida. As an accomplished author, Doran has been published in Consulting Engineering, Chemical Engineering, the Society of Automotive Engineers, Detroit News, Detroit Free Press, Wall Street Journal, Washington Post and Washington Times. He is a licensed professional engineer in six states, and is a state-approved professional engineering continuing education provider in Florida.

PROMOTION

Dennis Benoit, P.E. to Associate

Benoit provides direct oversight for projects managed out of HRC's Grand Rapids office as well as technical expertise for complex water and wastewater projects performed by the firm. Benoit is leading many projects for several clients including work for the cities of Grand Rapids, Muskegon and Petoskey.

He has over 30 years of professional experience in water, wastewater,

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stormwater, flood control and transportation projects, both locally and nationally, as well as general municipal engineering. Benoit holds both bachelor's and master's degrees in civil engineering from the University of Illinois and is a registered professional engineer in Michigan, Illinois and Indiana. Professional affiliations include the American Water Works Association where he serves the Michigan Section as Co-Chair of the Water Treatment Practices Committee; the Michigan Water Environment Association; the Water Environment Federation; and the American Society of Civil Engineers.

Inspecsol Engineering, Inc.

www.inspecsol.com

The Inspec-Sol Group has 450 staff specializing in geotechnical engineering, construction materials testing, building science, and environmental engineering, with 17 offices throughout the U.S. and Canada. Inspecsol Engineering, Inc., is a wholly owned subsidiary of Inspec-Sol Inc.

NEW HIRE

Craig R. Pasternak

Pasternak joins Inspecsol after 21 years with the Wayne County-Field Engineering Division. He served as a senior project supervisor for the last five years, overseeing multiple projects each season, and has worked on projects such as the South Access Road and Tunnel (John Dingell Drive) and Runway 4/22 at the Detroit Metropolitan Wayne County Airport, and major trunkline

re-construction projects for MDOT, Wayne County and local municipalities. At Inspecsol, he will lead the infrastructure testing and inspection unit within the construction materials testing group, concentrating on state, county and local roadway projects.

Klochko Equipment Rental Company, Inc.

www.klochko.com

Susan Long, sales assistant with Klochko Equipment Rental in Melvindale, shared the following story. She is a member of the National Association of Women in Construction, Detroit Chapter.

The National Association of Women In Construction (NAWIC) Detroit Chapter 183 is developing programs to interest grade school girls in careers in the construction business. One program, which is being planned for the late summer of 2008, will expose girls to a variety of careers in construction.

"With this particular program, we're attempting to focus our attention on high school students, probably at the sophomore, junior and senior level," said Kathy Dobson, 2007-2008 president of NAWIC Detroit Chapter 183. We will be working with the trade unions and with our own internal project management professionals to put together a four- or five-day program for these students.

"It would introduce them to the concepts of construction and give them some hands-on experience as well. Our goal is to target one day for electrical, one day for mechanical, one day for carpentry, and so on, and give the girls an opportunity to actually work on a small one-day project. It could be framing some walls, putting together light switches, or maybe doing some block and brick work.

"We made preliminary contact with the NAWIC chapter in Georgia, which has a similar program, as well as with the local trade unions in Michigan to see if they would be interested in participating with us. They seem to be very positive. They are looking for apprentices for their programs and by getting a girl interested in a construction career as a trades person at the age of 16 or 17, she's more likely to be able to move right into an apprenticeship program rather easily.

"We are not targeting young girls for a specific trade; we're looking at promoting the positive aspects of construction management, project engineering and so on."

A location for the program has not yet been selected. "What we really need is a school where we can have some classroom participation and have some field experience as well," Dobson said.

Another recent NAWIC Detroit Chapter program for girls was called "Skirts and Dirt."

"We're going to work with Klochko Equipment Rental Company, Inc., for one of our programs next spring, so that young girls can see what it's like to sit on a dozer or operate the controls on some equipment with some guidance of course," Dobson said. "The age range of girls that will participate in the 'Skirts and Dirt' program will probably be 10 to 16. By providing the 'Skirts and Dirt' program to young women, hopefully, we can get some participation for our other girls program."

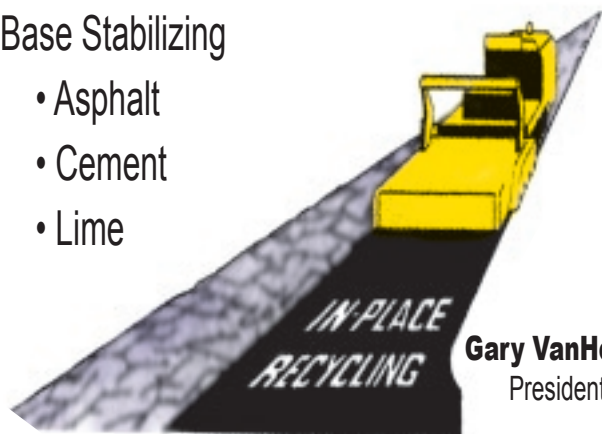
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American Council of Engineering Companies of Michigan (ACEC/M)

ACEC/M NAMES FIRM OF THE YEAR

The American Council of Engineering Companies of Michigan (ACEC/M) recently presented the 2008 "FIRM OF THE YEAR" award, its highest firm honor, to Rowe Incorporated, headquartered in Flint. This is the only award program instituted to recognize ACEC/M member firms for their leadership in professional organizations and community service. Recognition is based on the firm's contributions to the success of ACEC/M, its efforts to advance the engineering profession, and the firm's efforts to improve the quality of life for Michigan communities.

"Rowe Incorporated has been an active member of ACEC since 1962 and Rowe principals have shown professional leadership over the years while serving in several key leadership roles for the Council," said ACEC/M Executive Director Ronald W. Brenke, PE. "Rowe is fully engaged in promoting the profession and helping communities. This is clearly demonstrated through their company and employees' active involvement in engineering and community programs."

The American Council of Engineering Companies of Michigan is the voice of Michigan's engineering industry. Council members – numbering more than 110 firms throughout the state – are engaged in a wide range of engineering/architectural/surveying works that propel the state's economy, and enhance and safeguard Michigan's quality of life. These works allow people to drink clean water, enjoy a healthy life, take advantage of new technologies, and travel safely and efficiently. The Council's mission is to contribute to Michigan's prosperity and

welfare by advancing the business interests of member firms. For more information, contact the ACEC/M office at 517-332-2066 or visit the website at www.acecmi.org. Thomas C. Long, Vice-President and the Transportation Division Manager of Rowe, is currently serving as the 2007-2008 President of ACEC/Michigan.

Michigan Consulting Engineering Firms Honored for Outstanding Projects

Earlier this year ACEC/M and the Michigan Society of Professional Engineers (MSPE) held their Annual Engineering and Surveying Excellence Awards Banquet at The Air Zoo in Kalamazoo. Since 1965, firms have competed to receive the top honor for their outstanding projects. On the evening of February 23, professionals and guests gathered at The Air Zoo to enjoy the museum, talk with friends and colleagues, and show respect to the engineering firm that received the most prestigious award presented - the Eminent Conceptor.

EMINENT CONCEPTOR AWARD

The Eminent Conceptor is the highest award given for a submitted engineering project. This year's engineering Eminent Conceptor winner was Southfield-based Parsons Corporation for the US-23/Lee Road Roundabout Interchange. Parsons development of an innovative, unique and adaptable design helped provide added traffic capacity and included a series of three roundabouts, two being closely spaced and located west of the interchange. This design is one of the first of its kind in North America and was made possible through a public-private partnership to develop and fund the project. The complex project exceeded MDOT's project expectations,

Continued from pg. 54



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Michigan Municipal League

The Michigan Municipal League (MML) is the one clear statewide voice for Michigan communities. Through advocacy at the state and federal level, we proactively represent municipalities to help them sustain highly livable, desirable and unique places within the state. We create and offer our members services and events that range from traditional to cutting edge, in order to help educate and inspire them to remain focused on their passion for the area they represent. We are a non-profit, but we act with the fervor of entrepreneurs; our people are dynamic, energetic and highly approachable, passionately and aggressively pushing change for better communities.

The history of the League is a story of municipal leaders who volunteered to build and support a cooperative organization to improve municipal government. The League's motto is "better communities, better Michigan," and its history illustrates that axiom. In the century since its founding in 1899, the League has brought together city and village officials to exchange information, to learn from one another, to develop unified policies on matters of municipal concern and to speak as a collective voice on those matters including, most importantly, home rule for local government.

Initially, they came together to "come to grips" with the state and, more specifically, the state legislature. At the time, all cities were chartered directly by the legislature. In the words of Harold D. Smith, the first director of the League, "they were at the mercy of a body composed of members who had little or no experience in municipal affairs." Their initial efforts were focused on securing home rule for cities and villages, or as Smith put it, "bringing impressively to the attention of a rural legislature the problems of growing cities in the state."

With 535 cities, villages and urban townships in its membership, the League enters its 109th year of service to its members with the intent of increasing our role in Michigan's overall transportation infrastructure debate. "Our cities and villages have over 20,000 miles of roads that carry much of Michigan's economic engine," said Dan Gilmartin, executive director of the league. "Those roads, as well as our transit systems, need to be sufficiently funded in order for Michigan to experience an economic turnaround. This has to be a huge priority for us."

To help make this a priority become a reality, the League hired David Worthams in November 2007 to join their Lansing professional staff. Worthams has been active in transportation policy development for years, having served as the transportation policy advisor to former Speakers Rick Johnson and Craig DeRoche. He also served as the deputy chief of staff and legislative director to Senate Transportation Chair Jud Gilbert. "In a way, I grew up professionally working on transportation issues," Worthams said. "From my very first day in the House, I have helped to craft policies that will build up the quality of Michigan's roads. Now the time has come to stop using band-aid approaches to keep things together. We need to have a serious look at the way we fund the entire system so that we can have a successful future."

"That's why it's so important for the League to fully support the efforts of the Michigan Transportation Team and our friends at MITA."

In addition, to Worthams, the League's Lansing staff includes Summer Hallwood-Minnick as their director of state affairs who joined the League in 2002. Summer is responsible for coordinating the MML's lobbying activities at the state level. She specifically concentrates on issues relating to municipal finance, including appropriations issues, property tax and city income tax policy. Prior to joining the League, she was the executive director of government relations at the Lansing Regional Chamber of Commerce. She was also previously employed by the Office of Governor John Engler and the city of East Lansing. Summer earned a bachelor of science degree from Central Michigan University and a masters in public administration from Michigan State University.

Arnold Weinfeld, director of public policy and federal affairs, began his duties with the League in November of 2004. Arnold serves as the League's lead lobbyist in Washington, D.C., coordinating federal advocacy efforts and working directly with Michigan's congressional delegation and national local government advocacy organizations such as the National League of Cities. Before coming to the League, Arnold spent 21 years working for the Michigan House of Representatives in a variety of

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Did You Know?

MITA's Student Intern Program

MITA continues to be an advocate for growing and improving the construction environment and workforce development in Michigan. The universities located within our state hold a promising resource for Michigan's heavy construction industry. MITA's Summer Student Intern Program is designed for students who have an interest in working in the road, bridge, or underground construction industry. Visit the MITA website (www.mi-ita.com) to learn more about the program and view the resumes of eager students ready to work in Michigan's heavy construction industry.

For information regarding the MITA Student Summer Intern Program, contact Doug Needham at douglasneedham@mi-ita.com or 517-347-8336.

Vice President of Membership Services Comment Continued from pg. 23

Best Practices for Utility Locating Contract is yet another resource for members. The contract was negotiated by MITA on behalf of its members and essentially provides clarification regarding areas of Public Act 53 that contractors and utility owners regularly squabble about. To take advantage of the protections offered in the Best Practices Contract you need to be signatory to the contract. If you are unsure whether you signed a contract or not or would like more information regarding the contract, please call the office.

Safety Compliance Services

Let's start with the preventative medicine. MITA hosts four Superconferences annually at various locations across the state. Many of the classes change to meet the training needs of our members while some of the staples like the all trades class and excavation trenching and shoring class will be around in some way or shape forever. Combined with the CPR and First Aid course it is an excellent way to keep your employees up to speed on current regulations and safe work practices.

To support our training efforts, MITA provides jobsite inspections for interested and willing members. Simply call the office or fill out an inspection request available on the safety page of the MITA website, send it to the office, and it will be scheduled as soon as possible.

Consultation Services

Need some legal advice? Help with a utility claim? Question about a trucking regulation? Simply call. If MITA staff can't answer the question, we have access to some of the industries most knowledgeable professionals that will assist members with sound advice at critical times at no cost to you the member. If the issue escalates to the point you need an attorney, MITA knows plenty and will find you a professional that is more than capable.

Blue Cross Blue Shield Program

Administered through Association Benefits (Mike Buck), the MITA BCBS program is saving numerous members valuable dollars and providing some of the best health care coverage available. The program allows members to determine co-pays and levels of coverage to fit any budget. Simply call the office and we'll put you in touch with the MITA program.

Networking Events

MITA has always been focused on providing members service but understands the importance of bringing the membership together on a regular basis to provide networking opportunities. The following are some of our more popular events.

MITA Annual Meeting and Presidential Gala – Each winter we gather for three days to conduct business, listen to nationally recognized speakers and give a proper hello and goodbye to incoming and outgoing association presidents. The event also has a trade-show with over 50 vendors and is regularly attended by over 600 industry minded participants. If you are only going to go to one event a year, this would be it!

MITA Summer Conference

Think of a beautiful northern Michigan resort with great golf courses a group canoeing trip, family activities, nice dinners and cocktail parties, kids of all ages and adults representing all types of heavy construction and you have a MITA summer conference. Over 300 participants generally attend most conferences.

MITA Ski Weekend

Same as above just add snow! The ski weekend is generally the first weekend after New Year's Eve depending on how the holiday falls. In most instances the weekend falls on the second half of school winter break thus making for our second best attended event.

Washington D.C. Fly-in

MITA members and staff join other industry groups each spring in our nation's capital to discuss key construction and funding issues with Michigan's congressional

delegation and other key decision makers. This event is a true glimpse into the legislative process.

Golf Outings

Held regionally throughout the summer, these events offer a casual atmosphere for members to interact and network.

Industry Nights

These MITA events give contractors a chance to see what projects might be out for bid in the coming construction season. They are held regionally throughout the winter, generally at three locations. The events include good food, a cocktail hour and speakers talk about projects of interest in the region the event is being held.

Management Conference

Had a good year? Had a bad year? Whatever the reason numerous members flock to a warm climate destination out of the norm to discuss business and just plain relax. Once you attend one trip you will be back for more.

Realistically this just scratches the surface regarding the offerings MITA can provide members. I have said to many new and old members, MITA staff does not have a crystal ball that tells us when a member is having a problem. You must make the first step and call. Once you get used to involving MITA with your issues or simply using our existing products to complement your business, you'll wonder why you haven't called more.

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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Director of Safety & Workforce Development Comment

Continued from pg. 25

a career path. However, what was more encouraging was the number of students indicating that they would be considering a construction career path because of this event. Mission Accomplished! The interest and interaction between the experienced tradesmen and the students would make anyone involved in our industry proud. The volunteers involved were pleased to have the opportunity to demonstrate and share their skills with potential construction workers.

This event would not have been possible without member support. To that end, MITA would like to thank: AIS Equipment, Butzel Long, Capitol Barricade, C & D Hughes, Dan's Excavating, Loomis Law Firm, MCM Management, Michigan CAT, NES Equipment, Southeast Michigan Equipment, Spartan Barricading, Stiles Landscape, Utility Contracting, Wolverine Tractor. Also a special thanks to members of the Michigan Laborers and Operators Training & Apprenticeship Institutes, The Plasterer and Cement Masons and The Michigan Concrete Paving Association. Talks have already taken place to plan future CCD.

Something else to look forward to will be the release of two new training videos being produced by MITA. The new traffic regulator DVD should be available this winter allowing companies to get employees trained before the 2009 construction season. MITA has been working with MDOT, MIOSHA and the State Police for over a year in an effort to put industry/owners and enforcement on the same page. We have also begun work on a trenching, excavating and shoring (Part 9) DVD. This one of a kind DVD will address specifically Part 9 of the Michigan Construction Safety Standards. If you did not know, there are some significant differences between Part 9 and Sub-part P of the Federal Standards. MITA members will also have access to this training material through the Safety page of our website.

On a different note, do not forget to take advantage of MITA jobsite inspections this season. A MITA inspection is far less stressful than one from MIOSHA. A MITA inspection reinforces the training you may have received and helps identify hazards or potential hazards. We will also work with crews to resolve issues that arise as a result an inspection. Some insurance carriers give discounts or credits to companies who use these types of services and many MITA members request multiple inspections each year.

If you have any questions or comments,
contact Pat Brown by e-mail at
patrickbrown@mi-ita.com or call (517) 347-8336.

Director of Legislative Affairs Comment

Continued from pg. 26

pavement conditions costs the state's drivers \$7 billion.

And then there is the issue of lost jobs. Last year, a University of Michigan study concluded that the state was losing over 12,000 jobs between 2006-09 because of MDOT's funding drop. This doesn't even include the jobs lost on the other 90 percent of the system not under MDOT jurisdiction. We all know that our state can ill-afford another blow to our economy.

As residents are hit hard with exploding gas prices and skyrocketing transportation costs, state policymakers must ask themselves: how much more can Michigan drivers afford as a result of the Legislature's continued inaction?

Annual Costs Per Driver Due to Driving on Michigan's Inadequate Roads

| COSTS PER DRIVER | DETROIT | GRAND RAPIDS | LANSING | OTHER MICHIGAN URBAN AREAS |
|-------------------------|---------|--------------|---------|----------------------------|
| Safety | \$200 | \$261 | \$321 | \$302 |
| Congestion | \$955 | \$315 | \$135 | \$120 |
| Vehicle Operating Costs | \$516 | \$509 | \$410 | \$363 |
| TOTAL | \$1,671 | \$1,085 | \$866 | \$785 |

BY THE NUMBERS

- TRIP estimates that Michigan's lack of safety features, congested roads and poor pavement conditions costs the average state driver \$1,671 annually.
- The Federal Highway Safety Administration found that every \$100 million spent on needed highway safety improvements would result in 145 fewer traffic fatalities over a 10-year period.
- Traffic crashes and fatalities in which roadway design was an important factor costing Michigan motorists approximately \$2.1 billion annually, including medical costs, lost economic and household productivity, property damage and travel delays.
- Investment in congestion relief could save an estimated 106 million hours per year that are now lost sitting in Motown traffic, at a cost of \$9.05 per delay-hour saved.

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gas tax and registration fees, would cost taxpayers an estimated \$5 to \$10 per month.

The MRG Poll included 600 registered Michigan male and female voters. Given the sample size and method of random selection, the statistical margin of error can be reliably set at plus or minus 4.1 percent with a 95 percent degree of confidence, according to MRG.

"The results of this poll should send a clear message to lawmakers: Michigan is calling on you to invest the resources necessary to 'Fix Our Roads Now,'" said Mike Nystrom, vice president of government and public relations for the Michigan Infrastructure and Transportation Association (MITA). "With Michigan having arguably the worst pothole season in history, our policymakers need to take action and support the vast amount of infrastructure in disrepair."

A total 64 percent of the poll participants said they would rate the current condition of the roads, streets and bridges in Michigan as bad/poor. In addition, almost three quarters (72 percent) of respondents said they agreed with the statement, "Given the unprecedented acceleration of potholes and crumbling roads and bridges this year, the state should increase funding for Michigan roads and bridges now to address this crisis situation."

"Numbers don't lie," Nystrom added. "Taxpayers are calling on Lansing to make the investments in our infrastructure that we so desperately need."

Michigan has an annual funding shortfall of \$700 million for its state transportation system and a shortfall of more than \$2 billion for local roads. This funding pothole is due to massive cuts to the state's road and bridge program because of declining gas tax revenues. This year alone the state's road and bridge program dropped by \$300 million or 18 percent.

MTT is a broad-based, bi-partisan partnership of business, labor, local government, associations and citizens linked with the common goal of improving Michigan's transportation infrastructure. The DriveMI campaign is committed to promoting the development and maintenance of a safe, convenient and efficient transportation network that serves the public, private and economic development needs of Michigan. For more information on transportation funding, visit www.drivemi.org.

MITA and Michigan Transportation Team Launch Ad Campaign

March 19, 2008

LANSING, Mich. – With Michigan motorists facing arguably the worst pothole season in history, MITA and the Michigan Transportation Team (MTT) are calling on legislators to "Fix Our Roads NOW!" in an aggressive ad campaign. MTT has launched this campaign in the midst of pothole season – a time when it is most evident that our roads and bridges are in dire need of funding.

"Pothole season could become a thing of the past if we were to make the necessary investment in our roads," said Mike Nystrom, vice president of government and public relations at the Michigan Infrastructure & Transportation Association, and co-chair of MTT. "Unfortunately, at current funding levels, we can't even keep pace with regular maintenance and repairs, let alone the full-scale reconstruction that is needed across the state."

MITA and MTT want legislators to take these crumbling roads seriously by addressing the lack of transportation funding and the risk that this "season" poses to drivers in Michigan. The advertising campaign includes radio and billboards calling on legislators to "Fix Our Roads NOW!" In addition, MITA is distributing flyers during meetings with state legislators, which summarize the state-funding problem. The flyer, billboard and radio ads can be accessed at www.drivemi.org.

"The constant cuts to the transportation budget – more than an 18-percent decrease in funding this year alone – makes it impossible to make the necessary long-term fixes we need to keep our transportation system safe," Nystrom said. "The Legislature must address the 'pothole' in the current transportation budget in order to keep our roads and bridges safe for our residents."

According to The Road Information Program (TRIP) in Washington, D.C., congestion and auto damage from potholes alone cost each Michigan motorist more than \$318 per year, for a total of \$2.2 billion in annual expense. The expense also falls on municipalities who work overtime to fill the holes during the spring months.

Pothole Season "Worst in History": Evidence presented to House Appropriations Sub-Committee on Transportation

March 6, 2008

LANSING — Compelling evidence presented by transportation leaders to the House Appropriations Sub-Committee on Transportation confirms that this is likely the worst pothole season in history. With three times as many motorist complaints as last year, transportation leaders fear that unless current funding levels change, things are going to get a lot worse before they get better.

"It's a simple issue of economics: Gov. Granholm's \$150 million bonding program cannot replace the need for \$1 billion per year," said Mike Nystrom, vice president of government and public relations for the Michigan Infrastructure & Transportation Association (MITA) and co-chair of the Michigan Transportation Team (MTT). "This 'pave today, pay tomorrow' philosophy needs to change."

Michigan has an annual funding shortfall of \$700 million for its state transportation system and a shortfall of more than \$2 billion for local roads. This funding pothole is due to massive cuts to the state's road and bridge program because of declining gas tax revenues. With the 2009 Transportation Budget already labeled a "continuation budget," we can expect more of the same.

"As bad as the potholes are today, things are going to get a lot worse," said Keith

Continues on pg. 60

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MITA Invites Members to Attend State Funding Meetings

Earlier this year the governor and legislative leaders established a transportation funding task force to make recommendations on alternatives for funding transportation in Michigan. MITA Vice President of Government and Public Relations Mike Nystrom serves on the task force, which meets monthly through November.

MITA members are encouraged to attend the meetings and voice their opinions about the impact state transportation funding has on your businesses and your local economy. Your input needs to be heard loud and clear in order for the task force to offer recommendations to the governor that will effectively increase transportation funding and thus help your business be more successful in the future.

The meeting schedule is subject to change. MITA will keep you informed on the times, locations of meetings and any date changes. You may also visit www.michigan.gov/tf2 for updates.

Please contact Mike Nystrom at mikenystrom@mi-ita.com or Keith Ledbetter at keithledbetter@mi-ita.com or call the MITA office at 517-347-8336 with any questions or comments.



Transportation Funding Task Force

WORK ZONE AHEAD: PROCEED WITH VISION

2008 Meeting Schedule

MARCH 7 - Lansing

Bureau of Aeronautics Auditorium
2700 East Airport Service Drive
Capital City Airport
Lansing, MI 48906

APRIL 21 - Grand Rapids

The Rapid Central Station
2nd Floor Conference Room
250 Grandville SW
Grand Rapids, MI

MAY 19 - Southeast Michigan

MI Laborers' Training and Apprenticeship Institute
5555 Cogswell
Wayne, MI 48184

JUNE 30 - Lansing

Bureau of Aeronautics Auditorium
2700 East Airport Service Drive
Capital City Airport
Lansing, MI 48906

JULY 21 - Traverse City

Northwestern Michigan College
Great Lakes Campus
Hagerty Center
715 E. Front Street
Traverse City, MI 49686

AUGUST 11 - Frankenmuth

Zehnders of Frankenmuth
730 S. Main Street
Frankenmuth, MI 48734

SEPTEMBER 8 - Lansing

Bureau of Aeronautics Auditorium
2700 East Airport Service Drive
Capital City Airport
Lansing, MI 48906

SEPTEMBER 29 - Marquette

Holiday Inn
1951 U.S. 41 West
Marquette, MI 49855

OCTOBER 13 - Alpena

AMA Educational Service District
2118 U.S. 23 South
Alpena, MI 49707

OCTOBER 27 - Lansing

Bureau of Aeronautics Auditorium
2700 East Airport Service Drive
Capital City Airport
Lansing, MI 48906

Meeting locations are subject to change. If there are any changes, a revised schedule will be posted on our Web site at: www.michigan.gov/tf2

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Partner NEWS

Continued from pg. 49

which included stewardship, safety and security, system improvement, and efficient and effective operations and has improved the transportation system for the next 20 years and beyond.

HONORABLE CONCEPTOR AWARDS

The Honorable Conceptor is the second highest award that can be achieved. Four Honorable Conceptor awards were presented. The engineering awards went to Livonia-based Orchard, Hiltz & McCliment for New Methods to Predict Sanitary Sewer Overflows in Wayne County's North Huron Valley/Rouge Valley District (NHV/RV); Fishbeck, Thompson, Carr & Huber based in Grand Rapids for the Michigan State University (MSU) Parking Ramp No. 6 - Grand River Avenue; Detroit-based Wade Trim for the US-24 Bridge Rehabilitation Over River Rouge; and Southfield-based Harley Ellis Devereaux for the Robert Bosch, LLC Technical Center in Plymouth.

Continues on pg. 55

MERIT AWARDS

Three Merit awards were given for outstanding engineering projects. The engineering Merit awards went to: C2AE, based in Lansing, for the Hastings Public Library; Rowe Incorporated, headquartered in Flint, for the Chevrolet Avenue Bridge Replacement in Flint; and Byce & Associates, based in Kalamazoo, for the Radisson Plaza Hotel.

JUDGE'S CHOICE AWARD FOR BOARD DESIGN

The best display board entered in the competition was given to Spicer Group, Inc., of Saginaw for their Gratiot Road Water Main Bore project entry.

The 2008 Engineering and Surveying Excellence Program offers the opportunity to showcase the year's best engineering and surveying achievements to an audience of peers, clients and decision-makers at all levels. Eminent and Honorable Conceptor award winners have gone on to compete at the National ACEC competition in Washington D.C. For more information on the projects submitted and award winners, please contact the ACEC office at 517-332-2066 or visit the ACEC/Michigan website at www.acecmi.org.

ACEC/M Announces 2008 Scholarship Winners

At the Engineering & Surveying Excellence Awards Banquet in Kalamazoo earlier this year, \$12,000 was awarded to four students in the annual ACEC/M Scholarship Awards Competition.

First place award of \$5,000 went to Pierre Fuller, of Flint, a graduate student in civil engineering at Massachusetts Institute of Technology. A \$3,500 award for second place was given to Chelsea Snodgrass, Lansing, a junior civil engineering student at University of Michigan. The \$2,000 third place award went to Kevin Barton, Livonia, a junior civil engineering student at Michigan State University. John Baldauf, Royal Oak, a Michigan State University senior majoring in civil engineering, was the recipient of a \$1,500 scholarship grant.

ACEC/M hosts an annual Scholarship Golf Outing and a Silent Auction, as well as a yearly raffle, to raise funds for these scholarship grants.

As part of the scholarship requirements each applicant must have worked part time for an established private consulting engineering or surveying firm. The winners this year gained engineering experience by being employed at the following ACEC/M member firms: Ruby & Associates, Farmington Hills; and Soil and Materials Engineers in Plymouth.

ACEC/M is proud to help sponsor the educational goals of the future consulting engineers and surveyors who will serve the needs of Michigan

citizens in coming years. They understand that the mission of the Professional Consulting Engineer and Surveyor is to protect the public health and safety in carrying out their duties. ACEC/M has been in existence for 52 years and has been providing educational sponsorships for more than 40 of those years.

People interested in careers in engineering and surveying can contact ACEC/M at 517-332-2066 or visit the website at: www.acecmi.org



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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.

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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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Department of Transportation's road and bridge program, due to falling gas tax revenues and vehicle registration fees. It is estimated that we need an additional \$700 million a year to meet the needs of the state system and an additional \$2 billion at the local level.

Michigan's chronic lack of road funding has forced the state to borrow money. More than 20 percent of our road dollars are spent on debt service. We must have more revenue dedicated to transportation funding.

Unless officials take a serious look at how Michigan funds our transportation system, shortfalls will continue to stall the economic turnaround.

Cuts to transportation funding hurt Michigan workers, and not just road builders. A recent study by the University of Michigan concluded that by 2009 our state will have lost 12,255 jobs due to spending cuts in MDOT's five-year plan. These job loss figures could double after including the effect of dwindling local transportation dollars.

When Michigan-based companies relocate to another state or cut hundreds of jobs, it generates major headlines. However, when more than 12,000 jobs are lost because of Michigan's lack of transportation funding, no one seems to care. Our state cannot afford job losses of this magnitude.

Filling the "potholes" in our current transportation budget would create thousands of jobs and billions of dollars in economic activity. Every \$100 million spent on road and infrastructure projects creates or maintains 4,750 good-paying jobs. Every \$1 spent on improvements creates \$6 in spin-off activity. This kind of economic activity is crucial as Michigan struggles to redefine itself in the new high-tech economy.

We must look for a comprehensive way to fund the upkeep of our state's aging roads and bridges. The Michigan Transportation Team - a broad coalition of business, labor and government agencies - supports a long-term plan for dedicated and sustainable funding. The plan would increase the state's gasoline tax 3 cents a year for three years and slightly increase vehicle registration fees. A 9-cent gas tax phased in over three years represents little more than an inflationary increase since the gas tax has not been raised in 10 years.

Our state legislators must increase state transportation investment by at least \$1 billion per year. And Michigan can't continue to rely on the federal government because we do not have the state resources to match federal dollars beyond 2009.

Regardless of strategy, it is crucial we raise additional revenue for our

transportation system. Putting off a solution to chronic underfunding is not an option.

Michael Nystrom is co-chair of the Michigan Transportation Team. Contact him at mikenystrom@mi-ita.com.

Michigan roads are cracking up

Kalamazoo Gazette • March 25, 2008

The weekend snowstorm may have covered up Michigan's impressive assortment of potholes. But they're still there -- every bone-jarring, wheel-bending, tie-rod-snapping one of them.

Each winter we've come to expect that freeze-and-thaw cycles will turn cracked roads into rubble and cause car-swallowing potholes to open up, seemingly overnight, on nearly every street.

But tough Michigan winters aren't the only reason roads around the state look like they've been blasted by asteroids. Michigan ranks 46th in per-capita spending on roads, according to the Michigan Transportation Team, citing a 2006 Taxpayers Network study.

The Michigan Transportation Team -- a coalition of state and local Chambers of Commerce, unions, road construction associations, governmental organizations and the Michigan Sheriff's Association -- has been advocating for more spending on Michigan's ruined roads. They've been advocating for a 9-cent increase in the state gasoline tax to better address the state's road-maintenance needs. The state levies 19 cents a gallon on gasoline. But the Michigan Transportation Team argues that the 19-cent tax, enacted in 1997, has been eroded by inflation so that its purchasing power, in 1997 terms, is only 11 cents...

Crumbling: Michigan needs investment in roads, not more gravel

Lansing State Journal • March 21, 2008

Ground down by financial pressures, road agencies in Michigan are looking at a policy of grinding down damaged paved roads into gravel tracks.

That would put counties like Clinton in reverse, though. Michigan communities cannot be backing up when it comes to infrastructure.

In the end, Michigan has to invest more in roads, preferably via an increase in state fuel taxes...

Continues on pg. 67

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Ledbetter, director of legislative affairs for MITA. "This year's state road and bridge program dropped by \$300 million or 18 percent. Motorists hoping for relief this year from potholes and congested roads will be disappointed."

Motorists appear to be fed up with Michigan's crumbling and congested roads. A contest sponsored by MTT, which allows motorists a chance to locate and photograph the state's largest, car-devouring pothole, has three times as many entries as in 2007, in only the first two weeks. The contest runs through Friday, March 28, and will award three \$318 "service center scholarships" to each of the top three entrants who report the worst potholes. The average Michigan motorist spends \$318 a year in vehicle repairs and time lost due to driving on deteriorated, congested roads and bridges.

\$150 Million Road Bonding Proposal: Craters Engulf Michigan Roadways While Policymakers Wait Eight Months to Complete a Study **February 27, 2008**

LANSING — While huge craters and potholes overwhelm Michigan roads, state policymakers pass the buck by waiting eight months for a new report to be written before even beginning to take action.

Gov. Granholm held a press conference today to tout her \$150 million bond program that would help expedite road projects initially planned for 2010-2012. The Michigan Transportation Team (MTT) responded to the governor's statements by making it clear that the \$150 million program will have little impact on the terrible condition of the state's roads.

"While we applaud the governor's acknowledgment that our roads need an emergency cash infusion, this small amount of money won't even begin to make a difference for drivers out there who are dodging dangerous potholes every day," said Mike Nystrom, vice president of government and public relations for the Michigan



Infrastructure and Transportation Association. "We need a minimum of \$1 billion a year just to keep up with current pavement conditions."

In addition to concerns with the size of the proposed fix, the MTT has expressed grave concerns over trying to fix the roads by borrowing more money.

"It's like putting your mortgage payment on your credit card every month," Nystrom said. "We already spend over 20 percent of our annual road funds to pay for previously-borrowed money. It's time for state policymakers to stop mortgaging our future with this 'pave today, pay tomorrow' mentality."

Motorists hoping for relief this spring from what has been touted as the worst pothole season in history will be disappointed. The state is in the midst of massive cuts to the state's road and bridge program due to declining gas tax revenues and the end of the state's Jobs Today bonding program. The 2008 MDOT program has dropped over \$300 million -- or 18 percent -- this year. Meanwhile, just a few weeks ago Gov. Granholm announced a task force and advisory committee to study the issue of long-term transportation funding, with the first report not due until October 31 of this year.

"Term-limited policymakers have proven that they tend to legislate by crisis," Nystrom said. "It is clear that the state of our transportation network is now at a crisis point and we would encourage them to not only fix the immediate problem but also provide a long-term fix to this burgeoning crisis."

"State policymakers don't need an eight month-long study to tell us what drivers already know," Nystrom said. "Road conditions have gotten to the point of being dangerous and we need a fix now."

Michigan's Worst Potholes Could Fill a \$318 Hole in Your Pocket **February 18, 2008**

With Michigan motorists facing one of the worst nerve-wracking, frame-bending pothole seasons in history, a group of transportation leaders today kicked off a seven-week long contest to find the state's biggest roadway crater.

The contest, sponsored by the Michigan Transportation Team (MTT), begins today, February 18, and runs through Friday, March 28, 2008. The contest will award three \$318 "service center scholarships" -- to cover the average cost crumbling and congested roads cost Michigan motorists -- to each of the top three entrants who report the worst potholes.

"Because of this year's intense freeze-thaw cycle and the unwillingness of elected leaders to provide the funding necessary to fix our roads, this year's potholes will be the worst on record," said Mike Nystrom, vice president of government and public relations for the Michigan Infrastructure & Transportation Association and co-chair of the MTT. "Driving in Michigan shouldn't be an off-road experience. This contest is one way to focus attention on the deterioration of our roads during what regrettably has become known as 'pothole season.'"



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The contest is part of an ongoing effort to educate policy-makers and others that the dire condition of Michigan roads and bridges poses both an immediate public safety risk to motorists and represents a roadblock for economic development and job creation in the state.

Contestants can log on to www.drivemi.org to submit a picture of the pothole, its approximate location and contact information by midnight on Friday, March 28. Participants should pull off the road and use caution in taking pictures of the gaping potholes. The public will be able to vote for which pothole they think is the worst at www.drivemi.org. Winners will be announced the week of April 1.

"Pothole season could become a thing of the past if we were to make the necessary investment in our roads," Nystrom said. "Unfortunately, at current funding levels, we can't even keep pace with regular maintenance and repairs, let alone the full-scale reconstruction that is needed across the state."

MTT is a broad-based bipartisan partnership of business, labor, local government, associations and citizens working to improve Michigan's transportation infrastructure. The Drive MI campaign is committed to promoting the development and maintenance of a safe, convenient and efficient transportation network that serves the public, private and economic development needs of Michigan. For more information, visit www.drivemi.org.

Melting Snow Exposes Teeth-Rattling, Bone Jarring Potholes Across Michigan: Pothole season will be the worst on record **February 5, 2008**

LANSING— As state policymakers begin their eight-month wait for yet another committee to study the issue of transportation funding, melting snow has exposed teeth-rattling, bone-jarring potholes. Driving on crumbling and congested roads costs each Michigan motorist an average of \$318 per year, according to The Road Information Program (TRIP) out of Washington D.C.

"It's the worst I've ever seen," said Mike Nystrom, Vice President of Government and Public Relations for the Michigan Infrastructure and Transportation Association. "Because of this year's intense freeze-thaw cycle and the unwillingness of elected leaders to provide the money necessary to fix our roads, this year's potholes will be the worst on record. Ironically, we aren't even in the worst of pothole season yet."

Motorists need to avoid the potholes where possible and also be on the lookout for road crews doing the patch jobs. Unfortunately this process of using cold patch to fill potholes is a short-term fix to a much deeper problem.

Motorists hoping for relief this spring will be disappointed. The state is in the midst of massive cuts to the state's road and bridge program due to declining gas tax revenues and the end of the state's Jobs Today bonding program. The 2008 MDOT program is dropping \$300 million -- or 18 percent -- this year. Meanwhile, just yesterday Gov. Granholm announced a task force and advisory committee to study the issue of long-term transportation funding, with the first report not due until October 31 of this year.

The Michigan Department of Transportation has a pothole hotline that motorists can use

Continues on pg. 66

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ASSOCIATE MEMBER PROJECT PROFILE

"We can handle installing the slide rail with just three people, plus the slide rail pieces just take up less space around an already congested worksite," said James Rothenberger.

Concord Michigan Contractor is a Tight-Spot Specialist with help from Efficiency Production Slide Rail System

By James McRay, Efficiency Production, Inc.

Every contractor prefers installing underground utilities in wide open spaces where they can open cut and slope to required specs. Rarely is this the case when repairing or installing in-town utilities.

When sloping is not feasible, contractors turn to the old standbys like trench boxes or steel sheeting. Sometimes, even these standard applications are not feasible. What then?

Efficiency Slider Rail Allows Contractor To Dig Deep In Tight Spots

Rothenberger Construction Company of Concord, Michigan, recently installed a new precast lift station...right in the middle of the upscale Indian Lake suburb in Okemos, Mich. Rothenberger needed to keep the excavation as tight as possible—less than two feet from the property line of an expensive home—plus keep the roads open to local traffic.

Needing a custom shoring solution, Rothenberger contacted Efficiency Production, Inc., a manufacturer of trench shielding and shoring. Using a four-sided, 14 foot by 14 foot Slide Rail System rented from Efficiency, Rothenberger was able to excavate a pit 24 feet deep to install the new sewer lift station. The entire excavation took up only a small area, and the adjacent road and driveways were able to stay open and unobstructed.

"We've used Efficiency's Slide Rail System a dozen times or more, so we're very comfortable with excavating and installing the shoring system in some very tight spots," said Rothenberger Company Owner, Dan Rothenberger. "We know what the Slide Rail System is going to do, without any experimentation. We look for those types of projects because we have a real advantage over other contractors not familiar with Slide Rail, plus it lets us put a solid number on the project bid."

Dig And Push System Reduces Over-Excavation

Efficiency's Universal Slide Rail is a component shoring system comprised of steel panels (similar to trench shield sidewalls) and vertical steel posts. The versatile system can be used in a variety of configurations, such as small four-sided pits; large unobstructed working pits as big as 50 feet by 50 feet with Efficiency's ClearSpan™ System; or in a linear Multi-Bay configuration to install length of pipe over 40 feet.

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

"Slide Rail works because it keeps excavations tight and vertical

Continues on pg. 63



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"Slide Rail works because it keeps excavations tight and vertical with no loss of dirt or fill," explains Greg Ross, Efficiency Production's senior slide rail installer and sales manager.

with no loss of dirt or fill," explains Greg Ross, Efficiency Production's senior slide rail installer and sales manager who assisted Rothenberger with the initial installation of the shoring system. "With Efficiency's Slide Rail, you're able to reach deep depths quickly; much faster than tight sheeting."

Efficiency Production's Slide Rail is unique in that it is installed and removed incrementally, which allows the trench to be properly shored throughout the entire installation or removal process, always protecting workers from a trench wall collapse.

"After trying Efficiency's Slide Rail System, it just worked awesome; plus we get great customer service from Efficiency," said James Rothenberger, Dan's son and supervisor on the Indian Lake project. "Whenever we have a new tough install planned, I know that I can call Greg and tell him what conditions we will be facing, and he can tell us almost exactly the type of system we're going to need; how long it will take to put in; and how much it will cost. It's like having another set of eyes on the job."

Lift Station Installed In Just Three Days!

The 6 foot diameter, 23-foot-high pre-cast round lift station was completely installed in just three days. Using only three laborers and a CAT 330C excavator, Rothenberger excavated and installed the Slide Rail components in one day; installed the lift station the second day; and had the pit backfilled and the shoring system pulled from the ground the third day.

"We can handle installing the slide rail with just three people, plus the slide rail pieces just take up less space around an already congested worksite," said James Rothenberger. The Slide Rail components included a set of panels 14 feet long, with 4 feet high panels stacked on 8 feet high panels in both the outside and inside rails of 24 feet long corner posts. The excavation was made in very wet, Type-C soil.

Rothenberger Company specializes in underground utility installation and boring. They are members of the Michigan Infrastructure and

Continues on pg. 64


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Rothenberger needed to keep the excavation as tight as possible—less than 2 feet from the property line of an expensive home—plus keep the roads open to local traffic.

Transportation Association (MITA) and the National Utility Contractors Association (NUCA).

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James McRay is the Director of Marketing and Media for Efficiency Production, Inc. He can be reached at 800-552-8800, or e-mail: jmcray@efficiencyproduction.com.



Using a four-sided, 14 feet by 14 feet Slide Rail System rented from Efficiency, Rothenberger was able to excavate a pit 24 feet deep to install the new sewer lift station.

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Continued from pg. 43

2008 TOP PROJECTS

| SUBMITTER | AGENCY/JURIS. | PROJECT/ROUTE | LOCATION | DESCRIPT. | EST. COST |
|---------------------------------------|-----------------------------------|---|---|---|----------------|
| Kent CRC | Kent CRC | Northland Dr. | 13 Mile Rd. to 14 Mile Rd. | Reconstruct and widen existing roadway to 5-lane; replace bridge over Stegman Creek | \$3 million |
| Road Commission of Oakland County | Road Commission of Oakland County | Romeo Plank (from 19½ to 20 Mile Rd. | Over Gloede Drain | Bridge replacement; widen to 5 lanes | \$4.8 million |
| Road Commission of Macomb County | RCMC | 23 Mile Rd. | Hayes to E. of Romeo Plank | Widen to 5 lanes | \$2.7 million |
| City of Grand Rapids | City of Grand Rapids | College Ave. Bridge | Over Grand Rapids and Eastern RR | | \$5.9 million |
| City of Wyoming | City of Wyoming | Galewood Area Phase IV | Lee, Burton, Cleveland and Godfrey | Sanitary sewer, watermain and storm sewer reconstruction and new street cross-section | \$2 million |
| Detroit Water and Sewerage Department | Detroit Water and Sewerage Dept. | North Oakland Transmission From Romeo to Walton Rd. | | Transmission main | \$250 million |
| Detroit Water and Sewerage Department | Flint Loop Transmission System | | | | \$250 million |
| DEQ State Revolving Fund (SRF) | Wayne County | | Detroit | CSO, URT-future segs. | \$625 million |
| Strategic WQ Initiative Fund (SWQIF) | Benzie County | | Benzonia/Lake Twp. | Repair/replace OSSS | \$1.2 million |
| Hubbell, Roth & Clark, Inc. | Highland Twp. | | S. Milford Rd. Sanitary Sewer and Water Main | 10,000 lft. of 16" and 12" water main | \$11 million |
| Orchard, Hiltz & McCliment, Inc. | Scio Twp. | Jackson Rd. Phase III | Jackson Rd. from Zeeb to West of Baker Rd., Scio Twp. | Boulevard construction and total utility replacement | \$17.7 million |

2008 TOP PROJECTS

| SUBMITTER | AGENCY/JURIS. | PROJECT/ROUTE | LOCATION | DESCRIPT. | EST. COST |
|-----------|------------------|-----------------------------|--------------------------------|------------------------------------|---------------|
| Rowe Inc. | City of Bay City | Harrison St. Reconstruction | 32nd St. to 38th St. | New watermain, sewers, and road | \$1.2 million |
| Rowe Inc. | City of Flint | Torrey Rd. Booster Station | Hammerburg St. and Twelfth St. | Water booster station construction | \$1.2 million |

Continues on pg. 75

Contributors to MITA's 2008 Industry Night Planned Project Catalog

METROPOLITAN PLANNING ORGANIZATION (MPOS)

- ▶ Battle Creek Area Transportation Study (BCATS1)
- ▶ Bay County Area Transportation Study (BCATS2)
- ▶ Genesee County Metropolitan Planning Commission (GCMPC)
- ▶ Grand Valley Metro Council (GVMC)
- ▶ Jackson Area Transportation (JACTS)
- ▶ Kalamazoo Area Transportation Study (KATS)
- ▶ Macatawa Area Coordinating Council (MACC)
- ▶ Niles/Buchanan/Cass Area Transportation Study (NATS)
- ▶ Saginaw Metropolitan Area Transportation Study (SMATS)
- ▶ Southeast Michigan Council of Governments (SEMCOG)
- ▶ Tri-County Regional Planning Commission (TCRPC)
- ▶ Twin Cities Area Transportation Study (Twin CATS)
- ▶ West Michigan Shoreline Regional Development Commission (WMSRDC)

RURAL TASK FORCE (RTF)

- ▶ Local Rural Task Force

MICHIGAN DEPARTMENT OF TRANSPORTATION

- ▶ Superior Region
- ▶ North Region
- ▶ Bay Region
- ▶ Grand Region
- ▶ Southwest Region
- ▶ University Region
- ▶ Metro Region
- ▶ "Big Bridge" Projects

LOCAL AGENCY PROJECTS

- ▶ MDOT Local Bridge Program

- ▶ MDOT Local High Risk Rural Road Program
- ▶ MDOT Local Safety Program
- ▶ MDOT Small Urban Transportation Improvements

COUNTY ROAD COMMISSIONS

- ▶ Chippewa County Road Commission
- ▶ Clare County Road Commission
- ▶ Ingham County Road Commission
- ▶ Kent County Road Commission
- ▶ Ogemaw County Road Commission
- ▶ Road Commission of Macomb County

MUNICIPALITIES

- ▶ City of Grand Rapids
- ▶ City of Wyoming
- ▶ Village of Dimondale
- ▶ Detroit Water and Sewerage Department

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- ▶ DEQ Drinking Water Revolving Fund
- ▶ DEQ State Revolving Fund
- ▶ DEQ Strategic Water Quality Initiative Fund

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to report potholes on state-maintained roads (those beginning with the letter I, U.S. or M). The number is: 888.296.4546. For potholes on other stretches of roads, motorists must call their local road commissions.

"And while they are at it, drivers need to call their legislators and tell them it's time to fix our roads," said Nystrom.

MITA Encouraged by Governor's Quick Action on Transportation Task Force and Citizen's Advisory Committee

February 4, 2008

Governor Jennifer M. Granholm today announced members of a task force and a citizen's advisory committee to make recommendations for funding transportation in Michigan. Mike Nystrom, MITA's vice president of government and public relations, was named to the nine-member task force. Keith Ledbetter, MITA's director of legislative affairs, was named to the 18-member citizen's advisory committee.

"MITA looks forward to being an active participant in the transportation funding discussions," Nystrom said. "We are hopeful that there will be interim reports released by the committee with immediate action items to address our transportation funding problems, which are at a crisis point."

MITA has been calling on the Michigan Legislature and Governor Granholm to invest an additional \$1 billion annually to help solve Michigan's transportation funding crisis. Under current investment strategies, Michigan will fall \$44 billion short of the necessary road and bridge funding unless it develops a new strategy, according to the Michigan Department of Transportation's federally required 25-year plan.

It is estimated that the state has a \$700 million annual shortfall in maintaining the MDOT-managed system and at least \$2 billion in additional needs at the local level. Last year, MITA unveiled a comprehensive plan for a dedicated and sustainable funding stream to make roads and bridges throughout Michigan safer, repair deteriorating streets and relieve traffic congestion in rapidly growing communities.

"This task force has an opportunity to help turn Michigan's economy around and to help create jobs that are sorely needed," Nystrom said. "There are immediate needs on every front, and therefore we look forward to getting started immediately and aggressively tackling this challenge."



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MITA in the News

Continued from pg. 59

Road System in Dire Straits

MIRS • March 6, 2008

The state's leading road building group this morning warned members of the House Appropriations Transportation Subcommittee that Michigan's leaders need to act now in order to avoid incurring ever-mounting road funding bills down the line.

"Our system is in dire straits," said Mike Nystrom, vice president of government and public relations for the Michigan Infrastructure & Transportation Association (MITA). "We don't need to be experts to see how bad our system is."

Nystrom, along with Keith Ledbetter, MITA's Director of Legislative Affairs, told the panel that funding to support the state's road maintenance system has dropped precipitously over the past year.

Last year, MITA delivered chunks of concrete to the offices of members of the House and Senate to emphasize the dangers of neglecting the state's roads and bridges. Those deliveries came shortly after a bridge in the State of Minnesota collapsed — an image that has become the clarion call for more infrastructure investment in the United States.

"We have here in Michigan some 3,000 obsolete bridges," said Ledbetter, driving the point home.

The duo told lawmakers that Michigan can no longer afford its pave now, pay later approach. While appreciative of the \$150 million in bonding Gov. Jennifer GRANHOLM would like to undertake for road funding, Nystrom called it a "short-term fix to a long term problem."

While "grateful," Nystrom warned that the additional borrowing bumps the state up against the limit the Michigan Transportation Commission has historically placed on borrowing. He also warned of the cost of more borrowing...

Continues on pg. 71



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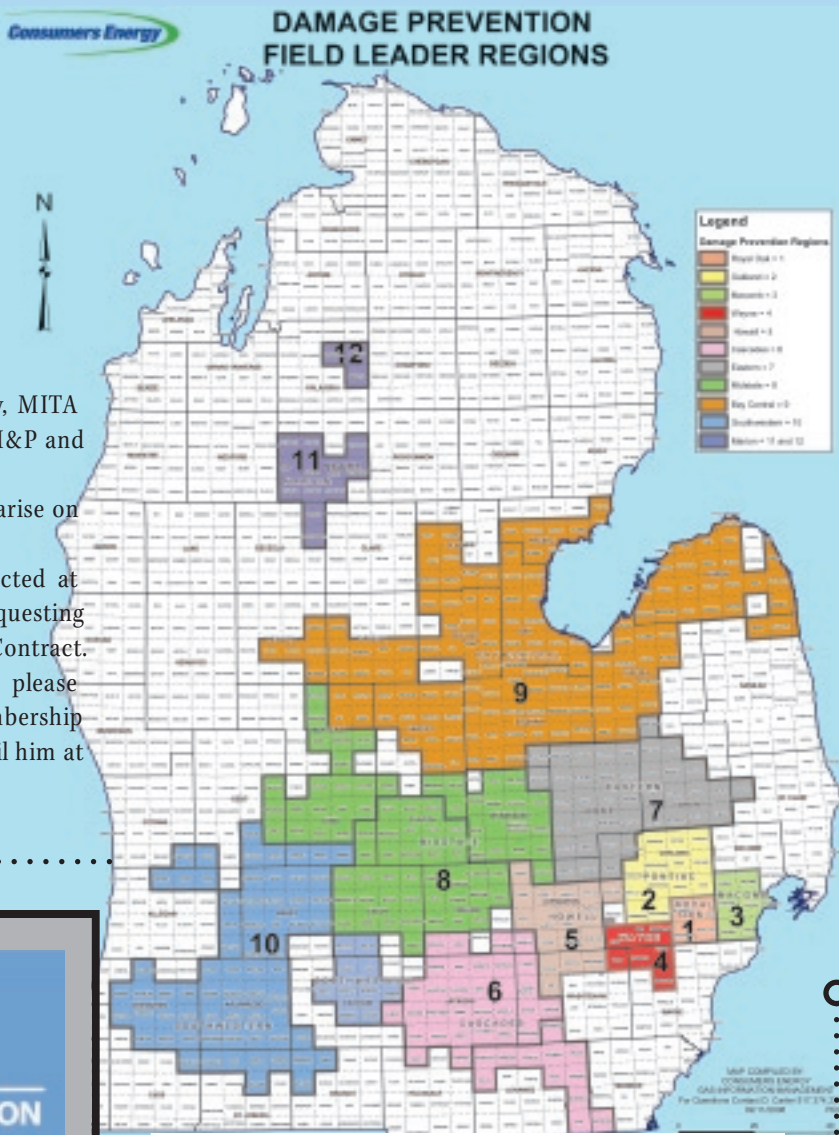
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Please remember that MISS Dig should also be contacted at 800-482-7171 with regard to documenting problems and requesting additional assistance as related to the MITA Best Practices Contract. If you need more information regarding the contract, please contact Rob Coppersmith, MITA's vice president of membership services. He can be reached by calling 517-347-8336 or e-mail him at rob.coppersmith@mi-ita.com.



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| Adams, Dave | Quality Coordinator | daveadams@sm-p.com | 616-648-5310 |
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| Joe Wickman | WM1 Team | joewickman@sm-p.com | 989-313-0133 |
| Tony Bauman | WM2 Team | anthonybauman@sm-p.com | 616-648-5309 |
| Karl Novak | WM3 Team | karlnovak@sm-p.com | 989-280-7727 |
| Elijah Ayers | WM6 Team | elijahayers@sm-p.com | 616-885-7369 |
| Open | WM7 Team | | |
| Mike Barnes | WM8 Team | michaelbarnes@sm-p.com | 616-443-5549 |
| Mike Hall | WM9 Team | mikehall@sm-p.com | 616-446-4117 |
| Josh Hahnberg | WM10 Team | joshuahahnberg@sm-p.com | 231-445-0333 |
| Eastern Michigan District (EMI) | | | |
| Staff | Position | Email | Cell |
| Ian Chapman | District Manager | ianchapman@sm-p.com | 248-762-4222 |
| Ana Arellano | Operations Coordinator | anaarellano@sm-p.com | 734-812-7830 |
| Mike LaGorio | Claims Coordinator | mikelaorio@sm-p.com | 586-612-5036 |
| Joel Geary | Quality Coordinator | joelgeary@sm-p.com | 248-410-0924 |
| Supervisor | Team | Email | Cell |
| Harry Carr | EM1 Team | harriecarr@sm-p.com | 248-431-0348 |
| Clark Schroeder | EM2 Team | clarkschroeder@sm-p.com | 248-807-4958 |
| Janis Johnson | EM3 Team | janisjohnson@sm-p.com | 248-807-4957 |
| Landon Brown | EM4 Team | landonbrown@sm-p.com | 586-612-5013 |
| David Byrne | EM5 Team | davidbyrne@sm-p.com | 248-807-4955 |
| Tony Risher | EM6 Team | tonyrisher@sm-p.com | 248-762-4223 |
| Andre Parker | EM7 Team | andreparker@sm-p.com | 248-807-4956 |

DAMAGE PREVENTION FIELD LEADERS

| MAP AREA | REGION | NAME | OFFICE PHONE | PAGER | MOBILE PHONE | FAX |
|----------|-------------|------------------|--------------|--------------|--------------|--------------|
| 1 | Royal Oak | Phil Szymanski | 248.433.5751 | 586.975.1398 | 248.909.2249 | 248.433.5664 |
| 2 | Oakland | Tony McMillin | 248.858.4448 | 248.389.0045 | 248.877.7067 | 248.858.4447 |
| 3 | Macomb | Blake Fulmer | 586.307.3255 | 810.812.7623 | 586.918.6736 | 586.307.3323 |
| 4 | Wayne | Lenore Lentz | 734.513.6236 | 810.581.0099 | 586.438.1772 | 734.513.6282 |
| 5 | Howell | Bill Garvey | 517.545.8724 | 517.228.9485 | 517.294.6643 | 517.545.8750 |
| 6 | Cascades | James Kuenner | 517.788.0201 | 517.780.8469 | 517.262.0509 | 517.788.0187 |
| 7 | Eastern | Bob Mount | 810.760.3476 | 810.833.1144 | 810.444.9053 | 810.760.3329 |
| 8 | Midstate | Tabitha Deltrich | 517.374.2260 | 517.232.0807 | 517.242.2365 | 517.374.8443 |
| 9 | Bay Central | Ed Specht | 989.791.5395 | 989.209.0009 | 989.737.5301 | 989.269.5706 |
| 10 | Southwest | Clarence Atkins | 269.337.2261 | 269.413.0368 | 269.217.9571 | 269.337.2422 |
| 11 & 12 | Marion | Jim Wade | 231.258.9901 | 888.371.3296 | 231.590.2917 | 231.258.2956 |

DAMAGE PREVENTION STAFF (Gas)

| POSITION | NAME | OFFICE PHONE | PAGER | MOBILE PHONE | FAX |
|------------------|----------------|--------------|--------------|--------------|--------------|
| Leader | Dirk Dunham | 517.788.1468 | 269.212.1957 | 517.740.6488 | 517.788.1369 |
| Coach | Kurt Golding | 248.433.5926 | 586.975.1973 | 248.877.7744 | ----- |
| Gas Transmission | Tim Coppermoll | 517.788.0998 | ----- | ----- | 517.788.5884 |

DAMAGE PREVENTION STAFF (Electric)

| POSITION | NAME | OFFICE PHONE | PAGER | MOBILE PHONE | FAX |
|----------|-------------|--------------|-------|--------------|-------|
| Leader | Joe Szostak | 616.530.4219 | ----- | ----- | ----- |

MEET our Partners

Continues on pg. 69

capacities including legislative aide, policy analyst and policy director for the House Democratic Caucus. Arnold is a graduate of Michigan State University where he received his bachelor's degree in social science.

Andy Schor, legislative associate, handles land use, housing and other economic development issues for the League. Andy served as legislative director for State Sen. Gary Peters, legislative and communications director for State Rep. Paul Condino, and served in the Granholm Administration as the public information officer for the Michigan Insurance Commissioner. Andy also worked for several legislative, statewide and local campaigns for office. He currently serves as Ingham County Commissioner for the city of Lansing. Andy graduated from the University of Michigan.

Our newest legislative associate, Samantha Jones, joined the team in February to specialize in energy and technology, municipal administration and labor relations issues. She came to the League from the Detroit Regional Chamber of Commerce, where she was the director of government relations. Previously Samantha was policy advisor for the Michigan House of Representatives Republican Policy Office and chief of staff to Mayor Paul Frait, city of Norfolk, Va.

The League's Legislative and Communications Coordinator, Andrea Messenger, develops messaging for various audiences including League members, lawmakers, media, state departments, associations and other interest groups. Andrea works with various internal departments and an outside public relations firm to develop and implement communications strategies that establish and promote the League as Michigan's premier local government authority. She was introduced to the League during a public relations internship with the city of Flushing after graduating from Central Michigan University with a bachelor of applied arts.

Nikole Brown is the legislative assistant for the League and takes care of a variety of issues such as coordinating meetings, coordinating use of office space, creating correspondences, and working with our affiliate the Michigan Association of Mayors. She is a 2006 graduate of Grand Valley State University where she studied business management and economics, and holds a bachelor's of business administration degree.

Affiliated Local Unions of the MICHIGAN STATE CONFERENCE of PLASTERERS AND CEMENT MASONS

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3815 W. St. Joseph Street, B-200
Lansing, MI 48917
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Fax: 517-999-3412

CEMENT MASONS LOCAL 514

James Oakley, Business Manager
1154 E. Lincoln Avenue
Madison Heights, MI 48071
Phone: 248-548-0800
Fax: 248-548-0700



PLASTERERS LOCAL 67

Jack McCool, Business Manager
1154 E. Lincoln Avenue
Madison Heights, MI 48071
Phone: 248-591-6700
Fax: 248-591-0671

PLASTERERS & CEMENT MASONS LOCAL 886

Michael Reinbolt, Business Manager
4652 Lewis Ave.
Toledo, OH 46312
Phone: 419-478-2652
Fax: 419-478-0208

Daniel Rauch, International Representative
Phone: 419-467-1372

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".

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Michigan Laborers Training and Apprenticeship Institute
11155 S. Beardslee Road, Perry, MI 48872-9774
517-625-4046 www.mi-laborers.org

MITA Again Calls for at Least \$1 Billion

Gongwer News Service • March 6, 2008

The Michigan Infrastructure and Transportation Association has been telling anyone that would listen that Governor Jennifer Granholm's plan to add \$150 million in state spending to fix roads isn't enough since the day she announced the proposal in late February.

On Thursday, MITA reiterated that it would take at least \$1 billion in additional funding in fiscal year 2008-09 just to scratch the surface of the state's transportation needs as officials spoke to the House Appropriations Transportation Subcommittee. Ms. Granholm is calling for a total of \$3.424 billion in the appropriations for the Department of Transportation, a boost of 2 percent over the current year's funding. That level would also put Transportation funding at \$19 million over the amount allocated in the 2006-07 fiscal year...

...Subcommittee Chair Rep. Lee Gonzalez (D-Flint) spoke in favor of adding more money to the budget, saying all lawmakers have seen the problems with potholes in their district, adding that he's learned that "when you're in a hole, you shouldn't dig deeper." But Rep. Richard LeBlanc (D-Westland) said that even as he receives numerous complaints from constituents about the condition of the roads, he has yet to encounter anyone who wants to pay higher gas taxes, the main recommendation MITA has given to raise more revenue.

Rep. Pam Byrnes (D-Chelsea) said she never thought she'd become a "MITA groupie" but this time around she agrees with the group's position and with the idea of raising the state gas tax.

Roads: To get beyond potholes, Michigan needs Capitol aid

Lansing State Journal • March 6, 2008

Mayor Virg Bernero and his chief of staff, Jerry Ambrose, had a couple of clear messages for Lansing drivers Tuesday:

- The potholes will be filled.
- Better roads for the capital city - and the surrounding area - rest on the state's ability to provide more money.

Time to start calling state legislators, such as Reps. Joan Bauer, Mark Meadows, Barb Byrum, Rick Jones and Paul Opsommer and Sens. Gretchen Whitmer, Patty Birkholz and Alan Cropsey. The state has to take more of a leadership position on this issue - starting with a state fuel tax increase - if local communities are to have decent roads...

Gov. Granholm: Bad roads, bridges could be good for new jobs

Associated Press • February 27, 2008

This story, with Mike Nystrom's comments, received a massive amount of media coverage across the state in newspapers, radio and television.

LANSING — Moving up \$150 million in projects

to replace or repair more roads and bridges this summer should add 2,100 construction and engineering jobs in Michigan, Gov. Jennifer Granholm said Wednesday.

The 34 projects sprinkled around the state originally were set for 2009 or later, but were moved up as part of the governor's economic stimulus project. The state Transportation Commission is expected to approve them when it meets Thursday.

The largest project will spend \$53 million to reconstruct a section of Interstate 94 in St. Clair County. The smallest involves \$198,941 for beam end repair on a I-94 bridge over Portage Road in Kalamazoo County.

None of the money will be available for dealing with potholes in local roads, but Granholm said it will be used to improve deteriorating state roads and bridges this summer.

A spokesman for the road construction industry said the additional \$150 million isn't enough.

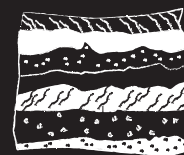
"While we applaud the governor's acknowledgment that our roads need an emergency cash infusion, this small amount of money won't even begin to make a difference for drivers out there who are dodging dangerous potholes every day," said Mike Nystrom of the Michigan Infrastructure and Transportation Association.

He added in a release that the state has a shrinking pot of money this year from which to pay for roads and bridges because revenues from the state gasoline tax are shrinking as motorists buy less fuel because of high gasoline prices. The state also has less money to spend because it has run through the road money from its earlier Jobs Today bonding program...

Continues on pg. 74

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UNEARTHING POSSIBILITIES

MITA 2008 Calendar

For events that have already been held, tentatively mark your calendars for 2009. 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

- 3-6 MITA Ski Weekend
Boyne Highlands
- 16-18 MITA Annual Conference & Black Tie Event
Soaring Eagle Casino & Resort
- 25 MITA Super Conference
Sterling Inn, Sterling Heights, 8 a.m.

FEBRUARY

- 1 MITA Super Conference
Crowne Plaza, Grand Rapids, 8 a.m.
- 12 MITA Board Meeting
MITA Office, 1 p.m.
- MITA Super Conference
- 22 Horizons Conference Center
Saginaw, 8 a.m.

- 29 MITA Super Conference
Holiday Inn South, Lansing, 8 a.m.

MARCH

- 5 Industry Night
Italian American Club, Livonia, 6 p.m.
- 11-14 ConExpo,
Planet Hollywood, Las Vegas
- 19 Industry Night
Noto's, Grand Rapids, 6 p.m.
- 21 Confined Space Seminar
Argus Group Training Center, Chesterfield, 8 a.m.
- 26 Industry Night
The University Club, East Lansing, 6 p.m.
- 28 Confined Space Seminar
MITA Office, 8 a.m.



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APRIL

- 1 Confined Space Seminar
Argus Group Training Center, Chesterfield, 8 a.m.
- 16 MITA Board Meeting
MITA Office, 1 p.m.

MAY

- 21 Soil Testing Seminar Golf Outing
Boulder Creek Golf Club, Belmont
- 19-21 MITA Washington Fly-In
Hyatt Regency, Washington D.C.

JUNE

- 10 MITA Board Meeting
Country Club of Lansing, 9 a.m.
- 11 MITA Central Golf Outing
Eagle Eye Golf Club, East Lansing

JULY

- 17 MITA Metro Golf Outing
Fox Hills Country Club, Plymouth
- 24-27 MITA Summer Conference
Crystal Mountain, Thompsonville

AUGUST

- 12 MITA Board Meeting
MITA Office, 1 p.m.

OCTOBER

- 14 MITA Board Meeting
Hunter's Ridge Hunt Club, 9 a.m.

DECEMBER

- 5 MITA Holiday Party
Grand Rapids, TBA
- 12 MITA Board Meeting
MITA Office
- 12 MITA Holiday Party
Lansing, TBA
- 19 MITA Holiday Party
Detroit, TBA

2008 MDOT BID LETTINGS

All bid lettings are downloaded in the MDOT Building
(Van Wagoner Building on Ottawa St. in Lansing) second floor.

Friday, January 11, 2008
Friday, February 1, 2008
Friday, March 7, 2008
Friday, April 4, 2008
Friday, May 2, 2008
Friday, June 6, 2008
Friday, July 11, 2008
Friday, August 1, 2008
Friday, September 5, 2008
Friday, October 3, 2008
Friday, November 7, 2008
Friday, December 5, 2008



- Concrete Pipe/Manholes/Catchbasins
- Concrete Sumps/Inlets/Gatewells
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- Concrete Box Culverts
- PVC and ABS Truss Pipe and Fittings
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- Manhole Block/Brick/Adjustment Rings
- Manhole Steps/Connection Boots
- Manhole Rehabilitation Products
- Preco Plug/Butyl Rope
- Steel Culvert/N-12 HDPE Pipe
- SCH 40/SDR 35/SDR 26 Sewer Pipe
- Clay Pipe and Fittings/Inserta Tees
- Copper Water Pipe and Fittings

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Hours: Monday-Friday 7 am-5 pm; Saturday 8 am-12 pm
www.copipe.com

Turn that road crater into cash

Detroit Free Press • February 21, 2008

Here's a way to make money off that ruinous pothole you're warning everyone to avoid.

A road-improvement group is holding a contest to find the state's worst, most menacing chuckholes. Three winners will receive what the Michigan Transportation Team calls "service center scholarships" of \$318, the average amount the group says bad roads cost motorists each year...

Numerous Statewide Media: Pothole Contest

As one Detroit news columnist put it in February: "We are under siege from the destructive seasonal catastrophe known as the pothole." Here are samples of the news coverage that was generated in February regarding a pothole contest launched by MITA and the Michigan Transportation Team.

Win Money With Worst Pothole

Click on Detroit.com • February 18, 2008

It's that time of year where the roads have turned into battle grounds.

Odds are you have come across a major pothole in your commute.

A contest, sponsored by the Michigan Transportation Team, runs from Feb. 19- March 28 to help identify where the problem roadways are located...

Michigan's Worst Pothole Contest

WILX TV-Lansing • February 18, 2008

The season we call winter is also being referred to as 'pothole season,' and a contest sponsored by the Michigan Transportation Team wants you to find the worst pothole in the state.

"We are in a dire state here with the deterioration of a roads and bridges," said Mike Nystrom, Co-Chairman of the Michigan Transportation Team. "They're falling apart..."

Pothole contest looks for largest street craters

The Muskegon Chronicle and
The Grand Rapids Press • February 18, 2008

Did the asphalt divide and swallow your Bug? The concrete crack and crunch your Chevy?

Driving U.S. 131 this week is a tie-rod twisting, shock-shaking, Goodyear-grinding demolition derby that could use reflexes and vehicles better fit for the Baja 1000.

And as another thaw-freeze cycle makes mincemeat of our asphalt, a statewide transportation group wants your nomination for the state's worst pothole...

Michigan Highways Get The Short End

WILX-TV Lansing • February 11, 2008

Driving down the highway can be a rocky ride for Mid-Michigan residents -- A ride that needs constant reconstruction and repair.

"Obviously Michigan is struggling, we have an infrastructure that's falling apart. You drive on our roads and see the potholes. You drive under our bridges and concrete raining down on you. It's a safety issue. It's impacting our economic opportunities," said Mike Nystrom of the Michigan Infrastructure & Transportation Association.

But it's a long hard road between Michigan and Washington, a road that doesn't go both ways...

Potholes lie in wait

The Saginaw News • February 11, 2008

Prepare for a bumpy ride.

The snow will melt and the icy grip of winter will fade, but not without inflicting serious damage to our roads. In the meantime, the season of bone-rattling potholes has started.

"It's the worst I've ever seen," said Mike A. Nystrom, vice president of Government and Public Relations for the Michigan Infrastructure and Transportation Association in Okemos. The group represents road and bridge builders, underground contractors and other construction interests...



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Continued from pg. 65

2008 TOP PROJECTS

| SUBMITTER | AGENCY/JURIS. | PROJECT/ROUTE | LOCATION | DESCRIPT. | EST. COST |
|--|----------------------------------|---|---|---|----------------|
| Spalding DeDecker Associates | Macomb Township | Pump Station No. 2 Replacement | 21 Mile and North | Existing pump station replacement | \$2.1 million |
| Oakland County Drain Commission | Oakland County Drain Commission | George W. Kuhn Retention Treatment Basin-Flushing System Rehabilitation Contract 6B | Madison Heights | Water main construction – Flushing System replacement and reconstruction including 12,000 ft of 20" DI pipe, 12,000 ft. of 12" DI pipe and fittings replacement and 15,000 flushing nozzle piping connections | \$6.5 million |
| BCAT2 | MDOT-Bay | M-25(Center Ave.) | Johnson St. to Livingston St. | Reconstruct-Concrete | \$3.5 million |
| NATS | MDOT-Berrien Co. | US-31 NB | Stateline to US-12 | Concrete reconstruction with associated drainage, temporary crossovers | \$5.7 million |
| SMATS | MDOT Saginaw Co. | I-675 | 26 bridges in Saginaw | Deep overlay | \$17 million |
| SEMCOG | Wayne-MDOT | I-94 | From County Line Rd. to north of Allington Rd. | Reconstruct | \$68 million |
| TCRPC | Capital Region Airport Authority | Extend runway 28L | Capitol City Airport | Extend Runway by 500 ft. | \$4.7 million |
| WMSRDC | MDOT-Muskegon | M-37 | M46-Moon Rd. | Rehabilitation | \$2.9 million |
| Local-RTF | Delta CRC | US-2 | Over the Escanaba River, north of Escanaba | Bridge replacement | \$9.6 million |
| MDOT-Metro Region | MDOT | M-10 | Under M-102 (8 Mile Rd.) | Deck replacement | \$19.6 million |
| MDOT-Small Urban Transportation Improvements | Sturgis | Haines Blvd. | M-66 bypass construction Program north of Sturgis | New Route | \$1.4 million |
| Chippewa County Road Commission | Chippewa County Road Commission | 6 Mile Bridge | Over the Waishkey River | Remove and replace | \$2 million |



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|-----------------|--|
| 4/11/2008 | 2008 Soil Testing Seminar Golf Outing |
| 4/11/2008 | 2008 MITA Golf Sponsorship Opportunities |
| 4/1/2008 | Stolen Equipment Notice |
| 3/27/2008 | Stolen Equipment Notice |
| 3/6/2008 | Stolen Equipment Notice |
| 2/29/2008 | In Memoriam of James Jackson |
| 2/27/2008 | Confined Space Training Now Available |

ENGINEERING BULLETINS

| | |
|-----------------|---|
| 5/16/2008 | MDOT Design-Build-Finance Financial Meeting Scheduled |
| 5/2/2008 | MITA's Student Intern Program |
| 5/1/2008 | NB/CA Update |
| 4/29/2008 | Governor's "Buy Michigan First" Initiative |
| 4/29/2008 | Detroit Executive Order Update |
| 4/28/2008 | MDOT Seasonal Weight/Load Restriction Lifted for all State Trunkline Highways |
| 4/25/2008 | RFQ for M-21 DBF project postponed until Monday April 28th |
| 4/22/2008 | MDOT Publishes "Design-Build-Finance Projects" Q&A |
| 4/15/2008 | MDOT Seasonal Weight/Load Restriction Lifted - April 16, 2008 |
| 4/15/2008 | Tax Liability on Construction Materials |
| 4/15/2008 | 2008 MDOT Holiday Traffic Control |

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|-----------------|--|
| 4/3/2008 | MDOT Transport Permits Quarterly Newsletter |
| 4/1/2008 | Bureau of Highway Instructional Memorandum Update |
| 4/1/2008 | Design Build Finance Meeting |
| 3/18/2008 | MDOT Seasonal Weight/Load Restriction - March 20, 2008 |
| 3/13/2008 | Prevailing Wage Presentations presented at the 2008 MITA Super Conferences |
| 3/13/2008 | FUSP/NB/M/CA Update |
| 3/11/2008 | MDOT Seasonal Weight/Load Restriction - March 17, 2008 |
| 3/10/2008 | MDOT Implements "Electronic Contractor Inquiry System" |
| 2/29/2008 | Spring Weight/Load Restriction Bulletin |
| 2/27/2008 | MDOT Appoints New Bay Region Engineer |

SAFETY BULLETINS

| | |
|-----------------|---|
| 5/13/2008 | Repeat Serious |
| 5/8/2008 | New Installment of Tool Box Talks Now Available |
| 4/28/2008 | Updated SM&P Contact List |
| 4/3/2008 | MIOSHA Appeals Update |
| 4/2/2008 | MIOSHA Warning |
| 4/2/2008 | Consumers Energy Contacts |
| 4/2/2008 | Notice To Bidders |
| 3/24/2008 | MIOSHA Injury / Illness Posting |
| 2/26/2008 | New Installment of Tool Box Talks Now Available |

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