

WINTER 2025

# CROSSSECTION

Inside this Issue:

**Scholarship Recipients  
Announced & Wild  
Game Dinner Recap**

SBP/DBE Profile:

**A Sharper  
Service, LLC.**

Associate Member

Profile:

**OnGrade**

**mita**

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**Published by:**  
 Gladstone Printing  
 517 S. Waverly Rd.  
 Lansing, MI 48917  
 (517) 323-2111

For Cross-Section Magazine advertising or editorial inquiries, contact Danielle Coppersmith at 517-347-8336 or [daniellecoppersmith@thinkmita.org](mailto:daniellecoppersmith@thinkmita.org).

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## FEATURES

- 18** Spotlight on Safety
- 20** SBP Member Profile
- 22** Member Project Profile
- 26** Associate Member Profile
- 30** Golf Outings Recap
- 32** Scholarships
- 34** Wild Game Dinner and Scholarship Fundraiser
- 36** MDOT News
- 38** ARTBA News
- 44** Member Anniversaries
- 46** MITA Members Giving Back
- 48** Member News
- 50** Partner News
- 52** Staff News
- 54** Where's MITA Been Lately?
- 66** Letters to MITA

## DEPARTMENTS

- 6** Executive Vice President
- 10** Government Affairs
- 14** Engineering
- 16** Safety & Compliance

## On The COVER



*The Interstate 496-U.S. 127 reconstruction project is underway. Photo courtesy of the Michigan Department of Transportation.*

# Page 22

## NEW MITA MEMBERS

### New Contractor Members

Eminent Excavating LLC  
 Milenium Inc.

### New Associate Members

Foster at Allied Insurance Managers  
 Great Lakes Aggregates, LLC

## Welcome Aboard

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## EXECUTIVE VICE PRESIDENT

# OPTIMISM & GRATITUDE

A headline I borrowed from a recent article I read reflects the attitude I currently feel as I write this piece. I am optimistic about the potential of getting some meaningful funding in place and am feeling a great deal of gratitude for all your help.

As you read this, the 2024 construction season is nearing an end. Most or all members should be basking in the results of a successful season. Unfortunately, much of the year has been spent in the shadow of a major funding cliff that has ramifications for all construction markets in Michigan. I hope that by the time you read this, we will have had good news about averting the cliff and are on the road to planning for the future with stable funding in hand. If that is not the case, we will certainly regroup and survive. As a membership, we should be able to hold our heads high in either event, knowing that we left nothing on the table regarding our efforts.

MITA launched a successful campaign, "Contact Your Legislator," at last year's Annual Conference. The campaign used QR codes that directly linked members with their local legislative representatives and provided them with messaging regarding our funding plight. Thousands of member employees supported those efforts and MITA regularly heard from members of the legislature about those pleas. Which ultimately opened the door to further educating them on our and, to

be quite honest, the state's issue regarding underfunding of our infrastructure systems.

In tandem with that, in early June, the MDOT Director and I presented our case at the Mackinaw Policy Conference. We discussed some of the major factors of our declining revenue sources, such as fuel efficiency and EVs, and the challenges they bring to funding our system. The audience consisted of members of the legislature, business leaders, and local government officials. Numerous individual meetings occurred after that event, adding to one of MITA's major goals of educating the legislature and the public on the importance of good infrastructure and the economic impact it has on all sectors of the economy.

In July (by design) the MITA-sponsored TRIP Report buttressed what we've been saying all along, our roads are on a steady decline! This information spawned numerous TV and radio interviews that MITA participated in to further educate the public about our state's problem.

While all this was occurring MITA had set out to develop materials to educate legislators on the current fate of their districts. Red, yellow, and green roads were put on their district maps with a percentage indicating the rating of good and fair for the district. Most of which were in the 30-40% range. Remember, the district maps were redrawn and in a state of flux at the time, so this was a monumental task. MITA also presented each of the district's current funding levels



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and what they could receive if an additional 3.9 B of funding were injected annually. A number recommended by the PSC report issued two years ago. We also emphasized that this was an inherited problem that started decades ago. These materials were hand-delivered to each legislative office and distributed by our sister organizations, as well as targeted social media posts in Lansing.

Then came the onsite education and job site visits. Many members conducted visits with representatives, and MITA participated in as many of them as possible. Information was redistributed but more importantly, the effort was humanized by discussing what a loss of funding would mean from a jobs aspect, not to mention a potential loss in capacity. MITA also emphasized that our industry employees don't generally move to a different career when work becomes thin; they leave for other states to perform what they know and are skilled at.

The next strategy was dollars and lots of them. At the time of writing this, MITA has exceeded its goal of raising 500k in PAC dollars and, with ongoing contributions from members, should finish the year in the 515k range! A humbling record that you should all be proud of. That said, we also spent a record amount of those funds this fall preelection at the discretion of the PAC board and our multi-client firm GCSI. By the way, all of those funds were hand delivered by Lance and myself which was

*Continued on page 8*

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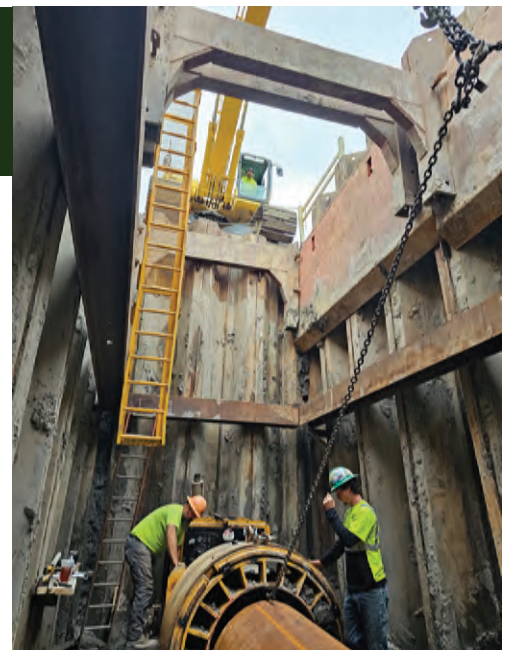
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Continued from page 6

no small task but necessary to the process. Rest assured that your dollars are having a major impact on our issue.

Our Governor established meetings that occurred almost weekly with the Michigan Office of Infrastructure (MIO), where MITA had the opportunity to introduce ideas and provide information on what other states are doing across the country. Michigan is not the only state facing this problem. It also allowed us the opportunity to continually educate on workforce problems and capacity issues that a lack of funding would create. You all have spent a great deal of time educating and attracting employees to meet the demands of the bonding program and the IJA dollars that have propelled our state in the right direction. But our messaging has been clear all will be lost quickly if a sustainable funding source is not established immediately. The Governor attended the September MITA BOD meeting to reaffirm her commitment to the issue and parted with a #LFG!

Much of what I have written is the tip of the iceberg concerning MITA's efforts over the past few years. The funding cliff had been identified before I took the helm three short years ago. We have a lot going for us. Nobody is saying there isn't a need, and everyone understands that our problem is in the billions, not millions. So, if funding has passed, every member should take credit for that success! If it hasn't, let's lick our wounds, regroup and go KICK SOME ASS! **CS**



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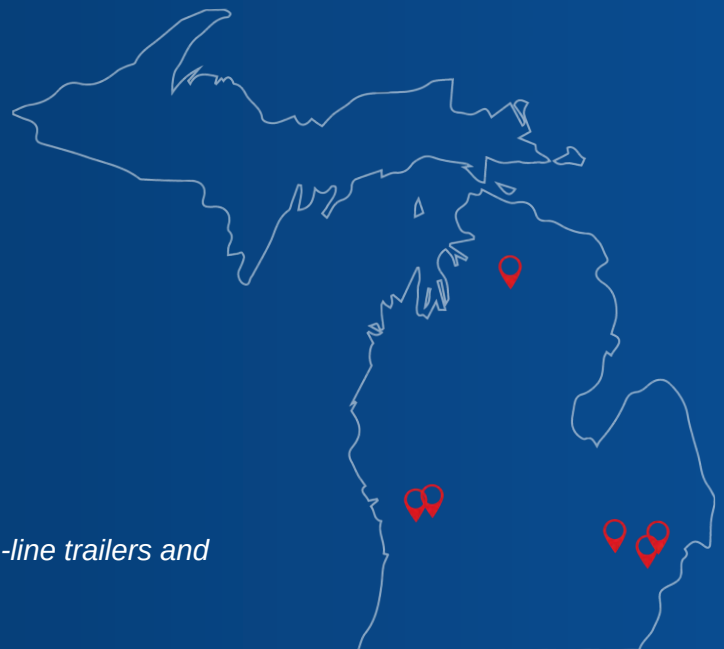
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# LEGISLATIVE UPDATE

### Elections and Lame Duck:

At the time that you read this, I hope that you have already received a bulletin from us stating that we were successful in obtaining increased road funding during the lame-duck session. As I write this, we are a week past the elections, and lame duck is full steam ahead in Lansing and D.C., and rumors of what may or may not come up for discussion in the legislature are abundant. Road funding is at the top of the list for items to discuss in lame duck.

After a long and contentious campaign season, the Michigan House of Representatives will flip majority control to Republicans beginning January 1, 2025. Four Democratic incumbents lost their re-election efforts, giving Republicans a 58 to 52-seat majority when the session officially begins on January 8, 2025.

With a shift in power, MITA is well-positioned to work closely with the new majority. It has been a long-time and successful strategy to support candidates on both sides of the aisle, in part due to your PAC support. Infrastructure funding is a bi-partisan issue, and we support those candidates who support our industry. Over the next several months, Republicans will choose their committee chairs and committee assignments for the chamber, which will significantly impact the policies that the MITA membership supports and pursues.

### Speed Cameras in Work Zones:

During the first week of lame duck, MITA was able to get legislation to pass that allows for automated camera speed enforcement within work zones. Six years ago, after several years of increased fatalities within work zones, MITA and MDOT formed the Work Zone Safety Taskforce, focusing on protecting our workers on job sites. Of the many recommendations from that group, allowing speed camera enforcement within work zones became one of the biggest priorities.

Implementing automated enforcement systems in work zones has been a successful strategy for slowing traffic in 17 other



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states across the country. In Maryland, reports show that the use of cameras has resulted in an 80% reduction in the number of speeders. In addition, fatalities dropped by half in the first three years of the program's use.

Ultimately, we likely won't see automated speed cameras in work zones next year as the Department has to have a 3rd party administer the program and go through the process of finding one. We anticipate it will take MDOT up to a year to implement the program. Eligible work zones include MDOT projects that are 30 days or longer, only where workers are present and not separated by a concrete barrier. The Department will eventually put together specifications for the implementation of camera enforcement in work zones and industry, and the department will work together to determine where the camera enforcement should be placed. **CS**



Thank you to everyone who has contributed to the MITA PAC. Your generosity is greatly appreciated. If you haven't donated to the MITA PAC yet this year, please consider making a contribution today.

This year, the MITA PAC Board set an extremely high bar for fundraising: 500K. MITA is happy to report that, through the efforts of many members and staff, the goal was exceeded by 15k! This is the most money the MITA PAC has ever raised in a given year and accomplished with nearly 600 donations, some recurring.

But more importantly, the dollars raised allowed for epic pre-election spending last September, putting our and the state's funding issues on every lawmaker's radar.

A big thank you to those of you who donated! **CS**

Name	Company	Amount	Name	Company	Amount
Michael Peake	Action Traffic Maintenance, Inc.	\$100.00	April Thomas	HYMMCO	\$100.00
George Verschuere*	C. A. Hull Co., Inc.	\$110.00	Kas Rugenstein	HYMMCO	\$100.00
Patty Meyer*	Patty Meyer	\$25.00	Erin Hearn	HYMMCO	\$1,000.00
Dennis Rozanski	Dan's Excavating, Inc.	\$500.00	Donald DJ LaBean	HYMMCO	\$250.00
Joe Goodall	Dan's Excavating, Inc.	\$500.00	Derek LaBean	HYMMCO	\$2,000.00
Jeff Irvin*	Action Traffic Maintenance, Inc.	\$125.00	James Jacob	HYMMCO	\$2,000.00
TJ Peake	Action Traffic Maintenance, Inc.	\$125.00	Brian Mayer*	Ajax Paving Industries	\$50.00
Timothy Peake*	Action Traffic Maintenance, Inc.	\$125.00	Brigitte Corbin	HYMMCO	\$250.00
Michael Kalin*	Kalin Construction Company	\$100.00	Don LaBean	HYMMCO	\$5,000.00
Gerald Kalin*	Kalin Construction Company	\$250.00	Dawn LaBean	HYMMCO	\$1,000.00
Justin Peyerl	Dan's Excavating, Inc.	\$2,500.00	Remi L. Coolsaet	R. L. Coolsaet	\$500.00
Dyrris Marshall	Shadow Consultants LLC	\$1,000.00	Bob Brannan	HYMMCO	\$2,000.00
Craig Fons	GBM Companies	\$1,500.00	Bill Rizor	Hoffman Brothers, Inc.	\$2,500.00
Kelly Weber*	Action Traffic Maintenance, Inc.	\$125.00	John Zito	Zito Construction Co.	\$1,000.00
Dave Terbeek	AIS Construction Equipment	\$1,525.00	Luke Fleischmann	Michigan Pipe & Valve	\$2,500.00
Mark Campbell	GM & Sons, Inc.	\$250.00	Dan Eriksson	Hoffman Brothers, Inc.	\$7,500.00
Jennifer Slater*	Action Traffic Maintenance, Inc.	\$50.00	Remi A. Coolsaet	R. L. Coolsaet	\$1,000.00
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Matthew Milkovie	Angelo Iafate Construction Company	\$500.00	Andrew Albrecht	M & M Excavating Company	\$750.00
James O'Donnell	Angelo Iafate Construction Company	\$250.00	Joe Stutesman	M & M Excavating Company	\$750.00
Andrew DeFinis	Angelo Iafate Construction Company	\$100.00	Michael Stutesman	M & M Excavating Company	\$750.00
Christi Conner	Angelo Iafate Construction Company	\$50.00	Quentin Fraley	M & M Excavating Company	\$200.00
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Tony Kuberski	Angelo Iafate Construction Company	\$150.00	Kelly Schwall	Ajax Paving Industries	\$500.00
Bruce Young	Angelo Iafate Construction Company	\$1,000.00	Benjamin Kohler	Ajax Paving Industries	\$500.00
Mark Hammer	Angelo Iafate Construction Company	\$50.00	Nick Schroeder	Ajax Paving Industries	\$500.00
Lori Adkins	GM & Sons, Inc.	\$150.00	Josh Matuzak	Ajax Paving Industries	\$500.00
Efren Garza	Angelo Iafate Construction Company	\$50.00	Tim Hay	Ajax Paving Industries	\$500.00
Marcy Adkins	GM & Sons, Inc.	\$100.00	Pete Mann	Ajax Paving Industries	\$500.00
Kurk Schweitzer	GM & Sons, Inc.	\$300.00	Leo Remijan, Jr.	Ajax Paving Industries	\$500.00
Josue Orozco	GM & Sons, Inc.	\$100.00	Kathleen Anderson	Ajax Paving Industries	\$500.00
Ben Kolarik	Angelo Iafate Construction Company	\$100.00	Patrick Wagoner	Ajax Paving Industries	\$500.00
Brian Hoffman	Hoffman Brothers, Inc.	\$7,500.00	Bryant Moorman	Ajax Paving Industries	\$500.00
Michael DeFinis	Angelo Iafate Construction Company	\$2,000.00	Michael & Mary Ann Podsiad	Ajax Paving Industries	\$500.00
Jack Dykstra	Jack Dykstra Excavating, Inc.	\$1,000.00	Matt Payne	Ajax Paving Industries	\$500.00
Hugo Gallegos	GM & Sons, Inc.	\$1,000.00	Robert Liddell	Ajax Paving Industries	\$500.00
Jeremy Lemke	Give 'Em A Brake Safety, LLC	\$5,000.00	Alex Vasquez	Ajax Paving Industries	\$500.00
Aaron Johnson	Give 'Em A Brake Safety, LLC	\$250.00	Philip Schuck	Ajax Paving Industries	\$500.00
Jeff Buckley	C. A. Hull Co., Inc.	\$1,000.00	Brian Borich	Ajax Paving Industries	\$500.00
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Sean Morrissey	GM & Sons, Inc.	\$250.00	Justin McLachlan	Ajax Paving Industries	\$250.00
Eric Parrish	Angelo Iafate Construction Company	\$50.00	Bashar Yohan	Ajax Paving Industries	\$250.00
Michael Campbell	GM & Sons, Inc.	\$250.00	Jonnie Williams	Ajax Paving Industries	\$250.00
TJ Peake	Action Traffic Maintenance, Inc.	\$1,000.00	Allan Isaac	Ajax Paving Industries	\$250.00
Marc Van Til	Give 'Em A Brake Safety, LLC	\$3,000.00	Paul Resky	Ajax Paving Industries	\$250.00
Jeremy Dixon	Angelo Iafate Construction Company	\$50.00	Jason Tapani	Ajax Paving Industries	\$250.00
Scott Kos	Angelo Iafate Construction Company	\$50.00	Shawn Dice	Ajax Paving Industries	\$250.00
Christina Thomson	Angelo Iafate Construction Company	\$50.00	Nick Stockwell	Ajax Paving Industries	\$250.00
Darren LaBean	HYMMCO	\$500.00	Rebecca A Tchorz	Ajax Paving Industries	\$250.00
Bruce Pung	HYMMCO	\$200.00	Rob Griggs	Ajax Paving Industries	\$250.00
Kaitlyn Deyarmond	HYMMCO	\$200.00	John Nguyen	Ajax Paving Industries	\$250.00
Austin Koin	HYMMCO	\$1,000.00	Richard Poe	Ajax Paving Industries	\$250.00
Brooke Zapczynski	Z Contractors, Inc.	\$2,500.00	Michael Connelly	Ajax Paving Industries	\$250.00

# Thank you



Thank you to everyone who has contributed to the MITA PAC this year. The money raised will be spent judiciously with input from the MITA PAC Board and also the entire MITA Board of Directors.

MITA PAC funds are given to political candidates who support initiatives that are important to the heavy highway/underground industry and to combat those candidates who are against our goal of long-term, sustainable infrastructure funding. The more these funds are targeted to the right candidates, the more our industry will thrive.

If you have any questions about how your PAC contributions are being spent, feel free to email MITA's Executive Vice President Rob Coppersmith (roboppersmith@thinkmita.org), or MITA's Vice President of Government Affairs Lance Binoniemi (lancebinoniemi@thinkmita.org).



## Long-Term Sustainable Funding Campaign 2024

The MITA Political Action Committee (PAC) is a strong contributor to the overall political voice of Michigan's heavy construction industry. MITA PAC is the most effective tool our industry has to support candidates who will fight in favor of contractors in the Michigan legislature. Your personal financial support of the MITA PAC gives all of us who care about the future of heavy construction the opportunity to have a strong influence in the political process.

Name	Company	Amount	Name	Company	Amount
Jennifer Bashawaty	Ajax Paving Industries	\$200.00	Matthew Mooney	Give 'Em A Brake Safety, LLC	\$40.00
Dan David	Ajax Paving Industries	\$200.00	Shawn Farzam	Guy Hurley, LLC	\$100.00
David Grabowski	Ajax Paving Industries	\$200.00	Bob Heuer	Guy Hurley, LLC	\$200.00
Sean Friel	Ajax Paving Industries	\$200.00	Benjamin Washabaugh	Northern Concrete Pipe, Inc.	\$1,000.00
Stefany DalPra	Ajax Paving Industries	\$200.00	Robert Washabaugh	Northern Concrete Pipe, Inc.	\$1,000.00
Jenny Johnston	Ajax Paving Industries	\$200.00	Brad Stover	Toebe Construction LLC	\$2,000.00
Ryan Belanger	Ajax Paving Industries	\$200.00	Andy Stover	Toebe Construction LLC	\$2,000.00
Hugh R Luedtke	Ajax Paving Industries	\$200.00	Carrie Pennington	Toebe Construction LLC	\$2,000.00
Sandra McMillian	Ajax Paving Industries	\$200.00	Dave Fischer	Toebe Construction LLC	\$1,000.00
Mark Homer	Ajax Paving Industries	\$200.00	Jason Fowler	Toebe Construction LLC	\$1,000.00
Christina O'Brien	Ajax Paving Industries	\$200.00	Andy Thelen	Toebe Construction LLC	\$1,000.00
Brandon Fuller	Ajax Paving Industries	\$200.00	Jason Rogers	Guy Hurley, LLC	\$500.00
John Stevens	Ajax Paving Industries	\$200.00	Ed Boucher	Kotz Sangster	\$750.00
Ean Ridley	Ajax Paving Industries	\$150.00	Nicholas Boucher	GM & Sons, Inc.	\$250.00
Chris Edwards	Ajax Paving Industries	\$100.00	Will Morrison	Give 'Em A Brake Safety, LLC	\$50.00
Jerry Johnson	Ajax Paving Industries	\$100.00	Ron Measel	Ace Cutting Equipment & Supply Inc.	\$2,500.00
Donna Eryart*	Ajax Paving Industries	\$100.00	PHILLIP FUGATE	Ace Cutting Equipment & Supply Inc.	\$100.00
Jason Pestridge	Ajax Paving Industries	\$100.00	Giulia Mayerhoff	Cipparrone Contracting, Inc.	\$2,500.00
Yousif Khamis	Ajax Paving Industries	\$100.00	William Washabaugh, Jr.	Northern Concrete Pipe, Inc.	\$1,000.00
Jerimah Wallace	Ajax Paving Industries	\$100.00	Christopher C Washabaugh	Northern Concrete Pipe, Inc.	\$1,000.00
Sam Bishop	Ajax Paving Industries	\$100.00	Kirk Cooley	Fonson Company, Inc.	\$500.00
Tyler Grabowski	Ajax Paving Industries	\$100.00	Tim McManaman	Barnsco	\$1,000.00
Michael Reardon	Ajax Paving Industries	\$50.00	Kellen Branoff	Ace Cutting Equipment & Supply Inc.	\$50.00
Tanner Jeska	Ajax Paving Industries	\$50.00	Peter Fredericks	Koenig Materials	\$500.00
Patrick O'Connor	Ajax Paving Industries	\$20.00	Heather Wells	M & M Excavating Company	\$100.00
Kyle Meyer	Give 'Em A Brake Safety, LLC	\$50.00	Thomas Washabaugh	Northern Concrete Pipe, Inc.	\$1,000.00
Angel Ferrer	Give 'Em A Brake Safety, LLC	\$100.00	James Washabaugh	Northern Concrete Pipe, Inc.	\$1,000.00
Andrew Dauksts	Give 'Em A Brake Safety, LLC	\$250.00	Janice Sharp	A Sharper Service, LLC	\$1,000.00
Chris Heyboer	Give 'Em A Brake Safety, LLC	\$200.00	John Washabaugh	Northern Concrete Pipe, Inc.	\$1,000.00
Jane Anstett	Give 'Em A Brake Safety, LLC	\$250.00	Peter J Eberhardt IV	Ace Cutting Equipment & Supply Inc.	\$20.00
Michael Heyboer	Give 'Em A Brake Safety, LLC	\$500.00	Nick Shea	PK Contracting, Inc.	\$4,000.00
Tanya Johnson	Give 'Em A Brake Safety, LLC	\$100.00	M. Todd Chartier	M. L. Chartier Excavating, Inc.	\$2,500.00
Aaron Johnson	Give 'Em A Brake Safety, LLC	\$100.00	Mike Lechner	Guy Hurley, LLC	\$2,500.00
Dyrris Marshall	Shadow Consultants LLC	\$500.00	Tony Cardillo	Florence Cement Company	\$100.00
Jason Gauthier	Give 'Em A Brake Safety, LLC	\$250.00	Scott Kicinski	M. L. Chartier Excavating, Inc.	\$500.00
Paul Kennedy	Give 'Em A Brake Safety, LLC	\$100.00	Steve Measel	Ace Cutting Equipment & Supply Inc.	\$250.00
Jim Hartley	Give 'Em A Brake Safety, LLC	\$100.00	Dan Wallenslager	Give 'Em A Brake Safety, LLC	\$20.00
Dave Turner	C. A. Hull Co., Inc.	\$12,500.00	Chad Dais	Rathco Safety Supply, Inc.	\$1,000.00
Kurt Shea	PK Contracting, LLC	\$4,000.00	Eric Hamilton	Give 'Em A Brake Safety, LLC	\$100.00
Taylor Augustine	Michigan Paving & Materials Co.	\$500.00	Kait Measel	Ace Cutting Equipment & Supply Inc.	\$20.00
Ryan O'Donnell	AnLaan Corporation	\$10,000.00	Robin Meram	F.D.M. Contracting, Inc.	\$1,500.00
Chris Shea	PK Contracting, LLC	\$6,000.00	Fred Meram	F.D.M. Contracting, Inc.	\$1,500.00
Nicholas Baker	AnLaan Corporation	\$10,000.00	Bill Hartsock	Mark Anthony Contracting, Inc.	\$1,000.00
Tyler Walls	Eagle Excavation, Inc.	\$5,000.00	Kevin Houle	Mark Anthony Contracting, Inc.	\$500.00
Fernando Casasanta	C & P Construction Co., Inc.	\$1,000.00	Trevor Casad	AnLaan Corporation	\$150.00
Aden Shea	PK Contracting, Inc.	\$6,000.00	Rusty Rathburn	Rathco Safety Supply, Inc.	\$3,000.00
Chris Woolley*	C. A. Hull Co., Inc.	\$50.00	Mike Piecuch	Florence Cement Company	\$100.00
Brian Schulz	Michigan CAT	\$500.00	Jennifer Brendahl	Give 'Em A Brake Safety, LLC	\$100.00
Joel Smeenge	Give 'Em A Brake Safety, LLC	\$100.00	Josh Goldsworthy	AnLaan Corporation	\$250.00
Gabe Cipparrone	Cipparrone Contracting, Inc.	\$10,000.00	Chad Loney	Rieth-Riley Construction Co.	\$5,000.00
Ronaldo Acciavatti	Pamar Enterprises Inc.	\$2,501.00	Brian Olesky	Pamar Enterprises Inc.	\$500.00
Steve Brown	Pamar Enterprises Inc.	\$500.00	Steve Pantaleo	Florence Cement Company	\$100.00
Rick Thompson	Michigan Paving & Materials Co.	\$1,000.00	Steve Gregor	Florence Cement Company	\$100.00
Shane Lemke	Give 'Em A Brake Safety, LLC	\$250.00	Doreen Lanni	Florence Cement Company	\$2,500.00
Destry Farmer	Guy Hurley, LLC	\$100.00	Angelo S. Lanni	Florence Cement Company	\$2,500.00
Brian Knechtges	Guy Hurley, LLC	\$100.00	Angelo Lanni Jr.	Florence Cement Company	\$1,250.00
Jeremy Lemke	Give 'Em A Brake Safety, LLC	\$500.00	Melinda Lanni	Florence Cement Company	\$1,250.00
Jeff Boillat	Give 'Em A Brake Safety, LLC	\$100.00	Scott Bazinet	Lowe Construction Company	\$7,000.00
BRUCE LANGRIDGE	Give 'Em A Brake Safety, LLC	\$200.00	Malcolm P. Chartier	M. L. Chartier Excavating, Inc.	\$2,500.00
Mark Madden	Guy Hurley, LLC	\$2,500.00	Megan Chartier & Kyle Wesch	M. L. Chartier Excavating, Inc.	\$2,500.00
Joe Boukma	Give 'Em A Brake Safety, LLC	\$200.00	Nicholas M. Onifer	Fonson Company, Inc.	\$500.00
Davis McGregor	Guy Hurley, LLC	\$100.00	Robert Hallerman	Cipparrone Contracting, Inc.	\$500.00

Name	Company	Amount
Juan Ruelas	Rathco Safety Supply, Inc.	\$1,000.00
Mary Druzinski	Mark Anthony Contracting, Inc.	\$200.00
Rick Becker	MPM/CRH	\$2,000.00
Andrew O'Connor	C. A. Hull Co., Inc.	\$1,000.00
Mike Wallenslager	Give 'Em A Brake Safety, LLC	\$150.00
Marcie Waldron		\$200.00
Gabe Pringle	Guy Hurley, LLC	\$2,500.00
	CRH Americas, Inc. PAC	\$7,500.00
Brooke Zapczynski*	Z Contractors, Inc.	\$2,500.00
Blake Zapczynski*	Z Contractors, Inc.	\$2,500.00
Brendan Fons	Fonson Company, Inc.	\$200.00
Joseph D'Agostino	Cipparrone Contracting, Inc.	\$500.00
Kevin McNeilly	Spartan Barricading & Traffic Control, Inc.	\$1,500.00
Patricia McNeilly	Spartan Barricading & Traffic Control, Inc.	\$1,000.00
Kenneth McNeilly	Spartan Barricading & Traffic Control, Inc.	\$1,500.00
Tresea McNeilly	Spartan Barricading & Traffic Control, Inc.	\$1,000.00
James Reed	C. A. Hull Co., Inc.	\$1,000.00
Don Meram	F.D.M. Contracting, Inc.	\$1,500.00
Robert Heuer	Guy Hurley, LLC	\$1,000.00
Jeff McConnell	Mid-Michigan Materials	\$500.00
Bret Sheffer	Mark Anthony Contracting, Inc.	\$500.00
Michael McCartney	M. L. Chartier Excavating, Inc.	\$500.00
Paul M Hurley	Guy Hurley, LLC	\$5,000.00
Paul Hurley, Jr.	Guy Hurley, LLC	\$1,000.00
Todd Colberg	Team Elmers	\$1,000.00
Rose Mollicone	State Barricades, Inc.	\$1,000.00
Gary P. Evangelista	Mark Anthony Contracting, Inc.	\$500.00
Tom Rizor	Hoffman Brothers, Inc.	\$2,500.00
Tracy/Tim Mattice	Lowe Construction Company	\$500.00
Kelsey Kay		\$100.00
Mike Johnson	Michigan CAT	\$1,500.00
Andrew Hughes	C&D Hughes Inc.	\$100.00
Tim Hughes	C&D Hughes Inc.	\$250.00
Brian Schulz	Michigan CAT	\$500.00
Ken Wolverton*	Give 'Em A Brake Safety, LLC	\$50.00
Armanda Wagenmaker	C.P.A. Group P.C.	\$250.00
Donald Timmer	Timmer Construction Company	\$2,500.00
Jeffrey Macdermaid	Give 'Em A Brake Safety, LLC	\$250.00
Jesse Pero	Hoffman Brothers, Inc.	\$2,500.00
Jessica Fowler	AnLaan Corporation	\$25.00
Jeremy Wallender	Give 'Em A Brake Safety, LLC	\$100.00
Jacqueline Kaltz-Coulombe	Kaltz Coulombe PLLC	\$1,000.00
Michael Phelps	Z Contractors Inc.	\$250.00
Greg Myers	AnLaan Corporation	\$150.00
Mike Mallos	Hoffman Brothers, Inc.	\$250.00
Vince Buss	Hoffman Brothers, Inc.	\$50.00
Will Morrison	Give 'Em A Brake Safety, LLC	\$50.00
Jeffrey Wilson	Mid-Michigan Materials	\$2,500.00
Toni Berry	C. A. Hull Co., Inc.	\$50.00
Derrick Arens	AnLaan Corporation	\$500.00
Martha Owen	C. A. Hull Co., Inc.	\$1,000.00
Curt Vogel	C. A. Hull Co., Inc.	\$1,000.00
Shawn Horejsi	C. A. Hull Co., Inc.	\$25.00
Scott Kenney	AnLaan Corporation	\$100.00
Rick Smith	C. A. Hull Co., Inc.	\$1,000.00
Jack R Dykstra II	Jack Dykstra Excavating, Inc.	\$500.00
James Dykstra	Jack Dykstra Excavating, Inc.	\$300.00
Hirman Drew	Jack Dykstra Excavating, Inc.	\$300.00
Dakota Queen	Jack Dykstra Excavating, Inc.	\$200.00
Eliot Wiener	Levy Specialty Products	\$30,000.00
Terry Erickson	Michigan CAT	\$1,000.00
Anthony Marulli	Michigan CAT	\$1,000.00
Alexander "Clay" Mailoure	C. A. Hull Co., Inc.	\$5,000.00
Benjamin J Edwards	C. A. Hull Co., Inc.	\$250.00
Zachary Underwood	C. A. Hull Co., Inc.	\$1,000.00
Donna Marshall	C. A. Hull Co., Inc.	\$50.00
Michael A. Mantini/Joe Kauzlarich	Rauhorn Electric	\$200.00
Scott Finkbeiner	Rauhorn Electric	\$2,000.00
Ugo L. Mancini	Rauhorn Electric	\$1,000.00
Mike Locke	Rauhorn Electric	\$100.00
Brandon Cohoon	Rauhorn Electric	\$100.00
Chris Drinkhorn	Rauhorn Electric	\$100.00
Adam Gohs	Rauhorn Electric	\$100.00
Joe Rutkowski	Rauhorn Electric	\$50.00
Joseph Scheuerman	Rauhorn Electric	\$200.00
Justin Walter	Rauhorn Electric	\$100.00
Todd Spina	Rauhorn Electric	\$100.00
Mike Bastian	Rauhorn Electric	\$100.00
Mitchell Coppersmith	Rauhorn Electric	\$200.00
Michael Chauvin	Rauhorn Electric	\$50.00
Chris Korte	Rauhorn Electric	\$50.00
Ellen Dobie	C. A. Hull Co., Inc.	\$100.00
Ben Stachnik	C. A. Hull Co., Inc.	\$100.00
Elias Motz	C. A. Hull Co., Inc.	\$250.00
Randy Rossow	C. A. Hull Co., Inc.	\$1,000.00
Joseph Rogers	Hardman Construction	\$1,000.00
Jack R Dykstra II	Dykstra Realty 1, LLC	\$1,000.00
Mark Stapleton	G2 Consulting Group, LLC	\$250.00
Darrell Heuker	AnLaan Corporation	\$100.00
Kayla Kirsten	C. A. Hull Co., Inc.	\$50.00
Dylan Yore	C. A. Hull Co., Inc.	\$50.00
Robert Wilson	Mid-Michigan Materials	\$2,500.00
Dan Campo	Alta Equipment Company	\$500.00
Dustin Dunigan	Dunigan Bros., Inc.	\$1,000.00
Steven M. Mancini	Ric-Man Construction Inc.	\$5,000.00
Deven Rau	Cadillac Asphalt	\$1,000.00

Name	Company	Amount
Daniela Spilak	Salus Group	\$100.00
Dean Morales	Heritage and Company, Inc.	\$1,000.00
Lynn Harmala	Lawrence M Clarke, Inc.	\$4,000.00
James Fisher	Fisher Contracting	\$3,000.00
Todd Schrader	Hardman Construction	\$2,500.00
Jessica Kaltz	Kaltz Excavating Co. Inc./M.U.E. Inc	\$200.00
Joe Lia	DiLisio Contracting, Inc.	\$500.00
Dino DiLisio	DiLisio Contracting, Inc.	\$500.00
Joe DiLisio	DiLisio Contracting, Inc.	\$500.00
Valori Haddad	DiLisio Contracting, Inc.	\$200.00
Filippo Croce	DiLisio Contracting, Inc.	\$100.00
Gerald Fawcett	DiLisio Contracting, Inc.	\$100.00
Thomas Wagenmaker	AnLaan Corporation	\$500.00
Jake Hall	C. A. Hull Company, Inc.	\$150.00
Kyle Brenner	Brenner Excavating, Inc.	\$1,000.00
Jack LaForge	Alta Equipment Company	\$250.00
Dan Flis	Alta Equipment Company	\$500.00
Josh DeYonker	Alta Equipment Company	\$500.00
PD (Paul Daugharty)	Alta Equipment Company	\$100.00
Frank Pytlowany	AIS/CRC	\$1,000.00
Curt Fontaine	Cripps Fontaine Excavating, Inc.	\$500.00
Jim VanAtter	Cripps Fontaine Excavating, Inc.	\$500.00
Don Fontaine	Cripps Fontaine Excavating, Inc.	\$500.00
Jessica Allison	Cripps Fontaine Excavating, Inc.	\$500.00
Dru Fontaine	Cripps Fontaine Excavating, Inc.	\$500.00
Fred Langeland	Cripps Fontaine Excavating, Inc.	\$500.00
Jason Reinhardt	Ace-Saginaw Paving	\$250.00
Tim Maddock	Nonstop Diamond Solutions	\$1,000.00
Connor Pytlowany	AIS/CRC	\$250.00
Thomas Peake, Jr. (TJ)	Action Traffic Maintenance, Inc.	\$1,000.00
Toni Vandenbos	Pete's Contracting	\$1,000.00
Pete Vandenbos	Pete's Contracting	\$1,000.00
Fred O'Keefe	F and M Concrete Construction LLC	\$1,000.00
Bryce Benedict	Action Traffic Maintenance, Inc.	\$750.00
Greg Pease	Alta Equipment Company	\$500.00
Gianni Campo	Alta Equipment Company	\$1,000.00
Douglas Sleight	Alta Equipment Company	\$250.00
Dan LaForge	Alta Equipment Company	\$250.00
Patrick Mead	Alta Equipment Company	\$150.00
Matthew DiPonio	Alta Equipment Company	\$250.00
Matt Cholger	Alta Equipment Company	\$100.00
Michael Adams	Alta Equipment Company	\$200.00
Robert O'Rourke	Alta Equipment Company	\$250.00
Paul Muscat	Cortis Bros.	\$500.00
Patrick Dunigan II	Dunigan Bros., Inc.	\$1,000.00
Jason Glass	Alta Equipment Company	\$500.00
Nic Troshak	Cardinal Fabricating	\$500.00
Rodney Welsh	Salus Group	\$500.00
Michael Brillati	Salus Group	\$500.00
Rob & Danielle Coppersmith	MITA	\$1,000.00
Lance Binoniemi	MITA	\$500.00
Rachelle VanDeventer	MITA	\$500.00
Glenn Bukoski	MITA	\$500.00
Jeremiah Leyba	MITA	\$200.00
Greg Brooks	MITA	\$200.00
Sara Schaibly	MITA	\$100.00
Sarah Alex	MITA	\$100.00
Brian Enders	Payne & Dolan	\$500.00
Peter Scodeller	Scodeller Construction, Inc.	\$5,000.00
Mike Buck	Salus Group	\$500.00
Paul Bentley	Payne & Dolan, Inc.	\$250.00
Kurt Bechthold	Payne & Dolan, Inc.	\$2,000.00
Jon Leach	Payne & Dolan, Inc.	\$500.00
Jay Nylander	Nylander Engineering	\$1,000.00
Doug Nylander	Nylander Engineering	\$1,000.00
Eric Heethuis	Nylander Engineering	\$500.00
Ron Ruiz	Nylander Engineering	\$500.00
Cynthia Hurley	Finishing Touch Photo & Video	\$100.00
Jacqueline Kaltz-Coulombe*	Kaltz Coulombe PLLC	\$1,000.00
Alex Coulombe*	Kaltz Excavating Co. Inc./M.U.E. Inc	\$1,000.00
Stacy Harris	Salus Group	\$500.00
David Bechthold	Payne & Dolan, Inc.	\$500.00
Mark Filmanowicz	Payne & Dolan, Inc.	\$500.00
John Bartoszek	Payne & Dolan, Inc.	\$500.00
Curtis Vogel, Jr.	C. A. Hull Co., Inc.	\$250.00
Brandon Webber	C. A. Hull Co., Inc.	\$100.00
Steven Funck	Toebe Construction LLC	\$150.00
Anthony Rau	Rauhorn Electric	\$3,500.00
Mike Corrigan	Corrigan Oil	\$1,000.00
Joe Corrigan	Corrigan Oil	\$500.00
David Pytlowany	AIS	\$500.00
Jason Cinader	Trojan Development Co., Inc.	\$500.00
Tim Cinader	Trojan Development Co., Inc.	\$1,000.00
Zech Clise	Davis Construction	\$1,000.00
Heather Hendges	Hendges Diversified Management LLC	\$2,500.00
Mark Davis	Davis Construction	\$10,000.00

# MDOT PLANNING & AMENITIES FACE LOW FUNDING IMPACTS



**Jeremiah Leyba, P.E.**  
jeremiahleyba@thinkmita.org  
517-347-8336

The Michigan Department of Transportation uses a rolling five-year transportation program (5YTP), which is updated annually to outline to the public its project and investment priorities. The first step in the program's development each year is to determine the amount of money they will have to play with. When funding is low and unreliable, which will increasingly be the case without a funding fix, the projects and investments inevitably become more reserved. Intermittent grants or one-time funding sources for certain projects may arise, but the reliability and potential size of projects will be greatly diminished by low funding at the state level. This is a problem we are all now very familiar with and one MITA has been broadcasting for several years. As it slowly becomes a reality for the areas of practical planning within the department there are already impacts. Moreover, alongside its obvious impacts, more subtle issues arise within the department and across the road network when funding remains consistently and painfully low—issues that can often go unnoticed by the public.

The multiple welcome centers, rest areas, and roadside parks that MDOT manages across the state could be on the chopping block as priorities shift. Any plans for new locations, amenities, or improvements will likely be nipped in the bud. Simply maintaining the existing facilities and preventing them from deteriorating will become the new and burdensome goal. Closing some locations to keep others open could be on the table as the belt tightens. Today's staples for the traveling public will become tomorrow's luxuries that can't be easily justified when competing with more critical items on the budget.

Like any organization faced with hard decisions from insufficient funds, certain noncritical maintenance items also take a back seat to eek out some savings. For road markings, this might mean increasing the intervals between restriping across the state. In some areas, this could mean being on the edges of marking visibility for months at a time. Likewise, other safety measures

for construction workers and for the public that aren't deemed critical, but most would still consider important, might need to be cut out of projects. The tipping point for the go-ahead on some projects from a funding standpoint may come down to those dollars.

The workforce incentive and development issues during times of low funding in the industry are also mirrored and at times amplified within the department. As other industry areas in the state see spikes in revenue those who would otherwise pursue a career with the department might be lured by a larger paycheck in another sector. The education, experience, and expertise required to properly manage and work in many areas of the department quickly become unpayable by the department's limited funds. This has a compounding effect over the years as the development of the next generation's knowledge of industry practices, unspoken assumptions, and relationships fade away.

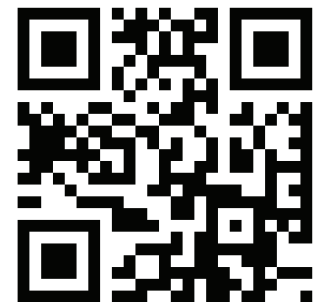
Healthy state funds allow departments to pursue regionally specific research and technologies tailored to the needs of the state. Federal dollars are a large portion of funds for state DOTs across the nation, but most rely on substantial state funds to buttress their programs and help them remain grant-competitive. With low state funding, MDOT has little ability to pursue solutions to problems that are unique to the state or advocate for the benefit of the state during federal political dramas that arise.

While confronted with an increasingly tightening budget in the coming years the department continues to maintain an optimistic appearance, sometimes with detrimental impartiality. They face a delicate balance of maintaining public trust, assuring lawmakers of the department's ability, and the harsh reality of ever-increasing costs with less money to go around. As cordial and optimistic as they may remain, without future increased funding, the department will be forced into implementing cost-cutting strategies. Some of the effects of these cuts can go unnoticed until it's too late and without a fix they are already being planned. **CS**



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## SAFETY & COMPLIANCE

# UNDERSTANDING MIOSHA'S ACCIDENT PREVENTION PLAN REQUIREMENTS: A GUIDE TO WORKPLACE SAFETY

by Greg Brooks and Rob Coppersmith



**Greg Brooks**

gregbrooks@thinkmita.org  
517-347-8336

Having a comprehensive Accident Prevention Plan (APP) isn't just a legal requirement; it is the playbook that you should expect your employees to follow. An organization shouldn't see an APP as a nuisance document but as an opportunity to set expectations for the field. Remember, MIOSHA regulations are a minimum requirement, and failing to live up to those requirements can result in heavy fines depending on the severity of the circumstances during an inspection. Last year, MITA saw an epic number of citations related to APPs not being present on a job site, which is one of the most basic requirements. Think of the impression this may leave on a Safety Officer performing an accident inspection! The following will demonstrate the nuts and bolts of why having a solid APP that has been well-communicated with employees is paramount to your safety and success. It's been said that paperwork doesn't equal safety, but if your employees, and especially your Qualified Person, don't understand the expectations, you will have certainly set yourself up for potential problems.

### What is an Accident Prevention Plan (APP)?

An Accident Prevention Plan (APP) is a structured approach to identifying, assessing, and mitigating workplace hazards before they cause harm. It is designed to proactively address safety risks and foster a culture of safety within the organization. MIOSHA requires certain employers, including most MITA members, to develop and implement an APP because we work in a high-risk industry.

The plan outlines the steps an employer will take to protect workers from accidents and injuries, and it serves as a formal record of the company's commitment to safety. The APP is not only a critical tool for preventing injuries but also a compliance

requirement under MIOSHA regulations, which are in line with the Occupational Safety and Health Administration (OSHA) standards at the federal level.

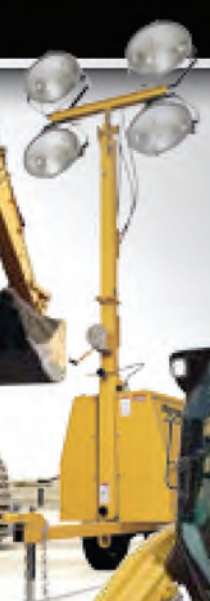
### MIOSHA's Legal Requirements for an APP

MIOSHA's rules regarding Accident Prevention Plans are outlined in Part 1 of their standards, "General Rules."... While not all employers are required to have a formal APP, those in high-hazard industries are typically obligated to develop one. Specifically, employers must comply with the following key components:

1. **Risk Assessment:** Employers must identify potential hazards in the workplace, including mechanical, electrical, chemical, biological, and ergonomic risks. This assessment should be thorough, involving input from supervisors, employees, and safety professionals.
2. **Written Plan:** MIOSHA mandates that employers maintain a written plan that outlines the measures to be taken to prevent accidents. This written plan should be easily accessible to all employees and must be reviewed and updated regularly to reflect changes in operations or procedures.
3. **Safety Policies and Procedures:** The plan should detail safety policies related to employee training, equipment maintenance, emergency response protocols, and personal protective equipment (PPE) requirements. The policies should also address the management of hazardous materials, safe work practices, and hazard communication.
4. **Employee Training and Involvement:** Employers are required to train employees on the specific hazards of their job and the safety measures outlined in the Accident

*Continued on page 60*





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## SPOTLIGHT ON SAFETY

# DON'T FORGET TO POST YOUR MIOSHA RECORDKEEPING FORMS!

MITA is reminding its members of the MIOSHA reporting requirement to post the MIOSHA Form 300A (Summary of Work-Related Injuries and Illnesses) from February 1 to April 30, 2025.

Below is a QR code for you to scan and download the MIOSHA forms. The forms were developed in accordance with federal changes in recordkeeping. Each form is listed below with a general description and instructions.

### MIOSHA Form 300

Employers must enter each recordable injury and illness on the MIOSHA Forms 300 and 301 within seven calendar days of receiving the information that an injury or illness has occurred. Additionally, all days of missed work must be counted, including holidays and weekends.

### MIOSHA Form 300A

This is a summary of MIOSHA Form 300, which must be posted from February 1 to April 30. Companies with no injuries and illnesses during the previous year are still required to post the MIOSHA Form 300A with zeros entered on the total line. A company executive must certify that the totals are correct and sign the form. This form is displayed wherever notices to employees are usually posted.

### MIOSHA Form 301

The MIOSHA Form 301 is the equivalent of an accident report and must also be completed within seven calendar days of a recordable incident. You may already be filling out similar forms for your insurance carrier. Completed 301 Forms must be kept on file at the office but are not sent to MIOSHA after each incident.

Don't forget that employers are also required to input the 300A information for the 2024 calendar year into the Information Tracking Application (ITA) by March 2, 2025.

<https://www.osha.gov/injuryreporting/ita/> **CS**



Scan this QR code to download the above-referenced forms from LARA.

Please make several copies of each form before completing them. As always, please feel free to contact Greg Brooks at [gregbrooks@thinkmita.org](mailto:gregbrooks@thinkmita.org) with any questions.

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# PRIORITIZING MENTAL HEALTH IN CONSTRUCTION

The construction industry, known for its physical demands and high-pressure environment, faces a growing crisis—one that is not as visible as on-the-job injuries but equally, if not more, life-threatening: mental health struggles. Statistics paint a sobering picture: in 2023, 7,000 construction workers in the U.S. died by suicide, compared to an estimated 1,000 deaths from construction site incidents. In Michigan, construction workers are now 12 times more likely to die by suicide than from an on-the-job injury.

Recognizing this alarming trend, MITA is taking action by fostering conversations and offering resources to tackle this issue head-on. At MITA's upcoming annual conference, attendees will have the opportunity to attend a session titled **Facing High Suicide Rates in Construction with Life-Saving Solutions**, presented by Katie Anderson, Founder & CEO of Healing with Katie and Black Rose New Beginnings. The session aims to provide practical solutions to empower construction companies to support their employees. By prioritizing mental health, the industry can take meaningful steps to not only save lives but also improve overall well-being on and off the job site.


One of the greatest challenges in addressing mental health in construction is overcoming the stigma surrounding it. On a recent episode of MDOT's Talking Transportation Podcast, Gregg Brunner, Chief Engineer and COO at MDOT, emphasized the importance of simply starting conversations about mental health. "It all gets down to just starting the conversation," Brunner noted. He explained that tools such as employee assistance programs and guided discussions can help managers and coworkers support employees who may be struggling. MITA will also be working with MDOT and other industry partners to help slow this alarming trend.

Brunner shared an encouraging statistic from a recent panel discussion: individuals who engage in mental health or substance abuse treatment plans for six months to a year experience a 75% remission rate. This highlights the effectiveness of sustained support programs.

The association encourages member companies to create environments where workers feel safe discussing their mental health, recognizing that early intervention can be lifesaving.

Together, by fostering awareness and offering life-saving resources, the construction industry can build a foundation of mental health resilience, ensuring the safety and success of its workforce for years to come.

To listen to the full podcast episode referenced in this article, check out the MDOT Talking Transportation podcast on Apple Podcasts or Spotify. To register for the session Facing High Suicide Rates in Construction with Life-Saving Solutions at MITA's annual conference, visit [thinkmita.org/annual-conference/](http://thinkmita.org/annual-conference/). **CS**



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# A SHARPER SERVICE, LLC

Founded in 2010, A Sharper Service, LLC began as a small snowplowing company that handled various seasonal jobs. The business took a significant step forward in 2018, purchasing its first truck and leasing a set of gravel trains to haul aggregate for Michigan Paving and Materials. Since then, A Sharper Service has steadily expanded, building a fleet of 11 semi-trucks and nine trailers that can accommodate a wide range of hauling needs, including gravel trains, rubble tubs, curtain sides, lowboys, extendable flatbeds, and step flats. This variety of equipment allows A Sharper Service to tackle specialized loads and move critical materials, including building steel, across the Midwest.

In October 2023, A Sharper Service earned its certification as a Disadvantaged Business Enterprise (DBE), furthering its opportunities to participate in public infrastructure projects and expand its role within the industry. The company is now working to obtain its TI code, a designation that will help it qualify for even more transportation contracts. This recent recognition of its status underscores its commitment to growth and the ongoing evolution of its services and capabilities.

Built on a pledge to providing top-notch customer service, the company takes pride in its hands-on approach. Its operations are managed in-house, from escorting oversized loads to pulling permits and conducting route surveys. By keeping operations under one roof, the company maintains flexibility and control while reducing costs, which is essential in the highly competitive trucking industry. A key part of its strategy is performing most vehicle maintenance internally to avoid costly downtime and keep its fleet running smoothly.

As a family-owned business, A Sharper Service emphasizes a strong team dynamic. Owners and family members have been directly involved from the start, sharing in the responsibilities, goals, and vision for the business. "I love that we're a family-run business," says Janice Sharp, owner of A Sharper Service, LLC. "We've all been involved from day one, sharing our goals, dreams, and responsibilities. Even those who aren't direct family, we make them feel as though they are." For Janice, the trucking industry's challenges are part of the appeal: "This industry is challenging, but that's what I like most—it pushes us to grow and improve every day."



Janice Sharp

## A Sharper Service, LLC

Coopersville, MI 49404

### MAIN CONTACTS

**Janice Sharp** Owner  
janice@asharperservice.com  
616-862-9071

**Brian Sharp** Driver / Dispatcher  
brian@asharperservice.com  
616-862-9077

**Nathan Lang** Shop Supervisor / Driver

**Nathan Thomas Lang** Shop Hand / Driver

**Braxton Sharp** Shop Hand / Driver

**David Hirkaway** Driver

**Daniel Mullins** Driver

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While A Sharper Service's projects are often short-term, they've built strong, enduring relationships with key clients. The company has transported plant materials for Stoneco, moved oversized propane tanks for Franger Propane, and handled barrier walls and aggregate hauling for MPM. Recently, they've worked on significant building steel deliveries for projects with high-profile clients, including Pratt Paper Mills, Kroger, Meijer, Sofidel, and Magna.

Being part of MITA has been an asset in supporting the growth and development of A Sharper Service. "MITA has been invaluable to me," Janice shares. "The networking and opportunities they offer have been overwhelming, and the Future Leaders classes gave me new ideas to bring back to my business and my employees." Janice credits MITA with helping her forge connections that have been vital to her business: "Through MITA, I've met companies and people who've helped us grow. It's incredible to rekindle relationships and create new ones that benefit our business."

A Sharper Service is also committed to giving back to its local community. The company donates to local food banks and clothing closets and is working on becoming an event sponsor to support local organizations more formally. They also support community fairs and encourage employees to participate in charitable initiatives, reinforcing their values of service and community involvement.

Looking to the future, A Sharper Service aims to continue growing within the trucking and infrastructure sectors. The company is well-positioned for new opportunities and challenges ahead with a commitment to quality service, community support, and a drive to innovate. A Sharper Service looks forward to expanding its client base and continuing to play a vital role in Michigan's infrastructure projects. **CS**



# RECONSTRUCTION OF U.S. 127 AND I-496 UNDER WAY

By Aram Kalousdian

An approximately \$205 million 3-3/4 mile reconstruction project on Interstate 496/U.S. 127 from Interstate 96 to I-496 in Ingham County began in October 2023, and it is expected to be completed in July 2026. The project includes adding one lane on northbound U.S. 127 and southbound U.S. 127 from north of I-96 to I-496, corrections to the horizontal curvature, geometric changes, rehabilitation or reconstruction of 18 bridges, sound wall construction,

additional freeway lighting, drainage improvements, additional Intelligent Transportation System (ITS) facilities, traffic signal work, guardrail work and pavement markings. Toebe Construction is the prime contractor on the project, performing all of the bridge and structure work, concrete paving, temporary barrier wall, earthwork and underground work.

The cross-section for the project consists of 10 inches of sand subbase with 6-inch underdrains, geotextile fabric, 6 inches of crushed concrete

open-graded drainage course, and 8 inches to 9-1/2 inches of high-performance nonreinforced concrete.

The existing alignment of U.S. 127 north of Trowbridge Road had a design speed of 60 miles per hour. In order to achieve a 70 mile per hour design speed, realignment of U.S. 127 was required by reducing the horizontal curve through the section north of Trowbridge Road. Southbound U.S. 127 in the same area is being slightly realigned. The existing northbound exit at Trowbridge Road had a 25 mile per hour design speed,

*Continued on page 24*



The Interstate 496-U.S. 127 reconstruction project is underway. Photo courtesy of the MDOT.

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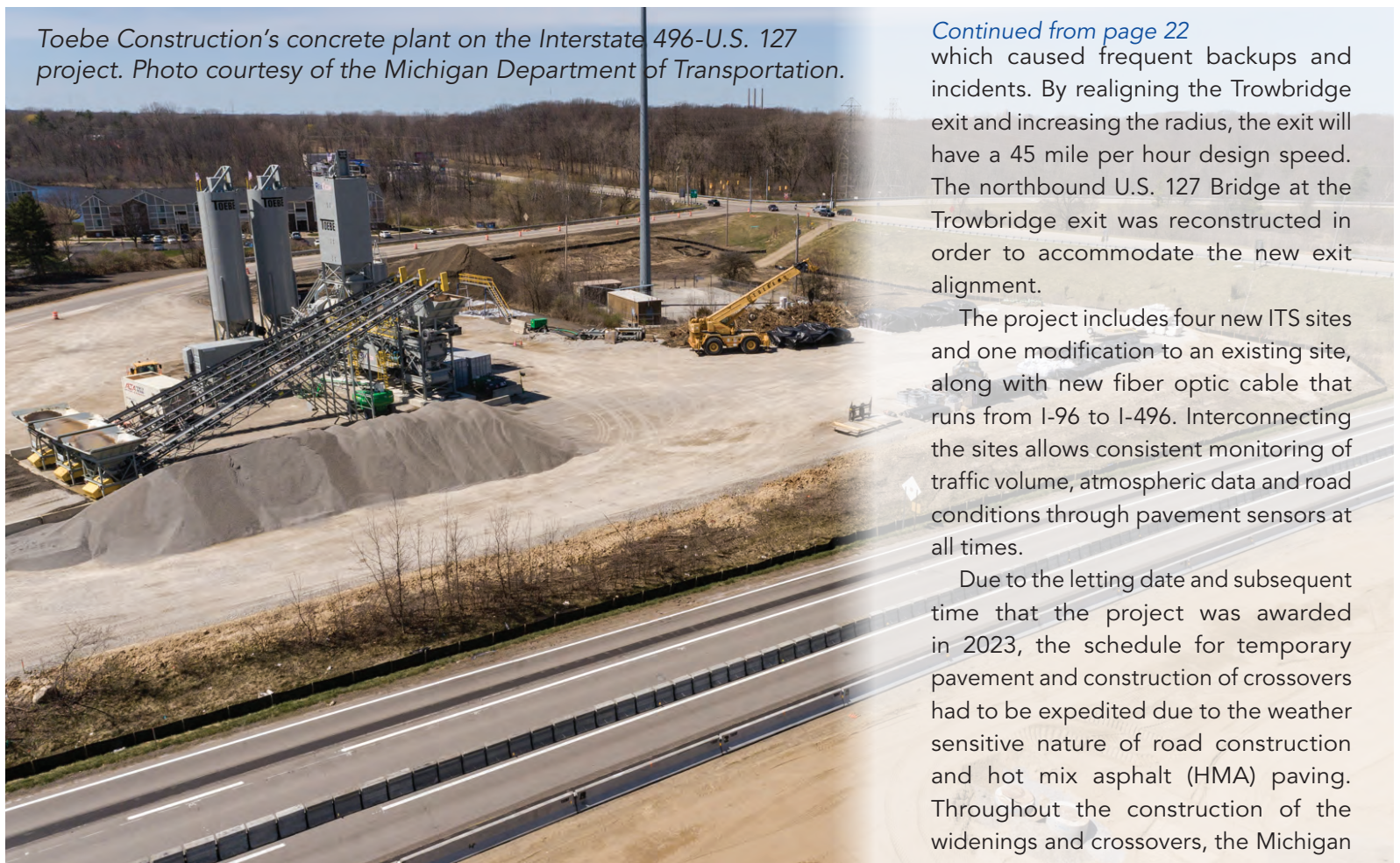
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## MEMBER PROJECT PROFILE



Underground work proceeds on the Interstate 496-U.S. 127 reconstruction project. Photo courtesy of the Michigan Department of Transportation.



Toebe Construction's concrete plant on the Interstate 496-U.S. 127 project. Photo courtesy of the Michigan Department of Transportation.

*Continued from page 22*

which caused frequent backups and incidents. By realigning the Trowbridge exit and increasing the radius, the exit will have a 45 mile per hour design speed. The northbound U.S. 127 Bridge at the Trowbridge exit was reconstructed in order to accommodate the new exit alignment.

The project includes four new ITS sites and one modification to an existing site, along with new fiber optic cable that runs from I-96 to I-496. Interconnecting the sites allows consistent monitoring of traffic volume, atmospheric data and road conditions through pavement sensors at all times.

Due to the letting date and subsequent time that the project was awarded in 2023, the schedule for temporary pavement and construction of crossovers had to be expedited due to the weather sensitive nature of road construction and hot mix asphalt (HMA) paving. Throughout the construction of the widenings and crossovers, the Michigan





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Department of Transportation (MDOT), Toebe Construction and associated subcontractors worked collaboratively to modify the maintenance of traffic and construction schedule in order to ensure that work on the new pavement would begin in the spring of 2024.

Northbound U.S. 127 from I-96 to I-496 was scheduled to be completed in 2024, however, an expedited interim completion date in June 2024 for northbound U.S. 127 from I-96 to the Dunckel Road exit ramp was met in order to lessen the impact to the motoring public. Toebe Construction and MDOT worked together in order to meet the deadline.

Material quantities on the project include 215,000 square yards of HMA milling, 183,000 square yards of pavement removal, 425,000 cubic yards of earth excavation, 350,000 cubic yards of embankment, 150,000 cubic yards of subbase, 375,000 square yards of 6-inch base course and 27,000 linear feet of underground pipe installation with over 300 drainage structures.

Additional material quantities include 320,000 square yards of concrete paving, 45,000 linear feet of curb and gutter, 50,000 linear feet of guardrail, 80,000 feet of driven H pile, 3,000,000 pounds of epoxy coated resteel, 11,000 cubic yards of substructure concrete, 2,200,000 pounds of structural steel erection, 7,000 feet of concrete beam erection and 4,500 cubic yards of superstructure concrete.

Subcontractors on the project include Action Traffic Maintenance (removal and installation of guardrail and signage); Dunigan Bros. Inc., of Jackson (over 2,000 feet of jacked-in-place culvert installation); Bella Concrete Construction, LLC, of Houghton Lake, (installation of concrete barrier wall and light standard foundations); CT Consultants (concrete quality control testing) and F&M Concrete Construction LLC, of Dimondale (installation of curb and gutter, valley gutter, miscellaneous concrete and slope paving).

Additional subcontractors include Give 'Em A Brake Safety (installation and

maintenance of traffic control devices); Nylander Engineering, Inc., of Lansing (contractor staking and surveying); Natural Environmental Reclamation Concepts, of Hanover, (slope restoration and seeding); PK Contracting, of Troy (temporary and permanent pavement markings); and Black Swamp Steel, Inc., (installation of steel, structural steel erection and installation of metal decking).

Subcontractors also include MRM Construction, (installation of underdrain outlets); Rauhorn Electric, Inc., of Bruce Township (Installation of freeway lighting, electrical, ITS sites, fiber optic cable, temporary and permanent traffic signals); Rieth-Riley Construction Co., Inc. (asphalt paving) and Shafer (ready-mix concrete supply).

The MDOT Lansing Transportation Service Center is providing oversight and field inspection services for the project and they are supported by Great Lakes Engineering, RS Engineering, Tyme Consulting Engineers, Inc. and OHM providing field inspection services. **CS**



**OnGrade LLC**

**Company Website**

www.ongrade.tech

**Company Main Phone**

(586) 232-5003

**Main Company Email**

Info@ongrade.tech

**MAIN CONTACTS**

**Brandon Cook** Owner

Brandon@ongrade.tech

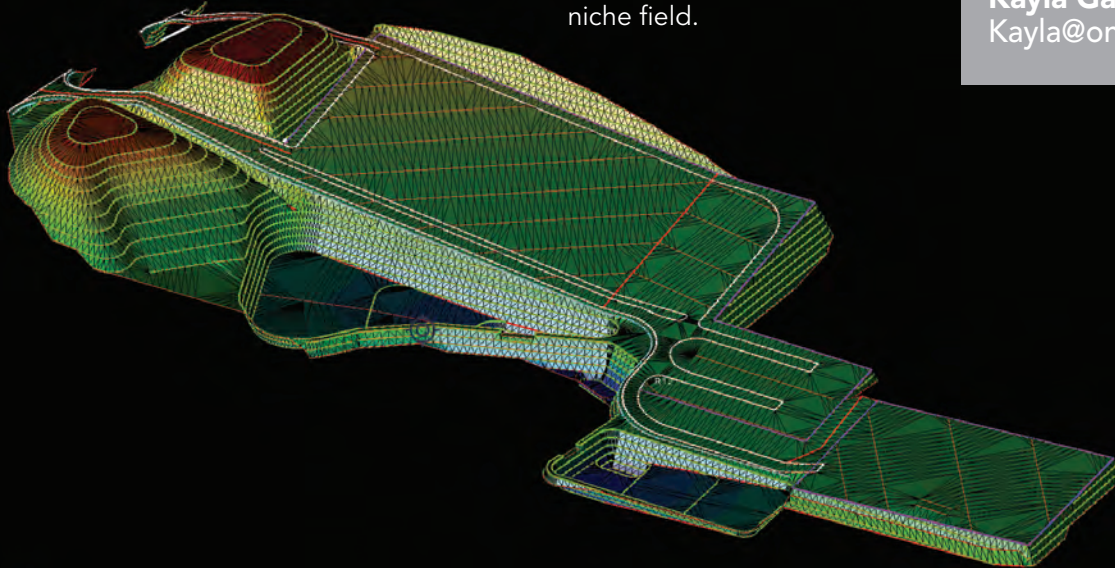
**Preston Cook** Project Engineer

Preston@ongrade.tech

**Kayla Gauthier** CAD Technician

Kayla@ongrade.tech

In 2018, Brandon Cook founded OnGrade, a company built on a foundation of nearly two decades of hands-on experience in the construction industry. Brandon's journey began in 2005 when he started as a laborer, slowly working his way up through various facets of the industry. Early in his career, he had the invaluable opportunity to work directly under a professional engineer, which provided him with technical expertise and insight into the complexities of the construction world. He soon transitioned into construction takeoffs and GPS modeling, sharpening his skills in this niche field.



After gaining significant field experience, Brandon took a turn toward the business side of the industry. He began selling GPS equipment, immersing himself in the technical nuances and learning the value of matching the right tools with customer needs. "Success is built on understanding the fundamentals, embracing technology, and always putting the customer first," Brandon notes, reflecting on his approach to the industry. His ability to connect the dots between in-field construction and technology gave him a unique advantage. He didn't just sell equipment; he understood what his customers needed to make their projects more efficient and precise.

*Continued on page 28*



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*Continued from page 26*

As a proud MITA member, OnGrade has greatly benefited from the association's wealth of industry knowledge and networking opportunities. "MITA has provided invaluable resources that have helped us stay informed on the latest infrastructure trends, safety standards, and regulatory updates," said Brandon "Their support has enabled us to build stronger industry connections, grow our business, and continue delivering cutting-edge solutions to our clients with confidence."

This understanding and industry support led to the birth of OnGrade in 2018. At first, Brandon was a one-man operation, pouring his heart and soul into every project. But as the business grew, so did the need for more hands. In 2020, he made his first hire: his younger brother, Preston. Although Preston was inexperienced in construction, he proved to be a fast learner. Brandon's strategy was to teach Preston the fundamentals of construction plans on paper before introducing him to CAD software, ensuring he understood the core principles of the industry.

In 2024, the team expanded again with the addition of Kayla Gauthier, Brandon's sister-in-law. Like Preston, Kayla started by learning construction plans the traditional way, on paper, before moving on to computer-aided designs. This methodical approach to training both new employees set OnGrade apart, ensuring that the team understood the foundational aspects of the work before diving into advanced technology.

Today, OnGrade serves over 100 loyal customers across multiple states, offering a range of services that include GPS modeling and construction takeoffs. With its deep industry expertise, customer-centered solutions, and a proven track record built on reliability and trust, OnGrade has earned a reputation as a trusted partner for contractors and builders.

OnGrade's mission is to elevate the construction industry with cutting-edge GPS models and tailored, attentive service. "We are committed to empowering our clients with precision, innovation, and a partnership rooted in trust, guiding them toward efficiency and lasting success," Brandon shares, underscoring the company's dedication to its clients. Brandon, Preston, and Kayla share this commitment to quality and customer satisfaction, all of whom work together to deliver optimal results through relationships built on trust, expertise, and a deep understanding of customer needs.

The company's growth reflects hard work, family support, and belief in mastering the basics as a gateway to advanced technology. Brandon credits much of the company's success to his unique blend of field experience and technical knowledge, the support of his family, and the resources and connections gained through their involvement with MITA. **CS**



Brandon Cook



Kayla Gauthier



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GOLF OUTINGS RECAP

# MITA'S 2024 GOLF OUTING SERIES HITS A HOLE-IN-ONE!



MITA wrapped up its 2024 Golf Outing Series with impressive success. Four regional events were held in Grand Rapids, Metro Detroit, Lansing, and Traverse City, hosting nearly 800 golfers, making this year's series a huge hit.

MITA couldn't be more grateful for the incredible turnout and the strong support from over 70 sponsors, who helped make each event not only possible but memorable.

From all of us at MITA, thank you for joining us in making this series a driving success. We're already looking forward to next year's rounds!



## SCHOLARSHIPS

# CONGRATULATIONS TO THE 2024 MITA SCHOLARSHIP RECIPIENTS!

We're thrilled to announce the 13 outstanding recipients of the 2024 MITA Scholarship Fund! These future leaders are driving progress in the heavy construction industry.

This year, we're especially proud to highlight Grant Bachman, who has been awarded the Dave Fons Memorial Fund Scholarship. This scholarship, made possible through a partnership with the Dave Fons Memorial Fund and its generous annual donation, honors a commitment to truck safety advocacy in the construction sector. Learn more about the Dave Fons Memorial Fund at [www.trucksafetyfordavefons.org](http://www.trucksafetyfordavefons.org).



Want to support future students? You can donate to the MITA Scholarship Fund directly by visiting

<https://thinkmita.org/mita-scholarship-donation-form/>.

Learn more about the MITA Scholarship Fund and how to apply at [thinkmita.org/about/#scholarship](http://thinkmita.org/about/#scholarship). **CS**

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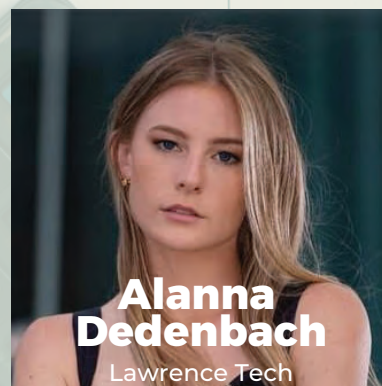
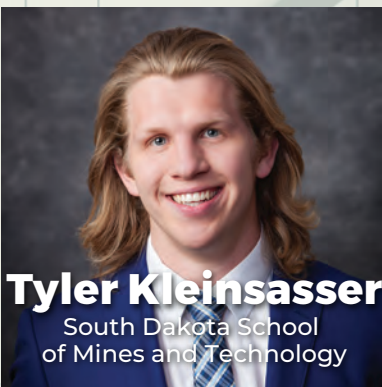
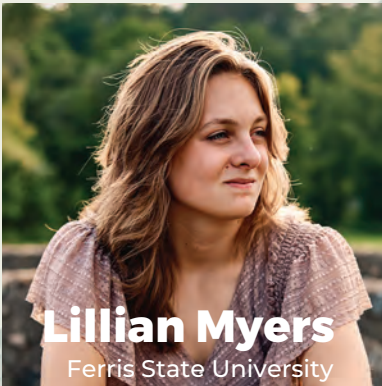
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## WILD GAME DINNER AND SCHOLARSHIP FUNDRAISER

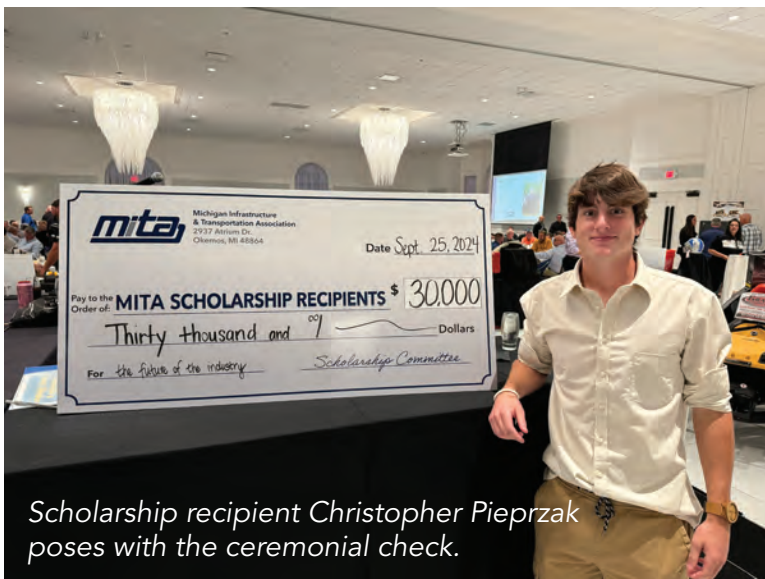
# A NIGHT OF GENEROSITY AND GOOD SPIRITS

On the evening of September 25, 2024, MITA's annual Wild Game Dinner brought together nearly 600 guests at the Palazzo Grande in Shelby Township for an unforgettable night of camaraderie, great food, and an inspiring show of support for the next generation of industry leaders. With an impressive turnout, this year's event raised approximately \$40,000, all going directly to the MITA Scholarship Fund, which provides financial assistance to students pursuing careers in the heavy construction industry.

A heartfelt thank you goes out to everyone who made the night such a success—from those who sponsored to those who attended. Each contribution, big or small, brings us closer to ensuring that the heavy construction industry in Michigan has a strong foundation for years to come. **CS**



Roaring with pride! Joe Barnard, Kaltz Exc., scored big with a Lions helmet signed by Aidan Hutchinson.



Scholarship recipient Christopher Pieprzak poses with the ceremonial check.



Making waves for a great cause! L.M. Clark's own Lynn Harmala is ready to ride the tide after taking home a brand-new Jet Ski.



Hear that? It's the sound of winning! Brandi LeMarbe, Action Traffic Maintenance, took home Dyson's cutting-edge headphones for a next-level listening experience.

# THANK YOU SPONSORS



Geared up and ready for the next adventure! Terry Pieprzak, TR Pieprzak, takes home the ultimate hunting table prize packed with all the essentials.



Hail to the Victors! Angelo Lanni, Jr, Florence Cement takes home a piece of history—a U of M helmet signed by the National Championship team!

# PROGRESSIVE DESIGN-BUILD AT MICHIGAN DEPARTMENT OF TRANSPORTATION

By James Ranger, MDOT

Progressive design-build (PDB) is a recent evolution of alternative contracting where an owner enters into a single contract with a design-builder early in project development to design and construct a transportation facility, combining elements of familiar design-build (DB) and construction manager/general contractor (CMGC) processes. During the PDB delivery process, the owner develops project-specific procurement and bridging documents defining the project requirements known at the time of solicitation and providing a process for the owner and the design-builder to collaboratively develop and deliver the project. As the project progresses, scope is added to the contract via change orders for preconstruction services, including design, and as design is completed, the construction work, which may be completed in multiple work packages. The scope and cost for each change order is agreed upon between the owner and the contractor prior to executing the change order and authorizing work. This approach allows the owner and the design-builder to negotiate the contract price for construction when design has progressed sufficiently to understand the scope and risk. Similar to DB delivery, PDB allows flexibility to implement innovative solutions aligned with the owner's goals and objectives for the project. Whereas design and construction activities are completed sequentially in the traditional Design-Bid-Build (DBB) delivery method, these activities overlap in PDB delivery to accelerate project completion and may include multiple work packages.

The PDB process offers potential benefits not achievable with traditional DBB delivery methods, including:

- A streamlined project delivery organization.
- Optimized risk allocation, developed collaboratively between owner and design-builder, resulting in minimized public cost and investment.
- Greater and/or earlier cost certainty, developed collaboratively between owner and design-builder.
- Schedule acceleration and delivery of multiple work packages.
- Increased collaboration between designers and contractors, leading to fewer conflicts between design and construction and resulting in fewer design-related claims.
- Increased innovation in design and construction.
- Better leveraging of limited public funds.
- Improved life-cycle costs and/or quality.

MDOT began piloting PDB project delivery in 2023 and will evaluate the effectiveness of the delivery model to improve

project outcomes and allow greater collaboration between MDOT and industry partners.

## Project Identification and Selection

Although each project and circumstance is unique, appropriate PDB project candidates may include:

- Projects with highly complex, flexible, variable, or partially undefined scope that will benefit from early contractor involvement to collaboratively develop design and construction requirements and refine scope prior to establishing the contract price for the work.
- Projects that will benefit from an accelerated schedule by overlapping design and construction activities in the implementation phase, including delivery of multiple work packages.
- Projects that will benefit from and will allow flexibility for innovative design solutions or construction means and methods.
- Projects that will benefit from owner-designer-contractor integration and collaboration.

Projects that may not be appropriate candidates for DB delivery may include:

- Projects that do not allow or are not conducive to flexibility in design solutions or construction means and methods.
- Projects that do not allow for significant MDOT staff participation throughout development, procurement and implementation phases.

## Procurement

MDOT PDB procurements utilize a one-step procurement process, which may include:

- Industry forums and informational meetings.
- Issuance of an RFP to select the most qualified proposer, defining the validation scope and fee, preconstruction requirements known at time of solicitation, and obligations of the design-builder.
- Award to the selected design-builder.

MDOT PDB procurements utilize a qualifications-based selection approach that results in an award to the proposer offering the highest quality responsive proposal.

## Implementation

The implementation phase includes all design and construction of the project and includes subphases for validation, preconstruction, and construction.

*Validation* is the initial subphase immediately following contract award that allows the project team to confirm feasibility of the project based on an initial scope and budget. It concludes with an agreement for the preconstruction scope and fee between MDOT and the design-builder and execution of a change order to the PDB contract.

*Preconstruction* includes design, risk management activities, collaborative cost estimating, and other preconstruction services to develop work package construction requirements, including final design, and to establish a contract price that includes a Guaranteed Maximum Price (GMP) and a provisional sum that accounts for risk events. Similar to CMGC delivery, MDOT will procure an Independent Cost Estimator (ICE) to prepare estimates of construction cost for comparison with the design-builder's Opinions of Probable Construction Cost. Each work package change order is developed and agreed upon during preconstruction and results in a work package change order.

*Construction* begins upon execution of a work package change order and includes final design and construction activities.

MDOT believes PDB is a useful and productive delivery model for complex and high priority projects that require extraordinary collaboration between owner, contract and designer. We are developing a Michigan-specific approach to this model with our industry partners, continuously revising our approach based on lessons learned, and we look forward to successful delivery on our two current PDB projects. **CS**



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## MITA'S MIKE MALLOURE TO SERVE ON ARTBA BOARD



Mike Malloure, president of C.A. Hull Co., was elected to the Board of Directors for the American Road and Transportation Builders Association (ARTBA), MITA's national partner, at the group's national convention last month. His three-year term began in September.

In this role, Mike will help ARTBA advocate for the industry in the nation's capital by providing input on key federal policies, including funding, regulatory requirements and safety.

"As a national association, it's critical for ARTBA to have a strong voice speaking for Michigan's contractors," said Rich Juliano, the association's general counsel. "We are honored by MITA's continued support and Mike Malloure's leadership commitment." **CS**

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# C & D HUGHES LEADS U.S. HIGHWAY 131 OVERHAUL



**The recent restoration of sections of U.S. Highway 131, running through downtown Grand Rapids, Michigan, was led by C & D Hughes, a general contractor with over 44 years of experience. The project covered a 4.6-mile stretch between Pearl Street and 28th Street and presented significant challenges due to heavy traffic and tight timelines. Despite these hurdles, C & D Hughes completed the work with precision and efficiency.**

**Established in 1980 by Dave and Cheryl Hughes, C & D Hughes has built a reputation for handling large infrastructure projects, from concrete patching and detailed joint repairs to full-scale reconstruction involving storm drains, water mains, and sanitary systems.**

*Continued on page 42*





Continued from page 40

“On the U.S. Highway 131 project, as General Contractor, our team focused on replacing deteriorated patches in the road, making both longitudinal and transverse patch repairs, as well as performing upgrades to the curb, gutter, and drainage systems,” said Tim Hughes, president of C & D Hughes. “Our team worked tirelessly to maintain safety, using traffic closures, protective barriers, and personal protective equipment to safeguard workers. Coordinating the repair sequence, from saw cutting to removals and concrete pouring, was critical to keeping the project on schedule.”

A key subcontractor on the project was Diamond Concrete Sawing. According to Hughes, Diamond’s role was critical. “By staying ahead of the excavation and concrete crews, Diamond ensured that every part of the operation ran seamlessly,” he said. “With high-quality equipment and a skilled team, they kept the saw-cutting process flowing despite the demands of working in heavy traffic and tight spaces.

Diamond’s saw-cutting created the necessary access points and clean pavement cuts, which allowed the concrete repair work to move smoothly. Diamond’s team slab-sawed an impressive 138,000 linear feet of concrete and 1,750 linear feet of asphalt and performed 639 curb cuts on the northbound and southbound lanes of the highway. For 32 consecutive days, Diamond deployed up to six technicians daily, who worked a combined project total of 1,550 hours.

With the help of all the subcontractors on their team, C & D Hughes met the logistical challenges of this busy highway project and delivered a much-needed overhaul of U.S. Highway 131. Thanks to these efforts, thousands of daily drivers enjoy a safer, smoother commute through this vital corridor in Grand Rapids. **CS**



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# CELEBRATING A 50-YEAR JOURNEY:

## DIAMOND CONCRETE SAWING REFLECTS ON ITS LEGACY AND FUTURE

Founded in 1974 by Ron and Joan Van Zee, Diamond Concrete Sawing has established itself as a trailblazer in the concrete sawing and cutting industry. Over the past five decades, the company has earned a reputation as one of the Midwest's most trusted providers. Now, as Diamond celebrates its 50th anniversary, the company's focus remains on delivering exceptional service while continuing to embrace the future.

"As a multi-generational family-owned business, everyone at Diamond is family," says Kara Louisell, president of Diamond

and daughter of the founders. Kara's leadership is notable—not only for continuing her parents' legacy but also as one of the few women at the helm of a company in the industry. "As families do, we're marking this anniversary milestone with a special celebration," referring to the open house set for December 3rd at their Grand Rapids, Michigan headquarters.

With hundreds of years of combined experience among its team, Diamond Concrete Sawing is more than just a service provider—it's a close-knit group of experts who take pride





*Kara Louisell, president of Diamond Concrete Sawing*

in their craft. “We rely on the best equipment, cutting-edge technology, and continuous training to consistently offer top-tier services,” says Louisell. “This commitment to quality and integrity has helped us build deep, long-lasting relationships with clients who know they can count on Diamond to deliver on every promise.”

Diamond’s expertise spans a full range of concrete sawing services across Michigan, Indiana, Ohio, and beyond—from road and bridge sawing, core drilling, and robotic demolition to curb-cutting, wall, slab, and wire sawing. Additionally, through its Diamond Locating Services division, the company offers private utility locating services, further expanding the breadth of its solutions.

As Diamond celebrates its 50-year journey, it remains dedicated to its roots of trust, service, and family values, with an eye toward continued innovation and excellence in the years to come. **CS**



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## MITA MEMBERS GIVING BACK

# MIDLAND COMMUNITY HONORS YVONNE AND J.W. FISHER AT RIPPLE EFFECT CELEBRATION

On Wednesday, Oct. 16, the Ripple Effect celebration hosted by the Midland Area Community Foundation at the Midland Country Club honored Yvonne and J.W. Fisher as Philanthropists of the Year. The Fishers, who have a long history of involvement in community service and leadership, have contributed significantly to various organizations in Midland.

Yvonne Fisher has held numerous leadership roles, including serving as past president of the Contemporary Review Club, chairperson of the Northwood Town and Campus group, and an active member of various educational and mental health organizations. J.W. Fisher has made significant contributions to the family business, Fisher Sand and Gravel, and has served on multiple boards. Notably, he is the past president of the Board of Directors for MITA, and he currently holds leadership roles with Tri-Star Trust Bank and the Midland Business Alliance, focusing on infrastructure and safety initiatives. **CS**



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## MEMBER NEWS

# REHMANN RANKED IN CONSTRUCTION EXECUTIVE'S TOP 50 CONSTRUCTION ACCOUNTING FIRMS FOR SIXTH CONSECUTIVE YEAR

Rehmann has been named in Construction Executive's (CE) 2024 The Top 50 Construction Accounting Firms™. Rehmann was ranked 30 out of 50 U.S. construction accounting firms. Seven hundred firms competed for inclusion in the rankings.

"Being recognized by Construction Executive once again for our excellence in servicing the construction industry is a true testament to our capabilities and talent," said Rehmann Principal Bob Nagle. "Our team is dedicated to giving our construction clients top-of-the-line services, and we look forward to seeing how this recognition will impact our performance in the future."

To determine the ranking, CE collected data including 2023 revenues from construction practice, number of CPAs in construction practice, percentage of firm's total revenue derived from construction practice, number of construction clients in

2023, number of office locations with a construction accounting practice, number of employees with CCIFP certification and year the construction accounting practice was established.

"Rehmann's construction practice group has experienced immense growth over the last six years, and we are thrilled to see that growth recognized," said Rehmann Principal Andy Rose. "Seeing how we rank among our competitors allows us to consider ways we can improve our construction practice and translate that success throughout all aspects of our company."

Rehmann has been named in Construction Executive's (CE) 2024 The Top 50 Construction Accounting Firms™. Rehmann was ranked 30 out of 50 U.S. construction accounting firms. Seven hundred firms competed for inclusion in the rankings. **CS**

## G2 ADDS TWO PROJECT MANAGERS

G2 Consulting Group, a Troy-based leader in geotechnical, environmental and construction engineering services, has hired Erik K. Ventura, P.E. and promoted Kathryn A. Crow, P.E. to project manager positions.

Ventura joins G2 after spending eight years with Neyer, Tiseo & Hindo, LTD., where he was a senior geotechnical project engineer specializing in deep foundations, slope stability analysis, solar projects, subsurface investigations and site characterization. Ventura's recent projects included seawalls and dams, solar facilities, public utilities, infrastructure and bridges, including the Gordie Howe International Bridge where he completed geotechnical analysis according to MDOT, AASHTO, LRFD and FHWA methodology.

Previously, Ventura worked with Geoengineers Inc. on projects primarily in the western U.S. He received his bachelor's degree in civil engineering from Michigan State University and his master's in geotechnical engineering from University of Michigan. He is currently licensed in both Michigan and Texas.

Crow has more than eight years with G2, primarily in the firm's fast growing solar department where she oversees laboratory technicians, conducts soil testing and has been active in field testing and design analysis. Involved in nearly 160 solar investigations, Crow regularly assists in foundation design, geotechnical investigations and determinations of soil thermal, electrical and corrosion

properties.

Crow received her Bachelor of Science, Environmental Engineering degree from Michigan Technological University and her Master of Science, Civil Engineering from Lawrence Technological University.

"The solar industry continues to grow, but that doesn't mean it's not without challenges" said Mark Smolinski, P.E., G2

*Continued on page 66*



Kathryn A. Crow, P.E.



Erik K. Ventura, P.E.



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# MISS DIG 811 RELOCATES HQ TO LANSING

**Lansing, MI - MISS DIG 811**, the Michigan non-profit corporation that operates the Underground Utility Safety Notification Systems for the entire state, is excited to announce its relocation to Lansing, Michigan.

“The mission of MISS DIG 811 is to safeguard the public, environment, property, and member infrastructure,” stated Nick Bonstell, President and CEO of MISS DIG 811. “We envision a future focused on damage prevention, coordination, training, education, outreach, and advocacy through the acquisition of this new facility.”

While staff will remain primarily remote, the new facility will be equipped with offices for management, work stations for notification center agents, a podcast and multi-media studio, and a large meeting and training space to bring stakeholders together. “Community engagement, education, outreach, and training are cornerstones of our mission,” said Jim Moskal, Chair of the MISS DIG 811 Board of Directors. “We look forward to enhancing our technology for training and on-site coordination.”

The renovations at the new headquarters, located at 417 Seymour Avenue, are expected to be completed, with the move finalized by early 2025.

## About MISS DIG 811

MISS DIG 811 provides a free service to homeowners and excavators. Since 1970, MISS DIG has received over 25 million utility locate requests, resulting in over 200 million transmissions.

For more information about MISS DIG 811 and its services, please call **811** or visit [www.missdig811.org](http://www.missdig811.org). So specific information regarding the Notification Center’s presence in Lansing, or a specific MISS DIG 811 issues, please contact:

*Eric Urbain*  
Director of External Affairs  
MISS DIG 811  
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# MEET SARAH ALEX: MITA'S NEW MEMBERSHIP SERVICES COORDINATOR

We're excited to introduce Sarah Alex, MITA's new Membership Services Coordinator! Sarah brings a unique mix of skills and experience, making her a valuable addition to our team. In her role, Sarah manages the prospective member process and new member onboarding, while also ensuring that stolen equipment notices and In Memoriam announcements are included in the MITA weekly e-bulletins. Her work plays a crucial part in keeping our members informed and supported.

In addition to these duties, Sarah assists the Director of Safety and Compliance with MIOSHA appeals, CPR/First Aid certifications, and job site requests. She also supports the Manager of Communication and Events in updating the MITA website, coordinating social media content, and supporting association events. Her background in compliance, multi-project management, and customer service equips her perfectly for the role's demands.

Drawn to MITA's close-knit and dedicated team, Sarah has already felt at home, noting, "Everyone has been so friendly and patient, even when I ask a million questions." Outside of work, she has a special connection with animals—she's hand-fed penguins, giraffes, stingrays, and even sharks! She shares her home life with her partner, Michael Shaw, and their pets: Ava, a German Shepherd; Cheddarbob, an orange tabby; and Murphy, her black cat.

Sarah's guiding principle comes from *\*The Lorax\**: "Unless someone like you cares a whole awful lot, nothing is going to get better. It's not." This motto reflects her commitment to making a difference, and we're excited to see her bring this passion to MITA.

Please join us in welcoming Sarah to the MITA family! **CS**



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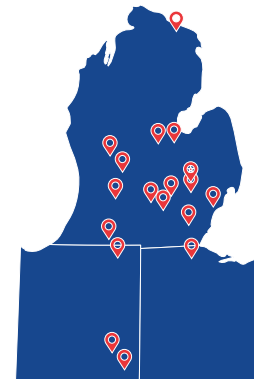
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## WHERE'S MITA BEEN LATELY?

# LEGISLATIVE CONSTRUCTION SITE VISITS

One of the best ways MITA members can explain what they do to politicians is to have them out on one of their jobsites. As MITA staff meets with legislators, they often have little knowledge on how much goes into building and maintaining our infrastructure yet they are responsible for setting the transportation budget for the state.

This past summer, the MITA membership was extremely helpful in setting up various visits on some of the largest projects in the state. Thank you to all those that held a visit for taking time out of your schedules to assist. **CS**

## I-696 RESTORE THE REUTHER PROJECT

### Dan's Excavating and AJAX Paving

Representatives Donnie Steele, Tom Kuhn and Alicia St. Germaine along with legislative staff joined project managers from Dan's Excavating and AJAX paving to tour the construction on I696 and 96 on August 21, 2024.



## U.S. 127 CORRIDOR IMPROVEMENT PROJECT

Senator Sam Singh and Representatives Julie Brixie, Kara Hope and Emily Dievendorf joined the team at Toebe Construction to see the reconstruction on US 127 and I 496 in Lansing on August 8, 2024.



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The Michigan Infrastructure and Transportation Authority (MITA) has partnered with BITCO Insurance Companies to bring you the MITA Safety Group Dividend Plan. Together, we are pleased to bring this valuable membership benefit to all MITA members who meet BITCO's underwriting requirements. The plan features a comprehensive insurance program that offers our members the potential of placing their insurance coverage with an insurance company rated "A+" by AM Best and that specializes in the types of operations our members engage in.

BITCO has specialized in insurance programs for members of the commercial construction industry throughout the various ups and downs of the commercial insurance market and offers participants in the MITA Safety Group the opportunity to earn a portion of the premiums they pay for their insurance program back in the form of safety dividends. They supplement their specialized coverages by also affording you risk control and claims management services that help you potentially reduce the costs of your insurance programs.

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## WHERE'S MITA BEEN LATELY?

### *I-94 MODERNIZATION PROJECT*

#### **Anlaan Corporation**

Incoming Speaker of the House of Representatives Matt Hall joined Ryan O'Donnell at Anlaan Corporation to tour the bridge construction project on I-94 in Battle Creek on August 15, 2024.



#### **PSI Fabrication Facility**

MITA's Engineers visit Prestress Services Industries (PSI) fabrication facility in Decatur, Indiana.





# CONSTRUCTION'S FATAL FOUR

## PROTECT YOURSELF ON THE JOB

Did you know? The Fatal Four—falls, struck-by incidents, electrocutions, and caught-in/between hazards—are responsible for over half of construction-related deaths each year. MITA is here to help you stay safe with essential training.

Learn the leading causes of construction injuries and how to prevent them.

Prioritize safety and contact MITA's safety director, Greg Brooks, to book your training.

[gregbrooks@thinkmita.org](mailto:gregbrooks@thinkmita.org)



Training is made possible by a grant from MIOSHA



FALLS



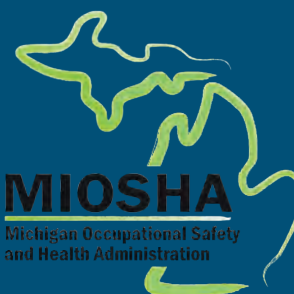
STRUCK BY



CAUGHT/BETWEEN



ELECTROCUTION



# AJAX LEGISLATIVE



# CONSTRUCTION SITE VISITS



Continued from page 16

Prevention Plan. This training should be ongoing, with regular refresher courses and the opportunity for workers to provide feedback on safety improvements.

5. Reporting and Documentation: Employers must establish a system for reporting workplace injuries, near-misses, and unsafe conditions. The plan should also include procedures for documenting safety meetings, hazard assessments, corrective actions, and compliance with safety regulations.
6. Monitoring and Evaluation: Continuous monitoring and periodic evaluations are essential to assess the effectiveness of the APP. This includes regular safety audits, inspections, and reviews to ensure that all aspects of the plan are being followed.
7. Corrective Actions: If hazards are identified or accidents occur, employers must outline a clear process for investigating incidents and implementing corrective actions to prevent future occurrences. This might involve revising work processes, improving equipment, or retraining employees.

### Why is an APP Important?

The benefits of having a comprehensive Accident Prevention Plan extend far beyond regulatory compliance. A well-implemented APP can:

- Reduce Workplace Injuries: The primary goal of an APP is to minimize the risk of accidents and injuries. By identifying hazards early and addressing them proactively, companies can reduce incidents that may cause harm to employees.
- Increase Productivity: A safe work environment fosters a productive workforce. When employees know that their employer is committed to their safety, they are more likely to be engaged and focused on their work, resulting in fewer disruptions and delays.
- Save on Costs: Preventing accidents reduces the financial impact of workplace injuries, which can include medical costs, workers' compensation claims, legal fees, and increased insurance premiums. Long-term accident prevention can contribute to better financial stability for the company.
- Enhance Reputation: Companies that prioritize workplace safety build trust with employees, customers, and stakeholders. A solid safety record can be a competitive advantage and can improve the company's standing in the industry.

### Steps to Developing an Effective Accident Prevention Plan

Developing an effective Accident Prevention Plan requires careful planning and collaboration between management and employees. Here's a simple roadmap to get started:

1. Form a Safety Committee: Create a team of key stakeholders, including management, safety officers, and employees, to develop the APP. Involve workers in the process to ensure

that the plan addresses practical concerns and is tailored to the workplace.

2. Identify and Assess Hazards: Conduct a thorough hazard assessment of the workplace. Consider all potential risks, from machinery malfunctions to environmental conditions. Utilize safety checklists and encourage employees to report hazards.
3. Draft the Plan: Based on your findings, write a comprehensive plan that addresses how each identified hazard will be controlled, managed, or eliminated. Be sure to include specific safety policies, training schedules, and procedures for dealing with emergencies.
4. Implement Training: Conduct training sessions to ensure that all employees are aware of the risks they may face on the job and how to mitigate them. Offer refresher courses as needed to keep safety top of mind.
5. Monitor and Review: After implementing the plan, continuously monitor its effectiveness. Perform regular safety audits, encourage open communication about safety issues, and make adjustments to the plan as necessary.
6. Stay Updated on MIOSHA Regulations: MIOSHA regulations are subject to change, so it's essential to stay informed about any updates that may affect your workplace. MITA distributes updates through bulletins; ensure that at least one employee is signed up for our safety director email list.

Accidents can happen in any workplace, but employers can significantly reduce the risk of injury with a proactive approach and a well-structured Accident Prevention Plan. MIOSHA's regulations are in place to protect workers, and compliance with these requirements is essential for maintaining a safe and productive work environment. By developing and implementing an effective APP, Michigan employers can not only comply with the law but also safeguard their employees' health and well-being, ultimately contributing to long-term success and stability.

Please remember that several MITA members received citations from MIOSHA for not being able to produce a copy of the company's APP during an inspection, as well as citations for their APP not covering very specific hazards. MITA has done a lot of heavy lifting for members in this area. A great deal of time has been spent developing an industry APP that fits most applications. This document was updated early in 2024 to include many of the hazards that I have seen cited, as well as updated to reflect the most current MIOSHA standards. Please contact the MITA office or me if you need additional help with your APP or would like to purchase a copy of ours. **CS**



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# Upcoming events.

# 2025

**JANUARY**  
**8**

**TRAFFIC CONTROL  
TECHNICIAN  
TRAINING**  
MITA Office

**JULY**  
**24-27**

**SUMMER  
CONFERENCE**  
Crystal Mountain  
Thompsonville

**JANUARY**  
**22-23**

**ANNUAL  
CONFERENCE**  
Soaring Eagle Casino &  
Resort

**AUGUST**  
**27**

**CENTRAL GOLF  
OUTING**  
Eagle Eye  
East Lansing

**JANUARY**  
**27**

**OSHA 30**  
MITA Office

**SEPTEMBER**  
**11**

**NORTHERN GOLF  
OUTING**  
Otsego Club  
Gaylord

**FEB-MAR**  
**22-1**

**MANAGEMENT  
CONFERENCE**  
Los Sueños Marriott  
Ocean & Golf Resort  
Herradura, Costa Rica

**SEPTEMBER**  
**24**

**WILD GAME DINNER**  
The Palazzo Grande  
Shelby Twp.

**MARCH**  
**26**

**WEST MI  
UNDERGROUND  
TRAINING DAY**  
Davenport College  
Grand Rapids

**DECEMBER**  
**12**

**CENTRAL HOLIDAY  
PARTY**  
Joe's on Jolly  
Okemos

**JUNE**  
**11**

**WESTERN GOLF  
OUTING**  
Boulder Creek  
Grand Rapids

**DECEMBER**  
**16**

**WESTERN HOLIDAY  
PARTY**  
Date Tentative  
Location TBD

**JULY**  
**16**

**METRO GOLF  
OUTING**  
Twin Lakes  
Oakland

**DECEMBER**  
**18**

**METRO HOLIDAY  
PARTY**  
Date Tentative  
Location TBD



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**March 26, 2025**  
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**Davenport College**  
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Grand Rapids, 49512



**\$95 per person**

Includes: Training, Continental Breakfast & Lunch



Ensure your crew is up-to-date on critical safety certifications and standards with MITA's comprehensive training day. Save time and resources by enrolling your team in one convenient session – tailored to cover the essentials every construction crew needs to stay safe and compliant.

## AGENDA

### Morning Sessions

- First Aid & CPR Refresher
- OSHA Fatal Four Training

### Lunch

### Afternoon Sessions

- Excavation, Trenching & Shoring

## SPACE IS LIMITED – SECURE YOUR SPOT TODAY

**Cancellation Policy:** Cancellations must be received one week before the event to be eligible for a full refund. Refunds are at MITA's discretion for cancellations made less than one week prior. **\*\*NO SHOWS WILL BE BILLED.**

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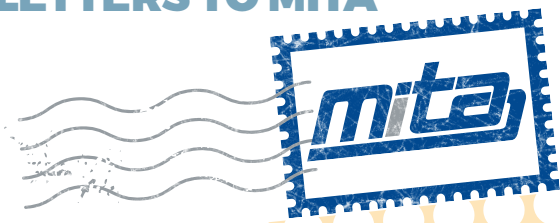


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## LETTERS TO MITA



*Rob,*

*Thank you guys for always going above and beyond to put such a great night together! Also, a big thank you for letting us use your hitch!*

*Lynn and the rest of the LMC crew*

*Continued from page 48*

principal. "These large-scale solar developments have significant environmental and geotechnical needs that require careful consideration and sound geotechnical engineering. Erik and Kathryn are invaluable resources whose in-depth knowledge and solar insights will help G2 deliver Smart. Results. Fast. to our clients.

"We're happy to promote from within, especially when we have a person of Kathryn's caliber on the team. At the same time, we're always seeking experienced outside talent to join our team and are confident that Erik will be a great asset for a host of geotechnical projects and services."

G2's continued growth has presented opportunities for employee advancement throughout the firm. The company emphasizes career development opportunities and launched a proprietary interactive training platform to help prepare its next generation of leaders. In 2023, G2 was named to the Detroit Free Press "Top Workplaces in Michigan" list and to the 2024 Zweig Group's "Hot Firms List." **CS**

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-  Less Time Lost
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-  Projects on Time and on Budget
-  Partnerships and Sponsorships
-  A pathway to success
-  Advocates for Infrastructure

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