

SPRING 2015

CROSSSECTION

Underground Spotlight Page 18

MEMBER PROFILE:

Hoffman Bros., Inc.

Page 8

ASSOCIATE MEMBER PROFILE:

Hymmco

Page 12

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Outreach Spotlight

The Grassroots Efforts Behind Proposal 1: Paying Tribute To A Job Well Done

By Mariam Robinson

The Safe Roads YES campaign for Proposal 1 was not only the toughest in MITA history, but also one of the most controversial ballot initiatives to be seen in Michigan in the last 50 years. We must remember that even under the best of circumstances, ballot campaigns are typically the most difficult to win because of the need to educate the public for support.

Though our fight to win the Proposal 1 campaign was not successful on May 5th, the grassroots efforts of many MITA members, their employees, their families and their friends was, without a doubt, unprecedented. In addition, the Proposal 1 campaign started a serious public dialogue and raised major awareness for the need to invest in our roads and bridges across the entire state. The voters were very clear about the fact that they want the legislature to do their jobs and to do it in a clean, transparent way. In our book, the combined effect of all these things is a win.

Over the course of the four-month campaign, MITA members really stepped up and carried the water on the proposal, despite the backlash from the public and those leading the anti-Proposal 1 groups.

Hundreds of presentations were made, numerous letters to the editor were written and grassroots efforts in general were the heart and soul of this campaign.

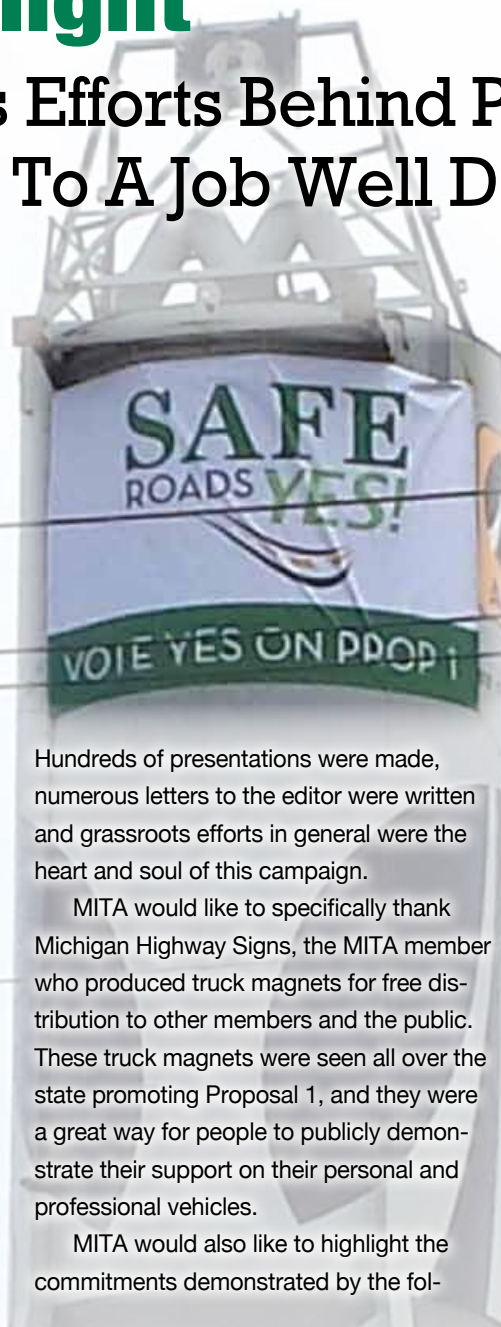
MITA would like to specifically thank Michigan Highway Signs, the MITA member who produced truck magnets for free distribution to other members and the public. These truck magnets were seen all over the state promoting Proposal 1, and they were a great way for people to publicly demonstrate their support on their personal and professional vehicles.

MITA would also like to highlight the commitments demonstrated by the fol-

lowing companies who invested in either large signs for their company buildings or billboards in their area of the state: Ajax Paving Industries, Inc., Fonson, Inc. and M & M Excavating Company. Large signs and billboards are very eye-catching, and they require a certain level of investment. Thank you for putting in the effort to publicly display your support in the months leading up to the election.

The bottom line is that this was a tough campaign. In spite of the difficulties and obstacles, MITA members rose to the challenge and poured their time, energy and resources into the process. MITA members kept the dialogue going throughout the campaign, and they will continue to keep the issue current until the legislature does their job and finds a solution to this long-standing problem.

Bertolt Brecht once said, "There are many elements to a campaign. Leadership is number one. Everything else is number two." MITA has been a leader from day one. As we look beyond Proposal 1, remember that MITA will continue to lead until the right solution is found and passed into law. Onward!



contents

- 5 Executive Vice President Comment
- 8 Member Profile
- 11 Letters to MITA
- 12 Associate Member Profile
- 14 Vice President of Membership Services Comment
- 16 Vice President of Engineering Services Comment
- 18 Underground Spotlight
- 26 Legislative Questions and Answers
- 28 Workforce Development Events
- 30 Legislative Update
- 34 DBE News
- 36 Member News
- 40 Member Project Profile
- 41 Partner News
- 42 Did You Know?
- 52 MITA Calendar of Events
- 53 MITA Staff News
- 54 Ad Index

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COMMENT



Mike Nystrom

EXECUTIVE VICE PRESIDENT

This magazine looks at many issues that MITA continues to promote on behalf of the entire heavy construction industry. For the underground industry in particular, we are continuing our efforts towards a goal of permanent state funding for our underground water and sewer systems, which are deteriorating (see cover photo and story on page 18). On another front, every year MITA is a leading force behind two major workforce development events, and you can see details and photos on page 28-29. MITA also participates annually in underground and road safety events, which Rob Coppersmith, our Vice President of Membership Services, writes about on page 14.

Glenn Bukoski, P.E., vice president of engineering services, discusses on page 16 another issue that will impact the industry – MDOT's implementation of its e-construction initiative. This initiative will be a game changer in terms of the way all project documents are collected, shared, distributed and managed in a secure and protected electronic environment. We encourage our members to embrace the many benefits of this new technology.

On the legislative front, House Speaker Kevin Cotter, R-Mt. Pleasant, answers questions on page 26 regarding the next steps towards adequately funding our infrastructure in Michigan. We will continue to work closely with him and other members of the legislature on many pieces of legislation that will impact the industry as a whole (see Legislative Update on page 30).

For news about MITA members, read the Member Project Profile on page 40, which highlights the 30th anniversary of Harbor Springs Excavating. The Member Profile on page 8 showcases Hoffman Bros, Inc., of Battle Creek, which has a long history in the underground industry. And the Associate Member Profile on page 12 provides details regarding Hymmco, a provider of concrete supplies, tools and accessories located in Wixom and Saginaw.

As always, if you have any questions or comments on any of the articles in this magazine, or ideas for future stories, please don't hesitate to contact us.

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MEMBER PROFILE



Among many projects recently completed this year by Hoffman Bros., Inc., is the festival/farm market in Battle Creek.



Hoffman Bros., Inc., is all about carrying on the family tradition. The tradition began in 1947 when brothers Ed and Hollis Hoffman purchased a bulldozer and dump truck and began taking advantage of the construction boom after World War II. Hollis ran the bulldozer and Ed ran the dump truck. They dug basements, graded driveways in Battle Creek, and probably had no idea what the eventual results of their hard work and determination would be.

Their success came gradually, as all good things do. They eventually hired an employee. And then more employees. They bought more equipment. And then more equipment. Almost 30 years went by, they built families, and in 1974 Ed's twin sons, Jack and Jim, purchased the company from their father and uncle.

Jack and Jim continued tradition. They took on larger and more complex

construction projects, purchased more equipment, and hired more employees to take on even larger and more complex construction projects.

In 1981, in order to accommodate the ever increasing work load required to keep 50 plus employees busy, Jack and Jim hired Ed Davids, a recent graduate of Michigan Tech. Ed helped in the office with estimating a managerial work. Jack, Jim and Ed were joined by Dan Eriksson in 1985, and Jim's son, Brian, in 1989. Ed, Dan and Brian purchased the company from Jack and Jim in 1999. Today, the family spirit continues with Ed's son-in-laws Mitch Peterson and Juan Ramos working for the company in addition to Jack Hoffman's



two grandsons, Tom and Bill Rizor. Bill is currently enrolled in MITA's Future Leaders Program.

At this point in our history of Hoffman Bros., we must note that the company had grown over the years since 1947 into one of southwest Michigan's largest and most respected excavating contractors.

"We continue to grow the company with a loyal employee base, where everyone pulls in the same direction and takes great pride in maintaining the high quality

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Aggregates, Consultants: Earthwork & Quantity Take-Offs, Contractors: Asphalt, Roads, Streets, Sealcoating, Milling, Joint Sealing, Contractors: Demolition, Contractors: Drain Tile, Contractors: Excavation, Earthwork, Site Development, Land Clearing, Contractors: Wastewater, Pump Stations, Contractors: Water and Sewer, Soil Erosion Control, Stabilization, Retention, Stones, Sand, Gravel, Milling, Grinding & Recycling of Asphalt & Concrete

standards that we are known for," said Brian, the father of a daughter, and two sons, one of whom may soon join the company after college. "Today, we have over 103 employees and a large fleet of equipment handling projects mainly within 120 miles of Battle Creek."

Over the years, Hoffman Bros. expanded from basements and drive-ways to handle some of the largest and complex projects in their region. They are considered to be a regional leader in the implementation of laser and GPS machine control technology, with countless robotic total stations to read slope distances. For over 15 years automated machine control has enabled them to consistently complete large, complex projects ahead of schedule and under budget, Brian explained. The types of projects they are currently capable of handling include: road, highway and airport construction; sitework; underground construction; and recycling asphalt and concrete in their own yard adjacent to their main offices.

Some key current projects include the new Jackson National office site near Okemos; Michigan State University Steam Tunnel; Hillsdale Airport perimeter road re-

alignment; Maple Valley Schools sitework; street work in Auburn, Indiana; and the Festival Plaza in Battle Creek among many other jobs throughout the state.

Past projects include the Four Winds Casino in New Buffalo, earthwork and utility infrastructure; CSO Control in Lansing, sewer separation; I-94 business loop in Benton Harbor; reconstruction of 1.78 miles of I-94 BL through downtown Benton Harbor; W.K. Kellogg Airport Runway, Battle Creek; Kalamazoo River inverted siphon replacement in Battle Creek; and Downtown Battle Creek Transformation Streetscape, which is a complete reconstruction of Michigan Avenue.

Throughout all their project work over the years, Brian said that being members of MITA has helped them stay on top of issues and ahead of challenges, especially in the safety arena with the assistance of Rob Coppersmith, MITA's Vice President of Membership Services. Annual safety training, provided by MITA, includes CPR, First Aid, Trench, Qualified Person, Traffic Regulator and Confined Space. Hoffman Bros. also takes advantage of support from MITA's engineering staff.

"Their dedication to safety training is

what is remarkable about Hoffman Bros.," Rob said. "What I always remember about them is that when I look at the date they joined over 20 years ago, I realize that they have never missed a year when it comes to providing annual safety training to their crews. In the old days of AUC, they never missed a Super Conference, either. They definitely take advantage of this service and everything else MITA has to offer construction workers."

Through the years of steady growth, Brian notes the challenges of "finding construction-oriented people in this generation."

"We have it a little easier than others because we are located in a rural area, and rural farming folks are more apt to be attracted to our industry," Brian said. "This helps us keep up with our workforce demands, but it is definitely a challenge."

Brian is grateful for the increase in private work recently, and the fact that the company is at least as busy if not busier than last year.

"It is looking better," he said, "and I always tend to see things as partly sunny rather than partly cloudy."

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Letters to MITA

Dear Mike:

Thanks so much for all you did to help Prop 1 pass! I'd really hoped for a better outcome, but couldn't have had a better partner in this effort. So appreciate all your help.

Terri Reid

Office of Governor Rick Snyder

Dear Rob:

I wanted to thank you once again for hosting today's Coffee with MIOSHA. It was a good-sized crowd, and I believe everything went well. I appreciate all your efforts.

Scott Hodge

Safety Officer

MIOSHA Construction Safety & Health Division

Dear Doug:

On behalf of the Center for Technology & Training staff, I would like to thank you for sharing your expertise at the 2015 County Engineer's Workshop that was held from February 3-5 in Manistee. The conference was very well received, with a record attendance of 158 attendees. We expect that the success of this year's presentations will inspire even greater attendance at next year's County Engineer's Workshop, which will mark the 50th anniversary of the conference.

Shaughn Kern

Center for Technology & Training

Michigan Technological University

Dear Mike:

The Laborers' bus tour in Flint went great. We had all three television stations, Mlive, and Michigan Radio. Nancy Brown (of MITA) is great to work with and helped me corral and work the press well. Tell her thanks.

Chris Hennessy

Michigan LECET

Dear Doug:

Thank you very much for volunteering in the testing area at the 7th Annual Michigan Design and Build Bridge Challenge and sharing your expertise with students from across Michigan. This year's event was a huge success and we received many wonderful comments from teachers, parents and students, including: "This is the best event I have ever attended." Thank you for your part in this success.

Julie VanPortfliet

MDOT

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ASSOCIATE MEMBER PROFILE



HYMMCO is a provider of quality masonry and concrete supplies, tools and accessories. Located in Saginaw and Wixom, they have the ability to provide architecturally specified masonry and concrete, tools, products and supplies by specification and brand and deliver

residential and everyday consumers.

HYMMCO was formed in September 2003 through a partnership between Bob Brannan and Don LaBean, who purchased the former ERSO branch in Saginaw. Together they have over 70 years of experience in the business. Bob got into the

business in 1975 at Ersco in Williamston. He had to be 18 to work in the yard; so, in the summer when he was 17, he started out cleaning the office and being a “gopher.” Don, in similar fashion, started during the summer of 1984 at the Saginaw location, then called Standard Resteel.

Working from the ground up has instilled the value of customer support. Today, they are joined by many loyal employees, including one shearer who has been with them 30 years. They have years of experience in both the office and shop, with key staff members sharing with them in 15-30 years with the industry.

Where did the company name come from, you ask? Bob came up with the name HYMMCO, which stands for “Helping You Make Money Company”. It started, in his mind as, “If we help our customers make money, they will share it with us. The truth of it is, we are a team and our focus is to promote teamwork.” LaBean said the



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Highway Sales

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Highway Customer Service

Mike Davidson- Mike@hymmco.com

company uses this philosophy of trust with their 38 employees, customers and numerous vendors.

"We build working, trusting relationships," Don said. "Our mission is: what comes around goes around. We work together, bring out the best in one another and everyone benefits. This is truly the essence of our company. We take pride in the value and customer service we provide. We make the customer our priority and make sure they get what they want and need. Recognizing that everyone has a schedule to meet, we work diligently to help them stay on pace. When we tell them a truck delivering products will be there at a certain time, it will be there. If we say engineering drawings will be sent to a contractor by a certain date, the drawings will be delivered on that date."

In the sales arena, Bob explained, it is a two step process. "We must show them that we are worth more. Differences in price upfront won't outweigh problems at the end.

You get what you pay for, and we sell value."

To aid in servicing their customers, HYMMCO instituted the Tool Crib. The HYMMCO Tool Crib provides customers a tool supply van in addition to the showroom. The van visits jobsites and offices to deliver small tools so customers don't have to spend time looking for items. The tool crib stocks items based on individual needs and maintains a consistent schedule so customers know when to expect visits.

HYMMCO's commitment to customer satisfaction ensures that customers receive prompt, courteous service and some of the best prices on specified brand name supplies, tools and accessories.

In the spring, HYMMCO has an annual appreciation fish fry luncheon for their customers and vendors. Over the years the number in attendance has increased and they are now serving over 400 pounds of fish at lunch.

"This is our opportunity to see you, talk

with you and say thank you," Bob said.

"Included with the lunch is a mini tradeshow where vendors are on-site as an aid to our customers in seeing new and current products and talking with the vendor directly for any concerns or needs."

Speaking of fish, as this article was being put together, Bob was already talking about an upcoming fly fishing trip to Montana with some pillars of the Michigan heavy construction industry.

"Being members of MITA," Bob said, "has allowed us to build key relationships through the many MITA networking events. MITA is a key to our success. MITA is a great resource for helping us reach out to the state and community to try and solve complex issues in the industry. Being a part of MITA is so profound. They are a larger voice and one to be heard."

MITA Participates in Underground and Road Safety Events

During the spring, MITA participated in two events that focused on worker safety. The events allowed MITA to speak on behalf of all our members. Here are the comments written and made by me at the MISS DIG Safety Event.

"I am here today wearing a couple of hats. My first in the role at the Michigan Infrastructure and Transportation Association, or MITA, is to work with and train the excavation community in a joint effort with MISS DIG on safe work practices. I'm happy to report that thousands of Michigan construction workers have been trained on utility locating over the last several months.

I am also here in my role as chairman of the Michigan Damage Prevention Board, an entity formed to develop best practices for utility locating and the work being performed around them. This group was instrumental in the development of legislation that resulted in PA 174,

which took place a little over a year ago. The goal of the group is to continually work toward the protection of facilities and develop best practices for those who work around them or are served by them. Seems simple? It would be, until you start factoring in the enormity of this task which involves over 700,000 ticket requests on an annual basis, requests which are then relayed to countless facility owners, which then requires marking and a positive response back into the system within 72 hours of a request. Last year alone over 12 million transmissions were made in the ticketing system to achieve this task, which is daunting by any standard.

These roles are often at odds with each other until you remember the ultimate goal — public safety. Our regular meetings are not filled with joyful banter. They are filled with spirited debate that tries its best to balance the needs of utility owners with the demands of expedited construction

schedules put in place in order to not inconvenience the public. Damages and marking related issues hurt all of us in a variety of ways: disruption of service to home and business, construction delays and related costs, facility repair and associated costs, and in the worst case scenario the loss of life — what is known as the ultimate cost.

I firmly believe that the actions achieved by the various stakeholders, who are often at odds, could not have been accomplished if we all were not drive by the common goal of safety. In this arena, safety is easily defined: "NO DAMAGES." How that is accomplished takes a group effort between facility owners, the MISS DIG system, locating contractors and excavators. One hiccup from any group can result in costly and grave consequences.

So, as we embark on another one of my favorite seasons — "construction" — it is my sincere hope



Rob Coppersmith of MITA spoke at a MISS Dig Safety Event April 15. Accepting Gov. Snyder's Dig Safely proclamation at the event (from left): Rob Coppersmith, Michigan Infrastructure and Transportation Association; Michigan Public Service Commission Chairman John Quackenbush; Eric Urbain, MISS DIG System, Inc.; Dirk Dunham, Consumers Energy; Dave Chislea, Michigan Public Service Commission.

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

VICE PRESIDENT OF MEMBERSHIP SERVICES COMMENT

that the group effort can continue in a positive manner and one that puts timely, accurate locating and good field

practices at the top of the priority list. If we can achieve those two tasks within the framework of the new Act, damages

will decline and all will benefit.
Thank you!"

Press conferences were held during the spring to highlight National Work Zone Awareness Week. In addition to representatives from MITA, officials from the Michigan Department of Transportation, American Traffic Safety Services Association and Michigan State Police spoke about roadway safety. Pictured here is Douglas Needham, P.E., MITA's Vice President of Industry Relations.



During the spring, MITA participated in two events that focused on worker safety. The events allowed MITA to speak on behalf of all our members. Here are the basic comments made by me at the Work Zone Safety Event in East Lansing. MITA's Douglas Needham, P.E., made similar comments during the event at the Clare Welcome Center.

"MITA works endlessly with its industry partners to make roads safer for contractors by providing thousands of hours of training on an annual basis to contractor employees. In addition, MITA, MIOSHA, risk professionals, and MDOT perform hundreds if not thousands of construction site visits a summer to assist and monitor contractor jobsites to ensure safety practices are understood and in place. This is all done in an effort to make jobsites as safe as possible for construction workers.

In spite of these training and safety efforts, construction employees often have to report to work in less than favorable conditions. Daily the industry is faced with an apathetic driving public that tends to focus on how they have been

inconvenienced by construction work being performed on their behalf. Many workers during their training sessions talk of the distractions that drivers exhibit on a daily basis: swerving, texting, applying make-up, eating breakfast, reading newspapers, not to mention the more depraved act of drunk driving. The latter is something our workers are facing on a regular basis as more night work is being performed in an effort to appease the traveling public. But, I ask you, to what end?

The construction industry offers a good living to those who work in it, however, how long will the industry be able to attract good help if met with a constant threat of poor driving and your prize at the end of the day is getting a section of highway named after you once you've paid the ultimate sacrifice for being a construction worker.

The construction industry is doing its part; however, with training, traffic control devices and monitoring, the industry can only do so much. We ultimately need the driving public to step up to the challenge. No more racing to the head of

a lane merge to save what amounts to a minute or two; no longer engaging in any behavior that could cause a distraction; and, finally viewing construction workers as people with families who need them to come home at the end of the day.

It is my sincere hope that we can leave here today with the following positive message for the construction industry:

- A message that lets construction workers know that the people they are performing work for will no longer curse construction work, but understand that Michigan has underfunded our road resources to the point of decay and that it will take time, proper funding, and some inconvenience to put us back on track.
- A message that says drivers will change their driving habits before more laws have to be introduced.
- A message that says the driving public is committed to just giving road workers a brake! Thank you!"

E-construction.... A Game Changer!

Just as MDOT's implementation of electronic bidding revolutionized and improved the physical bidding process back in 2001, today's MDOT "e-construction" initiative looks to be a similar game changer in terms of the way all project documents are collected, shared, distributed and managed in a secure and protected electronic environment. Favorable results and overwhelming acceptance of the e-construction process by both MDOT and contractor personnel on several pilot projects in 2013 and 2014 prompted MDOT (with MITA's support) to implement e-construction on all trunkline projects in the October 2014 bid letting and going forward.

In the simplest terms, MDOT's e-construction initiative primarily involves the implementation of an electronic document management system that eliminates the physical handling of essentially all hard copy construction documents on a project. A key secondary piece of automation MDOT implemented in early 2012, to facilitate the electronic submittal of contract documents, was the allowed and encouraged use of digitally

encrypted electronic signatures.



E-construction also involves improved electronic communication via a variety of mobile devices and network applications.

MDOT uses the Bentley Systems ProjectWise suite of software in their implementation of e-construction. The ProjectWise software has no specific hardware or processor requirements and can be loaded on a variety of laptops, tablets, and other mobile devices. Under its current licensing agreement with Bentley, MDOT provides the ProjectWise software to contractor and consulting firms without charge. At the time of this writing, about 270 contractor and consulting firms (1,000+ users) have been authorized as ProjectWise users.

For the delivery of the 2013 and 2014 pilot projects MDOT utilized targeted ProjectWise training of MDOT and contractor personnel to ensure a common understanding of the e-construction document management procedures and requirements. ProjectWise training today is facilitated by scheduled webinars or by special request. The "click-drag-drop" technology used to physically submit a document is relatively simple to master, however, there is a short learning curve for most users to become proficient and understand the file naming conventions and attributes, roles, permissions and workflow

requirements.

Beyond the countless forests of trees that will be saved as MDOT projects go "paperless" with e-construction, the following are the most significant anticipated benefits of e-construction we see for a contractor:

Transparency and access to documents – All construction documents will be accessible on any device at any time. The document management software will maintain an audit trail for a document's timelines, status, and possessions, virtually eliminating disputes over document submittal. Project plans (including revisions), specifications, and inspector daily reports (IDR) (including attachments) will be accessible in real time.

Faster flow of information – As automation improves communications and document sharing, submittal review and approval timeframes can be reduced significantly. With the real time sharing of all construction documents errors can be discovered and corrected in a more timely and efficient manner.

Improved cash flow – Real time access to IDRs for daily reconciliation of quantities and validation of pay estimate quantity postings will ensure contractor payments are timely and accurate. Electronic document sharing, combined with the use

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


VICE PRESIDENT OF ENGINEERING SERVICES COMMENT

of electronic signatures, will ensure contract modifications are reviewed, approved and processed for payment expeditiously.

MDOT's e-construction efforts are being promoted nationally by the Federal Highway Administration as a successful model innovation under their Every Day Counts (EDC) Round 3 initiative. The departments of transportation in several states are considering or have already decided to implement e-construction efforts that are based on, or mirror, MDOT's initiative.

In 2016, MDOT is anticipating they will expand the implementation of e-construction by enabling county and local agencies to utilize the technology on projects they let through MDOT.



We encourage every MITA member contractor (and our consulting firms) to embrace MDOT's e-construction technology to make it work for the maximum benefit of your companies.



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While the road funding debate in Michigan certainly gets a lot of attention, especially due to the fact that it has been discussed publicly for several years, it isn't the only focus that our association or the Government Affairs division has. On a parallel path, we have also been working hard for our underground members and towards a goal of some permanent state funding for our underground water and sewer systems.

As many in the industry know, our underground systems are in even worse shape than our roads and bridges. It's easy to see cracks in pavement, potholes or falling concrete from bridges, but the public and elected officials usually ignore our underground infrastructure system because it is unseen. As long as our water seems clean and our toilets flush, many don't understand the dire situations that many communities have been dealing with regarding their underground infrastructure.

Several years ago, MITA began a lengthy process of securing funding for our underground systems throughout Michigan. MITA staff sat on the State Water Pollution Control Revolving Fund Advisory Committee, which was established to review and provide recommendations regarding the State Water Pollution Control Revolving Fund. The Committee's goals were to increase the level of investment in sewage collection and treatment systems, as well as to provide incentives for action that improve water quality and prevent



pollution. The outcome of this initial step was releasing the remaining \$654 million in bonds for various asset management studies and projects in various communities throughout the state.

Stormwater, Asset Management, and Wastewater (SAW) Grants

Legislation was passed in 2013 to develop the new SAW grant program. This legislation


Continues on pg. 19

established grants for asset management plan development, stormwater plan development, sewage collection and treatment plan development, and state-funded loans to construct projects identified in the asset management plans. Communities jumped at the opportunity to use these new grants and 673 applications were received by the DEQ by December 2013, which was the initial cut-off for applications. It is estimated that it will take up to six years for all of the grants and loans to be distributed, with approximately \$100 million each year being appropriated by the state. The idea is to get communities to understand their underground infrastructure needs so that they can begin to plan on how funding for those needs may look. Despite having the necessary information on the needs each community may have in their underground infrastructure, many will still lack the ability to find funding for those various maintenance improvements. Understanding this struggle, MITA began working on ways to collect the various asset management plans throughout Michigan to be able to showcase the entire state's needs to policy-makers and the public.

Michigan Underground Asset Management Council

In 1997, when the Legislature last increased Michigan's gas tax to support our deteriorating roads and bridges, the Michigan Transportation Asset Management Council was established to rate Michigan's roads and bridges and to predict their condition into the future. The program is now viewed as one of the top rating systems throughout the entire United States and has been a valuable tool in convincing lawmakers of the need for increased funding for our transportation system (although convincing them of the need doesn't necessarily equate to actually solving the problem). Because our underground system is typically overlooked, as it is unseen by the public,

Continues on pg. 21

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MITA is working on establishing an underground asset management council here in Michigan. Starting last year and continuing this year, the DEQ budget in Michigan included language that establishes a standard set of requirements for each community to follow in their asset management plans, as well as a process for communities to keep and report to the DEQ. The idea is to collect all of the various plans throughout the state and potentially house them at a research university in Michigan to begin this new council.

Research Facility

When the Transportation Asset Management Council was established, Michigan Technological University was tasked with establishing criteria for rating Michigan's transportation system. We believe the same can be done for our underground system at one of the many fine universities in Michigan. MITA will be working on securing grant money to become available through the state budget for a university that might want to establish criteria for rating our underground water and sewer systems and creating a way to house and present those findings to the public. One other challenge is that the information is collected in a variety of ways. Having one research facility overseeing all of the asset management plans developed by individual communities can help define a

Continues on pg. 22

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more uniform rating system throughout the state.

Educating Policy Makers and the Public

Once a good portion of communities in Michigan have established their asset management plans, data has been collected by a research facility, and those systems have been rated in a uniform way, MITA can begin to educate the public and policy makers on the dire need for increased

investments into our underground infrastructure. The road funding debate didn't heat up on its own, or overnight. It took years for those involved in the industry to convince the public and lawmakers that our system was failing and we needed to invest more to maintain it. There is little debate that we need more money to improve our roads and bridges in Michigan, however, not many people believe that we need to invest more into our underground infrastructure. This is because they are not educated on the conditions of the various systems. MITA believes that by exposing our water and sewer systems throughout Michigan, there will be an even larger cry for increased investment into those systems statewide.

Increased Investment into our Underground Infrastructure

The ultimate goal in all of this is to secure increased investment for our underground infrastructure throughout Michigan. Does that come in more opportunities for communities to tap into funds within the state budget? Does that come from some sort of user fee statewide that everyone in Michigan pays? Does that come from some other source that is yet to be determined? What is painfully obvious to us at MITA is that the general public and those elected officials in Lansing and elsewhere have no idea about the extreme conditions that some of our water and sewer systems are in and what decades of ignoring the problem has created underground for our citizens. Like the road funding debate, this is an ongoing strategy that MITA has been working on since its inception and will continue to work on until we are successful.

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Speaker Kevin Cotter, R - Mount Pleasant

Q: What can we learn from the recent defeat of Proposal 1, and how will it affect the future of increased road funding in Michigan?

A: The people of Michigan want their roads fixed, but they don't want an overly complicated plan that tries to fix everything in state government. We need to keep road funding simple, and keep it focused on the needs it is supposed to address.

Q: As Speaker, what do you feel

is the next step towards adequately funding our infrastructure in Michigan?

A: We have already introduced legislation that will increase funding for Michigan's roads and bridges by more than a billion dollars, reprioritizing funding from other sources and showing that transportation infrastructure really is a priority in this state. We need to consider this reform and begin talks with the Senate and Governor about their plans to address this issue.

Q: When do you believe the State Legislature will enact substantive changes to how we pay for our transportation system?

A: This is one of our most pressing issues and a top priority to me. I would like to see us pass parts of this plan and begin a discussion with the Senate within the next few weeks. The House Republican plan is now in committee and will be discussed and receive public input soon. That will help us improve the plan and find a stronger

About Rep. Kevin Cotter DISTRICT

State Representative Kevin Cotter was first elected in November 2010 to serve the citizens of the 99th House district. The 99th district encompasses all of Isabella County, as well as ten townships in Midland County.

EDUCATION

Representative Cotter is a graduate of Shepherd High School and holds a bachelor's degree in Entrepreneurship and Business Administration, as well as a Master's of Science in Administration, both from Central Michigan University. He also earned a Juris Doctorate degree from Thomas M. Cooley Law School.

PROFESSIONAL

Representative Kevin Cotter brings a broad array of experience to the House of Representatives, most recently serving as a partner at the Kerr Law

Firm, PLLC in downtown Mt. Pleasant. Prior to that, Cotter worked in the transportation industry, working with two companies where his duties included supervising in-bound shipments, human resources management and overseeing safety operations.

PUBLIC OFFICE

During his second term, Representative Cotter served as Chair of the House Judiciary Committee, as well as the Majority Vice Chair of the Elections and Ethics Committee. He was also a member of the Insurance, Michigan Competitiveness, and Tax Policy Committees. Prior to being elected, Cotter was selected by former Speaker of the House Jase Bolger to serve on the Committee on Committees, which made recommendations to the Speaker on which committees members would serve on, based on their interests,

experience and requested committees.

For the 2015-16 legislative session, Rep. Cotter was

elected Speaker

of the House by his colleagues.

PERSONAL

Cotter lives in Union Township, in Isabella County, with his wife, Jennifer. In his spare time, he enjoys spending time in Michigan's outdoors. He also enjoys golfing, snowmobiling, hunting, boating and spending time with friends and family.

CONTACT

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EMAIL: KevinCotter@house.mi.gov



solution before it heads to the floor for a vote by the full House.

Q: What has been your reaction to the public's increase in calls for increased infrastructure investment in Michigan?

A: I believe that roads are a prerequisite to economic development and that we need a real, long-term solution to keep our economic recovery going. It is well past time for this issue to be resolved once and for all. Our plan will invest more than a billion dollars more into our roads every year, and we are going to dedicate that funding, so our roads stay a priority in Michigan for decades to come.

Q: What are your thoughts or comments on your relationship with MITA and the heavy construction industry?

A: Just as our roads are a key player in our state's economic development, Michigan's road builders are an important part, as well. We have to give them the tools they need to create long-lasting pathways for us all. Michigan's infrastructure needs are numerous and complex. We're going to have to work closely together and share ideas to adequately address the issue and to find the best solution.

Q: How can our MITA members better advocate for their industry

and encourage the Legislature to act on increased investment for our infrastructure?

A: We can always use more information and more personal experiences from the people who see our state's infrastructure needs up close every day. It is not enough to just fund road repairs; we want to make informed decisions about how we can make the repairs better and more efficient. Information and opinions from MITA members on changes they'd like to see us make as this process moves forward would be very welcome.

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CONSTRUCTION SCIENCE EXPO

May 19, 2015

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Doug Needham, MITA's Vice President of Industry Relations, proudly kicked off the 5th Annual Construction Science Expo that provided an opportunity for over 800 Detroit and Romulus School students, who qualified academically

and pledged to be drug-free, to attend this inspirational event at the Michigan Science Center. Students participated in hands-on training in skilled construction design, the trades and engineering. Thanks to the following organizations for their support in making this event possible.

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HB 4001	1/15/15	Rep. Amanda Price - R	Repeals prevailing wage requirement. Repeals PA 166 of 1965.	House Commerce & Trade Committee	Introduced/In committee	Oppose
HB 4002	1/15/15	Rep. Aric Nesbitt - R	Repeals references to prevailing wage in Economic Development Corporations Act.	House Commerce & Trade Committee	Introduced/In committee	Oppose
HB 4003	1/15/15	Rep. Brad Jacobsen - R	Repeals references to prevailing wage in School Code.	House Commerce & Trade Committee	Introduced/In committee	Oppose
HB 4225	2/24/15	Rep. Pat Somerville - R	Database for all road and bridge projects; establish. Will amend PA 51 of 1951.	House Infrastructure & Transportation Committee	Introduced/In committee	Neutral
HB 4317	3/10/15	Rep. Todd Courser - R	Modifies motor fuel tax. Amends P.A. 403 of 2000.	House Government Operations Committee	Introduced/In committee	Neutral
HB 4318	3/10/15	Rep. Todd Courser - R	Eliminates collection of sales tax on gasoline. Amends P.A. 167 of 1933.	House Government Operations Committee	Introduced/In committee	Neutral
HB 4335	3/11/15	Rep. Gary Glenn - R	Collection of sales on gasoline; eliminate.	House Government Operations Committee	Introduced/In committee	Neutral
HB 4336	3/11/15	Rep. Gary Glenn - R	Motor fuel tax; modify.	House Government Operations Committee	Introduced/In committee	Neutral
HB 4337	3/11/15	Rep. Gary Glenn - R	Motor carrier fuel tax; flat tax rate; eliminate, and establish an 18-month limitation period for filing refund claims.	House Government Operations Committee	Introduced/In committee	Neutral
HB 4440	4/14/15	Rep. Ed Canfield - R	Transportation economic development fund sunset; revise.	Senate Appropriations Committee	Passed House/Passed Senate/Returned to House	Neutral
HB 4455	4/15/15	Rep. Ben Glardon - R	Bridge inspection process; modify.	Senate Transportation Committee	Passed House/Sitting in Senate cmte.	Neutral
HB 4566	5/7/15	Rep. Phil Potvin - R	Portion of sales tax revenue; earmark to transportation fund.	House Appropriations Committee	Introduced/In committee	Support

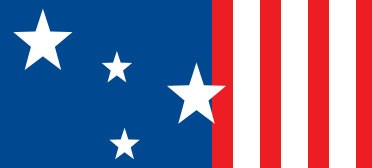


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Stay tuned for more details from Matt McClintick, MITA Director of Safety & Workforce Development.





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HB 4569	5/7/15	Rep. Al Pscholka - R	Vehicle registration tax credited to transportation administration collection fund; extend sunset.	Senate Floor	Passed House/Passed Senate cmte.	Neutral
HB 4574	5/12/15	Rep. Robert Kosowski - D	Provides for fee waiver for use of public transit by veterans with identification cards.	House Infrastructure & Transportation Committee	Introduced/In committee	Neutral
HB 4575	5/12/15	Rep. Triston Cole - R	Creates Michigan electric infrastructure act.	House Energy Policy Committee	Introduced/In committee	Neutral
HB 4586	5/12/15	Rep. George Darany - D	Revises maximum gross vehicle weight limits for trucks. Amends PA 300 of 1949.	House Infrastructure & Transportation Committee	Introduced/In committee	Oppose
HB 4605	5/14/15	Rep. Al Pscholka - R	Earmarks income tax revenue portion of the General Fund for the transportation fund. Amends PA 281 of 1967.	House Roads & Economic Development Committee	Introduced/In committee	Neutral
HB 4606	5/14/15	Rep. Phil Potvin - R	Earmarks portion of sales tax revenue to transportation fund. Amends PA 167 of 1933.	House Roads & Economic Development Committee	Introduced/In committee	Support
HB 4607	5/14/15	Rep. Peter Pettalia - R	Allows certain amount of 21st century jobs fund to be appropriated to the transportation fund. Amends PA 489 of 2000.	House Roads & Economic Development Committee	Introduced/In committee	Neutral
HB 4608	5/14/15	Rep. Lee Chatfield	Allows certain amount of the Michigan Strategic Fund to be appropriated to the transportation fund. Amends PA 270 of 1984.	House Roads & Economic Development Committee	Introduced/In committee	Neutral
HB 4612	5/14/15	Rep. Eric Leutheuser	Modifies registration fees. Amends PA 300 of 1949.	House Roads & Economic Development Committee	Introduced/In committee	Neutral

Continues on pg. 32

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HB 4613	5/14/15	Rep. Dan Lauwers - R	Modifies replacement warranties on road repairs and extends warranty requirement to local & road agencies. Amends PA 51 of 1951.	House Roads & Economic Development Committee	Introduced/In committee	Neutral
HB 4614	5/14/15	Rep. Andrea LaFontaine - R	Includes tax on motor fuel and alternative fuel in streamlined sales and use tax revenue equalization act. Amends PA 175 of 2004.	House Roads & Economic Development Committee	Introduced/In committee	Neutral
HB 4615	5/14/15	Rep. Rob VerHeulen - R	Modifies motor fuel tax. Amends PA 403 of 2000.	House Roads & Economic Development Committee	Introduced/In committee	Neutral
HB 4616	5/14/15	Rep. Mike McCready - R	Eliminates flat tax rate & establishes an 18-month limitation period for filing refund claims. Amends PA 119 of 1980.	House Roads & Economic Development Committee	Introduced/In committee	Neutral
SB 1	1/21/15	Sen. Arlan Meekhof - R	Eliminate reference to repealed law in school code. Will amend PA 451 of 1976.	House Commerce & Trade Committee	Passed Senate/Sitting in House cmte.	Oppose
SB 2	1/21/15	Sen. Peter MacGregor - R	Eliminate reference to repealed law. Will amend PA 338 of 1974.	House Commerce & Trade Committee	Passed Senate/Sitting in House cmte.	Oppose
SB 3	1/21/15	Sen. Mike Robertson - R	Eliminate requirement of paying prevailing wages on state projects. Repeals PA 166 of 1965.	House Commerce & Trade Committee	Passed Senate/Sitting in House cmte.	Oppose
SB 286	4/21/15	Sen. John Proos - R	Earmark of percentage of sales tax collected on motor fuel and aviation fuel and products; provide for.	Senate Transportation Committee	Introduced/In committee	Support
SB 341	5/19/15	Sen. Mike Shirkey - R	Motor fuel tax; tax levy on alternative fuel used in vehicles; provide for, and make other revisions.	Senate Transportation Committee	Introduced/In committee	Support
SB 342	5/19/15	Sen. Mike Shirkey - R	Registration; fee increase for certain vehicles powered by electricity; provide for.	Senate Transportation Committee	Introduced/In committee	Support



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MDOT Names New Office of Business Development Administrator

MDOT recently named Lisa Thompson as the Office of Business Development (OBD) Administrator. Lisa brings 26 years of MDOT experience, most recently as OBD's Acting Administrator, as well as their Reports and Analysis Section Manager. Lisa's experience includes work with the Disadvantaged Business Enterprise Program, Equal Opportunity Contract Compliance, Small Business Program, On-The-Job Training, and she managed the creation of the Title VI interdisciplinary team process.

In addition, Lisa is a Certified Contract Compliance Administrator through the American Contract Compliance Association, and she has participated in various National Civil Rights Training opportunities held by FHWA, AASHTO and other certification agencies. Lisa is a graduate of Michigan State University, and will soon receive her Master's of Business Administration from Davenport University.

We recently asked Lisa to respond to the following questions regarding her new role at MDOT.

What do you hope to accomplish in your first six months as the Administrator of the Office of Business Development (OBD)?

I intend for the Office of Business Development to be recognized as a progressive and innovative agency with an exceptional workforce that inspires public confidence.



Lisa Thompson

MDOT leadership has challenged us to rethink how we do things, to find efficiencies, and to continually reinvent our operations. I have pushed OBD staff to bring to the table customer-focused innovations to solve problems with creative thinking. Part of the goal is faster responses to requests, reviews and certification processing from OBD. We will incorporate opportunities to listen to feedback from our internal and external customers to continually improve on our execution in all areas of operation.

We have already implemented changes in our review of Small Business Program Applications wherein companies applying for certification are receiving a response within 14 days of submitting a completed application. We intend to use the efficiencies associated with that process in the redesign of our DBE certifica-

tion application process to shorten that timeframe as well.

You will also see more web-based content making it easier to find information on a specific topic without having to read our entire procedures manual. We have updated our main webpage, www.michigan.gov/mdot-dbe, and will be adding additional pages that will give you specific information you need right when you need it. OBD currently has several program processes that are held as best practices by the Federal Highway Administration. It is my intent to build upon that distinction in all areas of operation.

For the DBE-certified companies in Michigan, what challenges do you see that impeded their success, and how will OBD help them overcome those challenges?

The Michigan economy is slowly recovering and all levels of government have been strapped for cash. In order to grow, DBEs and all other small businesses must have contracting opportunities. Government contracting opportunities are limited and competition is stiff, often leaving smaller firms struggling to survive. Our program must create opportunities for small firms without oversaturating any specific market and squeezing out non-DBE businesses doing similar work. We must keep our pool of DBE firms that can perform MDOT work current with limited work available for them to perform.

To help our firms become more competitive, the OBD has been working with partners who offer business development services that are targeted specifically to small firms and their growth needs. We are currently piloting programs with the Michigan Economic Development Corporation (MEDC) to provide general business assistance from trained professionals to help DBEs implement more efficient contracting principles and improve their bottom lines. We have also partnered with consultants who have hands-on project management experience to help firms make project-specific decisions that are in the best interest of their long-term business plan. We hope to continue and expand upon our partnerships with organization like the Michigan Infrastructure and Transportation Association (MITA), the American Council of Engineering Companies (ACEC), and the Construction Association of Michigan (CAM) and others to provide business and contracting assessment services, business planning and crisis management to position DBEs for a successful future.

OBD will continue to be one tool in a very large toolbox designed to develop strong small businesses that will create good paying jobs and continue growing Michigan's economy.

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www.efficiencyproduction.com

Efficiency Production, Inc., the country's leading manufacturer of trench shielding and shoring equipment, is proud to announce the selection of Rod Austin as the company's new vice president of sales.

Since 2010, Austin has served Efficiency Production as the senior slide rail installer and estimator in the company's highly-regarded special operations shoring division. Austin, a former Army Ranger and Iraq war veteran, brings to his new position over 20 years extensive experience in the underground construction industry. Before joining Efficiency, Austin worked for 16 years as a superintendent and project supervisor at Woodhill Construction, located in Laingsburg, Mich. Austin began his career working for Forsberg Construction in Okemos, Mich., the founding company of Efficiency Production, when he was 17 years old.

Austin will be responsible for overseeing Efficiency's entire sales operation and staff, as well as directing all liaisons with the company's extensive North American dealer network. He replaces Gary Bushong, who served as Efficiency's vice president of sales for 24 years.

Austin can be contacted at: 800-552-8800; or e-mail at: raustin@efficiencyproduction.com.

Efficiency Production, Inc., "America's Trench Box Builder"™ provides the widest selection of standard and customer trench shielding and shoring systems. Efficiency's versatile products are designed specifically for safe and cost effective installation of utility systems and infrastructure improvements. All products are P.E. certified to meet OSHA and MIOSHA standards.

G2 Consulting Group

www.G2consultinggroup.com

G2 Consulting in Team Selected for Premier MDOT Project

G2 Consulting Group is proud to have been selected as part of the Design-Build team on one of MDOT's premier projects for 2015: design and reconstruction of the I-75/University Drive interchange in Oakland County. The job kicked off in February and is scheduled to be completed by year-end, with restoration work planned for early 2016.

The interchange will feature Michigan's first diverging diamond interchange, a design that "Popular Science" named a 'Best Innovation' for its ability to allow left turns on and off the freeway to occur without crossing the approaching traffic flow. The diverging diamond is a relatively new design technology in the U.S., but has been used extensively throughout Europe. It is considered to be more efficient, user-friendly and safer than other design approaches.

G2 is providing geotechnical design services for bridge pile foundations, MSE



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MEMBER NEWS

abutments, roadway embankments, sign and signal foundations, and peat excavation under the watchful eye of Project Manager Dave Wanlass.

"We are delighted to once again be part of the Dan's Excavating team, along with Bergmann Associates," said G2 Principal Mark Smolinski. "Like G2, this team practices the concept of constant collaboration and communication. This keeps jobs flowing smoothly, helps to assure that there will be no surprises along the way, and keeps projects on time and one budget, which is exactly the way we like to work at G2."

The I-75/University Drive interchange is a heavily traveled interchange carrying traffic to Oakland University, Auburn Hills and FCA (formerly Chrysler Group) headquarters/technology complex. The \$15.5 million project includes the reconstruction of University Drive for Opdyke to Cross Creek, including the bridge over I-75, reconstruction of all interchange ramps, construction of the Chrysler Drive ramp to northbound I-75, and new traffic signals, lighting, streetscape embankment and landscaping.

In December 2014, G2 Consulting Group was named as a prequalified geotechnical engineer through MDOT's "as-need" indefinite service contract.

G2 Consulting (G2consultinggroup.com and twitter.com/G2_consulting) is a geotechnical, geoenvironmental, and construction engineering firm that has delivered thousands of telecommunications, land development and civil infrastructure projects for two decades across the United States. Based in Troy, Mich., G2 also has offices in Ann Arbor, Mich., and suburban Chicago.



Thomas LaCross, P.E.



Robert DeFrain, P.E.

HRC

www.hrc-engr.com

Promotions

Promoted to Senior Associates:

Thomas LaCross, P.E., Robert DeFrain, P.E.

Promoted to Associates:

Bradley Shepler, P.E., CCCA, LEED AP BD+C, Karyn Stickel, P.E., CFM, Colleen Hill-Stramsak, P.E., PTOE

New Hire

Jennifer Chehab, P.E., has joined HRC as Senior Project Engineer. She has 20 years of professional experience in providing design and project



Bradley Shepler, P.E.



Colleen Hill-Stramsak, P.E.



Karyn Stickel, P.E.

Continues on pg. 38

management for municipal infrastructure improvement projects.

Merger

HRC has merged with Mickalich Engineering, Inc. (MEI). MEI was located in Clarkston, and provided engineering and surveying services to private development projects.

HRC Vice President Walter H. Alix, P.E., P.S., said: "HRC is thrilled to tap into MEI's expertise in providing professional site/civil engineering and surveying services for private development projects. Mickalich's President Albert P. Mickalich, P.E., brings a wealth of engineering expertise as well as an established private development customer base, which will complement and expand HRC's broad professional services offering. In addition, Stephen Jacobi, P.S., and Andrew Groat of MEI, have considerable surveying experience that will help expand HRC's surveying capabilities. The HRC/MEI merger will provide for increased opportunities given the current uptick in the local Michigan economy."

Originally established in 2000, MEDI provides site/civil engineering, surveying and conceptual/site planning services for commercial, office, residential, industrial and educational projects.

For 100 years, through innovation and design, HRC has made significant contributions to Michigan's vital infrastructure by providing consulting engineering and architectural services to municipal, industrial and private clients. HRC is a full service, multi-disciplined firm comprised of 160 professional engineers, surveyors, architects, and technical support staff, including LEED AP accredited professionals. HRC is an Engineering News Record (ENR) Top



Jennifer Chehab, P.E.



Albert P. Mickalich, P.E.

500 Design Firm and Top 50 Trenchless Technology Design Firm whose work has been recognized by prestigious industry awards. HRC was recently honored by the American Council of Engineering Companies of Michigan as 2014 Large Firm of the year. HRC has offices in Bloomfield Hills, Grand Rapids, Howell, Detroit and Delhi, Michigan. For more information, visit www.hrc-engr.com.



Stephen Jacobi, P.E.



Andrew Groat

Southeastern Equipment Co., Inc. www.southeasternequip.com

Southeastern Equipment Co., Inc., is pleased to announce that Jason Milligan has joined the company as the director of service for all locations. Milligan is overseeing all shop and on-site service to ensure that customers receive a consistently high level of support of every branch.

"Jason is a great addition to our team," said Charlie Patterson, president of Southeastern Equipment Co., Inc. "He has over 15 years of experience with

heavy equipment in Ohio and brings a high standard of professionalism to our team.”

Since 1995 Milligan has been focused on delivering excellent product support services to heavy equipment fleet managers and owners in Ohio. Overseeing multiple branches, he has served as a service manager, director of operations, and general management executive for three successful construction equipment dealers.

Milligan lives in Plain City, Ohio with his wife. He earned his MBA from Franklin University, served in the U.S. Army 82nd Airborne Division, and received his undergraduate degree from Ohio Wesleyan University. In his free time he enjoys traveling, hiking and volunteering with several charitable and professional organizations.

Southeastern Equipment Co., Inc., has been selling, servicing and renting heavy machinery since 1957.

Superior Asphalt www.superiorasphalt.com

The Greater Lansing Business Monthly recently named Superior Asphalt the 2015 Business of the year because of Owner Jeff Kresnak's vision and perseverance.

“I feel very fortunate that I've been able to put together a staff and crew and to have all the loyal customers who made this aware possible,” Kresnak was quoted as saying in the Greater Lansing Business Monthly magazine.

Kresnak owns and operates Superior Asphalt, a Michigan-based asphalt manufacturing and paving company. Headquartered in Caledonia, Superior Asphalt also opened a state-of-the-art manufacturing facility in Lansing in 2012.



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LEARN MORE about this project @ www.g2consultinggroup.com/ambassador-bridge-gateway



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Harbor Springs Excavating Caps 30th Anniversary Year with an Award of Excellence

Harbor Springs Excavating, Inc., has completed its 30th year in business with a 2014 Award of Excellence presented by the Builders Exchange of Northwest Michigan. This award was given for the work they performed for the new Turcott Baseball Field at the Petoskey High

School grounds.

The timeliness and quality of work that allowed for the Northmen to play baseball for their 2014 season on the new field are factors that were considered in the award presentation. Work did not begin until June of 2013 and the playing surface was completed and

seeded by August 9, 2013. In addition to installing sub surface drainage over 29,000 cubic yards of earth were moved and shaped to create the new ball field.

Cost savings were a part of the project and, with their prior experience in athletic field construction,

Harbor Springs Excavating was able to contribute to this effort by using a mix of the specified field surface and a similar product available from one of their gravel pits. Additional savings were implemented by the owner with the elimination of the sand sub base for the outfield requiring operators from Harbor Springs Excavating to place additional effort in the final grading to create an acceptable well drained and graded playing surface with the existing stone and clay soils.

The general contractor on the job was Grand Traverse Construction and working carefully with them allowed for completion of the field well ahead of the surrounding concrete construction for the press box/locker rooms, sidewalks and bleachers. In addition timely work by the landscaper (Jim Hoffman & Sons) helped to minimize erosion on the heavy soils when record setting October rains hit the area.

The award was made possible by the



Continues on pg. 44

Michigan's Top Engineering and Surveying Projects Recognized at Annual ACEC Excellence Awards Ceremony

The American Council of Engineering Companies of Michigan (ACEC/M) recently honored firms for engineering and surveying excellence during the association's 50th annual Engineering and Surveying Excellence Awards ceremony in February.

Design professionals and guests gathered at The Henry Ford in Dearborn to recognize outstanding Michigan engineering and surveying projects from the past year, as well as engineering professionals who have significantly contributed to the profession.

The ACEC/M annual awards program recognizes outstanding efforts

of professional design firms to solve clients' needs through exceptional projects, and 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.

"This program serves as the final celebration of Engineers Week," said Ron Brenke, P.E., executive director of ACEC/M. "The knowledge and expertise that filled the room was astounding. The projects engineering by private sector firms have a profound effect on the quality of life for all Michigan residents. Their efforts results in quality roads and bridges,

safe drinking water, and a clean environment for people to live, work and play."

The awards are as follows:

Eminent Conceptor Award: NTH Consultants, Ltd., Detroit, for the structural analysis for Cobo Arena Demolition and Reconstruction. During the redevelopment of Cobo Arena, a \$279 million project, NTH Consultants, Ltd., utilized the shell-like geometry of the original structure, performed detailed analyses for each stage of demolition and reconstruction, and worked with the contractors to safely sequence the work, thereby

Continues on pg. 44



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Did You Know?

Summer Conference 2015 Will Be Here Before You Know It!

The MITA Summer Conference: every year this fabulous family-friendly event features an array of fun activities in a relaxing atmosphere. Members can both vacation with their families and mingle with other MITA members.

This year's conference is scheduled to take place on July 23- 26 at Shanty Creek Resort in Bellaire. The conference will feature activities such as biking, hiking, shopping and golf at both The Summit and The Legend golf courses.

Registration for this popular summer event will available on www.mi-ita.com. If you have any questions, feel free to contact Danielle Coppersmith, MITA Events Coordinator, at daniel-lecoppersmith@mi-ita.com or call the MITA office at (517) 347-8336.



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July 23 - 26

This year's conference promises to be a fantastic fun filled event with plenty to do for the family, as well as, MITA networking.

Here are just a few highlights of this year's summer extravaganza...

- Plenty of family activities—biking, hiking, shopping, tennis, swimming, etc.
- Golf at The Summit and The Legend golf courses.
- Plenty of member networking events, including two member receptions.
- A MITA board meeting. Members are invited.

...and so much more! WATCH your email for more information on this exciting event.



outstanding performance of long-time employees of Harbor Springs Excavating. Phil Vorce was the Project Estimator/Supervisor and has been with the company for 30 years. Bruce Johansen was the foreman on the job and has 25 years helping to perform this kind of award winning work.

With 30 years now completed in business, Harbor Springs Excavating would like to recognize other long-term employees who have helped with the success of reaching this 30-year milestone: Andy Meyer, operator, 23 years; Karen Morse, office, 21 years; Martin Maylowski, operator/foreman, 20 years; Ron Radle, driver, 19 years; and Doug Schlappi, driver, 16 years.

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. 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.

PARTNER NEWS Continued from pg. 41

eliminating the need for an estimated \$1 million in internal temporary bracing.

Engineering Honorable Conceptor Award: Bergmann Associates, for The Rapid/Amtrak Passenger Station Relocation in Grand Rapids; Fishbeck, Thompson, Carr & Huber, Inc., for the Grand Rapids Downtown market and for Michigan State University West Circle Drive, Phase 3; OHM Advisors for the Farmington Hills Elevated Storage Tank; and Parsons Corporation for the I-96/M-50 Bridge Slide Design.

Engineering Merit Awards: HNTB Michigan, Inc., for the I-94 Truck Parking Information and Management System; Hubbell, Roth & Clark, Inc., for the Orion Road Bridge Replacement in Oakland County; NTH Consultants, Ltd., for the Oakland Macomb Interceptor

Continues on pg. 46

Contact Information

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Drain; Parsons Corporation for the US-131/3 Mile Road Bridge Slide; Prein&Newhof for Lake Street Improvements (City of Whitehall); RS Engineering, LLC for the I-96 Interchange at Latson Road; and ROWE Professional Services Company for the Uptown Bay City project.

Surveying Honorable Conceptor Awards: Fleis & VanderBrnk for the Osceola Inn Demolition Project in Reed City; and Spicer Group, Inc., for the South County Water Authority Asset Collection Project.

The Judges' Choice Award for Board Design: Hubbell, Roth & Clark, Inc., for the project board designed to tell the story of how the "Accelerated Orion Road Abridgement Replacement Saves Cider Season."

ACEC/M Vernon B. Spalding Leadership Award: Paul C. Wade, P.E., recently retired from Spalding DeDecker Associates, Inc., to honor his outstanding leadership roles in ACEC and several community organizations. The ACEC/M Felix A. Anderson Image Award was present-

ed to Gerald M. (Jerry) Belian, P.E., F.E.S.D., of SME, for his actions and contributions to enhance the image of the profession.

The Eminent and Honorable Conceptor award winners are eligible to compete at the National ACEC engineering competition in Washington, D.C. For more information on the projects and award winners, call 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 nearly 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.



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Productivity in Construction

Implemented in 2012; the Michigan Laborers' Training and Apprenticeship Institute has developed a Laborers' Productivity Training Course. In today's competitive environment it is critical that the highest level of productivity be achieved in all aspects of a project. The Michigan Construction Laborers' Union recognizes this need and is leading the way to a more productive workforce by including this training in our Apprenticeship Program and offering the class to our Journeymen as a skills enhancement course.



Kimberly Dohn completed the course recently and commented:

"I was fortunate to be among the first to participate in the Laborers' Productivity Training Course. I am very passionate about the training that was

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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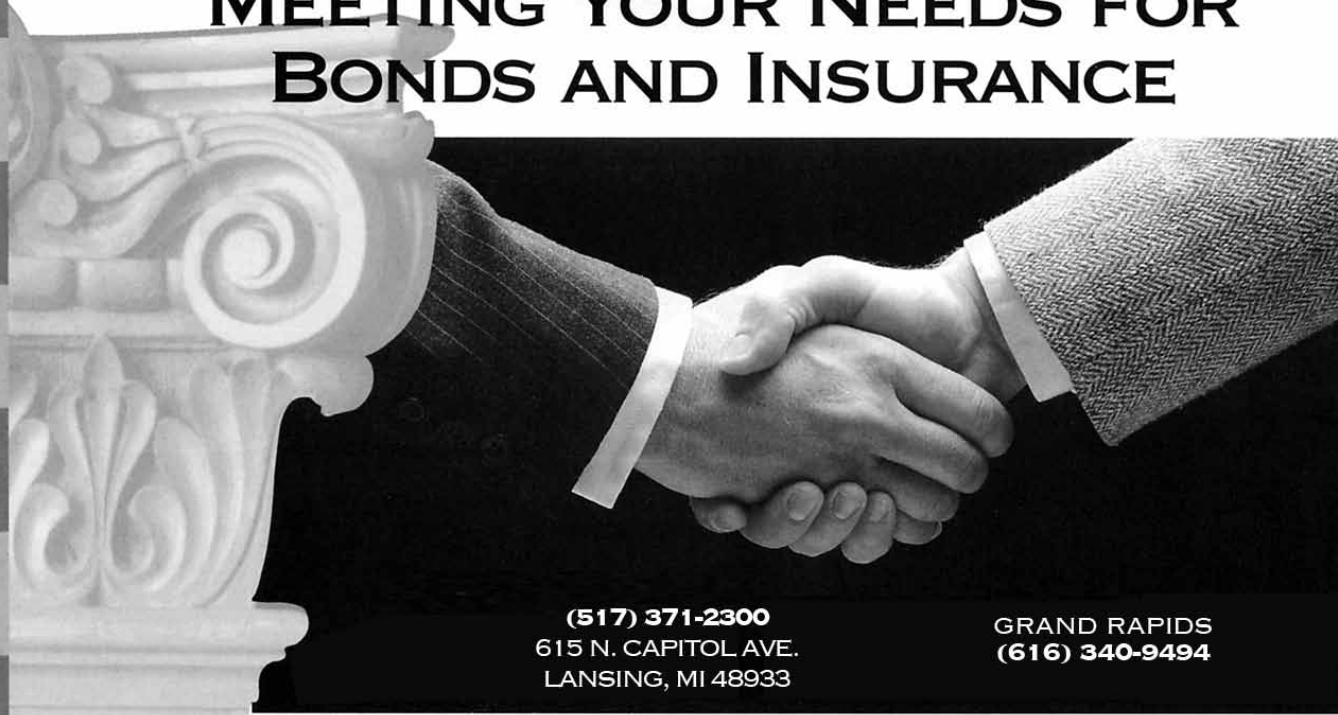
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Outreach Coordinator Completes Government Affairs Academy

Between November of 2014 and February 2015, MITA's Outreach Coordinator, Mariam Robinson, participated in the MSAE Government Affairs Academy, hosted by the Michigan Society of Association Executives, an organization of which MITA is a member.

This inaugural academy was the first of its kind in the greater Lansing area, consisting of several half-day sessions completed over the course of four months. It culminated with a graduation ceremony at the annual MSAE Legislative and Public Policy Conference, which was held at the Radisson Hotel in downtown Lansing

on February 3, 2015.

Mariam was one of 13 individuals to complete the entire program, which included partaking in a wide variety of educational sessions that provided useful information, updates and tools in the area of government affairs. The various session topics included the following:



MICHIGAN INFRASTRUCTURE & TRANSPORTATION ASSOCIATION

2015 Calendar of Events

JULY

17 SOUTHEASTERN MI GOLF OUTING
Twin Lakes Golf Course,
Oakland — 9:00 a.m.

22-26 MITA SUMMER CONFERENCE

Shanty Creek Resorts, Bellaire

25 MITA BOARD MEETING
9 a.m.

AUGUST

20 CENTRAL MI GOLF OUTING
Eagle Eye Golf Outing,
East Lansing — 9:00 a.m.

SEPTEMBER

22 MITA BOARD MEETING
Country Club of Lansing,
Lansing — 8:00 a.m.

DECEMBER

11 MITA BOARD MEETING
Country Club of Lansing,
Lansing — 8:00 a.m.

11 CENTRAL MI HOLIDAY PARTY

Country Club of Lansing, Lansing
11:30 a.m. - 1:30 p.m.

15

WESTERN MI HOLIDAY PARTY

Location TBD
11:30 a.m. - 1:30 p.m.

16

SOUTHEASTERN MI HOLIDAY PARTY

Location TBD
11:30 a.m. - 1:30 p.m.

*All dates are subject to change and additional events may not be added.
Please check out the electronic calendar regularly at www.mi-ita.com for updates.*



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The fifth person from the left in this photo is MITA's Outreach Coordinator, Mariam Robinson, who recently completed the Michigan Society of Association Executives (MSAE) Government Affairs Academy.

1. Associations, Special Interests & Public Policy
 2. Lessons Learned & Overview Of The Building Blocks For A Successful Government Affairs Program
 3. Evaluating Options For Staffing A Government Affairs Team
 4. New Faces Arriving In Lansing
 5. Lobby Laws, Administrative Agencies & Filing
 6. Protocol With Legislators
 7. Thinking Big
 8. Campaign Finance Reporting & Management
 9. PAC Regulations & Rules
 10. How A PAC & Issue Ads Fits Into Your Organization's Strategy
 11. What You Should Know For Success When Involved In Campaigns
 12. Making The Most Of The Resources Available
 13. Getting Your Ducks In A Row
 14. IRS Law & Its Impact On Your Organization
 15. Recruiting Members To Run For Office & The Regulations That Apply
 16. Coalition Building Strategies
- Each session of the Government Affairs Academy featured seasoned speakers and presenters from several Michigan associations, organizations, law firms and universities.

It is the goal of MSAE to continue offering the Government Affairs Academy on an annual basis, so that all associations and organizations can take advantage of the tools and information as they work to move forward professionally.

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Spring 2015 Cross-Section Ad Index

Ace Cutting Equipment and Supply	24	GEI	42	Michigan State Conference of Plasterers and Cement Masons	24
ALS Construction Equipment	56	Give 'Em a Brake	36	Mourer Foster, Inc.	48
Alta Equipment Company	45	Great Lakes Aggregates Inc.	54	NTH Consultants	21
Association Benefits	IFC	Griffin, Smalley & Wilkerson, Inc.	35	Oakland Insurance	21
Atsalis Brothers	51	Guy Hurley Blaser & Heuer LLC	19	Operating Engineers	55
Bacco Construction Company	39	HUB International	41	Plante Moran	4
BCT Benefits	6	Info Tech	33	Pro-Tec Equipment	25
James Burg Trucking Company	49	Jay Dee Contractors	42	Spartan Specialties LTD	53
Butzel Long	52	Jensen Bridge and Supply Company	31	Stoneco	48
Berger Dealer Group	7	Lawrence Technological University	31	Ten Mile Creek	23
Capitol Barricaing, Inc.	22	Edw. C. Levy Co.	11	Trench Tech, Inc.	17
Corrigan Oil Co.	19	Lowe Construction Company, Inc.	42	Valenti Trobec Chandler Inc.	35
Efficiency Production, Inc.	10	Mersino	32	Wade Trim	27
Full Bore Directional Boring, Inc.	46	Michigan CAT	50	Zervos Group	53
G2 Consulting Group LLC	39	Michigan LECET	47		
GBM Recycled Concrete	22	Michigan Pipe and Valve	44		



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