

CROSS SECTION

WINTER | 2006

MITA Annual Conference Photos

SEE CENTERFOLD

A man with dark hair and a mustache, wearing a dark suit, white shirt, and a red patterned tie, is smiling and speaking at a wooden podium. A microphone is in front of him. The background is dark with some light-colored shapes.

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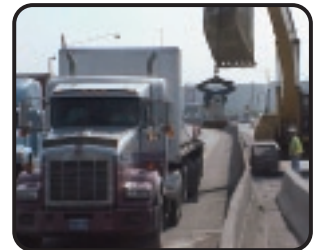
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Cover photo: Steve Mancini, president of MITA's board of directors, spoke during the MITA Annual Conference in January. Mancini is president of Ric-Man Construction, Inc. in Sterling Heights.



Governor Jennifer Granholm was a keynote luncheon speaker during MITA's 2nd Annual Conference. See photo collage and thank-you to sponsors and exhibitors on page 40.

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For Cross-Section Magazine advertising, circulation or editorial inquiries, contact Nancy Hale Brown at: phone: 517-347-8336; fax, 517-347-8344 ; e-mail, nancybrown@mi-ita.com; or by mail at the following mailing address: MITA, P.O. Box 1640, Okemos, Mich., 48805-1640. The address for overnight deliveries is MITA, 3413 WoodsEdge Drive, Okemos, Mich., 48864.

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bobpatzer@mi-ita.com
- Mike Nystrom**
Vice President of Government & Public Relations
mikenystrom@mi-ita.com
- Rob Coppersmith**
Vice President of Membership Services
roboppersmith@mi-ita.com
- Glenn Bukoski, P.E.**
Vice President of Engineering Services
glennbukoski@mi-ita.com
- Nancy Hale Brown**
Director of Communications
nancybrown@mi-ita.com
- Patrick Brown**
Director of Safety & Workforce Development
patrickbrown@mi-ita.com
- Nancy Durner**
Engineering/Safety Services Coordinator
nancydurner@mi-ita.com
- Tiya Kunaaji-Akpanah**
Membership Services Coordinator
tiyakunaaji@mi-ita.com
- Danielle Merrell**
Events Coordinator
daniellmerrell@mi-ita.com
- Mary Moody**
Accounting Coordinator
marymoody@mi-ita.com
- Stacey Morris**
Executive Administrative Assistant/Technical Coordinator
staceymorris@mi-ita.com
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Letters to MITA

Dear Rob:

Thank you! For five years I have served in the Michigan House of Representatives. Candidly, my very least favorite part of running for elective office is the fundraising. However, the generosity and commitment of friends like you never fails to astound and encourage me.

I am so fortunate. That is precisely why I take my job very seriously. There are so many people counting on me to be their voice and fight for the values we share.

In the past couple of weeks another Democrat has announced an intention to run for the Senate seat I seek to fill, as have two Republicans ... so I am anticipating a spirited campaign. Your help permits me to ensure that our message of good government, strong schools and a viable health care system can be communicated to the voters of the 23rd Senate District. Again, than you so much.

Gretchen Whitmer
*State Representative
69th District*

Dear Nancy:

I found our Cross-Section Magazine article framed on my desk. It is very nice and we will hang it on our main wall right away. Thank-you so much for the article and this framed wall hanging.

Paul Klautsch
ERSCO Paving Supply

Dear Mike:

I appreciated our November 28, 2005 discussion concerning the use of state revolving funds to facilitate infrastructure improvements to advance environmental protection and the economy. We look forward to further discussions with you in January, after we receive Michigan Infrastructure and Transportation Association white papers on cement and asphalt slurries.

Steven E. Chester
*Director
Michigan Department of Environmental Quality*

Dear Mike:

On behalf of the Board of Directors and members of the Michigan Aggregates Association, I want to thank you for your help and support on Michigan Senate Bills 850, 852, 954 and 857.

As you know, aggregate operations frequently operate below the water table. This makes the management of water a difficult, expensive and hazardous part of our business. At the same time, our members want to protect the environment and be respectful of our neighbor's right to use and access water. We believe this legislation strikes a fair balance between environmental protection and aggregate operations in Michigan.

Mike Newman
Managing Director
Michigan Aggregates Association

Continues on page 9.

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Dear Mike:

I just read the information about the state cutting loose some money for MDOT. This is excellent as the future work prospects were looking a little bleak. I know you have been working hard to get the funding loosened up and it's appreciated by us.

Scott Bazinet
Lowe Construction Company, Inc.

Dear Bob:

On behalf of Brian Slagter and the entire TRIP Board of Directors, I would like to take this opportunity to thank you for the Michigan Infrastructure & Transportation Association's \$20,000 contribution in support of TRIP's 2005 public education efforts. To view examples of the work MITA is helping to underwrite this year, visit our Web site at www.tripnet.org. Click on the Member Section and type trip for the user name and info for the password.

As you probably know, TRIP's director of policy and research, Rocky Moretti, has been working with Mike Nystrom on our program in Michigan this year. As soon as we receive the completed survey from the Michigan DOT, we will produce the first draft of the report ASAP and forward it to Mike for MITA's review and sign-off.

We look forward to a successful release of the report later this year and please don't hesitate to contact me should you have any questions or suggestions regarding our efforts in Michigan.

William M. Wilkins
Executive Director
TRIP - A National Transportation Research Group

Dear MITA Board:

I hope all is well with each of you. I am writing today to let you know that I am very pleased with the results to date of having blended the MRBA and AUC into one unified association.

My biggest concern when the organizations were reorganized into one group and I lost my seat on the industry board was the fear that the traffic safety industry would not be adequately represented by the new association. I was apprehensive. I was worried that there would be little to no association support when dealing with MDOT on traffic safety issues. I was not convinced that MITA would work diligently on topics and specifications affecting such a select group of companies like the traffic safety industry. I am happy to report that the MITA staff takes our community of companies and the work we perform seriously. They listen to what we have to say and have on more than one occasion represented the interest of our group professionally and with success when dealing with all stakeholders including MDOT.

I would like to thank the staff for all their hard work and I applaud the Board for executing and making our vision for ALL members of MITA a reality.

Dan Babcock
Give 'Em a Brake Safety

Continues on page 10.

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Dear Mike:

As chair of the House Appropriations Subcommittee on Transportation, I understand the concerns of the road building industry. The House of Representatives recently approved the \$3.4 billion budget for MDOT and it would be disappointing to see that money marginalized by increased construction costs. The road building industry raises three important points about water regulation proposals. I agree that water regulation should be based on sound science, should focus on long-term permanent users of water, and, most importantly, balance environmental protections with a friendly business climate. Michigan cannot afford to drive away businesses while the state is already struggling with one of the highest unemployment rates in the country.

Thank you for your letter and please feel free to contact my office with any future transportation concerns.

Shelly Goodman Taub
State Representative
40th District

Dear Mike:

Thank you for taking the time to attend our annual meeting. The panel discussion was very useful for us.

Robert Cook
Executive Director
Wisconsin Transportation Development Association

Dear Mike:

On behalf of the Oakland County Business for Better Roads (BBR) organization, thank you for your generous contribution to our public opinion survey efforts. Because of your contribution, and those of others like you, we were able to move ahead with our voter survey. The survey will help shape our campaign to generate revenue to address congestion in Southeast Michigan.

Alan Kiriluk
Oakland County Businesses for Better Roads

Dear Nancy,

I just looked at the latest issue of Cross Section and it's fabulous.

James McRay
Media & Marketing Manager
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You Said It!

In December we asked MITA members to sound off on yet another Member Voice topic of interest to the heavy/highway construction industry in Michigan.

Our question: What do you think is the most pressing concern facing our industry? Here is a sampling of the responses:

"At the risk of sounding like a broken record, I think the biggest concern is the lack of infrastructure work, especially in southeast Michigan. Most contractors I've talked to claim that their backlogs are down substantially from 2004. There may be some relief coming soon with the new federal transportation bill couple with the Governor's acceleration of road/bridge funding through MDOT. In addition, the recently enacted sewer grant funding bills should help to get more projects into the pipeline.

"However, since our state economy continues to sputter with further retrenchment in the auto industry, adequate funding for infrastructure investment will continue to be a problem. Undoubtedly, state and local budgets will be tight. That's why it's important that our association pursue more funding for infrastructure. The MITA State Transportation Funding Initiative is a good start."

Tom DiPonio
President

Jay Dee Contractors, Inc.
Livonia

"The most pressing issue facing the industry is increased funding."

Rich Lehman
Edw. C. Levy Company
Detroit

"The direct cost of fuel and indirect cost of material due to escalating fuel prices."

Tom Kennedy
President
Kennedy Excavating, Inc.
Davison

"Future funding and congressional guts!!!!"

"What other industry compared to the Michigan road and bridge building industry can you name that suffers simultaneously from the combined ill effects of all five of the following funding issues:

1. The source of highway revenues, i.e., tax \$ per gallon and gallons consumed. Vehicles are constantly improving on fuel efficiency resulting in decreasing highway trust fund revenues.

2. Overall economy of Michigan and of the automotive industry.

3. The combined effects of inflation with decreasing tax revenue.

4. High gas pricing that only sweetens the pockets of the oil industry (NOT the Highway Trust Fund) and results in fewer vehicular miles being driven, which also directly affects our tourism industry.

5. Congressional leadership and guts. We are willing to go along with fuel pricing fluctuating 15 cents, 30 cents, or 50 cents in just one day because we've come to accept it almost as a way of life, but try to get a two cent, four cent, or six cent gas tax increase and one would think that we were asking Congress for the moon.

Personally, I think the revenue generated for highway funding should be tied directly to vehicular miles driven and vehicle class incorporating a system in each vehicle similar to the experimental system now being tried and studied in Oregon whereby a computer chip that cannot be tampered with or altered constantly monitors the miles driven, and this mileage data is downloaded at the fuel pump to assess tax revenue at each fill up. Sure, naysayers would claim that this is just another means for Big Brother to keep tabs on us or invade our privacy, but that cat is already out of the bag with almost every home now having a computer that is tied to the Internet.

If we are going to keep and attract industry and jobs in Michigan, transportation revenue for building and repairing our roads and bridges must take priority, and the revenue required to do an adequate and proper job must be sustainable."

Tom Grumbine
Bridge Engineer/Manager, The Premarc Corporation

Continues on page 48.

Member in the News

C.A. Hull Company, Inc. was featured in the Oct. 24, 2005 issue of ENR Engineering News-Record. The article in the "Transportation" news section of the magazine was entitled "Detroit Builds Gateway Link Inspired by Super Bowl." The bridge, built by C.A. Hull, is part of a larger \$55 million project to improve I-94 between Detroit Metro Airport and downtown.




Member Profile

In each issue of Cross-Section Magazine we bring one MITA Contractor Member "to life" for you through photos and a feature story that describes some interesting aspects of the company that you might not have time to discover on your own.



J.E. Kloote Contracting, Inc.

A normal business day at J.E. Kloote Construction, Inc., requires applying engineering theory and logic, stress and safety factors, specifications and standards to make sure – to put it simply - the road meets the bridge. While company President Jim Kloote, P.E., certainly pays close attention to all those factors, he says what he enjoys the most about the business is the people. From his employees to the cross-section of workers he meets on jobsites and at MITA functions, Kloote enjoys them all.





CONTACT INFORMATION

J.E. Kloote Contracting, Inc.

President: James E. Kloote, P.E.
Vice President: Alex Meyer, P.E.
Office Manager: Lauri Proulx

"That's the fun part for me, and it is what gets me going every morning; the colorfulness of the people in this business never ceases to amaze me," says Kloote, whose West-Michigan based company constructs vehicular and pedestrian bridges, small dams, deep foundations, earth and water retention systems. Starting in the business as a laborer in 1982, Kloote went on to earn a degree in civil engineering from Michigan Technological University in 1988.

Today he works with other Michigan Tech civil engineering graduates at this company, located in Nunica, northwest of Grand Rapids. Working with him is his wife, Marney, the company's equal opportunity officer; Alex Meyer, P.E., is vice president. They are joined by office manager Lauri Proulx and a staff of 15 employees who add the additional muscle for this small company. But, being a small company does have its advantages, Kloote says.

"We have built a lot of trust between us in the office, and with the people on jobsites," says Kloote, the father of two children: 12-year-old Maggie and 10-year-old Jimmy. "I enjoy being a small company. I get out on jobsites on a regular basis and I know the names of the workers' spouses and children. It is more personal and enjoyable, and it is nice to know what makes a guy tick."

During 2005, J.E. Kloote Contracting, Inc. completed seven bridges in Shiawassee, Lenawee, Livingston, Ingham and Clinton counties. At the top of the list of notable past projects are multiple span bridges in Muskegon County. And this year, the company is under contract with Branch County for rehab and guardrail, and is removing salvage from a turn-of-the-century bridge in Clinton County.

Work aside, when it comes to his membership in MITA, Kloote takes it just seriously enough. He recalls jokingly that he saw himself as the "token little guy" when he was asked to be among 12 companies who decided on last year's merger of Associated Underground Contractors and Michigan

Road Builders Association, the predecessors to MITA.

"The discussions began in November 2004," he says, "and I had input and was happy to be asked my opinion. Associations like MITA are critical to the industry and combining the two into one was good business and good things are happening."

Bob Patzer, executive vice president of MITA, says Kloote was a vital part of the merger process. "We needed representation from the smaller contractor," he says, "and Jim certainly fit the bill. We appreciated his contribution to the merger discussions."

The contributions to the industry are something of a Kloote family tradition. His great-grandfather was in the construction business in Grand Rapids and was the co-founder of Grand Rapids Asphalt, which is now Michigan Paving & Materials Company. And his father was the founder of GEOCON, a Grand Rapids-based underground contracting company where Kloote got his start in the business.

When Kloote isn't working, he lives for fishing in Montana with a group of contractors who get together whenever they can. He also enjoys hunting, fishing, snowboarding, boating and finally golf – but only if forced to do so. Since golf means getting together with people involved in the heavy/highway construction industry, we are sure it doesn't take too much force.

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Fd: Pump stations – Construction of pump stations and other incidental structures

K: Sewers and watermains

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We Said It! Mita Speaks Up for the Industry

JANUARY 11, 2006
"THE DETROIT NEWS"
LETTER TO THE EDITOR

Recent articles in "The Detroit News" point out the consequences of ignoring our state's aging infrastructure – specifically our neglected underground and transportation systems. These articles imply an acceptance of these recurring problems as mere nuisance facts of life. However, our state's infrastructure is deteriorating and will continue to crumble until state and local elected officials decide to address the problems.

Money is available but is not being used that would help communities make improvements to underground sewer and water systems. Michigan voters made more money available for the purpose of wastewater treatment improvements in 2002 when they overwhelmingly passed Proposal 2. The referendum helped to further fund one of the nation's lowest interest rate loan programs under the State Revolving Fund (SRF). Also, the Governor recently signed legislation that set aside funding to help encourage communities to take advantage of the SRF. Grants are available to communities for up to \$1 million for up-front costs of sewer improvements, which are a SRF loan application requirement. Communities must use these under-utilized funds and begin fixing their underground systems before they fail.

Regarding Michigan's transportation network, a recent study suggested a \$700 million per year funding shortfall. Our elected officials in Lansing must address this gap and take the important first step towards fixing Michigan's roads and bridges.

If action is taken regarding infrastructure improvements at the state and local levels, Michigan will begin to see an economic rebound. If we continue to accept these "nuisances", Michigan's economy will continue to stagnate.

JANUARY 25, 2006
"DETROIT FREE PRESS"
LETTER TO THE EDITOR

I would like to commend the recent editorial, "Miles to Keep Up," for providing a glimpse into the current financial struggle to properly maintain Michigan's neglected transportation network. As the infrastructure crumbles around us and we continue to "patch" where major repairs are truly needed, Michigan's taxpaying, driving public continues to pay the price.

Michigan is currently facing a \$700 million annual funding gap between the amount available for transportation projects and what is needed to adequately maintain and improve roads and bridges. The state legislature has used budget shortfalls as an excuse to transfer transportation funding to other departments, creating an even greater shortage. With a considerably lower gas tax in comparison to neighboring states and the fact that Michigan continues to donate transportation dollars at the federal level, the current funding is not adequate. Fuel efficiency in new vehicles as well as increased use of alternative fuel vehicles could also affect future tax income from gas, creating an even larger gap.

As the "Detroit Free Press" recognized, providing money for roads and bridges is necessary not only for safety, but also for building a stronger economy. Other states have made transportation funding a priority – and we wonder why our economy continues to stagnate. It is time to create a solution for Michigan's embarrassing transportation dilemma.

JANUARY 26, 2006
LETTER TO THE EDITOR

Much of the recent coverage of the Ford Wixom Assembly plant being idled is right on – and is ultimately a reflection of the difficulties that face Michigan's economy. In order to stimulate our economy, Michigan needs to entice new businesses into the state and convince existing businesses to stay. Repairing Michigan's crumbling infrastructure is key.

Among the many reasons the Wixom plant will be idled is the fact that it suffered from antiquated highway ramps at the plant's main traffic interchange, Wixom Road and Interstate 96. This interchange was designed for a rural community and still has not been upgraded to improve interstate access for the plant.

When the interstate highway system began 50 years ago, it was used to bring the country out of the post-war depression. Our governor and legislature must use that same philosophy to build Michigan back into the economic power that it was and still can be.

MITA in the News

As MITA continues a major push toward increased state funding for roads, you will be seeing and hearing us on the radio, television and in newspaper articles. Most recently, Mike Nystrom, MITA vice president of government and public relations, was interviewed January 27 on a Michigan Talk Radio Network morning talk show regarding the idling of Ford's Wixom plant. Nystrom said that among the many reasons the Wixom plant will be idled is the fact that it suffered from

antiquated highway ramps at the plant's main traffic interchange, Wixom Road and Interstate 96. This interchange was designed for a rural community and still has not been upgraded to improve interstate access for the plant.


Nystrom was also quoted for a series of articles in "The Detroit News" that pointed out a fact that is unfortunately a thorn in the side of the heavy/highway construction industry: Michigan needs more road funding.

Some of articles, among many others that have featured MITA in recent months, are posted in the news section of www.mi-ita.com.

As MITA leads an industry coalition that is seeking more transportation funding for the state, we expect these positive news stories to increase throughout 2006 and beyond. To view "The Detroit News" articles, simply:

1. Visit www.mi-ita.com.
2. Click on News and Publications at the very top, center of the page.
3. View the story list under MITA in the News on the right side of the page.
4. Click on the story you want to read.

If you have any questions or comments on the stories, please contact Nancy Brown, MITA director of communications, at nancybrown@mi-ita.com



Date	Title
1/28/2005	Road map to stronger economy tied to properly funding Michigan's road and transportation needs
1/9/2005	Ann Arbor News - State could profit from hurricanes
6/31/2005	Letter to Detroit News
6/21/2005	The Detroit News - Without a ton of cash...
6/21/2005	The Detroit News - Highway building warranty succeeds
6/21/2005	The Detroit News - Michigan weighs tax increases to fix roads
1/27/2005	Dear Editor - The Transportation Bill Editorial
1/25/2005	House Action on Highway Bill Not the End of the Road for the Transportation Funding Fight
1/4/2004	Kalamazoo Gazette
1/15/2004	Detroit Free Press
1/15/2004	Bay City Times
1/15/2004	The Detroit News

MITA Staff News

Promotion

Glenn Bukoski, P.E., director of technical services for MITA, has been promoted to vice president of engineering services. Bukoski has over 30 years experience in the heavy/highway construction industry, including the Michigan Department of Transportation and Parsons Brinckerhoff, a private engineering firm in Lansing. His duties will include overseeing all engineering, technical and specification issues for the membership as well as dealing with both public and private owner representatives. To contact Bukoski, e-mail him at glennbukoski@mi-ita.com.



Glenn Bukoski, P.E.

New Director Named

Pat Brown has been named Director of Safety and Workforce Development for MITA. He was formerly with the Ingham County Sheriff's Department. For a more complete introduction to Pat, see story and photo on page 25.

Contractor Member Project Profile



Project: MGM Grand Detroit Permanent Hotel and Casino

Location: Approximately 25 acres bounded by Bagley, M-10 Lodge Service Drive; Third Ave and Fisher Freeway Service Drive. Immediately north of the present MGM Temporary Casino

Sub: Blaze Contracting Inc., 3633 Michigan Ave. Suite 250, Detroit Michigan 48216

Scope: Site clearing, mass excavation and site preparation

Owner: MGM Grand Detroit LLC

Owner's Rep: Tre Builders LLC

Project Details: The project is presently under construction and requires a very aggressive schedule for total construction to be complete by December 2007. Blaze's contract portion involved site clearing, removal of all existing streets, sidewalks, and parking lots, and mass excavation and site preparation to be performed ahead of all other trades. Blaze also is required to maintain access for the installation of foundations and caissons. The project involves three independent structural parts to be constructed all at once; a multi story hotel, a multi-level car parking deck and the casino/retail area. The site requires a network of roads parking lots, and walkways as well. Blaze's schedule required for construction to begin in September and to have all areas prepped by December 16, 2005. Preparation required the removal of excess and contaminated materials from the site to depths as deep as 15 feet. In order to remove all pavements, buried foundations, and over 350,000 truck yards of dirt as required, production had to be maintained at levels as high as 5,500 truck yards a day. This is the largest project Blaze Contracting Inc. has performed in its five-year company history.

Kerlin Blaise, a former Detroit Lions offensive guard and owner of Blaze Contracting, said the job involved plenty of teamwork and had no chance of being on schedule unless they did it right. "We had 22 employees involved who made it a team effort," Blaise said, "which made this massive job, the largest job we've ever completed, possible. "This project is important to Detroit and if it's important to Detroit, it's important to me. We provided jobs for Detroiters; women, minority, and non-minority; and I believe every job counts if Detroit is to make a great comeback. As a Detroit based and headquartered minority contractor, I am particularly pleased that we had such an important part to play in making it happen."

Christopher Kuzak, vice president of Blaze Contracting said: "Although Blaze had to endure an intense prequalification process that included personal background checks required by the Michigan Gaming and Control Board, we are extremely grateful to have gained the confidence of MGM to be chosen as one of the key contractors to make this project happen. MGM Grand has several casinos and they are very particular and very sensitive about who they give their business to. We very much appreciated being given the opportunity to show what we can do and to be a part of such an important project in Detroit and to have met the timetable of an extremely aggressive schedule."

Company Profile:

Incorporated in 2000, Blaze self performs earthwork, land balance, grading, site watermain, sanitary, and storm sewer. Blaze has completed projects as small as \$10,000 and as great as \$6 million. Blaze presently has a bonding capacity of \$15 million and a growing list of satisfied customers in educational, hospital, light/heavy industrial, automotive, municipal and athletic construction venues. Blaze is a pre-qualified athletic field contractor for the Detroit Public School system in which several recent projects have been satisfactorily completed. Current emphasis on synthetic football sports turf has produced completed contracts in the Utica, Birmingham, Ann Arbor, Clarkston, Lake Orion, Chippewa Valley, Westland, and Farmington school districts. Recently Blaze has completed a \$3.5 million deep sewer site utility contract for the Detroit Water Department at Conner Creek and is presently more than 90 percent complete on the 25-acre mass excavation contract totaling over \$6 million for the MGM Grand Detroit Permanent Hotel and Casino.

Editor's Note: We hope to publish photos of the project when it is completed.

COMPANY SPECIALTIES:

Underground storm, sanitary and watermain
Earthwork
Excavation
Grading
Athletic Fields

CERTIFICATIONS:

Michigan Minority Business Council
Small Business Enterprise
Minority Business Enterprise
Detroit Based Enterprise
Detroit Headquartered Enterprise
Wayne County Certified
Michigan State Housing Development
MDOT Pre-Qualified

OTHER NOTABLE PROJECTS:

Murray Wright High School Athletic Field, Detroit
Northwestern High School Athletic Field, Detroit
Performing Arts High School, Detroit
Southwestern High School Sitework and Athletic Field, Detroit
Kennedy Parking Garage, Detroit
St. John Hospital, Detroit
Central High School Sitework and Athletic Field, Detroit
Word of Faith International Christian Center Parking Lot Expansion, Southfield Michigan
Wayne State University Residence Hall Final Phase III Grading, Detroit
Harper Woods High School Building Pad and Sitework, Harper Woods
Willie Horton Athletic Field (formerly Bishop Field), Detroit
Daimler Chrysler, Farmington
GM Powertrain Division, Warren
Providence Hospital, Southfield
UAW Ford, Ypsilanti
Gordon Foods, Brighton

COMPANY CONTACT INFORMATION:

Blaze Contracting Inc.
3633 Michigan Ave., Suite 250
Detroit, Mich. 48216
Phone: 313-361-1000
Fax : 313-361-6850
Website: www.blazecontracting.com
President: Kerlin Blaise,
kerlin@blazecontracting.net
Vice President: Christopher Kuzak, ckuzak@blazecontracting.net

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Associate Member Project Profile

Duck Lake Sewer System Delivers Affordable Wastewater Treatment

By Roger Marks, P.E.
Wade Trim

With an average depth of 2.5 feet, Duck Lake in Montcalm County was being polluted from years of failing household septic systems along its shores. The groundwater table is so high that water was discharging directly from septic systems to a low area or outletting directly to the lake. In search of an affordable solution for this small, rural area, Crystal Township and the Montcalm County Drain Commissioner (MCDC) initiated efforts to apply for funding assistance from USDA Rural Development and explore wastewater treatment options.

"We needed an affordable solution for 181 residents," said Bill Powell, Crystal Township supervisor. "Many of the homes around Duck Lake were built for weekend use only. Later, when they became year-round homes, the septic systems were inadequate and a lot of people had problems."

In 2000, Rural Development awarded a \$956,000 grant and a \$1,151,000 loan to the community to address the pollution problems. Crystal Township contracted with the Montcalm County Drain Commissioner's office to secure funding and administer the project.

The office had previously completed other projects within Montcalm County that were funded through Rural Development.

The Drain Commissioner proceeded with a \$2.4 million project to develop a new sanitary sewer collection system that ties into the wastewater treatment plant of nearby Crystal Township. To accommodate the new system, the plant was improved to allow the existing slow rate land application treatment system to double its hydraulic operating capacity to 47 million gallons per year (MGY) while maintaining treatment efficiency through soil and crop nutrient uptake.

Initially, the treatment system required only a groundwater permit but after it was determined that the proposed subsurface drainage would need to outlet to the County's nearby Smith Drain, a surface water permit was also required. As a result, the plant is the first facility of its type in Michigan to use a combined discharge of groundwater infiltration and subsurface drainage tile that was designed in full compliance with both groundwater and surface water discharge

Continues on page 49.



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Associate Member Facts

Association Benefits Company

www.association-benefits.com

Did you know that the Blue Cross Blue Shield of Michigan health plans offered through the MITA program don't just stop at health care? As a MITA endorsed partner, Association Benefits Company (ASB) provides solutions to a variety of needs. Their staff has a combined total of over 40 years experience in the employee benefits industry. The company works with all producing insurance agents and provides free Summary Plan Descriptions (SPD), newsletters, supplies and ongoing assistance to Association members who participate in the MITA/BCBSM program.

ASB can save companies money by keeping it simple through their service and solutions. In addition, all plan administration is performed in their office by experienced representatives who are familiar with membership's needs. ASB's online access to Blue Cross enables them to promptly complete your membership changes and perform all billing functions. Members also have access to an exclusive, dedicated claims hotline at BCBSM. ASB keeps participants informed of the latest products, changes in regulations and other news that can affect your employee benefit plans.

What programs are available?

The MITA/BCBSM insurance program offers a variety of programs for companies ranging in size from one to over a hundred--each designed to meet your specific needs and provide affordable options to employers and their employees. The program offers a complete menu of health care options including Managed Traditional, Comprehensive Major Medical, PPO, Consumer Driven Medical Plans combined with Health Savings Accounts, Point of Service, HMO, Prescription, Dental and Vision coverage.

What are the advantages of each program?

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You can enroll in the OSG program at any time of the year.

SMALL GROUP PROGRAM—Offers employers who are enrolling two or more full time employees their choice of numerous traditional, PPO, Consumer Driven Medical Plans combined with Health Savings Accounts, POS or HMO plans, with alternatives for prescription drugs, dental and vision options.

ASB prepares your monthly billing statement reflecting your Blue Cross premiums. They also offer the Michigan Construction Industry Life and STD program that can be consolidated with your health insurance onto one bill. Faxed employee deletions and additions can be made at any time during the month so bills reflect the most current enrollment in a group.

For further information about any of the services Association Benefits Company offers to MITA members, contact Sherrian directly at 248-359-6469 or toll-free at 800-782-0712.

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If you are a member of MITA, you are welcome to submit information about your company for inclusion in the Associate Member Facts section of this magazine. Please e-mail your information to Nancy Brown at nancybrown@mi-ita.com.

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Bob Patzer

Executive Vice President Comment

Merger Has Positive Impact on the Industry

Well, they said it couldn't be done but it is and people are paying close attention. I am referring, of course, to the somewhat historic marriage of AUC and MRBA and the creation of

MITA. In my humble opinion the consolidation was long overdue.

In November of 2004 I attended a meeting of contractors, some AUC, some MRBA, and some with dual memberships. The motivation for this get together, while noteworthy, is not nearly as important as the proposal to at last bring the heavy construction industry together in an unusual display of cohesiveness. The most challenging task of my career was set in front of me on Nov. 2, 2004 and I anxiously and without reservation accepted the task of putting the past behind us and pointing MITA toward the future.

The creation of MITA was initiated for one reason and one reason only. This writer would not have consented to this process unless it was in the best interest of the heavy construction industry and the members of both AUC and MRBA. While the number of members is significant, it pales in comparison to the influence of an organization of this magnitude. A larger Political Action Committee does not, by itself, increase influence unless your hard-earned contributions are spent in a manner consistent with your goals. A membership of nearly 800 merely represents a number unless your dues are spent on issues of substance that truly have an impact on your survival in a very competitive industry.

My message throughout the last 28 years has been consistent. The largest and most formidable task before us is to create long-term stable funding for all infrastructure construction projects both above and below ground. The \$1 billion sewer bond proposal that we fought for several years ago is just a hollow victory if we cannot get the money flowing to local units of government. We simply cannot afford to sit back and rely on federal transportation funding when we experience an annual \$700 million shortfall.

We simply cannot and will not rest until we convince our election-crazed lawmakers that investing money in public works projects is a productive and necessary process. Our state will continue to lag behind the other states unless we put in place and adequately fund infrastructure improvements.

I am truly excited about the ability and focus of MITA in terms of truly influencing and impacting issues of importance to our industry. As we approach our first full year of our existence, I would simply like to thank the collective memberships of AUC and MRBA for your support during the embryonic stage of MITA and beyond. A very special thanks goes to our president Vance Johnson. His vision, guidance, patience and faith have made my job much easier and he was truly the right person in the right place at the right time.

In closing, I can only make one promise and that is to continue to represent you in a prompt, professional and, most importantly, caring manner. On behalf of the MITA staff and the board of directors, have a safe and prosperous 2006 and, for your New Year's resolution, don't be afraid to ask "What are you going to do for me tomorrow?"

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



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Vice President of Government & Public Relations Comment

MITA – Twelve Months Old

On Feb. 1, 2005, our little microcosm of the world looked very different than it does today. AUC and MRBA had just joined forces to become the Michigan Infrastructure and Transportation Association (MITA), thus closing the book on two old and extremely successful organizations.

Everyone in the Michigan construction industry seemed to have ideas and/or questions as to how this merger was going to come together and if it was going to ultimately be as effective as the other two organizations had been over the years. Federal Transportation Reauthorization was one of the biggest issues facing the heavy construction industry and “strained at best” was the industry’s relationship with several of the local agency associations.

Fast forward to 2006. All in all, MITA has been put together with a structurally sound foundation that was derived from the best of the best of both AUC and MRBA. Over the course of the year, all the pieces of the puzzle have been put into place with regard to the MITA organization. Although we are still working out some of the kinks, one year into this transition we are a fully functional, efficient and effective organization that is making its name known in Washington, here in Lansing and throughout the state.

2006 MITA PAC Needs

Although the last year has been a solid year for the MITA PAC and we are gaining the expected return on investment due to the merger here at the state capital, 2006 will be the most expensive election year in Michigan history. Every state elected official, including the governor, attorney general, the secretary of state, the state Senate and the state House will be up for election in November.

What this means to the MITA PAC is that if we hope to continue to be a major player on the political scene here in Lansing, we must continue to feed the machine. Thus, it is more important than ever that we continue to receive personal PAC contributions from each and every MITA member. For those of you that have contributed “a hearty thank you” for your past efforts. I am hopeful that you will consider continuing in that leadership role and possibly increase your contribution in 2006. For those of you who have not stepped up



Governor Signs Sewer Grant Bill

Mike Nystrom, MITA vice president of government and public relations, and Governor Jennifer Granholm during a bill signing in December 2005. MITA was extremely encouraged by the Governor signing into law a package of bills that will result in more sewer work throughout the state and thus help to improve the condition of Michigan’s aging sewer infrastructure systems. The package of bills will expand the allowable uses of the Strategic Water Quality Initiatives Fund to include grants for the design and engineering of sewer projects. Local units of government are now eligible for grants of up to \$1 million from the grand total of \$40 million. MITA supported this legislation because it helps to put cash-strapped municipalities into a better financial position in order to take advantage of the \$1 billion that is available from the Great Lakes Water Quality Bonds (Proposal 2 of 2002.)

to the plate, the time is now to stop letting others carry the water for the industry. This group effort is very important as we look forward in our crystal ball and see the needs that face our industry.

MITA’s State Funding Initiative, a comprehensive effort to increase the our state’s transportation investment, will be our highest priority. The dollars that are given from the MITA PAC to various elected officials throughout the state will help to perpetuate this initiative, but will also reap benefits on the small everyday legislative issues that come before our state government. We need

Continues on page 52.

Vice President of Membership Services Comment

By the time you read this article we will either have passed or be nearing the completion of the year of operation for the newly consolidated entity called MITA. Even something as seemingly simple as the pronunciation of the name has proved awkward. Some calling the name out like it's a word MYTA; others like myself using the individual letters, M.I.T.A., with many asking which way is correct. There is no answer to this question. It is your association; call us what you like or can remember. Regardless of your pleasure it all boils down to developing a comfort level with your new association.

I have often felt that many members under utilize the services that MITA can provide. I have told many newly joined members that nobody in the office is clairvoyant; if you are having a problem you must pick-up the phone. I've heard all the excuses of why members didn't call: "I wasn't sure who handled this type of problem," "I was embarrassed," "The problem didn't seem like a big deal at the time," "I wasn't sure if you got involved in this type of issue" etc. If you've ever thought in these terms, you are making a big mistake. Believe me, this is not to claim that we can be all things to everyone, but you can be sure that we will damn sure try.

While like any organization, titles and job functions have been supplied to all of the staff in the building, we take great pride in getting the ball rolling when a member calls. I receive hundreds of calls that I "hand off" to other staff that may be better suited to handle the issue. You should not be offended when this occurs. It's simply an effort to provide you with the best service possible. Often times several of us will also work an issue from different angles to the benefit of the member. It will be our mission to continually provide the best service possible to members.

From a year in review stance I feel we are farther ahead in some areas than I could ever imagine and lagging behind in others. In regards to staff, it took some initial juggling and then re-juggling to ensure the talents the staff possesses are fully utilized. A few tears were shed along the way but I am confident that everyone feels like they have a home and purpose at MITA.

The area where we have lagged behind is the rollercoaster staffing issue regarding a safety director. While no members' needs were not met and we far exceeded MIOSHA grant training requirements, I am pleased to announce that you now have Patrick Brown as your new director of safety and workforce development. Pat will be a welcome addition to the MITA staff. To get better acquainted with him, read his introductory interview on page 25.

If any of you think this means I am getting out of safety issues or appeals, you are sadly mistaken. Pat's involvement will allow me time to expand what your association does in this area. There is so much more that can be done to bring the pendulum back to the middle. The focus has been lost with regard to safety. Members are training on work they'll never perform and have limited exposure due to prime requirements. Contractors are still hiring new employees in the summer and giving them literally no base training before they step foot on construction sites. Accident data supports that these people and those approaching retirement are

the ones getting hurt on construction sites. Training is an area in which we can and will always be able to do more.

MIOSHA is concerned or wanting to develop an alliance with MITA. We have entered into discussions regarding the issue and will not proceed with any agreement until we are clear of the benefit to MITA members. I personally feel that we have many issues that could/need to be addressed with them. Be sure that if some sort of alliance is ever formed it won't ever mean rolling over on issues that impact members. STAY TUNED! This issue will take some time and energy.

Switching gears, I was personally impressed in regards to

Continues on page 52.



Rob Coppersmith



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Vice President of Engineering Services Comment

MDOT Warranty Program

With this article I wanted to update you on the status of MDOT's Warranty Program and the initiatives of the Warranty Task Force. I thought I could best accomplish that by sharing with you a transcript of the presentation I made on behalf of the entire Michigan construction industry to the Michigan State Transportation Commission at an Oct. 27, 2005, workshop. My presentation, which provided the "industry perspective", was a part of the workshop MDOT leadership facilitated to update and inform the transportation commissioners on the status of our warranty experiences and initiatives here in Michigan.

The following is a transcript of my presentation:

"From the industry perspective we see MDOT's warranty program as being deep rooted and widespread in its implementation. With well in excess of 1,000 projects containing warranty provisions since the program started in the mid to late-90s, MDOT has aggressively incorporated warranty requirements in several key elements of their annual capital program.

Warranties have been incorporated in both the pavement and bridge rehabilitation and reconstruction programs, as well as both the pavement and bridge Capital Preventive Maintenance programs.

As Kirk (Steudle) just presented, Michigan's warranty efforts are well out in front of any other state and MDOT and the Michigan construction industry are looked upon as a "leaders in the development and implementation of construction warranties".

As a result of the positive direction and cooperative tone set at the completion of the June 2004 Strategic Forum on Quality and Warranties, the Warranty Task Force MDOT, FHWA, other transportation facility owners (County Road Association and Michigan Municipal League), and my industry counterparts from the Concrete Paving Association, the Asphalt Paving Association, and the Road Preservation Association embarked on a very collaborative and productive 2-1/2 year partnership in shaping the evolution of the Michigan warranty program.

Regular meetings of the Warranty Task Force continue and good progress has been made in working on resolution of long standing industry concerns and issues.

In particular we want to recognize the positive progress made in the "warranty bond" area. For the industry, providing the required warranty bond became an issue when the warranted work on the project is constructed by a subcontractor of the prime contractor.

As MDOT is only contractually bound to the prime contractor, that prime contractor is required to provide MDOT the warranty bond for any and all warranted work on the project even if the warranted work was constructed by a subcontractor.

As you might imagine this type of uncontrolled risk would not be desirable by anyone, not just contractors, and especially when you consider the project may include multiple warranted items completed perhaps by multiple subcontractors, all of which must

be bonded by the prime.

Just like any smart business person, contractors do not wish to carry the risk and liability of a warranty for work they had no hand in. Prime contractors would in turn require the subcontractor who was constructing warranted work to provide them a bond for that work, thus establishing a "double bonding" scenario on every project where the prime contractor was not constructing the warranted work.

Obviously this "double bonding" has cost impacts to a project as two contractors are purchasing bonds for the same work. Perhaps more importantly, it has bonding implications to the contractors as they accumulate bond liability, which in turn diminishes their bond capacity and eventually limits their ability to bid additional projects.

Acknowledging and understanding this industry issue, MDOT leadership has stepped up and is working with industry in seeking Federal Highway Administration approval of a "pass-through bonding" policy.**

By allowing the subcontractor who is constructing the warranted work, to pass the warranty bond directly through to MDOT, the project expense of "double bonding" is eliminated, and the bonding capacity of multiple contractors is not impacted such that a diverse and competitive mix of bidders is maintained for bidding on future projects.

The other noteworthy accomplishment of the Warranty Task Force has been the development of the Warranty Use Guidelines. It is our intent that these guidelines will serve to ensure that all owners agencies will appropriately select projects for inclusion of appropriate warranty provisions.

However, we are particularly encouraged by the element of those guidelines that apply to the "Local Agency" community (the counties, the cities and villages), and how those transportation facility owners in following MDOT's lead, consider and make decisions about incorporating warranty provisions in their federal aid projects.

Industry is concerned that local agency initiatives to more aggressively incorporate warranty provisions may include unrealistic expectations and requirements. A good example that demonstrates this industry concern involved a local agency sewer reconstruction project that went to bid in the late 90s. The package included almost a single line statement that said the contractor would guarantee everything from the bottom of the trench to the top of the pavement for 50 years, obviously from our perspective a misguided decision

Continues on page 54.



Glenn Bukoski, P.E.

MITA Welcomes New Safety Director



Meet with him just once and you will surely be able to tell that Pat Brown, MITA's new director of safety and workforce development, still adheres to the motto that was painted on the side of his former Ingham County Sheriff Deputy cruiser: "Pride and Excellence."

"I was so honored when Rob Coppersmith called me about this position," said Brown, a trained paramedic, firefighter/medic and sheriff's deputy, who began his tenure with MITA in January. "I love a new challenge and dealing with many different types of people. I will bring all of my experience to bear on my new position, and do the very best job possible for the members of MITA."

Brown has hit the ground running and already attended the ARTBA Safety Supervisors Advancement Academy in February, where he earned his Work Zone Safety Supervisor Certification after completing training in the following areas: OSHA Instructor Refresher Course, Safety Crisis Management, Overview on the Manual on Uniform Traffic Control Devices (Parts 1, 5 & 6), Managing Risk Control for Profitability, Succeeding with your Hispanic Workforce, Getting to Know Federal Regulatory Agencies and Team Building. Add to that special training Brown's over 10 years experience in law enforcement and firefighting, and you have someone who Rob Coppersmith, MITA vice president of membership services,

likes to say is not afraid of adversity.

"We expect Pat will be very comfortable in his new role handling MITA jobsite inspections, training opportunities and assisting me with MIOSHA appeals," Coppersmith said. "He will be building on an already impressive skill base, which includes confined space, trench rescue, crisis intervention, Hazmat training and much more."

Brown attended the 2006 Super Conferences and will be a presenter at next year's conferences. And, while he won't be confronting armed and barricaded homicide suspects any longer as part of Ingham County's SWAT Team, he will be developing a workforce development program for MITA. No more traffic stops, but he will be heavily involved in MITA's traffic safety issues, including the Give 'em a Brake Safety Coalition that encourages motorists to slow down in workzones. And, of course, no more domestic dispute intervention, but he will be helping resolve MIOSHA issues in conjunction with Rob Coppersmith.

"I'm looking forward to spending time to get to the members and help them with whatever safety issues they are facing," Brown said.

Brown and his wife Jennifer, who is a sergeant at the Michigan State University Police Department, live in Holt with their two children: Will, age 1½; and Ella, age 4½. He enjoys working out every day, and golfing.

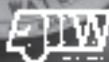
To contact Brown regarding any safety issues you are facing, call him at the MITA office: 517-347-8336; cell phone: 517-896-4753; or e-mail him: patrickbrown@mi-ita.com.

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Withdrawing from Award Consideration without Penalty

This portion of "Cross-Section" offers our readers real-life MITA examples of how our members have taken advantage of our services to help them solve their problems. May this column be a "lesson" to you should you encounter a similar situation. As always, we are here to help you. Call us at 517-347-8336 if we can be of service.

Last fall a MITA contractor member was read and confirmed low bidder on a county road commission project. Excited about the experience the project would bring to the company, the member anxiously anticipated the award of the contract and the notice to proceed. Unfortunately the local agency agreement, which establishes the cost sharing responsibilities for the project between the county and the state, had not been executed and the award lapsed beyond the 49-day timeframe specified in the MDOT Standard Specifications.

As some of you may have experienced, the member soon received the much debated 49 day letter requesting that they agree to extend their terms and conditions as they had bid, or decline their rights as low bidder and allow the awarding of the contract to proceed on with the second low bidder. Still wanting to build the project, the member signed the 49-day letter extending their terms and conditions and continued to wait for the award of the contract to take place.

Eventually the local agency agreement was executed and the engineer initiated the pre-construction meeting where the member's progress schedule was submitted and reviewed. As the contract award process had taken considerable time to proceed to this point, the member took the opportunity to broach their anticipated need for additional time to complete the project work. Although the engineer acknowledged that additional time to complete the work was likely due, all parties to the contract understood that the progress schedule signed at this meeting had to incorporate the dates specified in the contract bid documents. It was also acknowledged and understood that once the contract was awarded the member contractor would immediately submit an extension of time request for the engineer's consideration

and approval. It was with this understanding that the member signed the progress schedule still looking forward to the award and anticipated the engineer's eventual approval of some additional time to complete the work on the project. Things were starting to move forward; the long awaited award seemed imminent.

However, when the member received their copy of the progress schedule signed at the pre-construction meeting, they noticed it contained comments in the notes section that were not there when they signed the document. The comments added after the meeting by the local agency engineer indicated that liquidated damages would be assessed for failure to complete certain portions of the work within certain timeframes – terms not a part of the original contract documents. Opposed to the new liquidated damages' terms and now losing their desire to build the project because of the delays and lost time in just getting the award, the member notified MDOT of their wish to withdraw themselves from the award process. They were told by MDOT that if they withdrew at that point they would sacrifice their bid guarantee.

A call to MITA quickly got the MITA staff involved in pursuing a resolution of this matter. In advocating for the member with the appropriate MDOT officials, the MITA staff maintained that the new liquidated damages being imposed by the local agency engineer after the bid represented a change in the originally bid contract progress schedule requirements. In maintaining that position, the MITA staff further contended that since the change in the contract requirements were being imposed by the owner after the bid, both circumstances beyond the control of the member, the member has the right to withdraw themselves from consideration for the award without the penalty of payment of their proposal guarantee.

After consideration of the pertinent facts associated with this matter, MDOT concurred with the MITA position and allowed the member to withdraw from consideration for the award without the penalty of payment of their bid guarantee.



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Did You Know?

Online Jobs Center and PDF Library

Always committed to the needs of our members and the construction industry, MITA is constantly evolving the products and services offered through the association. Member feedback has always been particularly useful in fine-tuning these tools to put them at their maximum member-relevant capacity. A recent example of this can be illustrated through the most recent updates made to the website, www.mi-ita.com, in response to a high volume of requests. To meet growing inquiries, MITA recently launched one of the newest features to the site called the Jobs Center.

The mi-ita.com Jobs Center is an informational highway of sorts, providing both potential industry employers as well as industry job seekers a very simple and efficient employment-networking tool.

To access the mi-ita.com Job Center simply -

- STEP 1: Navigate to www.mi-ita.com.
- STEP 2: Locate the Members menu in the horizontal menu bar at the top of the page.
- STEP 3: Select the "Jobs" option at the bottom of the "Members" Menu.



There are two main tools featured for the benefit of potential employers. They are as follows:

Advertise Job Openings:

This resource is exclusively available to firms that are current MITA members and have access to the members-only portion of the website. It is an excellent free marketing resource, providing employers the opportunity to target the ideal group of potential employees. There is also the added feature bonus link to a downloadable blank employment application included on the page to further assist members along in their firms' hiring process.

To access the "Advertise Job Opening" tool:

- STEP 1: Navigate to the MITA online Jobs Center.
- STEP 2: Select the "Advertise Job Openings" option.
- STEP 3: Enter in the mi-ita.com member username and password.
- STEP 4: Complete and submit the online form, filling in all pertinent information pertaining to the open position.

View Resumes: Open to all interested employers, this portion of the jobs area provides potential employers an organized view of possible candidates seeking jobs with the construction industry.

On the job seekers' side of things there are the following two features of interest:

View Job Postings: This is an electronic catalog of all open job opportunities. Accessible to the public, interested applicants can browse all the different industry opportunities and get the pertinent contact information for further inquiry.

Post Resumes: This feature is open to all job seekers who are interested in circulating their resume to potential industry employers. While there is no guarantee that posting a resume in this log will result in a job offer, it provides yet another avenue to promote capabilities and skill sets to specific job market.

Tips for using the Jobs Center:

- ✖ Potential employers always remember to include as much information as possible, particularly contact information, to allow interested applicants to easily express their interests in a possible opportunity. MITA is in no way participatory in the employment process outside of providing the online jobs platform.
- ✖ Advertise your jobs early to give interested applicants ample time to contact your company.
- ✖ Please be sure to proof all the information before submitting an open job posting or resume to ensure all the proper information is being displayed.

The Reference PDF Library

As MITA continues taking strides towards more efficient communication, the online reference PDF Library continues to expand. The growing Reference PDF Library is a one-stop resource, housing a variety of helpful informative tools that range from locator maps to the latest MMUTCD update documents.

The Library is a file catalog of primarily PDF files (Portable Document Format files). This Acrobat-reader formatting is a user-friendly file format that allows a variety of people, with different system types to view the same information.

Currently, the library is broken into subgroups to make it easier to locate the desired file. While the list of subgroups continues to grow, at present the library consists of the following groupings:

MEMBERSHIP/ GENERAL REFERENCES - Did you misplace a brochure? Perhaps you need another registration form? Or is it a locator map you are trying to get a hold of? Many of the actual MITA

Continues on page 74.

Proposal 2 Update

By Chip Heckathorn

Michigan Department of Environmental Quality

In November 2002, Michigan voters overwhelmingly passed the Great Lakes Water Quality Bond referendum, which appeared as Proposal 2 on the ballot. The initiative authorized the state to borrow up to \$1 billion to finance water pollution control projects, with the borrowed funds to be deposited into the State Revolving Fund (SRF) or the newly created Strategic Water Quality Initiatives Fund (SWQIF). Both funds provide low interest loan financing to local units of government to construct needed water quality improvement projects. The only state-wide ballot question to pass that year, Proposal 2 garnered nearly 60 percent of the vote. The Michigan Infrastructure and Transportation Association's predecessor, the Associated Underground Contractors, as well as a number of the state's environmental groups, were instrumental in seeing Proposal 2 enacted.

It is only natural, nearly three years later, to ask: "What ever happened to the Great Lakes Water Quality Bonds?" To date only one series of Proposal 2 bonds (\$100 million) has been issued, in 2003. A portion of the SWQIF bonds that were issued were subsequently sold (\$4 million) and used to award loans to Ann Arbor and Clinton Township (Macomb Co.) to initiate footing drain disconnection projects to address sanitary sewer overflow problems. A number of other communities are now engaged in planning efforts in preparation for applying for SWQIF funds for similar projects. Unfortunately, to date only marginal interest has been expressed by municipalities in the other type of eligible



SWQIF project, on-site system upgrades.

Proposal 2 resources available to the SRF have not been utilized thus far, but only because none have been needed. The downturn in the state's economy which began in 2000 and cuts to state revenue sharing, coupled with a significant "lull" in new projects from the program's largest borrowers, saw overall demand for the SRF drop each year from 2001 through 2005. Michigan has been able to fund every SRF application received since 2003 using traditional fund resources, without needing to utilize any Proposal 2 borrowing. The SRF currently has a lending capacity of nearly \$250 million/year, a capacity that stems solely from the annual capitalization grants received from the Federal government, the required state match and the stream of loan payments received from past SRF borrowers. In the three years since the passage of Proposal 2, Michigan has funded more than \$544 million in SRF loans.

Proposal 2 passed in large part because it was clear that as Michigan's wastewater infrastructure continued to age, the lending capacity of the SRF would not be able to keep pace with needs in the state. That fact has not changed. Demand for SRF financing has taken a jump in Fiscal Year 2006, the first witnessed since Fiscal Year 2001. Certainly this jump can be at least partially attributed to the decision to lower the interest rate in the SRF to 1 5/8 percent, among the lowest in the entire country. It is also anticipated that significant increases in demand will be seen in Fiscal Years 2007 – 2010, as large projects in the Middle Rouge River Basin get underway and fiscal situations of local governments hopefully improve.

On Dec. 1, 2005, Governor Jennifer Granholm signed a package of six bills that create the SWQIF Grant Program. These bills will divert up to \$40 million of the SWQIF authorization to assist local units of government intending to construct qualifying projects in the SRF or SWQIF. The grants will cover up to 90 percent of the preconstruction costs incurred during the SRF/SWQIF loan application process. Representatives John Stakoe and Neal Nitz, the initial sponsors of these bills, created this program in order to increase interest in the wastewater revolving fund loan programs and spur the use of Proposal 2 resources.

The Michigan Department of Environmental Quality and the United States Environmental Protection Agency are engaged in ongoing efforts to "get the word out" about the loan programs and the availability of Proposal 2 resources. As

Continues on page 56.

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Questions and Answers

House Minority Leader Rep. Dianne Byrum

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167 Capitol Building

MAILING ADDRESS:
P.O. Box 30014
Lansing, MI 48909

OFFICE PHONE:
517-373-0587

OFFICE FAX:
517-373-9430

EMAIL:
diannebyrum@house.mi.gov

In her more than 20 years of public service, House Democratic Leader Dianne Byrum has been an effective leader for Michigan's families.

She has a proven record of fighting for affordable and accessible health care and creating new, good-paying jobs while protecting the jobs Michigan has.

As a small business owner Byrum has brought the leaders of Michigan's business, labor, environmental, farming and ethnic communities together to work on numerous policy issues.

Serving 12 years in the Michigan Legislature, Byrum authored Michigan's first anti-stalking legislation, strengthened Michigan's bombing law and successfully added diabetes coverage to Michigan's Insurance Code. In 2001, she chaired the bi-partisan Michigan Task Force on Voting Reform. In the state Senate, she was the leading voice protecting the straight-party ticket option for Michigan's voters.

In 2003, Byrum returned to the state House where her history of commitment to Michigan's families and dynamic leadership led her colleagues to unanimously elect her House Democratic Leader. She was re-elected to this position in this her last term in the state House. She is the first woman in history to serve in this position.

Representative Byrum is a graduate of Michigan State University with a degree in public affairs management from the College of Agriculture. She has two children, Barb and Jimmy. She and her husband, Jim, own and operate two hardware stores in the Lansing area: Byrum True Value Hardware in Leslie and Stockbridge.

Q: *What are your legislative priorities?*

A: My top legislative priority is the future of Michigan's economy. If Michigan is to grow in the 21st Century as it did in the 20th, we will need to make our state a hub of innovation. We will need to retain our existing manufacturing base and continue to invest in new, growing industries.

We also need the infrastructure in place to support our economic activity. I was pleased that the Governor, as part of her Jobs Today initiative, proposed jumpstarting infrastructure projects throughout the state in an effort to build economic activity. Every dollar invested in infrastructure creates multiple dollars in the economy and a better platform on which to do business.

Q: *In your opinion, has the experience generated by term limits been positive or negative?*

A: I have not been a supporter of term limits. I believe experience is important in any job. With the current six-year limit, a great deal of time is spent with new legislators getting up to speed on critical issues. If you are going to spend \$40 billion, it might help to have some experience.

Q: *What are your thoughts regarding the increasing costs of campaigns?*

A: The high cost of campaigns is a fact of life. With term limits causing more turnover, new candidates are working to raise their name recognition. That costs money, the same as branding does in any business.

Q: *What is the Democratic caucus approach to long-term funding investment in a jobs program for Michigan? Does the approach include an investment in our supporting infrastructure, such as sewers and roads?*

A: We do need to invest in Michigan's infrastructure. We need to adequately maintain what we have and build to meet future demands in roads, sewers and other key public projects. The Democratic caucus has made its voice heard on this by our long-standing support for funding of sewer separation efforts. We supported efforts to make planning money more easily available to local governments to plan for projects funded through the state's revolving fund.

We will continue to support the Michigan Transportation Fund and will fight efforts to divert resources from it.

We also will continue to lobby Washington to send us our fair share of transportation dollars. It makes no sense to me that, with Michigan's recent difficulties, we continue to be a donor state to other areas of the country with far stronger economies.

Q: *There has been much talk in recent years about Michigan's deteriorating infrastructure systems (sewers and roads). Does your caucus have any plans to address these issues any time soon?*

A: The Democrats are committed to supporting the Governor's strategy of fixing existing roads and highways first. We want 90 percent of our current highway infrastructure to be in good condition by 2007. We also recognize that new communities are emerging

Continues on page 56.

BILL #	SUBJECT	DATE INTRO.	SPONSOR	MITA POSITION	Status
HB 4107	Water pollution penalties	2/1/05	Gaffney	Support	Referred to House Committee on Natural Resources
HB 4235 second reading	Requires use of 3% bio-diesel fuel	2/8/05	Nitz	Opposed	Referred to second reading, 4/13/05
HB 4204	Repeal the sales tax on gas if determined by Governor	2/3/05	Gosselin	Opposed	Passed by House, referred by committee, 9/6/05
HB 5447	Prohibits MIOSHA from establishing rules or standards regarding workplace ergonomics	1/17/06	Jones	Support	Presented to Governor on 1/25/06
HB 5119	Require 10% ethanol in all gasoline	9/6/05	Kathleen Law	Oppose	Referred to House Committee on Agriculture
HB 5506-07	Expand penalties to include anyone injured or killed in a construction workzone	12/13/05	Byrnes	Support	Referred to House Committee on Transportation
SB 291-292	Diesel Tax	3/9/05	Switalski	Support	Referred to Senate Committee on Finance
SB 0631-0632	Increases licensing fees, increases penalties, requires background checks for residential builders		Cassis		Referred to Committee on Economic Development, Small Business and Regulatory Reform, 6/22/05
SB 826-827	Increases fines/penalties for unlicensed builders	10/19/05	Basham/Leland	Support	Referred to Committee on Economic Development, Small Business & Regulatory Reform
SB 809	Extend reduced registration rate for wheelchair bound drivers to include sport utility vehicles	10/12/05	Garcia	Neutral	Referred to House Committee on Transportation
Other miscellaneous legislation being discussed, but not officially introduced	Prompt pay legislation. May also work to tighten up certain construction manager loopholes		Acciavatti	Support	
	Fighting various interdepartmental grants out of Michigan Transportation Fund – 2006-2007 Budget Process		Various	Support	
	Legislation to convert all “old blue” Michigan license plates to current models		LaJoy	Neutral	until it is determined that there is no negative impact on the Michigan Transportation Fund



Legal Issues

MULTIEMPLOYER PENSION PLAN WITHDRAWAL LIABILITY RULES

By Thomas Vasiljevich, Esq.
Olgetree, Deakins, Nash, Smoak & Stewart, P.C.

Contractors who contribute to multiemployer pension plans by virtue of obligations created by union contracts should be aware that they may have additional financial liability (over and above the contribution amounts stated in the contract) if the plan is or becomes under-funded. While the possibility of withdrawal liability has been in existence since 1980, the incidence of withdrawal liability has accelerated in the last several years due primarily to weak investment performance of these plans. The purpose of this paper is to briefly explain the essential provisions of the withdrawal liability rules and to provide a roadmap for contractors to identify and potentially minimize the financial consequences of withdrawal liability. Of course, because these rules are complicated, contractors with specific issues and concerns should consult with legal counsel.

Definition of Withdrawal Liability and Key Concepts

The rules governing withdrawal liability are found in the Multiemployer Pension Plan Amendments Act of 1980 which amended ERISA to impose withdrawal liability upon employers who cease contributions to a multiemployer defined benefit pension plan with unfunded vested benefits. Withdrawal liability is essentially an exit fee requiring employers to pay its share of a plan's costs (future vested benefits) which have not been paid through previous contributions or investment returns. Withdrawal liability only applies to multiemployer defined benefit pension plans; it does not apply to health and welfare plans, annuity plans or other defined contribution plans.

The funding status of a plan is determined each year by the plan's actuary. Unfunded vested benefits arise when the actuarial value of a plan's vested accrued benefits (the promised future benefits which participants have earned a right to receive) exceeds the value of the plan's assets. These calculations are influenced by various assumptions (investment rate of return, mortality, contribution hours, etc.) and by the level of benefits promised to participants. For example, if the plan does not meet its investment return assumption, an imbalance may result and unfunded vested benefits may be created or increase.

The employer's share of a plan's unfunded vested benefits is a fraction, the numerator is the employer's contributions for the same five year period. This amount can change from year to year depending on the level of unfunded vested benefits and the level of the employer's contributions to the plan compared to all other contributing employers. However, even if a plan has unfunded vested benefits, withdrawal liability will only be assessed to an individual contributing employer under certain circumstances.

Assessment of Withdrawal Liability

There are several circumstances under which a plan may assess withdrawal liability to an employer.

COMPLETE WITHDRAWAL

A complete withdrawal from a pension plan will occur when an employer either:

1. permanently ceases to have an obligation to contribute; or
2. permanently ceases all covered operations under the plan.

PARTIAL WITHDRAWAL

A partial withdrawal from a pension plan will occur when there is a:

1. 70 percent contribution decline measured over a three-year period; or
2. partial cessation of the employer's contributions to the plan under one or more but not all collective bargaining agreements requiring contributions to the plan and the employer continues to perform work in the jurisdiction or transfers such work to another location; or
3. permanent cessation of an obligation to contribute with respect to work performed at one or more but not all facilities but continues to perform work at the facility of the type for which contributions were previously required.

Minimizing or Eliminating Withdrawal Liability

There are a number of exceptions to the withdrawal liability rules.

DE MINIMIS RULES

Withdrawal liability may be reduced by a so-called "de minimis reduction rule." Any withdrawal liability of \$50,000 (or, if less, $\frac{3}{4}$ of 1 percent of the plan's unfunded vested benefits) or less is completely eliminated and between \$50,001 and \$150,000, the reduction is \$50,000 less the liability over \$100,000. The rule has the effect of exempting smaller employers from withdrawal liability.

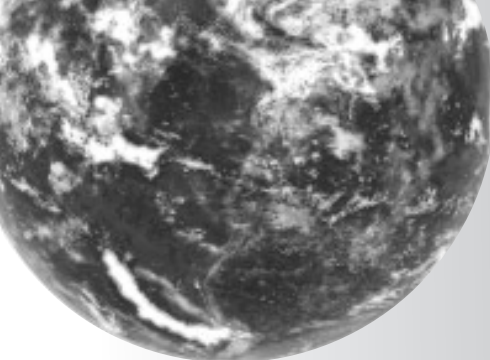
SALE OF ASSETS/STOCK

Certain business changes may or may not result in a complete or partial withdrawal. A sale of assets by an employer coupled with a cessation of contributions to a plan may trigger a complete or partial withdrawal unless the buyer assumes the contribution obligations and other technical requirements are satisfied. On the other hand, a sale of stock by an employer (or other entity reorganization) will not by itself trigger withdrawal liability if there is no interruption in contributions or obligation to contribute.

CONSTRUCTION INDUSTRY EXEMPTION

Another exception is the so-called "construction industry exemption" rule. Plans which cover primarily building and construction industry employees are eligible to adopt this special rule. Employers are considered construction industry employers if substantially all (85 percent or more) of its employees for which it has a contribution obligation to the plan work in the building and construction industry. Under this rule, a withdrawal occurs only if the employer ceases its obligation to contribute to the plan but continues to work within the jurisdiction of the collective bargaining agreement, or returns to do the same type of work in the jurisdiction within five years, without in either case resuming contribution obligations to the plan. Therefore, if an employer goes out of business, under the provisions of this rule, withdrawal liability would not be assessed. If, however, the employer continued to work in the same jurisdiction (on a non-union basis),

Continues on page 58.



Property Transfers – DUE DILIGENCE AND ENVIRONMENTAL ASSESSMENTS

By Thomas K. Rohrer

The following is the second of a series of three articles written to help members of MITA stay in compliance with environmental laws and regulations. These articles are written by Thomas K. Rohrer, president of ROHRER Environmental Training and Consulting, a private consulting firm that has served a number of member of MITA and the former AUC for several years. Prior to forming his own consulting firm, Tom Rohrer worked for the Michigan departments of natural resources and environmental quality for over 25 years. For the final 10 years of his career, he served as Chief of Water Quality Enforcement for the Water Bureau of MDEQ. If you need an environmental consultant, MITA can recommend Tom Rohrer and his company without reservation.



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DUE DILIGENCE

Contractors and developers, as well as many other members of MITA, are often involved in the transfer of real estate or in the management of real property. In many cases the property in question will need to be evaluated for any potential environmental contamination. Bankers, mortgage brokers, and other financial institutions often require a detailed assessment of the condition of real property before they will underwrite a loan. Both the sellers and the buyers have a responsibility to perform “due diligence” activities to assure that the environmental condition of the property is understood by both parties by the time of the closing of the sale. Even if not required, it is always a good idea to conduct “due diligence” activities prior to closing on the sale of any parcel to protect both the buyer and the seller. You don’t want any surprises after closing.

In order to perform “due diligence” when buying property, the purchaser is required to investigate the condition of the property and to determine if previous owners or users of the property have caused or are likely to have caused any environmental contamination. Purchasers are also required to determine if contaminants from any nearby contaminated sites may be impacting the property. In addition, “due diligence” also involves an assessment of the land to determine if the property is suitable for the proposed uses of the property and if these proposed uses will require protection of natural features such as wetlands and/or require special permits for development.

ALL APPROPRIATE INQUIRY

To complete “due diligence” requirements, persons must conduct “all appropriate inquiry” into the present condition and past uses of the property, and adjacent properties. Many environmental consulting firms can help with this by providing checklists for completing the inquiry yourself or by doing the work for you. Most lenders and regulatory agencies require that such work be performed by qualified environmental professionals and will require a written report of their findings. If you do not have this capability in house, your staff at MITA can help by answering basic questions and referring you to qualified environmental consultants. In many cases, costs can be minimal by performing only a simple property transaction screening. However, some properties may require full environmental site assessments at the Phase I, Phase II or Phase III level. These differences are discussed further below.

LIABILITY PROTECTION

On Nov. 1, 2005, the United States Environmental Protection Agency (USEPA) published its final rule under the “Superfund” law defining criteria for “all appropriate inquiry”. In order to qualify for

Continues on page 60.

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Meet Our Consultants

Public Sector Consultants

When it comes to sewer infrastructure research, you could say that Lansing-based Public Sector Consultants (PSC) is MITA's ace.

The key work began in 1989 when PSC prepared a position paper on Combined Sewer Overflows (CSOs): "Michigan's Sewer Crisis: The Problem and Solution." A decade later, another study sparked a push toward a successful 2002 ballot proposal that authorized Governor Jennifer Granholm to issue bonds to finance the State Revolving Fund, making it possible for loans to be issued to municipalities for sewer infrastructure projects.

PSC, under the direction of MITA, then issued a White Paper encouraging Governor Granholm to issue the bonds, in particular highlighting the economic stimulus advantages. The Governor reviewed the paper and the bonds were subsequently issued.

PSC's most recent study for MITA highlights ways local communities can use available State Revolving Fund (SRF) monies to upgrade sewer systems and improve water quality. Under the leadership of President and CEO Bill Rustem, PSC will continue coordinating with MITA staff to provide as needed MITA policy research.

"We take pride in elevating the level of public and private discourse for MITA and other organizations through our focused research," said Rustem, who leads a staff of 24 consultants.

Before joining the firm, Rustem was Governor William Milliken's chief staff advisor on environmental matters and interim director of the Toxic Substances Control Commission. Following his service with the State of Michigan, Rustem became the first executive director of the newly established Center for the Great Lakes in Chicago. He acquired special expertise in issue campaigns, such as the 1976 Michigan Bottle Bill and the 1984 statewide campaign for the constitutional amendment, which created a Michigan Natural Resources Trust Fund.

Rustem is an adjunct professor for three colleges at Michigan State University and has chaired or been the principal staff for statewide task forces on Department of Natural Resources organization, the MSU Museum, wetland protection, and the Michigan Land Use Leadership Council. He has special expertise in public policy relating to land use, urban development and water policy. Rustem is also the program director for the People and Land Project, a grant-making program at the W.K. Kellogg Foundation.

Other current PSC staff members involved in projects for MITA include Carol Barish, Mark Coscarelli and Paul Zugger.

To read PSC's most recent study for MITA, "Evaluation of the Michigan State Revolving Fund," visit www.mi-ita.com, click on services, then legislative, then the Michigan State Revolving Fund icon.

**For more information about PSC, go to
www.publicsectorconsultants.com.**



Bill Rustem

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Please note: MITA would like to express our appreciation to those members who contributed after the printing of this publication.



Founded in 1902, ARTBA is the only national association that exclusively represents the collective interests of all sectors of the U.S. transportation construction industry before the White House, Congress, federal agencies, media and the public. Information about the association can be found online at www.artba.org.

NEWS

www.artba.org

Environmental News

MITA Member Thomas R. Irwin of Rieth-Riley Construction Company, Inc., was named co-chair of ARTBA's Environmental Committee. Irwin, a business development executive with Rieth-Riley, previously served for 25 years as president of H & D, Inc.

Irwin is joined on the committee by co-chairs Stephen D. Wright, vice president and assistant secretary of Charleston, Tennessee-based Wright Brothers Construction Co.; and Mark Mehalko, vice president of a DMJM & Harris Mountain Region Transportation Practice in Denver, Colorado.

Through the ARTBA Environmental Committee, there will be a concerted effort to develop a body of information upon which ARTBA can draw when responding to developments in environmental policy that clearly describe how these issues affect the transportation construction committee.

In 2005, ARTBA was significantly involved in a variety of environmental issues that have potential impacts on the transportation market. The association continues to be at the forefront of efforts to reform both the Endangered Species Act (ESA) and the National Environmental Policy Act (NEPA).

For more information on the ARTBA Environmental Committee and how to become involved, please contact Nick Goldstein, ARTBA's staff attorney, at 202-289-4434 or via e-mail at ngoldstein@artba.org.

ARTBA & 50th Anniversary of the Interstate Highway System

The American Road & Transportation Builders Association (ARTBA) was organized in 1902 by Michigan public official, Horatio Earle, to advocate for a federally-supported "Capital Connecting Government Highway System" that, he said, would "connect every state capital with every other state capital and with the United States' capital—Washington."

The law, signed June 29, 1956, by President Dwight Eisenhower, authorizing construction of the Interstate Highway System and creating the Highway Trust Fund to pay for it, was the realization of Earle's vision and is arguably one of the greatest accomplishments ever achieved by a national association.

ARTBA members helped design, build and continue to maintain the 46,000-mile highway system that is the backbone of the economy and the thread that binds the

fabric of America.

It is only appropriate, therefore, the association play an important role in commemorating the 2006 50th Anniversary of the Interstates.

In October 2004, ARTBA Transportation Development Foundation (ARTBA-TDF) Board of Trustees Chairman Dave Kraemer, president & CEO of Wisconsin-based Edward Kraemer & Sons; and ARTBA Public Information and Education (PIE) Committee Chairman Larry Tate, president of Minnesota-headquartered Caterpillar Paving Products, announced plans to work with industry partners to develop and stage a series of programs and events focusing on the critical role the Interstate Highway System plays in America's economy, security and quality of life, and to begin addressing America's transportation needs for the next 50 years.

The goal of the ARTBA program—consistent with the association's mission—is to help lay out a vision now and begin shaping federal transportation policy and investment decisions for future surface transportation reauthorization bills, starting with 2009.

You can learn more about ARTBA's plans for the Interstate anniversary by visiting <http://www.artba.org/50th/ATI/index.htm>.

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VOLVO

Did You Know?

Did you know that MITA has a contract with most of the major utility companies that goes above and beyond the MISS Dig Act (P.A. 53 of 1974)?

Available only to MITA members who have signed a limited power-of-attorney, the contract allows excavators to recover damages for the utility's failure to comply with the contract and the Best Practices including downtime for failure to mark facilities. The Best Practices include:

- Changing the initial notice to MISS Dig from three working days to 72 hours, but not more than 14 days.
- Ticket life is established at 21 days unless you inform the MISS Dig operator that the job will exceed 21 days, in which case the ticket is good for 180 days.
- Excavation must commence within 14 days of the dig start date.
- Utilities have three hours to respond to no marks or additional assistance if you cannot find the precise location.
- Contractors may excavate to within 60 inches of a mark with powered equipment prior to exposing the facility. Once located, you may proceed with powered equipment.



For complete details and explanation of the MITA/Utility Contract, please call MITA at 517-347-8336.

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Member News

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Gerald Knapp

RETIREMENTS

President Gerald F. Knapp, P.E., recently retired after a distinguished career with the firm spanning 45 years. Throughout his career, Knapp has been primarily responsible for oversight of planning, design and construction engineering for major municipal wastewater, stormwater and environmental infrastructure projects.

Following several years of summer work with HRC while attending the University of Michigan, Knapp joined the firm in 1961, became an associate in 1968, and served as vice president from 1992 until 2001 when he was elected president by the board.

Knapp directed the activities of HRC's Detroit office, located in the Michigan Building on Bagley Street, beginning in 1985. For nearly 25 years, he served as project manager for the South Huron Valley Wastewater Treatment Plant Control System Project and has provided project management for major stormwater study and design projects at Detroit Metropolitan Wayne County Airport since 1988. Knapp holds a bachelor's degree in civil engineering from the University of Michigan and is a registered professional engineer in the states of Michigan and Indiana. He has been an active member of the American Society of Civil Engineers, the American Public Works Association, the Water Environment Federation, and the American Water Works Association.



George E. Hubbell II,
P.E., DEE

PROMOTION

George E. Hubbell II, P.E., DEE, was named President of the firm effective January 2006. As fourth generation successor, Hubbell follows in the footsteps of his great grandfather, Clarence W. Hubbell, the founder and firm visionary who provided innovative engineering solutions for the City of Detroit's growing population in the early 20th century.

Hubbell's leadership efforts will focus on forward thinking innovative solutions to the complex issues facing today's municipal environment. He will continue to direct planning, design and construction efforts and provide technical expertise for major road, bridge, sanitary, stormwater, water system, and municipal and industrial wastewater treatment projects for the firm.

As a 26-year veteran of the firm, most recently as vice-president/treasurer, Hubbell serves as principal-in-charge for general engineering services for several communities in Southeast Michigan. In addition to his efforts in Oakland County, Hubbell directs the activities of HRC's Howell office, serving communities in Livingston County and surrounding areas, and is principal-in-charge of HRC's MDOT Services Department.

Hubbell holds a bachelor's degree in civil engineering from Michigan State University and a master's degree in civil engineering from the University of Michigan. He is a member of the Michigan Society of Professional Engineers, the Michigan Water Environment Association, the American Water Works Association, the Water Environment Federation, the American Society of Civil Engineers and

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NEW HIRES

Thomas DeHondt, P.E., has joined HRC as senior project engineer after a career spanning 30 years with the City of Sterling Heights. Most recently, and for the past 18 years, DeHondt served as city engineer where he oversaw operations of the City's engineering department and its 18 staff members. DeHondt worked with engineering consultant firms

on over \$7 million annually in major capital improvement projects.

As senior project engineer and member of HRC's civil engineering department, DeHondt will be responsible for coordination of major infrastructure design projects, including roads, bridges, water distribution systems, stormwater and sanitary sewer, and for coordination with public utilities during construction. He holds a bachelor's degree in civil engineering and a master's degree in business administration from the University of Detroit. He is a registered professional engineer in the state of Michigan and is a member of the American Public Works Association.

HRC is a full-service multi-disciplined consulting engineering firm providing professional services to Michigan communities for over 90 years. HRC's staff of 230 professional engineers, surveyors, architects, technicians and support personnel provides municipal, transportation, environmental, and industrial engineering services throughout southeastern Michigan, in addition to servicing various national clients. HRC is headquartered in Bloomfield Hills, with offices in Howell, Mt. Clemens, Detroit, and Pontiac.

Continues on page 64.

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2nd Annual MITA Conference

Over 600 MITA members and staff spent January 19-20 at Soaring Eagle Casino & Resort in Mt. Pleasant being fired up for the future by motivational speakers, panel discussions, and exhibits all made possible by the generous support of sponsors and exhibitors. Please show your appreciation by taking

the companies listed on this page into consideration as you do business.

And please mark your calendars for next year's event, which is set for January 18-19, 2007 at the Soaring Eagle. See you then!

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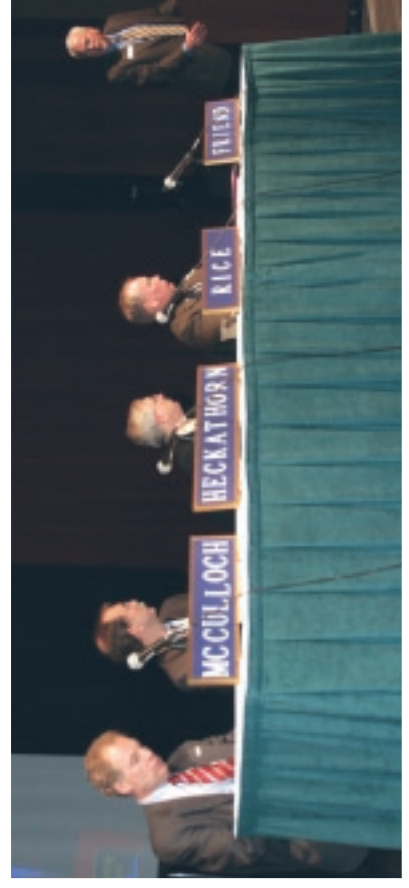
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MUSAR, Operating Engineers Provide First Responder Training

By J.D. Booth
Freelance Writer

To be sure, this is no Boy Scout camp.

But nonetheless, Michigan's Operating Engineers Local 324 have taken a book from the "Be Prepared" organization in their creation of one of only three facilities in the nation dedicated to bringing first responders the rescue skills needed in times of emergency.

Working with the Michigan Urban Search and Rescue (MUSAR) organization, the Operating Engineers, notably under the guidance of Gregg Newsom, director of the Journeyman and Apprentice Training Fund Howell Training Center, set out to build what has turned out to be one heavy-duty facility.

Equipped with every imaginable piece of urban rescue equipment—and extremely realistic sections of buildings from which victims are likely to require extrication—the MUSAR training section is strategically located on the Howell Training Center's 515-acres.

The decision to construct the facility came after Gregg Newsom, training director for the Journeyman and Apprentice Training Fund, was approached to sit on the MUSAR board of directors.

When he began serving, the idea of having a facility that could be used by first responders throughout the area quickly took on a new focus.

As a result, Newsom took the idea to the JATF training board—and received near instantaneous approval for an idea that would, after all, require a substantial investment of resources, including time and



material in addition to the land itself.

The end result is a truly world-class facility that qualified trainers from MUSAR and the Operating Engineers are able to use to show first responders from around the state how to extricate victims of both natural and terrorist disasters.

Michigan Governor Jennifer Granholm who spoke at last fall's dedication ceremony, lauded the Operating Engineers and MUSAR board for its foresight in creating a facility that will serve responders statewide and beyond.

"We all pray that nothing happens," said Granholm. "But you can't assume that it won't. A facility like this where we have the ability and the space to appropriately train our first responders is a phenomenal gift and a phenomenal partnership from the Operating Engineers."

Dave Pegg, chair of MUSAR and deputy chief of the Detroit Fire Department, said a unified desire to set aside geographic boundaries for the benefit of all was behind the project.

"It's that philosophy that has made it possible for this facility to take shape."

Gregg Newsom pointed out that the Operating Engineers members are, themselves, first responders in an emergency of the type for which the new MUSAR facility was built.

"Whether it's a natural disaster or a terrorist attack, we are among those who are closest to the action and the scene. Those of us who

Continues on page 62.



Pictured with Gov. Jennifer M. Granholm at the JATF/MUSAR Dedication are Gregg A. Newsom, JATF training director; and Dave Pegg, president, MUSAR and deputy chief, Detroit Fire Department.

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Calendar of Events 2006

Watch your e-bulletins and visit www.mi-ita.com for updates, details, maps and registration information.

JANUARY

- 5-8 **MITA Ski Weekend**
Boyne Highlands, Harbor Springs
- 19-20 **MITA Annual Conference**
Soaring Eagle Casino/Resort, Mt. Pleasant
- 27 **MITA Super Conference**
Sterling Inn, Sterling Heights, 8 a.m.

FEBRUARY

- 10 **MITA Super Conference**
Crowne Plaza, Grand Rapids, 8 a.m.
- 22 **MITA Board Meeting**
The University Club, Lansing, 3 p.m.
- 24 **MITA Super Conference**
Holiday Inn South, Lansing, 8 a.m.

MARCH

- 4-11 **MITA Management Conference**
Secrets Capri, Playa del Carmen, Mexico
- 15 **MITA Industry Meeting**
Grand Rapids, 6 p.m., Location to be determined
- 17 **Confined Space Seminar**
Argus Group Training Center, Chesterfield, 8 a.m.
- 22 **MITA Industry Meeting**
Italian American Center, Livonia, 6 p.m.
- 24 **Confined Space Seminar**
Argus Group Training Center, Chesterfield, 8 a.m.
- 29 **MITA Industry Meeting**
University Club, Lansing, 6 p.m.
- 31 **Confined Space Seminar**
MITA Office, Okemos, 8 a.m.

APRIL

- 12 **MITA Board Meeting**
The University Club, Lansing, 3 p.m.
- 21 **Confined Space Seminar**
MITA Office, Okemos, 8 a.m.

MAY

- 6 **MITA Presidential Ball**
The Dearborn Inn, Dearborn, 6 p.m.
- TBA **Washington, D.C. Fly-In**
- 24 **MITA Soil Testing Seminar Golf Outing**
Boulder Creek, Belmont, 9 a.m.

JUNE

- 6 **MITA Board Meeting**
Lansing Country Club, Lansing, 8 a.m.
- 14 **MITA Open Golf Outing**
Buck's Run Golf Club, Mt. Pleasant, 1 p.m.

JULY

- 26 **MITA Annual Golf Outing and Auction**
Fox Hills Golf and Country Club, Plymouth, 7:30 a.m.

AUGUST

- 10-13 **MITA Summer Conference**
Grand Hotel, Mackinac Island

SEPTEMBER

- 14 **Friends of MITA Golf Outing/Reception**
Eagle Eye Golf Course, East Lansing, 9 a.m.

OCTOBER

- 17 **MITA Board Meeting**
Hunter's Ridge, Oxford, 9 a.m.

DECEMBER

- 8 **Holiday Open House**
Grand Rapids, 11:30 a.m., Location to be determined
- 15 **MITA Board Meeting**
Lansing Country Club, Lansing, 8:30 a.m.
- 15 **Holiday Open House**
Lansing Country Club, Lansing, 11:30 a.m.
- 22 **Holiday Open House**
Detroit, 11:30 a.m., Location to be determined

2006 MDOT BID LETTINGS

All bid lettings will be held in the MDOT Building (Van Wagoner Building on Ottawa St. in Lansing), first floor, one-west conference room.

Friday, January 6
Friday, February 3
Friday, March 3
Friday, April 7
Friday, May 5
Friday, June 2

Friday, July 7
Friday, August 4
Friday, September 1
Friday, October 6
Friday, November 3
Friday, December 1



Mark Your Calendars

It is not too early to plan ahead so you can attend the MITA 2006 Presidential Ball. The date is Saturday, May 6. The time is 6 p.m. And the place is The Dearborn Inn in Dearborn. Join us to honor our President Steve Mancini, enjoy delicious hors d'oeuvres, cocktails, fine dining, dancing and casino-style gambling.

A formal invitation will be mailed to you soon. See you May 6.

Paving New Horizons with Business-to-Business Marketing

By Kara Venditti

Creative Marketing Associates

Even companies that have been around for decades could use a little marketing. One such heavy-construction company based in Mt. Pleasant, Mich. recognized that need recently.

Established three generations ago in 1943, McGuirk Sand-Gravel started out with humble beginnings like most family-owned businesses. Hauling sand, gravel and the occasional sugar beet in a Chevy dump truck evolved into what is now known as the central Michigan legacy of McGuirk Sand-Gravel.

Family tradition and word-of-mouth advertising has carried McGuirk Sand-Gravel into the millennium with clients representing public and private sectors, including Central Michigan University, Soaring Eagle Casino & Resort, Central Michigan Community Hospital and also projects working with Three Rivers Construction, Christman Construction Company and MDOT.

Chuck and Rick McGuirk continue the legacy their grandfather and father handed down—a heavy-construction excavating contracting firm with a fleet of resources and the reputation as the best in the field. The two brothers run the family-owned-and-operated business providing complete service to a wide range of clients throughout a 50-mile radius of Mt. Pleasant.

With so much history and success, why try to fix what isn't broken? "We didn't see the need to advertise a lot. We're a family-owned business," said Julie McGuirk, controller at McGuirk Sand-Gravel and wife of co-owner Rick McGuirk.

Both brothers have high hopes and future intentions of passing along the family business to their children. The McGuirk families are taking measures so the company will be successful and continue doing business so that a fourth generation can reap the benefits of a well-established legacy.

So, when co-owner Rick McGuirk was visiting the office of another area builder, he saw the company's corporate marketing piece—a full-color, 28-page brochure showcasing its homes with professional photographs and display ads featuring their trusted suppliers and subcontractors.

"We had second thoughts about our usual networking which generally consisted of scouting out new business and handing out business cards," Julie McGuirk said. "Then we thought, 'Why not have new business come to us?'"

Chuck McGuirk inquired about the brochure and the new path toward marketing the time-honored business began in March 2004. The process started with an introduction to Creative Marketing Associates (CMA), a marketing firm with headquarters in Shelby Township, Mich.

CMA met with the McGuirks and discussed an integrated marketing strategy. The possibilities revolved around a vendor-supported method that would allow the company to earn a brochure, a Web site, professional photography and other products.

"We decided to jump on the bandwagon and ride it as far as it could go," Julie McGuirk said. "Although it may sound contradictory, we want to stay small enough to be hands on, but still grow at the same time."

Each step of the way, the McGuirk team emphasized that they wanted to be competitive and stay on the edge of technology while continuing to provide the quality, safety and attentive service upon which the family business was founded. With the unique goals of McGuirk Sand-Gravel in mind, the team at CMA made advertising sales arrangements, provided a staff of creative personnel, and communicated progress throughout each stage of the process. After many months of coordination, preparation and approvals, McGuirk Sand-Gravel received a 36-page brochure, a Web site and direct mail campaign.

A beneficial offshoot of the marketing partnership with CMA



Chuck McGuirk (seated) and Dave Geeck (standing) review the blueprints for a soil erosion control plan.



The McGuirk crew hard at work on an MDOT roadwork project in Isabella County.

was McGuirk Sand-Gravel's need for photography. McGuirk Sand-Gravel is most proud of its wide range of equipment from excavators to gravel trains. McGuirk's blue and white fleet is recognizable all around the Mt. Pleasant area. The company decided to utilize CMA's photographer to get professional photos of its equipment, including aerial shots of some of their completed projects and equipment yards.

The most recent part of the marketing process has been the direct mail campaign that utilized the MITA network. Using the power of business-to-business marketing, McGuirk Sand-Gravel decided to reach out to fellow MITA members. Not only are the McGuirks introducing their services, they also hope to build their circle of associates and grow their business. To find out more about McGuirk Sand-Gravel, call 1-888-444-4541 or visit www.mcguirksand.com.

McGuirk Sand-Gravel has been a proud member of MITA since its inception on Feb. 1, 2005, and was a member of the Associated Underground Contractors (AUC) since 1999, prior to the merger of AUC and the Michigan Road Builders Association that created MITA.

Creative Marketing Associates welcomes any inquiries from members of MITA. Contact CMA for more information at 1-800-435-2610 or visit www.4-cma.com.

If you want to share your marketing story with MITA members in a future issue of Cross-Section Magazine, e-mail your information to nancybrown@mita.com.



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YOU SAID IT! Continued from page 11.

"I have some strong thoughts on the Labor agreements. Can the industry continue such benefits and wage rates in the new era of changes – look at the auto world? Should the industry abandon defined benefits for all its retirees, current and future? Is that a time bomb about to go off? And who would be forced to pay if that happens? Would industry be back playing catch up? Look at what happened during the Teamster problems. Should Davis Bacon be looked at intelligently, instead of emotionally? Overtime rules need to be approached intelligently instead of emotionally. You need to look and the boom and bust mentality of the industry funding. Is there way too much politics involved?"

John MacInnis

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"The continued war in Iraq has been a serious drain on the economy and to the financial stability of the country. The government has gone deeper and deeper in debt to finance "The War on Terrorism." It would be bad enough if this were the only huge unplanned expense facing the nation. However, when coupled with the recent natural disasters the nation has faced in the last year and half, it seems as though the U.S. is in for many years of huge debt and all the problems that come with that. According to the experts, we are at the beginning of a long cycle of major hurricane activity. If the government must spend millions or billions of dollars each year, where will that money come from? It only makes sense to be concerned that major infrastructure projects will suffer. The money will just not be there to invest in these much needed improvements. Much of the infrastructure in the U.S. is antiquated and outdated. Huge amounts of money to fund major projects means less work for our industry."

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MITA's Annual Membership Directory and Buyer's Guide is mailed at the end of the year, for use during the following year. The directory is used by contractors involved in Michigan's heavy construction industry. Since most of our members carry their directories in their vehicles and reference them many times a week, your ad will be seen time and again by your target audience throughout the year.

For more details regarding advertising in Cross-Section Magazine of MITA's Annual Membership Directory and Buyer's Guide, please contact Nancy Hale Brown, MITA Director of Communications, at 517-347-8336.



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"We are very proud to have developed the first system of this kind in Michigan," said Donald Cooper, Montcalm County Drain Commissioner. "We hope it will serve as an example for other small communities that are struggling to find affordable wastewater treatment options."

The treatment system's nutrient removal effectiveness is achieved by balancing the transport of effluent percolating into the groundwater; effluent transport via subsurface drainage; soil treatment matrixes and adsorption; and crop nutrient uptake. Performance levels at the facility are currently exceeding permit requirements. The system is achieving a 93 percent average removal efficiency for phosphorus and 67 percent average removal efficiency for total nitrogen.

Drain tile was installed throughout the slow rate land application area to allow 50 percent of the effluent to percolate through the soil into the groundwater while allowing the remaining effluent to discharge into the Smith Drain. During the treatment season, the lagoon effluent is irrigated from four waste stabilization ponds through center pivots onto 69 acres of adjoining crop fields for disposal and nutrient.

Especially effective at uptaking macro nutrients (phosphorous and nitrogen), crop growth and harvest is a significant component of the slow-rate treatment process. Upgrades to the irrigation system will enhance production of corn, soy beans and alfalfa crops that are harvested and processed for livestock.

Expanding the irrigation system to dispose of the increased volume of wastewater over cropland was challenging. One hundred acres of available cropland was evaluated to determine its hydraulic and nutrient uptake capacities using historic data, newly collected laboratory data, and field data. Soil samples were taken to analyze the nutrient adsorption capacity. Information on tillage practices, typical crop rotations, and crop yields helped determine the crops' average nutrient uptake. Results revealed that the application to cropland disposal system was hydraulically limited and already operating at or near capacity.

Subsurface drainage to increase the system's hydraulic capacity was designed to balance the system's infiltration rate and nutrient uptake/adsorptive conditions. Because historic records indicated that the treatment efficiency of the system with respect to nutrient uptake/removal was working well, it was determined that only the additional volume of wastewater from Duck Lake's new sewer system

Continues on page 50.



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would need to be transmitted through subsurface drainage. Subsurface drainage tiles were spaced and sized to capture approximately 50 percent of the wastewater applied to the cropland.

The heterogeneous mixture of soil types in the fields also complicated design. Sections of the fields were grouped together based on hydraulic capacity, soil type, and depth to the water table. For each field section, different sized tiles, tile slopes, and tile spacing were assigned. Finally, all tiles had to be directed to a common header so that a single discharge point could be monitored.

Without this project, the aquifer from which residents draw their drinking water would have eventually become contaminated. Further degradation of the drinking water supply would have led to costly methods of transporting and storing drinking water for residents. Lake water quality could have also easily degraded to the point where it could no longer be used for recreational purposes.

Wade Trim provided design services for the new sewer collection system and wastewater treatment plant improvements as well as assistance with funding and permit negotiations. Wade Trim also provided construction management and administration. As a subconsultant, NTH Consultants provided geotechnical and evaluation/analysis services of the soil treatment and hydraulic transport capabilities for the improvements to the slow rate land application area at the wastewater treatment plant. NTH also provided geotechnical investigation and engineering service for the construction of the collection system in the poor soil conditions surrounding Duck Lake.

"Wade Trim and NTH kept us and the township in the loop at all times," said Donald Cooper. "Their coordination efforts were critical to keeping the project on track, especially during permit negotiations and construction."

Duck Lake residents took an active interest in the project. Two public meetings were held during the grant application preparation



and the design phase to educate residents about the project and keep them informed about progress. During design, residents provided input about their individual septic system locations that helped finalize the configuration of the collection system. A special assessment hearing was also held to inform property owners about their individual assessments for the project and easement requirements to complete the installation of new pipes and pumping stations. Out of 125 easements required, only two condemnation proceedings occurred.

"It is amazing to see the number of people that hooked up and paid in full immediately," said Dan Eller, Crystal Township Wastewater System Operator. "Already, 140 of the residences are using the system. This project needed to happen and it is great to know that the homeowners agree."

With the new system in place, the area is positioned to accept new residents who can easily connect to the system and help share costs. Previously, new residents had difficulty getting permits to build septic tanks and tile fields due to site-suitability issues.

This project demonstrates a viable wastewater treatment solution for small communities with limited infrastructure. By sharing and expanding nearby existing resources, Duck Lake residents realized a cost-effective solution that may not have been possible on their own.

"Area residents were able to get a treatment system inexpensively because the Crystal Township system was originally built with adequate capacity," said Crystal Township's Bill Powell. "It was a great opportunity to share resources."

The new system was designed to be easy to operate and maintain for years to come. Upgrades to the land irrigation system will enhance agricultural production of corn, soy beans and alfalfa crops that are harvested and processed for livestock feed. Low operational and maintenance costs are important to sustaining this rural system. Montcalm County will retain ownership of the project and Crystal Township will maintain and operate the facility.

"This new system is a giant leap toward preserving the natural ground water conditions around Duck Lake," said Drain Commissioner Donald Cooper. "We are very pleased with the outcome of this project and expect to benefit from its success for many years to come."

Roger Marks, PE, is a Professional Engineer and Governmental Services Group Manager for Wade Trim's Grand Rapids office. He has 13 years of experience in management and design of civil engineering projects including roadways, storm sewers, water distribution, wastewater collection and treatment, trailways, and airport facilities.

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to have those individuals in place who understand our industry and are willing to step up in order to promote and protect the vitality of Michigan's heavy construction industry.

Building Relationships

Over the past year, the staff at MITA has worked very hard at expanding the important relationships that were already in place at the time of the merger, and this effort is ongoing. However, several relationships with the local government associations here in our state were strained at best at the time of the merger. Throughout the last 12 months, efforts have been underway to make reparations with each and every one of these local government associations such as the Country Road Association of Michigan (CRAM), the Michigan Municipal League (MML), the Michigan Township Association (MTA) and the Michigan Association of Counties (MAC).

It is the belief of the leadership at MITA that these relationships are as important as many of the others that are currently in place. These associations represent the owners that our members are doing work for on a daily basis, whether it is road or sewer construction. Therefore significant time and effort has been put into redeveloping these relationships.

MITA's Future

The future looks bright for the MITA organization. It is apparent that all of the hopes that motivated the individuals to promote this merger are coming together.

The organization is taking on the priorities as set forth by the membership. We will continue to build coalitions and relationships that will positively impact the efforts that ultimately affect Michigan's construction industry.

We will continue to look under every rock and stone for innovative revenue enhancement opportunities, because we have a true understanding that without adequate funding there really are no problems for MITA to handle if there isn't enough work available to produce those issues that we deal with on a daily basis.

Please contact Mike Nystrom, vice president of government and public Relations, at the MITA office 517-347-8336 with any questions or comments.

To contact Mike Nystrom, e-mail him at mikenystrom@mi-ita.com or call 517-347-8336.

VICE PRESIDENT OF MEMBERSHIP SERVICES COMMENT

Continued from page 23.

the turn out for the MITA holiday parties. The numbers and mix regarding the types of members was impressive. The MITA ski weekend had a record number of attendees and the barriers between the road and underground facets of our organization are coming down rapidly, pardon the pun. It just seems that we all just like to work hard and play hard, go figure. Overall the events are being well attended. But, it is clear to me that when it comes to functions and events that some members just don't participate at all. I have never considered this to be a bad thing, because many of these people have been long time members and use our other services regularly. However, it is also clear that once a member starts attending our events they usually don't miss them thereafter. Do yourself a favor and pick a few events to start attending.

In closing, I would like to personally thank all of our associate members. They have all helped make this transition. When asked to sponsor events it not been yes or no it's been how much. Associate members play an important role in making our events affordable to the membership whether it be an Annual Meeting, Super Conference, or cocktail reception and they ask for little in return. When making purchasing decisions, please support those who continue to support us.

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

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with unrealistic requirements and expectations.

Industry believes the Warranty Use Guidelines will take us a significant step forward in ensuring local agencies are not misguided by requiring that local agency decisions related to incorporating warranty provisions in their projects be driven by sound engineering judgment and good pavement management data. We further believe these guidelines ensure an appropriate local agency commitment and accountability for the administration and monitoring of any warranty project or program they initiate. Intuitive and obvious from an industry, and in particular a contractor's perspective, in a warranty situation, a contractor wants to be held accountable and responsible for only the things that he has control over.

As Kirk (Steudle) so appropriately presented, "Public Works" warranties are not the same as "Manufacturer" warranties. Unlike a contractor building a road or bridge project, a consumer product manufacturer has ownership and complete control of the product development, design, and manufacturing processes. And because that product owner has complete control over the engineering and manufacturing process, product owners like GE and Whirlpool are able and willing to provide a product warranty that says that their washing machine "will turn on and wash clothes, and it will turn on and wash clothes for a given number of years".

Contractors, who build public works projects, don't have first-person ownership of the product they build and more importantly they are not involved in, nor do they control the design of the product they build. A contractor on a public works project "builds the owners design", based on plans and specifications provided by the owner. Public works warranties are limited warranties where the contractor should be held responsible for only defects directly associated with their actions in putting the product together.

I have to thank our friend Bob Risser for his "doctor / pharmacist" analogy which I think simply describes this public works owner and contractor relationship. The doctor is the expert who knows his patients needs and prescribes "a fix" in terms of a prescription. The pharmacist takes the prescription, evaluates things under his control, perhaps a name brand drug vs. a generic drug, and delivers the fix by filling the prescription. It's a good, simple analogy that describes the owner and contractor relationship in terms of knowing the need, prescribing the fix and delivering the product.

On a public works project, a road or bridge project, the contractor has no control over several variables that can significantly impact the performance of the product they build. As we stated earlier, and in stark contrast to the consumer product manufacturer, the contractor lacks control of the design. Owner agencies, like the Department, dictate the product design elements such as, pavement type and thickness, materials selection, specific product "strengths" and base parameters.

Once the product, the roadway or bridge, is built and put in service, a contractor has no control over the traffic volumes, distribution of vehicles included in those volumes, or the loads associated with those volumes and distributions – all variables which can have a significant impact on the performance of the product.

Contractors obviously have no control over the weather conditions or the extreme climatic variability we experience here in Michigan. Mother Nature controls those variables and she often appears to lack interest in our concerns. Contractors likewise have no control of the ground, the soil our products are built on. The weather, temperature swings, our Michigan soils, are all naturally occurring variables the contractor doesn't control that can have a significant impact on the performance of the product that the contractor provides.

Again, "A contractor can and should only be held responsible for the results of his actions and what he controls."

From the industry perspective, warranties associated with public works projects like the road and bridge projects MDOT and the other LA owners put out for bid, are all about "risk" and the appropriate allocation of that risk.

Warranty criteria used to determine when warranty work is required must be reliable and predictable and they should only measure defects or deficiencies (again it's this risk allocation issue.....) attributable to the contractor's actions or under the contractor's control.

Having said that, industry believes based on our current experiences that the current M&W warranty provisions used in the Rehabilitation & Reconstruction part of MDOT's annual capital program, for both road and bridge projects, with its 3-5 year warranty periods, properly define the warranty criteria,

Continues on page 55.

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the condition parameters and thresholds, such that the risk associated with these warranty projects is appropriately allocated between the owner and the contractor.

Likewise, industry believes that the current two-year Capital Preventive Maintenance program warranty provisions also properly define the warranty criteria, the condition parameters and thresholds, such that the risk associated with those warranty projects is also appropriately allocated.

We believe that greater than five year terms on public works M&W warranties are inappropriate because the defects associated with the materials and a contractor's workmanship usually appear in the first five years of the products use.

We believe that defects and deficiencies that appear beyond the fifth year of a products use are attributable to normal "wear and tear" and that these defects should be addressed through a products "routine maintenance" plan. To our knowledge even consumer product manufacturer warranties do not extend to include and cover activities that are considered to be routine maintenance in nature.

And finally, as it relates to the surety and bonding interests, longer term warranties of any type cause the bonding and surety companies significant concern as they have a increasingly harder time placing a value on the long term risk associated with those

warranty terms.

In closing, I want to say to you that we believe our industry currently employs the best industry practices and methods to construct quality projects that are affordable and good value for the public. I assure you that all of our respective contractors are willing to stand behind the products they build or the elements of work that are directly under their control."

** On November 29, 2005, the Federal Highway Administration approved MDOT's request to utilize "pass-through bonding" to transfer warranty responsibility from the prime contractor to a subcontractor. With this approval, Michigan becomes the first state in the country to pursue implementation of a "pass-through bonding" process. The Warranty Task Force continues its efforts to develop the mechanics of how this innovative warranty bonding process will be implemented.

If you have any questions about MDOT's road and bridge warranty program, or the initiatives of the Warranty Task Force do not hesitate to contact me at 517-347-8336 or glennbukoski@mi-ita.com.

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



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the wastewater collection and treatment systems in Michigan continue to age and new water quality challenges surface, it has become increasingly clear that significant investments need be made in our state's wastewater infrastructure. The State Revolving Fund and the Strategic Water Quality Initiatives Fund are poised to assist in this effort and remain the major source of financial assistance to local units of governments in the state.

The State Treasurer has every intention of selling/issuing additional Proposal 2 bonds when those funds are needed. Great Lakes Water Quality Bonds will permit both the SRF and the SWQIF to "revolve" at higher annual lending levels for decades to come, providing critical protection for the state's water resources and a welcome boost to Michigan's construction industry.

Communities interested in learning about the revolving funds or beginning the application process simply need to contact the Revolving Loan and Operator Certification Section of the Michigan Department of Natural Resources at 517-373-2161.

Chip Heckathorn has worked for the Michigan Departments of Natural Resources and Environmental Quality since 1974. Since 1977 he worked in municipal finance programs, initially with the Federal Construction Grants Program, and more recently he became involved with the Revolving Fund Programs. Heckathorn has been program manager for Michigan's Clean Water Revolving Fund and Drinking Water Revolving Fund since 2000. Heckathorn received his bachelor's degree in resource development and master's degree in natural resource management from Michigan State University.



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across Michigan and that we must keep them connected, linking together people and businesses.

To do all that we need to do, we worked during the TEA-21 reauthorization process to encourage our counterparts in Congress to fight the inequity that has kept Michigan as a donor state. Our goal was to get a 95-percent rate of return for Michigan, instead of the 90.5 percent that states were receiving. Unfortunately, donor states like Michigan received funding levels that were lower than we had hoped for.

As far as Michigan is concerned, this is not good enough. And the Democratic Caucus in Lansing will continue to communicate our concerns to our congressional delegation in Washington.

Q: *What is your opinion on the level of state-funded investment in our state's transportation system (gas and diesel user fees)?*

A: Michigan's tough budget situation forced us in Lansing to move money out of the Michigan Transportation Fund so we could balance the state's General Fund budget, especially for the Secretary of State. There are some things we can do to fill our budget shortfalls without taking money away from MTF revenue. One great proposal came from MITA and the County Road Associations of Michigan: Fill the financial holes in the current vehicle registration/license fee process by allowing a pro-rated registration fee to be collected on any newly purchased vehicle. The pro-rated collection fee, which currently isn't being collected, could generate about \$24 million for the MTF. Creative proposals like this should be considered in the legislature.

We're also aware of the gap in funding between gas and diesel user fees. While the gas tax has been raised to 19 cents a gallon, we've left diesel untouched for years. A comparable increase on diesel would raise \$40 million, which we could use to improve our roads and highways. Discussions on new sources should be part of a bipartisan effort to find new resources for infrastructure investment.

We continue to talk to all groups, from local governments to statewide agencies and a range of business and labor groups, to find the best way to address this issue. We must balance our need to keep our infrastructure strong and our goal of strengthening the economy, attracting businesses and creating jobs.

Q: *Considering the increased use of hybrid vehicles and other transportation funding challenges, are there any creative ideas being discussed within the legislature regarding the future of Michigan's transportation investment?*

A: Time and again, House Democrats have said we need to make sure our infrastructure gets the maintenance and improvements that it needs. The reason is simple: If our infrastructure is good, businesses will come, jobs will be created and our communities can thrive. Because of this conviction, Democrats from all cor-

Continues on page 57.

ners of the state keep fighting tooth and nail to improve the roads in their communities. We've had tremendous success, from fixing roads in the Upper Peninsula to providing vital service access for key manufacturers and businesses in southeast Michigan and elsewhere.

Unfortunately, over the last several budget cycles, the trend appears to be a push toward the "de-funding" our state government. Controlling the size of government is certainly a good goal, but we must be careful that we do not "unbalance" our budget to the point that we take away from supporting our infrastructure and economic development needs.

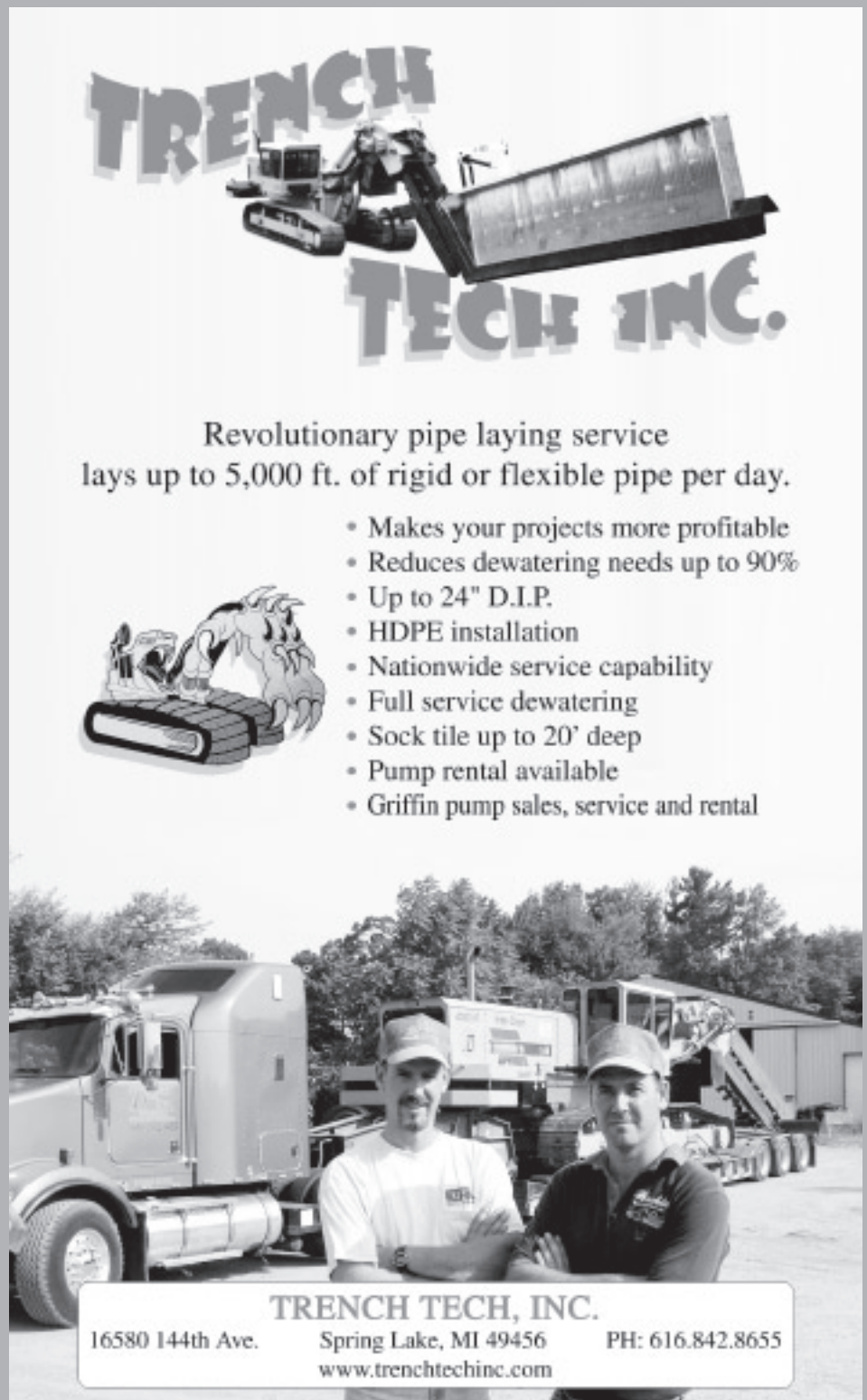
Despite this counterproductive strategy, we will keep fighting to make sure the funds are there to keep our roads and highways in good shape. I applaud the work of the Michigan Transportation Summit Funding Action Team and the innovative suggestions they offered last year on Michigan transportation needs and funding alternatives. MITA was a key player in that effort and helped us think outside the box about road funding.

Q: *Do you believe an in-depth debate on Michigan's transportation investment will take place in the next couple of years?*

A: Yes. The economy and job creation are the Number One issue on all our minds. And when we talk about jobs and attracting businesses, we have to face up to the fact that we can do better when it comes to our transportation infrastructure. We must improve existing roads and we must act quickly to ensure that we connect Michigan's communities – both new and old – with each other. Good roads and highways are the showcase that Michigan is a great place to do business. We must act now to give our state the kind of transportation infrastructure it needs to compete in a 21st Century economy.

Q: *Any thoughts or comments on your relationship with MITA and the overall heavy/highway construction industry?*

A: MITA is an invaluable partner in our efforts to make Michigan a better place to live, work and do business. Your strong advocacy for transportation issues has helped us move the discussion forward and for us in government to think creatively about road issues. MITA and the heavy highway and construction industry are important players in our economy. Your feedback and support has helped us attract businesses, connect communities and improve our quality of life here in Michigan. Together with my fellow House Democrats, I look forward to our continued and fruitful partnership.



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withdrawal liability could be assessed by the plan. Partial withdrawal liability would be assessed only when a construction industry employer has substantially shifted its work mix so that only an insubstantial portion of work is covered by the plan.

WHO IS RESPONSIBLE FOR PAYING WITHDRAWAL LIABILITY

Any person or entity acting directly or indirectly as an employer including affiliates and trades or business (whether or not incorporated) under common control. Attempts to evade withdrawal liability by going out of business and resuming business under a different name will generally be disregarded.

ENFORCEMENT OF WITHDRAWAL LIABILITY

If a plan determines that it believes an employer has withdrawn from the plan, it will generally investigate the circumstances and request information from the employer, usually in a document called a statement of business affairs. The plan generally has the legal right to receive the information requested. If the plan does make a withdrawal liability assessment, the employer has ninety (90) days to contest the assessment and request review by the plan. If the employer does not request a review by the plan during that period, arbitration is barred and the assessment is final. Arbitration is available if a request is made within 60 days after the plan notifies the employer of its final determination, or if earlier, within 120 days of the date the employer seeks the initial review or arbitration may be initiated jointly within 180 days of plan's initial determination. During any review period, the employer must pay installments of assessed withdrawal liability.

ACTION PLAN FOR CONTRACTORS TO ADDRESS WITHDRAWAL LIABILITY CONCERNS

1. Prior to entering into a new union contract by which an obligation is imposed to contribute to a defined benefit plan, determine if withdrawal liability exists prior to signing the contract. If so, attempt to avoid contributing to the defined benefit plan, either by offering to provide other

types of retirement vehicles or other financial incentives to employees.

2. For contractors already obligated to contribute, determine whether any of the plans have withdrawal liability. Contractors have the legal right to request in writing from a plan an estimate of the contractors potential withdrawal liability. (ERISA §4221(e)). A sample request letter is attached which should be sent annually to each multiemployer pension plan to which you contribute.
3. Each plan is run by a joint board of Trustees, an equal number of Union Trustees and Management Trustees, who may be appointed by an employer association. Contact the employer association and the individual Management Trustees to determine what steps are being taken to reduce or eliminate the plan's withdrawal liability.
4. If changes are contemplated in the manner in which you intend to operate your business, and withdrawal liability is an issue, consider some strategic planning well in advance of any implementation date of those changes. An awareness of withdrawal liability may well lead to different business and operational procedures and structures which will have the effect of minimizing or eliminating exposure to withdrawal liability. There is some flexibility in this regard.

Contact:

Thomas Vasiljevich, Esq.

Ogletree, Deakins, Nash, Smoak & Stewart, P.C.
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liability protection under the law, purchasers of real property will have to perform site assessment work according to these new rules after November 1, 2006. Until that time, the existing Superfund defenses for innocent purchasers, prospective purchasers, and contiguous property owners remain in effect as long as appropriate inquiry work was conducted according to the current code of federal regulations or ASTM standards, and other prescribe actions are taken.

Conducting appropriate inquiry and performing environmental site assessments are critical to assuring that your company has the maximum liability protection available under state and federal law. If you have questions about your liability on a contaminated piece of property, it is recommended that you get competent legal advice.

BROWNFIELD FINANCING AND TAX CREDITS

Both state and federal law provide favorable tax treatment, and in some cases direct grant funds, to companies and municipalities that invest in the redevelopment of "Brownfields". Brownfields are defined as sites which previously supported industrial or commercial activities and are available for redevelopment into productive sites. Brownfield redevelopment projects all require that appropriate environmental site assessments be conducted.

ENVIRONMENTAL SITE ASSESSMENTS

Environmental Site Assessments fall into several categories, based on the intensity of the work involved. The major categories are listed below.

Phase I – Baseline Environmental Assessment

The Phase I assessment provides baseline data on the condition of the property based upon a site inspection and review of records such as deeds, aerial photographs, regulatory compliance data and records of occupancy. Interviews of current and former site owners or lessees are also conducted. Generally a Phase I assessment does not include collection of any sample for analysis. The results of a Phase I assessment are used to determine if it is necessary to go on to a Phase II (investigation) or Phase III (remediation) of the site. The Association for Testing and Materials (ASTM) has published guidelines for conducting these assessments as the ASTM-E1527 standard.

Phase II – Comprehensive Site Investigation

In addition to the material covered in Phase I, a Phase II investigation includes a more detailed forensic examination of the site including sampling and analyses for suspected contaminants. The results of a Phase II investigation are used to develop plans for site remediation as necessary. Because of the high cost of analytical work, a Phase II investigation is much more costly than a Phase I assessment, sometimes by an order of magnitude or more.

Phase III – Site Remediation, Design, Construction, Operation and Maintenance

Phase III involves the development of plans and specification for site remediation. This may involve a detailed plan for contamination removal and ongoing operation and maintenance of physical plants

Continues on page 61.

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such as groundwater clean-up systems. Phase III programs must be reviewed and approved by state or federal regulatory agency officials depending upon the degree and extent of contamination. Phase III projects have the highest costs associated with them and may require significant capital investment over many years until remediation is complete.

HIRE A CONSULTANT

In an ideal world, every firm would have in-house expertise on environmental matters. The reality is that it may not be cost-effective for every company to have their own environmental staff. In such cases it can be valuable to hire an external consultant to advise you on environmental matters.

Environmental consultants can provide a broad variety of services including general environmental advice; conducting environmental assessment work; filing necessary reports with regulatory agencies; and assisting in resolving violations or court actions. Rates for consulting services are very competitive and generally cost-effective for most companies. In any event, they are always less expensive than the costs that may be incurred for lawyers or the costs of remediation that may arise if you end up with a piece of contaminated property.

It is always cheaper to prevent environmental and financial problems than to correct them.

Conducting “due diligence” prior to a property transfer is a good investment and environmental assessments will give you a written report on the environmental issues that might impact a piece of real estate. Just like surveys and appraisals, these items are a necessary component of almost any transfer of real property today.

If you think you might need a consultant, Rohrer would be happy to talk with you.

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Members of MUSAR demonstrated search and rescue techniques at a dedication ceremony in Howell.

operate cranes and heavy equipment work hand in hand with fire and emergency medical services, all in the often highly-technical job of delicately but decisively removing the aftermath of destruction so that lives can be saved."

In addition to dealing with collapsed buildings and, in particular, extricating workers and others from those situations, the MUSAR facility is incorporating specialized training in trench rescue, the value of which people like Rob Coppersmith are keenly aware.

While Coppersmith, vice president of membership services at the Michigan Infrastructure and Transportation Association, would ideally like to see contractors trained to the point where the need for MUSAR is lessened, he does see an immediate value in having Michigan's first responders equipped to handle emergencies of the type his members potentially face every day.

"It's extremely important," says Coppersmith. "Our goal is to see first responders able to get to an injured worker in short order. The obvious intention is to see the work be a rescue rather than a retrieval and this facility goes a long way toward making that happen."

Also on the grounds of the Howell facility, the Operating Engineers has established a 30,000-square-foot campus that sees hundreds of its members and others take courses toward proficiency in a wide variety of technical skills.

The joint MUSAR/Operating Engineers training facility will reach out to first responders even beyond Michigan since it is but one of three in the nation to be so equipped and certified by the Department of Homeland Security.

The new outdoor facility includes a variety of specialized "labs" featuring canine search and rescue, trench collapse and rescue, rigging, air bag use, concrete cutting, and breaching.

Prior to its opening, first responders throughout Michigan were required to travel out of state for urban search and rescue training of the caliber provided now in Howell.

Dave Pegg, of MUSAR, continues to be effusive in his praise of the Operating Engineers, whose cooperation led to the creation of the facility.

"The fact is, it's the Operating Engineers and those who work at the training center whose 'out of the box' thinking has made this facility a reality. Only their willingness to do the right thing, for first responders at every agency in our state and for the citizens of the state who one day may benefit from the training they will receive here, could have made this possible."

Also in attendance at last fall's dedication ceremony were Oakland County Executive L. Brooks Patterson and Col. Tad Sturdivandt, director of the Michigan State Police.



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The formation of the Michigan Infrastructure & Transportation association in early 2005 brought the opportunity for the heavy construction industry to have a single voice representing the industry on all fronts.

One specific area of representation that has a significant impact on your business is in the legislative arena. Your staff at MITA has made it a point to keep an eye on the over 3,000 pieces of legislation, which are introduced every legislative session, to ensure that we are strongly supporting legislation that might be helpful to your business, and aggressively lobbying against any legislation that would be harmful to your business. We have made it a top priority to make sure the revenues that are available for public works are ultimately and actually spent in that area and not diverted for other government budget balancing.

In order for us to be successful, however, we need to have a strong Political Action Committee (PAC) to support our cause. We need to be able to financially support those elected individuals who understand and sympathize with the needs of our industry. It is for that reason that we are asking you to consider supporting the MITA PAC by sending in a contribution (personal check or money order) today. Please consider an investment in your company's future. Thank you in advance for your contribution.

CONTRIBUTION FORM



Yes, I will support MITA's effort to elect candidates who will fight for contractors.

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We encourage MITA member-owners and upper-management to give at the \$200 level or higher. We also encourage all other managers and salaried employees to contribute at whatever level they feel is appropriate. Non-salaried, non-managerial, and union members are prohibited by law from contributing to MITA PAC.

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NEW HIRES

Larry Cooper, P.E. , principal engineer in Farmington Hills office.

Cooper is a well-known consultant in the Michigan transportation industry, with over 38 years of infrastructure related engineering experience. He has experience managing major projects; serving on several committees in the transportation industry; directing a transportation engineering design group; and developing business for a major regional consulting firm.

He has fostered relationships with MDOT, road commissions, municipalities, other consultants, industry clients and builders. Drawing upon his experience, he has also provided structural consulting services for major industrial and municipal facilities and performing forensic engineering evaluations involving major concrete tank failures.

Cooper can be reached at the NTH Farmington Hills office: 248-324-5377 or lcooper@nthconsultants.com.

Vincent Guadagni, P.E., senior project engineer, facilities/infrastructure engineering practice.

After graduating from Vanderbilt University in Nashville, Tennessee

in 1985, Guadagni began his career with the Los Angeles County Department of Public Works. His experience involved structural analysis and design of structures for the County Flood Control system, including multi-cell box sections, large inlet and outlet structures, pump station buildings, and shoring systems.

While working with LA County, he developed skills in structural problem solving on a variety of projects, mostly involving the design of reinforced concrete structures. His experience also included bridge seismic analysis and retrofit design, as part of a large-scale program to strengthen the area's bridges in the wake of the 1984 Northridge earthquake.

In 1998, Guadagni began work as a design engineer/consultant in Michigan. For the past seven years, he has been a project manager and lead design engineer on several bridge replacement/ restoration projects. The projects include new bridge design, rehabilitation design, bridge project scoping, and bridge inspections in accordance with state and federal requirements.

Guadagni can be reached at the NTH Farmington Hills office: 248-324-5269 or vguadagni@nthconsultants.com

Headquartered in Detroit, Michigan, NTH is a 270-person firm operating seven offices in Michigan, two in Pennsylvania, one in Ohio, and one in Indiana. The firm provides a wide range of professional services in infrastructure and environmental engineering.

Continues on page 65.



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NEW HIRE

Patrick Hogan has joined OHM in its transportation group. Hogan, who recently retired from Wayne County's Department of Public Services as its director of roads, will be responsible for community and agency relations at OHM, with a focus on transportation-related engineering projects.

While working in Wayne County, Hogan managed a division responsible for the operation and maintenance of more than 2,000 miles of roads and included 586 personnel positions. A graduate of Michigan State University with a bachelor's degree in business administration, Hogan brings more than 20 years experience working with Wayne County in road administration. Prior to that, he worked for the cities of Romulus and Lincoln Park in various capacities, including community development, purchasing and administration.

OHM is an Engineering News Record Top 500 consulting engineering firm based in Livonia with a staff of 180 engineers and specialized technicians. A leading regional provider of municipal, transportation, environmental and water resource, construction and surveying engineering services, OHM is a winner of the American Public Works Association's 2005 Project of the Year award and the American Society of Civil Engineers 2005 Quality of Life Award.

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

APPOINTMENTS




Ruben E. Ramos, P.E.


Ruben E. Ramos, P.E., executive vice president of Testing Engineers & Consultants, Inc., has been named president of the Greater Michigan Chapter of the American Concrete Institute (ACI). Founded in 1904, ACI is a technical and educational society with nearly 160,000 members in 115 countries. It has 97 chapters in 32 countries around the world.

Ramos brings over 25 years experience in the industry to his post as president. His expertise includes project engineering and management experience in construction quality control, precast/prestressed structures, structural steel, pavement management systems, forensic engineering, restoration engineering, structure soils instrumentation, building envelope and roofing systems. Ramos earned a bachelor's degree in civil engineering from Wayne State University.


With offices in Troy, Ann Arbor and Detroit, TEC provides professional engineering consulting services in the environmental, geotechnical, facility engineering, and construction materials testing and inspection fields.




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What's In It For You At MITA?

If you have any questions about the services we offer, call us at 800-878-2821. Our office hours are Monday through Friday from 6:30 a.m. to 5 p.m. Also, be sure to visit us on the web at www.mi-ita.com. When appropriate, specific Web site links are indicated next to many of the member services listed below.

Consultation Services

Company Employee Health Insurance Program

MITA offers members access to Blue Cross/Blue Shield as well as several other employee benefit programs.

Environmental

The MITA staff and outside consultants have resolved many issues for members in this challenging and complex area. Simply call MITA with your problem and the best course of action will be determined.

Legal Counsel

An extensive network of outside counsel is available to our members. Don't pay to train an attorney; be referred to the experts.

Legislative Involvement

MITA continually promotes an aggressive legislative agenda and monitors all state and federal legislation on your behalf.

http://www.mi-ita.com/services_legislative.asp

MDOT Involvement

MITA's staff and outside consultants are available to advise you on MDOT problems and specifications. MITA is a leading industry representative with the Department and is your voice at MDOT on all fronts that affect your business.

<http://www.mi-ita.com/mdot.asp>

MIOSHA Citation Appeal Services

When you receive MIOSHA citation, fax it to MITA immediately because there are only 15 days in which to make an appeal. Our staff will help you through the entire administrative process.

Trucking Issues and Fleet Inspections

A consultant is on staff to answer those questions relative to the application and interpretation of truck laws. Safety audits are available upon request for a fee, and our consultant can also be retained as an expert witness to any challenged court citation.

Utility Damage Prevention Consultation

MITA staff will assist members with any utility locating and staking issues. MITA also provides utility complaint fax forms. Once the form is completed and faxed to our office, it will be forwarded to the appropriate utility for a follow-up.

Informational Services

MITA Web site - www.mi-ita.com

The place to find association/industry news and information. A members' only section has even more details about services, events, news and links to MDOT and other important sites.

Blue Book Rates

Get current equipment rates by contacting the MITA office.

Cross-Section Magazine

MITA's quarterly, full-color magazine contains articles and information about the industry and the association. The magazine reaches over 2,000 contractors, suppliers, media, legislators, trade unions, other trade associations and regulatory agencies throughout Michigan.



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Material Resources

Access Cards

A convenient laminated card that will fit in your wallet and lists the office, cell, and home phone numbers of the MITA staff.

Crisis Communication Program

A brief guide to assist our members in the event of a crisis. In addition to the guide, MITA also offers detailed printed materials and personal assistance upon request in your time of need.

Danger Signs

MIOSHA compliant, weather-resistant 10 x 14 adhesive signs available for your excavators' counter-weights.

Drug Abuse Program

MITA can assist your company with a basic corporate drug policy. For a more complex program, we can refer you to one of our specialized consultants.

EEOC Manual

A step-by-step manual that helps employers remain compliant with federal labor law requirements regarding equal opportunity.

Employee Applications

MITA provides members with all inclusive, industry standard employee applications, free of charge.

Hard Hats

Available through the Argus Group, an associate member. Hats can be ordered with an MITA logo, your own corporate logo, or plain.

Job Site Posters

MITA has put all the required Michigan and federal regulations on weather resistant posters for your job sites and office.

Labor Relations Agreement Handbooks

MITA administers labor agreements with the Operating Engineers, Laborers and Teamsters for all underground and road work in the State of Michigan. Wage rates and contract books are available through the MITA office. Wage rates are also available at

http://www.mi-ita.com/labor_wages.asp

Lien Law Packets

In the event you need to put a lien on a job, MITA has developed a lien law packet for your use. The packet is updated on a regular basis by legal counsel.

http://www.mi-ita.com/services_legal.asp

MSDS Binders

In compliance with the Michigan Right-To-Know Law, this binder is full of information on the law, along with more than 200 material safety data sheets.

Penetrometers

Determine your soil density with this device, which is available for purchase through the MITA office.

Trucking Regulation Packets

These packets contain a variety of forms and booklets to assist members in tracking their current truck fleet and drivers, as well as helping you stay current with state/federal regulations.

What's Going On In Your Neighborhood?

This brochure is available to MITA members for distribution in neighborhoods undergoing sewer and water system construction. It encourages residents to ask questions, be patient, inform contractors of unknown underground utilities, raise concerns promptly and watch the construction as it progresses. The back page of the brochure allows room to include your company's contact information.



Continues on page 71.

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MDOT Project Focus: I-96 at 36th Street

The following article was submitted by staff from MDOT's Grand Rapids Transportation Service Center

In November 2003, MDOT began working on the design for a new interchange at I-96 and 36th Street in Cascade Township, Kent County. As designed, the 36th Street Interchange Project consists of 2.12 miles of concrete freeway reconstruction and ramp extensions, the construction of five new structures, temporary median and ramp crossovers, ramp work and the construction of a wetland mitigation bank.

The project was developed in an effort to improve access between interstate I-96 and the Gerald R. Ford International Airport (Michigan's second largest airport), the surrounding urban area, and the commercial and industrial districts. The project will also serve to improve vehicular safety by reducing traffic volumes at both of the 28th Street ramps and the intersection of 28th Street and Patterson Avenue.

The design contract was awarded to URS Corporation, with bridges designed by Williams and Works; Fishbeck, Thompson, Carr and Huber; and URS Corporation. The design entailed many challenges, including working with an existing rugged median terrain (the maximum elevation difference in the median was approximately 70 feet), wetland mitigation, protected plant species, and the complicated alignment and structures that would be required. The design was successfully completed in December of 2004 and was ready for construction.

The job was let by MDOT in March of 2005, with the \$24 million dollar construction contract awarded later that month to the joint venture of Kamminga and Roodvoets and Ajax Paving Industries.

The construction was split into two phases, with the first phase being the eastbound I-96 construction and two structures to be completed in 2005, and the second phase being westbound I-96 and the remaining three structures to be completed in 2006. Active construction began in April of 2005, with the construction of temporary crossovers for maintaining traffic.

As with the design phase, the first year of construction was teaming with challenges. The unique topography of the existing landscape and maintaining traffic through a heavily traveled corridor of west Michigan were chief among these challenges.

The original traffic configuration for the first phase of the project included using median crossovers to shift eastbound traffic onto the westbound roadway. This configuration would maintain one lane of traffic in the eastbound direction and two lanes in the westbound. Under this traffic scheme, the contractor was to be charged \$700 per peak hour (5 a.m. to 8 p.m.) for the reduction in one lane of traffic in the eastbound direction.

Prior to the start of construction, the prime contractors submitted a request to implement an alternate traffic scheme maintaining two lanes of traffic in each direction. This alternate plan for maintaining traffic would reduce the lane rental paid by the contractor, while also reducing the impact of the project felt by the motoring public. This plan would also allow two lanes in each direction to be maintained for the second phase of the project in 2006.

The plan required the contractor to widen the existing westbound roadway and the proposed eastbound roadway in order to accommodate two lanes of traffic for both the eastbound and westbound stages of the project. This plan, which was approved by MDOT, allowed for a smoother flow of traffic and decreased travel delays to the motoring public. Because of the teamwork of all of the project partners, it was possible to maintain four lanes of traffic from April until mid-October, virtually the duration of the first year of construction.

The first phase, the reconstruction of eastbound I-96 and the construction of the eastbound ramps at 36th Street, was substantially complete in October 2005. The combination of teamwork and innovations allowed for the first year of construction of this new interchange to be completed on time, on budget and without significant inconvenience to the motoring public. All parties look forward to an equally successful second phase during 2006, as westbound construction is completed.

PROJECT AT A GLANCE

*Here's a quick look at the
I-96 at 36th Street project:*

- ▶ Estimated construction cost = \$24,870,410
- ▶ New freeway interchange
- ▶ 5 new structures
- ▶ 2.1 miles of concrete construction
- ▶ 2005 construction - eastbound roadway and eastbound 36th Street ramps
- ▶ 2006 construction - westbound roadway and westbound 36th Street ramps



MDOT
Michigan Department of Transportation



MDOT News

MDOT Centennial Closing Ceremony

Glenn Bukoski, P.E., MITA's vice president of engineering services, accepted a gift of appreciation from MDOT Director Gloria Jeff during closing ceremonies last November. MITA was among many sponsors who were recognized for making financial contributions to support MDOT's year-long centennial activities.



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MDOT Announces New Communications Director



Bill Shreck, who has been with MDOT for more than 28 years, has been named the new director of communications. He replaces Ben Kohrman, who moved on to a new position as Governor Jennifer Granholm's advisor on transportation issues.

Shreck has experience in both the public and private sectors, working in communications, survey research, information services and legislative analysis. With

MDOT, he most recently was the Bay Region communications representative and was a member of the MDOT's strategic planning team. He has also served as a communications representative and media contact in Metro, Bay, North, and Superior regions.

Throughout his years with MDOT, Bill has worked on a number of projects with statewide impact, including the pilot for the Adopt-A-Highway program, Michigan Operation Lifesaver, the MI Travel Counts study, and the Pavement Descriptor team.

Shreck and his wife, Christine, live in Grand Blanc.

What's In It For You At MITA?

Continued from page 67.

Networking Events

Check the MITA Events Calendar at <http://www.mi-ita.com/events.asp> for more details.

Annual Meeting

A two-day event where the industry and bureaucracy are brought together to discuss important issues. In addition, the new MITA president is named.

Engineers Night

This MITA event gives contractors a chance to see what projects might be out for bid in the coming construction season. Held regional each winter.

Golf Outings

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

Management Conference

MITA's annual winter event in a warm climate provides a week long mix of activities with MITA members.

Presidential Ball

This social highlight of the year pays tribute to MITA's current president.

Regional Membership Meetings

Held periodically throughout the year in specific areas of the state. These meetings include dinner and an invited speaker, along with great opportunities to network.

Ski Weekend

This very popular function brings MITA families together for a fun weekend of skiing and socializing.

Summer Conference

This annual weekend conference includes golf, tennis, kayaking, biking and several MITA social group gatherings. Fun for the entire family.

Washington D.C. Fly-in

MITA members and staff join with other industry groups each year in our nation's capital to discuss key construction issues with Michigan's congressional delegation and key decision makers.

Safety Compliance Services

Site Review with Regard to MIOSHA Compliance

The MITA Safety Director will come to your office or jobsite to make sure your company is following all MIOSHA safety procedures. There are two levels of safety reviews: Level One is a thorough review of your company's corporate safety program. Level Two consists of an

on-site review of a construction site to determine field implementation of written safety programs and more. A written analysis is provided for both review levels.

<http://www.mi-ita.com/requestform.asp>

Substance Abuse Deterrence Program

In a partnership with MITA, our drug-testing consultant provides drug-screening programs that will cover all required testing and also all regular pre-employment and random company screening. Services include on-site drug testing, written programs, and supervisor training information, forms, records, reports and written regulations.


Video Library

Contact the MITA office for an extensive list of our safety videos that are available for your use.

Super Conferences

MITA annually offers three Super Conferences held regionally in Sterling Heights, Grand Rapids and Lansing. These one-day events feature courses ranging from the information packet MIOSHA seminar to the CPR and First Aid refresher courses.

<http://www.mi-ita.com/events.asp>



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Michigan Infrastructure & Transportation Association (MITA) is a statewide construction trade association formed in 2005 through the merger of Associated Underground Contractors and the Michigan Road Builders Association. The membership consists of Michigan companies representing numerous construction disciplines such as road and bridge, sewer and water, utility, railroad, excavation and specialty construction.

At MITA you are not just a number. We take pride in the personal, prompt and professional manner in which we service our members. From the day to day nagging problems with bureaucracy to the monitoring of legislation we are there for you.



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Down the Road

Spalding DeDecker & Associates, Inc.

www.spaldingdedecker.com

Spalding DeDecker & Associates, Inc. of Detroit announced the following newly awarded projects, among others:

- City of Livonia: 2005 paving contract renewed for 2006.
- Conner Creek Greenway Project: Construction administration/engineering services for the Detroit Eastside Community Collaborative, Inc.
- Road Commission for Oakland County (RCOC): A three-year contract to provide as-needed road and bridge design, construction engineering and traffic engineering services.
- City of Cleveland Water Division: SDA will provide an elevated water storage reservoir design in the City of Brunswick.

Wade Trim

www.wadetrim.com

The Wayne County Department of Jobs and Economic Development selected Wade Trim to provide land development, planning and consulting engineering services for Phase 1 of its 1,400-acre Pinnacle Aeropark Project. Wade Trim will help create a master plan for land use, develop a storm water management program consistent with the county's ordinance, evaluate wetlands and design public utilities to serve the area. The project will involve working closely with surrounding communities for land planning and utility design. There will also be extensive interaction with the Federal Aviation Administration to complete an environmental assessment of properties in the project area.

Testing Engineers & Consultants, Inc.

www.testingengineers.com

Testing Engineers & Consultants, Inc., of Troy, was recently awarded a contract for geotechnical engineering and construction materials testing and inspection services for the 80,000-square-foot Ambulatory Surgery Center addition at Beaumont Medical Center in West Bloomfield.

The center, built in 1989, is being expanded to accommodate a growing demand for medical services in the West Bloomfield area. Along with the new outpatient surgical center, slated to

be completed in 2007, Beaumont will offer many of the services offered at the main campus, including occupational, physical and speech therapy, expanded laboratory services and the latest in imaging services.

TEC provided borings and geotechnical engineering services for the new addition. Successful collaboration between TEC, Hobbs & Black of Ann Arbor (Project Architect) and Ehlert/Bryant, Inc. of Southfield (Structural Engineering Consultants) was key in the completion of a waterproofing and drainage plan that will maintain dry conditions for the surgical unit, located in the lower level of the new addition.

Special testing and inspection services work currently done by TEC, includes site preparation and earthwork, underground site utilities, masonry, asphalt paving, concrete, waterproofing, roofing, building tolerances (floor flatness/levelness), structural steel and in-place window units.

Do you want to announce your newly awarded projects? Send your information to nancybrown@mi-ita.com.



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DID YOU KNOW? ONLINE JOBS CENTER *Continued from page 27.*

event brochures can be found right in the reference library. Brochures are usually posted within three to four business days of the brochure being released to the MITA membership. If there is a locator map available, it's usually housed in this grouping as well. Other resources found under this category could be general reference memos, press releases and reports from outside sources that are relevant to the infrastructure and transportation industry.

MDOT REFERENCES- Ever need to refer back to some specifications? Perhaps you need a MDOT release or the latest advisories but you just can't find the e-bulletin? No problem. Most times, the attachment PDFs are right there in the library, making it easy to access and print multiple copies of these and other important MDOT references.

LEGISLATIVE REFERENCES - Constantly involved in making advancements for the benefit of our membership, we release updates to the member via bulletins. Often times, legislative reference materials, including actual bill verbiage, press releases, relevant forms etc., are included as attachments. Most of these relevant documents are stored in the library for later reference.

SAFETY REFERENCES - Get the latest MMUTCD updates or listen to the newest Give 'Em A Brake ads in the matter of a few clicks of the mouse. You can access other helpful documents containing pertinent safety information such as Hazmat sites and Secretary of State fingerprint sites.

As www.mi-ita.com grows in size, MITA will continue adding new categories to reflect the informational trends. There are constant updates and the Reference PDF library is a good resource, surpassing even the fastest postal and faxing services by putting all needed and requested documents and forms just a few mouse clicks away.

To get direct access to the MITA reference PDF Library simply:

- STEP 1: Open up a web browser and navigate to www.mi-ita.com.
- STEP 2: Locate the "News & Publications" menu in the horizontal menu bar at the top of the home page.
- STEP 3: When the drop down menu appears, select the "Reference PDFs" option.

Tips -

- ✖ Most computers come with the necessary software to view PDF files. To get updates, possibly download a free copy or learn more about Adobe reader, visit <http://www.adobe.com/products/acrobat/readermain.html>.



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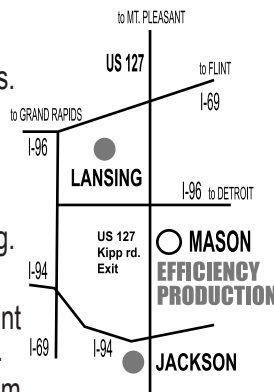
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*Michigan Infrastructure &
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