WINTER | 2008

NIITA 4th Annual Conference Photos

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Bob Patzer Executive Vice President bobpatzer@mi-ita.com

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Rob Coppersmith Vice President of Membership Services robcoppersmith@mi-ita.com

Glenn Bukoski, P.E. Vice President of Engineering Services glennbukoski@mi-ita.com

> Nancy Brown Director of Communications nancybrown@mi-ita.com

Patrick Brown Director of Safety & Workforce Development patrickbrown@mi-ita.com

> Keith Ledbetter Director of Legislative Affairs keithledbetter@mi-ita.com

Doug Needham, P.E. Director of Technical Services douglasneedham@mi-ita.com

Danielle Coppersmith Events Coordinator daniellecoppersmith@mi-ita.com

Tiya Kunaiyi-Akpanah Membership Services Coordinator tiyakunaiyi@mi-ita.com

Mary Moody Accounting Coordinator marymoody@mi-ita.com

Stacey Willis Technical-Web Coordinator staceywillis@mi-ita.com

Janis Strang External Affairs Coordinator janisstrang@mi-ita.com

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Cover photo: Mark Johnston, president of MITA's board of directors, spoke during the MITA Annual Conference in January.

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MITA Member Helps Habitat for Humanity Macomb County Habitat for Humanity works in partnership with people from all walks of life to eliminate poverty housing and to help revitalize neighborhoods in Macomb County. They believe that everyone deserves a safe, decent and affordable place to live. Habitat doesn't give anything away, but it provides a hand up. There are three primary criterion used to select partner families. They include a need for housing, an ability to pay and a willingness to partner.

Homeowners demonstrate their willingness to partner by contributing "sweat equity." Each adult contributes 250 hours of labor toward the building of their homes or the homes of other partner families.

Volunteer labor and tax-deductible donations of money, materials, and services are combined to build these homes. The completed homes are then sold at cost to the selected partner families with 0 percent interest mortgages with extremely affordable payments (most right around \$500 including taxes and insurance).

The homeowners monthly mortgage payments then go into a revolving fund that is used to build even more homes.

For more information on partnering or donating, contact 586-263-1540 ext.204, visit www.macombhabitat.org, or contact the local Habitat for Humanity Chapter in your area.

F.D.M. Contracting, Inc. Taking Action

F.D.M. Contracting, Inc. took action in 2007 as general contractor for an entire Habitat for Humanity site in Clinton Township on Colchester Street. The name of the subdivision is Colchester Farms, and when fully completed there will be 28 homes built by 2010. As of the end of 2007 there were four homes done, with another seven to eight homes expected to be built during 2008.

As general contractor, F.D.M. Contracting installed the underground utilities and managed the subcontractors for the land clearing, site grading/balancing and paving. All man-hours and equipment were donated for this project and other similar Habitat for Humanity projects done by F.D.M. in the past.

"We are still involved with the organization," said Fred Meram, president of F.D.M. Contracting. "Now that the development of the site work is complete, we have offered our services to excavate some basements for them at our cost. We enjoyed the opportunity to give back to the community and to be able to give a hand up to the individuals in need."

The following is a list of suppliers and sub-contractors who through their generosity helped bring the project to fruition:

Sub-Contractors

Mt. Clemens Tree Service (Landing Clearing)

Bob Kebbe Grading Company (Landing Grading & Balancing)

Tiseo Brothers Paving (Concrete Paving)

Asphalt Unlimited (Asphalt Paving)

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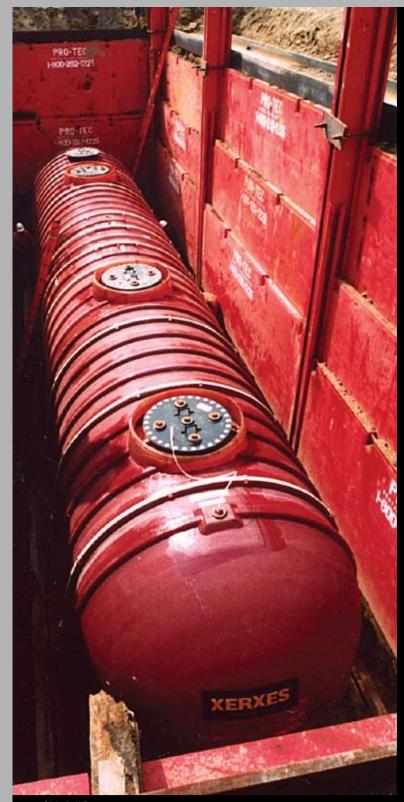
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Dear Mike:

I attended the MITA meeting for Underground Contractors. This was a most productive meeting and gave me a greater appreciation of MITA efforts and role in the industry. Nice work and thank you.

> Mark Nelson Mersino Dewatering, Inc.

Dear Rob:

The receptions at the annual conference were even better than last year. The networking was awesome. Thanks for putting together a great conference. MITA is a premium organization. See you guys soon. Thanks again.

> John T. Below, Esq. Kotz, Sangster, Wysocki and Berg, P.C.

Dear Bob, Mike:

Although you didn't accomplish everything you wanted (regarding the state budget issues), I think you did a great job minimizing the impact on almost all of us. Way to go, boys!

> Judy Brosky, ChFC, CLU, LIC AIG Advisor Group, FSC Securities Corporation

Nancy,

Thanks for the article in the Cross-Section Magazine.

I had someone call me early yesterday morning to talk about it. At that time I was not aware that it was even out yet.

It was very nicely laid out.

My two-years-old son was much more impressed with many pictures of "dozers" than he was with the article.

Thanks!

Kurt Poll Kamminga & Roodvoets, Inc.

Dear Mike:

Thank you very much for the Michigan Infrastructure & Transportation Association generous gift of \$5,000 to the Detroit Science Center. This gift will help us to build an exciting Infrastructure Laboratory – a suite of interactive exhibits that highlights the feats of engineering that go into creating the infrastructure to keep Michigan's transportation flowing.

We are committed to inspiring the next generation of engineers, scientists and innovators who will solve the problems facing our communities and our world.

I also want to thank you for helping us promote the Infrastructure Laboratory with your MITA members. Your support has opened doors for us in a very positive way. We look forward to having you visit the Science Center at your earliest convenience to see firsthand what all the excitement is about!

> Kevin F. Prihod President & CEO, Detroit Science Center

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Member Voice:

What is Your Opinion of Local Preference Policies?

From time to time we ask MITA members to comment on issues of importance to the industry. In January we asked members to participate in our first on-line survey regarding local preference policies.

By local preference policies we mean a local preference policy that can be established by a municipality to allow the local agency to give bid discounts to locally based companies at time of bid on local construction projects.

We asked MITA members:

With the economy the way it is, do you think local preference policies are beneficial to the overall health of the construction industry?

Here is a sample of their comments, which were overwhelmingly negative.

No. It depends on what is considered local. A local preference policy could eliminate a better more cost effective contractor that uses local labor.

> Linda Basista Tetra Tech

No. The public dollar must be stretched as far as it can, and that is especially true in today's challenging economy. The low and most responsive bidder should be the successful bidder. Proximity to the work should have no bearing on the outcome of a bid.

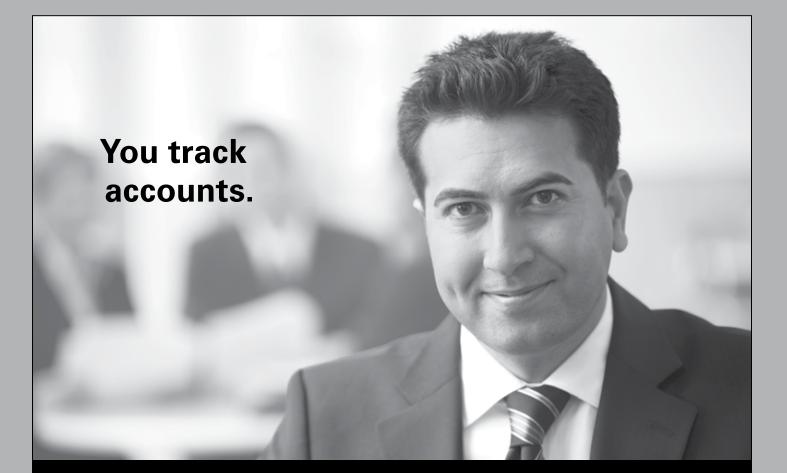
> Don Rosenbarger Barrett Paving Materials Inc.

No. By instituting these local preference policies governments are reducing the number of bidders, thus maybe paying more for their projects. Our offices are in Livonia where the city does offer a one percent local contractor preference on projects, but it has not played a role on any of our awarded jobs yet. I am sure if they only allowed Livonia-based contractors to bid it would be a different story.

> Jesse Anaya Peter A. Basile Sons, Inc.

> > Continues on pg. 18





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Member Profile Adamo Demolition Co.

300 East Seven Mile Rd. Detroit, Mich. 48203

Phone: 313-892-7330 Fax: 313-892-4656 www.adamodemo.com

Specialties: Demolition, Excavation, Asset Reclamation, Universal Waste Removal, Earthwork, Site Development, Landing Clearing

MDOT Prequalifications: Building Moving and Demolition

Licensed: in Michigan, Indiana, Florida, California and Tennessee

Environmental Issues: The company recycles 90 percent of the concrete and steel from their demolitions.

Chief Executive Officer: JOHN T. ADAMO JR., P.E. jadamo@adamodemo.com

President: RICHARD M. ADAMO radamo@adamodemo.com

Executive Vice President: NED HINDO nhindo@adamodemo.com

Founded in 1964 by John T. Adamo Sr. (He was inducted last year into the Michigan Construction Hall of Fame.)

Member of MITA since 1996

28-7

Left to right: John and Richard Adamo with their impressive CAT 385C demolition equipment.

In 1996, when Adamo Demolition helped blast a historic landmark in Detroit into the past, John Adamo Jr. didn't know the terrific power the demolition would have to transform the city.

The demolition of Carmel Hall, a hotel frequented by the mob during Prohibition that later became a nursing home on Woodward north of the Fox Theater, was the biggest windowrattling bang in Detroit since the summer fireworks, according to local news reports at the time. The news coverage was as massive as the 6.5-second implosion that took down the 220,000-square-foot 11-story hall, another surprise for Adamo.

"All of the press attention and the crowds kicked off a revolution and were a catalyst to get a rebuilding era going for Detroit," says Adamo, who serves as chief executive officer of Adamo Demolition Co., with his brother, Richard, as company president. "We had to go through a lot of meetings with then Mayor Dennis Archer to do the "shooting" (use dynamite) for the demolition. If we had failed, there might not have been another catalyst to bring about change for Detroit."

But Adamo's favorite demolition project wasn't this dramatic, crowding-pleasing implosion; it was a mechanical demolition with a crane and wrecking ball. In 1981, young Adamo was project engineer for the Dodge Main Plant demolition in Hamtramck.

"This was, at the time, the single largest demolition project taken on by any company in the world – it was MASSIVE," the civil engineer with an MBA emphasizes this word with a self-satisfied smile. "5.1 million square feet, 200 acres, sixseven month project. I thought it was a remarkable project at the time, but my knowledge base is much greater now and I would have appreciated it even more today."

The Detroit-based company has stayed committed to the city over the years, even through business ups and downs in the city and state of Michigan. But Adamo is extremely optimistic about 2008. In 2006, one-half of Adamo's work was out of state; in 2007, one-third; and in 2008, 100 percent is in state! Business is definitely booming, no pun intended.

Adamo is handling demolition of the Blue Cross Blue Shield Parking Deck near the Greektown Casino; the old Detroit Free Press Printing Plant on Jefferson, a slab mill for Severstal, NA in Dearborn; and the two-million-square-foot Delphi Flint Automotive Plant.

"A lot of our business is driven by what is happening in the auto industry," Adamo says. "Auto companies, for example, have to get rid of obsolete plants because it costs money to keep them standing. When they have this excess capacity, it is cheaper in the long run to get rid of it."

That's where Adamo and its CAT 385C ultra high reach excavator come in. It can wreck, sort and load. The days of a crane and a wrecking ball are waning, Adamo notes, because it is very difficult to find crane operators with the talent, skill, and experience necessary for 100-plus-foot tall demolition projects.

The father of four daughters, Adamo is grateful for the success of the company, and he has many people to thank. Topping the list is his father, John T. Adamo, Sr., who started the company in 1964. John Jr. "tutored" under his father for 20 years before he retired in 2001. Likewise, John's brother, Richard, has followed his older brother's guidance and has been a great help in the business. John's wife, Barbara, has stuck with him through all the ups and downs and so have 100 plus professional employees who exceed customers' expectations.

"When I started, demolition people were considered the bottom feeders of the specialty contractor chain, but they got the job done," Adamo says. "But our work is a big deal. There are many safety hazards, environmental concerns, and other owner requirements that complicate our work. We believe we are the best at understanding the owner needs better than any of our competition. We constantly strive to exceed the owner's expectations on every jobsite. If we are successful, the owner pays you back, because they want you back on the next job."

Here is a partial list of those happy customers:

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Michigan Infrastructure & Transportation Association





Attending the MITA Open House in December were two legends in our industry, Joe Dunigan (left) and Russ Timmer. Anyone making a career in heavy construction owes these fine gentlemen a huge "thanks." Their dedication and involvement in AUC and now MITA is unparalleled.

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Associate Member Profile



Klochko Equipment Rental Company, Inc.

2782 Corbin Melvindale, Mich. 48122

Toll Free: 800-783-RENT Phone: 313-386-7220 Fax: 313-386-2530 www.klochko.com **Specialties:** Rentals, Service and Equipment Sales to Builders and Contractors: Supplies, Equipment; Equipment: Compactors, Spreaders; Equipment: Heavy (Tractors, Loaders, Excavators, Cranes, Earthmovers, Generator Sets

President: Rob Klochko

General Manager: **Dean Jobes** djobes@klochko.com

Sales Manager: **Dan Pagel** dpagel@klochko.com

West Michigan

3455 Three Mile Rd. Grand Rapids, Mich. 49534 616-791-7499

Mid-Michigan 2200 Burkhart Rd. Howell, Mich. 48843 517-545-1761

East Michigan 10015 Marine City Highway Fair Haven, Mich. 48023 586-725-4860

Mission Statement

"The company's mission is to provide the highest level of quality rental equipment and service to the industry. This level of quality should be evident and measurable throughout all aspects of the organization, and subject to continuous improvement. Through the use of team effort, constant innovation and integrity, we will provide the finest competitive equipment and services that advance our customers' operations, and thereby provide the ability of the Company and its employees to learn, grow and prosper." Since 1951, Klochko Equipment Rental Company, Inc. has provided late model and state of the art construction and industrial equipment – with or without operators – for rent, lease or sale. The company has a fleet of professional service technicians electronically dispatched to get customers up and running fast in the event of unscheduled service, and their service is "second to none," according to the company. Klochko's service team, as the company now cleverly refers to it, is The Fanatical Rental Response Team.

Fanatical is a term the company embraced as part of an employee brainstorming process. Once the term caught on internally, they started spreading the word through external advertisements. Check out their advertisements and you will see a muscled operator with an orange hard hat and red shirt driving the fanatical rental response vehicle spinning up dust with flames coming out of the exhaust.

The idea: This company takes itself seriously with a "Rental Response Team" attitude that completes tasks fast and correctly the first time through positive thinking and always listening and acting to benefit the client. Klochko is all about the "art of the impossible and teamwork."

"We go above and beyond the call of duty," says Dean Jobes, Klochko's general manager. "For example, we helped an out of state contractor not only rent the construction equipment he needed but also we helped him find furniture for his office. We rented a truck for him and delivered it. This is just one example of how we believe in the client and will see them through if they are in a bind."

When Stephen Klochko, Jr., started the company in 1951, helping customers included charging them what would be considered by today's standards a small sum – only \$6 per hour to rent equipment plus a \$6 delivery fee. He had been working in the construction business for five years, most recently in his father's construction company. He began with contracting equipment rental. As owner and operator of the business, he was directly responsible for all operational and administrative duties, including running and maintaining equipment rental, estimating/pricing, sales/customer relations, accounting and finance. The determined support of his wife, Irene, along with her capable administration of office functions, was an important factor in the success of his company. Together they built the business on a reputation of hard work, honesty and integrity – values which have served them well over the years.

Today, the hard work of Klochko employees does not go unnoticed. A quality board in the office tracks everything they do with graphs, charts and dashboards from sales, on-time deliveries, service response times, new clients added, fleet mix, percent of fleet out, etc. This ISO-9001:2000 compliant company also always measures and reviews individual employees' performance benchmarks, and when it has been determined that an employee has done something "fanatical," they get the day off with pay. Employees can also submit via the company website a positive thought for the month and have the opportunity to serve on numerous company committees, which fosters a sense of ownership in the company.

Dan Pagel, sales manager, says employees feel they are part of the process and the success that process generates. All members of the Klochko team have a "Yes sir, we can do that" attitude.

"If we respond to our client's needs in a fanatical way, it is a chance to lock in a client," Pagel says, as he is pulled out of the meeting to help a client in a pinch. "The guy you helped out doesn't forget you. You lock him in."

Jobes explains that this means if a customer orders an equipment rental to be delivered by 8 a.m., it is there on time. And if the equipment ever should breakdown, Klochko is there anywhere within the state within two hours. With four locations in Michigan, Klochko serves government organizations, private and industrial contractors and builders through Michigan. The company's automated systems forward emergency calls to rental coordinators and to the service department for immediate response 24 hours a day, 7 days a week, 365 days a year.

"The individual and collective expertise of our 40 employees provides cost effective, intelligent solutions in a timely manner," Jobes says. "We are proud of our team and are looking forward to another challenging, but successful year."

Quality Mission

- Provide the highest level of quality rental equipment and services to our clients
- Empower our Fanatical Team to learn, prosper and grow
- Never compromise and always strive for excellence and fanatical client satisfaction
- Work as a team, so that together we will succeed
- Measure and review our benchmarks
- Listen and act for the benefit of our clients and team
- Be right the first time and exceed our clients' expectations

Products/Services

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Member Voice: What is Your Opinion of Local Preference Policies? Continued from pg. 10

No.

An open market is the best way. We bid and perform in many areas. Preferences only hinder the market place and discourage fair bidding. Besides we are in FLINT!!

Douglas Walls Eagle Excavation

No. For me, the most difficult part of local preferences is the definition of "local". Is local having an office within the city or village limits, township, county, tri-county area, southern Michigan? Is one-mile away local, or two, or 50, or 100? If we are relying on our state legislators to come with a definition it will be a dead issue before it is resolved. The bigger problem is available work and a lack of funding for the work. As Michigan's economy continues to slip, property values continue to fall lowering the available tax base for local communities so the need for alternate funding sources become more apparent each day. Me...I'm not an owner... just a guy...but I do care about the health of our industry, the strength of our MITA PAC, and our impact on our state economy and economic future. Our lifestyles and those of our children are being impacted. All of us have to make sacrifices now to turn our industry and state around. Lastly, support your MITA PAC (some underground work please) get involved...don't blame someone else. We're ALL in this together. WE ARE MITA!

> **Scott Ammarman** *Cadwell Brothers Construction Co.*

No. Local preference creates large cyclical labor demands. When the Marathon refinery project starts, there will not be enough skilled trades living in Detroit to supply 51 percent. By the time the labor force becomes trained, the project will be over creating a surplus of local labor. No contractor should be excluded from working in any region or community with its work force.

Bob Adcock Angelo Iafrate

No. "Local" is a very vague term and can be as tight as within a city limit or as wide as the entity wishes. Keeping dollars spent within the local economy is important, but this can already be managed by the ability of the owner to accept any bid, not just the low bidder. It should not be hard to defend a slightly higher local price as there are proven economic benefits to keeping money spent in the local area.

> **Tom Gallagher** *Harbor Springs Excavating*

No. Probably cost the government unit additional expense by eliminating some bidders and following the principle of free trade, we should let everyone bid.

David Chapman

David Chapman Agency

No. A two, to three percent advantage is very unfair in today's or any market with minimal margins. Why is the process still called competitive bidding when under these circumstances they really are not? A perfect example can be found in downtown Detroit where several companies have relocated their cooperate head quarters to within the city but in reality their basis of operations are located elsewhere.

Scott E. Senko

Genesee-Bay Constructors, Inc.

No. Because some areas are always overlooked.

> Ken Cordes Cordes Excavating Inc.

No. Local preference policies create more hurdles for developers to overcome which can be a deterrent to growth. Developers are going to build where it is easier to do business.

> Stephen R. DeVore Liberty Mutual Surety

No.

Why: Industry trends are that we must travel to pursue work not only within Michigan but also outside of Michigan. Therefore to have a successful industry I believe local preference actually hampers industry growth and healthy competition.

> Bruce Campbell Conex Inc.

No. Local preference policies do not promote competition. By giving or allowing advantages to local contractors, the competitive bidding process is short changed or discouraged. The outcome being that the local taxpayers usually end up paying more in the final analysis.

> Ken Forsberg Efficiency Production, Inc.

No. Local preferences can only have the effect of reducing competition. The effect of this in almost all cases is to raise the cost of work. Over a short period of time this will deter new business from locating in the area, keep existing businesses from expanding or force them to relocate. The shrinking tax base forces local government to increase taxes on the remaining tax base, further deterring new business from coming and accelerating the relocation of the remaining tax base. A few contractors will benefit by an incremental increase in pricing due to being protected from competition, but even these will soon see prices fall as business and people flee the higher costs wrought by preferences and the available work shrinks at an

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ever-faster rate. Michigan is rife with such schemes and politicians and the lobbyists who support them love to tout the success of the few who benefit in the short term while blithely ignoring the thousands of jobs that are fleeing the state. It is no surprise that Michigan is in a one state recession and that the highway industry is heading for a disastrous year.

J. W. Fisher Fisher Contracting

No. Local preference policies for hiring cause the contractors to be less efficient as they must layoff their regular workers in order to hire new, locally domiciled workers. The end result for the Owner is that the cost of the construction services is higher. The workers are also disadvantaged as while they may land a job because of the local preference regulation, they may subsequently lose their job when the contractor moves to his next project in a different locale, which has its own local preference policy. In other words, if every government jurisdiction has its own local preference regulation then there would be NO portability of workers from one project to the next. Local preference policies, which favor the local contractors at bid time, are also a waste of the taxpayers' money. They serve to limit the competition for the projects but there is not necessarily a counter-balancing benefit to the governmental unit.

Tom Stover

Walter Toebe Construction Co.

No. There is no standard policy; each city that has one is different. It gives the cities another tool in which to select a company who they wish to do the work. It goes against the bidding procedure of accepting the lowest most responsive bid. If every city has this policy, it would limit the areas where companies could work. In my opinion it would cut down the number of bids a city might get on a project. Some of the policies are just impossible to meet, like the city of Detroit's.

Thomas R. Rehmus A. J. Rehmus Son, Inc.

Yes. If policy is clearly defined. If the local contractor has a proven track record and the engineer does not see a conflict of interest and the bids are competitive, the awarding of local contractors can be beneficial to the local economy more than awarding contract to out of town contractor. **Stan Compton** *Compton Inc.*

1

No. Why: We already have too much Government control.

Tim Gohn Northern Concrete Pipe

No. Not as competitive. Increased possibility of fraud.

Steve Zynda *Midwest Bridge*

No. Most local preference policies just cover the contractor that is in the municipality. Satellite offices are created for this advantage. If local preference policies are to be fair and create competitive bidding, they should at least be regional. This would promote a healthier regional economy and eventually a healthier state economy.

> **Jim Tinkey** L & L Construction Co., Inc.

No. Are you speaking about Labor preferences to a certain area, such as Detroit, or a particular county? I think it does not help the construction economy. It might help the politics of an area, but it won't assist the construction in the area. It might even hurt as it might add to the cost of a job, taking away some of the market.

> John R. MacInnis IRM Cons. LLC

No. I think it's time Michigan gets back to reality. Policies are of no value when there is no work in Michigan. People are moving out of Michigan to find employment and a state that will help small business opportunity. Our young people graduating from college must leave this State if they expect a job that will pay more than minimum wage. We are taxed to the maximum, struggling from paycheck to paycheck and seem to never get ahead. What happened to the government of the people instead of government for the government and their special interests? The 2008 construction season in Michigan is very sad – our roads and bridges are deteriorating and repairs are not being made. We have allowed the car manufacturers and many other huge businesses to close and move elsewhere. Upper Michigan has lost a huge employer by closing the prison and now the pulp industry is dropping right off and there is talk of closing the Quinnesec mill. Thank you for the opportunity to give my opinion.

Janet Snowden Snowden, Inc.

No. Local preferences restrict free market competition and innovation. Executive Order 2007-1 will be a costly administrative nightmare for a city badly in need of funds.

> **Steven R. Funck** *Posen Construction, Inc.*

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MITA Cross-section 19

Executive Vice President Comment

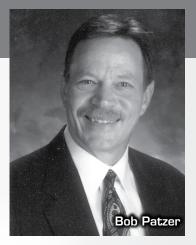
Sign Up for MITA's Best Practices Contract

Most of you who perform even the slightest bit of excavation are, or should be, familiar with Public Act 53 of 1974, commonly called the MISS Dig Act. The law sets forth the duties and responsibilities of contractors and utilities when concerned with the location of underground facilities.

P.A. 53 states that utility owners shall mark the approximate location of their facilities "...in a manner that enables the person or public agency to employ hand-dug test holes and other similar means ... to establish the precise location of the underground facilities in advance of construction." The ACT goes on to say that the approximate location is a strip of land 36" wide but not wider than the width of the facility plus 18" on either side. Finally, the law is clear that if the precise location cannot be established, you must notify the utility owner who has one full working day to provide further assistance.

Clearly these duties are either misunderstood or ignored throughout our industry. Many contractors believe that if the facility is not located within the approximate location the law allows them to continue excavating with powered equipment. Also, in an industry where time is money, few will wait one full working day for additional help. That's the ugly truth and the bad news. The good news is that we've done something about this somewhat contentious issue.

In 2001 we (AUC at the time) signed a contract with major utilities and developed a list of Best Practices that are incorporated by reference. It should be noted that the contract allows you to pursue recovery of costs associated with the failure of a utility to adhere to the Best Practices. Public Act 53 makes no reference in that regard and does not specifically allow for the recovery of costs except for damage to personal property. All of the Best Practices are listed adjacent to this article for your reference, but I want to center in on the problems associated with approximate and/or precise locations mentioned above.



As stated previously, contractors are required to determine the precise location "in advance of construction." In reality if you are excavating on the south side of a road and hit a facility that is marked on the north side, you have violated the law unless you make an attempt to determine that the marks were or were not accurate.

The contract introduces a Safe/Caution Zone Best Practice. The Act's definition of approximate is still there, but you do not have to determine the precise location unless you are within 60 inches of the mark. The old arguments from the utility owners in response to lines being mis-marked by 7, 8, 10 feet or more is without merit, so is the legal requirement to determine the precise location "... in advance of construction."

The Best Practices address a number of other issues included a threehour response time for no marks or additional assistance (after which down-time can be calculated), ticket life, 72-hour notification instead of three full working days and more.

Over 350 MITA members are currently signatory to the Best Practices Contract and have signed limited power of attorney forms to that effect. If

> you are interested, and you should be, give me a call and you will be able to get the benefits that over 350 members are now taking advantage of.

> As a postscript: MITA, along with most of the major utility owners, are engaged in a re-write of P.A. 53. If successful, the benefits found in the contract will apply to all utility companies doing business in Michigan.

> The current list of utility owners is as follows:

AT&T DTE Michigan Electric Coops MichCon SEMCO Petroleum Industries Consumers Michigan Electric & Gas Association

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



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Revised May 2005



Best Practices

Utility Locating under the Michigan Best Practices Contract

The Michigan Best Practices contract runs exclusively for the benefit of MITA members who have executed a limited power of attorney in regard to the contract. The members of the Michigan Damage Prevention Board, of which MITA is a founding member, negotiated the Best Practices contract. If you are not a signatory MITA member, the remedies provided by the contract are not available to you. If you wish to participate, contact MITA at: 800-878-2821.

Prior to Excavating

The MISS DIG System must be contacted at 800-482-7171 at least 72 hours in advance of construction, but not more than 14 calendar days. Retain your ticket number and be specific about the limits concerning the proposed area of excavation.

Ticket Life

MISS DIG notification to excavate tickets are valid for 21 days from the dig start date unless the excavator has provided information that the job specified will not be completed within 21 days from the dig start date, in which case the ticket is valid for 180 days from the dig start date.

Positive Response

All participating utility owners are required to notify MISS DIG via an automated response system. This useful tool will allow you to determine if all of the utilities in your proposed area of excavation have been located. If a utility owner has no facilities in the area, this information will also be part of the positive response. This information is administered by MISS DIG and available through the web at www.missdig.org or the automated phone system at 800-763-3888.

No Marks

If the excavator, having commenced excavation within the 14 calendar day period on or after the dig start date and time as set forth in the Dig Notice, has cause to be concerned about the presence of an unmarked facility(s) because:

- (i) there is visible evidence of a facility(s),(ii) a notified Underground Facility Owner failed to provide
- a positive response, or
- (iii) there exists a positive response indicating a location was marked, but the marks are missing,

then the excavator shall give notice to the potential unmarked Underground Facility Owners(s) by contacting MISS DIG. Upon notification of this situation to MISS DIG, the Underground Facility Owner shall respond within three (3) hours; unless a later time period for response is agreed upon by the excavator and the Underground Facility Owner.

Additional Assistance

If the precise location of a marked facility cannot be determined and assistance is requested during normal working hours (7 a.m. to 5 p.m.) on a business day, the system facility owner has 3 hours to respond to the request or meet at a mutually agreed time.

Requests for additional assistance must be made through MISS DIG: 800-482-7171.

Excavating

Excavating must commence within 14 days of the dig start date on the MISS DIG ticket. If excavating has not occurred within this time frame, a new ticket number must be obtained prior to excavating.

Safe Zone

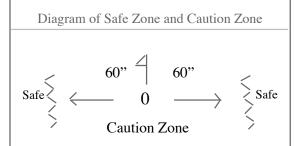
Your intended area of excavation has been divided into two areas with regard to excavating. The first area is as follows:

* Safe zone - Relates to the area at least <u>60</u>^{°°} or <u>farther away</u> from either side of the mark(s) provided by the utility owner. No hand digging or facility verification is required when excavating in the safe zone. Be sure to remain diligent regarding evidence of unmarked facilities.

Caution Zone

Your intended area of excavation has been divided into two areas with regard to excavating. The first area was discussed above. The second area is as follows:

* Caution Zone - Means the area <u>within 60" of either side</u> of the mark(s) provided by the utility owner. If excavating must occur within the caution zone, all facilities must be located prior to excavating by hand digging or other means of soft excavation. Excavations that run parallel to a facility in a caution zone require hand dug test holes at intervals as often as reasonably necessary to establish the precise location of the underground facility. You may commence excavation with powered equipment once you have established the location of the facility.



Marks

Paint, stakes, and/or flags may be utilized to mark underground facilities. Often times, a combination of all three are used to identify facilities. Color-coding is used to differentiate the various marks of facilities to be encountered. The following should help determine the type of facility being dealt with.

Yellow - indicates either natural gas, oil, steam, petroleum, or other gases Orange - indicates phone and cable Red - indicates electric Blue - indicates water Green - indicates storm drains

Brown - indicates sewer

Remedies

In the event a Party fails to comply with the Michigan Best Practices, a Party which incurs actual damages as a result of such non-compliance shall be entitled to seek to recover from the non-complying party the direct damages resulting from such non-compliance.

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Vice President of Government & Public Relations Comment

Reflecting on a Very Tough Year and yet Still Hopeful

The year 2007, up to this point in my life, rates as one of the most challenging years of my professional career. The challenges that Michigan continues to face are monumental. I have seen several businesses either downsize or completely close-up shop. I have seen numerous friends move to other states in order to continue to support their families.

Over the last 12 months as an organization, MITA has fought three different attempts to increase the tax liability of construction business owners here in our state. The first Michigan Business Tax (MBT) debate resulted in a minimal overall increase for construction related companies across the state. The next assault came in the form of a sales tax increase on services, which could have included construction services. In the end, MITA was successful in lobbying in keeping the construction industry out from underneath this expanded liability of a sales tax on services. Finally, the legislature realized that they had made a mistake with both of the two previous debates (as mentioned above) and decided to repeal the service tax and replace those repealed revenues with an increase in the MBT. In this case, MITA did find some success by pushing hard for this new 22 percent surcharge to be applied only to those companies that have net annual gross receipts of over \$20 million.

In the end, those three debates against Michigan businesses took most of the oxygen out of the air here in Lansing, and thus did not allow for MITA's transportation funding initiative to move forward to the finish line. However, we have not given up the fight and continue to make strides towards significantly increasing state revenues for Michigan's aging infrastructure. Eventually, when successful, this initiative will have a positive impact for the overall industry and our state's economy. This additional



investment will offer more work at the state and local level for not only road builders but also underground contractors who are performing water and sewer work that is incidental to the overall road project. It will relieve the burden on smaller projects across the state, where the number of bidders in tight economic times have grown to historical levels. Ultimately, more work should draw larger companies away from the smaller local jobs and allow the younger, emerging businesses in our industry to gain experience and grow.

So, no matter what you might read in the paper or hear on the news, don't give up hope because the staff at MITA will continue to keep our heads down and our momentum moving forward with regards to this important initiative.

Although 2007 was a challenging year, I believe it is important to recognize various groups and individuals who have helped to make a difference for our industry. First of all, a special thanks to those MITA members who have stepped up corporately or with personal time to help



to promote and protect our industry. A wide variety of our members step up regularly with financial commitments and specifically have given large dollar amounts to our Transportation Funding Initiative and personally to the MITA PAC. In these tough economic times, a big thanks should go out to these people who have made the decision to invest in our industry's future. There should also be recognition for those industry leaders who give of their time in order to help guide the MITA ship in terms of our direction. A big "thank you" should go to the entire Board of Directors as well as those individuals who volunteer their time to participate in various committees and workgroups that MITA has in place.

There are several affiliated groups that we work with that deserve recognition. I am sure that there are some that I will forget by listing them specifically. Nonetheless, it is important to name a few. A big "thank you" to our friends at the Michigan Chamber of Commerce and our comrades in the various contingencies of organized labor. These Continues on pg. 32

Vice President of Membership Services Comment

Something for Everyone

Annual Conference

The positive feedback from this event has been humbling. A packed agenda starting on Wednesday afternoon finishing with the Presidential Gala on Friday evening provided something for every member or industry guest. I'd like to take this opportunity to publicly thank all of our vendors and function sponsors. Events of this magnitude would not be possible without the overwhelming support of our associate members and industry supporters. Please do your best to support those who support us! (See photos from the event and recognition of sponsors and exhibitors on pages 40-42.)

However, in the spirit of continuous improvement, I am always interested in what can be done to improve all MITA events. Your suggestions are always welcome.

MIOSHA Grant

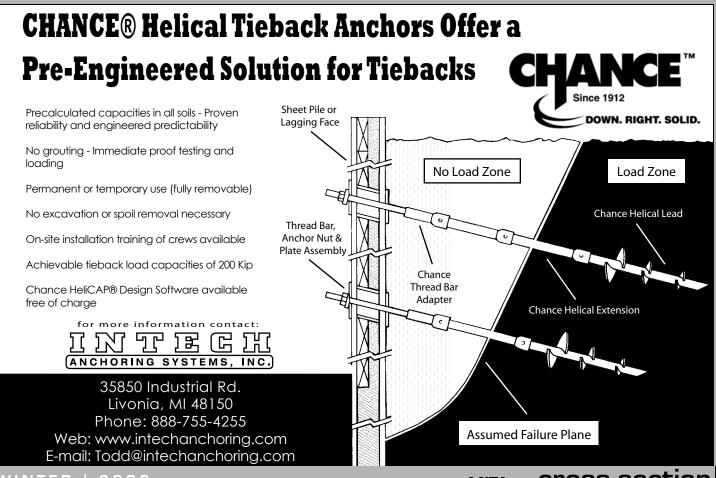
Even during these budget strapped times MITA was successful in obtaining a grant for MIOSHA in the amount of \$40,000. The money will be used to develop a DVD for excavation work. The DVD will complement MITA's Trench Safety Handbook already in circulation. Significant differences from MIOSHA Part 9 Excavation Trenching and Shoring and OSHA Sub Part P were the catalyst for this request. Training of this nature has always been on my wish list and is now becoming a reality. The DVD project should be completed by fall/winter of 2008 just in time for the 2009 training season. You



may be interested to know that no cave-in fatalities were recorded during the 2007 construction season. This isn't just luck! I am personally proud of our members' commitment to training and the changes in work practices that have become evident over the years. FYI: MIOSHA is turning an eye to fall protection issues, which has led the list of construction fatalities for the past few years.

Governor's Traffic Safety Advisory Commission (GTSAC)

What a mouthful! This group was put together in an effort to make Continues on pg. 32



Vice President of Engineering Services Comment

Closing the Books on 2007

As we close the books on 2007, I believe it is worthwhile and somewhat therapeutic to pause for a moment and reflect on some of the most noteworthy accomplishments we achieved in a very challenging, yet successful year. As an industry, we found ourselves mired in a sluggish Michigan economy that saw the housing and private side of our interest decline significantly. At the same time, the public infrastructure side of our industry was reacting to the realities of ever decreasing state transportation revenues and the prospects of a potentially bankrupt federal transportation trust fund. Unprecedented pricing and continuous volatility at the gas pump hindered our efforts to grow any real political or public support for our infrastructure funding initiatives. Yet, through all the economic gloom of 2007, we maintained our focus, held strong in our commitment, and accumulated numerous successes that have, and will, provide benefits for our membership and our industry. Those most noteworthy 2007 successes and accomplishments include:

> Facilitated implementation of the MISS DIG "Design/Survey Ticket" system. This new three-tier ticket system provides project designers a formalized avenue for improved communications with utility companies early in the project development phase. (For more information on this new

MISS DIG system go to page 28.

> MDOT Engineering OperationsCommitteeapproval of new two-step process for reviewing contractor claims.

> Negotiated MDOT, attorney general, and Department of Management and Budget approval of a proposal

that allows prime contractors to provide, in lieu of an Owners and Contractors Protective (OCP) Liability Policy, the required project specific bodily injury and property damage insurance via their General Liability Policy.

➤ Removal of the exculpatory language from MDOT utility coordination clauses that inappropriately shifted the risk and financial burden of unknown utility issues to the contractor.

 \succ Continue to grow relationships and expand the MITA sphere of influence through active and aggressive interaction with the County Road Continues on pg. 49



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Director of Safety & Workforce Development Comment

Continuous Training is Key

If I've said it once, I've said it a thousand times; train, train and keep training. Training along with employee hazard awareness and supported by supervision are key ingredients to safety. MITA super conferences have come and gone with attendance lower than usual. The drop was somewhat expected due to the economy and lack of work in our "great" state. My hope is that if companies aren't looking to MITA for training, they are taking it upon themselves. My fear is that some companies are putting the whole thing on the back burner until it's too late. MITA prides itself on giving members the most up to date and informative training opportunities. Whether it be underground, road, bridge, first aid/ CPR the list is endless and there is always a need. If your company is in need of additional training, contact the MITA office and set something up today.

For those of you not in attendance at this year's Annual Conference, you missed an informative round table discussion with some MIOSHA top brass. Discussion focused first on alliances. As in the past MITA has kept MIOSHA at arms length regarding alliances. This has not changed to date, but productive conversations have taken place. MIOSHA reports that their strategic plan covering 2009-2013 is in the final stages and available soon. The current stats are: Recordable injuries are down over 30 over the last three years. There

were 11 construction-related fatalities in 2007 with falls being the #1 killer. There were ZERO cave-in deaths. MIOSHA made 2,794 construction inspections last year. Nearly 6,000 citations were issued during those inspections. In just over 1,000 of those inspections, no citations were issued.



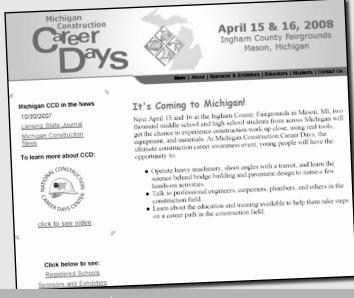
MIOSHA will be instituting a Fall Protection Initiative covering both construction and general industry this year. The department will also be taking a closer look at training of employees. What this all boils down to is: do your people really get it and are they performing work the same way they were trained? The answer to this question was answered in my opening remarks. Employee hazard awareness (training) and good supervision will keep workers safe and MIOSHA content.

MITA recently received information that Federal OSHA is proposing a rule Continues on pg. 51

Michigan Construction Career Days

April 15 and 16 at the Ingham County Fairgrounds in Mason, Mich., 2,000 people from across Michigan will get the chance to experience construction work up close, using real tools, equipment, and technologies. At Michigan Construction Career Days (CCD), the ultimate event for exploring construction careers, young people will have opportunities to operate heavy machinery, understand GPS construction applications, and

Continues on pg. 51



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Director of Legislative Affairs Comment

State Seeing Windfall on Fuel Related Sales Tax Revenues

At the end of 2007, MITA released state sales tax numbers showing a huge spike in taxes generated on gasoline purchases in Michigan (see chart based on data from the House Fiscal Agency). Because the sales tax is a percentage of overall price, therefore, as gas prices increase so does the

Estimated Sales Tax on Gas from 2000 - 2007 \$750 *\$66 \$650 \$632 in Mill \$562 \$550 \$45 \$450 \$387 \$350 \$376 \$331 \$250 2000 2001 2002 2003 2004 2006 2007 2004 Gas Tax Revenue 2000 - 2007 \$1,000 \$950 \$932 \$03/ \$928 \$900 *\$857 \$850 \$800 \$750 2000 2001 2002 2003 2004 2005 2006 2003

tax collected. Unfortunately, none of that money is directed towards transportation.

The figures are striking.

From 2002 to

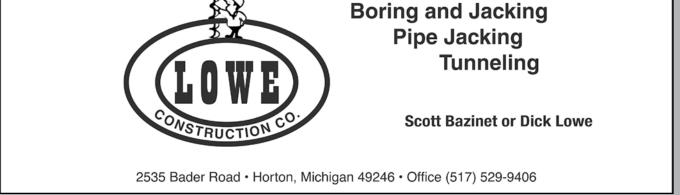
2007, the sales tax collected on gas doubled from \$331 million a year to an estimated \$664 million per year, based on House Fiscal Agency numbers. At the same time, the gas tax—which is constitutionally dedicated to transportation-- plummeted from \$936 million in 2002 to an estimated \$857 million in 2007.

Michigan is one of the few states that charge both a gas tax and a sales tax on gas, making the state one of the highest fuelrelated taxes in the country. At current rates, when gas prices hit \$3.18 per gallon, the state collects more in sales tax than gas tax. Yet most drivers believe that taxes collected at the pump are being spent on roads.

The government has been in a position to take advantage of consumers' misfortune. As gas prices have skyrocketed, the state's general fund has received a windfall. Gas prices have increased by about seven cents per gallon since 2000 due to sales tax hikes alone.

Wary state budget officials, who have been quite adept in recent years at balancing the general fund budget by diverting transportation dollars, recognize the implication of this information. Much to their dismay, one policy option being bandied about in Lansing is phasing out the sales tax on gas as a way to offset any increase in the gas tax.

Continues on pg. 52





Update

MITA Encouraged by Governor's Quick Action on Transportation Task Force and Citizen's Advisory Committee

Governor Jennifer M. Granholm in February announced members of a task force and a citizen's advisory committee to make recommendations for funding transportation in Michigan. Mike Nystrom, MITA's vice president of government and public relations, was named to the ninemember task force. Keith Ledbetter, MITA's director of legislative affairs, was named to the 18-member citizen's advisory committee.

"MITA looks forward to being an active participant in the transportation funding discussions," Nystrom said. "We are hopeful that there will be interim reports released by the committee with immediate action items to address our transportation funding problems, which are at a crisis point."

MITA has been calling on the Michigan Legislature and Governor Granholm to invest an additional \$1 billion annually to help solve Michigan's transportation funding crisis. Under current investment strategies, Michigan will fall \$44 billion short of the necessary road and bridge funding unless it develops a new strategy, according to the Michigan Department of Transportation's federally required 25-year plan.

It is estimated that the state has a \$700 million annual shortfall in maintaining the MDOT-managed system and at least \$2 billion in additional needs at the local level. Last year, MITA unveiled a comprehensive plan for a dedicated and sustainable funding stream to make roads and bridges throughout Michigan safer, repair deteriorating streets and relieve traffic congestion in rapidly growing communities.

"This task force has an opportunity to help turn Michigan's economy around and to help create jobs that are sorely needed," Nystrom said. "There are immediate needs on every front, and therefore we look forward to getting started immediately and aggressively tackling this challenge."

MITA Announces 2008 Legislative Goals

On the heels of a historic year with the abolition and replacement of the Single Business Tax, MITA announces their legislative goals for 2008.

A primary focus for MITA will be the final push for the \$1 billion per year transportation-funding proposal. With the 18-percent drop in the road and bridge program in 2008, significant pressure will be placed on policymakers to finally address this important issue.

Another top priority will be MITA's billion-dollar clean water investment plan. The 2002 Clean Water Bond money was approved by voters but has yet to be spent by the state. The focus in 2008 will be to ensure that the state begins spending those dollars at \$200 million per year over the next five years.

In addition to these funding issues, MITA will be working very closely on the state's 2009 budget. Of particular note will be efforts to limit diversions of infrastructure dollars to other areas of the state budget.

There are several other important policy items that MITA will be working on in the year ahead: work zone safety legislation, a prompt pay package, water diversion and protecting industry from overreaching new powers of County Drain Commissioners.

2007 MITA LEGISLATIVE ACCOMPLISHMENTS

- Successful in amending the new proposed Michigan Business Tax.
- Companies were given a 100% deduction for subcontracting costs and a tangible purchases credit that will allow contractors to deduct the cost of goods.
- The plan provides a personal property tax credit for the construction industry.
- LLCs and S-Corps will be able to deduct the cost of salaries paid to coowners, thus avoiding double taxation.
- Successful in exempting construction costs from the new state tax on services, saving an estimated \$372 million a year.
- Recruited bipartisan bill sponsors to introduce an increase in the gas tax, vehicle registration fee and diesel tax (HB 4575-4577).
- Garnered gas tax endorsement by the MI Chamber of Commerce.
- Have significantly increased awareness of the need for an overhaul of the transportation funding mechanism here in Michigan.

Continues on pg. 52



Director of Technical Services Comment

MISS DIG Unveils Design/Survey Ticket System

July 12, 2007 marked a historic event. On this day MISS DIG rolled out their new three-tier ticket system. This new system will ultimately prove beneficial to contractor members as it provides engineers and designers an avenue for enhanced early communications with utilities companies that should result in more accurate and reliable utility location information.

A little over a year ago, MITA learned of this new MISS DIG system that would provide more accurate information earlier in the design process and alleviate many of the utility problems typically encountered during construction. However, although the system was functional, MISS DIG had not implemented if for a lack of perceived users. Recognizing that this system would ultimately benefit all members, MITA coordinated a meeting between the Michigan Damage Prevention Board, the Michigan Department of Transportation, the County Road Association of Michigan, the Michigan Municipal League, the Michigan Association of County Drain Commissioners, and the American Council of Civil Engineers. MITA's objective for the meeting was to educate stakeholders about the proposed system and its potential benefits, and solicit their input prior to its implementation. Now after numerous meetings and countless e-mails and discussions, the new MISS DIG system has been implemented and is operational.

In brief, the new three-tier ticket system involves a design

ticket, survey ticket and the traditional

utility's engineering group to exchange

information with the design engineer

during the preliminary design phase. By

knowing where the utilities are located at

this advanced project development stage

the design engineer may be able to locate the infrastructure improvements around

• The survey ticket is a request to the

utility for field marking of the underground

facilities for the purpose of utility

• The design ticket is a notice to the

"dig" ticket.

them.

similar results.

issued; and 45 survey tickets have been issued. Although the new system

is up and running, much work is yet to be done. The newly

52 design tickets have been

released MISS DIG logo displayed with this article will be placed on contract documents developed utilizing this new system. Located within the new logo is an area for the designer to input the design and survey ticket number associated with the project. Information related to those MISS DIG ticket numbers can be accessed on-line at http://www.missdig.org/MissDig/design_ticket.htm. Through the MISS DIG website, contractors are able to view project specific information such as the participating utility companies as well as the date of the survey. The tickets can be viewed on-line for 120 days after which the contractor will need to call MISS DIG for that ticket information.

Proper utility locating has been a long-standing issue for MITA. Through our relationships with state and local owner agencies, design firms, and utility companies, we will continue to promote the use of this new MISS DIG system. This system will be

a valuable tool for improved communications between the designer and utility company early in the design phase. The enhanced communication and coordination will ultimately improve the quality of the contract documents and thereby reduce the potential for utility related delays and additional expenses.

> As this new three tierticket system is intended to improve the quality of utility information provided in the plans, contractors are still required to and responsible for obtaining a dig ticket prior to putting a shovel in the ground. If you have any questions regarding

this new system or how to obtain ticket

• The "dig" ticket is the traditional three-day ticket request to the utility company to field mark the underground facility for the purpose of excavating.

As of the writing of this article over 80 design firms have registered as users of the new system; 25 MISS DIG members have indicated they will participate; information, please contact MITA.

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





MED TOOL BOX TALKS

Before you get started:

There are five basic safety tips that apply to the whole industry. If you practice these five tips, you could make a difference.

• KNOW YOUR JOB. • BE ALERT. • EXPECT THE UNEXPECTED. • USE GOOD JUDGEMENT. • ALWAYS THINK SAFETY.

These tool box talks have been designed to include all of the information your company should be able to include in a five minute session. MITA suggests that you document this activity with the sign-in sheet that has been provided and keep it on file for future reference.

Test Your Knowledge

Here are some questions taken from various TBT published over the last year. Take some time and see how well you remember.

- 1. Heat cramps are usually caused by a lack of....
 - A. Pop
 - B. Sleep
 - C. H2O
- 2. If an overhead energized power line is sleeved or a spotter is in place, equipment may operate as close as possible.

True or False

3. Storing fuel and other materials under power lines is premitted.

True or False

4. MIOSHA rules require the Traffic Regulator to wear a hard hat, reflective vest, safety glasses, long pants and steel toed footwear.

True or False

5. Every construction jobsite is required to have a Qualified Person who is responsible for monitoring safety and compliance with MIOSHA standards.

True or False

6. A trench only needs to be inspected by a Qualified Person after rain storm.

True or False

7. The use of aerial work platforms is permitted on a floating barge.

True or False

- 8. All of the following are required on each job except...
 - A. Person trained in First Aid/ CPR
 - B. Drinking water with cups
 - C. Written safety program
 - D. A list of all employees working
- 9. When signs, signals and barricades do not provide the necessary protection for operations on highways, other appropriate traffic controls must be provided.

True or False

10. When working near live traffic you are required to wear a Type I or II reflective vest.

True or False

11. MIOSHA standards allow "Danger" swing stickers in place of barricades during crane operations.

True or False

12. You are allowed to work from an aerial work platform12' above ground without fall protection as long as all 4 sides meet guardrail requirements.

True or False

 Employees on walking/ working surfaces shall be protected from falling through holes more than
 6' above lower levels by fall arrest systems, gaurdrails or covers.

True or False

Continues on pg. 53

MITA Statement Regarding National Surface Transportation Policy and Revenue Study Commission Report Jan. 18, 2008

"The National Surface Transportation Policy and Revenue Study Commission issued a report yesterday which highlights the dramatic transportation infrastructure needs across the U.S. The report discusses the numerous transportation challenges our country faces and makes recommendations for the reauthorization of the transportation surface program. One of the primary suggestions of the federal report calls for a gas tax increase from 25-40 cents per gallon over the next five years, with indexing thereafter.

MITA agrees with many of the findings of the report including the call for a greater investment by the federal government. However, we caution that Michigan is not positioned to benefit from these dollars under our current state investment strategy because we will not have the resources to match the suggested federal dollars.

The report also included a comprehensive analysis of alternatives to the gas tax, similar to an effort now beginning in Michigan resulting from the December passage of Senate Bill 59. Despite the thorough analysis of many different types of funding alternatives from across the country, the commission concluded that a per gallon gas tax has, and should continue to be, the primary source of federal transportation funding across the nation.

The State of Michigan cannot wait on the federal government to save our own infrastructure – our state policymakers must act now to fix our crumbling roads and bridges. Michigan legislators need to wake up and realize that relying on the federal government is not an option. We must work together as a state to provide the funding necessary to keep our roads and infrastructure safe."



Kevin R. Folleth, V.P. & Manager 517/372-1291 office 517/694-6123 fax Holt, MI

We pride ourselves in our Honesty and Dependability, having been in the Traffic Safety Business for 25 years. In addition to the Highway Traffic Safety, we do install parking lot signs. We respond to your immediate needs.

Michigan Roads Deserve Diverted Road Dollars: Transportation groups demand refund of diverted funds in light of budget surplus Jan. 4, 2008

Transportation groups are demanding that the millions of dollars that were shifted out of the Michigan Transportation Fund (MTF) only to be diverted to the General Fund – a fund that has a budget surplus of \$259.1 million – be returned to fix the state's crumbling infrastructure.

The MTF took several cuts in FY07, including \$5 million shifted out of the Comprehensive Transportation Fund (CTF) and \$6 million from the Transportation Economic Development Fund (TEDF), all if which were redirected to the General Fund.

"At a time when Michigan needs economic development, we are robbing transportation dollars to fund other departments, only to end up with a budget surplus," said Mike Nystrom, vice-president of government and public relations for Michigan Infrastructure and Transportation Association (MITA) and co-chair of Michigan's Transportation Team. "It makes absolutely no sense. It hurts the taxpayers of Michigan and business owners who depend on a safe and efficient transportation system – a system that is in dire need of funding."

Currently, FY08 paints an even more dismal picture for Michigan's deteriorating roads. The MTF will lose another \$5 million from the CTF and \$13 million from the TEDF to once again line the General Fund's pockets.

"Michigan legislators need to wake up and realize our transportation system needs funding now," said Nystrom. "This is a critical issue for our state, and legislators need to stop using the MTF to fill other gaps, especially not to create a surplus."

MITA represents a broad spectrum of underground and highway construction companies and suppliers that help build a better Michigan infrastructure from the bottom up. It has been a leading voice for securing adequate transportation funding at the federal and state levels.

For more information, visit www.mi-ita.com. For more information on transportation funding, visit www.drivemi.org.

Fight Continues to Fund Roads December 18, 2007

The Michigan Legislature failed to provide adequate funding to fix our crumbling roads and bridges in 2007, but transportation leaders will be heard loud and clear in 2008.

"We want legislators to know we are not backing down," said Mike Nystrom, vice-president of government and public relations for Michigan Infrastructure and Transportation Association (MITA) and co-chair of Michigan's Transportation Team. "We will continue to push for the necessary funds to make our roads and bridges safe."

Under current state and federal funding formulas, Michigan will fall far short of the necessary funding to meet all its transportations needs unless it develops a new strategy to adequately fund its roads and bridges, according to the Michigan Department of Transportation's federally required 25-year plan recently submitted to the U.S. Department of Transportation.

"MDOT's analysis makes it crystal-clear that the experts understand there simply is not be enough money in the coffers to ensure Michigan has safe, well-maintained roads and bridges in the short-run or over the long-haul," Nystrom said.

It is estimated that the state has a \$700 million annual shortfall in maintaining the MDOT-managed system and at least \$2 billion in additional needs at the local level.

Continues on pg. 54

MITA in the News

For complete copies of these stories, visit www.mi-ita.com and click on "News."

WLNS-TV: Group Wants Budget Surplus Put Back to Fixing Roads

January 7, 2008

A lobbying group for Michigan roads is demanding its share of money back from the state after being hit with deep funding cuts. Just this week, lawmakers announced the state finished the 2007 fiscal year with a surplus. Now one group says some of that extra money should go back towards fixing Michigan's roads. Those lawmakers have different plans. Driving around Michigan, it's likely you'll see some cracks and potholes in the roads.

Mike Nystrom, MITA: "Our roads are crumbling, it's not something that's just happening here in Lansing, it's happening all across the state and it is a direct relation to the inadequate funding that we've had for decades."

11 million dollars were cut from Michigan's roads last year, but now that lawmakers say the state has a 350 million dollar surplus, some groups want the money that was taken to be returned.

Mike Nystrom: "You find out you have a surplus, give the money back."

Mike Nystrom is with Michigan's Infrastructure and Transportation Association. He says putting the extra money back into the roads could help turn around the struggling state.

Mike Nystrom: "We have to put money into our infrastructure that will help attract businesses, to help the businesses that already are doing well."

Lawmakers agree that the state is struggling, but they say, instead of giving the money back, it should be saved for Michigan's future...

Dowagiac Daily News: Fight continues to fund roads - money needed in 2008 to fix Michigan's crumbling infrastructure

December 26, 2007

LANSING - The Michigan Legislature failed to provide adequate funding to fix our crumbling roads and bridges in 2007, but transportation leaders will be heard loud and clear in 2008.

"We want legislators to know we are not backing down," said Mike Nystrom, vice president of government and public relations for Michigan Infrastructure and Transportation Association (MITA), and co-chair of Michigan's Transportation Team. "We will continue to push for the necessary funds to make our roads and bridges safe."

Under current state and federal funding formulas, Michigan will fall far short of the necessary funding to meet all its transportation needs Continues on pg. 55

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Problem Solver

As you are likely aware, the approval of additional work by an owner may not mean you will get paid for that work anytime soon. A MITA contractor member was reminded of this recently on a county bridge project that detailed a three-sided steel sheet piling enclosure for the construction of an abutment footing. Due to the water elevation, the proposed sheeting configuration would not provide adequate protection for working in dry conditions as required by the specifications. The contractor proposed an alternate sheet piling enclosure design and after receiving county approval for the additional work, installed the sheeting, constructed the footing, completed the bridge and opened the project to traffic.

Some time after the sheet piling fieldwork was completed, the contractor and the county signed the contract modification for the additional quantity of sheeting and submitted it to MDOT for approval and payment. Unfortunately, MDOT responded that since the county had not discussed the sheeting issue and the increased cost with them, they would not sign the contract modification unless it indicated the additional cost would be 100 percent county participation.

Frustrated by months of non-payment and now witnessing this intergovernmental debate over participation, the contractor member called the MITA office for help. MITA staff immediately contacted the MDOT TSC involved and communicated the position that any intergovernmental funding disputes over work that has been approved and completed must be transparent to the contractor and cannot unreasonably delay payment. Soon after that MITA call a contract modification agreeable to MDOT, the county and the contractor member was issued and signed by all.

Vice President of Government & Public Relations Comment Continued from pg. 22

groups have been unwavering in their dedication to our funding initiative. Our sincere appreciation to the County Road Association and its members, the Michigan Municipal League, the Consulting Engineers Council, and the firms that they represent, the staff at SEMCOG and our sister associations: APAM, MCPA and MAA.

It is also important to recognize and show our appreciation for those consultants that work so hard for us. Therefore, another big "thank you" goes out to PAA (MITA's multi-client lobbying firm) and to the Rossman Group (MITA's public relations firm) for all of the hard work that they do on a daily basis to assist the MITA staff and help the overall industry.

In conclusion, it is important to thank the handful of individuals at MDOT and the small group of legislators who actually dare to step out every once in awhile by taking a leadership role in items that are important to Michigan's future. It has been said many times recently that there isn't a whole lot of political strength and fortitude left in Lansing anymore. But to those individuals who have stepped up to the plate at both the regulatory and legislative level a sincere thank you from all of us here at MITA.

I am sure that 2008 will prove to be another challenging year for us in the heavy construction industry all across the state of Michigan. Rest assured that the staff at MITA stands ready to face those challenges and will continue to promote and protect the interests of our MITA members.

For any comments or questions, please contact Mike Nystrom either by e-mail at mikenystrom@mi-ita.com or call the MITA office at 517-347-8336.



Vice President of Membership Services Comment Continued from pg. 23

Michigan roads safer by reviewing state protocols and practices. The GTSAC is recognizing MITA for its outstanding contributions to safety via the "Where Workers Present Drive 45" program. MITA will receive an award at the 13th Annual Michigan Traffic Safety Summit on Thursday, March 13, 2008.

In regards to traffic safety, MITA has regular meetings with MDOT. If you are experiencing jobsite problems, please call Pat Brown or myself.

Give Em' A Brake Coalition (GEAB)

If isn't broke, don't fix it is the theme for this year's GEAB campaign. This means that radio spots will be the main emphasis for dollars collected for the GEAB program. The coalition is steadfast in its effort to protect construction workers working in and around the traveled way. It is hard to measure the impact of such campaigns (similar to advertising); but, we all know what you get if you don't try! I will soon be asking for contributions to this effort. Watch your newspaper for road safety articles this spring. The official kick-off for this year's campaign will mirror the national road safety awareness effort, which is scheduled for April 7 through April 11, 2008. Drive safe.

Public Act 53 "Miss Dig" Rewrite/Contract

From time to time I promised an update on the utility locating issue. For those of you who are unaware, Bob Patzer and myself sit on the Michigan Damage Prevention Board (MDPB), which meets once a month throughout the year in an effort to tackle issues that impact your ability to safely locate buried facilities. MITA has negotiated a contract with all the major utility owners in Michigan. The contract clarifies "gray areas" with regard to P.A. 53 and has been working well for members and the utilities. Damages are down. However, to take advantage of the protections provided by the contract you must be signatory to the contract. If you have not executed those documents, please call for them so you may do so. If you are unsure, please call me

Continues on pg. 49

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MEMBER PROJECT PROFILE

Concrete Pipe Used for Largest Stormwater Detention Facility in Michigan

By Robin Wolf Director of Marketing and NovaBrik Sales Manager Premarc Corporation

In areas prone to heavy rainfalls or flash flooding, an underground detention system allows for the collection and storage of stormwater that can later be discharged into the municipal system at a controlled rate. In arid regions, stormwater can be stored in underground detention systems for use during times of little or no precipitation. The benefits of underground storage facilities are as numerous as the configurations and materials used to build them. In 2007, two large reinforced concrete pipe stormwater detention systems were installed under a parking lot used by students and faculty at Star International Academy in the City of Dearborn Heights. The installations were part of an extensive renovation project, including storm sewers and the stormwater detention facilities. Together, the detention systems comprise the largest reinforced concrete pipe stormwater detention facility in Michigan.

Star International Academy is an independent school, which admits students from diverse cultural and ethnic backgrounds to its college-preparatory program serving families in the Greater Detroit area. It provides an educational environment that enables the various ethnic traditions, values and experiences





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of its students to enrich and nurture one another.

The first detention system was designed to hold approximately 57,500 cubic feet of stormwater run-off while the second was designed to hold approximately 27,500 cubic feet. JAD Engineering Services, Inc., in West Bloomfield MI, was assigned the design of the school upgrades, including the detention systems. Established in 2000, the company provides civil engineering services for residential, commercial and institutional projects throughout the Detroit area. The design engineers were Jawad Defoni, president and Salem Y. Jiedou, P.E.

The preliminary concept developed by JAD consisted of a 72-inch diameter reinforced concrete pipe. The Premarc Corporation was required to submit designs for JAD to review and approve. When all site parameters, storage capacity, hydraulic and structural requirements were considered for the facility, a two-system facility with monolithic fittings was developed by Premarc's engineers, who have combined experience totaling over 65 years.

> DiPonio Contracting was contracted by the school to construct the infrastructure. When the company started in the late 1980s by Michael DiPonio, it focused primarily on site grading. Following his father's death in 1995, Frank Diponio took over the company and quickly expanded the business from site work to sewer work and site utilities.

Since the project was located in the City of Dearborn Heights, in Wayne County, it fell under the Stormwater Ordinance of Wayne County. Under the ordinance guidelines, all stormwater detention systems, which empty into a county drain, are required to have plans and pipe materials reviewed and inspected by Wayne County. According to Paul Gluszak, P.E., Division Testing Engineer, Wayne County has its own quality control based system of acceptance, because county engineers have seen pipe materials fail long before they reach their projected service life, even when material certifications were supplied. Gluszak says, "Our testing and material inspection ensures contractors pulling permits get a better product without creating a liability for the taxpayers."

Limited space for construction of the detention systems was a significant consideration as it affected the movement of equipment on site and delivery of construction materials including the precast concrete pipe. The dimensions for the

34 MITA Cross-section

larger stormwater detention system was 340 feet x 54 feet and the dimensions for the smaller system was 163 feet x 54 feet. Only two days worth of construction materials could be stored on site at any time. MDOT Class II sand was used as backfill and all insitu soils had to be excavated and hauled from the site. Dimensions from the top of the roadbed to the top of pipe varied from 18-inches to 36-inches.

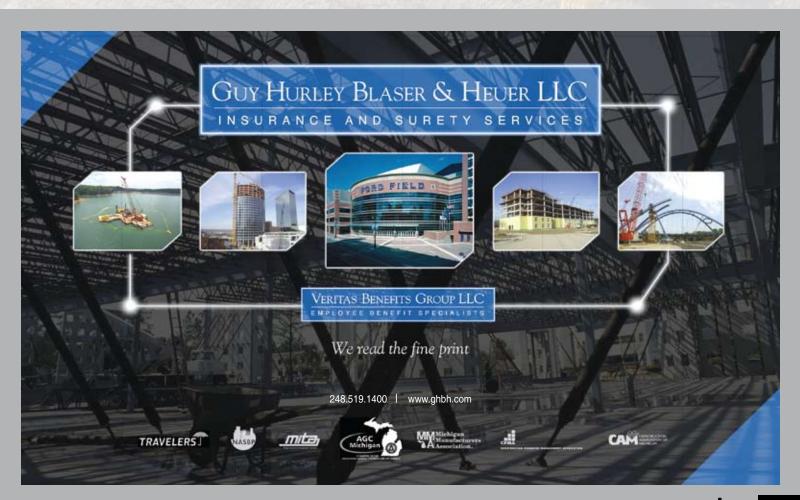
Each of the two detention systems consisted of six rows of 72-inch diameter ASTM C-76, Class IV pipe. The larger detention system had six rows of 72-inch diameter pipe with each row being approximately 340 feet in length. The smaller detention system had six rows of 72inch diameter pipe with each row being approximately 163 feet in length. At each end of each detention system, 72-inch diameter x 48inch diameter pipe were used to connect each row of 72-inch diameter pipe. In each corner of each detention system, 72-inch diameter x 48inch diameter pipe were used to connect each row of 72-inch diameter pipe. In each corner of each detention system, 72-inch diameter x 48inch diameter precast manhole tee fittings were installed to provide for access, inspection and maintenance. The ends of each row of 72-inch diameter pipe in each of the two detention systems were plugged using precast bulkheads creating two entirely precast detention systems.

Because the project was a school site, an accelerated construction schedule was required since construction had to begin and end while the school was operating at a reduced capacity during the summer. The project was bid in February. Construction had to be underway by June with completion by September 1.

Premarc's participation in the engineering of the facility, assurance of high quality products, competitive prices, and the ability to provide on-time deliveries prompted DiPonio Contracting to choose Premarc to supply the reinforced concrete pipe and fittings.

Project:	STORMWATER DETENTION FACILITY
	Dearborn Heights
	City of Dearborn, Wayne County, Michigan
Owner:	STAR INTERNATIONAL ACADEMY
	City of Dearborn, Wayne County, Michigan
Consulting Engineer:	JAD ENGINEERING SERVICES, INC
	West Bloomfield, Michigan
	Jawad Defoni, President
	Salem Y. Jiedou, P.E.
Construction Manager:	E. GILBERT & SONS, INC.
-	Utica, Macomb County, Michigan
	Mr. Michael Beaugrand
Contractor:	DIPONIO CONTRACTING, INC.
	Shelby Township, Macomb County, Michigan
	Frank DiPonio
Quantities:	1,488 feet of 12-inch diameter C-76 Class IV RCP
	600 feet of 15-inch diameter C-76 Class IV RCP
	284 feet of 21-inch diameter C-76 Class IV RCP
	208 feet of 24-inch diameter C-76 Class IV RCP
	112 feet of 30-inch diameter C-76 Class IV RCP
	2,976 feet of 72-inch diameter C-76 Class IV RCP
	48 sections of 72-inch diameter fittings at 8-feet lay lengths
Producer:	PREMARC CORPORATION.
	Durand, Michigan
The Premarc Corporation	is Michigan's largest precast concrete pipe manufacturer. Founded ir

The Premarc Corporation is Michigan's largest precast concrete pipe manufacturer. Founded in 1927 in Durand, Michigan by the Marsh family, the company first operated in the Flint and Lansing area but now has facilities in Cadillac, Grand Rapids and Clarkston, as well as Durand. Premarc's delivery fleet supplies the entire lower peninsula of Michigan and extends into Indiana. Products include precast reinforced concrete sanitary and storm sewer pipe, manholes, catch basins, wet wells, and pump stations. Bridge products include concrete boxes, and prestressed bridge beams. **For more information, see www.premarc.com.**



WINTER | 2008

MITA Cross-section 35

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MEMBER

Efficiency Production, Inc.

Ken Forsberg, president of Efficiency Production, Inc. (right) presented MITA with a framed article about them during MITA's holiday party in December. Rob Coppersmith, MITA vice president of membership services, accepted the gift.



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This law firm was founded on a 106-year tradition of high quality service based on experience, performance and results. With nearly 100 attorneys and offices in Lansing, Farmington Hills, Detroit, and Grand Rapids, the firm provides general, local and special counsel to businesses and individuals

throughout the Midwest. NEW SHAREHOLDERS

Benjamin S. Price is a member of the Banking, Finance and Real Estate Practice Group in Lansing

Ronald D. Richards, Jr., since

where he practices primarily in the areas of Real Estate and Real Estate Development.



Benjamin S. Price

joining the firm's Administrative and Municipal Practice Group, has focused his practice primarily on municipal law, government relations, telecommunications and

Ronald D. Richards Jr.

administrative law. NEW HIRES

Joel C. Farrar joined the firm's Business and Corporate Practice Group focusing his practice in the areas of business organization and planning, corporate finance governance and securities, employee benefits as well as taxation and tax planning.



Joel C. Farrar



Samuel J. Frederick

Joshua K. Richardson has joined the General Litigation Practice

He focuses his practice in Group. the areas of commercial litigation, construction litigation, insurance defense and litigation.



Cole M. Young has joined the firm's



Administrative Richardson and Municipal

Practice Group and practices primarily in the areas of administrative law, construction and municipal law.

Samuel J. Frederick practices primarily in the areas of commercial litigation, business transactions, real estate, intellectual property, software

development, e-commerce, capital formation and insurance defense.

Cole M. Young

G2 Consulting Group www.g2consultinggroup.com

G2 Consulting Group is a full-service engineering firm providing geotechnical, environmental and construction engineering services to Fortune 500 companies, major utilities, property owners, government agencies and leading architectural, engineering and construction firms across the United States. G2 also has offices in Brighton, Mich., and suburban Chicago, Ill.

NEW HIRE

Grant Dean has been hired as a field technician in the construction engineering services group in G2's Troy, Mich., headquarters. Dean had been a construction materials technician with Testing Engineers and Consultants in Troy, Mich.

PROJECTS

ITC Construction engineering services provided by G2 Consulting Group of Troy, Mich., secured a substantial savings on the cost of a new \$60-million headquarters for ITC in Novi, Mich.

G2 suggested and designed an alternate method for placing an access road on a large deposit of deep peat and marl, a very compressible clay and silt material. Instead of building a bridge over it, G2 recommended using a "rolling surcharge" to remove and compact the peat and marl. This method uses earth-moving equipment to push large Continues on pg. 44



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UPCOMING AUCTIONS CHICAGO, IL – March 18 &19, 2008 COLUMBUS, OH – March 20, 2008





MITA Cross-section 39

<u>Years</u>

MITA 2008 Annual Conference Presidential Ball

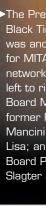


A highlight of the event on Thursday afternoon was a panel discussion led by the "never shy" Lansing news correspondent Tim Skubick. He asked Sen. Mike Bishop (R-Rochester) and Rep. Andy Dillon (D-Redford Township) questions about state funding for transportation in a session titled: "A Battle for Your Dollars at the State Capitol." Pictured from left to right are Skubick, Sen. Bishop and Rep. Dillon.

Mike Nystrom of MITA presented Rich Lehman, retired from E.C. Levy Co., with a plaque to recognize him as the first honorary member of MITA. Lehman has been extremely active in MITA over the years, and most recently played a vital role in MITA's state funding efforts.









MDOT Director Kirk Stuedle (far right) and MITA's Glenn Bukoski (far left) presenting 2007 NPHQ National Achievement Awards. The recipients from left to right after Glenn are Louie Taylor, MDOT; Wes Butch, DLZ Michigan; and Dave Frogner, of Walter Toebe Construction. They received the award for the I-75/M-81 Interchange w/ Roundabouts Reconstruction Project.

 Outgoing MITA President Brian Slagter receives his traditional gift during the Presidential Ball on Friday night.





sidential Ball e Event on Friday other chance A members to . Pictured from ght are MITA Member and President Steve and his wife, d outgoing MITA President Brian and his wife Cindy.

The MITA membership meeting was held Thursday morning.



Left to right: MITA's outgoing board president, Brian Slagter of Slagter Construction Company, congratulates incoming board president Mark Johnston of Ajax Paving Industries, Inc. he Annual Conference and Presidential Gala was a great success January 16-18, 2008 at the Soaring Eaglsort and Casino in Mt. Pleasant. MITA would like to recognize and extend the warmest thanks to all of the sponsors who helped to make this event possible. Thanks also to the exhibitors who provided an opportunity for MITA members to learn more about their services. (See a list of sponsors and exhibitors on page 41-42.)

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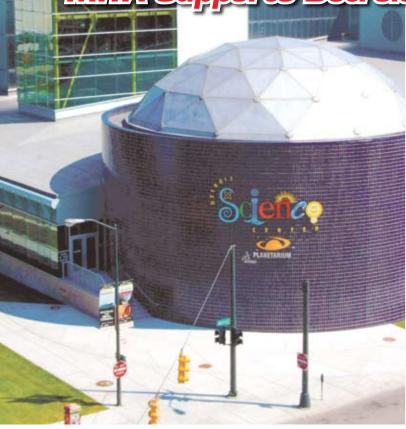
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AIS Construction Equipment Corporation Robert W. Baird & Co., Inc. Carmeuse Lime Co Carrier & Gable, Inc. M. L. Chartier, Inc. Cloverdale Equipment Co. Corrigan Oil Co. continues on page 42

WINTER | 2008



MITA Supports Detroit Science Center Project



MITA is proud to be among the many organizations and companies that are helping the Detroit Science Center to build an exciting Infrastructure Laboratory, a suite of interactive exhibits that highlights the feats of engineering that go into creating the infrastructure to keep Michigan's transportation flowing. The laboratory is expected to be completed next year.

MITA members have been offering their expertise to help make the project and reality, and there is still time to get involved with ideas or monetary contributions. So far, John Cunningham, the coordinator of the project, has been in contact with MITA member aggregate, asphalt, concrete and paving contractors, in addition to engineering companies, the Michigan Asphalt Pavement Association of Michigan, Michigan Concrete Paving Association and MDOT.

"We are grateful for the help MITA and their members have been in bringing this project to reality," Cunningham said. "MITA's support has opened doors for us in a very positive way."

For details concerning how you can get involved, please contact John Cunningham at the j.g.cunningham@sciencedetroit.org, or call 313-577-5400, ext. 286.

In 2009, The Detroit Science Center will open the Infrastructure Laboratory where visitors will discover what it takes to keep our nation's automobiles moving. This unique collection of hands-on, interactive exhibits will be part of the General Motors Transportation Gallery that will include over 120 exhibits on automobile systems, manufacturing and infrastructure.

Continues on pg. 64

In our pond



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MEMBER NEWS

Continued from pg. 37

amounts of soil onto the peat and marl area. Some of the peat and marl squeezes out as the soil is placed, and is removed from the site. The rest gradually compacts under the added soil's weight. Settlement plates, placed directly on the peat and marl before the new soil is added, allowed G2's on-site construction engineering staff to determine when the remaining peat and marl consolidated enough to build the roadway.

G2's recommendations resulted in a substantial savings for ITC while still meeting project deadlines, says Jason Stoops, PE, G2 project manager.

Cunningham-Limp Company is serving as the general contractor. Phase I of the project consists of constructing a six-story, 188,000-square-foot headquarters with a control center, and an attached two-story parking deck within the 86-acre site.

LIFETIMEFITNESS

G2 Consulting Group recently provided geotechnical and environmental engineering services for a new Life Time Fitness center that is being considered in the vicinity of St. Charles, Ill.

The northern half of the fitness center's proposed 76,500-square-foot footprint included an area of undocumented, potentially unstable fill soils with underlying organic soils. G2's suburban Chicago office recommended two cost-effective foundation design options for the two-story building: belled drilled concrete piers or Geopiers.

Both alternatives would support the fitness center's foundation on vertical piers extending 20 to 25 feet deep, passing through the unsuitable fill and organic soils to an underlying stiff, hard silty clay layer capable of bearing the building's load.

A belled pier is a straight shaft that bells into a much wider base in cohesive soils at its deepest end, distributing the foundation's load over a broader area. To create the pier, contractors drill a shaft, reinforce it with steel and fill it with concrete.

Geopiers are constructed by densely compacting successive thin lifts of highquality crushed rock into a straight shaft using patented ramming equipment. The vertical ramming action increases the lateral stress and improves the soils surrounding the cavity, which results in foundation settlement control and greater bearing pressures for design.

Klochko Equipment Rental www.klochkko.com

NATIONAL ASSOCIATION OF WOMEN IN CONSTRUCTION NEWS

Susan Long of Klochko Equipment submitted the following news items about the National Association of Women in Construction (NAWIC).

The Detroit Chapter 183 of NAWIC will be hosting the annual Region 4 Forum on April 11-13. Region 4 consists of NAWIC members from Michigan, Indiana, Ohio, Kentucky and West Virginia. The Forum will be held at the Marriott Detroit RenCen in downtown Detroit. There will be keynote speakers, workshops and networking opportunities encompassing every facet of the construction industry in relationship to women.

For more information regarding the Forum or NAWIC, visit www.nawicdetrot. com or contact Nola Lee, of CIT, at 313-491-5040.

Founded in Fort Worth, Texas in 1955, NAWIC serves approximately 5,500 members in nearly 200 chapters in the United States. The Association has international affiliates in South Africa, New Zealand, Australia, Canada and the United Kingdom. Continues on pg. 46



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IEWS

Continued from pg. 44

Pro-Tec Equipment, Inc. www.pro-tecequipment.com

Pro-Tec Equipment, Inc., is preparing to announce a grand opening of their new Grand Rapids location in Kentwood. From this location, Pro-Tec will offer boom truck delivery. Stay tuned for more details in the next issue of the magazine.

Rieth-Riley Construction, Inc.

Founded in 1916 by Albert R. Rieth and George Riley, Rieth-Riley is now a 100 percent employee-owned, heavy and highway construction company with 23 permanent and several portable plants located throughout Indiana and Michigan Rieth-Riley specializes in asphalt, aggregates and concrete paving. ACOUISITIONS

In January, Rieth-Riley Construction Co., Inc. acquired certain assets and operations of Seng Dock & Trucking, Inc. of Manistee, Mich. Seng has operated dock facilities, aggregate businesses and trucking services in the northwestern Michigan markets for 26 years. The joining of these two long-standing companies will provide continuity of the same high quality service that their customers have come to expect.

As a result of the acquisition, Rieth-Riley is acquiring a dock facility, the aggregate and trucking services. The trucking operations will become part of Rieth-Riley, and the aggregate operations will operate under the name of Great Lakes Materials, a Division of Rieth-Riley. This summer, the operation will continue at its current location on River Street.

This new acquisition will further strengthen Rieth-Riley's position in the Michigan markets and will allow Rieth-Riley to maintain a strong level of service to their customers.

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

TEC provides client support from property acquisition through construction, renovation and restoration. Specialties include environmental and geotechnical engineering and consulting as well as facilities engineering, construction materials testing, indoor air quality and asbestos, lead and mold management services. Founded in 1966, TEC has offices in Troy, Ann Arbor and Detroit.

Carl Harlow, P.E. recently joined Testing Engineers & Consultants Inc., as senior project manger from special projects manager, McDowell & Associates.

Harlow has 36 years of experience developing quantitative solutions to a broad range of engineering, site location and building problems.

Wade Trim www.wadetrim.com

Wade Trim has more than 475 professional and support staff in 19 offices throughout Michigan and seven additional states. They provide engineering, surveying, planning, operations, landscape architecture, and construction services for transportation, water resources, land development and municipal government projects. NEW HIRES



Daniel Cabage, P.E., has joined Wade Trim's Municipal Services Group. Based in the Bay City office, Cabage will be responsible for assisting clients with project development, maintaining ongoing relationships, and managing projects for local government clients.

Daniel Cabage, P.E. A professional engineer, Cabage has more than 18 years of experience in planning, design and construction of public utilities and transportation projects. He received his bachelor's degree in civil engineering from

the University of Michigan.

Melissa MacGregor has joined Wade Trim's Bay City office as a business development specialist where she is responsible for developing and maintaining relationships with city, county and township clients in central Michigan.

MacGregor has more than six years of experience working with municipalities in Michigan. Formerly, she served as a project development specialist with another

engineering consultant. She graduated with honors from Michigan State University in 1999, earning a bachelor's degree in finance.



Dennis Randolph.

P.E.

Dennis Randolph, P.E., PTOE, AICP, joined Wade Trim's Grand Rapids office as Practice Manager of the Traffic Engineering Group. He will be responsible for leading traffic engineering projects with an emphasis on traffic safety, transportation and community planning,

and traffic and highway operations.

Randolph has a 37-year career in traffic engineering that includes positions with several county road

commissions, the City of Lansing and an engineering consulting firm. For the past 15 years he served as managing director and director of public works for the Calhoun County Road Commission and Calhoun Community Development where he managed transportation, parks and public works functions.

Randolph has a master's and bachelor's degree in civil engineering from Wayne State University as well as a master's degree in public administration from Western Michigan University. He is a registered professional engineer in Michigan, Virginia and California and a certified professional traffic operations engineer. He is also a certified planner and a human resources certified professional.

Wolverine Tractor & Equipment Acquires Colwell Equipment

Wolverine Tractor & Equipment, Volvo Construction Equipment's dealer in Michigan, has acquired Colwell Equipment, joining the forces of two major and longstanding Michigan construction equipment dealers. 6

Melissa MacGregor, P.E.

With the acquisition, Wolverine Tractor & Equipment (Wolverine) gains the Volvo Road Machinery line of equipment, which includes soil and asphalt compactors, milling machines and Blaw-Knox asphalt pavers. The Volvo road machinery products were acquired from Ingersoll Rand in April 2007. Colwell Equipment's customer support staff will join the Wolverine Tractor team.

Wolverine was appointed the authorized dealer for Volvo Construction Equipment (Volvo CE) in September 2004, following the former's acquisition of the assets of Contractors Machinery Company, a Volvo CE dealer in Grand Rapids. The purchase of Colwell gives Wolverine sales, marketing and service operations of the complete Volvo CE product line and adds two branch locations, in Canton and Saginaw, to Wolverine's current full-service facilities in Brighton, Casco, Detroit and Grand Rapids.

"The customer service experience and knowledge we gain with the addition of the Colwell parts and service personnel is a tremendous boost for us," said Ric Simon, Wolverine's executive vice president. "It will have a very positive impact on our customers."

Founded in 1969, Colwell is contributing experienced employees, new product lines and the two new branch locations to the veteran Wolverine organization, founded in 1943. Chris Colwell, former president of Colwell Equipment, will join Wolverine as vice president of the road machinery segment and will assume the role of folding the new product lines into the company.

"I am excited about the opportunities of being a dedicated Volvo dealer," Colwell said. "Those of us joining Wolverine from Colwell will continue to provide the same dedication of service to our road machinery customers, and now we have the full complement of Volvo compact equipment, articulated haulers, wheel loaders and excavators."

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Meet our Partners

County Road Association of Michigan

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The County Road Association of Michigan (CRAM) is a statewide organization representing the interests and concerns of Michigan's 83 county road agencies. All counties in Michigan are served by a county road commission, except Wayne County, which has a public works department.

2008 marks the County Road Association's 90th year of service to county road agencies. CRAM's mission is to promote greater efficiency in the operation of county road systems through the cooperative efforts of its members.

Michigan's county road system is the backbone of our state's local economy. Nearly \$800 billion in goods are

moved on more than 90,000 miles of county roads each year. Sixtyfour county road agencies are contracted to perform maintenance on M-DOT's system. All told, Michigan's county road agencies are responsible for approximately 75 percent of Michigan roads. CRAM is an active partner in the Michigan Transportation Team, and continues to support the DriveMI initiatives.

The President of the Association for 2007-2008 is Ronald A. Young, Engineer-Manager of the Alcona County Road Commission. The remaining members of the 2007-2008 CRAM Board of Directors include: Douglas J. Mills, Vice President, Baraga County Road Commission; Dorothy Pohl, Secretary-



Treasurer, Ionia County Road Commission; Brent O. Bair, Road Commission for Oakland County; Bruce Culver, Allegan County Road Commission; John H. Daly III, Genesee County Road Commission; Jack Deming, Otsego County Road Commission; Charles D. Erickson, Dickinson County Road Commission; Charles D. Erickson, Dickinson County Road Commission; Donald M. Holt, Chippewa County Road Commission; Luke D. Houlton, Cheboygan County Road Commission; Michael M. Nobach, Clinton County Road Commission; Jon F. Rice, Kent County Road Commission; Hassan A. Saab, Wayne County Department of Public Service; Robert M. Sawicki, Road Commission of Macomb County; and Burt R. Thompson, Antrim County Road Commission.

The CRAM staff consists of six professionals.

John Niemela has served as CRAM's Director since 1996. Prior to coming to CRAM, Niemela served as Manager of State and Federal Affairs for the Michigan Municipal League. Niemela has a wealth of local government experience having served as City Manager of Belding, Mayor and City Manager of Hancock, and Village Manager for the Village of Laurium.

As Association Director, Niemela has been a powerful voice in the fight for increased transportation funding. "We represent the perspective of the road owners," Niemela said. "Individual county road commissions are responsible for ensuring the safety and efficiency of all county roads and bridges within their jurisdiction. It is the responsibility of state and federal government to ensure the funding necessary to meet this objective.

"Road commissions have been hit hard by shrinking fuel tax revenues. "I keep reminding our members, don't stop talking about it. Your legislators and residents have to keep reading and seeing the negative impact of the inadequate funding."

Ed Noyola joined CRAM as Deputy Director in 2003. Noyola has been a legislative advocate on transportation issues for 17 years. He served in various roles at the Michigan Department of Transportation (MDOT) for 27 years, including his last position as legislative liaison before leaving the Department for the private sector in 2000. In the private sector he served as Director of Government Affairs for the Michigan Asphalt Paving Association (MAPA) and as President of Noyola & Associates before moving to CRAM.

"My time at MDOT was invaluable," Noyola said. "Let me tell you, I was involved in the 1997 fuel tax debate and discussions on increasing fuel tax revenues haven't gotten any easier. Although my time in the private sector was short, it sharpened my game. My time with the County Road Association, however, has opened my eyes to the totality of the statewide infrastructure dilemma."

According to Noyola, "What is extremely impressive is working with the road building industry, other local units of government, representatives of the work force, and representatives of the business community toward a common goal of adequately funding the state's infrastructure."

Monica Ware joined CRAM as Public Relations Specialist in November of 2007. For many years, CRAM has contracted with a public relations firm for media support. CRAM Board members created this new position to provide

Continues on pg. 68

Vice President of Membership Services Comment Continued from pg. 32

to find out.

The MDPB has started groundwork (pardon the pun) with regard to a rewrite of P.A. 53 in an effort to clean-up problem areas. However, the work that has been going on for over a year could be stalling. Pending federal requirements may influence all future activities if a rewrite is to be successful. So, as before, stay tuned.

In Closing

MITA recognizes the struggles facing our industry. This is when our

Vice President of Engineering Services Comment Continued from pg. 24

Association of Michigan (CRAM) Engineering Committee, the Michigan Municipal League (MML) Transportation Subcommittee, and the Michigan Association of County Drain Commissioners (MACDC).

➤ Active leadership in evolving and growing the Michigan Construction Quality Partnership (CQP) experience with successes that include:

- Completion of six 2007 pilot projects
- Presentation of the 2007 Quality Achievement Awards
- Tier I accreditation by the National Partnership for Highway Quality

 \succ Developed draft maintenance of traffic standards for intersection signal work. When approved by MDOT and MIOSHA these standards will be the first of a kind in the country.

> Partnered with MDOT in developing the concepts and specifications for Michigan's Highways for Life project. Highways for Life is a discretionary program that provides funding to demonstrate and promote innovative members need us the most. However, MITA cannot help or offer solutions unless you get involved. I feel the members that get the most for their dues are engaged and involved. If you are not one of those members, please try to be.

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

technologies and practices in highway construction. MDOT will receive \$1 million for a project that will utilize a best value selection process to determine the low bidder.

> Established the Utility Subgroup, a standing stakeholder committee that will serve as the venue and forum for discussion and potential resolution of utility issues. Current subgroup representatives include MITA, MDOT, CRAM, American Council of Engineering Companies (ACEC) and numerous utility companies.

> Successful advocacy for implementation of e-proposal and e-addenda by all owner agencies letting projects through MDOT.

> Continued interventions with the U.S. Department of Labor, and the Michigan Department of Labor and Economic Growth – Wage and Hour Division to ensure the accuracy of published prevailing wage determinations and rate schedules.

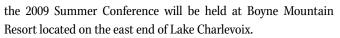
Continues on pg. 51



Did You **Know? The MITA 2008 Summer Conference will be held at Crystal Mountain Resort July 24-27**

This popular MITA event is fun for all ages. Golf at one or all three Crystal courses and take advantage of the block of tee times at beautiful Arcadia Bluffs. Once again we will float the pristine waterway of the Platt River, which by all accounts was the highlight of last year's trip. Do you and your family a favor and block the dates so you can spend some quality time with your family and industry peers.

Looking way ahead







Vice President of Engineering Services Comment Continued from pg. 49

> Partnered with MDOT in developing the specifications and contract requirements for their first stakeless project that would utilize automatic GPS guided grade control equipment.

> Continued advocacy for protection of the competitive bid process.

 \succ Final draft specification language for incorporation of recycled concrete, and dense graded aggregate that addresses QC/QA requirements.

Although many of these noted successes and accomplishments took place in the MDOT arena, keep in mind that those successes translate directly into additional successes in the county, local agency, developer and even private owner arenas where MDOT specifications and standards are often invoked on their projects.

In 2008, the successful pursuit of our transportation funding initiatives will remain one of our highest priorities, as will the rewrite of the MDOT standard specifications for publication in 2010. We look forward to these and many other challenges and opportunities in anticipation of a long list of accomplishments that will help every MITA member have a safe and prosperous 2008.

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

Director of Safety & Workforce Development Comment Continued from pg. 25

change for confined spaces in construction. As you know, MIOSHA has to apply standards that are the same or safer than the federal standard. Under the proposed rule change, employers would first determine whether there is a confined space at a jobsite. If there is a confined space, the employer would determine if there are existing or potential hazards in the space. If there were such hazards, the employer then would classify the space according to the physical and atmospheric hazards found in it. The four classifications are: Isolated-Hazard Confined Space, Controlled-Atmosphere Confined Space, Permit-Required Confined Space and Continuous System-Permit-Required Confined Space.

MITA members seldom encounter any problems with regards to confined spaces especially when they follow the rules that are already in place. It appears that OSHA is trying to complicate a currently simple process. The unfortunate part of all this is that according to MIOSHA officials, Michigan will probably end up adopting the Federal Standard as written once it goes into effect.

This proposed change has been in the works for over 15 years and OSHA believes that implementing the change will reduce injuries/ deaths in confined spaces by 90 percent. I was always under the impression that if you followed the rules as written, nobody would get hurt. MITA has issued a comment on the proposed rule change to OSHA and it basically states "if it's not broken, don't fix it." If you want more information about the proposed rule change, log on to www.regulations.gov.

MITA will monitor the progress and keep members updated as time goes on. Remember to train and think safety.

If you have any questions or comments, contact Pat Brown by e-mail at patrickbrown@mi-ita.com or call (517) 347-8336.

Michigan Construction Career

Days Continued from pg. 25

learn about building sciences, bridge engineering and various other pathways to rewarding careers in the construction field. MITA is a member of the advisory board for Michigan CCD and is also an event sponsor.

CCD events have been held with great success in 30 states since 1999. The Michigan CCD Advisory Board is very proud to bring this event to Michigan in 2008. This is an exciting time for Michigan's construction industry – one that you will not want to miss.

Michigan CCD will include information booths, hands-on demonstrations of construction activities, and opportunities to operate heavy equipment. "As human beings we remember 10-30% of what we see, hear, and read," explains Brindley Byrd, spokesperson for Michigan CCD. "We remember 80 percent of what we experience personally. With all this activity, this event is going to build lasting memories in the minds of these young people."

Opportunities for MITA members to get involved include:

- Purchasing space for an information booth or a hands-on activity
- · Donating operational or static heavy equipment
- · Donating door prizes or other materials for giveaways
- · Donating money for bags, t-shirts, and other CCD merchandise
- Volunteering your time to set up and coordinate activities

For more information about Michigan CCD or learn how you can participate, please visit www.MichiganCCD.org, call Brindley Byrd at 517-492-5575 or send an e-mail to bbyrd@camw.net.



Director of Legislative Affairs

Comment Continued from pg. 26

Big-spending bureaucrats were quick to respond to MITA's announcement of the sales tax windfall. Department of Treasury Spokesperson, Terry Stanton, issued a statement later described by one reporter as "wrecklessly irresponsible," "deceitful," and a "flimflam." In the statement, Treasury tried to insist that despite the high cost of gasoline, the state was not seeing a boost in sales tax revenues from those prices. The attached chart clearly demonstrates to the contrary. Whereas overall sales taxes may have been dipping recently, the sales taxes generated from gas purchases have skyrocketed.

Convincing state policymakers and the general public to invest an additional \$1 billion per year for infrastructure is a difficult assignment in itself. It only becomes harder as administration officials and bureaucrats drag their feet or provide misinformation on this serious public policy discussion in order to protect their vested interests.

Ironically, despite even greater diversions of transportation dollars in this year's budget, a new 22-percent MBT surcharge is being implemented in 2008 and the supposed declines in the state's sales tax receipts, it was recently announced that the state ended 2007 with a \$350 million surplus.

It's funny how things work.

To contact Keith Ledbetter, e-mail him at keithledbetter@mi-ita.com or call 517-347-8336.

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2007 MITA LEGISLATIVE ACCOMPLISHMENTS Continued from pg. 27

- Testified before the House Appropriations Subcommittee on DEQ, urging the Legislature to begin investing state general fund dollars once again into the State Revolving Fund.
- Met with DEQ Director Steve Chester to encourage full annual use of the \$200 million clean water money under the voter-approved 2002 bond proposal.
- Worked to fight diversions of road money to other state agencies by requiring state departments to adopt cost allocation plans based on the actual cost of providing the transportation service. The budget amendment would also allow easier tracking of internal interdepartmental transfers.
- Successfully fought off attempts to force the state to pay AT&T for utility relocation, potentially costing as much as \$44 million of road dollars.
- Worked with House Transportation Chairman to create transportation reform ideas including asset management and better coordination between public works and road agencies.
- Kept MITA members apprised of government shutdown procedures and updates.
- Lobbied Michigan Congressional members to restore a proposed \$158 million in federal road money for our state. A budget bill in Congress in 2007 would have frozen all increases in federal funding for the year.
- Worked to promote legislation pending in the Senate which would provide additional grants to encourage small communities to do more water and sewer projects (SB 495).
- Worked with House and Senate members to limit proposed new Drain Commissioner powers over construction projects (HB 4644).
- Traveled to Washington D.C. to lobby to restore proposed cuts in the State Revolving Fund loan program, oppose the new 3 percent contractor withholding for federal, state and local projects, make efforts to shore up the Federal Highway Trust Fund and support reauthorization of the Federal Clean Water Act.
- Created legislation (HB 5351) to eliminate needless work zone signs to better protect road workers and save money spent on that signage.
- Continued working with legislators and various interest groups on prompt pay legislation.
- Helped to extend the Local Jobs Today program (SB 360) so more funds were used to improve infrastructure in municipalities across the state.
- Worked to draft legislation giving statutory authority for traffic regulators in construction zones.
- Helped to get compromise Life Cycle Cost language adopted in the state budget. The bill allows the state to use data for equivalent designs from other states in trying to determine historic project maintenance, repair and resurfacing schedules on pavement projects for which there is no actual historic information from Michigan.

2007 Public Relations Achievements

- Created numerous public relations successes including several major press conferences that generated statewide press coverage on infrastructure funding.
- Garnered the editorial support of every major daily newspaper in Michigan for our transportation funding initiative.
- Positioned MITA as a top news source for major media outlets across the state and submitted dozens of letters to the editor to newspapers on infrastructure issues.
- Generated over 10,000 constituent postcards to legislative offices supporting our gas tax proposal.

Toolbox Talks: Test Your Knowledge Continued from pg. 29

- 14. Which one of the following situations do not require fall protection.
 - A. Bore pit
 - B. Scaffold work platform 7' above ground
 - C. Open cut ongoing excavations
- 15. An N95 dust mask or other basic respiratory protection is sufficient when working with lead or asbestos.

True or False

16. It is required by law to contact MISS DIG and locate underground utilities prior to excavating?

True or False

17. List the five things that must be completed prior to entering a confined space.

1.	
З.	
5.	

18. The first thing you should do when attending to a victim with a sever cut to the arm is apply a tourniquet.

True or False

19. An excavator that came with a back up alarm is not required to be maintained because the operator can spin 180° and CAT forward.

True or False

20. A coffer dam has the same requirement for ingress/ egress as an excavation.

True or False

Answers

- 1. C- Water
- 2. F- De-energized lines are the only exception.
- 3. F- Part 18, Rule 1865 (8)
- 4. T- Part 22, Rule 2223 (10)
- 5. T- Outlined in each rule
- 6. F- This is required after every rainstorm or hazard producing occurrence. Rule 932 (5)
- 7. F- Shall not operate from floating vessel. Part 32, Rule 3209 (29).
- 8. D- It is not required to have a list of all employees on site although the foreman should know who works for him.
- 9. T- Part 22, Rule 2223 (2)
- 10. F- Currently, the only person required to wear a vest is the Flagger, although wearing the vest does help safety.
- 11. F- Cranes must be barricaded but excavators are an exception.
- 12. F- A harness or body belt is required at all time. Part 32, Rule 3209 (11).
- 13. T- Part 45, Rule 501 (4)
- 14. C- An ongoing excavation does not require fall protection unless visibility of the hole is blocked.
- 15. F- If you are being exposed to these hazards, special training and medical tests are required.
- 16. T- Part 53 requires MISS DIG to be notified. Part 9, Rule 931 (1) also requires this.
- 17. Test atmosphere, record results, ventilate if needed, have an emergency plan and calibrate monitor to manufacture specs
- 18. F- Place direct pressure to the area with a clean dressing and elevate.
- 19. F- If equipment comes with a safety feature, it must be maintained.
- 20. F- Coffer dams require two means of ingress/egress.

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WINTER | 2008

MITA Press Releases Continued from pg. 30

Earlier this year, MITA unveiled a comprehensive plan for a dedicated and sustainable funding stream to make roads and bridges throughout Michigan safer, repair deteriorating streets and relieve traffic congestion in rapidly growing communities. MITA has consistently promoted the same plan.

The proposal would increase the state's gasoline tax three cents a year for three years. By 2010, the state's gas tax would be 28 cents per gallon – the same rate as neighboring Ohio. A nine-cent gas tax phased in over three years represents little more than an inflationary increase since the last time the gas tax was raised 10 years ago. Currently, Michigan's gas tax is tied for 30th in the nation.

"We continue to push legislators for revenue through the state gas tax, however we have not ruled out alternative ways to raise the necessary funding," Nystrom said. "The important thing is that we fix our infrastructure before it implodes."

MITA represents a broad spectrum of underground and highway construction companies and suppliers that help build a better Michigan infrastructure from the bottom up. They have been a leading voice for securing adequate transportation funding at the federal and state levels.

Are They Kidding???" Legislators Look to Replace Service Tax with Increased MBT Nov. 9, 2007

The House voted yesterday to eliminate the state's controversial new service tax and replace it with a special 30-percent surcharge on the new Michigan Business Tax (MBT), creating disastrous effects on the state's construction industry.

"The Legislature's haste to create a controversial job-killing service tax is only outdone by making the same mistake with a 30-percent surcharge," said Mike Nystrom, vice president of government and public relations for the Michigan Infrastructure and Transportation Association (MITA). "There has not been enough time for job providers to realize how devastating this new tax would be."

As written, the new surcharge would add an additional 32.9 percent to a company's MBT tax liability in 2008 and set the rate at 27.3 percent beginning in 2009. The legislation, which needs approval in the Senate, also includes a cap that allows companies to pay no more than a \$2 million surcharge, effectively forcing small and medium-size companies to subsidize big business. MITA says that any changes to this



plan must start by eliminating this cap and lowering the overall surcharge tax rate in order to level the playing field.

The infrastructure construction industry has dealt with three business tax increases in one year and yet the Legislature has not even attempted to address the transportation-funding crisis. Last week it was announced that the state's road and bridge program is dropping over \$300 million – or 18 percent – this year due to the end of the bonding program. These cuts mean a loss of over 12,255 jobs by 2009, according to a study by the University of Michigan.

"As the politicians in Lansing continue to play political hot potato, family-owned Michigan-based construction companies are getting sick and tired of being the potato that keeps getting tossed around in the process," Nystrom said. "The Legislature's hasty action leaves Michigan with yet another half-baked plan. To add insult to injury, the actions taken by the Legislature thus far this year show an extreme contradiction between burdening the infrastructure construction industry with tax increases, yet neglecting to consider investing in Michigan's economy by increasing transportation funding."

State Road and Bridge Program Plummets by 18 Percent in New Budget November 2, 2007

Funding to build and maintain the state's roads and bridges will decline by 18 percent, one of the largest cuts in the state's fiscal 2008 budget.

The state road and bridge program for fiscal year 2008, which was approved this week by lawmakers, is \$1.32 billion. This is a \$300 million cut from the current fiscal year program.

"This budget cut is going to hit the average Michigan citizen in the pocketbook," said Mike Nystrom, vice president of government and public relations for the Michigan Infrastructure and Transportation Association (MITA). "Currently each year driving on crumbling and congested roads and bridges costs Michigan motorists on average \$318 annually. As necessary road and bridge repairs are postponed, those costs to motorists will escalate."

Budget cuts mean the state has to delay repairs that may extend the life of roads and bridges in Michigan. The infrastructure may subsequently need to be replaced

entirely - which is more costly.

In addition, as drivers experience more potholes, greater congestion and less snow plowing due to a lack of funding, traffic accidents will increase. Almost 400 Michigan motorists lose their lives needlessly every year due to accidents related to poor roads and bridges, according to the American Highway Users Alliance.

"This is a typical case of pay me now or pay me much more later," Nystrom said. "The Legislature just adopted a state budget which includes \$1.5 billion in new tax revenues without addressing the desperate needs of our transportation network."

It is estimated that the state has a \$700 million annual shortfall in maintaining the MDOT-managed system and at least \$2 billion in additional needs at the local level.

MITA represents a broad spectrum of underground and highway construction companies and suppliers that help build a better Michigan infrastructure from the bottom up. They have been a leading voice for securing adequate transportation funding at the federal and state levels. For more information on transportation funding, visit www. drivemi.org.

<u>MITA in the News</u>

unless it develops a new strategy to adequately fund its roads and bridges, according to the Michigan Department of Transportation's federally-required 25-year plan recently submitted to the U.S. Department of Transportation.

"MDOT's analysis makes it crystal-clear that the experts understand there simply is not enough money in the coffers to insure Michigan has safe, well-maintained roads and bridges in the short run or over the long haul," Nystrom said...

Crain's Detroit Business: Task force to look for road funding December 24, 2007

LANSING — There's a new player entering Michigan's road-funding debate.

A public-private task force, created through a bill passed earlier this month, will look at alternative ways to fund roads in 2008, as well as the adequacy of aeronautics service and finance.

Under Senate Bill 59, sponsored by Jud Gilbert, R-Algonac, Gov. Jennifer Granholm will by Feb. 1 appoint up to nine people to the task force from manufacturing, commerce, agriculture, tourism, labor, transportation, public transit and aviation sectors. The appointments are subject to Senate approval.

The task force will include the Republican and Democratic leaders of the House and Senate or their designees. The legislation also creates a citizens advisory committee to work with the task force...

...Mike Nystrom, vice president of government and public relations for the Michigan Infrastructure & Transportation Association, said that "at least there's finally becoming a recognition that something needs to be done."

But, he said: "There are a lot of ideas out there. None of them will create the type of revenue that is needed, other than a tax or a fee increase. And that's just the reality of the situation."

MITA has proposed a 9-cent increase in Michigan's 19-cent gas tax. The increase would be phased in at 3 cents a year over three years and was part of a package of measures the association called for in February to collectively generate \$1 billion annually in road funding...

WLNS TV: Budget Cuts Taking Toll on Road Commission December 18, 2007

The cleanup continued Monday after mid-

Continued from pg. 31

Michigan was blasted with a winter storm. Crews worked all day to clear the roads , but not in time to keep some area schools from closing. In Clinton County, workers were forced to leave several streets unplowed over the weekend. They say budget cuts are to blame.

Just ask them and they'll tell you there was no calm after this storm. All day, crews worked at a feverish pitch to clear snowy roads. If you're wondering why some of those streets took longer than others, Mike Nobach says the answer is simple.

Michael Nobach, Clinton County Road Commission: "I haven't been able to run overtime." Nobach is the Director for Clinton County Continues on pg. 60



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MITA Political Action Committee

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"All that is necessary for evil to triumph is for all good men to stand by and do nothing."

- Sir Edmund Burke

This quote is as relevant now as it was when Burke coined it some 100 plus years ago. When it comes to the legislative arena your survival and ability to make a profit is tied directly to your aggressiveness in financing the campaigns of those who understand the difficulties associated with Michigan's heavy/highway construction industry. Contrary to what you may think, through the collective power of MITA you can affect the legislative process.

The primary focus of MITA's legislative agenda will be long-term, adequate and stable funding for Michigan's supporting infrastructure. It is essential that we convince our elected officials that public works are an investment in our future, improves the quality of life and provides real and meaningful job programs and tax stream. The "no new tax" platform and attitude of many politicians must be changed and this change will require a calculated not emotional approach to this issue. Before we get to this mode, we must have the ear of those who control state government. It is your PAC dollars, and yours alone, that will allow MITA to open the necessary doors in Lansing in our mission to convince lawmakers as to the importance of funding infrastructure improvements.

We need your commitment and investment in MITA-PAC today! Those of you who are content with "letting the other guy carry your weight" are only cheating yourself and short changing our industry.

Send your personal check or money order now to MITA PAC and remember that democracy is not a spectator sport.

What is MITA PAC?

The MITA POLITICAL ACTION COMMITTEE is the legislative voice of Michigan's heavy construction industry. MITA PAC is the most effective tool our industry has to support candidates who will fight for contractors in the Michigan legislature. Your financial support of the MITA PAC gives all of us who care about the future of heavy construction and free enterprise a strong influence in the political process.

Why Do We Need a PAC and Why Should I Support It?

The infrastructure and transportation construction industry survives on public funding. Without your support, our level of influence to promote adequate public funding is diminished. We must also fight negative public policy. Our industry is also constantly under attack in the Michigan legislature. Not a day goes by that some legislators in the Michigan House and Senate aren't proposing legislation that would boost our workers' compensation costs, negatively impact our labor force, raise taxes on personal property, increase business liability – the list goes on and on. Our ability to provide jobs and protect our bottom line is profoundly affected by the legislative and regulatory process.

If we do not prevail in the legislative and regulatory process, we will cease to exist in our business as we know it. We will not be able to provide jobs. We may not be in business!

We have full-time lobbyists fighting for us in Lansing and communities around Michigan. We have spent a great deal of time educating the men and women who decide our fate in Lansing. However, term limits have made this task even harder and there are still some lawmakers who may not have a grasp of our issues or the impact that their decisions have on our industry and you. But, the law allows us to band together under MITA PAC. Instead of lobbying elected officials who don't know or don't care about our ability to provide jobs, our PAC allows us the opportunity to find and fund candidates who believe in us and our employees. The MITA PAC is now one of the top PACs in Michigan. But, only 20 percent of our members provide 100 percent of the funds raised to support candidates who will fight for us – all of us. If the 80 percent of our members who don't participate gave just \$200, we would be an even more potent force for the heavy construction industry.

Do Candidates Really Need Our Help?

Absolutely! Each State House district has 87,000 people in it. Each State Senate district has 250,000, and Michigan has over nine million people. Just as we need to advertise our services, every candidate for office must be able to communicate with tens of thousands of voters. This takes money. Lots of it. Money for brochures, TV ads, radio ads, billboards and other devices. Our PAC can help the candidates we support get their message out and get elected. These are the elected officials who will listen to us and champion our issues.

What Can I Do?

MITA PAC needs your financial support. We are asking every member to step up and contribute. Don't let others carry your load.

Make Your Voice Heard. Support the MITA PAC.

"Those who choose not to be involved in democracy are doomed to be controlled by those who do." – Abraham Lincoln

MITA PAC Contribution Form
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If you have questions regarding the MITA PAC, please contact Mike Nystrom, MITA vice president of government and public relations at mikenystrom@mi-ita.com or call 517-347-8336.

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



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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.

www.artba.org

Construction Material Price Inflation: A Core Risk for Highway Contractors

By William Buechner, Ph.D., Vice President, Economics and Research American Road and Transportation Builders Association

Throughout the 1990s and into the first years of the current century, highway contractors faced little risk of construction cost inflation. Between 1990 and 2003, the cost of highway construction materials rose an average of just 1.6 percent per year according to the U.S. Bureau of Labor Statistics, an agency of the Labor Department that collects price data on thousands of products. This was about half the increase in the Consumer Price Index, which rose an average of 2.7 percent per year. For state Departments of Transportation and for highway contractors, this relative stability of construction costs made it possible to plan and bid highway projects with little risk that actual costs would differ substantially from bid prices.

This period of stable prices came to an abrupt end in 2004. At the start of the year, China's demand for steel scrap led to a world-wide shortage and a precipitous rise in prices for finished steel products. The spring and summer of that year saw a 50 percent increase in the average price of hot-rolled plates, bars and structural steel, catching many state DOTs and contractors by surprise. Most affected were bridge fabricators and installers, whose suppliers were defaulting on signed contracts. Highway contractors, who use much less steel, were not as imperiled.

Their turn came in 2005, when cost increases spread to core highway construction materials. The price of crushed stone for road building rose twice as fast in 2005 as in 2004 and accelerated again in 2006. Cement prices also began to rise in 2005, driven by expanding construction of

new homes and commercial buildings combined with limited supply. In 2005, the average price of ready-mix concrete was 12 percent higher than in 2004, followed by another 12 percent increase in 2006. Asphalt proved to be an even bigger problem, driven by the rising cost of petroleum and new cracking techniques that squeeze more fuel from a barrel and leave less asphalt. In 2005, asphalt paving mixtures rose 8 percent, followed by an increase of almost 30 percent in 2006. The chart shows prices for core highway construction materials, including the sea-change in the cost environment that occurred in 2004 and 2005.

In 2007, the cost of highway construction materials slowed a bit, rising just about 5 percent. The decline in homebuilding and increased supplies of cement both helped stabilize costs although the recent spurt in the price of oil may pose a new problem.

Even with the recent slowdown, however, the average cost of highway construction materials is 40 percent higher today than in 2003. Fortunately, labor and overhead costs have risen less, but even when these costs are factored in, the cost of highway construction has risen at least 25 to 30 percent in just the past four years. The Consumer Price Index, by comparison, is up only 12.5 percent.

This inflation in highway construction costs has seriously impacted state DOTs and highway contractors.

Continues on pg. 74



MITTA in the News Continued from pg. 55

Road Commission. He says rising costs with no new revenue coming in is forcing them to make major cuts, like overtime.

Michael Nobach: "We're in the red now for '07."

... Mike Nystrom, VP of MITA: "It's not just Clinton County, I would guess every county across the state is feeling the pinch."

That's because counties get most of their money through gas taxes and registration fees, fees which haven't gone up in years.

Mike Nystrom: "We've had inadequate funding for more than a decade"

Without a new source of revenue, Nobach says things will get much worse...

The Detroit News: State's road-fix shortage: \$300M Declining gas tax revenues, end of bond program cited Tuesday, November 27, 2007

Industry and government transportation leaders are warning that a dramatic drop in Michigan road funding next year will result in steadily deteriorating highways and the loss of thousands of construction jobs in Michigan...

"The condition of our roads will get worse as each year goes by -- actually as each month goes by -- and they're already in bad shape," said Mike Nystrom, a construction industry spokesman who co-chairs a state coalition that has pressed for a 6-cent boost in the 19-cent state gasoline tax and 10-cent increase in the 15-cent diesel fuel tax to shore up road repairrevenue...



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Monroe Evening News: Hike in fuel tax could offset cut in road funds

Sunday, November 11, 2007

LANSING - In the midst of the budget turmoil and debates over service taxes, school funding and the possibility of a government shutdown, the Michigan Department of Transportation (MDOT) seemingly was forgotten.

According to Keith Ledbetter, director of legislative affairs for the Michigan Infrastructure and Transportation Association, MDOT took an 18 percent hit to its budget this year - a roughly \$300 million cut.

"The system is broken and has to be fixed," Ledbetter said of MDOT funding. "Roads are falling apart. We need a solution."

Nancy Tienvieri, public information officer for the Monroe County Road Commission, said one of the biggest issues in the county is the drainage problem on the side of highways...

Monroe Evening News: Pay now, or pay later Sunday, November 11, 2007

Crumbling roads will cost citizens.

A decline in the amount of money being put into the maintenance of the state's road and bridges will hit your wallet someday soon.

That's the sentiment of the Michigan Infrastructure and Transportation Association (MITA), who has released a study saying the state's "crumbling and congested roads and bridges" cost Michigan motorists an average of \$318 a year.

"This budget cut is going to hit the average Michigan citizen in the pocketbook," said Mike Nystrom, vice president of government and public relations for MITA. "... As necessary road and bridge repairs are postponed, those costs to motorists will escalate."

Drivers can expect more potholes, more congestion and the need to replace roads entirely in the future, rather than just fix them now, he said...

Huron Daily Tribune: State cuts will affect local road commission

Tuesday, November 6, 2007

Now that Michigan lawmakers have finalized a budget for fiscal year 2008, transportation officials are crying foul at funding decreases.

One of the largest cuts in the state's fiscal 2008 budget was an 18 percent decrease in funding to build and maintain the state's roads and bridges, according to the Michigan Infrastructure and Transportation Association (MITA). MITA released a statement Friday, saying the state road and bridge program for fiscal year 2008, which Michigan lawmakers approved last week, is \$1.32 billion — a \$300 million cut from the current fiscal year program.

"This budget is going to hit the average Michigan citizen in the pocketbook," said Mike Nystrom, MITA vice president of government and public relations, in a Nov. 2 press release. "Currently, each year driving on crumbling and congested roads and bridges costs Michigan motorists on average \$318 annually. As necessary road and bridge repairs are postponed, those costs to motorists will escalate..."

MITA Board President Brian Slagter (right) received a congratulatory plaque from **Rich Juliano of ARTBA** during MITA's holiday party in December. The plaque is now displayed in the entranceway to the MITA office.



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The Michigan's Design & Construction Coalition (MDCC) offered an estimated 20,000 middle and high school students the opportunity to "test drive" various construction and engineering-related careers during the Michigan Youth Engineering & Science (YES!) Expo held at Detroit's Ford Field last November. The goal of the Expo, which is in its fourth year, is to inspire middle and high school students to pursue education and careers in science and engineering.

The Coalition is composed of leading engineering and construction groups including:

- ✤ Michigan Infrastructure & Transportation Association (MITA) (Glenn Bukoski, P.E. and Doug Needham, P.E.)
- ✤ Michigan CAT
- ↓ International Union of Operating Engineers, Local 324 (IUOE)
- ✤ Michigan Laborers-Employees Cooperation & Education Trust (LECET)
- ✓ American Council of Engineering Companies (ACEC) of Michigan
- ✤ American Society of Civil Engineers (ASCE)-Michigan Chapter
- ✤ Michigan Society of Professional Engineers (MSPE)

MDCC's booth included a host of exhibits designed to give students a hands-on experience.

The Coalition also paid tribute to the 50th anniversary of the construction of the Mackinac Bridge with a host of historic construction photos. The MDCC exhibit included the following:

- \checkmark Crane simulator
- $\mathbf{\Psi}$ CAT excavator simulation
- ↓ Computer program that allowed students to design and test a bridge
- ↓ Full-size CAT skid steer
- ↓ A variety of actual construction signs, barrels, cones and lights

Members of the Michigan State University Steel Bridge Team were also on hand to display their 30-foot long steel bridge they designed and constructed. The bridge weighed only 170 pounds,



WINTER 2008

but supported 2,500 pounds of load with less than a halfinch of deflection.

"As the median age of Michigan's construction work force continues to climb, we are at a pivotal time in our industry to attract youth into construction and engineering-related careers" stated Glenn Bukoski, MITA's vice president of engineering.

To learn more about career paths for students in these professions, the coalition has created a website at www. mi-dcc.com .





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MITA Supports Detroit Science Center Project Continued from pg. 43

The Detroit Science Center is Michigan's largest science museum, with almost 500,000 visitors attending in 2007. Five million visitors will follow the roads and bridges of the Infrastructure Laboratory during its first 10 years.

The Infrastructure Laboratory's 26 exhibits will appeal to visitors of all ages with many hands-on activities for children and interesting insights for adults. Children will take on the role of Civil Engineers – designing virtual bridges, building highway overpasses, and controlling traffic. Older family members will better understand the transportation infrastructure that we so often take for granted. After seeing how roads are built and how they are continuously damaged by weather and use, visitors to the Infrastructure Laboratory might be more appreciative the next time they see those orange barrels!

In July 2007, the first exhibit in the Laboratory was opened. In a ceremony honoring the 50th Anniversary of the Mackinac Bridge, representatives of MDOT and the Ironworkers Union cut the ribbon on an 80-foot long model of Michigan's most famous bridge. Since its opening, more than 50,000 visitors have crossed the Mini Mac including many participating in Michigan's shortest Labor Day Bridge Walk.

The Infrastructure Laboratory will tell visitors about Detroit's unique place in the story of America's transportation infrastructure. Interactive video monitors will show how the "Motor City" was driven to install the nation's first traffic light and build its first stretch of poured concrete highway.

The Laboratory will also look at the future of transportation infrastructure and how it must change along with the vehicles we use and the fuels that power them. Children will see how they can help build this exciting future by becoming the next generation's civil engineers.

The Infrastructure Laboratory and its 26 exhibits will be built by the Detroit Science Center staff of 25 exhibit builders and designers. It will require 16,000 labor hours to design, build and install during 2008 and 2009. The total cost to complete the Infrastructure Laboratory will be \$2 million. The Detroit Science Center is a private non-profit organization that receives no government funding for operations. Funding for the Infrastructure Laboratory will come from partners in industries related to infrastructure construction.

Three different areas within the Laboratory will focus on Roads, Bridges and Tunnels. A description of each area follows:

Area #1: Roads

In this area, visitors learn about the vast network of roads in the United States, how they are designed and built and why they fail. 19 interactive exhibits are contained in a 1200 square foot area.

Road Construction

These exhibits allow visitors to explore the design and construction of roads. Graphic panels illustrate the excavation and foundation preparation required for roads. Primary types of road surfaces used in the United States are illustrated with large cross-section models that visitors can see and walk on. Visitors view a large display board that allows them to highlight primary, secondary and tertiary roads in the United States road network. Sidebar graphics provide amazing statistics about the massive undertaking of building four million miles of roads, capacities and interesting anecdotes.

An interactive exhibit allows visitors to compare the results of compaction with angular and round materials. The exhibit A 100 Year Road allows visitors to balance build cost with maintenance cost for a road they design.

Aggregate

Two exhibits all visitors to control a crane as it dredges aggregate from a lake bottom and use screens to sort simulated aggregate into three different sizes.

Concrete

Continues on pg. 69



Update

MITA Members Launch New Websites



By Ryan Doom President of Web Ascender www.webascender.com 517-579-0420

What can a website bring to you? How about 5,000 visitors a month from 115 different countries and dozens of leads per week via phone and e-mail for your products or services! AIS Construction Equipment launched their new website in August 2007 and they have seen their website statistics grow each month since their new website launched.

The AIS website showcases their products and services online. Web Ascender worked with AIS to automatically pull their internal used equipment inventory onto their website.

This gives visitors the ability to browse their equipment by category (e.g. excavator, wheel loaders) and sort the results by price, location, year and hours. Users can even find out whether the used machines have been certified by AIS or Komatsu. Visitors can browse photos, view detailed information on the equipment, e-mail the machine to a co-worker and even ask questions about the equipment directly through the website. Visitors can do all this from the comfort of their office or home, anywhere in the world, any time of the day.

AIS have also increased traffic to their website by starting an electronic newsletter. Visitors can sign up for the newsletter on their website or AIS can add e-mail addresses of companies that they regularly do business with to inform them of sales and discounted equipment. Electronic newsletters can be a great way to move items that are overstocked or to showcase short-term sales. The newsletter system tracks how many people read the newsletter and which links readers click on. The system also automatically manages readers who choose to unsubscribe.

Services offered by AIS are showcased throughout the website, including information about their aggregate offerings, engines, training and paint departments. Those looking for employment can access the website to see job openings and submit their resume to AIS for review. The website also has an interactive map to get directions and help visitors locate their 10+ locations throughout Michigan.

Web Ascender has also worked with MITA member Eagle Excavation to build a website to showcase their services and showcase projects they have performed throughout Michigan. The Eagle Excavation website has information and photos about projects they have performed for the University of Michigan, the City of Lansing and Toyota automotive. They have also included information about their industrial projects, site utilities, earth retention, site work and demolition services. The Eagle Excavation contact page also has an easy to use map as well as contact information for their management staff.

See photos of the AIS and Eagle Excavation websites on pg. 68.

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O

DEQ Stormwater Certification 2008 Construction

DISTRICT	COUNTIES CONTACT EXAM D		EXAM DATES 2008	
Cadillac District Office 120 West Chapin Street, Cadillac, MI 49601	Benzie, Grand Traverse, Kalkaska, Lake, Leelanau, Manistee, Mason, Missaukee, Osceola, Wexford	Matthew Johnstone johnstom@michigan.gov 231-775-3960 Ext 6362	Please phone for appointment	
Gaylord Field Office 2100 W. M-32 Gaylord, MI 49735-9282 Certified Construction Site Operator Exam sessions will begin at 9:30 p.m.	Alcona, Alpena, Antrim, Charlevoix, Cheboygan, Crawford, Emmet, Montmorency, Oscoda, Otsego, Presque Isle, Roscommon	Ryan Blazic blazicr@michigan.gov 989-705-3420	Jan. 7 Aug. 14 Apr. 15 Oct. 15 Jun. 18 Dec. 9	
Grand Rapids District Office State of Michigan Office Building 350 Ottawa Ave., NW 5th Floor Grand Rapids, MI. 49503 Certified Construction Site Operator Exam sessions will begin at 1:00 p.m.	Barry, Ionia, Kent, Montcalm, Mecosta, Muskegon, Newaygo, Oceana, Ottawa	Amanda St. Amour stamoura@michigan.gov 616-356-0215	Jan. 9 Jul. 9 Feb. 13 Aug. 13 Mar. 12 Sep. 10 Apr. 9 Oct. 15 May 14 Nov. 5 Jun. 11 Dec. 10	
Jackson District Office Jackson State Office Building 301 E. Louis Glick Hwy. 4th Floor Jackson, MI 49201 Certified Construction Site Operator Exam sessions will begin at 2:00 p.m.	Hillsdale, Jackson, Lenawee, Monroe, Washtenaw	Kenneth Mroczkowski mroczkok@michigan.gov 517-780-7693	Jan.7 July 14 Mar. 10 Sep. 8 May 12 Nov. 10	
Kalamazoo District Office 7953 Adobe Road Kalamazoo, MI 49009-5026 Certified Construction Site Operator Exam sessions will begin at 9:00 a.m.	Allegan, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph, Van Buren	Steve Lewis lewisst@michigan.gov 269-567-3625 Robert Spagnoli spagnolir@michigan.gov 269-567-3628	Jan. 8 Aug. 5 Feb. 5 Oct. 7 Apr.1 Dec. 2 Jun. 3	

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Exam Schedule

MUST CONTACT THE APPROPRIATE DISTRICT AND MAKE RESERVATION FOR TRAINING

DISTRICT	COUNTIES	CONTACT	EXAM DATES 2008
Kalamazoo District Office Cont.		Della Stanford stanford@michigan.gov 269-567-3510	
Lansing District Office 525 W. Allegan 4th Floor - North Lansing, MI 48933 Certified Construction Site Operator Exam sessions will begin at 9:00 a.m.	Clinton, Eaton, Genesee, Gratiot, Ingham, Lapeer, Livingston, Shiawassee	Craig Lapham laphamc@michigan.gov 517-335-6113 Donna Hall halldj@michigan.gov 517-335-4598	Jan. 14 Jul.14 Mar. 10 Sep. 8 May 12 Nov. 3
Saginaw Bay District Office 503 Euclid Avenue, Bay City, MI 48706-2965 Certified Construction Site Operator Exam sessions will begin at 2:00 p.m.	Arenac, Bay, Clare, Gladwin, Huron, Iosco, Isabella, Midland, Ogemaw, Saginaw, Sanilac, Tuscola	Matthew Siler silerm@michigan.gov 989-686-8025 ext. 8263	Jan. 15Jul. 15Feb. 12Aug. 5Mar. 11Sep. 9Apr. 15Oct. 14May 13Nov. 5Jun. 10Dec. 9
Southeast Michigan District Office 27700 Donald Court, Warren, MI 48092 Certified Construction Site Operator Exam sessions will begin at 1:30 p.m.	Macomb, Oakland, St. Clair, Wayne	Myrna Gardner gardnem2@michigan.gov 586-753-3767	Jan. 16 Jul. 16 Feb. 20 Aug. 20 Mar. 19 Sept. 17 Apr. 16 Oct 5 May 21 Nov. 12 Jun. 18 Dec. 10
Upper Peninsula District Office KI Sawyer International Airport & Business Center, 420 Fifth Street, Gwinn, MI 49841 Certified Construction Operator Exam sessions will begin at 9:00 a.m	Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Luce, Keweenaw, Mackinac, Marquette, Menominee, Ontonagon, Schoolcraft	Lindsey Ringuette ringuetl@michigan.gov 906-346-8518	Jan. 15 Jul. 15 Mar. 11 Sep. 16 May 13 Nov. 13



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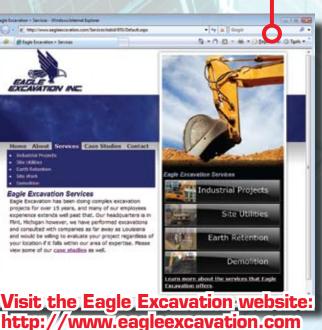
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TION TECHNOLOGY Continued from pg. 65 Update





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Meet Our Partners Continued from pg. 48

a more comprehensive media and public education strategy on the condition of Michigan's local transportation infrastructure and the need for additional funding.

Ware has served in the public, private and nonprofit sectors, including 11 years as a legislative aide for the Michigan House of Representatives.

"Given the funding crisis facing local road agencies, I am eager to help Michigan residents understand the need for funding increases," Ware said. "To be successful in increasing fuel taxes and vehicle registration fees, we must implement strong media relations and voter education programs."

Delsa Joppie became the association's Office Manager in 1984. Joppie is responsible for all human resources and accounting for the association, and has taken on the role of CRAM historian. Joppie coordinates various CRAM conferences and seminars, manages association membership, and has done an admirable job over the years of making sure the association keeps on a smooth course.

Sandra Adleman has served in a full-time capacity as CRAM's Administrative Assistant since 1988, and worked in a part-time capacity for many years prior to that. Adleman manages the administrative duties of the office and is the record keeper for RUSH-PAC. She coordinates the efforts of several CRAM Committees and assists with conference planning.

Tom Eldred joined CRAM as Administrative Associate in 2001. Eldred manages the association's Information Technology needs, and oversees research and data management. He produces CRAM-News, the association's monthly newsletter, and assists local road agencies with information requests. Eldred administers the CRAM website and works hard to ensure the site is user friendly and loaded with valuable information.

For additional information on county road agencies, a PowerPoint presentation is available at the CRAM website, www.micountyroads.org. CRAM staff is available to assist you by calling the office at 517-482-1189.

MITA Supports Detroit Science Center Project Continued from pg. 64

Many of the nation's four million miles of roads are concrete. Five different exhibits explore the use of concrete in road construction. A conveyor transports slag from a nearby Blast Furnace Exhibit to demonstrate how it is used in concrete. Visitors can control a device that simulates crushing and pulverization of aggregate for use in concrete. Video, graphics and audio explain the process of making Portland cement. Visitors can make their own concrete by mixing five different ingredients and learn about the properties of the product they have mixed. Visitors learn how concrete cures with an exhibit that simulates the five stages of hydration. An exhibit on road failure demonstrates how the quality of the road base and drainage can affect the life of the road.

Asphalt

Nine interactive exhibits allow visitors to learn about asphalt as a road surface. A conveyor from the nearby Steel Furnace Exhibit transports slag for use in asphalt. A pipeline from the nearby Future Fuels Gallery moves oil from the refinery for use in asphalt. Visitors walk through a model of an Asphalt Factory. In the Control Center, they will sit at monitors and computers to learn about different specialty asphalt formulations by choosing the proportions of asphalt ingredients and calculating the cost and performance of their "recipe." Visitors will be able to explore three areas of the operations of the Asphalt Plant- the Cold Feed Unit, the Drum Roller and the Bag House. Video, graphics and audio demonstrate how asphalt is made and poured and illustrate the vast quantity of asphalt used each year in the United States. An interactive exhibit enables visitors to fill and control a truck hauling asphalt to a road construction site. Another exhibit simulates the stripping and recycling of asphalt from an existing road and feeds rap material to the Asphalt Factory. Pot holes are a frequent discussion topic among Michigan drivers and an exhibit will demonstrate why pot holes can form in asphalt roads. Visitors stand on a platform that simulates the impact of a pothole on an automobile with and without shock absorbers.

Build an Overpass

Visitors explore this exhibit to learn about the hundreds of thousands of overpasses throughout the country that allow roads to intersect without interrupting the flow of traffic. Graphic panels explain the different designs, specifications, methods of construction and costs. A video monitor demonstrates the capacity of a road intersection with and without an overpass. Because many overpasses are an arch design, visitors use large Styrofoam blocks to try and build an eight-foot high stable arch.

Keeping Traffic Flowing

Maintaining a smooth flow of high volume traffic in an urban environment requires sophisticated integrated traffic signals. In this exhibit, a large overhead monitor shows an overhead time-lapse video of urban traffic flow and uses a synchronized heartbeat to illustrate traffic as the pulse of a city. A graphics panel explains the principles of the science of traffic flow. A computer monitor enables visitors to see the impact on flow capacity as they adjust the timing of traffic signals. An interactive model of an intersection demonstrates how the timing of traffic signals impacts the safety of drivers and pedestrians. Visitors can manage traffic flow in a Control Center where they can watch actual major road flow video from the Michigan Department of Transportation as well as sensor data from selected roads. **Traffic Signals**

Visitors can compare the features of a modern four signal traffic light with a scale model of the first traffic signal ever used.

The Interchange

There are a variety of ingenious designs for two freeways to intersect efficiently. Visitors can remotely control a vehicle as it moves through a cloverleaf model and a Single Point Urban Interchange model and try to execute all possible turn combinations. Graphic panels describe other designs for freeway ramps that use Continues on pg. 71

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ABORERS'

Arant Charlick, an apprentice program graduate out of Laborers "a la 1076 and an employee of "ka, USA, considers MLTAI "onstruction Craft Laborer "b program an important "sional growt. "a calculus "as very "t of experience I've gained as a result of working for a general contractor has prepared me to take advantage of advancement opportunities that could come my way in the future.

ST

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

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

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

MITA Supports Detroit Science Center Project Continued from pg. 69

less land or are less expensive to construct. A Pedestrian Rotary enables visitors to learn the etiquette of a rotary.

Area #2: Bridges

Bridges are the structures that the general public most frequently identifies with engineers. In this area, visitors learn about the design and construction of bridges that are essential elements of the vast road network in the United States. This area includes a dramatic model of a bridge that will be a one of the most visible elements on the main floor of the Science Center.

The Mini Mac

Completed in 1957 by the International Association of Ironworkers to connect Michigan's Upper and Lower Peninsulas, the Mackinac Bridge has a total length of five miles and is one of the longest suspension bridges in the United States. This 80foot-long model of the bridge is the centerpiece of the Infrastructure Laboratory and highlights key design elements of the bridge. Visitors learn about the construction project while they walk over the bridge and cross a simulated flowing model of the Mackinac Straits. The model spans the opening over the Science Stage and commemorates the 50th Anniversary of the completion of the Mighty Mac.

Bridge Design

Visitors learn about a variety of bridge designs including beam, arch, cantilever and suspension bridges. Graphic panels and physical models demonstrate the different designs. An interactive light board allows visitors to answer questions to select the right design for specific situations. A video monitor shows film footage of actual bridges of each design and spectacular bridge failures.

Engineer a Bridge

This exhibit allows future Civil Engineers to design and build a bridge and analyze its effectiveness and cost. A worktable contains all the necessary components to build a variety of bridges and graphic panels that illustrate how to build different styles of bridges. Educators will frequently conduct workshops and host contests in this area.

Junior Builder

Great builders learn by experimenting with new designs and trying things that have never been tried. In this work area, visitors have access to 10,000 maple building blocks to build bridges and other structures to learn simple principles of architecture, physics and geometry.

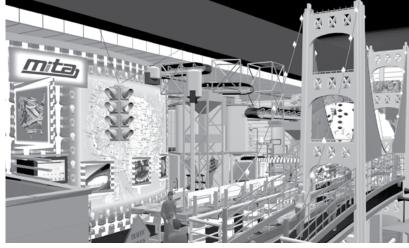
Area #3: Tunnels

Tunnels are an essential part of the road network in the United States and around the world. In this area, visitors learn why tunnels are used and how they are constructed.

A-maze-ing Tunnels

WINTER | 2008

This exhibit includes two 25' long tunnels. Visitors can crawl through the tunnels and learn about the process of boring and building the tunnels. One tunnel is a completed model of the Detroit-Windsor Tunnel and the other is under construction to allow visitors to see the various phases of tunnel construction. Video monitors show tunnels under constructions. Graphic panels identify the world's longest tunnels and provide interesting facts on their design and construction.

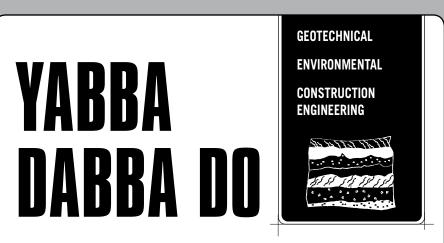


TBM

Tunnel Boring Machines are some of the largest pieces of industrial equipment. This exhibit, almost 18 feet in diameter, is a full sized replica of the cutting surface of a TBM. It will be one of the icons of the Science Center and certainly one of the most exciting visitor experiences. Visitors will learn how the TBM works to cut through rock and remove material as it proceeds. Within the diameter of the surface is a smaller rotating section that visitors can enter. The walls of this section rotate around them as video and audio simulate actual rock cutting. The disorienting motion will make this exciting and very difficult to walk through.

Boring!

It may sound boring but it is actually fascinating the way tunnels are excavated. This exhibit explains the uses of drilling, blasting and boring to create the passageways to construct tunnels through almost any material in any environment. An interactive computer program asks visitors to determine the best method for tunnel excavation under different scenarios. Graphic panels illustrate tunneling equipment.



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MITA 2008 Calendar

For events that have already been held, tentatively mark your calendars for 2009. For details on any event, contact Danielle Coppersmith, events coordinator, daniellecoppersmith@mi-ita.com or visit the events section of www.mi-ita.com.

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JANUARY

3-6	MITA Ski Weekend Boyne Highlands
16-18	MITA Annual Conference & Black Tie Event Soaring Eagle Casino & Resort
25	MITA Super Conference Sterling Inn, Sterling Heights, 8 a.m.

FEBRUARY

KotzSangster

1	MITA Super Conference Crowne Plaza, Grand Rapids, 8 a.m.
12	MITA Board Meeting MITA Office, 1 p.m.
22	MITA Super Conference Horizons Conference Center Saginaw, 8 a.m.

MITA Super Conference Holiday Inn South, Lansing, 8 a.m.

MARCH

5	Industry Night Italian American Club, Livonia, 6 p.m.
11-14 ConExpo, Planet Hollywood, Las Vegas	
19	Industry Night Noto's, Grand Rapids, 6 p.m.
21	Confined Space Seminar Argus Group Training Center, Chesterfield, 8 a.m.
26	Industry Night The University Club, East Lansing, 6 p.m.
28	Confined Space Seminar MITA Office, 8 a.m.

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- Confined Space Seminar

 Argus Group Training Center, Chesterfield, 8 a.m.

 MITA Board Meting
- 16 MITA Office, 1 p.m.

ΜΑΥ

- 21 Soil Testing Seminar Golf Outing Boulder Creek Golf Club, Belmont
- **19-21** MITA Washington Fly-In Hyatt Regency, Washington D.C.

JUNE

- 10 MITA Board Meeting Country Club of Lansing, 9 a.m.
- 11 MITA Central Golf Outing Eagle Eye Golf Club, East Lansing

JULY

- 17 MITA Metro Golf Outing Fox Hills Country Club, Plymouth
- 24-27 MITA Summer Conference Crystal Mountain, Thompsonville

AUGUST

12 MITA Board Meeting MITA Office, 1 p.m.

OCTOBER

14 MITA Board Meeting Hunter's Ridge Hunt Club, 9 a.m.

DECEMBER

- 5 MITA Holiday Party Grand Rapids, TBA
- MITA Board Meeting
- 12 MITA Office
- MITA Holiday Party
- 12 Lansing, TBA
- 19 MITA Holiday Party Detroit, TBA

2008 MDOT BID LETTINGS

All bid lettings are downloaded in the MDOT Building (Van Wagoner Building on Ottawa St. in Lansing) second floor.

Friday, January 11, 2008 Friday, February 1, 2008 Friday, March 7, 2008 Friday, April 4, 2008 Friday, May 2, 2008 Friday, June 6, 2008 Friday, July 11, 2008 Friday, August 1, 2008 Friday, August 1, 2008 Friday, September 5, 2008 Friday, October 3, 2008 Friday, November 7, 2008 Friday, December 5, 2008



- Concrete Pipe/Manholes/Catchbasins
- Concrete Sumps/Inlets/Gatewells
- Pre-cast Concrete Junction Chambers
- Concrete Box Culverts
- PVC and ABS Truss Pipe and Fittings
- Ferncos 4"–24"/Connection Saddles
- Manhole Block/Brick/Adjustment Rings
- Manhole Steps/Connection Boots
- Manhole Rehabilitation Products
- Preco Plug/Butyl Rope
- Steel Culvert/N–12 HDPE Pipe
- SCH 40/SDR 35/SDR 26 Sewer Pipe
- Clay Pipe and Fittings/Inserta Tees
- Copper Water Pipe and Fittings

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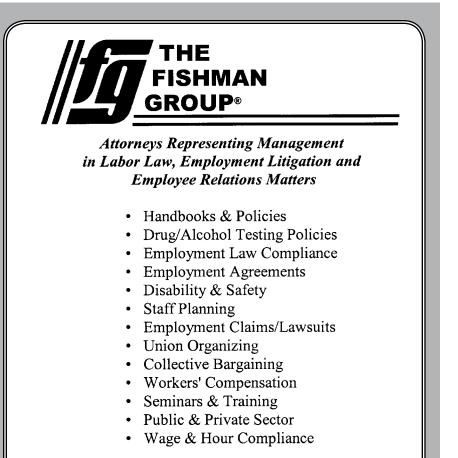
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Continued from pg. 59

First, it has eroded the purchasing power of highway user fee revenues. The federal gas tax, which was set at 18.3 cents per gallon in 1993, today buys about half as much highway construction as it did then. The value of state and local highway revenues, including fixed-rate motor fuel taxes and vehicle registration fees, is also eroded by highway construction cost inflation. The failure of user fee revenues to keep pace with inflation means state and local DOTs fall farther and farther behind their highway investment needs each year.

Second, cost inflation has put a serious strain on state and local highway construction budgets. State DOTs developed their surface transportation improvement plans (STIPs) for 2005-07 during 2003 and 2004 before the increase in construction costs became evident. The projects ultimately



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cost far more than expected. Many states, hoping to avoid postponement or cancellation of projects, pushed forward with more projects than could be afforded. Between 2004 and 2006, the value of construction work put in place on highways and bridges soared from \$58 billion to \$72 billion according to the U.S. Census Bureau, which is the federal agency that collects and publishes data on construction spending in the U.S. Of this \$14 billion increase, only \$2 billion came from the federal highway program. The rest came from state and local highway budgets, representing a 40 percent increase in state and local highway spending in just two years. Bond issues, reserves and general funds account for some of the increase, but it can't continue without additional revenues.

Third, contractors had to build the risk of higher prices into their bids.

When construction material prices are relatively stable as in the 1990s, projects can be bid with little risk of making a serious mistake. But in a period of rising prices and cost uncertainty, a mistake can mean bankruptcy. Contractors have to build in a margin to account for this risk, particularly for multi-year construction projects where supplies are unwilling to commit to prices or quantities. The result is higher bids, not only to reflect actual cost increases to date but also the risk of future increases that are currently unknowable. This adds to the budgetary pressures on state and local DOTs.

There are few options for dealing with this risk. One is for the contractor to bear the risk, in which case it will be built into higher bids. Another is for the state or local DOT to bear some or all of the risk by incorporating price adjustment clauses into project contracts. Since the 1970s, many states have done this for asphalt. But current cost uncertainties go well beyond the price of asphalt. A third might be to incorporate some flexibility into project designs, permitting choices of materials to reflect future prices.

Unfortunately, cost uncertainties will be with us for some time. The cost slowdown in 2007 is likely to be temporary. A recovery in homebuilding is not expected for another year or so, but when it occurs the slack in building materials will dry up. In addition, China, India and other countries are engaging in a round of road and transportation building to enhance their competitiveness that will put upward pressure on prices for highway materials. Even Russia has just announced a major multibillion dollar highway construction program.

In the U.S., Congress will be under pressure to enact a substantial increase in federal highway investment in the next surface transportation authorization bill. The current bill, SAFETEA-LU, expires September 30, 2009. At current levels, federal highway investment falls about \$20 billion short of the amount needed just to maintain current physical and performance conditions on the nation's highways. Each year, congestion on the nation's highways gets worse, transportation costs rise and U.S. businesses become less competitive in the world economy. If Congress even partially incorporates ARTBA's recommendation for a 10-cent increase in the federal motor fuels tax and a new "Critical Commerce Corridors" program to add significant freight capacity to the nation's highway system, there will be an increase in highway construction in the U.S. in the next decade.

This would mean more construction work but it would also add to the current pressures on materials supplies. The timing and amount of price increases is hard to predict, but they will surely happen. So state DOTs and highway contractors will have to get used to a new environment of price uncertainty and develop new solutions as we move into the second decade of the 21st century.

ARTBA is the transportation construction industry's consensus voice on the federal level in Washington, D.C. Recently ARTBA co-hosted a national conference on highway construction costs. To see information and presentations from the conference, please visit http://www.artba.org/about_artba/divisions/contractors/ cost_conference.htm.



In an effort to bring additional human interest to Cross-Section Magazine, MITA is asking that members submit photos and brief information about "Where Has Your MITA Hat Been?"

We are thinking you may have worn your hat on vacation, or hunting, or an exciting exotic place other than a worksite. (Not that worksites aren't exciting!)

If so, please send your photo and brief information to Nancy Brown at nancybrown@mi-ita.com. The brief information should include your name, company name and the place you visited. We will publish the photos in upcoming issues of the magazine.

Thanks in advance for your participation.



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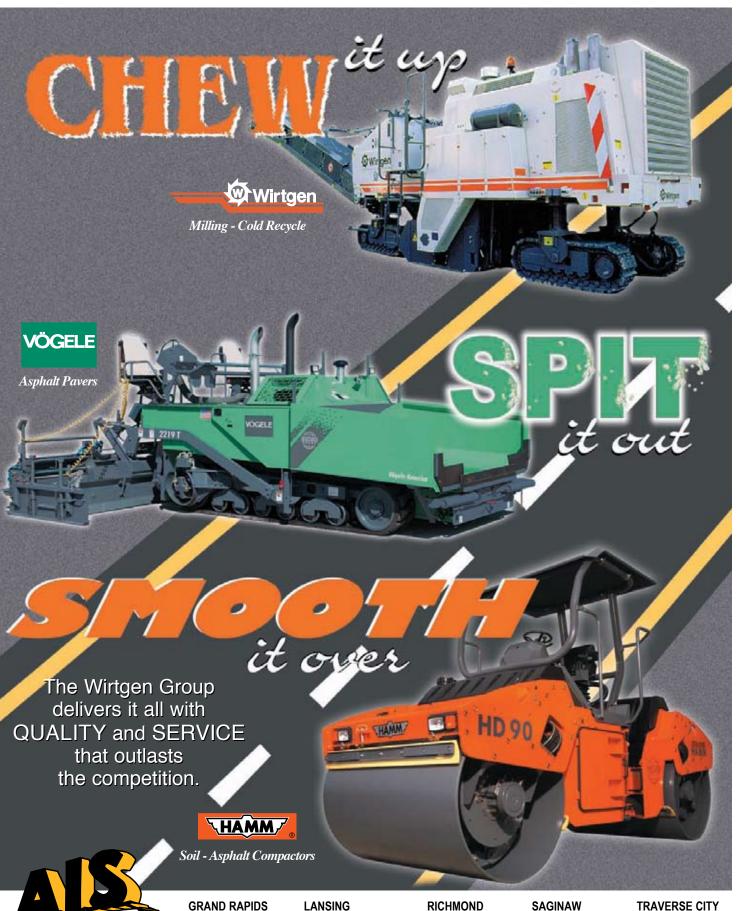
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