

SPRING 2013

# CROSS SECTION

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## features

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# Executive Vice President

**W**e are hearing from many

industry sources that modest growth is expected in 2013 for the heavy construction industry. For details, see an article by ARTBA on page 6, "Road and Transportation Market Outlook," in which they discuss the impacts of MAP-21 and project a three percent increase in the U.S.

transportation construction infrastructure market.

MITA members (see articles on pages 20 and 22) are feeling optimistic as well, including John W. Potter, Inc., a Grand Rapids underground contractor, and Cardinal Fabricating in Williamston, which does metal fabricating for the road and bridge industry.

Doug Needham, MITA's Vice President of Industry Relations, writes on page 26 that "2013 Looks Promising for the Heavy Construction Industry," and he discusses MITA's recent success involving the Buy America issue in favor of the industry.

MITA's relentless advocacy in the legislative arena will be highlighted during our May 14 Lansing Lobby Day. We hope all of you can attend this event so your legislators can hear directly from you about the need for increased infrastructure funding. Mark your calendars, and check out the article on page 14 for details.

As always, feel free to contact MITA staff anytime with your questions and concerns about any issue that arises. We are always here to assist you!

**MIKE NYSTROM**  
Executive Vice President  
MITA  
mikenystrom@mi-ita.com



Mike Nystrom



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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.

## Road and Transportation Market Outlook

By ARTBA Chief Economist Dr. Alison Premo Black

**T**he U.S. transportation construction infrastructure market is expected to show modest growth in 2013, increasing 3 percent, from \$126.5 billion to \$130.3 billion, according to the American Road & Transportation Builders Association's annual economic forecast, released in last November.

Growth is expected in the areas of highway and street pavements, airport terminal and runway work, railroads, and port and waterway construction. The bridge market, which has shown substantial growth over the last 10 years, is predicted to remain flat this year.

The Federal Surface Transportation program, along with state and local government transportation investments, are the most significant drivers of the national transportation infrastructure construction market.

### MAP-21's Impacts

The pavements market will be sluggish in 2013, growing 2.8 percent to \$58.4 billion. This includes \$47.7 billion in public and private investment in highways, roads and streets, and \$10.7 billion in largely private investments in parking lots, driveways and related structures.

With no new federal funding in the 2012 MAP-21 surface transportation law, still-recovering state and local tax collections and modest new housing starts, the pavements market will be uneven across the nation. Pavement work is anticipated to be down in 25 states. Growth above a 5 percent range is expected in 19 states. Major markets California and Texas will be down slightly from 2012, but will actually be returning to a normal baseline level because of several major project awards over the past several years.

At least two developments related to MAP-21 could lead to additional, short-term construction market activity in the sector and strengthen the market in 2013 and 2014. First, the law's restructuring of the federal highway program offers state transportation departments more flexibility in their use of federal funds. This could result in slightly increased investment in highway, bridge and pavement work above the forecast in some states. Second, MAP-21's expanded federal Transportation Infrastructure Finance & Innovation Act (TIFIA) loan program could also boost construction activity.

Also, while the economic costs of Hurricane Sandy are still being calculated, it's fair to say that major reconstruction work along the East Coast in states affected by the storm will also be a market factor in 2013 across all modes. Additional federal, state and local emergency funds for rebuilding this infrastructure will be a boost as projects get underway.

### Bridges & Tunnels

After a four-year run of significant market growth — reaching a record high \$28.5 billion in 2012 — the bridge and tunnel construction market will cool off in 2013, likely remaining flat at about \$28.2 billion. ARTBA's forecast shows projects in eight states — California, Florida, Illinois, New Jersey, New York, Pennsylvania, Texas and Washington — will continue to account for about half of the U.S. market activity in this sector. With a number of major bridge projects on the horizon, however, the bridge and tunnel sector should rebound smartly in 2014.

### Ports & Waterways

One very bright spot will be U.S. port and waterway construction, which will jump nearly 25 percent to \$2.65 billion, driven largely by increased sea trade, which is expected with completion of the Panama Canal expansion project in 2015. Increased market activity is anticipated in California, Florida, Kentucky, Maryland, Massachusetts, Mississippi, New Jersey, New Hampshire, New York, Texas, Virginia and Washington.

### Airport Runways & Terminals

Airport runway and terminal construction is expected to show growth in 28 states, with sector growth overall of 4.5 percent, reaching \$12.5 billion. Market-driving states include: Alaska, Arizona, California, Florida, Illinois, New York, Ohio, Tennessee and Texas. Funding for airport projects is anticipated to increase over the next five years, largely tracking growth in passenger enplanements.



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### Railroads, Light Rail & Subways

The U.S. railroad construction market, driven largely by private investment in Class 1 freight tracks and structures, is expected to grow just under 5 percent in 2013, reaching \$10.4 billion from \$9.9 billion in 2012.

The uncertainty caused by the 33-month delay in passage of MAP-21 will be felt in the subway and light rail markets. Construction activity is projected to be down by 8 percent.

There will be some bright spots, however. Based on recent contract awards, these states will be moving forward on key transit projects: California, Florida, Georgia, Hawaii, Illinois, Kansas, Massachusetts, New York, Oregon, Pennsylvania, Texas and Washington.

The overall subway and light rail market should rebound in 2014 with the federal funding certainty brought with enactment of MAP-21.

### Wild Card

The stalemate over the federal budget situation is another factor that could impact the market over the next few months, and it is unclear at this time if Congress will fund the highway and transit investment increases

authorized last summer, or hold funding for these programs at the 2012 levels.

Another issue is how state and local governments will deal with the federal budget sequestration, which went into effect March 1. While the federal highway, airport and non-capital transit investments will not be cut, the reductions in other programs adds further uncertainty into an already challenging situation for many state budgets.

Over the long run, population growth, the rebound in the housing market and the improving economy will continue to put increased demands on the U.S. transportation network. Recognizing this challenge, there are currently 20 states that are discussing some sort of proposal to increase revenues for transportation. The future of the transportation construction market—as well as the U.S. economy—will depend on the ability of politicians at the local, state and federal level to increase investment to meet that growing demand.

Alison Premo Black is ARTBA's Chief Economist. The forecast uses an ARTBA econometric model that takes into account a number of eco-

Continues on pg. 8

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conomic variables at the federal, state and local level. It is measuring the public and private value of construction put in place, published by the U.S. Census Bureau. The ARTBA estimate of the private driveway and parking lot construction market is based on data from the U.S. Census Bureau's "Economic Business Census." For more information, visit [www.artba.org](http://www.artba.org).

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## New Players, News Challenges

By: Dave Bauer, ARTBA senior vice president of government relations

**W**hile we begin a new year with a public policy narrative dominated by weighty topics such as immigration reform and gun safety, the actual logistics of governing have consumed much of the activity in the Nation's Capital over the last month. As such, now is a good time to overview the players and issues that will impact the federal transportation programs over the next two years.

The beginning of President Obama's second term brings a much expected re-shuffling of key Administration officials—of notable interest for the transportation construction industry is Transportation Secretary Ray LaHood's decision to step down. Similarly, on Capitol Hill, the 2012 elections have delivered 87 new members of the House and Senate. In addition to new faces, another hallmark of the 113th Congress is new leadership at

the helms of House and Senate Committees, including panels with jurisdiction over the federal transportation programs.

The personnel adjustments going on all over official Washington, however, do not change the simple fact the 2012 elections produced a largely status quo result. Republicans continue to have a comfortable governing majority in the House, Democrats expanded their majority in the Senate, and President Obama remains in the White House. Consequently, the overriding lesson from the last two years that bipartisan agreement is a must for any significant legislation is also unchanged.

### 2013-14 Transportation Radar Screen

Even though the 113th Congress begins six months after the enactment of a multi-year reauthorization bill (MAP-21), Congress and the Obama Administration will have to address a host of transportation-related policy and investment matters over the next two years.

The most immediate issue involves the automatic spending cuts that were scheduled to go into effect January 2, but were delayed for two months. These cuts of eight to 10 percent in defense and non-defense spending are the result of a failure by members of Congress from both parties to reach an agreement on how to reduce the deficit by more than \$1 trillion as required by 2011 legislation authorizing an increase in the U.S. Treasury's borrowing limit. While most core federal transportation programs would be exempt from these cuts as currently structured, the transit capital program and aviation operation activities would be impacted. It should be noted, however, elected officials of both parties are working to mitigate the impacts of the cuts and there is no guarantee any future alternative approach will protect transportation investment.

Congress must also complete the FY 2013 appropriations process to fund federal government operations, including the transportation programs, for the remainder of the year. Congress approved a six-month interim measure that kept all programs at their FY 2012 funding levels last in September of 2012. In so doing, the measure delayed the nearly \$600 million highway investment increase provided by the MAP-21 reauthorization bill. The short-term bill expires March 27. ARTBA will be urging all members of Congress to ensure the final bill provides the fully paid for MAP-21 highway and public transportation investment levels. Shortly after concluding the FY 2013 funding process, members will be faced with the need to develop appropriation bills to fund these same activities in FY 2014—which begins October!



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It also appears that for the first time in a number of years there will be serious efforts in both chambers to push a reauthorization of the federal port and waterway programs. ARTBA recently entered into a formal partnership with the American Association of Port Authorities and will be very involved in supporting new water transportation infrastructure legislation.

Members of Congress and President Obama continue to express interest in advancing a deficit reduction package that reforms the U.S. tax code. A comprehensive tax reform debate could serve as an opportunity to address the Highway Trust Fund's long-term revenue outlook. While the 2012 surface transportation bill makes a number of ARTBA-supported policy reforms and temporarily stabilizes the trust fund, the fact remains that when the measure expires in October 2014, federal highway and transit investment will be facing the prospect of cuts in excess of 60 percent. Furthermore, continuing to supplement existing trust fund revenues with non-transportation related resources to prevent devastating investment cuts would add \$140 billion to the deficit over the next 10 years.

Certainly, the political will to establish a long-term trust fund revenue fix has been lacking in recent years. However, the MAP-21 debate made clear to most members of Congress that this is not a situation that can be avoided without consequence (such as job losses or expanding the deficit). It is also noteworthy that for the first time in decades key congressional leaders of both parties and chambers are openly discussing the need to enhance the Highway Trust Fund's revenue base.

### Key Transportation Leaders on Capitol Hill

There are or will be new faces throughout Congress and the Obama Administration following the 2012 elections. A brief overview of the posts with particular significance for federal transportation policy and investment is below.

- U.S. Secretary of Transportation: as of this writing, a successor for Ray LaHood has not been announced.
- House Transportation & Infrastructure (T&I) Committee: Rep. Bill Shuster (R-Pa.) ascends to the chairmanship of the T&I Committee and Rep. Nick J. Rahall (D-W.Va.) continues to be the panel's top Democrat. Rep. Tom Petri (R-Wis.) resumes the position he held nearly 10 years ago as chair of the T&I Subcommittee on Highways and Transit. Rep. Peter DeFazio (D-Ore.) remains as the subcommittee's top Democrat. Rep. Frank LoBiondo (R-N.J.) will chair the Aviation Subcommittee and his Democratic counterpart will be Rep. Rick Larsen (D-Wash.).
- Senate Environment & Public Works (EPW) Committee: Senator Barbara Boxer (D-Calif.) will continue to chair the Senate panel with jurisdiction over the fed-

eral highway and water infrastructure programs. Senator David Vitter (R-La.) will take over the top Republican post on the committee. The EPW subcommittee leadership assignments have not yet been announced.

- Senate Commerce, Science and Transportation Committee: Senator Jay Rockefeller (D-W.Va.) will continue to chair the panel that presides over the federal aviation, rail, and behavioral traffic safety programs. Senator John Thune (R-S.D.) is the new lead Republican on the panel. Subcommittee leadership posts for the Commerce Committee have also not been named.

### No Time to Sit Back

The federal landscape certainly presents a number of challenges for the transportation construction industry in the coming year. At the same time, there are new opportunities to stabilize and grow federal surface and water transportation infrastructure investment unlike any we have seen in the last decade. As is always the case, however, the degree to which we can take advantage of these opportunities rests entirely on our ability and willingness to directly engage policymakers about the importance of federal transportation investment to the nation's economy and long-term productivity.

We look forward to working with you to meet our challenges head-on and produce solutions that enhance the U.S. transportation construct market for years to come.

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Kimberly Dohn completed the course recently and commented:

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offered and I feel that ALL laborers will benefit from participating in this course. The skills developed during training will aid them in their daily and future endeavors. I believe that the skills taught throughout this course are invaluable to a person with aspirations of bettering themselves and/or their position in life and it provides real tools to make those things happen.

I am currently employed in a management support position in the construction industry and I feel confident that the skills I learned from the Laborers' Productivity Training Course have prepared me to successfully deal with the challenges that occur on a daily basis. Since completing the course I feel more prepared and I know that the knowledge I acquired has improved my performance and ability to make a positive contribution on any job site."



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# you said it

## Letters to MITA

Dear Mike and MITA Staff:

Thank you for a most enjoyable MITA conference last week. Your hospitality and award will be remembered forever.

Again, thanks and keep up your good work if bringing contractors and suppliers together.

Don Statler

Honorary MITA Member

Retired – Angelo Iafrate Construction Company

Dear Rob:

We are pleased to be joining MITA and I am particularly pleased to be back supporting the organization and industry! We appreciate you working with Mike Kelleher to make this all happen.

Mike C. McNutt

Chief Operating and Financial Officer

Eastern & Central Michigan Kenworth

Dear Rob:

I just wanted to thank you for a wonderful ski weekend. The people, events, and location makes for such a great industry getaway. Your attention to detail and ability to make everyone feel comfortable is second to none. Megan and I thank you again, and I look forward to seeing you at the annual conference.

Geoffrey A. Cutsy

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Continues on pg. 14

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# you said it

## Letters to MITA

Continued from pg. 13

Dear Pat:

I just wanted to thank you again for a great training on Friday. The guys and I think you're great. They said they learned a lot and they love your teaching style.

Andrea Rau  
Rauhorn Electric

Dear MITA Staff:

I just wanted to say what a nice conference your team put on in Mt. Pleasant. Everyone I talked to was having a great time! Have a great 2013!

Jon K. Erickson  
Director of Field Operations  
Soils & Structures Inc.

Dear Doug:

I want to thank you and the rest of the group for a great conference last week. We appreciate what MITA does for us and our industry.

Michael Hiestand  
Lounsbury Excavating, Inc.

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## Did You Know?

It's prime lobby season for MITA! Mark your calendars for Tuesday, May 14, and please plan to join us in downtown Lansing. MITA members are invited to come down to the Capitol for a morning legislative briefing and the opportunity to spend the day lobbying their state representatives and state senators.

The morning will kick off at Troppo, a restaurant located at 111 E. Michigan Avenue, Lansing. The group will gather on the second floor in the Governor's Room for coffee, cookies and an update on the political landscape as it pertains to the issue of transportation infrastructure funding.

After the briefing, members will head to their respective state representative offices to lobby their elected officials on the importance of funding Michigan's transportation infrastructure needs now, and not somewhere down the road. Once the Senate is adjourned, members are encouraged to head to their state senator offices to lobby them, as well.

This is an important opportunity to raise awareness for the needs of the industry and to prove to legislators that they truly are hearing from the people who put them in office. This is a chance to hold your legislators accountable to the job they were elected to do and to remind them that the Governor made it very clear in his State of the State address that transportation infrastructure funding must be addressed and must get done this year.

Help us deliver this message in full force on May 14. Please call or email Lance Binoniemi, vice president of government affairs, with any questions you have regarding legislation, and please RSVP your attendance for the Lobby Day to Mariam Robinson, outreach coordinator, at 517-853-5866 or at [mariamrobinson@mi-ita.com](mailto:mariamrobinson@mi-ita.com). Lance can be reached at 517-853-5855 or at [lancebinoniemi@mi-ita.com](mailto:lancebinoniemi@mi-ita.com).



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# Legislative Questions and Answers

## State Representative Tim Greimel D - Auburn Hills

### **1. How has your previous experience in local government and as an attorney helped prepare you as a state representative and also as Democratic Leader in the House?**

I served as the president of the Rochester School Board and as the Democratic leader of the Oakland County Commission before joining the state Legislature. In those roles, I came to understand the needs of local government and the challenges they face in providing quality services to local residents, including road repair and infrastructure improvements. Now that I'm in state government, my previous work on the local level helps me understand how state and local government can best work together to serve Michigan citizens.

### **2. What legislative priorities do you have?**

I will work hard for families, seniors and students of Michigan to improve education, restore fairness in our tax code and create an environment where small businesses can thrive. I agree with our governor that repairing our roads must be a priority in our state, but I am convinced we can find a way to fairly fund road improvements without overburdening our middle-class families. I hope to work in a bipartisan fashion to create solutions that benefit all of our citizens.

### **3. What are your thoughts or comments on your relationship with MITA and the heavy/highway construction industry?**

MITA has a critical role to play as our state moves forward with \$1 billion in infrastructure improvements. Michigan citizens rightly expect quality when their hard-earned taxpayer dollars are invested in road and bridge improvements. MITA members have the expertise and experience to provide that kind of work. But it's wrong to think of road repairs as a cost item only. Repairing our streets, highways and bridges will generate thousands of good-paying jobs at MITA's member companies, and that will benefit our state's economy as well.

### **4. What has been your reaction to the several calls for increased infrastructure investment in Michigan?**

The need for infrastructure improvement is obvious. Heading into the spring months, it's impossible to drive around the state and not notice the car-punishing potholes on nearly every street. But it's not only our personal vehicles that take a toll — bad roads and aging infrastructure limit business opportunities in our state. Companies don't want to locate in a state that has crumbling highways and roads that damage their vehicles. Improving our infrastructure is critically important for economic development.

### **5. What plan does your caucus have to address the need for additional funding for our infrastructure?**

Everyone knows that fixing our roads won't come cheap, and determining how to find the \$1 billion required has become a point of debate. While I agree that the investment in roads is necessary,

I don't think we can unfairly burden our middle-class families to reach the goal. We can't raid our School Aid Fund to pay for road projects, as \$2 billion has already been diverted from school funding in the past two years. There's also no guarantee that voters would approve a tax increase to fill the funding gap in the School Aid Fund. We also are troubled by calls to increase the state's sales tax, which disproportionately harms middle-class and working families. Whatever solution we find to fund road improvements must include buy-in from all sectors of our state and we will work in a bipartisan fashion to find that solution.

### **6. What is your opinion on the current level of state-funded investment in our state's transportation system?**

It simply hasn't been enough, and it has gotten worse. As a former county commissioner, I'm troubled by the repeal of the personal property tax without finding a way to replace those funds. That change will hamstring county and municipal governments as they try to fix their local roads. Rather than making it more difficult for state and local government to improve infrastructure, we should be investing in our transportation system. But again, this can't be done by unduly burdening middle-class families.

### **7. The Legislature enacted some significant reforms in the way money is spent on transportation ensuring taxpayers are receiving the best value for their money. When do you believe the legislature will act on finding substantive changes to how we pay for our transportation infrastructure?**

The state of our roads and bridges has gotten to the point where it can't be ignored any longer. Already, there are proposals being discussed and the momentum to take action on this issue is growing. Senate Majority Leader Richardville has stated that he wants to move something by July, but it's not clear whether there will be sufficient votes to make that happen. If a funding solution relies on increasing the sales tax, it will delay the process even further because that would require Michigan citizens to approve a ballot measure — and it certainly isn't clear that voters would approve such an increase. One thing is certain: any solution is likely to need bipartisan support for approval.

### **8. How can our MITA members better advocate for their industry and encourage the Legislature to act on increased investment for our infrastructure?**

As the people who are out working on our roads every day, you know better than anyone the current state of our infrastructure system and what we need to do to improve it. I urge you to keep communicating with us and keep us informed. We rely on your expertise and experience as we move forward on this important project. I am always willing to hear your ideas, and I hope we can continue the conversation soon.





#### ABOUT REP. TIM GREIMEL

House Democratic Leader Tim Greimel is serving his first full term in the House of Representatives and first as leader of the Democratic Caucus. He represents the 29th District, which includes the cities of Auburn Hills, Keego Harbor, Orchard Lake Village, Pontiac and Sylvan Lake.

In his role as leader of the caucus, Greimel will direct his fellow Democrats as they fight to restore funding for education at the K-12 level and beyond; restore tax deductions and credits middle-class families rely on, after they were cut to pay for a business tax break; bring new and better jobs to Michigan, especially by working with small businesses; and replace environmental protections stripped for the benefit of corporate special interests.

As a member of the Oakland County Commission beginning in 2007, Greimel has navigated the challenges of cities dealing with fewer resources and fought to provide better public safety for our communities in the form of firefighters, EMTs and police officers. While on the commission, Greimel also advanced a pro-business agenda to lure companies to Oakland County and create jobs.

Greimel – a former school board member for seven years and former school board president – understands that the best investment Michigan can make to ensure its economic turnaround is to prepare our children for the challenges of finding good-paying jobs in a globally competitive marketplace. This will only come by giving our students every available tool to succeed in the classroom.

Before joining the Legislature, Tim worked as an attorney in the field of labor, employment, and civil rights to make sure every worker has the right to find and keep a good job and to protect our hard-working citizens from unfair discrimination by their employers.

He has served as a board member for Transform Pontiac Now, Pontiac Youth Assistance and the Pontiac Veterans Memorial Committee. He has also been involved in the Auburn Hills Chamber of Commerce, the Auburn Hills Optimist Club and the Oakland County Veterans Group in addition to teaching Sunday School.

Greimel received a bachelor's degree in economics and political science, a master's in public policy and a law degree from the University of Michigan.

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# Underground Spotlight

## Harbor Springs Excavating Receives Award of Excellence

Harbor Springs Excavating, Inc., was recently honored with a 2012 Award of Excellence by the Builders Exchange of Northwest Michigan, Inc., for their outstanding work and dedication to the timely completion of the water main upgrades in the Central Business District of Harbor Springs. They were one of nine contractors The Builders Exchange of Northwest Michigan, Inc., to have submitted projects for their outstanding workmanship.

The project that earned Harbor Springs Excavating, Inc., this award focused on the two main blocks that make up the Central Business District of Harbor Springs. With the downtown merchants heavily dependent on the resort and tourist industry in the months of June-September, and the winter on the other extreme, the work had to be squeezed into the months of April and May. The employees of Harbor Springs Excavating, Inc., were able to begin work

a week ahead due to good weather and were able to complete the project in a timely manner due to planning, efforts by employees, and the cooperation of the downtown merchants, city employees and the city engineer (Benchmark). At the completion of the project, Harbor Springs Excavating, Inc., was able to claim 36 days worth of incentive bonus, all due to the efforts and long hours worked by the dedicated employees.



During the project, they were able to install the new infrastructure while maintaining services from the existing system to the merchants. Harbor Springs Excavating, Inc., also created an on-site soil retention system that allowed 50 percent of the original sidewalk system to remain in place throughout the project time. This dedication and timeliness made the project a perfect nominee for the 2012 Award of Excellence.

Harbor Springs Excavating, Inc., in Harbor Springs, Mich., is owned by Tom and Jaci Gallagher. They have been an integral part of the Harbor Springs business community since purchasing the business in 1984. With four employees to help them get established, they quickly grew to the quality excavator business you see today – a field staff of up to 22 people and an office staff consisting of two estimators, a safety and scheduling manager, and secretarial help. Tremendous pride is taken in the ability to get the work done in the highest quality and on time. The work that they perform is residential, commercial and infrastructure throughout northern Michigan.

Harbor Springs Excavating, Inc., can be found at 1084 McBride Park Dr., Harbor Springs, Mich., online at [www.harborspringsexcavating.net](http://www.harborspringsexcavating.net), or by calling 231-347-1191.



*Harbor Springs Excavating proudly accepted the Award of Excellence from the Builders Exchange of Northwest Michigan recently. Pictured from left to right are: Bruce Johansen, foreman; Tom Gallagher, owner; and Martin Maylowski, foreman. Missing from the photo is Phil Vorce, supervisor and estimator.*

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## Member Profile

### John W. Potter, Inc. – Celebrating 50 years in Business

**J**ohn W. Potter founded his construction company 50 years ago in 1963 in his Grand Rapids home, just five miles from where his son now operates the business. Today, at age 87, Potter is -- like many founders of heavy construction businesses-- "retired, but he would still be here if he could, and he still stops in because this is his baby!"

The son, John E. Potter, operates the company today with 20 full time employees at the peak season, and with the year-round steady assistance of Paul Potter (no relation) with an architect background turned estimator, who has been with the company 13 years as of this June. The company had its foundation in general construction -- John uses this analogy: "I always liked to play in dirt." The company eventually expanded into site development, underground utility work, and plant maintenance, such as machine foundations and rehabilitation.

"We chase what is out there," says John, the father of two with his wife, Shelly. "We mainly do site work within a 50-75 mile radius of Grand Rapids."

What he likes about the business is the freedom it allows him to meet a wide variety of people in whom he can find commonalities. "We are all kind of cowboys in this business," he says with a smile. To survive the past years of economic turmoil, this "cowboy" cut staff nearly in half to stay competitive in 2001. When things started to get better, he did not add staff back in. He also diversified the type of work he could perform.

Today, Paul explains, the company can do more less staff, and still be successful.

"From a bidding standpoint there is a lot going on, especially because we don't rely on just state or local work," Paul says, "and 2013 is looking like a good year so far. "We chase what can make us money," John adds with a smile.

Paul describes several current projects, which include the underground piece of the historic Herkimer Hotel renovation project in downtown Grand Rapids. The excavation involves 28,000 yards of soil removal, in addition to utility, sewer and water work. The

project began in December 2012 and is slated for completion in December 2013. Other ongoing projects include the Urban Market in Grand Rapids, and the Grand Valley State University College of Business. In other areas of the state, the company is working on water towers in Saginaw and Howell.

MITA helps the company through safety and employee training, says John, who served on the board during the Associated Underground Contractors (AUC) days, before AUC merged with the road builders to form MITA in 2005. Paul explains how instrumental MITA has been helping them deal with MISS DIG issue. "It is nice to have that backup," Paul says, "when any complicated issues arise."

MITA also helps the company stay up to date regarding regulatory issues, or "rules, rules, rules," as John jokes.

"Often, if you are doing it right, you are doing something wrong. It is not always easy to stay up on all the state and local regulations."

Paul adds that the company's success comes from the contributions everyone makes on a daily basis to help make things run smoothly. Scott Dore, the field supervisor, for example, is great at organizing the crew and making sure there is camaraderie and that everyone knows they are important and appreciated.



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# Associate Member Profile

## Cardinal Fabricating

Cardinal Fabricating was founded by the late Andy Zynda in 1965 to support the needs of his bridge building company, Midwest Bridge, and later expanded into doing steel product fabricating for other contractors in the heavy construction industry. His son, Steve, now owns the company, which keeps 24 employees busy in its 24,000-square-foot facility on a 20-acre lot in Williamston.

Customers who benefit from the products Cardinal Fabricating manufactures include many MITA members: Walter Toebe Construction Company, Action Traffic Maintenance, Hardman Construction Co., and Anlaan Corporation, to name just a few.

Mike Kavanagh, company president, said he is especially proud that no one has been with the company for less than 10 years, and welders and fabricators have been on board for over 30 years. He is also very pleased with recent assistance from MITA staff, which led to a resolution of the Buy America program issue in favor of the heavy construction industry.

"Cardinal is a poster child for the Buy America program," Kavanagh said. "What I got from this experience is that MITA has the people with the background to help us with these kinds of issues. We called Glenn Bukoski, P.E., at MITA, and he set up the meeting with MDOT and the matter was eventually resolved."

Cardinal is one of many MITA members who will benefit directly from MITA's relentless efforts for reasonableness in the interpretation of the Buy America requirements.

Based on a December 21, 2012 clarification memorandum from the FHWA headquarters in Washington D.C., miscellaneous steel or iron components, subcomponents and hardware

necessary to encase, assemble and construct products and components (or manufactured products that are not predominantly (90 percent) steel or iron were identified as items that are not subject

to the Buy America regulations. This was music to Kavanagh's ears, and to many other MITA members who were burdened and frustrated by the new requirements.

"It is not that we are against buying American made products," Kavanagh said. "It is just that the amount of work the requirements involved was unreasonable to the point of being impossible because of all the small steel components that are involved in our manufacturing process."

Another MITA assisted victory last year, the new International Trade Crossing in Detroit, also is positive news for Cardinal Fabricating, which is looking forward to the work the project is expected to generate for the industry.

"Proposals 5 and 6 last year scared the hell out of us," Kavanagh said. "It was nice to see how that how situation turned out for the good of the heavy construction industry."

Predicting the outlook for 2013 is difficult, Kavanagh said, and he prefers to take a month-to-month approach with his projections. He is optimistic that the market will be about the same as 2012 – which is good news, after several years of decline for the overall industry.



## CARDINAL FABRICATING

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# The CQP Training Web Portal is Now Operational

The Construction Quality Partnership (CQP) Training Web Portal is now operational, and your assistance is needed to make it a success.

In order to access the training, MDOT will need to know who in your company can be designated as your CQP Champion, and the primary coordinator for your staff's training histories. This person will have access to review employees' training records and will have authority to maintain the company profile



within the web portal. MDOT will also ask them to be the point of contact for sharing information regarding the program with your staff, and will encourage them to register on the CQP web portal. You can identify more than one person for this role.

Please email MDOT-MICQP@michigan.gov to identify your CQP Champion(s), including the company name, person(s) name, title, email, and phone number.

MDOT will send that person(s) a login and instructions for both the website portal and staff access instructions.

What is CQP and the web portal? In 2004, MDOT, ACEC, APAM,

CRAM, GHWA, MCPA, MITA and MRPA joined forces to create a construction quality partnership. One of the driving forces was to enhance product quality through joint training and skill development. The program area teams looked at various transportation industry training opportunities and selected a core curriculum of courses they believe have joint training value for the public and private sector partners.

The curriculum is comprised of traditional classroom-based courses, FHWA-required certification courses and online courses on the CQP web portal. Five program areas within transportation are covered: Concrete, HMA, Preventative Maintenance, Design, Contract Administration & Miscellaneous.

Training histories are stored on the web portal for access. Employees can view their individual training histories, companies can view their employee training histories and certain MDOT and local government staff can view everyone's training histories and confirm certification status that may be a contract requirement.

To view the Michigan CQP Web Portal, visit <http://micqp.redvec-tor.com/>. For detailed information regarding the partnership and all that it encompasses, view the Michigan Construction Quality (CQP) training program (<http://www.youtube.com/>) and search for a video regarding the Michigan Construction Quality (CQP) training program rollout.

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# 2013

## JUNE

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

## JULY

- 18 **SOUTHEASTERN MI GOLF OUTING**  
*Twin Lakes Golf Club, Oakland*  
9:00 a.m.
- 24 - 28 **MITA SUMMER CONFERENCE**  
*Grand Hotel, Mackinac Island*

## AUGUST

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

## OCTOBER

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

## DECEMBER

- 13 **MITA BOARD MEETING**  
*Country Club of Lansing, Lansing*  
8:30 a.m.
- 13 **CENTRAL MI HOLIDAY PARTY**  
*Country Club of Lansing, Lansing*  
11:30 a.m. - 2:00 p.m.
- 17 **WESTERN MI HOLIDAY PARTY**  
*McFadden's, Grand Rapids*  
11:30 a.m. - 2:00 p.m.
- 19 **SOUTHEASTERN MI HOLIDAY PARTY**  
*Location TBD*  
11:30 a.m. - 2:00 p.m.

### 2013 MDOT BID LETTINGS

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

*All bid lettings are downloaded at the MDOT building (Van Wagoner building on Ottawa St. in Lansing), second floor.*

All dates are subject to change and additional events may be added. Please check out the electronic calendar regularly at [www.mi-ita.com](http://www.mi-ita.com).

### MITA CALENDAR OF EVENTS

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Douglas E. Needham, P.E.

## 2013 Looks Promising for the Heavy Construction Industry

**W**hat may seem to be an unlucky year, 2013, has so far been a very successful for MITA.

With the turn of the calendar, MITA was pleased to announce that our relentless advocacy for reasonableness in the interpretation of the Buy America requirements was rewarded. Based on a December 21, 2012 clarification memorandum from the FHWA headquarters in Washington D.C., miscellaneous steel or iron components, subcomponents and hardware necessary to encase, assemble and construct products and components (or manufactured products that are not predominantly (90 percent) steel or iron) were identified as items that are not subject to the Buy America regulations.

Examples of not covered items include, but are not limited to, cabinets, covers, shelves, clamps, fittings, sleeves, washers, bolts, nuts, screws, tie wire, spacers, chairs, lifting hooks, faucets, door hinges, etc.

With the release of this clarification memo, MITA prompted MDOT to once again revise their Special Provision for Source of Steel and Iron (Buy America). Similar to the process

implemented in the 2012 construction season, MDOT will again require step certification for all steel and iron related pay items, materials, products, and components that are specified on their website. This construction season, MITA members will realize two significant improvements. The first is that step certification will not be required for the miscellaneous steel or iron components, subcomponents and hardware necessary to encase, assemble and construct those items. The second is for items that have been identified by MDOT as being fully compliant with the Buy America requirements, contractors are only required to provide a bill of lading, product label, or shipping record and are not required to provide step certification.

MITA has long sought this level of clarification and is pleased to report that your support and constant communication helped achieve the positive results. It should come at no surprise that when the association backed by its almost 600 members becomes passionate about an issue, change is inevitable. It may take time, but rest assured that we measure our success is based on your level of success. If there is an issue that ham-



*The 5th Annual Michigan Utility Coordination Conference was another great success this January. The event was a prelude to MITA's 2013 Annual Conference.*



pers your business operations, we work diligently to resolve it.

### ***5th Annual MUCC***

The need to improve utility coordination and minimize its impact during construction has also been an issue that has plagued the heavy/highway construction industry for years. It was with great excitement that MITA introduced the 5th Annual Michigan Utility Coordination Conference (MUCC) as a prelude to MITA's 2013 Annual Conference. The MUCC has proven to be a valuable networking as well as educational event, and it has led to an increased awareness of the importance of communication and preplanning when dealing with utility companies.

This year there was a large focus on the utility company perspective and the many issues that a company faces when last minute relocation is required. It was also a great honor to have Governor Snyder's, Deputy Legal Council and Senior Policy Advisor, Valerie Brader, present on the governor's "Making Michigan Energy-Friendly for Growth & Expansion" initiative.

This conference was filled with great presentations from many of our industry partners and involved the distribution of two documents that have been developed by the Michigan Utility Coordination Com-

mittee, which is chaired by MITA, aimed at improving communication and coordination. The first was the "Design Utility Checklist" that provides valuable guidance to designers and owner agencies regarding the various aspects of utility coordination from project conception through construction. The other was the newly released "Utility Initial Submittal Requirements" that provides the designer with pertinent utility information that should minimize potential conflicts and/or known service problems prior to construction.

The day concluded with a valuable roundtable presentation by various local units of government (Kent County Road Commission, Road Commission of Oakland County, and Washtenaw County Road Commission) and a summary of the impacts of Buy America on utility relocations/projects.

MITA is very optimistic about the direction we are heading and the positive momentum of many items we continue to address including e-contracting, timeliness of payments, CQP training program, and various other issues. MITA stands ready to help you with your issues.

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# 2013 MITA ANNUAL CONFERENCE

Over 1,000 people attended the MITA Annual Conference January 16-18 at the Soaring Eagle Casino and Resort in Mt. Pleasant. A special thanks to all our sponsors and exhibitors for their support. See you at the 2014 Annual Conference. Stay tuned for details later this year in the event section of [www.mi-ita.com](http://www.mi-ita.com).

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## MITA Ski Weekend 2013

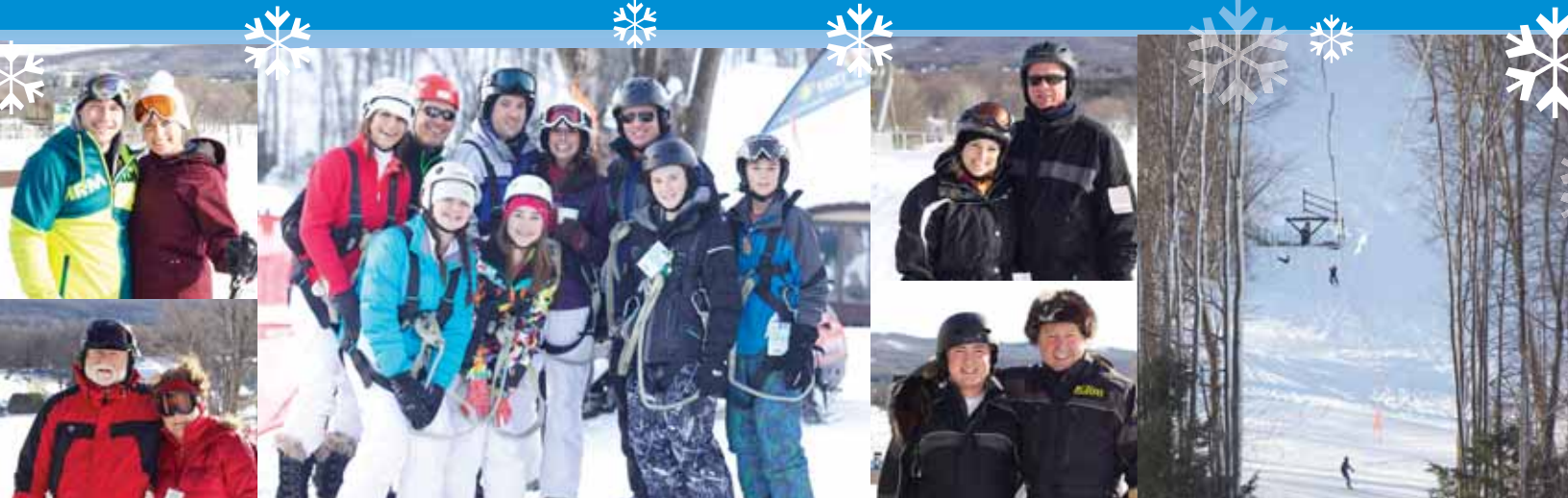


MITA members and their families enjoyed the MITA Ski Weekend January 3-6 at Boyne Highlands in Harbor Springs.

If you missed this one, mark your calendars for the first weekend in January 2014, and visit the events section of [www.mi-ita.com](http://www.mi-ita.com) for details later this year.









# Member News

## FTC&H Board of Directors Announces Senior Associate and Associate Promotions

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*Serving clients for over 56 years, FTC&H is a full-service civil engineering, environmental, architectural/engineering, and construction management firm with over 320 employees.*

*With offices in Grand Rapids, Lansing, Kalamazoo, and Farmington Hills, Michigan; and Cincinnati, Ohio, FTC&H is one of the Top 500 design firms in the United States as ranked in Engineering News-Record. For further information about FTC&H, visit our website at [www.ftch.com](http://www.ftch.com).*

The Board of Directors of Fishbeck, Thompson, Carr & Huber, Inc. (FTC&H) is pleased to announce the following key management and leadership promotions:

### Senior Associates

Jeffrey J. Brown, P.E. — Vice President/Senior Civil Engineer

Paul E. Koops, P.E., LEED AP — Vice President/Senior Mechanical Engineer

Jacquelyn F. Linck, P.E. — Vice President/Senior Chemical Engineer

### Associates

Daniel L. Launstein, AIA, LEED AP — Senior Architect

Kelli S. Piper, CHMM — Senior Environmental Specialist

Aaron R. Steele, CPA — Controller

Christopher E. Wall, P.E., PTOE, PTP™ — Senior Civil Engineer

Jonathan D. Yonkers, P.E., LEED AP — Senior Mechanical Engineer

### JEFFREY J. BROWN, P.E. — Vice President/Senior Civil Engineer

Jeffrey J. Brown, P.E. joined FTC&H in 2002 as a Senior Civil Engineer and works in the Lansing office. His 20 years of experience has included general municipal engineering, utility master planning, drainage/stormwater management, utility improvements, water systems, pumping stations, and sanitary sewers. Jeff earned his B.S. degree in Civil Engineering from Michigan State University, and is a registered Professional Engineer. Jeff currently serves as a member of the Collection System Committee for the Michigan Water Environment Association. He is also a member of the 5S (Select Society of Sanitary Sludge Shovelers), which involves flow monitoring, hydraulic modeling, sanitary

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sewer system evaluation surveys, and preparing state revolving fund project plans.

**PAUL E. KOOPS, P.E., LEED AP — Vice President/Senior Mechanical Engineer**

Paul E. Koops, P.E., LEED AP has been with FTC&H for 24 years and specializes in laboratory HVAC systems; and industrial air and hydronic systems. He received his B.S. degree in Mechanical Engineering from Michigan Technological University and M.S. degree in Mechanical Engineering from Kansas State University. Paul was promoted to Associate in 2001, and in May 2012 became the firm's Energy Leader with the responsibility of coordinating energy-related matters. Paul was influential in developing FTC&H's commissioning group and currently serves as its leader. He is a Commissioning Process Management Professional through the American Society of Heating, Refrigerating, and Air-Conditioning Engineers, and is a member of the Building Commissioning Association and West Michigan Indoor Air Quality Council.

**JACQUELYN F. LINCK, P.E. — Vice President/Senior Chemical Engineer**

Jacquelyn F. Linck, P.E. joined FTC&H in 1999 as a Senior Engineer in the Environmental Services Department. Jackie holds a B.S. degree in Chemical Engineering from Michigan State University, is a Certified Visible Emissions Observer, and is a registered Professional Engineer in Michigan and Indiana. She was promoted to Associate in 2008 and currently serves as a Technical Team Leader for air quality and environmental programs. Jackie's responsibilities include air permitting, air quality control equipment design, and preparing and certifying environmental plans. She is currently on the board of directors of the West Michigan Air & Waste Management Association and the Michigan Chemistry Council; and she is member of the American Institute of Chemical Engineers, Certified Hazardous Materials Managers of Michigan, and the National Society of Professional Engineers. Ms. Linck has worked extensively with the chemical industry, as well as, automotive, pharmaceutical, food and agriculture, plastics production, and paint and resin manufacturers.

**DANIEL L. LAUNSTEIN, AIA, LEED AP — Senior Architect**

Daniel L. Launstein, AIA, LEED AP joined FTC&H in October 2006 as a Senior Architect. He holds a B.S. degree in Architecture from Lawrence Technological University and a Master of Architecture from Clemson University. He is a Registered Architect in Michigan and is a LEED Accredited Professional. Dan has over 23 years of experience including ed-

ucational, office, and industrial projects. As a project manager and project architect, he is responsible for entire project development and coordination from pre-design through construction. Dan has served as past president for AIA Mid-Michigan and past director for AIA Michigan. He enjoys mentoring future architectural students through AIA Michigan, and he is a Lawrence Technological University adjunct professor teaching the Integrated Design Studio course at Lansing Community College.

**KELLI S. PIPER, CHMM — Senior Environmental Specialist**

Kelli S. Piper, CHMM has been with FTC&H for 15 years. She graduated with a B.S. degree from Ferris State University in Industrial Environmental Health Management. Kelli obtained her Certified Hazardous Materials Manager (CHMM) certification in 2003. She also holds certifications in HAZWOPER and MDEQ Stormwater Management for industrial sites. Her experience includes a number of air quality services such as emission inventories, air use permit applications, computer dispersion modeling, exemption analyses, reporting, and record keeping. Kelli is a Project Manager for various facilities' annual environmental programs, which includes federal and state reporting, writing pollution prevention plans, and preparing required permit applications. She has also worked onsite for clients to help them manage their environmental programs. Kelli is a member of the Air and Waste Management Association and the Alliance of Hazardous Materials Professionals – Michigan and National Chapters.

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# Member News

Continued from pg. 31

## AARON R. STEELE, CPA, CGMA — Controller

Aaron R. Steele, CPA, CGMA joined FTC&H in December of 2006 as an Assistant Controller. He attended Aquinas College and received his B.S. degree with a dual major of Business Administration and Accounting. Aaron is a Certified Public Accountant and has received his certification as a Chartered Global Management Accountant. Before joining FTC&H, Aaron worked for the State of Michigan for 2.5 years as a Tax Auditor. Aaron's responsibilities at FTC&H include managing the firm's daily cash operations, preparing monthly financial statements, monitoring unbilled charges, and preparing quarterly/annual payroll tax returns and all out-of-state tax returns. He is a member of the American Institute of Certified Public Accountants and the Michigan Association of Certified Public Accountants.

## CHRISTOPHER E. WALL, P.E., PTOE, PTP™ — Senior Civil Engineer

Christopher E. Wall, P.E., PTOE, PTP™ joined the Civil Division in Farmington Hills as a Senior Engineer in December 2007. He has 18 years experience in the design and construction of civil engineering projects including all phases of roadway, utility, site development, and traffic engineering projects. Chris

earned an M.S. and B.S. degree in Civil Engineering at Michigan State University. He is a registered Professional Engineer in Michigan and Ohio; the only engineer in either state to hold both certifications for Professional Traffic Operations Engineer and Professional Transportation Planner™. He is also a member of the American Council of Engineering Companies, the National and American Society of Civil Engineers, Institute of Transportation Engineers, Michigan Association of Planners, and the Transportation and Development Institute.

## JONATHAN D. YONKERS, P.E., LEED AP — Senior Mechanical Engineer

Jonathan D. Yonkers, P.E., LEED AP joined the Mechanical Department in June 1999 after a 2-year college internship with FTC&H. Jon holds his B.S. degree in Mechanical Engineering from Calvin College, is a licensed Professional Engineer, and is a LEED Accredited Professional. He has extensive experience with HVAC systems commissioning and design for a wide variety of project types. He is also a member of the American Society of Heating, Refrigerating, and Air Conditioning Engineers and the Association of Energy Engineers.



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*McDowell & Associates, a professional engineering firm with offices in Ferndale and Midland, Mich., is pleased to announce the hiring of Katherine M. Lamb, P.E., as senior engineer and hydrogeologist. Her role will include geotechnical and hydrogeological consulting, as well as design of shoring systems and monitoring using geotechnical instrumentation. Katherine is a registered professional engineer in Michigan with eight years experience in geotechnical engineering and hydrogeology.*

## Wade Trim

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*Wade Trim ([www.wadetrim.com](http://www.wadetrim.com)) has more than 300 professional and support staff in 15 offices throughout Michigan and five other states. They provide engineering, surveying, landscape architecture, planning, operations, and construction services for transportation, water resources, private development and municipal government projects.*

Wade Trim's Transportation Group has expanded with the additions of Bridget Bienkowski, EIT, and Hassan Sobh, EIT, who joined the firm's Taylor, Mich., office as engineers.

Bienkowski has spent three years with the Center for Transportation Research conducting research on traffic-related issues including travel demand management and access management improvements. She holds a master's degree in Civil Engineering from the University of Texas and a bachelor's degree in Civil Engineering from the University of Michigan.



Bridget Bienkowski, EIT

Sobh brings two years of design experience on transportation projects including roads, bridges and maintenance of traffic plans. He is certified in bridge safety inspection by the National Highway Institute and holds master's and bachelor's degrees in Civil Engineering from Wayne State University.



Hassan Sobh, EIT

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## Efficiency Production quickly finds fast, cost-saving shoring solution for contractor when shotcrete fails

By James McRay

In underground and utility construction, a contractor must always be ready to pivot to a Plan B when unexpected challenges arise. Flexibility and ingenuity is essential. This was true for Willmar, Minnesota-based Marcus Construction, who recently completed installing a 74 x 16 foot long pour-in-place auger "alley pit" vault at the Anderson-Webberville Dry Storage Elevator in Webberville, Michigan.

Marcus' efforts included overcoming one particular plan-changing; flexibility and ingenuity-testing; trench shoring challenge.

The excavation for the alley pit vault was unusual in that though relatively shallow—16 feet deep—the long trench needed to be dug two-thirds outside and one-third inside an existing building. The outside portion of the trench was open cut and



*Marcus originally used a "shotcrete" method to shore part of the excavation. Unfortunately, the shotcrete didn't stand up against Michigan's wet and saturated soil in portions along the trench wall.*

sloped back to OSHA regulated standards determined by the soil condition, in this case C-60 soil requiring a 1 to 1.5 angle of repose. The inside portion of the building, about 40 feet of 16 feet deep excavation, was cut with vertical walls which required appropriate and safe shoring.

Marcus originally used a "shotcrete" method to safely firm up the walls of the inside-the-building portion of the excavation. Unfortunately, the shotcrete didn't stand up against Michigan's



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wet, saturated, and often described “nasty” soil in portions along the lower wall of the trench.

Marcus needed to audible quickly on a new shoring option in order to keep the project on schedule and on budget.

### Alternate shoring option needed fast, alternate shoring option quickly found

The first course of action for Marcus was to consult with Hosford Brothers Concrete in East Lansing, Michigan; who they had subcontracted to excavate and pour-in-place the vault. Hosford immediately recommended that they call local excavation contractor Woodhull Construction, who Hosford felt confident could come up with a new plan quickly and put it in place.

“I told them that the only conceivable shoring system that could work for the conditions and parameters, like working inside a building, was a Slide Rail System,” affirmed Mike Smith, Woodhull Construction’s Owner and Operator. “The very next thing I told them was that if you wanted to know anything about Slide Rail, you call the Slide Rail experts at Efficiency Production.”

### Efficiency Production draws-up Slide Rail System solution, quickly approved and implemented

Rod Austin, Efficiency Production’s Senior Slide Rail installer and Special Operations Shoring Division Specialist, took the call from Marcus. “Fortunately, we’re located about 30 minutes from Webberville so after a quick site visit, we were able to get Marcus 3D CAD drawings and a detailed plan on how Slide Rail would get them back on schedule,” said Aus-

Continues on pg. 36



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*"I told them that the only conceivable shoring system that could work for the conditions and parameters, like working inside a building, was a Slide Rail System," said Mike Smith, Woodhull Construction.*

tin. "We were able to get all of that to them in just a couple of hours."

Those plans and drawings went to Marcus Construction Project Manager Mike Heinen for approval. "I got the new shoring plans very quickly, and even with a quick change we were able to green-light the switch to Slide Rail right away," said Heinen. "Efficiency (Production) was very efficient and effective."

## Local excavation contractor installs Slide Rail inside and outside building

For Woodhull's efforts, they were subcontracted by Hosford to install the Slide Rail System with installation assistance from Efficiency's Austin; plus Tim Hurst and Mark Mitchell, also Shoring Specialist in the Special Opera-



*Efficiency helped install two different width linear Multi-Bay systems. Narrowing the shoring was necessary to get around an existing support pier which ended up about 2 inches from the outside of the Slide Rail System.*

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tions Shoring Division. Continued Woodhull's Smith, "I had heard a lot about Slide Rail but hadn't used it before so I was excited to get the opportunity to install it. Having experience with Slide Rail may open up some new avenues of business in the future."

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

Slide Rail is installed simultaneously as the trench or pit is excavated by sliding the panels into integrated rails on the posts then pushing the panels and posts incrementally down to grade as the pit is dug; a process commonly referred to as a "dig and push" system. Woodhull used a CAT 345 and smaller CASE CX160 excavator to



*Multi-Bay utilizes Efficiency's exclusive Parallel Beams that have spreader collars—like trench shield sidewalls—which pin standard trench box spreaders. This versatility enabled the widths of the two systems to be altered by simply using two different lengths of spreader pipe.*

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# Member News

Continued from pg. 37

install the Slide Rail components, plus they had a John Deere 310 backhoe and CAT mini track-loader in support.

## Slide Rail System installed with 2 inches to spare

For the Webberville vault project, Austin designed a highly modified Linear Multi-Bay™ configured Slide Rail System that required very exact dimensions to make the shoring system work inside the building.

"We actually started by backfilling much of the excavation inside the building where the shotcrete had failed," explained Austin. "This enabled us to first push in sheeting against the far trench wall which we braced with a 26 foot waler I-beam. "Then, we needed to install two different size systems; one an 18 foot wide, 20 foot long bay inside the building; and then a narrower 14 foot wide, 24 foot long two-bay system. The narrower system which was about half inside and half outside the building enabled us to get around an existing support pier which ended up



*The excavation for the alley pit vault was unusual in that though relatively shallow—16 feet deep—the long trench needed to be dug two-thirds outside and one-third inside an existing building.*



*The completed pour-in-place structure will contain an auger "alley pit" for grain movement within the elevator facility.*

about two inches from the outside panel."

In a linear Multi-Bay configured system, 8 foot tall panels are installed first in the outside slotted rail of the posts; then another set of 8 foot tall panels are installed into the inside "open-face" rail of the post creating a grade depth of 16 feet. Efficiency Production is the only Slide Rail manufacturer to offer an open-face rail design on their Slide Rail posts which greatly reduces the potential of the panels binding against the soil.

Multi-Bay also utilizes Efficiency's exclusive Parallel Beams that roll up and down the slotted rail on the inside face of the linear posts and have spreader collars—like trench shield side-walls—which pin standard trench box spreaders. This versatility enabled the widths of the two systems to be altered by simply using two different lengths of spreader pipe. In this case, 16 foot long spreaders were used on the wider, 20 foot long inside system; and shorter 12 foot spreader pipe on the narrower two-bay system.

Marcus' Heinen, who flew in from Minnesota for a couple of days to observe the Slide Rail installation, had this to add: "(The Slide Rail) worked great and really kept the project moving. I'm not sure what else we would have done because there was no overhead room for sheet piling."

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*James McRay is the Director of Marketing & Media for Efficiency Production, Inc. He can be reached at 800-552-8800; [jmcray@efficiencyproduction.com](mailto:jmcray@efficiencyproduction.com)*

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Theresa Jaime**  
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Michigan Infrastructure &  
Transportation Association

# FOCUS FOUR

## SAFETY TRAINING



FOCUS FOUR

- FALL
- ELECTROCUTIONS
- STRUCK-BY
- CAUGHT BETWEEN

MITA staff will come right to your jobsite and educate employees on the dangers associated with the focus four.

**F**ocus your training efforts on the top four causes of injury and death in the construction industry.

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All made possible by MITA & MIOSHA CET Division



# Director of Safety & Workforce Development

## Safety Report

**M**ITA safety training has changed over the years. Change is a word that many people have a difficult time hearing and/or adapting to. I am proud to announce that MITA members are embracing the changes and moving forward. Major changes have occurred in rules that govern the way we perform work in the heavy construction industry --Certified Crane Operators, certified signal persons and qualified rigger to name a few. MITA has assisted many contractors to meet these needs and will continue to work diligently in order to make each job as safe as possible.

OSHA and MIOSHA have labeled falls, electrocutions, struck-by and crushed-by as the four leading causes of injury or death in the construction industry. In an effort to educate employers and employees on the importance of safety related to the "Focus Four", MITA staff has been traveling the entire state doing individual company training, multi-employer groups and short toolbox style training at the jobsites. "Hazard Management" is the key to safety on any job-site. Recognize the hazard, avoid the hazard, control the hazard and eliminate the hazard has been the focus of all training this year. Promoting job-site analysis is also a key to recognizing potential hazards before they can occur.

MITA members have taken advantage of the training opportunities that are available to them in 2013. In the month of March alone, MITA staff has logged some 3,000 hours of training. It is apparent that the safety vaccination is starting to take as well. Although we do not have specific numbers for MITA members, statewide over-all, injuries and illness are at an all time low according to MIOSHA.

Work zone safety is important just like anything else, MIOSHA will be paying close attention to temporary traffic control (TTC) and that it is set up properly. The most important thing to a TTC plan is actually following the plan. The Michigan Manual for Uniform Traffic Control (MMUTCD) Part 6 is considered the lead-

ing source when setting up a work-zone. Key to setting up the TTC is following the typical as it is designed. Omitting a sign or adjusting a taper could have a significant impact on the safety of workers in the work zone. Barrier walls and barrels are not a

force field that keep motorists out and they should not make you feel as if you can let your guard down. Workers should always be on high alert not only for motorists, but also for construction vehicles within the work zone itself. Use of an "internal" traffic control plan is something that could be used to facilitate travel paths and movement of large equipment around the job-site. With an internal traffic control plan in place, workers, operators, inspectors and all those alike can be made aware of potential hazard areas.

All in all, communication is the key to safety in construction. Safety is EVERYONE'S responsibility and should be taken seriously. Prevent incidents from occurring on your job-site by recognizing the potential hazard before it happens.



Pat Brown

For more information, contact Pat Brown by e-mail at [patrickbrown@mi-ita.com](mailto:patrickbrown@mi-ita.com) or call 517-347-8336.

## MIOSHA Update

One of the many services available to MITA members is MIOSHA appeals. Each year MITA staff sifts through hundreds of MIOSHA citations issued to its membership in an effort to resolve the issues. The following citations show the importance of the appeal system as well as the need to train and educate workers.

The citations listed below are a result of an incident that occurred in a confined space. Employees completed the construction of a vault in the winter months. In order to cure the concrete that was formed, employees used a propane tank with a weed burner attached. The weed burner was left burning all night. When workers returned the next morning, the burner was out due to lack of oxygen in the structure, which the workers should have deduced. Workers entered the space without testing the atmosphere and subsequently tried to re-light the burner. This resulted in an explosion injuring three workers, one seriously.

The MIOSHA investigation resulted in 5 serious, 3 Repeat Serious and 3 Willful violations and a total penalty of \$199,200.00.

Citation 1 Items 1-4 were all related to the use of an open flame in a confined space as well as no shut-off valve and storage of the propane cylinders. These items were all grouped together and the total penalty adjusted to \$4,800.

Citation 1 Item 5 for a defective heating unit was dismissed due to the fact the unit was not even in service.

Citation 2 Items 1 Willful \$56,000 for not following the company accident

prevention program. This citation was re-classified to Repeat Serious for \$7,000.

Citation 2 Item 2 Willful \$56,000 for not testing and recording the results of a confined space prior to entry. The classification was upheld and the penalty was adjusted to \$44,800.

Citation 2 Item 3 Willful \$56,000 for using the LP gas cylinder in an unoccupied building. The citation was vacated due to the fact the vault is not a building regularly occupied. The rule did not apply to the situation.

Citation 3 Item 1 Repeat Serious \$6,000 for not having a person on site with a valid First Aid certification. The citation was dismissed when records were produced showing otherwise.

Citation 3 Item 2 Repeat Serious \$6,000 for not using a ladder to enter the confined space. The citation was upheld and the penalty reduced to \$2,940.

Citation 3 Item 3 Repeat Serious \$6,000 for not having a fire extinguisher available at the job site. The citation was upheld and the penalty reduced to \$4,200.

The overall penalty was reduced to \$63,7400 and several citations dismissed or reclassified showing the importance of the appeals services MITA provides for its members.

MITA uses cases like this to educate workers on the importance of safety in the workplace. Training employees in hazard recognition is a vital part of the overall safety at each and every jobsite.



## Member Outreach News

### MITA Welcomes New Outreach Coordinator



*Mariam Robinson*

MITA is pleased to welcome Mariam Robinson to our team as the new Outreach Coordinator. Mariam will be in charge of facilitating and coordinating member connections with legislators and she will also coordinate the MTT (Michigan Transportation Team), working to get them more active in their local communities and in the press. Additionally, Mariam will handle PAC retention, recruiting and reporting. She is the new contact for our members to use in getting connected to their legislators as soon as possible.

Before coming to MITA, Mariam worked for the Michigan Nurses Association as their Government Relations Associate. During her time with MNA she coordinated their PAC, their Congress on Public Policy and she helped to develop their Legislative Liaison program. In addition, Mariam staffed the nurses at the Capitol and would help them lobby in support of statewide nursing issues.

Prior to that, Mariam worked for former Lt. Governor John Cherry as his scheduler, State Senator Glenn Anderson as his legislative assistant and the Michigan State Medical Society as their grassroots coordinator. Mariam earned two Bachelor of Arts degrees from Michigan State University in May of 2007, one in International Relations and one in Journalism. She lives in East Lansing with her husband (Alan) and her dog, a shih tzu/maltese mix named Zoe.

#### **Mariam's contact information:**

**mariamrobinson@mi-ita.com | 517-347-8336**

## Learn How To Efficiently and Effectively Email Your Legislators

Communicating with your legislators can be easy and fast or difficult and slow. Some of us are also much more comfortable at reaching out than others. And that's okay. Below is an email that was written by a MITA member to her state representative, respectfully and professionally asking him to support efforts to raise the appropriate amount of funding necessary to properly fix and maintain Michigan's roads and infrastructure. Please take a minute to read it, and use it as inspiration or a starting off point the next time you reach out to your own legislators to ask for support on this very important issue. Please note that both the member name and company name have been changed per the mem-

ber's request. As you will see, this email lays the groundwork to establish a relationship with the legislator and to hold them accountable, while smoothly weaving anecdotal information and facts together. By the end, the member has expertly conveyed the importance and urgency of the matter.

Dear (Representative/Senator) (Last Name),

I hope this message finds you well and surviving the winter weather. This is what we pray for in Northern Michigan...come on UP NORTH, snowmobilers and skiers - the conditions are PERFECT!

*Continued on page 43*



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However, it's also this brutal winter weather that plays a detrimental role in the aging of our transportation system. As a steward of Michigan's resources, it is your responsibility to ensure ALL of Michigan's resources are adequately protected for citizens, visitors and the businesses of our great state...including its infrastructure.

My name is Jane Doe and, as you may recall from a previous meeting in Lansing, I am a second-generation owner of a 40-year-old family business, Infrastructure, Inc. Infrastructure, Inc. is a heavy highway contractor specializing in the construction of highways, roads, airports, waste-water treatment plants, landfills and other site development projects. Our primary customers are MDOT and local municipalities throughout the state of Michigan - in essence, our customers are truly the citizens of the state of Michigan. Certainly based on this introduction you know where I stand relative to the transportation funding issue. I (including my family, my company, my 75 employees and their families) have something to potentially gain from building and maintaining roads and infrastructure. That is, if we submit a competitive bid, we may have an opportunity to sustain our livelihood here in beautiful Northern Michigan.

Having admitted that, I feel strongly that a far broader group stands to gain from appropriate and adequate transportation funding; for instance: job seekers in the battered construction industry, transporters of goods in and throughout Michigan, tourists and those industries that rely on them - such as the golf industry in Northern Michigan, in fact, ALL users of our roadways...nearly everyone! Furthermore, all of those people - indeed our entire state - stand to lose a great deal more if we sit by and "do nothing."

As I see it, we have several major issues with respect to transportation funding. The state of Michigan has a recurring issue of meeting the required federal match to secure federal funding. Although just "getting the match" is critical, it's still only a short-term solution - a band-aid to a much larger problem that requires a statewide transportation plan. Then we have the issue of being a donor state to the rest of the nation, and let's be honest, Michigan is in no position (in our current set of circumstances) to donate anything. Without proper care, we could easily send President Obama back millions of dollars in federal funds to which Michigan cannot match at a rate of 20 percent - who knows where or what

those funds would be spent/squandered on.

Representative, I share most of your concerns. I am opposed to big government, and I have grave concerns about the federal government controlling banks, insurance companies, car companies, health care and the like. I share your conservative philosophy. I agree that government should respond to small business - the creators of opportunity - not strangle them. However, I sometimes find myself aligning with the op-

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## Member Outreach News Continued from pg. 43

position relative to an issue that my future hinges upon. Transportation funding has become a four-letter word to many of my fellow Republicans. I feel strongly that good infrastructure is not an "entitlement" for our citizens, but rather that safe, reliable and efficient infrastructure is

an OBLIGATION of government: federal, state and local. It is one of the responsibilities of an organized nation to keep its people and communities physically and safely interconnected for the "greater good." I feel strongly that we need a long-term, sustainable plan to put Michigan "back on the roadmap."

I am an active member at MITA, the Michigan Infrastructure and Transportation Association. I will be the first to admit, I am not a politician, nor am I a lobbyist. Quite simply, I am a road builder. I don't pretend to know all of the problems or statistics; I also don't have the solutions to our transportation issues, but I feel solutions exist.

I believe you'll agree with me on the need for an improved funding methodology. Certainly I appreciate your recognition of the importance of the topic and perhaps your hesitance on assessing and/or allocating funds, however I need your commitment that you are ready and willing to get the job done. Now is the time for real action; no time remains for lame duck, election season or any other distractions. Too much is at stake - infrastructure continues to age and fail while able-bodied construction workers sit on the sidelines collecting unemployment benefits, WIC, MI Child, Bridge Cards and the like. Governor Snyder, in his recent State of the State address, was clear that transportation funding is THE key issue for 2013. Let's make this happen!

Please let me know the next opportunity you have to meet face-to-face and discuss the topic. I look forward to working with you to bring this issue to a successful resolution.

Best Regards,  
Jane Doe

Infrastructure, Inc.  
Phone: 123-456-7890  
Fax: 098-765-4321  
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# Legislative Bill Update

BILL NUMBER	BILL SPONSOR	BILL TITLE	DATE	LOCATION	SUMMARY
HB 4028	Rep. Geiss - D	Public Transit	1/22/13	House Transportation & Infrastructure Committee	Creates an optional county registration fee to benefit public transit.
HB 4086	Rep. Farrington - R	Highway Immunity	1/22/13	House Judiciary Committee	Modifies governmental immunity for repair and maintenance of highways.
SB 6	Sen. Proos - R	Sales Tax	1/16/13	Senate Appropriations Committee	Establishes the distribution of a percentage of the sales tax collected on motor fuel to be earmarked for transportation funding in 2013 and each year thereafter.
SB 13	Sen. Walker - R	Motor Carrier Fuel Tax	1/16/13	Senate Appropriations Committee	Repeals motor carrier fuel tax act.
SB 14	Sen. Walker - R	Motor Fuel Tax Act	1/16/13	Senate Appropriations Committee	Repeals motor fuel tax act.
SJR - A	Sen. Walker - R	Constitutional Amendment Resolution	1/16/13	Senate Appropriations Committee	Provides for a Constitutional Amendment, provides for an increase of sales tax; revises distribution.
HB 4128	Rep. Johnson - R	State Trunk Line Fund	1/29/13	House Transportation & Infrastructure Committee	Earmarks certain percentage of net revenue collected for the state trunk line fund.
SB 100	Sen. Walker - R	School Diesel Fuel	1/29/13	Senate Education Committee	Allows certain types of agreements regarding procurement of diesel fuel.
SB 84	Sen. Casperson - R	Recreation Improvement Account	1/30/13	Senate Appropriations Committee	Authorizes a recreation improvement account to receive a portion of the 2 percent sales tax dedicated to transportation.
SB 85	Sen. Pappageorge - R	Fuel Tax Repeal	1/30/13	Senate Appropriations Committee	Repeals motor fuel tax act.
SB 86	Sen. Pappageorge - R	Registration Fees	1/30/13	Senate Appropriations Committee	Modifies vehicle registration fees.
SB 87	Sen. Kahn - R	Motor Fuel Tax	1/30/13	Senate Appropriations Committee	Modifies motor fuel tax and implements a wholesale tax on fuel wholesalers.
SB 88	Sen. Kahn - R	Registration Fees	1/30/13	Senate Appropriations Committee	Modifies vehicle registration fees.
SJR - J	Sen. Richardville - R	Constitutional Amendment Resolution	1/30/13	Senate Appropriations Committee	Relates to a Constitutional Amendment; provides for increase in sales tax and use tax; revises distribution.
HB 4141	Rep. Somerville - R	Labor	1/30/13	House Local Government Committee	Prohibits severance pay for certain public employees and contractors.
HB 4153	Rep. Shirkey - R	Sales Tax	3/12/13	Assigned PA 1 of 2013 with immediate effect	Provides for retroactive effective date for regulations on prepaid sales tax on gasoline; provides that if the purchase or receipt of gasoline is made outside the state for shipment into and subsequent sale within the state, the purchaser or receiver shall make the prepayment directly to the Department of the Treasury.
HB 4172	Rep. Price - R	Prevailing Wage	2/5/13	House Commerce Committee	Repeals the act that eliminates the requirement of paying prevailing wages on state projects.
HB 4173	Rep. MacGregor - R	Prevailing Wage	2/5/13	House Commerce Committee	Eliminates the reference to repealed law. Tie barred with HB 4172.
HB 4174	Rep. Jacobsen - R	Prevailing Wage	2/5/13	House Commerce Committee	Eliminates the reference to repealed law. Tie barred with HB 4172.
SB 147	Sen. Kahn - R	Motor Carrier Fuel Tax	2/5/13	Senate Appropriations Committee	Repeals motor carrier fuel tax act.
SB 148	Sen. Kahn - R	Flat Tax Rate	2/5/13	Senate Appropriations Committee	Eliminates flat tax rate and establishes an 18-month limitation period for filing refund claims.
SB 149	Sen. Kahn - R	Transportation Funds	2/5/13	Senate Appropriations Committee	Provides for the distribution of funds from Michigan transportation fund for capital improvements.
SB 157	Sen. Meekhof - R	Prevailing Wages	2/6/13	Senate Government Operations Committee	Eliminates requirement of paying prevailing wages on state projects.
SB 158	Sen. Meekhof - R	Hours and Wages	2/6/13	Senate Government Operations Committee	Eliminates hours and wages reference to repealed law.
SB 159	Sen. Meekhof - R	Hours and Wages	2/6/13	Senate Government Operations Committee	Eliminate hours and wages reference to repealed law.
HB 4241	Rep. Goike - R	Vehicle Weight Restrictions	2/12/13	House Transportation & Infrastructure Committee	Creates exception from penalties for exceeding weight restrictions for septage waste vehicles performing emergency work.
SB 184	Sen. Pappageorge - R	Transportations Budget	2/13/13	Senate Appropriations Committee	Provides for department of transportation appropriations for fiscal year 2013-2014.
HB 4265	Rep. Shirkey - R	Traffic Lights	2/14/13	House Transportation & Infrastructure Committee	Allows bicycles, motorcycles, mopeds or three-wheeled vehicles to proceed through automated stoplights if traffic control signal does not detect their presence under certain circumstances.
SB 207	Sen. John Proos - R	Railroads	2/20/13	Senate Outdoor Recreation & Tourism	Requires financial assistance from department of transportation to rail freight and marine freight facilities.
HB 4305	Rep. McCann - D	Transportation	2/21/13	House Transportation & Infrastructure Committee	Eliminates deductions for remitting fuel tax by suppliers after October 1, 2013.
HB 4358	Rep. Schmidt - R	Motor Carrier Fuel Tax	2/28/13	House Transportation & Infrastructure Committee	Establishes an 18-month limitation period for filing refund claims and eliminates the flat tax rate.
HB 4359	Rep. Schmidt - R	Motor Fuel Tax	2/28/13	House Transportation & Infrastructure Committee	Implements a wholesale tax and modifies the motor fuel tax.



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