

SPRING 2012

CROSS SECTION

MITA's UnSung Hero

Page 12

MITA Annual Conference Photos

Page 32

MITA DBE Spotlight

Page 24

PRST STD
U.S. POSTAGE
PAID
PERMIT #718
Lansing, MI

MITA, Michigan Infrastructure & Transportation Association
P.O. Box 1640, Okemos, MI 48805-1640

mita
Michigan Infrastructure &
Transportation Association





**Get exceptional value
with small business
and individual health
coverage from the Blues.**

Contact our Blues Administrator, Association Benefits Company, today to learn about the benefits that are available to MITA members. They work with all insurance agents.

248.356.3366

association

benefits

company

Authorized Administrator for the Michigan Infrastructure and Transportation Association's Blue Cross® Blue Shield® of Michigan and Blue Care Network Health Insurance Program



We're saving 7% on our fuel costs with Orion 5000-EL



If you're paying more than \$3.00 a gallon for diesel or gas then you need Orion 5000-EL.

MITA Member's Fuel Lubricant Saves You 6% to 9% on Your Fuel Bill

If you're paying more than \$3.00 a gallon for diesel or gas then you need Orion 5000-EL.

Orion 5000-EL is a synthetic engine and fuel lubricant that improves fuel efficiency. MITA members that add Orion to their fuel tanks have already saved 6% to 9% on fuel costs.

- One MITA member is saving 7% on their annual diesel fuel budget. They are projected to save over \$2 million dollars the first year.
- Another MITA member reduced its fuel consumption by 10%.

How much money could your organization save by making Orion 5000-EL a part of your diesel fuel program?

Special MITA Member Offer: Save 10% Off Any Size Orion 5000-EL

MITA members can now save 10% off any size of Orion 5000-EL engine and fuel lubricant. Just go to



<http://store.orion5000.com>
and order the container size you need. At check-out, type in this promo code: **MITA** and you'll save 10% off the regular price.



www.orion5000.com

888-785-8450 sales@orion5000.com



- *Cleans and lubricates the engine*
- *Reduces friction, engine heat and wear*
- *Improves fuel efficiency*

MITA MEMBER SERVICES

CONSULTATION SERVICES

MITA'S BCBSM/BCN Health Insurance Program
Environmental Guidance
Legislative Involvement
MDOT Involvement
Trucking Issues and Fleet Inspections
Utility Damage Prevention Consultation

INFORMATIONAL SERVICES

Blue Book Rates
Cross-Section Magazine
DBE-MBE/WBE Online Advertising
Industry Related Bulletins
Job Resource Center
Membership Directory & Buyer's Guide
Online Labor Agreements
Project Advertisement Website

LEGAL SERVICES

Construction Lien Law Forms
MDOT/Public Works Sworn Statement/
Lien Waiver Forms
Employment Application
MDOT Bond Claim
Non-MDOT Bond Claim
Outside Legal Counsel

MATERIAL SERVICES

Access Cards
Crisis Communication Program
Danger Signs
Drug Abuse Program
EEOC Manual
Job Site Posters
MSDS Binders
Penetrometers
Safety Video Library
Stolen Equipment Forms
Trucking Regulation Packets
What's Going On In Your Neighborhood

NETWORKING SERVICES

MITA Annual Meeting
European Hunts
Golf Outings
Management Conference
MITA Night Out
MITA Regional Holiday Parties
Ski Weekend
Summer Conference
Washington D.C. Fly-in

SAFETY COMPLIANCE SERVICES

Accident Prevention Program
Injury/Illness Reporting
MIOSHA Citation Appeal Service
MIOSHA Injury/Illness Posting
MISS-DIG Compliant Service
Site Review With Regard To MIOSHA Compliance
Substance Abuse Deterrence Program

SAFETY LITERATURE

Best Practices Utility Locating Card
MITA Fall Protection Handbook
MDOT Michigan Manual of Uniform Traffic Control Devices
Rigging and Lifting Training Materials
Safety Program Binder
Tool Box Talks
MITA Trench Safety Handbook

TRAINING OPPORTUNITIES

CPR and First-Aid Training
Confined Space Training
Fall Protection
Forklift Training
MITA Future Leaders Program
Haz Whopper
Hazardous Waste Removal Training
Mine Safety & Health
MIOSHA All Trades
OSHA 10 & 30 Hours Outreach Training
Reasonable suspicion (For Drugs/
Alcohol)
Storm Water Operator Training
Trenching Excavating & Shoring

For brief explanations on these services and products, visit the mita website at www.mi-ita.com or feel free to call the office at (517) 347-8336.



Michigan Infrastructure & Transportation Association

CROSS SECTION

features

- 20 Executive Vice President Comment
- 22 Vice President of Membership Services Comment
- 23 Vice President of Industry Relations Comment

also in this issue

- 9 Letters to MITA
- 11 New MITA Members
- 11 Underground Spotlight
- 12 MITA's Unsung Hero
- 14 Member Profile
- 16 Associate Member Profile
- 18 Did You Know?
- 24 DBE Spotlight
- 26 Legislative Questions and Answers
- 29 MITA Member Outreach
- 30 Legislative Bill Update
- 32 MITA Annual Conference Highlights
- 34 Legal Issues
- 42 ARTBA News
- 45 Member Voice
- 48 Member News
- 50 Where Has Your MITA Hat Been Lately?
- 51 MDOT News
- 54 Better Bridges
- 56 Marketing News

For Cross-Section Magazine advertising, circulation or editorial inquiries, contact Nancy Brown at: phone: 517-347-8336; fax, 517-347-8344; e-mail, nancybrown@mi-ita.com; or by mail at the following mailing address: MITA, P.O. Box 1640, Okemos, Mich., 48805-1640.
© 2012 Cross-Section. All rights reserved. Reprints or reproductions only with written consent of MITA.



Michigan Infrastructure & Transportation Association

MITA 2012 BOARD OF DIRECTORS

President CHRIS SHEA P.K. Contracting, Inc.	Vice-President KEITH ROSE Rieth-Riley Construction Co.
President-Elect DARRELL KALTZ Kaltz Excavating Co., Inc.	Treasurer SCOTT BAZINET Lowe Construction

Executive Vice President/Secretary

MIKE NYSTROM

DIRECTORS

JIM KLOOTE J.E. Kloote Contracting, Inc. Past President	TOM STOVER Walter Toebe Construction Co. Director at Large
STEPHEN JACKSON Jackson-Merkey Contractors Director at Large	JEFF BALKEMA Balkema Excavating, Inc. Director at Large
KURT POLL Kamminga & Roodvoets, Inc. Director at Large	JIM DOESCHER Dan's Excavating Director at Large
MIKE MALLOURE C.A. Hull Company, Inc. Director at Large	RINALDO ACCIAVATTI Pamar Enterprises, Inc. Director at Large
BOB ADCOCK Angelo Iafra Construction Co. Director at Large	JIM D'AGOSTINI L. D'Agostini & Sons, Inc. Director at Large
CHERYL HUGHES C & D Hughes, Inc. Director at Large	VANCE JOHNSON Central Asphalt, Inc. Bituminous
GREGG CAMPBELL Michigan Paving & Materials Co. Director at Large	FRANK DIPONIO DiPonio Contracting, Inc. Underground
BRIAN HOFFMAN Hoffman Bros., Inc. Director at Large	PAT DUNIGAN Dunigan Bros., Inc. Utilities
TOM WAGENMAKER Anlaan Corporation Structures	DAN BABCOCK Give 'Em A Brake Safety Specialties
BRUCE LOWING Hardman Construction, Inc. Past President	ANGELO LANNI Florence Cement Company Concrete
MARK JOHNSTON Ajax Paving Industries/ Director at Large	BRANDIE MEISNER M & M Excavating Company Excavating

ASSOCIATE MEMBER COUNCIL

MANOJ MULKI M & K Supply, LLC	BILL HODGES Michigan CAT
MARK MADDEN Guy, Hurley, Blaser & Heuer, LLC	

MITA STAFF

MIKE NYSTROM Executive Vice President mikenystrom@mi-ita.com	NICOLE COOK Outreach Coordinator nicolecook@mi-ita.com
ROB COPPERSMITH Vice President of Membership Services robpcoppersmith@mi-ita.com	DANIELLE COPPERSMITH Events Coordinator daniellecoppersmith@mi-ita.com
GLENN BUKOSKI, P.E. Vice President of Engineering Services glennbukoski@mi-ita.com	TIYA KUNAIYI-AKPANAH Member Services Coordinator tiyakunaiyi@mi-ita.com
DOUG NEEDHAM Vice President of Industry Relations douglasneedham@mi-ita.com	ANITA LINDSAY Online Information Coordinator anitalindsay@mi-ita.com
LANCE BINONIEMI Vice President of Government Affairs lancebinoniemi@mi-ita.com	MARY MOODY Accounting Coordinator marymoody@mi-ita.com
NANCY BROWN Director of Communications nancybrown@mi-ita.com	JANIS STRANG Executive Assistant janisstrang@mi-ita.com
PATRICK BROWN Director of Safety & Workforce Development patrickbrown@mi-ita.com	MITA INTERNS Katherine Becsey Andrew Brown Matthew Brown

WE'RE THE LIGHTWEIGHTS IN OUR INDUSTRY. AND PROUD OF IT.



At James Burg Trucking Company, our lightweight equipment can scale over 115,000 pounds. Which means

you could save time and money by reducing the number of trips it takes for us to haul your job. We've been serving the construction industry with Michigan flatbeds for over



14 years moving concrete products, brick, bagged cement, steel sheathing, and trench boxes efficiently throughout Michigan, northern Ohio, northern Indiana, and Ontario.



In fact, our on-time delivery ratio exceeds 99%. So whether

you need one truck for one load or twenty trucks for two weeks, call us. Because when it comes to superior customer service and on-time delivery, we're the heavyweights.



On time. Time and again.

MICHIGAN LABORERS' TRAINING & APPRENTICESHIP INSTITUTE



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

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

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

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

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

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



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

America's Trench Box Builder™

Efficiency Production, Inc.

MITA Contractor's Choice for Trench Shielding & Shoring

- Largest selection of shielding and shoring equipment available.
- Custom shields built to your specs.
- Site-Specific Engineering.
- MIOSHA Trench Safety Training.
- OSHA Trench Safety Training.
- Factory Direct Sales & Rentals from our central location 10 miles south of Lansing on US 127.



Steel Trench Shields



Hydraulic Shores



Build-A-Box™



Porta Tank™



Stone Mizer®



Slide Rail System

***Call us for Factory-Direct
Sales and Rentals***

800-552-8800

www.usatrenchboxbuilder.com

685 Hull Rd., Mason, MI 48854



you said it

Letters to MITA

Dear MITA:

Now that the dust has settled over the 2012 MITA conference, I wanted to take this opportunity to thank you for honoring my father, Julio Cicchini. The AUC and MITA has been a big part of our success since my grandfather, Rinaldo Cicchini, struck out on his own all those years ago. In my opinion, biased as it may be, you could not have found a more deserving man to honor than my father. At 75 years young, he continues to be the perfect role model in both his private and professional life. During his time as the president of the AUC up until now, he exemplifies all that MITA stands for. Hard work, determination and getting the job done right the first time are the principles he has passed down to not only his family but rather to all who have known him. My father's business success has been the result of a non-stop work ethic and the ability to adapt to situations that were sometimes out of his comfort zone. In today's economically challenging times, my father's leadership is our beacon to a better future.

As a child, my father was always gone before I left for school and arrived home long after I returned home from school. Late dinners were the norm as we always tried to make sure we ate dinner as a family. Funny thing, my children could have written the previous sentence about me, too. It's all part of running a family business.

With that said, while watching my father on that stage accepting his award, I asked myself ... "what could I do to help you ensure the continued success of MITA? Any suggestions?"

I cannot think of a better way to honor my father's legacy in the construction industry than to help perpetuate MITA's continued success. Again a huge thank you to you and the rest of the board members.

Mark Cicchini
Rayco Utility Services, Inc.

Dear Glenn:

Thanks so much for all of your work on this issue! The letter was worded very well and stayed professional yet got the point across. Hopefully the point of keeping bidding fair and competitive will hit home for St. Joseph.

Jason Sandusky
Peters Construction Co.

Seize Control



Our newest state-of-the-art wash plant uses a computer controlled density separator that lets us supply consistently superior, virtually lignite-free sand at competitive prices. Controlled quality has made Levy a Pre-Qualified State Aggregate Supplier with:

- 10 State-Certified Aggregate Technicians ■ 5 MDOT-Certified QC/QA Labs
- MDOT/ODOT Spec Products ■ 14 locations in SE Michigan
- Concrete/Asphalt Aggregates ■ Base/Fill Material ■ Decorative Roofing Stone
- USGA Golf Course Sand ■ Septic Stone ■ Road Gravel ■ Mason Sand

Seize your phone and call (313) 429-LEVY.
Or contact our web site: www.educlevy.com



Pro-Tec Equipment



Over 15 years of serving Michigan contractors

Factory direct knowledge

Multiple locations- Grand Rapids area, Lansing area, Detroit area

Michigan's largest, most diverse trench shoring and site access fleet!

Contact Pro-Tec Equipment today!
1-800-292-1225



5460 36th St. SE
Grand Rapids, MI 49512
1-877-292-1225
Fax: (616)-285-5886

1298 Lipsey Dr.
Charlotte, MI 48813
1-800-292-1225
Fax: (517)-541-0329

25086 Brest Rd.
Taylor, MI 48180
1-888-292-1225
Fax: (313)-827-0012

www.pro-tecequipment.com



Versa Bridge Systems



Trench Shields



Rumble Grids



Street Plates



Temporary Roads



Overlap Sheet Pile



Slide Rail Systems



Aluminum Trench Shields



Stone Savers

Underground Spotlight

In the summer of 2010, recommendations came out from an advisory committee established through legislation pushed by MITA that would determine how the state funds long-term water and sewer system needs in Michigan.

Governor Snyder followed that up during his special message on infrastructure in October by directly mentioning that he endorses recommendations of the State Revolving Fund Advisory Group to use \$1 billion approved by voters in 2002 to provide grants and low-interest loans to help communities upgrade sewer and water systems.

Michigan is currently underinvesting in its entire infrastructure system and as we've seen in multiple reports on roads and bridges, underinvesting does not save money. In contrast it is actually more costly to wait and repair our underground infrastructure in the future as it continues to deteriorate and get older. The recommendation from the State Revolving Fund Advisory Group if entirely implemented will be a very big step towards stabilizing Michigan's underground infrastructure.

The first step towards this is by using the \$654 million in remaining bond funds authorized by Michigan voters in 2002. It is expected that the remaining funds will be utilized over the next 5 years. Next, a loan program will be established that is less burdensome and avoids unnecessary federal regulations. Additionally, a new grant program will be set up to specifically allow communities to establish asset management plans, storm-water utilities and the planning and design of sewer projects.

In addition to making funds more readily available to communities for their water and sewer systems several necessary reforms are being proposed to make the process more efficient. A much needed streamline of the DEQ application process for the State Revolving Fund is included which would create a new pre-application process. It will allow potential applicants to gauge their likelihood of approval, having to spend significant resources, eliminating some requirements for providing information, creating alternative plans, formal public hearings and other burdensome requirements where federal law permits and evaluating and revising the Project Priority List scoring system.

Following the release of the recommendations, MITA staff has met with several lawmakers and the administration to begin the legislative process. The bill drafting process can be a lengthy one and has been in development for several months. In addition, there have been a few



committee meetings in both the House and Senate that discussed the various items the advisory council touched upon in its report. We anticipate that in early spring, legislation will be introduced that will allow for more available funds for our water and sewer systems.

This legislative package is another step in making sure Michigan is adequately funding its infrastructure. We commend the governor for his leadership and including our underground water and sewer systems in his October infrastructure message and will continue to advocate that the legislature follow his lead and pass legislation quickly and effectively.

MITA New Members

Contractor Members

Bloss, Incorporated
Mid-Thumb Materials, Inc.
RBV Contracting, Inc.

Roose Pipeline, Inc.
United Resource, LLC
United Resources, LLC

Associate Members

Asphalt Specialists, Inc.
BMJ Engineers & Surveyors, Inc.
Gale Briggs Inc.

McAlpine & Associates, P.C.
T.M.A. Rental Company
XXTAR Associates

MITA's Unsung Hero

A ton of rain brought more than flooded roads to an Ajax Paving Industries jobsite last year. It brought Ajax Safety Director Joe Landino so he could be at the right place at the right time.

As the story goes, which was covered by the Detroit News and resulted in a special presentation from a U.S. Army General, Joe got a call from Clarence Jones (senior estimator for Ajax) to investigate a general liability issue and possible claim on a job in River Rouge, Mich. It was early morning when he visited the site, and no one was around; just caution tape and muddy conditions around a piece of equipment that was stuck in a broken water main trench.

It was so quiet, he could hear a conversation outside a home near the caution tape. A man was talking loudly and authoritatively to a woman, who was standing her ground but losing ground quickly. A young girl came running out the house, hugging her Mom, and the angry man left.

"I know I should not have been listening to this private conversation," said Joe, who has worked with Ajax for over 13 years. "But it was difficult not to hear because the man was talking so loudly."

After the man left, Ajax Project Manager Mike Podsiad walked over to Joe. Joe asked him if he had heard that conversation, and Mike stated no. So Joe proceeded to tell him and asked how much money they could come up with between them – not enough at that time.

Joe went back to the Ajax office, and attended his regular Safety Committee Meeting. He told the committee about what had happened, and they were sympathetic to the woman, just as Joe had been. A solution to the woman's plight was set in motion.

"I went back to the woman's home that evening, and introduced myself. After I told her what the safety committee had done for her, she burst out crying," Joe recalled. "This was understandable, but not good for me, because her husband, dressed in Army fatigues, was down the street at the time talking to neighbors and he saw what was going on. Why was his wife crying, why had she hugged me, and what had I done to cause it?"

The angry and curious husband huffed his way quickly down the block and confronted Joe. When Joe explained the situation, the husband hugged him, too.

For being just 29 days late on their rent, this young family, the Meads, with two children, was going to be evicted from their home. The couple, even faced with tough financial times, had been out on the street trying to help with the issue of the construction equipment, which was stuck in the mud. They did not know what they were going to do about their bad luck; the husband had recently lost his job, lost his car, and he was waiting to be shipped out to Afghanistan, but even that had been delayed. His teenage daughter wore glasses being held together in several places with tape; but the Mead family was not asking anyone for help. There was no one to ask.

That's where Joe came in. When he had gone back to the safety committee, they all had donated \$100 from money they were paid to attend the meeting. That raised \$900, which caused the wife



Ajax Paving Industries, Inc., received the Seven Seals Award last year from the Army National Guard and Reserve. Pictured from left to right are: U.S. Army Major General Nelson J. Cannon; Mark Johnston, president of Ajax; Joe Landino, Ajax safety director; and Mr. Mead.

to burst out crying. The \$900 would have been enough to get them by, but Joe was not done yet.

"The next day, I went back and asked the husband if I could take his wife and daughter on an errand, and he trusted me," Joe said. "I took them to an optometrist and bought the girl two pairs of glasses."

Joe's good deed would have been done, but a week later he was in Phoenix, Arizona, doing a safety audit on a paving job at the Phoenix International Raceway. Mark Johnston, president of Ajax, called him and said he had received an e-mail thank you from Mr. Mead.

"It was nothing, I told Mark. We saw someone in need and we helped them."

Mark then threw up a challenge. He asked Carol Brown in the Ajax office to collect money in the office, Joe to collect in the field, and then Ajax would match it. That day safety bonuses were coming out, and everyone received \$50. As Joe was passing out the safety bonuses, he told employees the story of the Meads, and many people donated their bonuses.

When Joe, Carol and Clarence went into Mark's office to report on their success, Mark was slightly stunned to learn what they had raised. Carol had raised nearly \$1,000 and Joe had raised \$4,000. Mark matched it with a \$5,000 check.

"I called the Meads and asked if they would be home that night," Joe said. "Clarence and I sat in their living room and gave them \$5,000 in cash. Mom and daughters started crying. I told them I wasn't done yet, and gave them a check for \$5,000. Tears again, even from the soldier."

The money allowed them to go with Joe to Suburban Motors in Madison Heights, where Joe has an in with the owner, and buy a car for \$4,000. Joe again was wrapped in hugs and tears.

Joe has been humbled by the whole experience, which culmi-

nated with a special presentation.

U.S. Army Major General Nelson J. Cannon went to Ajax's corporate office and presented the Seven Seals Award. This award is for meritorious leadership and initiative in support of the men and women who serve America in the National Guard and Reserve.

"It was an excellent move to help a military family," said Joe, whose daughter was in the Navy, and her husband is currently in the Army. "I was either at the wrong place at the wrong time, or the right place at the right time. I would expect anyone to do what I did. You figure this guy is willing to give his life for us."

The Mead family.



One of the Mead's many blessings, thanks to the efforts of Joe Landino and Ajax Paving Industries, Inc.



This equipment, stuck in a broken water main trench, set off a chain of events that allowed Joe Landino and other employees of Ajax Paving Industries, Inc. to help a family in need.

Build a Better Future

Distinctive Degrees for Construction Leaders

ASSOCIATE

Construction Engineering
Technology

BACHELOR'S

Architectural Engineering
(combined bachelor's and
master's programs)
Civil Engineering
Construction Management
Engineering Technology

MASTER'S

Civil Engineering
Construction Engineering
Management
Engineering Management

DOCTORAL

Civil Engineering

Explore over 100 undergraduate, master's, and doctoral programs in Colleges of Architecture and Design, Arts and Sciences, Engineering, and Management.

[Waive your application fee at www.LTU.edu/applyfree]



Lawrence Technological University | Office of Admissions
21000 West Ten Mile Road, Southfield, MI 48075-1058 | 800.225.5588 | www.LTU.edu

Member Profile

Concrete Cutting & Breaking Co.

In the summer of 2009, a general contractor had the seemingly impossible task of removing concrete moorings and berthing structures in a shipping channel at the Port of Corpus Christi, Texas. The structures had to not only be removed, but also deposited offshore to enhance an artificial reef. The job had to be done safely by a concrete cutting contractor who was fast and accurate.

Enter MITA Contractor Member Concrete Cutting & Breaking Co.

"The general contractor had a strict timetable for the project, so we knew what was expected of us," said Rick Olson, district manager of the company, which was founded in Grand Rapids in 1974 by Dan Vandermeij. "Precise cutting was specified by the Army Corps of Engineers, and it had to be done in open water with limited access to the work area."

Concrete Cutting & Breaking chose diamond wire saw as the most suitable technique, because traditional demolition had too many problems, such as noise, debris and vibration that would affect passing vessels, pH levels of the water and local marine wildlife.

"The remote location of the job could have been a real problem, but we had plenty of cooperation from the general contractor and the Corps of Engineers, so we were able to finish the job ahead of time and on budget," Olson said.

This massive job is just one work example that Olson is proud of, including many that have been and are being performed at home

in Michigan. The company recently expanded its Michigan offices to include a location in Detroit, close to many of their customers. The company is taking over a big, empty building on Rosa Parks Blvd., in downtown Detroit, for its first expansion in many years.

Michigan jobs currently include the University of Michigan's Chrysler Basketball Arena. In order to expand the arena, the structural concrete around the rim needs to be taken out. Concrete Cutting & Breaking is handling the work as a subcontractor to North American Dismantling and general contractor Spence Brothers. The project began just before Christmas of 2011 and is slated for completion in August.

A member of MITA since 1995, Concrete Cutting & Breaking takes advantage of all the association has to offer, especially the safety training and assistance with OSHA appeals, even in other states.

"We were assisted by MITA with an OSHA appeal in Ohio two years ago," Olson recalled, "and we proved our case and it was dismissed."

While remaining a loyal member of MITA is not a question at all, the outlook for the future of the industry is a big question, Olson said.

"If we continue to get commercial work happening, that helps the economy percolate," he said, "and the big jobs will happen."

Wire sawing is used to cut large sections of the foundation.



Outside crane hoists section.



The crane removes a multi-ton section from inside the plant to be cut into smaller pieces.



112-ton concrete section removed from plant.



Concrete Cutting & Breaking Co.

CONTACT INFORMATION

Concrete Cutting & Breaking Co.

2362 Jolly Oak Rd.
Okemos, MI 48864

517-381-0222
800-854-9972
Fax: 517-381-0227

www.concut.com

CONTACT:

RICK OLSON
District Manager
rolson@concut.com

RUSSELL ROWLEE
Scheduling and Dispatch
rrowlee@concut.com

MITA's Buyer's Guide Categories:
Concrete Sawing, Diamond Blades

Member of MITA since 1995

COMPANY QUICK PROFILE

Founded in 1974, Concrete Cutting & Breaking Co., is headquartered in Grand Rapids, with locations in Lansing and Detroit. The company has six other locations in Indiana, Ohio, New York and Florida. With 60 operators and 65 trucks, Concrete Cutting & Breaking offers core drilling, slab sawing, hand sawing, wall sawing, wire sawing, grinding, selective demolition and removal.

*Trusted professionals
delivering America's
infrastructure solutions*



Construction Engineering • Highway Design • Bridge Design • Transportation Planning • Surveying



WADETRIM

800.482.2864 • www.wadetrim.com

Associate Member Profile



Celebrating its 40th year of business in 2012 is a testament to the hard work and dedication of the employees of Inspecsol. What started in March 1972 with a single employee is now 750 people in 32 offices. In October 2011, Inspecsol became consolidated with CRA. Together, the CRA Family of Companies is 3,000 people in 90 offices throughout North America, South America, and Great Britain.

The primary Michigan office is located in Plymouth, under the direction of Michael Gentner, P.E. Inspecsol provides expert geotechnical engineering and construction materials testing to clients throughout Michigan, and similar internal support on projects for CRA offices throughout the U.S.

“Our Michigan staff has been involved with projects literally from Connecticut to California, and from Idaho to Texas”, said Gentner. “The challenge of dealing with soils and bedrock of different geologic origin than that of Michigan is one aspect of working at Inspecsol that is so rewarding.”

But the biggest satisfaction is being involved with the infrastructure community in Michigan. “Some of our best clients are MITA members, and we are proud to serve them and enjoy working with them,” said Gentner, a 1992 graduate of Michigan State University, who has been with the geo-technical engineering company for seven years. “The majority of our work is repeat business, and our clients select us based on qualifications rather than price.”

Infrastructure projects involving MITA members on the company’s project list in Michigan includes providing Dan’s Excavating cofferdam design and dynamic load pile testing (PDA) on the I-94 bridge over the Belle River in St. Clair County; vibration monitoring using remote telemetry with Posen Construction on M-85 in Detroit, and in Allen Park a CSO tunnel upgrade

for Pamar Enterprises. The tunnel project included earth retention design for three shafts to launch and receive tunnel boring machine as well as QA/QC testing and inspection during shaft construction. This project was especially challenging, Gentner recalled, because of soft soil conditions and existing utilities in close proximity to the shafts.

A member of MITA since 2008, Inspecsol has been active with the association in the industry review process during development of the most recent MDOT spec book.

“It was a privilege that Glenn Bukoski with MITA asked us to be part of the Structure Division review, and

Michael Gentner, P.E., oversees the Michigan offices of Inspecsol Engineering, Inc., located in Plymouth and Kalamazoo.





Allen Park Tunnel

I appreciated helping them out with this task,” Gentner said.

“We have so many awesome members who, like Inspecsol, support MITA in numerous ways,” said Glenn Bukoski, P.E., MITA’s vice president of engineering services. “We greatly appreciate the active role that Michael Gentner has taken by serving on committees and being a regular at our MITA membership functions.”

The best thing about MITA membership, Gentner added, is knowing what is going on in Lansing. MITA is a front-runner taking a leadership role lobbying for more transportation funding, he said, while working with other industry organizations.

Regarding the economic future, Gentner remains cautiously optimistic. With affiliate offices in Dallas, Houston, and Oklahoma, Inspecsol is seeing an uptick in work, especially in the oil and gas industries. As energy work goes up, Gentner said he views this increase in work as an indicator of economic recovery and that more projects will trickle into the heavy and highway construction industry. However, the need for more work is not the only challenge that lies ahead.

“We also need to change the public perception about the need for infrastructure funding,” he said. “We need to continue to clarify with the public about the realities of the funding situation and what it means to them personally. The staff of Inspecsol look to do our part through continued support of MITA members.”

Inspecsol Engineering, Inc.

www.inspecsol.com

14496 Sheldon Rd., Ste. 200
Plymouth, MI 48170
Phone: 734-453-5123
Fax: 734-453-5201

CONTACT:

Michael Gentner, P.E.
Vice President
mgentner@inspecsol.com

MITA’s Buyer’s Guide Categories: 13, Consultants, Civil Engineering, Structural Underground Design, Testing & Inspection, Scheduling, Claims, etc.; 15, Consultants, Environmental, Transportation; 16, Consultants, Soils & Concrete Testing; 42, Environmental Drilling & Sampling; 43, Environmental Remediation, Hazardous Waste Removal, Underground Tanks; 52, Geotechnical Engineering

MITA Member since 2008

COMPANY QUICK PROFILE

Founded in 1972 to meet the ever-increasing needs of a growing geotechnical market, Inspecsol has become, over the years, a multidisciplinary engineering firm whose primary concern is to provide customers with comprehensive and customized engineering services. Inspecsol grew quickly in Quebec, Ontario, the Maritimes and in the United States. Inspecsol’s philosophy is that every project, large or small, warrants the same consideration, personal involvement and complete service. Inspecsol’s performance and responsiveness lead to customer satisfaction and to long-term business relationships.

Today, Inspecsol is a multidisciplinary engineering firm employing over 750 dedicated workers in 32 offices, offering Geotechnical Engineering, Construction Materials Testing, Metallurgy, Building Science, Environmental Engineering, Asbestos, Occupational Hygiene and Health & Safety services. Since 1998, their association with the engineering firm Conestoga-Rovers & Associates (CRA), present in North America, South America and Europe, enables the company to offer expertise to new markets.

Did You Know?

MITA members can reserve meeting room space at no charge in the MITA building. Rooms available include a large training room – which can be converted to two medium sized training rooms – and three conference rooms. The training rooms include screens and a sound system for audio-visual presentations.

For more information, contact MITA's Events Coordinator Danielle Coppersmith by calling 517-347-8336 or e-mail her at daniellecoppersmith@mi-ita.com.



Great Lakes Aggregates Inc.

Great Lakes Aggregates Inc. offers a wide variety of value-added materials with specialized performance characteristics to meet your needs.

2 Convenient Limestone Locations

South Rockwood
Newport

MDOT Certified Crushed Concrete

Taylor
New Haven
Warren
Rochester Hills
Salem Twp
Highland Park

Great Lakes Aggregates Companies
Sales Office 734-783-7474

5699 Ready Rd P.O. Box 406 S Rockwood, MI 48179 Phone 734-783-7400 Fax 734-379-0311 www.greatlakesagg.net



ATSALIS BROS. ***PAINTING***

*Your Answer To Lead-Based
Paint Compliance*



Setting the Standard for Tomorrow

We have the experience, equipment and the best trained work force in the industry.

Atsalis Bros. Painting welcomes the opportunity to discuss your needs and expectations on any interior or exterior job, no matter how large or small. For more information, call or write us.

Atsalis Brothers Painting Co.
24595 Grosbeck Highway
Warren, Michigan 48089

(586) 790-0123

Fax: (586) 790-9065



Mike Nystrom

Infrastructure Legislation Will Benefit Michigan Drivers

Governor Rick Snyder demonstrated his leadership style of relentless positive action by stepping out with an infrastructure message last October and then reinforcing it in his January State of the State address, which both called for increased transportation funding. Progress on providing that funding for Michigan is being paved with a bi-partisan package of bills that is making its way through the Legislature. The bills include important revenue enhancements and reforms that will ultimately help Michigan's economy and benefit every Michigan driver.

Infrastructure is a basic public service that needs to be provided for by our government. Because of inadequate funding, most road agencies in Michigan have been struggling to provide basic public service, such as filling potholes, repairing bridges, snow plowing and trimming grass. In addition, many have made significant changes to become leaner and more efficient with taxpayer dollars. In order to boost investment, we must consider adjustments to the traditional user fees such as fuel taxes and registration fees. These are the only two revenue sources collected by our state even as prices at the pump fluctuate drastically each week. Not a penny of the six percent sales tax that is paid on every gallon of gas is dedicated to Michigan's roads and bridges.

While the infrastructure legislation moves through the Legislature, there has been much debate in the media regarding whether or not lawmakers need to "tread carefully" with any plans to raise the gas tax and registration fees. What we need to focus on even more are the benefits the legislation will provide to the public. What will our return on investment be

if we increase funding for transportation in Michigan?

The first answer is jobs and economic growth in all major segments of our state affected by transportation, such as tourism, manufacturing and agriculture. Secondly, increased funding will provide for fewer crumbling roads and safer bridges. Thirdly, funding will ultimately result in fewer orange barrels around the same stretch of road every few years as the "band-aid" approach to road repairs is replaced by reconstruction that will last much longer. Temporarily filled potholes will be replaced by improved pavement; "plywood diapers" that appear under bridges to keep the crumbling concrete from smashing windshields will become a distant memory; and transit systems will be updated, especially in congested urban areas. Finally, the reforms that are included in the package will help guarantee that taxpayer dollars are being used wisely and efficiently.

All of those benefits will be possible because of increased revenue to fill the transportation funding pot that has been steadily dwindling. In real inflation-adjusted dollars, the revenue that is collected today for our infrastructure is equal to that which was collected in 1974; and yet, the cost of construction materials, such as steel, cement, asphalt, and diesel fuel, have escalated dramatically due to global demand. If legislators do nothing with regard to increasing transportation investment, we risk a continuing fiscal crisis. Currently, 32 percent of Michigan's roads are ranked in poor condition. It is estimated that by 2018 this number will jump to over 65 percent. Moreover, historical data tells us that

**TELL CONGRESS TO PASS A ROBUST, MULTI-YEAR
HIGHWAY & TRANSIT INVESTMENT BILL!**

ARTBA Action Hotline 888.445.2782



bringing a road from poor to good pavement condition costs six times more than it does to bring a road from fair to good condition. We cannot continue to kick the can down the proverbial pothole riddled road.

Roads in nearby states seem to be in much better shape than Michigan. Other states fund their roads with higher user fees than those in Michigan and allow for many more local funding options. One cent of gas tax equals \$45 million collected; and, therefore it is easy to understand why roads in Wisconsin (32 cents per gallon) and Ohio (28 cents per gallon) have better roads than Michigan (19 cents per gallon).

If legislators pass the bills, they will help provide a long-term, stable, sustainable source of transportation funding. Registration fees will be calculated based on the cost of a vehicle, and the gas tax change would be tied to the wholesale cost of fuel. Both of these changes will allow for growth in revenue over time at the rate of inflation. What these revenue enhancements will cost Michigan drivers is far below the benefits drivers will receive. The average driver in Michigan will notice a mere \$10 per month in registration/gas tax, which is a very small price to pay for the use of a transportation system that takes them safely to work, school, hospitals, sporting events and stores every day. That compares with a much higher average additional cost to each Michigan driver for repairs and time stuck in traffic due to the poor condition of our roads. That price has been estimated at \$370 annually per driver.

All drivers in Michigan deserve to get through their day without dodging potholes and falling concrete. Some roads and bridges in this state are in good condition, while others are not. That is because there are 120,000 miles of roads in this state, and the \$3 billion a year that is spent on transportation is divided between the Michigan Department of Transportation, 83 counties and 533

municipalities across the state.

Contractors who build the infrastructure do so per the specifications of road agencies exactly the way the engineers design the projects. It is similar to pharmacists filling prescriptions exactly the way doctors specify. No changes or modifications are allowed, without express approval from representatives of the owners.

Finally, we come to another frequent point of debate: Is the condition of our infrastructure the fault of heavy trucks? The answer is no. Michigan's axle loading law disperses the load weight to do less damage to our roads. Actually, less than five percent of the trucks on Michigan's roads exceed the national standard of 80,000 pounds.

Other options for revenue enhancement, such as toll roads, can be considered as a future option in our toolbox. However, toll roads cannot solve our funding problem now because most of our highways were originally built and financed with federal funds, and federal law prohibits them from being converted to toll roads that benefit the state. Only new highways, or new lanes on existing highways, could be tolled.

The time for finding a solution for Michigan's dramatic infrastructure needs is now. What we need is continued relentless positive action on the part of our elected leaders in Lansing, and we encourage them to be bold and long-term in their thinking. The proposed package of bills will benefit every single resident of Michigan, the state that put the world on wheels. An improved surface transportation network will foster an economic resurgence, improve public safety and will lay the foundation for Michigan to once again be considered a premier place to live and do business.

Contact Mike Nystrom, MITA's Executive Vice President,
at mikenystrom@mi-ita.com or call him at
(517) 347-8336 with any questions or comments.

GBM **RECYCLED CONCRETE, LLC.**

- Whitmore Lake Road, Whitmore Lake
- Chilson Road, Howell
- Kensington Road, Brighton
- Hawley Road, Holly

7644 Whitmore Lk. Rd. • Brighton, MI 48116
phone: 810-231-5188 • fax: 810-231-5404



Vice President of Membership Services



Rob Coppersmith

The Big Event: AKA MITA Annual Conference

Is it the fact that the industry doesn't get together once a month at the old Holiday Inn in Lansing; is it calendar timing with not much going on at the end of January; or is it the numerous educational opportunities and the industry's largest parties that helped make the MITA Annual Conference at Soaring Eagle Casino the industry's largest event to date? The answer is all those reasons and many more contributed to the event's success.

Let's start with the vendors. If you haven't heard me say, "please support those who support us," you just haven't been listening. The largest component of the annual conference's success is the strong support that comes from MITA associate members and from a variety of ways: from booth space to party, lunch, and drink, sponsorships as well as individual donations, the commitment level truly makes the event possible. A complete list of sponsors and exhibitors is included in the center spread of this magazine. Please look at it carefully and consider the list when conducting business!

Educational opportunities have also contributed to the event's success. The largest problem regarding education is what to offer. The line is long when it comes to people who would like to present at the event; and, while all topics are worthy, the difficulty comes when you look at the timeliness of the issue, the number of attendees that are impacted by the issue, and whether or not the subject matter is new and interesting. All in all, this is a good problem to have.

Honor and recognition also play a large role regarding the conference. This year the MITA Honorary Member Award was bestowed on Jerry Jung, Julio Cicchini, Ken Cordes and Charles Van Deusen. These men have contributed and continue to contribute

to the heavy construction industry in positive ways and are worthy of recognition. MITA has a long list of individuals who should receive this level of recognition, and we always welcome nominations. Also recognized was the MITA Future Leaders group. These individuals gave precious time during the year to further their education regarding industry issues in order to better themselves and the organizations they work for, a cause definitely worth recognizing. New this year was recognition of the MITA Emerging Business of the year and Hart and Associates Construction, LLC., was recognized for their activism and hard work with regard to this award. I could expound for pages on the value that all these individuals have brought to their industry but that is what the conference was for; however, thanks again to all of you who participated this year.

As dismal as our industry can feel with a lack of funding, enumerable bidders on projects, and payment stream issues all of which contribute to a certain level of frustration—the one thing I remember most from the conference was laughter. A small group here or there sharing drinks and stories that grow larger by the year. Reminiscing the past and posturing for the future was the theme for all the gatherings within the event. Texting, email, and a general lack of one on one communication threaten the work relationships that have been built over years and can be lost over months. An event of this type can only serve to reconnect us.

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

MITA Members Help Make 4th Annual MUCC Huge Success

Mark the 4th Annual Michigan Utility Coordination Conference (MUCC) as the best conference yet. This is largely due to the participation of the following MITA members for their engaging "Contractor's Perspective" presentation: Craig Fons (Fonson, Inc.), Frank DiPonio (DiPonio Contracting, Inc.), Scott Bazinet (Lowe Construction Company, Inc.), and Frank Kramarz (Stante/B&V Construction). This session focused on firsthand contractor experiences and the turmoil associated with utility coordination. Building on the fact that all parties need to work together to build a high quality project, contractors shared many of the obstacles that are encountered during construction and how they are addressed. From these shared experiences, the audience received an understanding of the multitude of issues contractors face. I want to thank these great MITA contractors for stepping out of their comfort zone and being an active part of this year's conference.

In addition to the aforementioned session, the 4th Annual MUCC addressed a number of industry issues ranging from MIOSHA concerns, environmental impacts, permit problems, and various helpful tools that are provided by MISS DIG.

The Michigan Utility Coordination Committee (which is co-chaired by MITA and includes designers, owner agencies, contractors, and utility companies) also presented on the following current projects:

Design Utility Checklist

Released this past year was the Design Utility Checklist that is the first of its kind in the state of Michigan and provides valuable guidance to designers and owner agencies regarding the various aspects of utility coordination from project conception through construction.

Depth of Utilities

In an effort to improve the safety associated

with hand locating existing utility facilities, a depth of utility pilot project has been initiated. During the 2012 construction season, two projects have been identified for which the utility owner will provide the project engineer with the estimated depth of their facility at predetermined locations. These depths will be determined utilizing the locating equipment and will not be shared with the contractor. After the contractor hand exposes these locations, the engineer will determine the depth and compare the estimated depth to the actual depth. Once completed, the discussion surrounding the accuracy of the locating equipment will begin. Having knowledge of the utility depth would be extremely valuable for many instances, especially if the facility is located directly beneath a hard surface (i.e. sidewalk/roadway) or if it is buried 20 feet deep.

As-Built Information

In an effort to improve information provided by utility companies to the designer, there is currently an effort underway to create a list of information that should be captured on utility as-built drawings. When complete, the goal is to have this list used by utility companies as they develop their as-builts and to be used by designer engineers at the beginning stages of design.

If you had the opportunity to attend this great event, you have firsthand knowledge of how much information is shared and the great efforts that are being put forth to improve the various aspects of utility coordination by all parties. If you did not attend, make sure to keep an eye out for next year's conference and be sure to attend.

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



Doug Needham, P.E.

DBE Spotlight

By Matthew J. Brown

Diane Dukes, Inc.

Big Rapids, Michigan



Diane Dukes, Inc. is a privately owned company based in Big Rapids, Mich. Founded by Diane Dukes in 1987, they have been providing a variety of restoration services for the last 25 years. Her dedication to and experience in providing the best in fencing, restoration, landscaping, and erosion control solutions has contributed to their continued success.

Demonstration of this experience is evident in projects throughout Michigan. Diane Dukes, Inc., recent work history has included multiple restoration projects on M-59 in Oakland County and on M-39 in Wayne County. Last year Diane Dukes began work on the I-94

project in Port Huron, which has demanded the company's continued service and is one of their biggest, current projects.

As a member of MITA, Diane Dukes is able to reference information on current projects all over the greater Michigan area and stay informed about current regulations. MITA's strong network and commitment to providing up to date changes in the industry has contributed to Diane Dukes continued membership.

Diane Dukes, Inc., is located at 11390 205th Avenue in Big Rapids, Michigan, 49307. Diane Dukes can be contacted at ddukes@tucker-usa.com or at 231-796-2115.

Contractors Insurance Bonds Pension Plans
Group Health & Life



24724 Farmbrook Rd. P.O. Box 2067 Southfield, Michigan 48037-2067
(248) 355-4411 www.zervosgroup.com

Staff of 40 to provide "Service with Zervos"

Gus E. Zervos, CEO Steve M. Zervos, President Angelo G. Zervos, VP Michael G. Zervos, VP
Don Burden Jim Gargaro Dave Lange Dominic Nicita

INTRODUCING



CAT CT660

VOCATIONAL TRUCK

Exclusively at

Michigan 

Your single source truck solution.

New-Used-Parts and Service

**Try any of our six full-service (bumper to bumper)
service locations. You'll see the difference!**

888-MICH-CAT



michigancat.com

Legislative Questions and Answers

Senate Majority Leader Randy Richardville (R-Monroe)

1. Q: How has your previous business experience helped prepare you to be Senate Majority Leader? I come from a background of finance and economic development and worked for Fortune 500 companies before I became a member of the legislature. My background in private business and community development gives me great insight and has helped me to make decisions to improve our state and its economic environment.

This term, the Governor, Speaker and I all come from business backgrounds and I believe our experience has made a significant impact on how we have approached tackling some of the state's lingering problems. We passed a balanced budget that takes into consideration future years and we did so months ahead of schedule. We understand the importance of analyzing the state's balance sheet and we are committed to again passing a responsible budget ahead of schedule this year.

2. Q: What legislative priorities do you have? Just like last year, my first priority is to pass a responsible and comprehensive budget. Michigan has made tremendous strides over the past year. We have simplified our business tax structure, we have seen recognition from Wall Street as our economic outlook has moved from stable to positive, we have seen unemployment drop significantly

and we have seen Michigan's business environment ranking improve. All of these achievements are significant because Michigan is moving in a direction toward job growth. My overall priority is to continue to improve the environment in Michigan for job growth. We have too many citizens who are looking for better jobs or just basic employment. We will all be much better off when our unemployment numbers drop even lower.

3. Q: What are your thoughts or comments on your relationship with MITA and the heavy/highway construction industry? I have always had an excellent relationship with MITA. I have spent more than a decade in the legislature and experience has taught me the value in reaching out to constituents and stakeholders when considering public policy. MITA, like many entities, is a great resource for legislators. We need to hear from associations that represent the businesses and people in our state who are affected by the decisions we make each day.

4. Q: What is your reaction to Governor Snyder's infrastructure message and the proposed package of bills to raise adequate funding for transportation? The Governor has proposed a number of thorough and thoughtful "special messages" since taking office. His messages have helped communicate to the citizens and

Continues on pg. 28



Lake Orion
(248) 370-0000



Toll Free:
(866) 597-0716



Serving Michigan's Municipalities Since 1951



STATE SENATE MAJORITY LEADER RANDY RICHARDVILLE (R-MONROE) BACKGROUND

Randy Richardville was elected to the Michigan Senate in November 2006. Upon reelection in 2010, he was selected as Senate Majority Leader by his fellow Republican caucus members.

Prior to his election to the Senate, Randy spent three terms in the Michigan House of Representatives from 1999-2004. He held a leadership position in the House in each of his terms - serving as the House Majority Floor Leader during his final term.

Throughout his years in the Legislature, Randy has been a leader in several areas - especially economic development, and veteran's and children's issues. Among his legislative accomplishments, he has passed laws to expand neighborhood enterprise zones; extend brownfield tax credits to clean-up industrial property; expand Smartzones; create training requirements for mortgage loan officers; expand state programs to help those facing foreclosures; and create a lead-free safe housing registry.

Prior to being elected to office, Randy worked in the business community - with 20 years experience in Fortune 500 companies. He served as the Economic Development Director for the Port & City of Monroe before being elected to the Senate.

Randy's work on behalf of Michigan citizens has earned him respect

and recognition from all over the state. Both the Deputy Sheriff's Association and Michigan Sheriff's Association named him legislator of the year. The Michigan Children's Trust Fund named Randy a "Champion for Children." In 2005, the Michigan United Conservation Clubs (MUCC) named Randy their "Conservation Legislator of the Year." Since being elected to the Senate, he has been honored with awards from the Police Officer's Association of Michigan, Michigan Professional Fire Fighters Union, the state YMCA boards, the Hemophilia Foundation, Michigan State Medical Society and the Certified Public Accountants. Randy has also been honored by the American Legion and other veteran's organizations for his work on behalf of our men and women who served in the armed forces.

He has been active for years in several community organizations. Randy is a former member of the Monroe County Planning Commission and a former member of the Michigan Education Trust Fund Board of Directors and the Monroe Family YMCA Board of Directors. He is currently a member of the Michigan Coalition for Responsible Gun Owners Board of Directors, Michigan Children's Trust Fund Board, National Rifle Association, Ducks Unlimited, Habitat for Humanity Church Relations Committee, Education Foundation for Monroe Public Schools, the Monroe Senior Center Board of Directors, the Community Foundation of Monroe County, and the Bedford Business Association, and Saline Area, Manchester, Milan, Jackson and Monroe County Chambers of Commerce.

Randy was born and raised in Monroe County. He earned a degree in finance from Albion College and later earned his masters of management from Aquinas College.

PINNACLE
INSURANCE PARTNERS
A Better View.®

Construction Industry Specialists

Contract Bonds

Safety Programs

Insurance Programs

Claims Management

Captives and Self Insurance

Employee Benefits

Construction Team:

Brad Poggi
bradp@pipgrmi.com

Mike Poggi
mikep@pipgrmi.com

Penny Kirk
pennyk@pipgrmi.com

1430 Monroe NW, Suite 100, Grand Rapids, MI 49505 t: 616.458.8990 f:616.913.3301 www.pinnacleinsurancepartners.com

Legislative Questions and Answers Continues on pg. 26

to the legislature his vision for certain areas of state government. We all agree that something needs to be done to improve and reform road funding, however, at this time I do not believe there is support in the Senate for the Governor's funding proposal in its current form, but I am certainly open to greater discussion and debate on the topic.

5. **Q: What plan does the Senate have to address the need for additional funding for our infrastructure?** Members of both the House and Senate have introduced legislation related to increased funding, improved funding systems and new funding formulas. We all agree that with the price of gas increasing, new automotive technologies and other factors, the system that we once relied upon to support improvements to our roads and bridges needs to be reformed. This issue is complex and will require additional discussion and debate over the coming months.
6. **Q: What is your opinion on the current level of state-funded investment in our state's transportation system?** We are relying on a current system that was crafted to support a model of con-

sumption and use that is changing and because of that we need to make changes in order to ensure we have the resources necessary to adequately maintain our infrastructure.

7. **Q: When do you believe the Senate will debate and enact substantive changes to how we pay for our transportation infrastructure?** That debate is already taking place. We have seen a number of legislators introduce bills that relate to road funding and infrastructure. I expect the discussion to continue over the course of the year. We all agree that something must be done to address how we fund our roads and bridges and we are all interested in seeing improvements.
8. **Q: How can our MITA members help encourage the Legislature to better advocate for their industry?** My door is always open and I know my colleagues are always interested in hearing from stakeholders. I welcome more information and suggestions from MITA and their membership at any time.



ENGINEERS-CONTRACTORS
IRON MOUNTAIN, MI 49801
An Equal Opportunity Employer

Highway Construction
Site Development
Private Drives
& Parking Lots
Concrete Construction
Bituminous Paving
Earth Moving
Sewer and Water Construction

MEMBERS
Michigan Infrastructure & Transportation Assn.
Wisconsin Transportation Builders Assn.
MI Associated General Contractor
Michigan Asphalt Paving Assn.
National Asphalt Pavement Assn.

MITA Member Outreach

Monday, March 12, 2012, MITA members and guests lunched with, Michigan State Representative and Speaker of the House Jase Bolger. The lunch occurred during one of Speaker Bolger's "in-district" days at the Beacon Club in Portage.

In attendance were MITA members, Andy Schulz, Stoneco of Michigan; Gregg Campbell, Michigan Paving & Materials; Jim Klett, Michigan Paving & Materials – Klett Construction; Greg Thomas; Brian Hoffman, Hoffman Bros., Inc.; and Managing Director of the Kalamazoo County Road Commission, Joanna Johnson.

A number of items were discussed which centered on the industry's need for increased, adequate and reliable funding for Michigan's infrastructure. A comfortable and respectful dialog was held between all who participated, and the lunch concluded with a more clearly defined understanding of the systematic problem and a platform for continued dialog on the issue.

For more information about how you can network with your legislator, please contact Nicole Cook, MITA's outreach coordinator, at nicolecook@mi-ita.com, or call her at 517-347-8336.

INSURANCE AND BONDING *For the Construction Industry*

General Insurance ♦ Surety Bonds



1175 West Long Lake Rd.,
Suite 200, Troy, MI 48098
248-828-3377
Fax 248-828-4290 Bonding
248-828-3741 Insurance
www.vtcins.com



GRIFFIN, SMALLEY & WILKERSON, INC.

37000 Grand River, Suite 150
Farmington Hills, MI 48335
248 471-0970
FAX 248 471-0641
www.gswins.com

 VTC INSURANCE GROUP
Representing



Legislative Update

BILLS AT A GLANCE

BILL	SUMMARY	POSITION	STATUS
HB 4224 - 4226	Repeals prevailing wage and fringe benefits on state projects.	Oppose	Referred to the Committee on Oversight, Reform and Ethics.
HB 4287	Would not allow project labor agreements on public construction contracts.	Support	Reported from the House with recommendation for referral to Committee on Commerce.
HB 4453	Requires road agencies to competitively bid public works construction projects.	Support	Pending in the House Oversight, Reforms and Ethics Committee.
HB 4521	Distribution of a portion of the sales tax into the Michigan Transportation Fund	Support	Referred to the Committee on Transportation.
HB 4694	Construction contracts with certain public agencies and specific bid specification requirements.	Support	Referred to the Committee on Commerce.
HB 4747	Transportation; funds; disposition and use of revenues from fee increases; modify, and earmark into state trunkline fund.	Support	Passed the House; Passed the Senate; Returned to the House.
HB 4790	Requirement for competitive bidding by county road commissions on certain projects involving townships.	Support	Passed the House and referred to the Senate Committee on Transportation.
HB 5007	Amends PA 51 of 1951 (known as Act 51) to require that additional audit procedures and reporting requirements be developed for both county road commissions and cities and villages to determine whether transportation funds were expended in compliance with the act.	Support	Passed the House and referred to the Senate Committee on Transportation.
HB 5118	Amends the Motor Fuel Tax Act by amending sections 14, 82 & 87 to not allow a supplier to take a deduction of the quantities sold after October 1, 2012.	Support	Referred to the Committee on Transportation.
HB 5298	Would convert the current fuel tax to a wholesale tax with an effective rate of 28.3 cents.	Support	Referred to the Committee on Transportation.
HB 5299	Would amend the motor carrier fuel tax act to repeal the diesel excise tax and the excise tax on biodiesel.	Support	Referred to the Committee on Transportation.
HB 5300	Would modify vehicle registration fees to an on average increase of 67%.	Support	Referred to the Committee on Transportation.
HB 5303	Would create the Commercial Corridor Fund and require satisfaction of certain conditions for funding. The basic effect would be to prioritize roads, which are vital for economic activity and growth.	Support	Referred to the Committee on Transportation.
HB 5305	Would provide that all road projects may be subject to competitive bid regardless of cost.	Neutral	
HB 5397	Would extend liability for repairing and maintaining highways to include design elements beyond the physical roadbed.	Support	Referred to the Committee on Transportation.
SB 14	Would repeal the Michigan Occupational Safety and Health Act (MIOSHA).	Oppose	Referred to the Committee on Appropriations.
SB 95 - 97	Repeals prevailing wage and fringe benefits on state projects.	Oppose	Referred to the Committee on Economic Development.
SB 351	Provides for the re-distribution of sales tax on gas and diesel.	Support	Passed the Senate and referred to the House Committee on Transportation.
SB 582	Amends the Michigan Vehicle Code to modify the overall length of truck tractor and lowboy trailer combinations.	Support	Passed the Senate and referred to the House Committee on Transportation.
SB 714 & 715 & SJR N	Repeals the Motor Carrier Fuel Tax Act (714) & the Motor Fuel Tax Act (715). Increase sales tax on retailers at an additional 1% and deposit the funds in the MTF	Neutral	Referred to the Committee on Finance.
SB 819	Would prohibit idling of a vehicle for more than five minutes during any 60-minute period.	Neutral due to recently included exemptions.	Referred to the Committee on Transportation.
SB 918	Would convert the current fuel tax to a wholesale tax with an effective rate of 28.3 cents.	Support	Referred to the Committee on Appropriations.
SB 919	Would modify vehicle registration fees to an on average increase of 67%.	Support	Referred to the Committee on Transportation.
SB 920	Would amend the motor carrier fuel tax act to repeal the diesel excise tax and the excise tax on biodiesel.	Support	Referred to the Committee on Appropriations.
SB 1083	Would enhance public safety, protect the environment, and prevent the disruption of vital public services by reducing the incidences of damage to underground facilities.	Support	Referred to the Committee on Appropriations.
SB 1084	Would amend Section 13 the Michigan Damage Prevention act to provide that acts or omissions of a municipal corporation shall be considered proprietary functions and NOT governmental functions.	Support	Referred to the Committee on Energy and Technology.

Need more access
to information?
It may be time
to look beyond
FieldManager®
Read-Only.



FieldManager® Contractor

Provides all of the functionality of FieldManager
Read-Only, plus:

- Create discrepancy reports and a daily progress discrepancy by item
- Establish the basis of a subcontract and easily calculate a subcontractor total dollar amount; track DBEs
- Import your Trns•port Expedite® Bid (.ebs) file or build your own contract
- Track costs of personnel and equipment per day and track your daily revenue
- Create payment reports for subs and export to accounting

Developed for users, by users...experience
user-driven development. License today!



www.infotechfl.com
info@infotechfl.com
352-381-4400

MITA's Annual Conference Highlights

January 18-20, 2012
Soaring Eagle Casino and Resort



Future Leader
Jeff Goretski,
of Goretski
Construction
Company, receives
his recognition
plaque.



State Senate
Majority
Leader Randy
Richardville
(R-Monroe)
weighed in
on the MITA
transportation
funding
legislative
package.



Honorary Members Julio Cicchini, Chuck Van Deusen, and Jerry Jung with
MITA Executive Vice President Mike Nystrom.

Ace Cutting Equipment
AIS Construction Equipment
Alta Equipment
Association Benefits Company
BCT Benefits

Bell Equipment Company
BNY Mellon Asset Management
Butzel Long
M. L. Chartier
Doeren Mayhew

S P O N S O R S

East Jordan Iron Works
Foster Blue Water Oil Company
InfoTech
Inspecsol Engineering
Jensen Bridge & Supply Company

A & B Trucking
Ace Cutting Equipment
Acrow Bridge
Advance Concrete Products
AIS Construction Equipment
Alpine Engineering
Alta Equipment
Association Benefits Company
Barnsco
BCT Benefits
Bell Equipment Company
C & S Carriers Inc.
Carleton Equipment Co.

Carrier & Gable
M. L. Chartier
Commerce Construction & Landscaping, Inc.
Corrigan
Cougar Sales and Rental
Crystal Flash Energy
CSI/Geoturf
Curbco, Inc.
Dornbos Sign & Safety, Inc.
Driesenga & Associates, Inc.
East Jordan Iron Works
Efficiency Production
Electro-Matic Products

E X H I B I T S

Farmer & Sons Trucking Co.
Foster Blue Water Oil Company
Godwin Pumps of America
Guy Hurley Blaser & Heuer, LLC
H2 Tech Rescue
Hanes Geo Componets
Hart and Associates
Hydro X
InfoTech
Iron Planet
Jeffers Crane Service, Inc.
Jensen Bridge & Supply Company
Kerkstra Precast



A few words from the outgoing and incoming MITA Board Presidents Bruce Lowing, Hardman Construction Inc.; and Chris Shea, P.K. Contracting, Inc.

MITA's Vice President of Engineering Services Glenn Bukoski, P.E., delivers the first ever Emerging Business Award to Hart & Associates Construction, LLC.



Comedian Greg Hahn livened things up Thursday afternoon for conference participants.



Steve Gorman of Ritchie Bros. Auctioneers hanging with Freddy "the man" from F.D.M. Contracting, Inc.



Mapes Insurance Agency was just one of nearly 70 vendors who supported MITA's Annual Conference.

O R S

Laborers Local 1076 LECET
Laborers Local 1191 LECET
Michigan Laborers LECET
Edw. C. Levy Co.
Mersino Dewatering

Michigan CAT
Nuveen Investments
Operating Engineers Local 324
Pinnacle Insurance
Pro-Tec Equipment, Inc.

Ritchie Bros. Auctioneers
Siezert Capital Partners
Southeastern Equipment
UHY Advisors

I T O R S

Lucy's Lawncare and Snow Removal
M & K Construction
Mack Industries of Michigan
Mapes Insurance Agency
Mersino Dewatering
Michigan Fair Contracting Center
Michigan Highway Signs, Inc.
Michigan Laser
Michigan CAT
Michigan Laborers Training Fund
MIOSHA Construction Safety
MISS DIG, Inc.
NAIWIC

One Supply Group
Operating Engineers Local 324
Orion Industrial
Pinnacle Insurance
Plante & Moran
Pro-Tec Equipment, Inc.
Quick Fuel Fleet
Rain for Rent
The Reinforced Earth Co.
Ritchie Bros. Auctioneers
Rock N Rubble Trucking, Inc.
Rowe Trucking
Roy D. McQueen and Associates, LLT

Shelly's Trucking
SITECH
Southeastern Equipment
TTL Associates
TUV Rheinland Industrial Solutions
Tyme Engineering
UHY Advisors
Uretak Great Lakes
VanManen Petroleum Group



Differing Site Conditions Clauses are Alive and Well Despite Recent Attacks By Michigan Governmental Units

By Eric J. Flessland
Butzel Long

Road, bridge and utility contractors alike confront a similar, major risk while performing their work on public works projects – the increased cost to complete performance under site conditions materially different from those indicated in the improvement contract at the time of bid. Under the Differing Site Conditions Act, MCL §§ 125.1591-95, the Owner retains that risk and the responsibility to absorb the increased costs and additional time if the Contractor encounters Differing Site Conditions. Despite the clear dictate from the Legislature, Owners routinely seek to avoid that responsibility and force Contractors to assume that risk through a variety of contract disclaimers and exculpatory clauses. Some of these risk reallocation attempts have been blatant, while others are more subtle. We are happy to report that the DSC Clause is alive and well despite the constant and sometimes innovative assaults from Owners. This article will identify some of the steps Owners or their Consulting Engineers have taken in an attempt to avoid the Owner's responsibility under the DSC Clause and discuss why those steps are ineffective.

The Purpose and Goal of the Differing Site Conditions Clause.

The Michigan Legislature declared that it is the policy of this

state that all governmental Owners bear the risk due to subsurface uncertainties through the specified Differing Site Conditions Clause. The purpose and benefit of the Differing Site Conditions Clause is concisely and perhaps best stated in *Foster Construction v. United States*:¹

The purpose of the [differing site] conditions clause is to take at least some of the gamble on subsurface conditions out of bidding.

Bidders need not weigh the cost and ease of making their own borings against the risk of encountering an adverse subsurface, and they need not consider how large a contingency should be added to the bid to cover the risk. There will be no windfalls and no disasters. The Government benefits from more accurate bidding, without inflation for risks which may not eventuate. It pays for difficult subsurface work only when it is encountered and was not indicated in the logs.

The goal of the Differing Site Conditions Clause is to place the risk of unforeseen subsurface conditions upon the Owner (a) so Contractors do not bid on a "worst case" scenario and need not include contingency money in their bids for such problems and (b) so taxpayers will thereby get lower bids on individual contracts and

1. 435 F.2d 873, 887 (Ct. Cl. 1970). This case has been cited in more recent decisions, including Gleason Construction Company v Cascade Township, 2001 U.S. Dist. LEXIS 4373 (W.D. Mich., 2001).



**Boring and Jacking
Pipe Jacking
Tunneling**

Scott Bazinet or Dick Lowe

2535 Bader Road • Horton, Michigan 49246 • Office (517) 529-9406

lower aggregate costs for all public works construction.

The Differing Site Conditions Clause permits the Contractor an adjustment in contract price and time where the subsurface conditions differ materially from those “indicated in the improvement contract.” Although the drawing and specifications themselves often provide indications within the meaning of the DSC Clause, the data obtained by the Owner’s prior geotechnical investigations is most directly on point. Owners do not have a legal duty to perform a geotechnical investigation. However, they usually obtain pavement cores and soil borings for design purposes – refining or revising preliminarily layouts and designs based upon the results of that investigation. Once the Owner obtains a report of its geotechnical investigation, it has a duty to furnish or to disclose that data along with the final design to Contractors to assist them in pricing the work.

Attack No. 1: The Pavement Cores and Soil Borings are Point Information

In a recent public works bid letting, a Contractor inquired about testing of material reflected in the borings that might result in the Owner approving some material to be left in place. The Engineer replied:

Refer to plan sheet 017 note “The soil boring logs and/or pavement cores represent point information. Contractor shall bid and anticipate all material will be removed and replaced as per the plans.”

In other words, buried 17 pages back on the plans, the designer placed a note attempting to limit the accuracy and applicability of

the soil descriptions contained in the soil borings to the specific test holes location. The designer further disclaimed the value of the soil borings by directing the Contractor to bid on a worst case scenario. Owners cannot do that.

Soil boring data is generally considered the most reliable and specific indicator of subsurface conditions and, therefore, it is necessary for a Contractor to rely on the soil borings provided by the Government. It follows then that Owners cannot escape liability on a claim for equitable relief by a Contractor that relies on soil borings prepared by the government. Exculpatory clauses that whittle down or cut back the Differing Site Conditions Clause contravene public policy and are not enforceable. The idea that the pavement cores and boring logs’ representations are confined to the limits of the holes would render the boring data and related provisions of the Differing Site Conditions Clause meaningless insofar as pricing the work is concerned, and frustrate the purpose of the clause.

For these same reasons, the Government cannot instruct bidders to assume dire subsurface conditions exist. Rather, it is appropriate for a Contractor to reasonably interpolate and/or extrapolate soil conditions between pavement cores and soil borings. What constitutes “reasonable reliance” depends on the number of drill holes and/or the distance between the drill holes. There is no “bright line” test for what number or spacing is “reasonable”. It would be unreasonable to assume straight line strata based on two borings, over 2,000 linear feet apart, around Grand Rapids, particularly in light of the varied nature of the geology in that area. In contrast, a pattern of test holes across the site is considered to

Continues on pg. 36

SWAD & COMPANY

Certified Public Accountants

**“Serving the accounting, auditing, and taxation needs
of Michigan’s construction industry.”**

*Edmond A. Swad, CPA
James W. Forkner, CPA
Edmond A. Swad Jr., CPA
Gary M. Blanck, CPA*

Call (734) 462-9333 to schedule an appointment.

38701 Seven Mile Rd., Ste. 245, Livonia, MI, 48152



Legal Issues

Continued from pg.35

be reasonably representative of the site as an entirety. A highly experienced Contractor should not ignore a consistent stratigraphy depicted in the boring pattern simply because an Owner, by the stroke of the pen, wants them to.

In short, the Government cannot provide boring logs, so that bids can be based on them, and at the same time disclaim the validity of those logs. To do so would be to render the Differing Site Conditions Clause meaningless by eliminating the standard from which conditions may be found to be at variance. If the Government did not want the information to be used and relied upon then it should not have taken borings, prepared boring logs and given them to the Contractor for use as an aid in preparing its bid. The Government may not by means of a broad disclaimer leave without remedy an otherwise valid Contractor claim under the Differing Site Conditions Clause.

One sure fire winning test is look for any indication that the Owner purposefully obtained borings during the design stage, and expressly or impliedly represented it relied upon the borings for its design. If the Owner interpolated between the borings during its

design effort, then the Contractor may reasonably do so too. In simple terms, if it's good enough for design, then it's good enough for construction.

Attack No. 2: The pavement cores and soil borings are not part of the Contract Documents.

Recently, a City in the Upper Peninsula purposefully withheld a geotechnical report from potential bidders. The Consulting Engineer initially included the Standard EJCDC C-700 General Conditions documents. Paragraphs 4.02.A and 4.02.B in those standard General Conditions by and large constitute a Differing Site Condition Clause. However, the Supplemental Conditions deleted the Paragraphs 4.02.A and 4.02.B and inserted in their place:

A.No reports or explorations of subsurface conditions at or contiguous to the Site are known to the Owner or Engineer.

That statement was obviously not true because the Supple-



Limestone

AG Lime

MDOT Pre-Qualified

Rip Rap

Topsoil / Sand

Recycled Concrete

Natural Gravel

Material Delivery

Rail Logistics

www.stoneco.net

Construction Materials

Stoneco Eastern Division (734) 241-8966

Ottawa Lake • Maybee • Monroe • Newport • Ann Arbor • Ida

Stoneco Western Division (269) 795-3500

Grand Rapids • Kalamazoo • Moscow

Conrad Yelvingston Distributors Inc. (CYDI)

Flint • Lansing

(810) 785-5802

Providing All grades of Construction Limestone, Sand & Gravel

mental Instructions to Bidder stated: "The Owner has contracted services for soil boring information and the resulting soil boring logs are for the exclusive use of the Owner." The city made the boring logs "available to interested bidders for their convenience," but boldly declared "There will be no cost adjustments allowed for claims relating to variance of existing soil conditions (soil type or saturation) from the soil boring information."

Public Owners may not avoid liability to Contractors with contract provisions that define "Contract Documents" to exclude the pavement cores or soil borings. To the contrary, the DSC Act provides that the Owner shall issue a change order equitably increasing the contract price and time whenever a Contractor encounters subsurface conditions that differ materially from "those indicated in the improvement contract." (Emphasis added). The Act does not require the subsurface information be contract documents, or indicated by contract documents – rather, the Legislature used a more inclusive phrase "indicated in" the contract documents. When the Legislature enacted the DSC Act and used the word "indicated," it selected a term recognized in the cases as alluding to

information referenced in the Contract. When the improvement contract identifies the geotechnical report, and then attempts to exclude the report from the definition of "Contract Documents," the contract nevertheless referenced subsurface conditions in the geotechnical report. The DSC Act establishes, as the public policy of Michigan, that a Contractor may draw reasonable deductions from the "indications" in a contract of the subsurface conditions that might be found at the site, and those contract indications may be the basis of a DSC Claim notwithstanding the limiting definition of "contract documents."

The use of the phrase "indicated in" the contract documents was not accidental. A Contractor must review all of the documents or materials referenced in the contract documents or otherwise indicated as available to the Contractor – even though not appended to the contract book – in order to claim equitable relief because of a Differing Site Condition. A Contractor cannot claim it was misled unless it has consulted the relevant Government information to which it is directed by the contract, specifications, and invitation to bid. It would be patently unfair and against public policy to

Continues on pg. 38

INSURANCE



WESTFIELD
INSURANCE

Sharing Knowledge. Building Trust.®

BONDING

OAKLAND COMPANIES

INTEGRITY • COMMITMENT • SECURITY

Our Primary Client Goals:

Protect Your Assets • Control Your Costs • Provide Exceptional Service

ISO 9001:2000
Certified Co.



NASBP



mita



888 West Big Beaver, Suite 1200, Troy Michigan 48084

www.oaklandcompanies.net

Ph (248) 647-2500 • Fax (248) 647-4689



require the Contractor to review and rely on all the documents an Owner provides and/or references in the bidding documents, yet permit that same Owner to disclaim any liability if the Contractor relies on these referenced documents to its detriment. Again, this result would completely destroy the very purpose behind creating the Differing Site Conditions Clause. If enforceable, then Owners' disclaimer that the geological reports it provided to the Contractor are not Contract Documents would become standard in public works contracts and force bidders to rely on their own investigations, lessen their reliance on logs in the contract and reintroduce the practice sought to be eradicated – the computation of bids on the basis of the bidders' own investigations, with contingency elements often substituting for investigation.

In other jurisdictions where the government is required to insert a DSC Clause that provides a Contractor is entitled to an equitable adjustment when actual subsurface conditions differ material from those "represented by the contract documents" or "represented in the contract documents," the courts have similarly struck down these exculpatory provisions. Adopting a broad definition of the term "Contract Documents," these courts have

found the Contractor is entitled to rely upon all bidding documents furnished to bidders as well as any materials furnished or referred to in the bidding documents, site investigation reports, soil surveys and geologic information. Consequently, despite Owners' disclaimer to the contrary, all of the documents an Owner furnishes the Contractor, and all of the materials referenced in those, may – as a matter of law – serve as the basis for a Differing Site Conditions Claim.

Attack No. 3: Get your own borings.

Contracts commonly require bidders to visit the site prior to submitting their quotations, and to warrant that it has made a site inspection. These provisions, alone, are not problematic. In fact, a prudent Contractor must conduct a reasonable prebid site investigation in order to prevail on a DSC Claim. However, Owners often insert contract provisions that seek to impose a greater burden on the Contractor than simply a surface investigation. Owners often attempt to circumvent the Differing Site Conditions Clause by placing responsibility on bidders to obtain additional or supplementary investigations, explorations, tests, or data, and

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

PLASTERERS & CEMENT MASONS LOCAL 16

Cyril Wilson, Business Manager
3815 W. St. Joseph Street, B-200
Lansing, MI 48917
Phone: 517-999-3410
Fax: 517-999-3412

CEMENT MASONS LOCAL 514

Joel Santos, 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

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

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

to require bidders to conduct an on-site inspection to determine for themselves the actual subsurface conditions at the project site. Contractors are only required to perform a reasonably thorough visual investigation of the contract site. In simple terms, a “site investigation” means SIGHT investigation.

A recent example of this provision was included in the Upper Peninsula city bid documents:

The Contractor shall be fully aware of all conditions that might affect successful completion of the work. Before submitting his proposal he shall examine the site and compare the actual conditions on site with those shown or represented by the plans and specifications, and shall determine the existence of all physical features, obstructions above or below the ground, ground elevations, etc., on or adjacent to the site, that might affect the work. No allowance will be made for the Contractor’s failure to adequately familiarize itself with all conditions and no claim will be permitted for relief due to unforeseen conditions.

This clause does not automatically nullify the effect of a Differing Site Conditions Clause, and does not necessarily obligate

the Contractor to discover hidden conditions at its peril. Although an Owner may obligate a Contractor to conduct a reasonable pre-bid inspection of a construction site, bidders are not required to discover hidden subsurface conditions that would not be revealed by a reasonable, non-invasive inspection of the surface. Otherwise, Contractors would lessen their reliance on the indications in the Contract Documents and resort back to computing bids on the basis of the their own investigations, or more likely inserting a contingency in lieu of an investigation. The DSC Act seeks to eliminate that bidding practice.

In keeping with this policy, any provision requiring a Contractor to conduct a pre-bid site investigation requires bidders only to discover conditions that could readily be determined from a surface inspection, such as the location, accessibility and general character of the site. The adequacy of the site investigation is measured by what a reasonable, intelligent Contractor, experienced in the particular field of work involved, could be expected to discover—not what a highly trained expert might have found. Again, the mandatory prebid “site” investigation is only a “sight” investigation. In short, a Contractor may not rely on contract indications of the

Continues on pg. 40



Michigan Pipe & Valve, Inc.

Complete Water & Sewer Supplies Distributor

- More than 150 years combined experience
- 6 Diverse Locations
- Dedicated to Our Customer's Needs

- Ductile Iron Pipe
- Ductile Fittings
- Restrained Joint Products
- PVC Water and Sewer Pipe
- PVC Pressure/DWV Fittings
- Schedule 40 PVC Pipe
- Storm Sewer Pipe
- Water Service Tubing
- Corps. Curb Stops and Boxes
- Fire Hydrants
- Gate Valves
- Tapping Sleeves
- Tapping Machines
- Repair Clamps
- Flexible Couplings

- Pipe Couplings
- Water Meters
- Water Meter Boxes
- Tools & Test Equipment
- Concrete Products
- Polywrap
- Erosion Control Products
- Corrugated Metal & Plastic Pipe
- HDPE Piping & Fusion Equipment
- Specialty Valves
- Butterfly Valves
- Air & Vacuum Valves
- Detector Check Valves
- Back Flow Preventers



Servicing Contractors, Developers & Municipalities

Tom Ryan
Jackson Yard
(517) 764-9151
(517) 764-9155 Fax

Mike Kovich, Mike Deneen
Flint Yard
(810) 230-2737
(810) 230-2992 Fax

Gary Putrow
Lansing Yard
(517) 322-0300
(517) 322-4037 Fax

Jim Jaime
Saginaw Yard
(989) 752-7911
(989) 752-7970 Fax

Mike Crowley, Tim Brugger
Traverse City Yard
(231) 929-7473
(231) 929-9897 Fax



Legal Issues

Continued from pg.37

subsurface only where relatively simple visual inspection of the project site might have revealed contrary conditions.

Attack No. 4: Hold me harmless.

The DSC Clause was recently subject to a new attack. An Owner indicated it had obtained a geotechnical investigation, and offered to make the report available to interested bidders for their convenience – but there was a catch. The Owner would only furnish bidders a copy of the report if the Contractor signed an agreement to hold Consulting Engineer harmless from any claims arising out of the Contractor's use of the soil borings. This conditional access is not enforceable.

As previously noted, a Contractor is legally obligated to obtain and to rely upon the geotechnical reports referenced in the contract, even when they are "made available" at the Engineer's office. The Contractor is entitled to present a claim for additional compensation and time if the subsurface conditions represented

in those referenced reports differ materially from conditions encountered in the field. The Contractor need not prove fault to recover – only that the encountered conditions differed materially from the subsurface conditions indicated in the contract. If the Consulting Engineer was negligent in conducting or describing the subsurface conditions, and that negligence caused the Owner to pay the Contractor's damages, an Owner may have a claim over against its Engineer. An indemnity provision, if enforceable, would impermissibly obligate the Contractor to hold the Consulting Engineer harmless from its sole negligence. Moreover, the indemnification provision would require the Contractor to return the equitable adjustment the statute mandates the Contractor is entitled to recover. The inconsistency is self-evident.

Faced with such a conditional access, a bidder would likely include a contingency to offset any potential indemnification claim, thus driving up the cost of the work to taxpayers and defeat the

Michigan's Largest Distributor of ADA Tiles



Compliant with MDOT & City of Detroit

Cast in Place • Surface Mount • Replaceable

Available in Assorted Colors & Sizes



IN STOCK NOW

25806 Novi Rd.
Novi, MI 48375

(248) 449-4944

Visiting us online at www.acecutting.com

purpose of the Legislature's adoption of the statute. Alternatively, a bidder may be lead mistakenly to conclude the indemnity provision is enforceable and therefore may opt not to obtain the soils report to avoid the potential indemnification claim and risks. That Contractor would therefore likely insert a contingency to cover unanticipated soil conditions that might otherwise be clearly depicted in the boring; again defeating the purpose of the Differing Site Conditions Clause. The "chilling effect" imposed upon access to the soils report and discouraging reliance upon the referenced report renders the clause unenforceable and counterproductive to the Owner.

CONCLUSION

A "classic" is defined as (1) something of the first or highest quality, and (2) as something serving as a standard or model. Like every "classic", the Differing Site Conditions Clause has withstood the test of time, and surely stands as a model of fair and equitable

contracting – even though most Owners fail to see it in that light. The Differing Site Conditions Clause has withstood Owners' continuous attacks and contract drafting slights-of-hand. No matter how many different ways Owners or their Consulting Engineers may try to avoid the Legislature's intent, the public policy embodied in the Differing Site Conditions Clause is clear and inescapable – if the subsurface conditions differ materially from what the Owner's contract "indications reasonably lead the Contractor to believe would be encountered, the Contractor is entitled to an equitable adjustment for the increased cost and time associated with the delay and unanticipated additional costs incurred to complete performance under the materially differing conditions.

Eric J. Flessland, Esq.
Butzel Long
313-225-7000
flesslae@butzel.com

{ 1+1=1 great firm. }

We are happy to announce the merger of
Plante Moran and Stuart, Franey, Matthews,
& Chantres P.C. Together we bring clients

a higher return on experience.

plantemoran.com

plante
moran

audit • tax • consulting

Transportation Investment Shouldn't Be A Partisan Football

By T. Peter Ruane, President & CEO

American Road & Transportation Builders Association



In today's Washington, transportation funding has become just another political football. It's been over 28 months since the last law expired, and Congress, driven by bitter partisan bickering, has failed to agree to a new one.

Such bickering is unfortunate, because jobs and growth are at stake. In addition, this feuding is ahistorical; in the past, the major political parties tended to agree that robust transportation was vital not only to our economic

strength but also to our military strength. In fact, it's still the case that a strong America rests on the wheels and wings of mobility.

So the challenge facing those seeking America's full and complete comeback is this: to remind political leaders that an economy that's "built to last"—as President Obama said in his 2012 State of the Union address—must be powered by the ability to move tangible goods from place to place. Manufacturers, farmers, and resource-extractors all know that getting goods to market—including the international market—is the key to new hires and new revenues.

The United States was built on this commonsense idea, as Alexander Hamilton, our first Treasury Secretary, argued for its necessity as a national economic and defense strategy. In his famous Report on Manufactures, delivered to President George Washington in 1791, Hamilton declared that the U.S. needed a great productive capacity in order to become a great international power. Indeed, Hamilton devoted a whole section to "the facilitating of the transportation of commodities." As the report read, "Good roads, canals, and navigable rivers, by diminishing the expense of carriage . . . are . . . the greatest of all improvements."

Interestingly, Hamilton's legendary political rival, Thomas Jefferson, actually concurred on what turned out to be the most critical transportation issue of the era: construction of the National Road, which President Jefferson proposed in 1806. The National Road ultimately stretched from Cumberland, Md., to Vandalia, Ill. Those 600 miles of roadway enabled pioneers and traders to move their wagons west, opening up to economic development the frontier lands of Ohio, Indiana, and Illinois, in the most literal sense, the National Road was the key to American nation-building.



Later in the 19th century, the completion of a Transcontinental Railroad, all the way west to California, was deemed so important that President Lincoln started construction in 1862, even during the middle of the Civil War.

A century later, President Eisenhower urged the building

GEOTECHNICAL
ENGINEERING

ENVIRONMENTAL
CONSULTING


CONSTRUCTION
ENGINEERING SERVICES



I-696 RETAINING WALL RECONSTRUCTION

"G2 gets our **highest recommendation** for
geotechnical and **construction quality** services on
projects of any size"

— BEN PENHALE, P.E., PRINCIPAL, PENHALE & YATES



G2 CONSULTING GROUP, LLC

Troy, MI: 248.680.0400 | Brighton, MI: 810.224.4330 | Chicago, IL: 847.353.8740
g2consultinggroup.com | twitter.com/g2_consulting

of the Interstate Highways, in part as a defense measure. As a military man, Eisenhower had been appalled by the contrast between the spotty roads in the US and the excellent highway networks he had seen in Europe. So as President, he worked with the Democratic Congress to bring transportation to the top of the nation's agenda. Ike wrote later in his memoir, "More than any single action by the government since the end of the war, this one would change the face of America. . . . Its impact on the American economy--the jobs it would produce in manufacturing and construction, the rural areas it would open up--was beyond calculation."

So that's the historical record--both parties working together to develop and expand the U.S. economy. Today, some observers claim that America no longer needs that sort of basic transportation infrastructure, because the economy, they assert, now depends on finance and services. Yet since 1982, the amount of car and truck traffic in the nation has almost doubled, while highway capacity has grown less than seven percent. As a result, the average driver spends 40 hours each year in traffic gridlock, nearly triple the amount of three decades ago. That's a huge drain on the national psyche, as well as a huge cost to the national economy.

Fortunately, leaders of both parties are beginning to focus, once again, on transportation. From comments in the State of the Union address to multiple actions in both the House and Senate in recent days, transportation is finally in the mix. But is this just for "message" purposes to score points for the 2012 election campaigns? So how will we measure today's leaders on transportation issues? Will they fumble the "political football" they tossed around in the last few years or put their partisan differences aside and move the country forward?

Today's leaders need to think big. They should seek inspiration from the past, from such visionaries as Hamilton, Jefferson, Lincoln, and Eisenhower. Those leaders saw transportation in its proper context--as the pathway to national economic strength and power.



Established in 1902, ARTBA represents the U.S. transportation design and construction industry before Congress, the White House, federal agencies, news media and general public.

Construction Related Engineering Services

- Vibration Monitoring
- Value Engineering
- Temporary Shoring/Support Design
- Design-Build Engineering
- Foundation Investigation/Design
- AASHTO Accredited Laboratory
- Construction Engineering & Testing
- Environmental Testing & Design
- Geophysical investigations
- Subsurface Utility Engineering

EverydayBrilliance

Brilliant engineering solutions - delivered daily.



NTH Consultants, Ltd.

Infrastructure Engineering
and Environmental Services

(800) 736-6842
www.nthconsultants.com



PARTS & SERVICE



REMARKETING



CUSTOMER
SUPPORT AGREEMENTS



VOLVO FINANCIAL SERVICES



CARETRACK

LET'S WORK.

Get it done from one source: your Volvo dealer, Alta Equipment Company.

Whatever you do. **Your Volvo dealer** is there to help you do it. **Dependable equipment** – from construction and road building to forestry, utilities and more. **Support** – from sales and remarketing to reliable parts and service. **Offerings** – to get you working and keep you working – from Customer Support Agreements and CareTrack telematics to full-service financial solutions through Volvo Financial Services. It's all delivered directly through one source: **Alta Equipment Company.**

We're the solution you can trust – before and after the sale. Let's work together. Contact your nearest **Alta** location today.

www.volvoce.com/na

MORE CARE. BUILT IN.

VOLVO CONSTRUCTION EQUIPMENT



**ALTA EQUIPMENT
COMPANY**

www.altaconstructionequipment.com

West Side
(616) 878-7450

Detroit Metro
(248) 356-5200

East Side
(586) 977-6000

Member Voice

From time to time we ask MITA members to comment on issues of importance to the industry. Some of the answers are published here.

Do you think the upcoming presidential election has the potential to change our economy for the better? Why or why not?

Another four years with Obama will ruin our economy. Our only hope is getting someone else in office that can turn things around.

The upcoming presidential election will be the most important election in our lifetime. The economy will not turn around on the course we are on. It's time for a change.

Jesse Pero
Hoffman Bros.

A change in the White House could help get our economy under control and help remove some of the regulations that have been crippling business. We need to get back to rewarding success instead of failure.

David Chapman
David Chapman Agency

Yes, a candidate's inclination to use military force in the Middle East will have a big affect on the economy. Additional military action in the Middle East would likely further strain the federal budget and negatively impact attempts to reduce the national debt. As a consequence of this, I see a reduction in expenditures for transportation projects and funding for municipal projects. So, the candidate that can navigate the U.S. through the situations in the Middle East without actually using military action is important. I see a big difference between the candidates in their attitude and perceptions of the Middle East relative to its position in the world economy, military capabilities and intentions.

David Hohmeyer
Soils and Structures

Continues on pg.47

What Our Thinking Cap Looks Like



CONSTRUCTION COUNSEL

Kotz Sangster knows the construction industry. When you need practical, service-oriented lawyers who can answer your questions, we are the law firm to call. We understand the types of risk you face on each project, and we add value to your business by helping you develop and implement effective risk mitigation strategies. However, in the event litigation is required, we are also aggressive, experienced litigators who protect your business interests.



Kotz Sangster Wysocki P.C.

BIRMINGHAM COUNTY
248.646.1050

GRAND RAPIDS
616.940.0230

DETROIT
313.259.8300

NILES
269.591.6915

ORANGE COUNTY
951.413.0017

Call Jeff Sangster @ (313) 259-8300
www.kotzsangster.com



THE **MEASURE** OF YOUR SUCCESS

- ◆ UNDERGROUND ENGINEERING
- ◆ EARTH RETENTION DESIGN
- ◆ VIBRATION MONITORING & CONSULTING
- ◆ GEOTECHNICAL & STRUCTURAL INSTRUMENTATION
- ◆ TUNNELS
- ◆ SLOPE STABILITY STUDIES
- ◆ GEOTECHNICAL INVESTIGATIONS
- ◆ DEEP FOUNDATION DESIGN & MONITORING
- ◆ CONSTRUCTION MATERIALS TESTING



**14496 SHELDON RD., SUITE 200
PLYMOUTH, MI 48170
MICHAEL GENTNER, PE 734-453-5123
WWW.INSPECSOL.COM**

Member Voice

Continued from pg. 45

Yes, it will change our economy. If a Republican gets elected, then our economy will improve. Four more years of Obama will put us all into bankruptcy.

Rick Harrison
DHT Inc.

Although the presidential election has the potential to change our economy for the better, I don't believe that the election will be the single reason for the economy to improve. Regardless of who is president, I believe the single most important economic issue facing our country is the size of our national debt. Unless our government, led by the President, gets control of the debt and deficit spending, the economic outlook for our country in the short term and long term will be weaker.

Kurt Shea
PK Contracting, Inc.

Of course it does! Two things have to happen in order to right the economy: dramatically increase our domestic energy production and decrease excessive government spending/regulations. At current prices, the U.S. has huge reserves of oil and natural gas that are economical to produce. This creates good paying jobs, revenue streams for cash starved governments and defunding of our enemies. Prior to the 1994 election, federal budget deficits were projected to grow out of control for as far as could be projected. Within a couple years, the budget had a surplus by slowing spending and the rate of new regulations. What we need is for adults to be put back in charge.

Jim Zalud
The Isabella Corporation

Specializing in:
Pipe Jacking
Soft-Ground Tunnelling
Rock Tunnelling
Shafts and Caissons
Underground Concrete Structures

Jay Dee Contradors, Inc.

38881 Schoolcraft Road
Livonia, MI 48150
734-591-3400
Fax 734-464-6868



Jay Dee

Member News

Fishbeck, Thompson, Carr & Huber, Inc. www.ftch.com

The board of directors of Fishbeck, Thompson, Carr & Huber, Inc., recently announced the promotions of **Kerri A. Miller, P.E.**, LEED AP BD+C and **Kamran Qadeer, P.E.**, to senior associate and vice president. Other staff members who were promoted to associate: **Anthony R. Kuhtz, P.E.**, LEED AP; **Stephen J. MacDonald, P.E.**; and **Timothy Platz, P.S.**

Jay Dee Contractors

The January issue of Engineering News Record announced the Top 25 Newsmakers, and they include Gregory Hauser of Jay Dee Contractors of Livonia, Mich.

The article reports that Hauser, while working in Seattle on the Brightwater wastewater treatment plant project -- which included 13 miles of deep-bore tunneling -- "helped to turn a bungled mess of stuck tunnel-boring machines into a hassle-free job."

During the Brightwater job, Hauser finished a four-mile tunnel, and then had to re-configure the tunnel boring machine to finish a 1.9 mile stretch in which another company had broken two TBMs. Hauser worked with Lovat, now a division of Caterpillar, to modify the TBM for completely different ground pressure and he also had backup plans.

He is quoted as saying: "When there is a deadline and a crunch, it becomes interesting and keeps the juices flowing."

Spalding DeDecker Associates, Inc. www.sda-eng.com

Spalding DeDecker Associates, Inc., recently announced that **Dana Suggitt** was named the American Society of Civil Engineers (ASCE) Southeast Michigan Branch Young Civil Engineer of the Year. The award recognizes younger members of the branch for their continued and active service to the branch and profession.

The company also announced that it opened an office in Livonia, Mich.

Testing Engineers & Consultants, Inc. www.testingengineers.com

Nanette M. Rose, senior marketing specialist at Testing Engineers & Consultants, Inc. (TEC), was recently named to the Southeast Michigan Society for Health Care Engineering (SMSHE) board of directors and was honored with the 2011 President's Award for exceptional dedication and contributions to the organization.

Wade Trim www.wadetrim.com

Brian Woodworth, P.E., was elected to the Southern Wayne County Regional Chamber's Executive Committee as secretary. The chamber seeks to improve the business climate for its members by stimulating economic growth, inter-business communication, member education and promoting legislative direction. During



Brian Woodworth, P.E.



**Ebony
Construction
Company, Inc.**

Asphalt Paving

Milling

Material Supply

Certified in Indiana, Michigan & Ohio

8(a), DBE, MBE, SDB, EDGE, NOMBC

419-841-3455 [phone]

419-841-7845 [fax]

ebonyco.com [website]

3510 Centennial Road, Sylvania, Ohio 43560

An equal opportunity employer

his one-year term, Woodworth will participate in monthly meetings and provide guidance and recommendations to the chamber's board of directors.

A project manager in Wade Trim's Taylor, Mich., municipal services group, Woodworth has 20 years experience in infrastructure projects. He has provided continuing engineering services to the Charter Township of Brownstown since 1996 managing water main, sanitary and storm sewer, tunnel, detentions system, and road paving projects as well as other related civil site work. He holds a bachelor's of science degree in civil engineering from Michigan Technological University and is a member of the American Public Works Association and North American Society of Trenchless Technology.

Wade Trim has nearly 350 professional and support staff in 19 offices throughout Michigan and seven other states. They provide engineering, surveying, landscape architecture, planning, operations, and construction services for transportation, water resources, private development and municipal government projects.



DEWATERING & SPECIALIZED TRENCHING
Revolutionary pipe laying service
lays up to 5,000 ft. of rigid or flexible pipe per day.



- Makes your projects more profitable
- Reduces dewatering needs up to 90%
- Up to 24" D.I.P.
- HDPE installation
- Nationwide service capability
- Full service dewatering
- Sock tile up to 20' deep
- Pump rental available
- Griffin pump sales, service and rental

TRENCH TECH, INC.
16580 144th Ave. Spring Lake, MI 49456 PH: 616.842.8655
www.trenchtechinc.com

Where Has Your MITA Hat Been Lately?



MITA hats were worn by this group of MITA members during the recent MITA Management Conference in Aruba. From left to right: Scott Bazinet, Lowe Construction; Chris Shea, P.K. Contracting; Tom Wagenmaker, Anlaan Corporation; and Bruce Lowing, Hardman Construction.

Send your photos to
nancybrown@mi-ita.com

SPARTAN SPECIALTIES LTD

SOIL STABILIZATION SOLUTIONS

— GROUTING TECHNOLOGIES —

FOUNDATION GROUTING
COMPACTION GROUTING
CHEMICAL GROUTING
MICRO FINE CEMENT

— CONCRETE REPAIR —

PREPLACED AGGREGATE
EPOXY INJECTION
FABRIC FORM GROUT BAGS
GUNITTE

— PILES —

MINI PILES
SOIL NAILING
EARTH & ROCK ANCHORS

586-826-8811

6250 SIMS STERLING HEIGHTS MI 48313

MDOT Chief Operations Officer Receives National Award

Gregory Johnson, chief operations officer for MDOT, was nationally recognized recently for the contributions he has made to advancing innovation and efficiency in the transportation industry.

Johnson was honored as a "Modern-Day Technology Leader" during the 26th annual Black Engineer of the Year Awards (BEYA) luncheon in Philadelphia earlier this year. The award is sponsored by the Council of Engineering Deans of the Historically Black Colleges and Universities, Lockheed Martin Corp., and U.S. Black Engineer & Information Technology magazine.

"We are very pleased that one of our top transportation officials is being recognized for embracing new technology and taking a cre-

ative approach to problem solving," said Michigan Gov. Rick Snyder. "This is exactly the kind of innovative thinking we encourage among all state employees and why the reinvention of Michigan continues."

A registered professional engineer, Johnson joined MDOT in 1989 after working for six years as an engineer for the city of Battle Creek. He rose through the ranks to become the region engineer for MDOT's very active four-county Metro Region in 2003 and chief operations officer in February 2009. In that position, he oversees the engineering functions of the department's seven regions and Highway Development and Field Services bureaus. He is a graduate of the University of Michigan and has a master's degree in public administration from Western Michigan University.



Michigan's reliable traffic safety specialists for over 25 years.

CAPITOL BARRICADING, INC.

Providing:

- Full service traffic control
- Temporary and permanent signing
- Equipment rental and sales
- Message and arrow boards

We have a solid reputation for providing outstanding service and reliability. And, we have quickly become the company of choice for bridge scoping lane and shoulder closures.

Contact us today!

Phone: 517.372.1291

Fax: 517.694.6123

E-mail: info@capitolbarricading.com

Offices in Mid-Michigan

MDOT DBE
Certified



**Capitol
Barricading,
Inc.**

Top Engineering and Surveying Projects Recognized at Annual Excellence Awards Ceremony

The American Council of Engineering Companies of Michigan (ACED/M) recently honored 13 firms for engineering and surveying excellence during the association's annual awards ceremony, which was held at the Kalamazoo Air Zoo.

This year's engineering Eminent Conceptor winner was Ruby+Associates, of Farmington Hills, for the conversion of the Ottawa Street Power Station in Lansing. The project converted an abandoned vintage power station into the corporate headquarters for Accident Fund Holdings, Inc., in downtown Lansing. The project involved building a nine-story steel-framed office building inside of an existing masonry structure, while preserving and supporting the historic brick. This project is the largest power station conversion in the United States.

The surveying Eminent Conceptor winner was Wightman & Associates, Inc., of Benton Harbor, for the Nottawaseppi Huron Band of the Potawatomi 2011 inventory project. This surveying project involved the creation of a geographic information system to inventory their road system. The result was nearly doubling the existing inventory and obtaining 25 percent additional road funding.

Seven firms were honored with the Honorable Conceptor Award, the second-highest award of achievement. The winners were: Fishbeck, Thompson, Carr & Huber for the Coldwater WWTP improvements (Coldwater) and the GVSU Storm Water Wetland Complex project (Allendale); Ghafari for the Lithium Ion Battery Manufacturing Facility project (Holland); NTH Consultants for the Detroit/Wayne County Port Authority Public Dock and Terminal project (Detroit); Spicer Group for the Lake Shore Drain #285 (Chikaming/New Buffalo townships); HNTB for the Michigan State Rail Plan (statewide); and a surveying award to Abonmarche for the Woodside Cemetery project (Gun Plain Township).

Engineering Merit Awards were presented to:

- The Mannik & Smith Group, Frenchtown Township Seawall Rehabilitation Project.
- Abonmarche for Harbor Shores Development
- Wightman & Associates, Inc., for the Hickory Creek Interceptor Rehabilitation.
- Prein & Newhof for the M-57 Pedestrian Tunnel



**MEETING YOUR NEEDS FOR
BONDS AND INSURANCE**

(517) 371-2300
615 N. CAPITOL AVE.
LANSING, MI 48933

(616) 942-6978
550 CASCADE WEST PKWY S.E.
GRAND RAPIDS, MI 49546

*Affiliations: NASBP, AGC, ABC, MITA
Serving Michigan Since 1933*

**MOURER
FOSTER**
Bonds & Insurance

*Service Beyond the
Contract Nationwide*

- NTH Consultants for the Oakland Macomb Interceptor Drain Repair Program.
- HNTB for the MDOT Design-Build-Finance Delivery System
- Johnson & Anderson for the Village of Sparta Iron/Manganese Filtration.

Other awards were:

- C2AE received a Surveying Merit Award for the Bath Township Life Station Force Main Extension.
- Fishbeck, Thompson, Carr & Huber received a Judge's Choice Award for Board Design for the project board designed to tell the story of the GVSU Storm Water Wetland Complex project.
- David R. Matthews, P.E., former senior vice president of McNamee, Porter & Seeley, Inc. (now Tetra Tech) and president of Professional Management Solutions LCC, received the ACEC Vernon B. Spalding Leadership Award. He received the award for his outstanding leadership roles in ACEC and community organizations.

The 2012 awards 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 are eligible to compete at the national ACEC competition in Washington, D.C. For more information on the projects and award winners, contact ACEC at 517-332-2066 or visit www.acecmi.org.

The American Council of Engineering Companies of Michigan is the voice of Michigan's engineering industry. Council members – numbering more than 100 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.

Soil and Materials Engineers, Inc., Named 2012 ACEC/ Michigan Firm of the Year

The American Council of Engineering Companies of Michigan (ACEC/M) recently presented the 2012 Firm of the Year award, its highest firm honor, to Soil and Materials Engineers (SME), headquartered in Plymouth.

This is the only award program instituted to recognize ACEC/M member firms for their leadership in professional and community service. Recognition is based on actions taken by a member firm to progressively develop its management practices and for assuming leadership roles in community outreach activities and ACEC/M programs that strengthen the profession for all ACEC/M members.

"SME was chosen as Firm of the Year for providing leadership to ACEC members and for its continuous active participation in advancing awareness of the mission of the consulting design profession," said ACEC/M Executive Director Ronald W. Brenke, P.E.

Highlights of SME's many honors include 2011 Metropolitan Detroit's "101 Best & Brightest Companies to Work For" Award. The company is also an active advocate of educating future engineers

by employing college interns every summer and Mentoring a Girl in Construction Camp (MAGIC Camp). SME employees participate in Habitat for Humanity, Engineers Without Borders, and numerous other non-profit groups.

Soil and Materials Engineers, Inc., with over 200 professionals, provides civil engineering consulting in the geosciences, materials and the environment. Geotechnical services include site evaluation, engineering and lab analysis and construction verification. Construction materials services include engineering/analysis of facility, pavements, roofs, structural steel and corrosion. Environmental services include brownfield development, site assessments, contamination investigations, remediation, and asbestos/lead management planning to their clients throughout Michigan for over almost 50 years. SME's clients include large and small municipalities, government agencies, corporations and private developers. SME has their corporate headquarters in Plymouth, with Michigan offices in Lansing, Kalamazoo, Shelby Township, Traverse City, Grand Rapids and Bay City.



CORRIGAN PROPANE
A Division of CORRIGAN OIL CO.

Home Heating • Construction Heat
Propane Dispensing Stations and Cylinder Exchange Service

775 N. Second • Brighton, MI 48116
(810) 229-6323 • (800) FAST-OIL
Fax (810) 229-4970

Better Bridges

Five states support research on alternative materials for highway bridges

Lawrence Technological University has received a three-year, \$349,000 contract to evaluate alternative materials and a new approach to building highway bridges for the state transportation departments of Oregon, Minnesota, Wisconsin, and Iowa, in addition to the Michigan Department of Transportation, which is the lead agency for the research project.

The study is testing noncorrosive cables and ultra-high-strength concrete in a bridge design that is both easier to maintain and faster to construct because it doesn't have a cast-in-place deck slab. The project is supported by the pooled fund of the Federal Highway Administration, and utilizes allocations from the five states.

Dean of Engineering Nabil Grace and a research team that includes students are conducting the study in Lawrence Tech's Center for Innovative Materials Research (CIMR) to test the advantages of a pre-stressed decked bulb-T beam bridge design compared to side-by-side box beam bridges that have been widely used during the past 50 years in Michigan and other states.

The decked bulb-T beam has a wider upper flange than the traditional I-beam. The upper flanges of adjacent beams do not touch, and six inches of ultra-high-performance grout completes the connection to form the deck surface. The lower flanges of the I-beam are shorter, creating a cavity between the beams that makes it easier to inspect and repair the deck from underneath. The connection between adjacent beams is reinforced with two layers of non-corrosive carbon fiber composite cable (CCFC).

The study will also compare alternative noncorrosive reinforcement materials such as stainless steel and carbon fiber reinforced polymer materials.

"The ultimate goal is to develop and construct a bridge superstructure system with a service life of 100 years requiring less maintenance and fewer repairs that tie up traffic," Grace said.

Many bridges built with side-by-side box beams are now reaching the end of their service life, primarily because of corrosion of the steel reinforcement caused by water contaminated with salt and chlorides used to improve winter driving conditions. The conventional grout material used between the beams also deteriorates in the numerous freeze-thaw cycles of winters in northern states.

"Since the safety and mobility of the traveling public is a very important consideration when building or rehabilitating bridges, there is a need to develop a beam type that can be built using accelerated bridge construction techniques," Grace said.

The objectives of the study at Lawrence Tech's CIMR include:

- Develop a mathematical model of the proposed side-by-side decked bulb-T beam concrete bridge.
- Construct, test, and examine the constructability of a half-scale



Lawrence Tech Project Engineer Charles Elder describes the process for testing a pre-stressed decked bulb-T beam bridge (in the foreground) to an audience that included government officials and media representatives.

decked bulb-T beam bridge model with five transverse post-tensioned diaphragms and three control beams (two with CFCC and one with steel).

- Determine the optimum transverse post-tensioning level and the adequacy of the number of transverse diaphragms in the bridge model.
- Assess the suitability of the system for accelerated construction, part-width construction, and bridge deployment.
- Develop design recommendations for the deployment of the decked bulb-T beam bridge.

Since 1988, Grace has conducted more than two dozen studies for state and federal agencies that have pointed to the long-term reliability of carbon fiber reinforcement of concrete highway bridges.

Michigan begins using carbon fiber for highway bridge reconstruction

Last year the Michigan Department of Transportation used a major renovation project on a Detroit freeway to experiment with carbon fiber in the reconstruction of a bridge, and the new approach will be repeated this summer on a three-span bridge in the city of Jackson.

The engineering specifications for using carbon fiber reinforced polymer (CFRP) materials in place of steel were developed at Lawrence Tech's Center for Innovative Materials Research (CIMR) Tech under the direction of Dean of Engineering Nabil Grace.

"We are partnering with Lawrence Technological University on this initiative in which carbon fiber is used instead of steel to prevent corrosion while maintaining the same strength and durability," said MDOT Metro Region Engineer Tony Kratofil.

The Pembroke Avenue bridge in Detroit was rebuilt with CFRP materials replacing steel for three major components:

- The transverse post-tensioning cables that tie together the box beams of the bridge's main supporting structure.
- Reinforcement of the bridge's concrete deck slab.

- Reinforcement of the concrete barriers on each side of the road bed. Grace's research was first put to the test in 2001 on a bridge to an industrial park a few miles from Lawrence Tech. One lane was constructed with steel and the other with CFRP materials.

Every six months Lawrence Tech shares performance data with state and federal officials, and so far the CFRP components are performing as expected.

A bridge with CFRP materials developed at Lawrence Tech has also been built in Maine.

Governor praises Lawrence Tech for innovative research on carbon fiber

Michigan Gov. Rick Snyder chose Lawrence Tech's Center of Innovative Materials Research (CIMR) as an appropriate setting for a major address on the state's infrastructure in October 2011.

Media representatives, government officials, and industry leaders filled CIMR to hear Snyder outline the problems caused by the \$1.4 billion shortfall in infrastructure investment identified by a bipartisan legislative report. Possible solutions he suggested included a streamlined gasoline tax and higher vehicle registration fees.

Prior to the speech, Dean of Engineering Nabil Grace gave Snyder a tour of CIMR to show him some of Lawrence Tech's groundbreaking research on innovative materials to replace steel rebar used to reinforce concrete in bridge structures.

Carbon fiber is more expensive than steel, although the cost differ-

Gov. Rick Snyder chose Lawrence Tech as an appropriate setting for his message about Michigan's infrastructure. (Photo by John Stormzand/South Oakland Eccentric)



ence would be reduced if Tokyo Rope, the Japanese company that supplies carbon fiber rebar to Lawrence Tech, builds a plant in the United States.

Grace accompanied Snyder on a trade mission to Japan earlier in the year, and Snyder and Tokyo Rope signed an agreement to explore the possibility of locating a plant in Michigan.

In his speech at Lawrence Tech, Snyder said Grace's research on carbon fiber could have a dramatic impact on Michigan's economy. "Dr. Grace and his team have done truly wonderful research ... that hopefully will bring companies to Michigan and truly bring innovation to transportation," the governor said.



Dean of Engineering Nabil Grace (R) explains some of the uses for carbon fiber to Michigan Gov. Rick Snyder and Michigan Department of Transportation Director Kirk Steudle, a Lawrence Tech graduate.

Lensen BRIDGE & SUPPLY CO.

CORRUGATED STEEL PIPE
WATERMAN GATES
GEOTEXTILE FABRICS

SANDUSKY

400 Stoney Creek Drive
Sandusky, MI 48471
810-648-3000
Fax: 810-648-3549

GRAND RAPIDS

3520 36th Street S.E.
Grand Rapids, MI 49512
616-940-2660
Fax: 616-940-0169

Marketing News

Seven QR Ideas You Might Want to Steal

By Michael Van Egeren
Bang Creative



BANG! CREATIVE

GUY HURLEY BLASER & HEUER LLC

INSURANCE AND SURETY SERVICES

Does
your
agent
read the



We Do.

www.ghbh.com
248-519-1400



VERITAS BENEFITS GROUP LLC

EMPLOYEE BENEFIT SPECIALISTS

Amateurs borrow. You, on the other hand, are a paid professional, and thereby ethically bound to steal a good idea when you see one. Where quick response (QR) codes are concerned, there's plenty to steal. Last year saw some incredibly inventive efforts, with the 2D matrix codes appearing on everything from dinner plates to live cows. Here's a quick scan of some of the best.

1. **The webcam** – A northeast regional glass maker installed a webcam in their shop so people could watch glass being made. They created a QR link to the webcam, stickered it onto their catalogs and mailers, and at one point reported a five percent scan-through rate on the catalogs alone – about five times the response of a good mail campaign.
2. **Gorilla (sic) marketing** – Zoo Records, an alternative music store in Hong Kong, promoted its stable of indie bands with QR codes assembled into the shapes of animals. The animals were posted throughout the city, and each code returned information about a specific band with a sample of its music. Between the mobile purchases and social media postings, more than half of the 14 bands sold out their albums in the first week.
3. **The video** – QR links to video are fast becoming a staple for delivering complex messages. The trend is particularly strong among healthcare providers, where tough times are squeezing traditional media budgets. One Nebraska hospital posted QR links to a video tour of its birthing center. Specialists now link mail and print ads to videos where they can introduce themselves personally. One Colorado hospital even posted links to its Facebook page in all delivery rooms, so patients could upload photos and videos of the blessed event (presumably after the delivery).
4. **Currency** – To celebrate its 100th anniversary, the Royal Dutch Mint pro-

duced five- and ten-Euro coins imprinted with QR codes that link to an online memory game. The game site itself is not mobile optimized (ahem), but then the coins should be in circulation long enough for the problem to be rectified. One observer suggested selling the rights to the landing page, which could change every month according to the dictates of the high bidder. Though it's not advised, you could accomplish the same by rubber-stamped QR codes on dollar bills.

5. **The retail kiosk** – Gotta love this for initiative. Tesco, the number two Korean grocer, couldn't afford to build stores, so they build scannable kiosks in the subways instead. Riders browse photos of food while they wait, scan their choices and order for home delivery, which arrives just in time for dinner prep. Sweet. This is a large-scale application, to be sure, but the idea translates to just about any retail window, exterior wall or bus stop.
6. **The scannable like** – No need to steal this one. At Likify.net, they're giving away QR codes linked directly to a like button on your Facebook page. You can include your own logo in the code itself and even return a coupon when the user likes you. Restaurants and bars are building sizable fan bases and distributing coupons directly to customers, saving themselves the cost and the hassles endemic to programs like Groupon.

7. **The coded cow** – One enterprising French farmer actually spray-painted QR codes on his cows. When visitors scanned the codes, they were sent to an online bingo game where they could win free products from the farm's dairy store. And while a herd of Holsteins might not be your number one media choice, the novel placement of QR codes can become an important part of the brand itself.

The list goes on. Trucks, kids, trees, rocks – almost anything can serve up a unique brand experience. Stealing isn't mandatory, or even particularly necessary, once you know the basics. But with smart phones now outnumbering traditional handsets, you'll need to learn them soon.

Mike Van Egeren is the creative director at BANG!, a Michigan-based, online marketing group. BANG! produced an award-winning Youtube video for MITA's DriveMI campaign. Van Egeren recently gave us permission to reprint this article, which first appeared in the Lansing Business Monthly magazine. For more information about BANG!, visit www.bang-creative.com.



FEELING ANTI-SOCIAL?

JOIN THE CROWD.

Social media's a waste of time for some businesses. Others? Pure gold. Yours? Hard to say. But you'd know for sure after five minutes on the phone, and you can be sociable for five minutes can't you?

Click. BANG! facebook.com/BangCreative
Go on, it'll do you good.

Marketing News

Do you need a mobile website?

By Ryan Doom
Web Ascender

Today, a majority of the visitors to your website are still using a laptop or desktop computer at their home or office. However, research suggests that over the next 3 years the majority of your website visitors will be on a mobile phone, tablet or other highly por-

table device. What data is there to back up this claim? The fact that over 90% of adults in the United States have a mobile phone, many with the capability of browsing the web, and the fact that the iPad is currently out selling all major personal computer manufacturers.

If you do not have a website that works well on mobile phones and tablets you are going to miss out on a lot of business! Every month most websites are seeing an increase in the visitors to their site using a phone or tablet. Some websites like restaurants already see a majority of their traffic coming from mobile devices.

Why is mobile web browsing so popular?

Because it makes the web accessible from anywhere. Your mobile phone is with you when you are at work, in the car, or watching TV. It is even next to many people while they sleep because they depend on it as their morning alarm clock. Since your phone is often within reach, it is far more convenient for a quick internet search or web browsing then walking over to your computer, turning it on, opening up a web browser and starting to browse. Your phone or tablet is instant, and with 3G and 4G cellular internet connections you no longer have to be plugged in or have a wifi connection to access the internet. You have a perfectly capable internet browser wherever you have cell phone service.

How might this pertain to your business?

You most likely provide services or products related to the infrastructure and transportation business. In your industry, it is unlikely that any one company is an expert at all things. There is a lot of collaboration, sub-contracting and partnerships being forged all the time. Many partnerships are already developed, but new ones are being created every day. How are people finding out about companies that can assist them? Word of mouth and referrals,

SERVING MICHIGAN'S AGGREGATE INDUSTRY

Representing

TEREX POWERSCREEN **TEREX PEGSON** **TEREX CEDARAPIDS** **TEREX SIMPLICITY**

SALES RENTALS SERVICE PARTS

POWERSCREEN OF MICHIGAN, LLC

"From the Smallest Contractor to the Largest Aggregate Producers. We Can Meet Your Needs."

POWERSCREEN OF MICHIGAN, LLC
7819 WEST JEFFERSON
DETROIT, MI 48209
(313) 841-8370 • FAX (313) 841-8436
powerscreenofmi@yahoo.com
www.powerscreenofmichigan.com

for sure. However, lots of partnerships are created every day by simply searching for a company who provides the service you need. If you are on a job site and something breaks, or you realize you need an expert or a service right now, how would you go about finding that service? You would most likely pull out your phone and do a web search for the services you need. When you do that web search on your phone, sites like Google can determine where you are and recommend companies locally that can help you. Once you search for what you need and click on the search results, that is when it matters! Picture someone in dire need of your services, or searching from their home or office on a mobile device. When they search to find your company and click on your website from a mobile device does it work well enough for them to find what they need? Does it work well enough for them to be able to get in touch and do business with you?

Is your website mobile ready?

If you want to start getting leads and making more money then you need to make sure your website is not alienating visitors that come from mobile devices. The best way to know for sure is to test it. Find some co-workers or friends who have an: iPhone, iPad, Android Phone and Blackberry and have them visit your website. Can they browse through your website and find out what you do? Can they find your address or click on your phone number to call you? If the answer is yes to those questions then you are not dead in the water. But if you answer no to any of those questions, you should seek help immediately because you are missing out on a growing market of web users.

Can it be improved?

If your website works on the mobile phones and tablets you tried then you have achieved a good first step. However, without specific consideration by the web developer for each of the devices it can still be a less than enjoyable experience. If the person visiting your website has to pinch, zoom and scroll around on their device then there is room for improvement. If they can't access certain menus, can't fill out online forms or areas of your website are not functioning correctly then there is room for improvement.

Do you need a mobile website?

The answer is yes, you need to make sure your website works well on mobile devices. This will ensure that as more and more people go to your website from phones and tablets, your visitors can find what they need and become your next customer or partner.

Ryan Doom is the President of
Web Ascender in Okemos Michigan
4151 Okemos Rd STE B
Okemos MI 48864
www.webascender.com
web@webascender.com

Web Ascender specializes in getting you more leads and more business using the internet and mobile technologies. This includes website design, internet marketing and mobile application development.



Husqvarna Construction Products

Husqvarna

Cougar SALES & RENTAL, INC.
"CONTRACTORS EQUIPMENT"
 * RENTALS * SALES * PARTS * SERVICE
 46845 12 MILE RD. (at BECK RD. & I-96) NOVI, MI 48377
(248) 348-8864
www.cougarsalesrental.com "MDOT DBE CERTIFIED"



THE REASONS ARE OBVIOUS

THE BENEFITS ARE HUGE

CLEAN AIR

ELIMINATE THE NEED FOR ENFORCEMENT

LOWER CANCER RISK

REDUCE RESPIRATORY-RELATED ILLNESSES

CONSIDER YOUR ENGINE TIER LEVEL WHEN MAKING NEW PURCHASES.
CONTACT YOUR EQUIPMENT DISTRIBUTOR FOR MORE DETAILS.



This project was developed under Cooperative Agreement No. 00E00349 awarded by the U.S. Environmental Protection Agency. It has not been formally reviewed by EPA. The views expressed in this advertisement are solely those of MITA, and EPA does not endorse any products or commercial services mentioned.

2012 CALENDAR OF EVENTS

P | (517) 347-8336 P.O. 1640 OKEMOS, MI 48805-1640 F | (517) 347-8344

JANUARY

- 5 - 8 MITA SKI WEEKEND
Boyne Highlands, Harbor Springs
- 13 MITA EUROPEAN HUNT
Hunter's Ridge, Oxford
8:00 a.m.
- 18 - 20 MITA ANNUAL CONFERENCE
Soaring Eagle Casino & Resort, Mt. Pleasant

FEBRUARY

- 10 MITA EUROPEAN HUNT
Hunter's Ridge, Oxford
8:00 a.m.
- 23 MITA BOARD MEETING
MITA Office, Okemos
1:00 p.m.

MARCH

- 15 MITA MEMBER NIGHT OUT
Location TBD, Grand Rapids
6:00 p.m.
- 16 MITA EUROPEAN HUNT
Hunter's Ridge, Oxford
8:00 a.m.
- 22 MITA MEMBER NIGHT OUT
Location TBD, Metro
6:00 p.m.
- 29 MITA MEMBER NIGHT OUT
Location TBD, Lansing
6:00 p.m.

APRIL

- 17 MITA BOARD MEETING
MITA Office, Okemos
1:00 p.m.

JUNE

- 7 WESTERN MI GOLF OUTING
Boulder Creek, Belmont
9:00 a.m.
- 19 MITA BOARD MEETING
Country Club of Lansing, Lansing
8:30 a.m.

JULY

- 12 SOUTHEASTERN MI GOLF OUTING
Twin Lakes, Oakland
9:00 a.m.
- 26 - 29 MITA SUMMER CONFERENCE
Crystal Mountain, Thompsonville

AUGUST

- 21 MITA BOARD MEETING
MITA Office, Okemos
1:00 p.m.
- 23 CENTRAL MI GOLF OUTING
Eagle Eye, East Lansing
9:00 a.m.

OCTOBER

- 23 MITA BOARD MEETING
MITA Office, Okemos
1:00 p.m.

DECEMBER

- 14 MITA BOARD MEETING
Country Club of Lansing, Lansing
8:30 a.m.
- 14 CENTRAL MI HOLIDAY PARTY
Country Club of Lansing, Lansing
11:00 a.m.
- 18 WESTERN MI HOLIDAY PARTY
McFaddens, Grand Rapids
11:00 a.m.
- 19 SOUTHEASTERN MI HOLIDAY PARTY
Woody's Diner, Royal Oak
11:00 a.m.

2011 MDOT BID LETTING

ALL BID LETTINGS ARE DOWNLOADED
AT THE MDOT BUILDING (VAN
WAGONER BUILDING ON OTTAWA ST.
IN LANSING), SECOND FLOOR.

JANUARY 6, 2012
FEBRUARY 3, 2012
MARCH 2, 2012
APRIL 6, 2012
MAY 4, 2012
JUNE 1, 2012
JULY 6, 2012
AUGUST 3, 2012
SEPTEMBER 7, 2012
OCTOBER 5, 2012
NOVEMBER 2, 2012
DECEMBER 7, 2012

All dates are subject to change and
additional events may be added.
Please check out the electronic
calendar regularly at www.mi-ita.com.

Spring 2012 Cross-Section Ad Index

Ace Cutting Equipment and Supply	40	Lawrence Technological University	13
AIS Construction Equipment	64	Edw. C. Levy Co.	9
Alta Equipment Company	44	Lowe Construction Company, Inc.	34
Association Benefits	2	Michigan CAT	25
Atsalis Brothers	19	Michigan LECET	7
Bacco Construction Company	28	Michigan Pipe and Valve	39
Bang Creative	57	Michigan State Conference of Plasterers and Cement Masons	38
Bell Equipment Company	26	Mourer Foster, Inc.	52
James Burg Trucking Company	6	NTH Consultants	43
Capitol Barricading, Inc.	51	Oakland Companies	37
Corrigan Oil Co.	53	Operating Engineers	63
Cougar Sales & Rental, Inc.	59	Orion Industrial	3
Ebony Construction, Inc.	48	Pinnacle Insurance	27
Efficiency Production, Inc.	8	Plante Moran	41
G2 Consulting Group LLC	42	Powerscreen of Michigan, LLC	58
GBM Recycled Concrete	21	Pro-Tec of Michigan, LLC	10
Great Lakes Aggregates	18	Spartan Specialties LTD	50
Griffin, Smalley and Wilkerson, Inc.	29	Stoneco, Inc.	36
Guy Hurley Blaser & Heuer LLC	56	Swad & Company, CPA's	35
Info Tech	31	Trench Tech, Inc.	49
Inspecsol Engineering, Inc.	46	Valenti Trobec Chandler Inc.	29
Jay Dee Contractors, Inc.	47	Wade Trim	5
Jensen Bridge and Supply Company	55	Zervos Group, Inc.	24
Kotz, Sangster, Wysocki and Berg, P.C.	45		

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

LEGISLATIVE

04/20/2012	Elected Official's Coffee/District Office Hours
04/06/2012	Did You Know: Limited Spots Are Still Available
03/30/2012	Lowboy Trailers, Barge Identifications, Funding and TRIP Reports
03/22/2012	Transportation Advocate Representative Rick Olson Fundraiser
03/15/2012	Legislative Update - March 2012
03/09/2012	Congress Making Progress As Continuation Deadline Approaches
02/27/2012	ATTN: PAYCHECK STUFFER
02/23/2012	MITA 2012 Washington Fly-in
02/08/2012	2012 Transportation Funding FAQs
02/01/2012	Help Support Water and Wastewater Infrastructure for the Industry
01/27/2012	Transportation restructuring package introduced this week in Lansing
12/22/2011	Road Funding to be Debated at Beginning of New Year
12/05/2011	Community Advocacy
11/21/2011	Comprehensive Update On The Status Of Transportation Funding
11/21/2011	President Obama Signs Three Percent Withholding Repeal and Job Creation Act
11/11/2011	Senate Approves 3 Percent Withholding Repeal
10/26/2011	Governor Rick Snyder Delivers Special Message on Infrastructure
10/24/2011	MITA Legislative Update

ENGINEERING

04/18/2012	MITA Hosts MDOT (Truck Driver) Prevailing Wage Workshop - May 8, 2012
04/11/2012	MITA Launches New and Improved DBE Solicitation Website
04/10/2012	MDOT Posts 2012 Standard Specification Videos
04/10/2012	SS/BOHM/CA Update
04/05/2012	Updated Spring Weight Restrictions - April 9, 2012

04/04/2012	DBIA 2012 Spring Forum - April 20, 2012
03/23/2012	ITS Michigan Annual Meeting & Exposition
03/20/2012	Pre-bid Meeting for MDOT Gateway Design-Build Project
03/19/2012	2012 MDOT Holiday Traffic Control
03/19/2012	Fraudulent USDOT Faxes Resurface
03/15/2012	Updated Spring Weight Restriction - March 19, 2012
03/13/2012	2012 Focus Areas of FHWA Oversight Reviews
03/13/2012	Reminder - QC is Contractor's Responsibility
03/07/2012	MDOT Contract Modification Process - GREATLY IMPROVED!
03/02/2012	Wind Energy, Transportation & Productivity: Michigan Update
03/01/2012	FUSP/SS/NB Update
03/01/2012	MDOT Suspends 'At Bid' DBE Information Submittals
03/01/2012	MDOT Seasonal Weight/Load Restrictions - March 5, 2012
02/28/2012	MDOT Revises Crushed Concrete Use Restriction
02/22/2012	MDOT Seasonal Weight/Load Restrictions - February 27, 2012
02/08/2012	FUSP/SS/NB Update
02/07/2012	Michigan Windfarm New Project Update - January 31, 2012
02/07/2012	Seasonal Weight Restrictions are in Effect
02/01/2012	MDOT Restricts Use of Crushed Concrete

MEMBERSHIP

04/20/2012	Did You Know: MITA's New Website Member Login Page
04/13/2012	Did You Know: Construction Season is Almost Here! Are You Prepared?
03/30/2012	Did You Know: Contacting Your state Elected Officials is Easy and Could Be The Most Important Thing You Do For Your Livelihood?
03/23/2012	Did You Know: The MITA Ads Site is Thriving! Have You Been There Lately?

03/16/2012	Did You Know: Two Opportunities Remain to Sign Up for a 2012 MITA Member Night Out—Register Today!
03/14/2012	In Memoriam of Justin Vallad
03/07/2012	Member Voice: The Upcoming Presidential Election
03/06/2012	MITA Member Night Out in Grand Rapids
03/02/2012	Did You Know: A "Frequently Asked Questions" Document is Now Available.
02/17/2012	Did You Know: It's As Easy As A Phone Call
02/16/2012	Seeking Applicants for the 2012 MITA Future Leader Development Program
02/13/2012	Sign-up for the 2012 MITA Member Night Out
02/10/2012	Did You Know: We Want You For Our Magazine!
02/03/2012	Safety Handbooks are Outdated and Being Replaced
02/01/2012	Cellular Devices Banned
02/01/2012	Updated Michigan MUTCD Part 6
01/31/2012	A few spots remain for the upcoming European Hunt
01/23/2012	Memo from 2012 MITA Board President Chris Shea
01/23/2012	Traffic Regulator Update
01/20/2012	In Memoriam of Charles Wear
01/12/2012	Last Call: Directory Listings and Advertisements

SAFETY

01/06/2012	Revised 2011 MMUTCD is now Available
12/28/2011	CRANE OPERATOR CERTIFICATION TEST AND RIGGING AND SIGNALING CERTIFICATION
11/16/2011	2012 Safety Training - Sign up now!
08/09/2011	MIOSHA Severe Violator Enforcement Program
03/11/2011	New Installment of Tool Box Talks Now Available
03/07/2011	Patricia Meyer Appointed Director of the Construction Safety and Health Division (CSHD)
01/07/2011	30 Hour OSHA Training Now Available
12/12/2010	Registration open: Safety Training on January 27



Expanded Opportunities

The members of the International Union of Operating Engineers Local 324 (IUOE) are proud to have built many of the showcase facilities throughout Michigan, including the Renaissance Center. We are equally proud to have been a part of building the schools, roads, sewers, waterlines and power generation plants that serve our communities. We at Local 324 have expanded our role and now represent the educated and highly skilled workers that operate and maintain these facilities. Contact us today to learn more about our commitment to worker training and how partnering with IUOE Local 324 will ensure your projects are completed safely, on-time and on-budget.

WE BUILD, WE OPERATE, WE MAINTAIN

OPERATING ENGINEER'S VALUE PROPOSITION

*Members will provide
a fair day's work, bringing
unsurpassed **Unity, Pride**
and **Productivity**
to the job-site
while performing safely.*

Operating Engineers Local 324

500 Hulet Drive
Bloomfield Twp., MI 48302
248.451.0324
www.iuoe324.org

John M. Hamilton
*General Vice President
& Business Manager*

Journeyman and Apprentice Training Fund, Inc.

275 East Highland Road
Howell, MI 48843
517.546.9610
www.oe324jatf.org

Operating Engineers Local 324 Labor-Management Education Committee

500 Hulet Drive
Bloomfield Twp., MI 48302
248.836.2731
www.324lmec.org

YOUR ONE STOP SHOP

FOR ALL MAKES, PARTS, SERVICE AND RENTAL



www.aisequip.com



GRAND RAPIDS
(616) 538-2400

LANSING
(517) 321-8000

RICHMOND
(586) 727-7502

SAGINAW
(989) 777-0090

TRAVERSE CITY
(231) 267-5060

WEST DETROIT
(248) 437-8121