

SUMMER 2012

CROSS SECTION

**MITA Legislative
Jobsite Tours**

Page 12

**Member Profile:
Rohrscheib Sons
Caissons, Inc.**

Page 14

MITA Repower Event

Page 28

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*Michigan Infrastructure &
Transportation Association*

CROSS SECTION

features

- 20 Executive Vice President Comment
- 24 Vice President of Engineering Services Comment
- 30 Vice President of Government Affairs

also in this issue

- 9 Letters to MITA
- 11 Underground Spotlight
- 11 Member Outreach
- 12 Legislative Jobsite Tours
- 14 Member Profile
- 16 Associate Member Profile
- 22 Washington Fly-In
- 28 Repower Event
- 32 DBE Profile
- 34 Legislative Bill Update
- 36 Construction Science Expo
- 38 ARTBA News
- 42 Member Voice
- 46 Member News
- 48 MDOT News
- 50 New MITA Members
- 52 Calendar of Events
- 53 Bulletin Index
- 54 Ad Index

For Cross-Section Magazine advertising, circulation or editorial inquiries, contact Nancy Brown at: phone: 517-347-8336; fax: 517-347-8344; e-mail: nancybrown@mi-ta.com; or by mail at the following mailing address: MITA, P.O. Box 1640, Okemos, Mich., 48865-1640.
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Grant Charlick, an apprentice program graduate out of Laborers Local 1076 and an employee of Skanska, USA, considers MLTAI and the Construction Craft Laborer apprenticeship program an important part of his professional growth.

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

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

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

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

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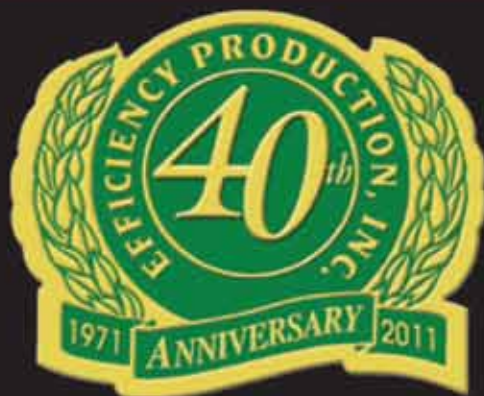
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Letters to MITA

Doug:

On behalf of the CRAM Engineering Committee and the staff at the Center for Technology and Training, I would like to thank you for your presentation at the 2012 Michigan County Engineers' Workshop. This year's conference was attended by 120 people representing county road commissions, cities, MDOT and private companies.

Again, thank you for participating in this year's workshop.

John Ryyanen

Workshop Coordinator

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Underground Spotlight

Public Act 53 (MISS DIG) Changes

Legislation that incorporates current "best practices" for locating underground utilities is being debated in the Senate and has already received committee testimony. Senate Bill 1083, introduced by Senator Mike Nofs, would incorporate recommendations from the Michigan Damage Prevention Board, of which MITA staff has sat on since its inception, and put them into law. These guidelines have been vetted and tested for over 10 years and have proven to be a benefit not only to those owning and operating utilities throughout Michigan but also those contractors who run the risk of damaging utilities because they are poorly marked.

Senate Bill 1084 was also introduced and would amend the governmental immunity law to provide that immunity would not apply to a municipal corporation acting under the proposed Underground Facility Damage Prevention and Safety Act. Not surprisingly, the initial draft legislation has found some opposition, so language is being developed to address some of the concerns by local units of government and also keep the intent intact. We anticipate more movement on the legislation will occur throughout the summer and we will keep the membership updated.

State Water Pollution Control Revolving Fund

As mentioned in the previous underground spotlight articles, legislation to provide grants and low-interest loans to help communities upgrade their underground infrastructure systems is being developed. MITA staff is happy to announce that this legislation has been formally introduced and will likely see committee hearings in the House and Senate within the next few months. The package of bills includes House Bills 5673, 5674, 5675 and 5676 and Senate Bills 1155, 1156, 1157, and 1158.

Should the recommendations from the State Revolving Fund Advisory Group be entirely implemented, it would be a very big step towards stabilizing Michigan's underground infrastructure. In addition to releasing the remaining \$654 million bonds for projects, the legislation would create grants for communities to develop asset management programs. More often than not local governments do not understand the extent of their water and sewer needs, and do not have the necessary funds to dedicate towards studying those needs. These new grants will shed light in many areas of the state, so that future planning can be done to upgrade their underground systems.

Member Outreach

Summer is a perfect time to become more acquainted with your elected officials and/or legislative candidates in your area. Here is a quick three-item list of easy but effective actions you can undertake:

- Attend an in-district coffee hour – dates, times and locations of these coffee hours can be found on the MITA website and they are updated weekly.
- Walk with your elected official or candidate in an upcoming summer parade. Legislators rarely miss an opportunity to meet and interact with their constituents, and parades allow them to reach a large number of individuals in a short amount of time. Having extra help handing out flyers and information is always welcomed.
- Door knock with your elected official or candidate. Engaging with constituents is crucially important to all elected officials, so your assistance in this endeavor will be valued.

This is a quick and easy list of things you can do over the summer to nurture and develop ongoing relations with your elected officials. If you are interested in undertaking any or all of these activities and need assistance getting started, or have a different idea you would like to undertake, please contact Nicole Cook, outreach coordinator, at nicolecook@mi-ita.com or at the MITA office at (517) 347-8336.

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MITA Brings Legislators to Statewide Jobsites

In June, MITA staff joined with MITA members and Michigan legislators to visit jobsites and see firsthand the work and costs involved with upgrading our state's infrastructure.

At Detroit Metro Airport, Bob Adcock, of MITA member Angelo Iafate Construction, discussed this \$68 million 2-year project that involves 12,000 feet of runway. State House of Representatives attending this event included Douglas Geiss (D-Taylor); Paul Opsommer (R-Dewitt); Patrick Somerville (R-New Boston); and Jim Stamas (R-Midland).

In Ann Arbor, Brian Schember and a foreman, of MITA Member Dan's Excavating, described the \$14 million stadium bridge project. The one-year project involves 2,000 feet of road, and a total reconstruct of water, sewers, bridges and walkways. Representatives

in attendance were Geiss, Opsommer, Stamas, Rick Olson, (R-York Twp.); and Mark Ouimet (R-Scio Twp.).

In Lansing, Ryan O'Donnell, of MITA Member Anlaan Corporation, talked about the \$2.3 million U.S. 127 bridge project. Opsommer and Stamas attended this event, along with Deb Shaughnessy (R-Charlotte).

These projects were chosen because they show a broad range of elements that go into improving our infrastructure in Michigan. Legislators can make a visual connection to the reality of infrastructure costs when debating and making decisions to solve our state's much needed annual funding increase for roads, bridges, water and sewer.

Dan's Excavating hosted state legislators at their Ann Arbor Stadium Bridge project in June.



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Bob Adcock of Angelo lafrate Construction Company spoke with legislators about the Detroit Metro Airport project in June.

Ryan O'Donnell of Anlaan Corporation talked about their U.S. 127 bridge project with legislators in June.



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Member Profile

Rohrscheib Sons Caissons, Inc.

With the motto: Experienced, Reliable and Capable, Rohrscheib Sons Caissons, Inc., of New Hudson, has had many critical milestones in their 53-year history. The company was founded by Gene Rohrscheib in 1959, and his sons, Steve and Brett, started working with him in the early 1970's. They took over the company in the early 1990's and by the mid 1990's the company had gone international.

Expansion has continued ever since. The company has been steadily purchasing equipment, fabricating tools, training new employees and expanding geographical areas of operation, said company Secretary/Treasurer Brett Rohrscheib, a construction engineer educated at Lawrence Tech.

"We are a foundation drilling company with many years of experience with infrastructure contractors, in addition to commercial, industrial and utility construction," Brett said. "We complete projects nationwide, but

Sterling Heights Sinkhole



Wayne County Jail



Steve Rohrscheib



(Left to right): Brett Rohrscheib, Jason Egan, Sheila Hall and Bill Johnston.

CONTACT INFORMATION

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Grand Rapids I-196 Retention Wall Project



Greektown Valet Parking Deck Project

our major areas of operation are Michigan, Ohio, Indiana, Illinois, Pennsylvania, Kentucky and Tennessee.

In all of these locations, Rohrscheib works diligently to ensure a zero incident policy by providing employees with extensive safety training and safety programs. The company continually analyzes its safety program to allow for continued improvements and modifications to meet the ever-changing conditions encountered in the field.

This strict adherence to safety has led to safety awards every year since 2002. Most recently, in 2010 they received the "Above and Beyond Award for Safety" for the Hemlock Semi-Conductor project in Tennessee.

One of Rohrscheib's earliest large drilled shaft projects was in the 1960s for the tiebacks (concrete anchors that support the wall) for the Lodge Freeway retention wall in Detroit. A more recent project, with MITA member Walter Toebe Construction Company, consisted of installing soldier beams for retention

walls on I-196 in Grand Rapids, Mich. Rohrscheib has also been involved in commercial work for high-profile projects, such as MGM and Greektown Casinos in Detroit, and the new Hemlock Semi-Conductor facility in Clarksville, Tenn.

"This year looks good," Brett said. "We are working on the new valet parking deck for the Greektown Casino, the new Wayne County Jail as well as a new tower for the Detroit Medical Center. We have been very fortunate with the amount of work that has been available to us during these tough economic times."

Being a member of MITA affords them access to safety classes, he said, plus programs and information that help them with MIOSHA issues. In addition, MITA events allow them time to get away from work and socialize with other MITA members.

"Looking ahead, work will be slow but steady, with more work in Chicago," he said. "That will be our bright spot, and we are exploring opening an office/yard there."

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Associate Member Profile

Tim Burgess, president of Burgess Contracting in Marysville, has one word to say about the business right now: Fuel!

"The business is doing great this year, if we can just get by this fuel thing which keeps climbing," says Tim, president of the family business, which focuses on trucking and delivering stone, sand, and gravel to job sites, besides hauling fly-ash and bottom ash from jobsites to disposal sites.



From left to right: Nick Burgess, vice president of Burgess Contracting Company and head of operations; Tim Burgess, president; Dave Burgess, president of Raymond Excavating; and Mike Burgess, manager of The Lakes, a family owned manufactured home community.

In addition to the challenges of fuel costs, there are new MDOT specifications regarding the use of crushed concrete near water. The use of crushed concrete, according to the specification, is prohibited on projects within 100 feet of any water course or lake, regardless of the application or location of the water course or lake relative to the project limits.

"This new specification impacts everyone,"

Tim said. "If contractors can't use crushed concrete, we can't haul it!"

Tim started facing the challenges of the business after high school. In 2011 he bought into the company, which he runs with his son, Nick Burgess, vice president/head of operations. A related company, Raymond Excavating, which focuses on underground construction and crane rental services, is run by Tim's brother, Dave. His other brother, Mike, is manager of The Lakes, a manufactured home community owned by the Burgess family and located in Kimball Township, Mich.

This year Burgess continues to do business with a major client for the past 20 years, Detroit Edison, providing fly-ash hauling services. A long list of MITA members have been served over the years by Burgess Contracting, which boasts a loyal, well-trained crew of 26.

The company continues to grow, and last year bought a sand pit and began selling Class II sand at Ruby Sand & Gravel in nearby Ruby, Mich.

"The pit was a tree farm," Tim explains, "and the owners found sand. I was their biggest customer; and, now we might get the tree farm, too."

Burgess Contracting is a new member of MITA since 2011; but, Tim's oldest brother, Mike, was a member back in the AUC days having begun working in the family business 40 years ago. Tim is an active member of MITA, avid fisherman and golfer, and most recently joined other MITA members on the Management Conference in Aruba.

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A BRIEF COMPANY HISTORY

Burgess Contracting Company is a privately owned corporation led by Tim Burgess, president; and Nick Burgess, vice president. Burgess Contracting was originally founded by Raymond Burgess in 1954 and has been serving St. Clair County and the surrounding areas since then. Some of their major contracts have been with Detroit Edison, St. Clair County Road Commission, T.R. Pieprzak, Boddy Construction, Pamar Enterprises and M.L. Chartier. Burgess Contracting has a fleet of 10 gravel trains and six 4-axle steel leads and can provide an additional 50 brokers to handle any size project. The company prides itself on having a well-trained, competent group of employees with well-maintained equipment to respond to their customers' needs.

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Did You Know?

MITA is pleased to announce the launch of an enhanced interactive DBE Solicitation website. The new website is designed to facilitate the effectiveness of prime contractor's DBE solicitation advertisements. Prompted by recent changes to various Good Faith Effort requirements, the website provides a layout for DBE solicitations that are in accordance with current state and federal requirements.

During the development of this website, MITA worked closely with both MDOT and MDEQ to ensure that the criteria required in the advertisements satisfies current solicitation requirements.

It should be noted that the use of this website does not completely satisfy your Good Faith Effort. However, it is a tool that should be used as step one of your effort.

This website has many new features that should help improve your DBE solicitation efforts. A few of these key features are:

- The DBE solicitation advertisements are posted by the prime contractor.

- Work types for the desired subcontracted work can be easily selected from a drop down menu.
- DBE contractors who match the selected work types will receive an email regarding the posting.
- A list of the DBE contractors who received the posting will be provided to the prime contractor.
- All solicitations will be time stamped and posted to the website.

All solicitations will be accessible via an archive function for those that need to be retrieved after the letting date.

As a MITA member, you can elect to sign up for one year of unlimited advertisement postings for \$600/year or you may elect to pay \$50 for each individual advertisement.

For more information, visit the DBE solicitation website at www.MITAdbe.com. If you have any questions, please contact Anita Lindsay or Douglas Needham, P.E., at the MITA office: 517-347-8336.



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Executive Vice President



Mike Nystrom

Continuous Outreach – Key to the Industry's Future

Nearly two years ago as I took over the helm of the Michigan Infrastructure and Transportation Association (MITA), I began a review, along with the Board of Directors, of the role and direction of this association. One area that stood out was the lack of "grassroots advocacy" by the members of our association. MITA's internal lobbying efforts were working well enough. The MITA PAC was at a level where the industry name was well recognized in Lansing. However, we had a hole in our process in that we were lacking industry outreach to elected officials across the state.

Since then the Board of Directors has supported the hiring of a grassroots outreach coordinator, Nicole Cook, and she along with several members have begun the process of reaching out to the governor, members of the legislature, congressional delegation and even potential future candidates.

The increased effort to send letters and emails, make phone calls to the offices of elected officials and to even get to know policymakers and their staff on a personal level by attending in-district events or legislative coffee hours has had a very positive impact for

MITA Executive Vice President Mike Nystrom (third from right) was among industry representatives who visited Michigan jobsites with legislators in June.

Here the group is visiting the Dan's Excavating Stadium Bridge Project in Ann Arbor.



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our industry.

However, there is always an opportunity to improve our game. Currently, based upon our internal estimates, we are running on the routine association average of the age old 80-20 Rule. The 80-20 Rule refers to the fact that in most associations, 80 percent of the membership allows the other 20 percent of the membership to do most of the heavy lifting. In terms of our grassroots efforts thus far, that estimate is pretty accurate. Therefore, we need more of our members engaged in the political process.

A new and unique way to not only get to know an elected official, but to also educate them, is to invite them to visit either your headquarters and see your operation, or to invite them out to a specific project that you are working on in their district. These elected individuals love to see people at work and they want to learn more about your businesses.

Recently, MITA staff coordinated a very successful event where several members of the state House of Representatives took a daylong tour of three very different construction projects from the Detroit Wayne County Metro Airport to Ann Arbor

and then to Lansing. These elected officials learned about what it takes to rebuild an infrastructure system, how much the various aspects of the project can cost, how many people are employed by this type of government expenditure and the type of investment that is needed for the future. All in all, it was a very successful day.

We need more of this interaction happening in our industry, and so I would encourage each and every MITA member firm to look at the projects that they are working on and take the very simple step of reaching out to your state elected officials and invite them to come and visit your headquarters, or a project in order for them to learn more about our industry.

If you need assistance in setting up a visit with your elected officials, please contact Nicole at nicolecook@mi-ita.com or call her at the MITA office.

Please contact Mike Nystrom at mikenystrom@mi-ita.com or call him at the MITA office (517) 347-8336 with any questions or concerns.

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2012 Annual Washington Fly-In

The Michigan Transportation Team went to Washington with a mission. The agenda was obvious; force Michigan's congressional delegates to understand the grave infrastructure-funding situation facing Michigan and compel them to take the much-needed positive action on this issue.

During each congressional visit, MTT members easily advocated for road and underground funding reminding the congressional members that a long-term solution is necessary to eliminate the uncertainty felt by the state hindering economic stability and improvements. MTT members were also quick to remind Congress of the need to reauthorize the Clean Water Act, which has been in limbo since 1987.

The evening before the congressional office visits, the MTT members were welcomed to the American Road & Transportation Builders Association (ARTBA) for an update on the current status of items in Washington and

the actions ARTBA has been taking on them since last year's MTT Fly-In.

The success of this year's annual event is due to the commitment of the MTT members who attended this event.



Members of the Michigan Transportation Team flew to Washington, D.C., in May to lobby Congress regarding infrastructure funding issues. Pictured here from left to right are several members of the team: Chris Hundt, Michigan Department of Transportation; Dale Klett, Klett Recycle, Inc.; Jim Klett, Klett Construction; Mike Donohoe, Edw.C. Levy Co.; Congressman Hansen Clark (D-Detroit); Mike Nystrom, Michigan Infrastructure and Transportation Association; Chris Shea, P.K. Contracting, Inc.; Ed Noyola, County Road Association of Michigan; and Jim Holcomb, Michigan Chamber of Commerce.

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A special thank you to this year's attendees.

NAME	COMPANY
Mike Nystrom	MITA
Jim Holcomb	Michigan Chamber of Commerce
Jim Klett	Klett Construction
Dale Klett	Klett Recycle, Inc.
Mike Donohoe	E.C. Levy Co.
Chris Hundt	Michigan Department of Transportation
Chris Shea	P.K. Contracting, Inc.
Ryan O'Donnell	Anlaan Corporation
Lance Binoniemi	MITA
Mike Malloure	C.A. Hull Co., Inc.
Jim Ryan	PAA
Sam Houston	IUOE Local 324
Brad Williams	Detroit Regional Chamber of Commerce
Gregg Campbell	Michigan Paving Materials
Aaron Price	Michigan Paving Materials
Rick Becker	Michigan Paving Materials
Ed Noyola	CRAM



From left to right: Congressman Fred Upton (R-Kalamazoo), Dale Klett; Sam Houston, IUOE Local 324; Jim Shea and Jim Klett.

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Glenn Bukoski, P.E.

Buy America ... The Discussions Continue

As many of you are so painfully aware, the new Buy America (BA) provisions implemented by MDOT earlier this year have significantly changed the landscape in terms of the depth of steel and iron products covered, and the level of certification required for compliance. Although we stand firm in our support of the patriotic intent of the federal BA regulations, and we acknowledge that those regulations are intended to protect American industry and American jobs, we must challenge these governmental interpretations that put undue burden and extreme risk squarely in the lap of our industry. We are hopeful all MITA members would agree that the

Federal Highway Administration's (FHWA) Michigan Division Office interpretation that "if a magnet sticks to it ... it's covered by BA" is a gross over prescription of the intent of the BA regulation.

Fortunately, MITA's aggressive efforts with MDOT and the FHWA have resulted in some temporary relief on this matter. Near the end of May MDOT issued a new Special Provision for Source of Steel and Iron (Buy America) that significantly reduced the certification requirements, and tied those certification requirements to a MDOT published list of specific pay items. This special provision is being considered only a temporary solution because between its'



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issuance and November 2012, the FHWA, MDOT, and MITA will be evaluating its' effectiveness and working together to reach consensus on BA certification requirements beyond November. It is conceivable that based on the experiences in satisfying the requirements of the special provision through November that a revised special provision could be issued. MITA will stay aggressively involved with MDOT, FHWA, and the MITA member suppliers and manufacturers impacted by the BA requirements, during this evaluation timeframe advocating strongly for reasonableness in the long-term BA solution.

In late May MITA raised the awareness on our BA experiences by taking the discussion to Washington. Over the course of a 24-hour period, MITA participated in three meetings with ARTBA staff and members, and FHWA leadership to openly discuss the Michigan Division Office BA interpretations. Although these meetings resulted in no formal "solutions" to our concerns with the current BA interpretations, they were successful in that they raised the BA issues to a national level of attention. Additional meetings and discussions about BA involving ARTBA, FHWA, and our Michigan congressional delegation continue to take place.

The following is the content of the white paper MITA prepared and distributed to ARTBA, FHWA, and congressional offices to facilitate the meetings and ensuing discussions in Washington:

Background

In early 2012, the Michigan Department of Transportation (MDOT) implemented a new Special Provision for Buy America in all of its contracts, reportedly at the urging of the Federal Highway Administration's (FHWA) Michigan Division Office. Although the federal "Buy America" (BA) statute and regulations have not changed, the product coverage and level of certification the new Special Provision requires are drastic and significant changes from past practices, and beyond the reasonable intent of the regulations.

MITA and many of our partners are very concerned that this new interpretation of the Buy America regulations is:

- increasing project costs, when funding is at a premium;
- lengthening construction time, when MDOT and the public expect timely completion of projects (especially given the seasonal nature of highway and bridge construction in Michigan);

Continues on pg. 26



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- contrary to the principles of Accelerated Bridge Construction and other accelerated project delivery efforts being promoted by FHWA nationally; and
- doing little or nothing to further the public policy objectives of the Buy America statute.

At the same time, the FHWA Michigan Division Office's suggestions for compliance are impractical and/or costly, as is described below.

The Buy America regulations require that 100% of the steel and iron products permanently incorporated in the work be derived from domestic sources and that all of the manufacturing processes for the products take place in the United States. However, the regulation does allow a minor amount of non-domestic steel and iron in the project with a total cumulative maximum value of 0.10% of the project cost or \$2,500, whichever is greater.

The new interpretation by FHWA's Michigan Division Office as to the products covered by BA can be summed up by their quote, "If a magnet sticks to it, it's covered by Buy America."

MITA's Position and Concerns

Based on historic practice and reasonableness, MITA acknowledges that steel and iron products like structural steel, guardrail, anchor bolts, mesh, reinforcing bars, steel casings,

foundation piles, expansion joint devices, dowel bars, drainage castings, cantilevers, light and sign standards, and the like, have been, and should continue to be, covered by BA. However, we do have concerns relative to the new BA interpretations and these products, as follows:

- The new "step certification" for these products is problematic, as a certification for every step of the manufacturing process may not currently exist, or may not be available for stockpiled products.
- The requirement that each piece and part arriving on a project be accompanied by its own original (not copied or scanned) set of certification documents is extremely redundant and onerous, and is contrary to the Paperwork Reduction Act of 1980.
- What "project to project" documentation/certification will be required/accepted for the use of pile or sheeting cut-offs from one project on a second project? As a solution, the FHWA Division Office suggests recycling pile and sheeting cut-offs.

Moreover, under the new interpretation in Michigan, contractors are being required to certify their sources for reinforcement tie wire, sheet metal screws in metal stay-

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

in-place forms, welding rods/wire, bar chairs, fasteners and inserts (whether for "contractor convenience" or not), and other ancillary and non-structural items. MITA believes these miscellaneous items are outside the scope of Buy America. Our related concerns include the following:

- Tie wire - Steel reinforcement in Michigan is tied using automatic hand held tying machines only available from Japan. The tying machines only use tie wire manufactured in Japan. The FHWA Division Office's suggested solution is to stop using the tying machine and go back to hand tying, regardless of the added cost or extra time required. Clearly, this is contrary to FHWA initiatives like Every Day Counts and Accelerated Bridge Construction.
- Most screws, nuts and bolts, and other fasteners sold in the U.S. come from non-domestic sources. When pressed about providing domestically manufactured items, the manufacturers have indicated it is completely impractical in terms of cost and delivery time.
- The BA regulations provide no clarity on the definition of a "manufactured product," such as pumps, traffic signals and controllers that contain steel and iron elements in their assembled units. The FHWA Division Office suggests

applying for a waiver for any of these manufactured products that are not domestically available. However, there are no "blanket waivers" as a waiver is project-specific; the waiver process is months long; and a waiver should be submitted by the agency prior to bid.

As a result in Michigan, thousands of dollars in payments are being withheld, a project has been pulled from a recent letting, and several other projects are being considered for postponement.

Conclusion

With program dollars and project time being lost every day as a result of this outlying interpretation of Buy America, MITA seeks a clarification of the issues raised herein. We also support a legislative solution to prevent the type of misinterpretation we believe is occurring.

We assure you that MITA will continue to diligently pursue reasonable and amicable resolutions to our concerns with the new BA requirements through very aggressive efforts with state and federal officials here in Lansing and in Washington.

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



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Repower Event at MITA

In July of 2010, MITA was awarded federal grant dollars to repower engines in off-road construction vehicles with the objective to reduce emission levels emitted in highly populated areas in Michigan, specifically in the Southeast region.

According to the Asthma Initiative of Michigan, the polluted air in the Southeast makes it the worst region in Michigan and one of the worst in the nation for asthma sufferers. Asthma affects approximately 13.7 percent of adults; that is significantly higher than nine percent of adults with asthma in the state of Michigan. Asthma prevalence rate for children is 29 percent, three times the national average.

This project has allowed MITA to educate its members and the general population about solutions to better air quality. To date, there have been 33 engines repowered. Each of these machines will be used for their useful life in the state of Michigan.

On May 11, 2012, MITA held a Repower Event to celebrate the accomplishments made in the program. Representatives attended the event from the EPA, the Michigan Clean Diesel Initiative as well as MITA contractors and key personnel involved in the project.

MITA coalition partners Michigan CAT, AIS Construction Equipment and Alta Equipment supported the event by filling the MITA parking lot with the newest Tier 4 equipment available for purchase or rent.



The impetus behind MITA's involvement was to bring a higher awareness regarding construction equipment tier levels as well as the positive environment and fuel savings the new machines bring. By increasing the tier levels of 33 formerly unregulated equipment, MITA and all involved have taken a big step in this voluntary program in promoting air quality in the state of Michigan.





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Get Out and Meet With Your Legislators

The Legislature wrapped up their spring session on June 14, heading into the summer break and campaign season. This means that it is that time again for you to begin to notice the flood of television commercials, radio ads, phone calls, mail brochures and door knocking at your home. But before they went on break, lawmakers made some significant progress in moving forward on some of Michigan's infrastructure needs.

Although a solution to our long term funding needs has not been found, other aspects that are necessary to guide the debate along have shown some movement within the Legislature. It is widely accepted that we need more investment in our roads, bridges, water and sewers throughout our entire state; but, decision makers and the public want to ensure that the money that is currently being spent, and any future money that is raised, will be spent efficiently.

Several bills that were introduced in response to the governor's message on infrastructure took a look at how revenues generated for the state's infrastructure needs could be spent as efficiently as possible. Those included requiring local agencies receiving funds for infrastructure projects to develop

cost saving programs for health care benefits and retirement programs, allowing more projects to be competitively bid and allowing audits to occur through different agencies within state government.

One item that did add some support financially to our infrastructure funding needs was legislation to take a small portion of the sales tax on gas and dedicate it to the Michigan Transportation Fund. The main reason behind the legislation is to ensure that the state meets its federal match for fiscal year 2012 – 2013. Because of declining revenues over the past several years, the state has had to use "creative" measures to come up with enough money for the state's federal match including using toll credits as was done last year. Unfortunately the legislation was amended to sunset after one year and next spring, if a long-term solution hasn't been decided, we will continue to have the debate on how we meet our federal match requirement.

Because discussions continue to occur regarding our need to adequately fund infrastructure in Michigan and candidates for the state House will be campaigning all summer long, the time is now for you to get out and educate those potential decision



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makers on the need for increased funding. Remind them that this problem isn't going away. By taking no action, they are pushing the costs of our failing infrastructure to future generations, and at a much larger cost. For every dollar we invest today, we save five dollars in future reconstruction costs.

It's easy to say, "don't raise my taxes" and candidates will hear a lot of that while on the campaign trail. But what are the solutions to fixing our declining infrastructure system? Those running for office need to know about you, your family, your co-workers, your employees, etc., and how this affects your daily lives. Make it a priority to attend town hall meetings or candidate forums that are being set up throughout the campaign season. Fixing our crumbling roads, bridges, sewers and water should be a top priority for every candidate in this state. But until the public demands, it will continue to be pushed aside.

In addition to attending events within your community where you know candidates will be at I would also strongly recommend inviting them out to your place of business. This is a great opportunity for both you and them. They are constantly meeting with business owners and their employees out on the campaign trail in order to get their name out and this is a great opportunity for you to show them the people that are employed there and how the decisions they make affect all of their lives. If this is something that you might be interested in, and would like MITA support with, please contact the office and we will be happy to help coordinate and be a part of the meeting if you would like.

Those elected to office are responsible for the needs of those they represent. It is commonly accepted that our infrastructure in Michigan desperately needs improvement but it is not stated often enough by the general public. Issues of importance are driven by the voting public and this summer is a great opportunity for you to help your business, your family, your

employees and their families by making this a priority in the minds of those that vote in Lansing.

Contact Lance Binoniemi, Vice President of Government Affairs, at lancebinoniemi@mi-ita.com or call him at 517-347-8336 with any questions or comments.

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Brothers Craig and Glynn Robinson started Rock N Rubble Trucking in 2006. Their father, who passed away in 1997, was a master plumber and helped lead his sons onto the entrepreneurial path. Glynn was working as his father's apprentice on sewers and drains, while Craig was getting a business degree at Michigan State University.

"We wouldn't be here if it wasn't for him," Craig said about his father, Alfred, who owned and operated Al Robinson and Sons Plumbing in Detroit for 10 years.

Three years ago Alfred's sons took their own business a step further by becoming an MDOT DBE, which is helping get their foot in the door on new business.

"MDOT told us about MITA," Craig further explained, "and MITA has been a great resource to us. The MITA Future Leaders program I am participating in is reinforcing what I already knew and gives us access to more resources and information."

Rock N Rubble Trucking prides itself in being timely, dependable and they make customer service "the first thing," which Craig said is a lost art.

"We want to showcase our services and show what we can do for the industry," he said.

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Legislative Update

BILLS AT A GLANCE

BILL	SUMMARY	POSITION	STATUS
HB 4224 - 4226	Repeals prevailing wage and fringe benefits on state projects.	Oppose	Referred to the Committee on Oversight, Reform and Ethics.
HB 4287	Would not allow project labor agreements on public construction contracts.	Support	Re-referred to the House Committee on Commerce.
HB 4453	Requires road agencies to competitively bid public works construction projects.	Support	Referred to the House Oversight, Reforms and Ethics Committee.
HB 4521	Distribution of a portion of the sales tax into the Michigan Transportation Fund	Support	Referred to the Committee on Transportation.
HB 4694	Construction contracts with certain public agencies and specific bid specification requirements.	Support	Referred to the Committee on Commerce.
HB 4747	Transportation; funds; disposition and use of revenues from fee increases; modify, and earmark into state trunkline fund.	Support	Passed the House; Passed the Senate; Returned to the House.
HB 4790	Requirement for competitive bidding by county road commissions on certain projects involving townships.	Support	Passed the House and referred to the Senate Committee on Transportation.
HB 5007	Amends PA 51 of 1951 (known as Act 51) to require that additional audit procedures and reporting requirements be developed for both county road commissions and cities and villages to determine whether transportation funds were expended in compliance with the act.	Support	Passed the Senate and returned to the House.
HB 5118	Amends the Motor Fuel Tax Act by amending sections 14, 82 & 87 to not allow a supplier to take a deduction of the quantities sold after October 1, 2012.	Support	Referred to the Committee on Transportation.
HB 5298	Would convert the current fuel tax to a wholesale tax with an effective rate of 28.3 cents.	Support	Referred to the Committee on Transportation.
HB 5299	Would amend the motor carrier fuel tax act to repeal the diesel excise tax and the excise tax on biodiesel.	Support	Referred to the Committee on Transportation.
HB 5300	Would modify vehicle registration fees to an on average increase of 67%.	Support	Referred to the Committee on Transportation.
HB 5303	Would create the Commercial Corridor Fund and require satisfaction of certain conditions for funding. The basic effect would be to prioritize roads, which are vital for economic activity and growth.	Neutral	Referred to the Committee on Transportation.
HB 5305	Would provide that all road projects may be subject to competitive bid regardless of cost.	Support	Referred to the Committee on Transportation.
HB 5397	Would extend liability for repairing and maintaining highways to include design elements beyond the physical roadbed.	Oppose	Referred to the Committee on Judiciary.
HB 5466	Would expand the anti-indemnification statute to apply to certain clauses in construction contracts with public entities.	Support	Referred to the Senate Committee on Judiciary.
HB 5673 - 5676	Would amend sections of the Natural Resource and Environmental Protection Act to modify the grant and loan program; definitions; points awarded for funding; funding for the program; and, distributions.	Support	Referred to the Committee on Natural Resources, Tourism, and Outdoor Recreation.
SB 14	Would repeal the Michigan Occupational Safety and Health Act (MIOSHA).	Oppose	Referred to the Committee on Appropriations.
SB 95 - 97	Repeals prevailing wage and fringe benefits on state projects.	Oppose	Referred to the Committee on Economic Development.
SB 714 & 715 & SJR N	Repeals the Motor Carrier Fuel Tax Act (714) & the Motor Fuel Tax Act (715). Increase sales tax on retailers at an additional 1% and deposit the funds in the MTF	Neutral	Referred to the Committee on Finance.
SB 819	Would prohibit idling of a vehicle for more than five minutes during any 60-minute period.	Neutral due to recently included exemptions.	Referred to the Committee on Transportation.
SB 918	Would convert the current fuel tax to a wholesale tax with an effective rate of 28.3 cents.	Support	Referred to the Committee on Appropriations.
SB 919	Would modify vehicle registration fees to an on average increase of 67%.	Support	Referred to the Committee on Transportation.
SB 920	Would amend the motor carrier fuel tax act to repeal the diesel excise tax and the excise tax on biodiesel.	Support	Referred to the Committee on Appropriations.
SB 1083	Would enhance public safety, protect the environment, and prevent the disruption of vital public services by reducing the incidences of damage to underground facilities.	Support	Referred to the Committee on Appropriations.
SB 1084	Would amend Section 13 the Michigan Damage Prevention act to provide that acts or omissions of a municipal corporation shall be considered proprietary functions and NOT governmental functions.	Support	Referred to the Committee on Energy and Technology.
SB 1154	Eliminates hours of operator time and on-duty restrictions for commercial motor vehicles engaged in seasonal construction-related activities.	Support	Referred to the Committee on Transportation.

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Nearly 1,500 Detroit Public School Students Attend 2nd Annual

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With a jackhammer in hand, students from several area high schools proudly announced: "This is exactly what I plan on doing after graduation."

These students were among nearly 1,500 others from the Detroit Public Schools who signed a drug-free pledge and were invited to participate in the Construction Science Expo today at the A. Philip Randolph Career Technical Center in Detroit. The expo was organized by the Michigan Design & Construction Coalition to promote a drug-free educational experience and highlight construction careers as an option for students once they graduate from high school.

"Exposing the youth of today to the vast opportunities in the heavy/highway construction industry is a key part of building the skilled workforce of tomorrow," said Douglas E. Needham, P.E., chairman of the coalition, and vice president of industry relations for the Michigan Infrastructure and Transportation Association. "As youth prepare for life after high school, we want them to know that the construction industry is not just dirt and shovels; we have progressed over the past 30 years and become high tech. The days of only working a shovel all day are long gone."

During the Expo, students were exposed to inside and outside construction and engineering hands-on demonstrations, including the operation of a mini-excavator and jackhammer. In addition, they participated in plumbing, carpentry, electronics, and heating, ventilation and air conditioning demos. Unions involved in the event included the following: Bricklayers Local 1, Carpenters, IBEW Locals 58 & 17, Ironworkers Local 25, Operating Engineers Local 324, Laborers Training Center and Local 1191, Pipe Fitters Local 636, Plasters Local 67, Plumbers Local 98, Sprinklerfitters Local 704 and Sheet Metal Workers Local 80.



The Expo was a result of a partnership that included the construction industry, the Black Caucus Foundation of Detroit, Michigan Department of Transportation (MDOT) and the Detroit Public Schools (DPS).

"The event was a testament to the positive partnerships and relationships that exist between the construction industry, the Black Caucus Foundation of Detroit, MDOT and DPS," Needham said. "We plan to make this an annual event for many years to come."

For more information, contact Needham at 517-347-8336 or Carol Weaver, with the Detroit Public Schools, at 313-409-3449.

Michigan Design and Construction Coalition Members:

A. Philip Randolph Career Technical Center, American Council of Engineering Companies of Michigan, American Society of Civil Engineers Michigan Chapter, Asphalt Pavement Association of Michigan, Michigan Concrete Association, Michigan Infrastructure and Transportation Association, Michigan Laborers-Employers Cooperation & Education Trust Funds, and International Union of Operating Engineers Local 324.

Construction Science Expo Sponsors:

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- The Black Caucus Foundation
- Michigan Laborers-Employers Cooperation & Education Trust Funds
- International Union of Operating Engineers Local 324
- Michigan Infrastructure & Transportation Association
- Asphalt Pavement Association of Michigan
- Michigan Concrete Association
- American Council of Engineering Companies of Michigan
- American Society of Civil Engineers Michigan Chapter







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ARTBA represents the
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the White House, federal
agencies, news media and
general public.

Infrastructure as investment

By 2012 ARTBA Chairman Paul Yarossi, president, HNTB Holdings Ltd.



Paul Yarossi

As the debate over jobs and funding drags on, it has occurred to me, as a transportation professional, that we need to change the way we talk about maintaining and improving our nation's infrastructure. It's painfully clear our transportation inventory is aging, and our country needs to be more resilient against natural and man-made disasters. We know globalization is driving a need for better intermodal connections to encourage trade, that our economy is challenged and job creation is paramount, and that we must meet these demands or fall behind.

Until recently, our arguments for funding transportation have necessarily centered solely on all of these critical needs. Our industry has centered the discussion on the disgraceful, often dangerous condition of roads and bridges, rail lines and tunnels.



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While uncertain funding has caused many state departments of transportation to postpone or cancel vital projects (with the loss related jobs), our message has yet to motivate politicians to compromise on a multiyear reauthorization bill. Recent activity by the House and Senate to move a transportation bill forward is encouraging. However, recent appropriation activities would reduce last year's funding to states by \$2 billion, putting 50,000 to 70,000 jobs in jeopardy.

Rather than sending more distress calls, we need to emphasize and illustrate infrastructure's return on investment. This is something everyone understands and values.

Meeting our nation's infrastructure needs is indispensable to our interstate commerce, safety, security and global competitiveness. Our best-regarded presidents supported infrastructure and fully understood its return on investment. From George Washington's survey for the first proposed national road from Maryland to Indiana (similar

to today's Interstate 70), to Thomas Jefferson's efforts to develop the nation's early canals, to Abraham Lincoln's support of the transcontinental railroad, our greatest political leaders realized that a strong infrastructure promotes a more nimble military, creates jobs, sparks the economy and advances America's competitiveness in the global marketplace.

More recent presidents were also infrastructure proponents. Dwight Eisenhower signed legislation enabling the National System of Interstate and Defense Highways, the origin of today's U.S. Interstate Highway System. Ronald Reagan signed the Surface Transportation Assistance Act of 1982, and both he and Bill Clinton increased the gas tax to support the Highway Trust Fund. All three presidents saw the need to fund transportation, and their administrations moved the U.S. economy in a positive direction.

Congress has the opportunity to move our transportation infra-

Continues on pg. 40

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structure program forward with a new, multimodal transportation plan for highways, rail, air and water.

Healthy infrastructure supports a healthy economy, attracting new employers and improving the overall quality of life in our communities. We consistently see paybacks along the roads, rails and bridges that get us to our workplaces, schools and other destinations. These dividends -- safe, secure, efficient transportation -- pay us back in our day-to-day lives well in excess of every dollar we invest. Moody's estimates every additional dollar spent on infrastructure generates a \$1.44

increase in gross domestic product.

For these reasons, the American public should not accept further deterioration of the infrastructure it relies on. People are willing to pay when they know what they will get in return. Over the last five years, more than 70 percent of proposals to fund local infrastructure projects nationwide have been approved by voters. Congress needs to hear this.

In an era of limited resources, the demand for true infrastructure investment remains high. It's time to bring all forms of funding, financing and technology-based tools to the table. It's time to change how we plan and deliver infrastructure projects. It's time to change the conversation -- and keep moving forward, working diligently, until we achieve our goal: to keep America safe, mobile and economically competitive. End of conversation.

The preceding article has been reprinted with permission from the American Road & Transportation Builders Association (ARTBA). It recently appeared in "Tampa Tribune," "Sarasota Herald-Tribune," "Newsday," "The Des Moines Register," "Battle Creek Enquirer," "The Baltimore Sun," "Richmond Times-Dispatch," "The Norman Transcript," and "Asheville Citizen-Times." Founded in 1902, ARTBA is the consensus voice of the transportation construction industry on the federal level. MITA is an ARTBA affiliate. For more information, visit www.artba.org.

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Member Voice

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

How is the Buy America provision affecting your company? Feel free to provide as many details as you wish.

I love the concept, but our leaders don't always think through the ramifications of their ideas. Rebar and wire mesh are made from scrap steel. Scrap steel can come from automobiles that are imported. It has been almost impossible to get certifications from a mill saying the material we are buying is 100 percent made in America. The end product is 100 percent made in America, but some of the raw material could come from outside our borders.

Gregory A. Pollard
Advance Concrete Products Co.

trivial items, they would be appalled.

Dusty Barclay
C.A. Hull Co., Inc.

I am finding suppliers willing to say they can meet the requirements and then after bidding they can not produce as needed. This Buy America thing was poorly thought out and costing all of us unexpected expense, time and frustration. There is a huge confusion with MDOT on what is needed, what constitutes a comprehensive list, and what they really are expecting. It is the worst special provision I have seen in over 25 years in this business.

John Lamb
L.W. Lamb Inc.

The paperwork is overwhelming. Not everyone understands exactly what is needed. There are many different interpretations of what is required. To track every bolt and nut is not a practical way to use the taxpayers money. If think if the public knew the cost of tracking the

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We are inspected annually by MDOT and our materials are verified during that inspection. We only buy the reinforcement every few years because we buy in bulk. We stock our yard with product from that shipment. So, to track one small product back two years ago is a big job and takes a lot of time for us and our suppliers. If we were a new supplier and did not have annual MDOT inspections, perhaps this extra paperwork would make sense. If we purchase reinforcement from a new supplier, we should have to report that to MDOT, and they could keep it on file. Why was this procedure adopted? Was there a major problem with foreign steel on a project?

Lauren Sustic
Advance Concrete Products Co.

Another great idea? Let's transfer more responsibility on to the contractor. Please don't use your I-phone, I-pad, Blackberry, or Dell computer to forward submittals. At least the extra paper work will create another lumbering job in South America.

Gary Merkey
Jackson-Merkey Contractors, Inc.

It must be a huge job provider. Look at how many more people must have to be hired to handle the ridiculous amount of paperwork this provision has generated. I am as patriotic as the new guy, but this is way more trouble than it is worth.

Steve Krohn
Triange Excavators, Inc.



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Adamo Takes Down Massive Pier with APEX 70



Adamo Group was recently contracted by C.A. Hull Co., Inc., to remove Pier 19 at the \$230 million Gateway Project in Detroit. Pier 19 needed to come down quickly and with absolute accuracy, hence the use of the APEX 70

in half the time at half the cost of traditional removal methods while keeping the Ambassador Bridge operational during the demolition due to the precision of the 8,000 pound hydraulic hammer attachment.

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The bridge contractor had a small window of time to remove the 65 foot tall pier, which was located within a few feet of the existing Ambassador Bridge. Adamo was able to remove the pier



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Adamo Group was the first company in the nation to acquire the specialized and unique APEX 70, which was introduced on the Ford Auditorium demolition site last year. The APEX 70's 84 foot high reach boom, tilt back cab, precision hydraulics, observations system and dust suppression system were a few of the features that made the APEX 70 perfectly suited to remove the pier. Since being acquired by Adamo, the APEX 70 has made international headlines in a Turkish Magazine. (See photo of the magazine cover.)

Adamo recognizes that demolition has become a dynamic and increasingly complex business with shorter contract periods, stricter legislation and environmental considerations critical to the success of demolition projects. Gone are the days of simply swinging a wrecking ball into the side of a building. Adamo continually improves their process by using the most efficient, cost effective and safe methods to deconstruct structures.

Adamo Group is a national, family owned company established in 1964 and headquartered in Detroit. They are a one-stop source for comprehensive demolition, environmental remediation consulting, real estate adaptive reuse and site preparation. Adamo's team of professionals excels in the heavy industrial, petrochemical, commercial and municipal sectors. For more information, visit www.adamogroup.org.



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Hubbell, Roth & Clark, Inc. Announces a New Partner and Two Associates

Hubbell, Roth & Clark, Inc. (HRC) announces the election of Daniel Mitchell, P.E., to Vice President on its Board of Directors, and has named Charles Hart, P.E., and Donna Martin, CDA, as Associates. Mitchell joined HRC in 1990, working primarily with industrial clients such as the Ford Motor Company and General Motors Corporation. More recently, he has led project management efforts for municipal infrastructure improve-



Daniel Mitchell, P.E.

ments, including road, sanitary, storm water, and water main reconstruction projects, and has guided community leaders in the procurement of grant funding and financing options. Notable projects include the award-winning City of Livonia Water Capital System Improvements Project and the Idyl Wyld Stormwater Detention Facility along the Bell Branch of the Rouge River. Mitchell has been involved in the planning, design

and construction administration of upwards of \$100 million in various infrastructure improvements throughout southeast Michigan.

He has over 22 years of professional experience, is a registered professional engineer in the state of Michigan, and holds a bachelor's degree in Mechanical Engineering from Lawrence Technological University. He is certified through the National Association of Sewer Service Companies Pipeline Assessment and Certification Program and is a member of the American Public Works Association, Michigan Water Environment Association, North American Society for Trenchless Technology, Southern Michigan Water and Sewer Utilities Association, and South Oakland County Municipal Engineers.

Charles Hart, P.E., joined HRC in 1998 and has been instrumental in the design and project management of increasingly complex transportation projects requiring significant collaboration and coordination with multiple team member firms and stakeholders. Hart specializes in



Charles Hart, P.E.

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roadway and utility projects and is currently serving as project manager for the Wayne County Airport Authority East Service Drive Reconstruction Project at Detroit Metropolitan Wayne County Airport. Notable projects include the award-winning University of Michigan Central Campus Transit Center and City of Ann Arbor West Stadium Boulevard Complete Streets projects. As Associate, Hart will lead project management and design efforts to further develop HRC's Transportation services for municipal and private sector clients.

Hart is a registered Professional Engineer in the state of Michigan, holds a bachelor's degree in Civil and Environmental Engineering from the University of Michigan and is a member of the American Public Works Association, American Society of Civil Engineers and the Transportation Research Board.



Donna Martin, CDA

Donna Martin, CDA, joined HRC in 1988, and in her position as Associate, directly interfaces with the Board of Directors and is responsible to oversee all business office functions, including finance, payroll and human resources. Martin holds a bachelor's degree in Business Administration from Walsh College and is a Certified Design Accountant.

For 97 years, HRC has been providing consulting engineering and architectural services to municipal, industrial and private clients throughout southeastern Michigan, in addition to servicing various national clients. As a full service, multi-disciplined firm, HRC is comprised of over 140 professional engineers, surveyors, architects, technicians and support staff, including LEED AP accredited professionals. HRC is an Engineering News Record (ENR) Top 500 Design Firm and Top 50 Trenchless Technology Design Firm whose work has been recognized by numerous prestigious industry awards. HRC has offices in Bloomfield Hills, Grand Rapids, Howell, Detroit, Mt. Clemens, and Delbi, Michigan. For more information, visit www.hrc-engr.com.

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MDOT hosts 2012 DBE/Small Business Development conference in Pontiac

More than 375 people attended the 2012 DBE/Small Business Development conference sponsored by the Michigan Department of Transportation (MDOT) in Pontiac on March 26. The annual conference provides participants with updates on MDOT's Disadvantaged Business Development (DBE) program. MDOT's DBE goal is focused on certifying more women-owned and minority-owned businesses to work on federally-funded airport, highway and transit contracts. The 32nd annual conference offered participants 15 different sessions that covered topics of current interest such as Design-Build.

MDOT Chief Operations Officer Gregory Johnson provided an overview of the initiatives, workshops and meetings sponsored by MDOT Office of Business Development, noting that the department has increased the number of projects with DBE goals by 15 percent over the past year. He also discussed MDOT's 2012 fiscal year funding, federal highway reauthorization, innovative contacting methods, and MDOT's reinvention process.

Participants also heard a summary of Michigan's DBE program activities by Russell Jorgenson, division administrator, Federal Highway Administration, and a presentation on managing a multi-generational workforce by Lynn Perry, University of Michigan Ross School of Business. Roberto Cornelio, executive director, Great Lakes Region Field Office,



MDOT Chief Operations Officer Gregory Johnson spoke at the DBE/Small Business Development conference this spring.

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U.S. Department of Transportation Office of Small and Disadvantaged Business Utilization, talked about short-term lending. Attendees also heard from Chris Roe of MDOT on trucking prevailing wage compliance, and learned the history of Two Men and a Truck International, a franchised moving company headquartered in Lansing, from Melanie Bergeron, Two Men and a Truck board chair.

The annual conference provides a forum for networking, reconnecting, and getting questions answered. Information about MDOT's DBE program appears online at: www.michigan.gov/mdotdbe.



MITA helped sponsor a reception in May "AASHTO President's Reception, honoring MDOT Director Kirk T. Steudle". All delegates from the meeting were invited to this event, which was held the evening prior to the 2012 AASHTO Spring Meeting in Traverse City, May 18-20. The AASHTO Spring Meeting, which is traditionally held in the home state of the current president, offers transportation executives the opportunity to network and share the latest in industry policies and innovations. Hosted by MDOT, this year's meeting included informational sessions on envisioning future freight flows and infrastructure adaptation, as well as a CEO roundtable discussion on the ways to most effectively optimize the transportation system.

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2012 CALENDAR OF EVENTS

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JANUARY

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

FEBRUARY

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

MARCH

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

APRIL

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

JUNE

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

JULY

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

AUGUST

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

OCTOBER

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

DECEMBER

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

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JULY 6, 2012
AUGUST 3, 2012
SEPTEMBER 7, 2012
OCTOBER 5, 2012
NOVEMBER 2, 2012
DECEMBER 7, 2012

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

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

LEGISLATIVE

07/02/2012 Congress Passes Two-Year
Reauthorization – Finally!
06/22/2012 MITA Member BBQ With Special Guest,
Governor Rick Snyder
06/18/2012 State Legislature goes on Summer Recess
06/15/2012 Elected Official's Coffee/District Office Hours
05/18/2012 Key Happenings at the Capitol
04/23/2012 MITA Member BBQ with Governor Snyder

ENGINEERING

06/27/2012 FUSP/NB/CA Update
06/27/2012 MITA pushes industry involvement
in International Crossing Project
06/21/2012 MDOT M-11 CMGC – Statement of
Qualifications due June 27, 2012
06/08/2012 MDOT M-11 Construction Manager/General
Contractor (CMGC) – RFQ Now Posted
06/08/2012 BOHIM Update (Buy America)
06/08/2012 MDOT Changes July Letting Date
05/31/2012 Truck Driver Update - Michigan Prevailing
Wage Projects
05/31/2012 MDOT Revises Buy America
Special Provision!!!!
05/31/2012 MDOT to Hold Three DBE Workshops in July
05/25/2012 MDOT M-11 Construction Manager/General
Contractor (CMGC)
05/18/2012 MDOT to Host DBE Workshop in Traverse City

05/17/2012 MDOT DBE Networking Event
05/15/2012 "New" Buy America Enforcement in Michigan
05/15/2012 FUSP/BOHIM/CA Update
05/07/2012 Buy America – Update
05/03/2012 FSU Calls for Students Interested in the
Transportation Industry
05/02/2012 FUSP/SS/CA Update

MEMBERSHIP

07/09/2012 In Memoriam of John Bemis
06/29/2012 Did You Know: It's Almost Here-
The 2012 Metro Golf Outing
& Silent Auction! Are You Registered Yet?
06/15/2012 Jobsite Poster Updates are
Available Through MITA
06/08/2012 Did You Know: It's Necessary to Keep Your
Employees in the Loop this Construction Season
06/08/2012 Silent Auction Donations for the
MITA Metro Golf Outing
06/05/2012 Invitation to the COMTD Golf Outing and
Scholarship Event
06/01/2012 2012 MITA Summer Conference
05/30/2012 Member Voice: Buy America
05/25/2012 Did You Know: The 2012 Summer
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05/18/2012 Did You Know: "An Ounce of Prevention
is Worth a Pound of Cure"

05/18/2012 Stolen Equipment Notice
05/17/2012 Stolen Equipment Notice
05/11/2012 Stolen Equipment Notice
05/11/2012 Did You Know: Become a 2012
MITA Golf Outing Sponsor!
05/07/2012 In Memoriam of Tom Moilanen
05/04/2012 Did You Know: "House-Keeping" Tasks Made
Easy- Basic Forms & Info (2012 Update)
05/03/2012 In Memoriam of Janet Johnson
04/30/2012 2012 MITA Summer Conference -
Mark Your Calendar

SAFETY

06/14/2012 Miss Dig System, Inc. Achieves
Record 19 Millionth Call
04/26/2012 Updated Damage Prevention Field
Leader Contact List
01/06/2012 Revised 2011 MMUTCD is now Available
12/28/2011 CRANE OPERATOR CERTIFICATION TEST AND
RIGGING AND SIGNALING CERTIFICATION
11/16/2011 2012 Safety Training - Sign up now!
08/09/2011 MIOSHA Severe Violator Enforcement Program
03/11/2011 New Installment of Tool Box Talks Now Available
03/07/2011 Patricia Meyer Appointed Director of the
Construction Safety and Health Division (CSHD)



Husqvarna Construction Products












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Summer 2012 Cross-Section Ad Index

Ace Cutting Equipment and Supply	21	Edw. C. Levy Co.	9
AIS Construction Equipment	56	Lowe Construction Company, Inc.	30
Alta Equipment Company	41	Michigan CAT	33
Association Benefits	2	Michigan LECET	7
Atsalis Brothers	19	Michigan Pipe and Valve	27
Bacco Construction Company	23	Michigan State Conference of	
Bang Creative	17	Plasterers and Cement Masons	26
Bell Equipment Company	24	Mourer Foster, Inc.	48
James Burg Trucking Company	6	NTH Consultants	11
Capitol Barricading, Inc.	47	Oakland Companies	39
Corrigan Oil Co.	12	Operating Engineers	55
Cougar Sales & Rental, Inc.	53	Orion Industrial	3
Ebony Construction, Inc.	44	Pinnacle Insurance	25
Efficiency Production, Inc.	8	Plante Moran	16
G2 Consulting Group LLC	49	Powerscreen of Michigan, LLC	40
GBM Recycled Concrete	20	Pro-Tec of Michigan, LLC	10
Great Lakes Aggregates	18	Spartan Specialties LTD	46
Griffin, Smalley and Wilkerson, Inc.	31	Stoneco, Inc.	38
Guy Hurley Blaser & Heuer LLC	50	Swad & Company, CPA's	22
Info Tech	35	Trench Tech, Inc.	45
Inspecsol Engineering, Inc.	43	Valenti Trobec Chandler Inc.	31
Jay Dee Contractors, Inc.	43	Wade Trim	15
Jensen Bridge and Supply Company	54	Zervos Group, Inc.	32
Kotz, Sangster, Wysocki and Berg, P.C.	42		
Lawrence Technological University	13		

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MDOT Bond Claim
Non-MDOT Bond Claim
Outside Legal Counsel

MATERIAL SERVICES

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

NETWORKING SERVICES

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

SAFETY COMPLIANCE SERVICES

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

SAFETY LITERATURE

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

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