

WINTER 2023

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CONTENTS

- 6 MITA Board Of Directors
- 8 Comment — Executive Vice President
- 21 Comment — Vice President Of Engineering
- 22 Comment — Director of Safety and Compliance
- 23 Spotlight On Safety
- 24 Our Industry is Growing
- 26 Wild Game Dinner And Scholarships
- 28 PAC Update Winter 2023
- 30 Member News — Northern Concrete Pipe || UHY
- 34 MDOT News
- 44 New MITA Staff
- 48 MITA Staff List
- 50 Calendar of Events



**Say ya
to da U.P.,
eh!**

- 10 A. Lindberg & Sons, Inc.
- 12 BACCO
- 14 G & J Site Solutions
- 16 Gundlach Champion, Inc.
- 18 Oberstar, Inc.
- 19 Payne + Dolan, A Walbec Group Company
- 20 Upper Peninsula Concrete Pipe Co.

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Rob Coppersmith

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In what should be a banner year for most or all contractors, a year that should have the industry basking in confidence and excitement for the projection of work, the contrary seems to be in place. A constant undertone of uncertainty has proliferated the year in various forms from a lack of able people, material supply disruptions, hiccups with MDOT, inflationary pressures and a particularly brutal election cycle. These are all factors that have helped to add to this pervasive, unsettled feeling. A lot has transpired this year in an effort to put the industry in a strong position to work toward meaningful change as it relates to all these issues. MITA and its Board of Directors have been laser focused on working toward sustainable funding for the industry. This won't happen overnight and the next few years will be critical. While bonding has been the band-aid that limps us along every few years, it is not the way to run a statewide infrastructure program. The people of Michigan deserve better and so do the contractors that strive to provide quality jobs and infrastructure to enhance business and public interest.

IT'S BEEN A CHALLENGING YEAR!

To be successful for the industry, MITA has reimagined itself in an effort to tap the talent that exists within the membership. To do so, a framework needed to be done in many areas. First and foremost was the development of a "Code of Ethics" for the Board of Directors. Eight tenets were developed and are in place for the unforeseeable future. The second was to develop a vision statement for the industry. This is a statement that looks inward and outward and follows in the next paragraph. Both were developed through debate and several Zoom meetings earlier this year and are included at every meeting of the board. An application process has also been instituted to become a board member, a process that allows the Executive Board to make recommendations to the full board for open seats.

MITA Vision Statement

The Michigan Infrastructure & Transportation Association and its members, through a unified voice, seek safe, reliable infrastructure and transportation systems through stable, sustainable funding methods. This is accomplished by educating the public and elected officials, creating career opportunities within the industry, and ultimately improving the lives of all Michigan citizens through public safety.

MITA spends the lion's share of its budget working toward satisfying the never-ending goals contained in the vision statement. To that end, the FixMIState effort was also reimagined with member input and was redeveloped to be more flexible and agile toward industry needs. In

the first quarter we aligned numerous safety and workforce development messages. In the second and third quarter we shifted gears and funded an Epic MRA poll that identified roads and infrastructure to be the number one priority for Michigan residents that dovetailed with the TRIP report. Several Board members and MITA staff also participated in an editorial board meeting with The Detroit News. The information obtained from that encounter has been used throughout the year by The Detroit News for infrastructure related articles. MITA also launched a billboard campaign with industry partners in high volume traffic areas where large projects were taking place.

MITA also appeared in 144 articles, TV, radio and print interviews that garnered 35 million impressions, which has an estimated advertising value of \$326,348. The overall point to informing you of this is two fold. You should understand your membership dues are put to work churning issues for industry, and the churning of these issues create opportunities for funding discussions. Infrastructure is becoming a regular topic within the legislature and the public, and MITA and its Board of Directors plan on keeping it that way.

Last but not least: to be effective in Lansing you need to be noticed. A PAC that generates a respectable amount of dollars on an annual basis will do just that. MITA reinstated the PAC Board with members from all corners of the state to be our eyes and ears in those areas. But more importantly that board debates and guides MITA on the expenditure of your contributions to

the PAC. These are not easy decisions and we have pulled in key legislators to discuss what is happening in various caucuses in an effort to make informed decisions. The big dollar decisions are also brought to the attention of the full board for consideration. I'm telling you this because you should not feel your contributions are sent into a black hole. At the time of writing this MITA has reached our \$250k goal. This is the largest amount in MITA history – we should all be proud. However, to keep us on the radar we as industry need to raise this and more on an annual basis. The hard part will be maintaining the momentum in this area, especially in the lean years. The approach of getting more dollars from a deeper bench in each member organization is working and should be the way we continue if we are to be successful. Thank you for providing MITA the necessary tools to be effective in this arena.

In closing, it's been a hell of a year! Ups downs and everything in between. I suspect this is the new norm and the answer to controlling the chaos is to remain calm in a sea of turbulent waters. Your MITA staff and the Board of Directors will work hard towards common sense solutions to the wide variety of problems our industry faces on, what seems to be, an almost daily basis. **cs**



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AAA Quarry Big Bay

A. Lindberg & Sons, Inc. had its beginnings in 1914 during a downturn in the iron ore industry. Alfred Lindberg started construction as the Alfred Lindberg Company, working small construction and logging jobs in the area. In 1918, his oldest son Walter joined his father in the business, taking

a subcontract for rock removal on the county highway from Marquette to Big Bay. Two other sons, Stanley and Alfred Jr., joined the company several years later.

The company was incorporated as A. Lindberg & Sons, Inc., in 1948, the same year it opened its gates to

its County Road 480 gravel pit and introduced the portable crushing plant to the area. Later at that location, the company discovered Kona dolomite, a rare formation that has only been found in a handful of locations globally. Beyond its reputation as a quality road, bridge, and underground utility contractor, the company continues to expand and diversify. In addition to being one of the region's largest aggregate producers, the company has worked on almost every major

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A. Lindberg Crew

industrial site in the area, and is also involved in numerous commercial and retail developments.

Today, members of the fourth generation, Roger and David Crimmins, serve as President and Vice

President with assistance from the fifth generation as well as the many generations of local families that have also played a vital role in the success of the company. **cs**

Key to Our Success

"Through our focus on producing a product of the highest quality along with the skills of our dedicated employees, A. Lindberg and Sons has earned a reputation as one of the region's premier contractors for over a century."

– Brad Crimmins



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CAT 725 off road truck feeding CAT paver on M-185, Mackinac Island

When you consider the history of modern road construction in Michigan's Upper Peninsula, among the first contractors that comes to mind is Bacco Construction Company of Iron Mountain. It's no wonder, its roots stretch back to before the dawn of the last century.

By 1908, Medio J. Bacco, who founded the company, was working for the Dickinson County Road Commission. Those were the days of horse drawn scrapers, wagons and slushers, backed by plenty of manual labor. Through a combination of intelligence, responsibility and raw muscle power, Medio quickly gained a reputation as a hard worker who stepped up to just about any heavy construction challenge.

By 1915, Medio had established the M.J. Bacco Construction Co. and was awarded his first highway construction contract. The firm handled grading and built concrete roads throughout the Upper Peninsula and in the Wisconsin counties that border the U.P.

Key to Our Success

"It's been a successful 20th century for Bacco Construction because the firm has combined traditional core values with a spirit of adventure. It has worked hard to stay at the peak of its industry by playing an active role within it. If there's any secret for success in the next century's highway industry, no doubt you'll find it in Iron Mountain, Mich."

Horse drawn equipment slowly gave way to Model T trucks, gasoline powered tractors and primitive single drum concrete pavement. In 1930 Medio incorporated his company to create the Bacco Construction Company.

By the time the depression had ended, the company's operations included a fleet of over 20 trucks, 6 Northwest power shovels and draglines, assisted by a number of tractors. The company also had a dozen rock trucks and a number of drill rigs to enhance its blasting and rock moving capabilities. This was the mainstay of the company until it bought its first fleet of motor scrapers in 1960.

At one time, Bacco held the Michigan record for the most footage of concrete paving done in one day. The company holds several awards for its concrete pavement projects. As concrete gave way to asphalt pavement, the firm launched its bituminous paving unit. Today it owns two portable asphalt plants and all of the associated paving equipment required for quality work, including asphalt milling and recycling equipment. Its asphalt work has been frequently praised and honored for its quality.

Over the years Bacco Construction's philosophy has been to give the project owner a good job at a competitive price. Crucial to this approach has been the efforts of an excellent and experienced workforce. **cs**



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G & J Silt Fencing, Inc. was established in 2003 as a silt fence installation contractor. The President, Geoff Cutsy, was attending Michigan Technological University working on his master's degree when he and his former business partner saw a market for silt fence installers. After class and on weekends, the two would install silt fence throughout Michigan's Upper Peninsula as a means to pay for their tuition.

Now, 19 years later, the company is solely owned by Geoff and goes by G & J Site Solutions, Inc., as the company has evolved from a silt fence installation company to a full-service soil erosion, restoration, highway safety, and

landscape company. G & J Site Solutions now services all of the Upper Peninsula of Michigan, Northern Lower Michigan, and Northeast Wisconsin, with a list of products and services that include guardrail, landscaping, erosion control, and site stabilization. G & J Site Solutions works with a range of clientele including residential, major highway, corporate business, marine construction, and utility improvements.

The success of G & J Site Solutions is attributed to the staff who are determined to provide the best products for our clients and who are willing to work around our ever-changing schedules. Scheduling and traveling can be a challenge with our staff being located in the very north end of the Upper Peninsula, but they continue to do what is best for the client and the company to help continue our success.

We continually achieve excellence through determination, focus, timeliness, and FTE (First Time Effectively), all while performing within the project specification and budget determinations. **CS**

Key to Our Success

"I'm proud and thankful for my staff and all they do to continue to allow me to grow my company. What I started as a means to supplement my tuition costs, has flourished into a company that allows me to raise a family, give back to the community, and employ local residents with a job that they can be proud of. I am grateful for all the people that have helped the company and myself to continue. At G & J Site Solutions, we are all a family, and that is also a key to our success."

- Geoff Cutsy, President.



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In 1989, Champion, Inc., acquired Herman Gundlach, Inc., a longtime competitor and corporate friend with a similar work ethic and high standards of performance. The merger



Our concrete crew finishing up the last major floor pour at the Marquette Municipal Service Center in Marquette, Michigan.



A planning meeting with the Florence Utility Commission for a new office and maintenance building we built under a CM contract in 2018.

of these two companies resulted in Gundlach Champion, Inc., a firm with unprecedented expertise in the construction of commercial, educational, healthcare, industrial, and public facility structures.

Today, the GCI team brings over 350 years of combined experience to every commercial construction project from new buildings to renovations. Gundlach Champion's mission is to build relationships and become the "construction company of choice." To maintain this status of excellence, we are committed to safety, quality, customer service, and integrity. We believe in personal involvement with all our clients. **cs**



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— Stan Kaczmarek, President.



Graymont Ship Loading Facility Project in Brevort, Mich.



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Oberstar, Inc., was founded in 1976 by Chuck Oberstar. Prior to 1976, Chuck operated his own tractor and dump trailer in the early 1970's hauling materials for various contractors. While working as an independent trucker, the opportunity presented itself to buyout a small Marquette area contractor which included the purchase of a backhoe/loader and small dozer. Along with the acquired equipment, the newly formed company included himself, his brother, a brother-in-law and a friend to get things rolling. They began servicing the area with small residential type excavation projects which included building sites, basement excavation, septic systems, water lines etc.

During the late 70's and 80's the company began adding more equipment, trucks and workforce as the demand for excavating and material hauling increased. By 1988 the company had a small fleet of dump trucks, excavators, loaders and dozers, and added more operators, truck drivers, laborers and an estimator/project manager to help with the increasing day-to-day activities and opportunities. Company growth continued during the 1990's when the company started doing larger municipal, county, state and private development projects, which included street reconstruction, heavy earthwork and underground utility work. The work force and equipment increased significantly during this time, including adding more office personnel, project managers, mechanics, parts managers and various other management positions.

While the company has expanded significantly in the commercial construction industry, the company also maintained and grew its excavating services to residential customers as well with the help of Chuck's daughter, Amy, and her husband, Dan Berandt, who joined the company in the early

90's. Amy and Dan manage the day-to-day residential construction operations as well as other company responsibilities. By the end of the 90's Oberstar, Inc., had a work force of 70 to

80 employees, servicing the residential, commercial and industrial construction industries. The level achieved during this time is the level it continues to operate at to this day. **cs**

Key to Our Success

"We created a hardworking, no-nonsense type of culture/working environment right from company inception. We also insisted on a "take pride in your work" attitude, which I think translated into a higher quality of workmanship. In other words, we refuse to settle for mediocrity; we always strive to be the best. Versatility has also been an emphasis 'the ability to adapt' to whatever the customers/markets ask or require whether it be installing a water line one day or building a road the next with the same crew. After that it is simple: continue to service your customers by putting out a quality product consistently year in and year out. This commitment to excellence for our customers is what has contributed to a solid, stable business. Our mindset is our construction services are second to no one."

– Chuck Oberstar



From left to right: Jim Perry, Vice President-Operations; Cathy Melchiori; Jack Cram, Residential Manager; Gary Raffaelli, Project Manager; Dan Berandt, Residential General Manager; Ed Samppala, Equipment Maintenance Super; Larry Rasmussen, Project Manager; Gary (Stuey) Olivier, Superintendent; Chuck Oberstar, Owner/President; Amy Berandt, Owner/Human Resources; Miriam Jackson, AP Clerk.

Since 1930, the Walbec family of construction companies has met the needs of its customers in all capacities – from delivering design, civil engineering, and construction services to producing asphalt for our crews to meticulously place. Our customers challenge us to deliver cost-effective, expert solutions to meet their infrastructure design, engineering, and construction needs. While we are often associated with state, municipal, and federal projects, many of our customers are commercial businesses. The Walbec Group helps our team members, customers, and communities reach their destinations. Our combined strengths create a world-class organization that takes pride in working efficiently and safely to provide innovative, environmentally friendly solutions to the communities we live and work in. **cs**

“MITA would like to acknowledge the late Lincoln Noel’s contributions to the industry and his service to the MITA Board of Directors. He is sorely missed and his efforts are appreciated.” – Rob Coppersmith, MITA Executive Vice President



Key to Our Success

“Our success is the result of our hard-working, safe, and ethical team members coming together to tackle challenging infrastructure projects throughout the Midwest,” said John Bartoszek, vice president for Payne + Dolan. “Together, our family of companies continues to expand our capabilities while manufacturing high-quality materials and constructing safer roadways and bridges. Our leadership and team members live out our mission to help people reach their destination.”



US 41 North, Marquette, Mich. – Payne + Dolan



Left to right: Dave Ross, Craig Vanderstelt, Steve DeLaire, Gabe Kloet, Jordan LaCombe, and Tony McPherson.

Incorporated in 1950, Upper Peninsula Concrete Pipe Co. (UPCPC) has provided the Upper Peninsula of Michigan with precast concrete products for over 72 years, making UPCPC the oldest active precast concrete manufacturer in the state of Michigan. Precast products include concrete pipe, manholes, box culverts, three sided culverts, vaults along with other custom items. UPCPC also distributes a wide variety of products related to the underground construction industry, making us the "one stop shop" for the contractors of the UP. **cs**



Project Photo: 36'x5' precast/prestressed, three sided, low/span bridge, which was installed in Menominee County in September 2022. The contractor was Bacco Construction Company.

Key to Our Success

"I feel the keys to the success of Upper Peninsula Concrete Pipe Co. are many, the most important being the quality of our products and the service we provide to our customers. I also feel that the relationships that have been established over the years have provided our customers a "friend" they can count on for their construction material needs. UPCPC takes pride in providing a healthy work environment for its employees, which has provided us with many long term, experienced employees throughout the years."

– Steven DeLaire, General Manager



Rachelle VanDeventer, P.E.

To contact Rachelle VanDeventer, P.E., email her at rachellevandeventer@thinkmita.org or call the MITA office at 517-347-8336.

Many contractors who have performed work for MDOT over the past few construction seasons may have been involved in one or more AASHTOWare Project Construction and Materials (APCM) pilot projects. APCM is a web-based construction management system for documenting construction progress, initiating contractor payments, and communicating the MDOT's central office administration applications. APCM was developed by Infotech for AASHTOWare, a division of the American Association of State Highway and Transportation Officials, with the intention of replacing FieldManager for MDOT and other FieldManager states. Since it is a web-based system, it provides real-time data and does not involve any software installation. There is no cost to the contractor for using the program.

MDOT has been working with AASHTOWare for many years helping to develop and test the product, and they began piloting on MDOT construction projects in 2018. There were some early hiccups that led to some APCM improvements, and MDOT continued piloting on construction projects throughout this past construction season with the goal of having at least one pilot in each construction office. MDOT is continuing to work towards full implementation of APCM, which will completely replace FieldManager over time. For contractors who use FieldManager Contractor, this also means the loss of functionality for that product as well.

Since the discussions about APCM began, and especially since contractors have been piloting APCM, MITA has been hearing questions and concerns from our members about APCM and MDOT's plan for full implementation. When FieldManager was being developed, MITA worked closely with Infotech to help Infotech create a product, FieldManager

MDOT'S CONSTRUCTION MANAGEMENT SOFTWARE PLAN

Contractor, that would fulfill the contractor needs we were aware of with the usage of FieldManager. MITA was hoping that we would once again be able to work with Infotech on a contractor solution for APCM and has spent many hours over the past two years demonstrating and articulating our contractor needs. Some of the contractor requests included discrepancy analysis tools, subcontractor payments tools, and a contractor data export process.

Unfortunately, just recently MITA learned that Infotech is no longer willing to build a FieldManager Contractor replacement product, or any new contractor product at this time for use with APCM. Working closely with our
Continued on page 46

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Greg Brooks

To contact Greg Brooks, email him at gregbrooks@thinkmita.org or call the MITA office at 517-347-8336.

MITA SAFETY TRAINING BENEFITS THE EMPLOYER AND EMPLOYEE

Very few fields of work are as dangerous as the work that MITA members do. Our employees are subjected to hazards from heavy equipment, dangerous underground conditions, environmental hazards, and the motoring public to name a few of the countless hazards. It should come as no surprise that regular, up-to-date safety training is required. Here is a quick look at the benefits of regular safety training for the employee and employer.

Continued on page 32

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Congrats to Kerby Albro, crew foreman for Oberstar Inc., located in Marquette, Mich. Kerby recently received his official MITA t-shirt from MITA's Director of Safety & Compliance Greg Brooks (left). For the past 18 years at Oberstar Inc., Kerby has exemplified safety as one of the best operators in the business and has a safety first, positive attitude while leading his crews.



Bacco Construction Company Laborer Ross LaPlante (left) was recently awarded a MITA Spotlight on Safety t-shirt by Jeff Gurchinoff, Bacco's Safety Director.

Attention to detail is critical to safety on and off the jobsite. In October, Bacco Construction Company Laborer Ross LaPlante, while working with a crew in Houghton, Mich., noticed the smell of gas. He tracked it to a gas service leaking near one of their jobsites. The line was not part of Bacco's project, and it was later determined that the line was leaking due to line degradation.

Had the leak gone unreported, over time the gas would have collected in the basement of the church that it supplied service to. Ross's actions prevented an extremely hazardous situation from developing.

Congrats, Ross. Keep up the good work!



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Brian and Kellie Hoffman pose with their twin granddaughters, Haisley and Dovelyn.

TRI-CITY GROUNDBREAKERS



John and Tamara Schmidt holding their grandchild, Neal.

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From left to right: Ed Davids, Brian Hoffman, Dan Eriksson, Tom Rizor, Bill Rizor and Jesse Pero.

"Hoffman Bros. has been successful for 75 years for one reason, our people. It is the tireless work, countless hours, and true dedication to the company by our employees that make this company what it is. We are very proud of our history, reputation, what we have become and where we are going..." – **Brian Hoffman, President**

Established in 1947, Hoffman Bros., Inc., began when brothers Ed and Hollis Hoffman purchased a bulldozer and dump truck to take advantage of the post-World War II construction boom. Hollis ran the bulldozer and Ed ran the dump truck digging basements and grading driveways around the Battle Creek area. It was under this arrangement that the two brothers were able to grow their business, eventually hiring their first employee and purchasing more equipment.

The company continued to grow when in 1974 Ed's twin sons, Jack and Jim Hoffman, were able to purchase the company from their father and uncle. Jack and Jim continued to grow the company taking on larger and more complex projects, purchasing more equipment and hiring more employees. In 1981, in order to accommodate the ever-increasing workload required to keep 50+ employees busy, Jack and Jim hired Ed Davids, a recent graduate of Michigan Tech, to help in the office with estimating and managerial work.

Jack, Jim, and Ed were joined by Dan Eriksson in 1985 and Jim's son, Brian, in 1989. Ed, Dan, and Brian would purchase the

company from Jack and Jim in 1999. At this point Hoffman Bros., Inc., had grown into one of southwest Michigan's largest and most respected excavating contractors. With a commitment to perform the highest quality construction work possible Ed, Dan, and Brian have continued to grow Hoffman Bros., Inc., and have nurtured an employee base that takes great pride in maintaining the high standards of quality that Hoffman Bros., Inc., customers have grown accustomed to.

As Ed approached retirement age, the decision was made to chart a course toward the fourth generation of ownership of Hoffman Bros., Inc. In 2015 Ed, Dan and Brian selected Jesse Pero, Bill Rizor and Tom Rizor to begin purchasing Ed's shares in the business. Bill and Tom are great grandsons of founding brother, Ed Hoffman and Jesse is a long-time employee of the company. In 2020 Ed retired officially, but still works on select projects to this day.

The growth of the company continues each year. Hoffman Bros., Inc., currently employs close to 200 employees and maintains a fleet of nearly 200 pieces of heavy equipment. **cs**

WILD GAME DINNER AND SCHOLARSHIPS

MITA would like to thank all of its generous sponsors and the nearly 600 attendees for supporting the Wild Game Dinner Scholarship Fundraiser, which was held Sept. 28 at the Palazzo Grande in Shelby Township. The evening was a big success and raised \$40,000 that will help provide scholarships to the future leaders of the industry.



Jason Gauthier of Give 'Em a Brake Safety is all smiles after winning the Ascend Fat Tire Bike, which was donated by Action Traffic Maintenance.



Jessica Kaltz, of Kaltz Excavating, ponders who/what she's going to use her new Raven Crossbow on!



MITA Board Member John Schmidt, owner of Tri-City Groundbreakers, won the Traeger Grill of a Lifetime!



David Cowper of Ajax Paving Industries, Inc., has a "safe place" to store his guns thanks to AIS/CRC.



Ryan Belonger of Ajax Paving Industries, Inc., is ready for the trails, thanks to PK Contracting.



Todd Zilinc of Lawrence M. Clarke is a big winner, thanks to a generous donation from the Laborers and a good deal from Grace Performance!



Fernando Casasanta, owner of C & P Construction, was the winner of the Shinola Wall Clock, donated by Core & Main.

Thank You

2022 WILD GAME DINNER SPONSORS





2022 Scholarship Recipients



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ALEX GOODALL
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THOMAS LAPPIN
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MADELINE MELODY
University of Utah



ETHAN ROZANSKI
Lawrence Tech



ALLISON SPIERLING
Michigan Tech



COLTON TERBEEK
Northern Michigan University

PAC UPDATE WINTER 2023

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.

Name	Company	Donation	Name	Company	Donation
Brian Hoffman	Hoffman Bros., Inc.	\$4,000.00	Dave Fischer	Toebe Construction LLC	\$750.00
Dennis Rozanski	Dan's Excavating, Inc.	\$500.00	Jason Fowler	Toebe Construction LLC	\$750.00
James Doescher	Dan's Excavating, Inc.	\$1,000.00	Tom Stover	Toebe Construction LLC	\$1,250.00
Joe Goodall	Dan's Excavating, Inc.	\$500.00	Erdmen Mackenzie	E.T. MacKenzie Company	\$5,000.00
Robert Henikowski	Dan's Excavating, Inc.	\$500.00	Michael Marks	E.T. MacKenzie Company	\$1,000.00
Robert Adcock	Angelo Iafrate Construction Company	\$2,000.00	Stephanie Mackenzie	E.T. MacKenzie Company	\$1,000.00
Justin Peyerck	Dan's Excavating, Inc.	\$500.00	Thomas Mackenzie	E.T. MacKenzie Company	\$1,000.00
Troy Broad	Team Elmers	\$5,000.00	Chad Austin	Kalin Construction Co., Inc.	\$50.00
Chris Shea	P.K. Contracting, Inc.	\$2,000.00	Jennifer Slater*	Action Traffic Maintenance, Inc.	\$50.00
David Terbeek	AIS Construction Equipment	\$1,820.00	Bob Marvin	Kalin Construction Co., Inc.	\$500.00
Craig Fons	GBM Companies	\$1,000.00	Derek LaBean	HYMMCO	\$1,000.00
David Pytlowany	AIS Construction Equipment	\$500.00	Gerald Kalin	Kalin Construction Co., Inc.	\$2,000.00
David Terbeek	AIS Construction Equipment	\$500.00	Luke Fleischmann	Michigan Pipe & Valve- Grand Rapids	\$1,000.00
Byron Miller	AIS Construction Equipment	\$500.00	Tom Rizor	Hoffman Bros., Inc.	\$500.00
Don Meram	FDM Contracting, Inc.	\$1,000.00	Blake Zapczynski	Z Contractors, Inc.	\$2,500.00
Mike Miller	VTC Insurance Group	\$500.00	Brooke Zapczynski	Z Contractors, Inc.	\$2,500.00
Fred Meram	FDM Contracting, Inc.	\$1,000.00	Mike Campbell	GM & Sons, Inc.	\$250.00
Dan Eriksson	Hoffman Bros., Inc.	\$5,000.00	David Maas	Diversco Construction Co., Inc.	\$1,500.00
James Malenich II	Fessler & Bowman	\$1,000.00	James Dykema	Dykema Excavators, Inc.	\$1,000.00
Rinaldo Acciavatti	Pamar Enterprises Inc.	\$2,500.00	Jesse Pero	Hoffman Bros., Inc.	\$1,000.00
J.W. Fisher	Fisher Companies	\$7,500.00	David Cowper	Ajax Paving Industries, Inc.	\$1,000.00
Ron Measel	ACE Cutting Equipment	\$1,000.00	Ed Boucher	Kotz Sangster Wysocki P.C.	\$500.00
Bruce Lowing	Hardman Construction, Inc.	\$1,000.00	Lynn Harmala	Lawrence M Clarke	\$5,000.00
Brian Borich	Ajax Paving Industries, Inc.	\$1,000.00	Kirk Schweitzer	GM & Sons, Inc.	\$300.00
Tom Wagenmaker	Anlaan Corporation	\$1,000.00	Lori Adkins	GM & Sons, Inc.	\$100.00
Brandie Meisner	M&M Excavating Company	\$1,000.00	Michael DeFinis	Angelo Iafrate Construction Company	\$1,000.00
Brandon Beach	M&M Excavating Company	\$100.00	Kevin Mullins	Angelo Iafrate Construction Company	\$150.00
Fred McNina	M&M Excavating Company	\$200.00	Remi Coolsaet	RL Coolsaet Construction Co	\$500.00
Gabe Nowicki	M&M Excavating Company	\$500.00	Christopher Woolley	C. A. Hull Co., Inc.	\$500.00
John Landrie	M&M Excavating Company	\$1,000.00	Marcy Adkins	GM & Sons, Inc.	\$100.00
Joseph Stutesman	M&M Excavating Company	\$100.00	Ricky Gallegos	GM & Sons, Inc.	\$250.00
Ken Nowicki	M&M Excavating Company	\$1,000.00	Daniel Mergens	Edw. C. Levy Co	\$1,500.00
Paul Meir	M&M Excavating Company	\$100.00	Erick Garza	Angelo Iafrate Construction Company	\$100.00
Regina Stutesman	M&M Excavating Company	\$500.00	Peter Scodeller	Fonson Company, Inc.	\$1,000.00
Zachary Misiak	M&M Excavating Company	\$300.00	Jessica Fowler	Anlaan Corporation	\$10.00
John Zito	Zito Construction	\$1,000.00	Trevor Casad	Anlaan Corporation	\$100.00
Mark Johnston	Ajax Paving Industries, Inc.	\$6,000.00	Derrick Arens	Anlaan Corporation	\$250.00
Mike Malloure	C.A. Hull Co., Inc.	\$10,000.00	Nickolaus C D Pinaire	SITECH Michigan	\$100.00
Jamie Lemke	Give 'Em A Brake Safety	\$3,000.00	Lukas Gordon	Payne & Dolan, Inc.	\$250.00
Marc Van Til	Give 'Em A Brake Safety	\$2,000.00	James Burg	James Burg Trucking Company	\$2,500.00
Steven Brown	Pamar Enterprises Inc.	\$500.00	Angelo Lanni	Florence Cement Company	\$1,000.00
Nicholas Baker	Anlaan Corporation	\$4,000.00	Doreen Lanni	Florence Cement Company	\$1,000.00
Ryan O'Donnell	Anlaan Corporation	\$4,000.00	Angelo Lanni, Jr.	Florence Cement Company	\$1,000.00
Dean Vredevoogd	Standale Lumber	\$100.00	Patrick Dunigan	Dunigan Bros., Inc.	\$3,000.00
David Turner	C.A. Hull Co., Inc.	\$10,000.00	Rachel Snyder	BCT Benefits	\$500.00
Jack Dykstra II	Jack Dykstra Excavating, Inc.	\$1,000.00	Mel Stein	BCT Benefits	\$500.00
Aden Shea	P.K. Contracting, Inc.	\$2,500.00	Nicholas Troshak	Cardinal Fabricating	\$500.00
Bill Britt	Britt Family Pure Maple Syrup	\$100.00	Andrew Dauksts	Give 'Em A Brake Safety	\$250.00
Drake Dunigan	Dunigan Bros., Inc.	\$500.00	Jane Anstett	Give 'Em A Brake Safety	\$500.00
James Kloote	JE Kloote Contracting	\$2,500.00	Michael Rempalski	Give 'Em A Brake Safety	\$500.00
Karl Schweitzer	GM & Sons, Inc.	\$1,500.00	Douglas Kaltz	MUE INC	\$1,000.00
Kurt Shea	P.K. Contracting, Inc.	\$2,000.00	Richard Snyder	Kaltz Excavating Co. Inc./M.U.E. Inc.	\$200.00
Robert Adcock	Angelo Iafrate Construction Company	\$3,000.00	Jessica Kaltz	Kaltz Excavating Co. Inc./M.U.E. Inc.	\$200.00
Ron Lammy II	Modern Concrete	\$2,500.00	Ian Cypher	MUE INC	\$200.00
William Rizor	Hoffman Bros., Inc.	\$2,000.00	Kevin Housner	Kaltz Excavating Co. Inc.	\$200.00
Gerald Kalin	Kalin Construction Co., Inc.	\$2,000.00	William Donaldson	MUE INC	\$200.00
Jayasing Jay Desai	C.A. Hull Co., Inc.	\$250.00	Shane Lemke	Give 'Em A Brake Safety	\$250.00
Andrew O'Connor	C.A. Hull Co., Inc.	\$1,000.00	Ted Shauger	MUE INC	\$200.00
Brent Gerken	Gerken Paving, Inc.	\$2,000.00	Doug Maciejewski	Kaltz Excavating Co. Inc.	\$200.00
Patty Meyer*	Patty Meyer	\$25.00	Randy Harrison	Kaltz Excavating Co. Inc.	\$1,000.00
Dustin Dunigan	Dunigan Bros., Inc.	\$500.00	Jim Roehl	MUE INC	\$200.00
Michael Phelps	Z-Contractors, Inc.	\$250.00	Matt Lewis	MUE INC	\$1,000.00
Clay Malloure	C.A. Hull Co., Inc.	\$1,000.00	Terry Kaltz	Kaltz Excavating Co., Inc.	\$1,000.00
Patrick Dunigan	Dunigan Bros., Inc.	\$1,000.00	Michael Buck	Salus Group	\$500.00
John W. Kersaan	Grand River Construction Company	\$1,200.00	David Marshall	Ajax Paving Industries, Inc.	\$1,000.00
Gabriele Cipparrone	Cipparrone Contracting, Inc.	\$5,000.00	Christopher Heyboer	Give 'Em A Brake Safety	\$193.90
Donald Timmer	Timmer Construction Company, Inc.	\$2,500.00	Todd Schrader	Hardman Construction, Inc.	\$2,000.00
Brian Olesky	Pamar Enterprises Inc.	\$500.00	Frank DiPonio	DiPonio Contracting, Inc.	\$1,500.00
Jim Reed	C.A. Hull Co., Inc.	\$1,000.00	Chris Maltese	DiPonio Contracting, Inc.	\$500.00
Benjamin Kohler	Ajax Paving Industries, Inc.	\$250.00	Marie Chesney	DiPonio Contracting, Inc.	\$500.00
John Thomas DiPonio	Jay Dee Contractors, Inc.	\$5,000.00	Ben Spada	DiPonio Contracting, Inc.	\$500.00
Michael Peake*	Action Traffic Maintenance, Inc.	\$500.00	Craig S Fons	GBM Companies	\$1,000.00
Sean Morrissey	GM & Sons, Inc.	\$250.00	Lance Binoniemi	MITA	\$500.00
Josh Goldsworthy	The Beaver Excavating Company	\$250.00	Glenn/Sherry Bukoski	MITA	\$500.00
Eric Walbert	GM & Sons, Inc.	\$100.00	Rob Coppersmith	MITA	\$1,000.00
Jeffrey Irvin*	Action Traffic Maintenance, Inc.	\$125.00	Rachelle VanDeventer	MITA	\$500.00
Thomas R Peake, Jr*	Action Traffic Maintenance, Inc.	\$125.00	Jacqueline Kaltz Coulombe	Kaltz Coulombe PLLC	\$1,000.00
Timothy Peake*	Action Traffic Maintenance, Inc.	\$125.00	Alex Coulombe	Kaltz Excavating Co. Inc./M.U.E. Inc.	\$1,000.00
Gary L Merkey	Jackson-Merkey Contractors, Inc.	\$1,200.00		Levy Specialty Products, LLC	\$25,000.00
Steve Jackson	Jackson-Merkey Contractors, Inc.	\$1,200.00			\$250.00
Hugo Gallegos	GM & Sons, Inc.	\$300.00	Eric Morris	HNTB Michigan Inc.	\$250.00
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Patty Meyer	Patty Meyer	\$25.00	Hal Howlett	Angelo Iafrate Construction Company	\$500.00
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Scott Bazinet	Lowe Construction, Inc.	\$5,000.00	Gianni Campo	Alta Equipment Company	\$500.00
Mark Campbell	GM & Sons, Inc.	\$200.00	Doug Sleight	Alta Equipment Company	\$100.00
Chris Peyerck	Dan's Excavating, Inc.	\$3,000.00	Dan Campo	Alta Equipment Company	\$100.00
George Verscheure	C.A. Hull Co., Inc.	\$1,250.00	Connor Campbell	Alta Equipment Company	\$50.00
Andy Stover	Toebe Construction LLC	\$1,250.00	Matt DiPonio	Alta Equipment Company	\$50.00
Andy Thelen	Toebe Construction LLC	\$750.00	Dan Flis	Alta Equipment Company	\$100.00
Brad Stover	Toebe Construction LLC	\$1,250.00	Jason Glass	Alta Equipment Company	\$100.00
Carrie Pennington	Toebe Construction LLC	\$1,250.00	Paul Daugharty	Alta Equipment Company	\$100.00
			Dyrris Marshall	Shadow Team VFX	\$1,000.00

* Recurring

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 2022

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.

\$250,000+
raised

194+
donations

\$250,000
goal



Oops!

In the last issue of Cross-Section Magazine, we stated that NCP and Ric-Man Construction had set a North American record for a project that was completed in 2020. They actually set a World Record! We apologize for the error. Here is the correct information and photo. **cs**



NCP and Ric-Man Construction set a World record for micro tunnel diameter and length, with a project that was completed in Painesville, Ohio in 2020. The project involved a new pipeline that needed to go 25-feet below the bottom of Lake Erie for Painesville's new raw water intake system. NCP supplied the reinforced concrete 60" micro tunnel carrier pipe in 10' lengths with steel bells, which housed the 36" liner pipe, that extends 3,947 feet into Lake Erie.

UHY Joins with Jansen Valk Thompson Reahm PC

UHY recently announced that it is expanding its already significant presence in Michigan by joining with the accounting firm of Jansen Valk Thompson Reahm PC (JVTR). The combination of firms added 32 team members and two Michigan offices – one in Kalamazoo and the other in Dowagiac.

JVTR has been operating since 1994 as one of Michigan's leading firms serving individuals, families, trusts, public corporations, private companies and non-profit organizations. JVTR has been known for its three original fundamentals: exceptional service, quality work, and unparalleled career growth opportunities for their team members.

The Kalamazoo and Dowagiac offices will join JHY's Great Lakes Region, which is the 5th largest accounting firm in southeast Michigan, with more than 550 employees located in five offices in Ann Arbor, Detroit, Farmington Hills, Port Huron and Sterling Heights. JHY has been voted 18 years in a row by the Michigan Business & Professional Association as Metro Detroit's Best and Brightest Companies to Work For®. **cs**

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FIVE-YEAR IN-ROAD CHARGING NETWORK AGREEMENT MADE

By Aram Kalousdian

The Michigan Department of Transportation (MDOT) and Electreon have entered into a five-year agreement to develop and work toward implementing a scalable wireless public in-road charging network for electric vehicles (EV). A first in the United States, the in-road system charges EVs while in motion or stationary.

In February of 2022, the state of Michigan announced Electreon was awarded a contract to build a 1-mile electric road system (ERS) in Detroit. The company is leading the development, design, evaluation, iteration, testing and implementation of the inductive vehicle charging pilot program, which aims to be operational as of 2023. Working with NextEnergy and Jacobs Engineering Group, the project will live within U.S. 12 (Michigan Avenue) and 14th Street in Detroit and is supported by partners like Ford Motor Company, DTE Energy and the city of Detroit. The five-year agreement is separate from the 1-mile pilot project in Detroit.

The agreement says that the parties will work collaboratively, engaging other partners as desired, to develop and work toward implementing scalable wireless ERS deployments in Michigan, including:

- Developing best practices for wireless ERS implementation and management.
- Developing integrated asset management, including creating a regulatory environment and infrastructure that enables operators to utilize the roads to charge vehicles.
- Developing large-scale deployment methods.
- Developing a welcoming regulatory/policy environment in Michigan.
- Addressing pollution, especially in economically disadvantaged neighborhoods.
- Investigating/exploring electrifying state operated vehicles by 2030, including EV trucks, vans and cars.
- Coordinating with public transit agencies to ensure accessibility of wireless ERS infrastructure.
- Working collaboratively, engaging other partners as desired, to leverage federal and state funding for wireless ERS.
- Advocating for expanding the requirements for federal funding, competitive grant funding and possibly others, to go beyond plug-in infrastructure and to allow for a

variety of innovative solutions such as wireless ERS.

- Analyzing the benefits associated with ERS pertaining to pressure on the grid and cost associated with large-scale electrification of the transport sector.
- Analyzing and exploring possible business models for ERS to serve as a revenue stream for the state and as an attractive alternative for fleet operators.

“This agreement helps solidify Michigan as the U.S. leader in developing and implementing a wireless in-road charging network,” State Transportation Director Paul C. Ajegba said. “We now can work toward a better policy and regulatory framework that provides a welcoming environment for this unique technology. Ultimately, the research and work conducted on this project will help lead to large-scale deployment across Michigan and the United States”

“This agreement focuses on the long-term potential of wireless charging as we work collaboratively to move beyond the existing 1-mile pilot with hope to develop and implement a scalable and commercial ERS project,” said Stefan Tongur Phd., vice president of development for Electreon. This will be done by identifying and cooperation with other state, local municipalities and private fleets to leverage their electric vehicle fleets.

“When it comes to the five-year agreement with MDOT signed in September 2022, we plan to develop a strategy to scale ERS. Target dates and milestones will be determined as part of future project planning processes.

“We predict wireless EV charging demand will gradually increase during the next five years mainly among transit and transportation fleet managers as early adopters, for which wireless charging is an essential tool to overcome electrification challenges of grid, infrastructure, space, operational uptime and of course costs. We hope to continue expanding wireless charging infrastructure in Michigan throughout the course of the contract.”

“The potential for electrifying roads and cities is practically endless and working together with MDOT we are reshaping the future of transportation,” said Oren Ezer, chief executive officer and co-founder of Electreon. “Through ongoing collaboration on our Detroit project, MDOT has proven to be an innovative leader in the industry. We’re excited to enter into this agreement to create a blueprint for scaling wireless charging for all EVs across Michigan and the United States and look forward to aligning with additional DOTs in the future.”

The parties believe that electrified roadways have

Continued on page 46

Continued from page 22

Awareness

Keeping employees and employers aware of the hazards they face daily is vitally important. Construction workers must be fully aware of the hazards presented by their job sites. Through regular safety training, they can better anticipate specific workplace dangers, paving the way for hazard avoidance and prevention.

Communication

A lack of understanding quite often leads to poor communication. So when employees are all properly trained and on the same page, it allows them to “speak the same language” and work better together to anticipate dangers and develop action plans together.

Reducing Workplace Injuries

Investing in proper safety training is one of the most effective ways to reduce the number of injuries on job sites. When employees learn about practices and procedures such as fall protection, safe ladder usage, and the use of personal protective equipment (PPE), they are better prepared to

avoid injury on site. As a result, the overall level of workplace injuries will decline.

Boosting Productivity

With more effective training practices comes lower rates of workplace accidents and illnesses. In turn, this means less workers calling in sick or missing work, which will inherently improve your company’s productivity levels. Plus, the more familiar workers are with safety procedures, the more seamlessly and comfortably they will be able to navigate the job site. When your staff members aren’t constantly unsure or second-guessing how to behave on site, their productivity levels will soar.

Providing top notch, up-to-date safety training for our membership has been a staple of MITA’s services for our membership for years. When I was hired at MITA three years ago, it was the portion of my job that I was most unsure about, but it has developed into one of my favorite things to do. I look forward to being with your company this winter and meeting your safety training needs. **CS**

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LET'S GET THERE TOGETHER

By Aaron D. Johnson, P.E.

MDOT Superior Region Engineer



Our world is changing – quickly – right before our eyes. We see the impacts of technological advancement all around us in our personal and professional lives: paper replaced by PDFs, paper maps replaced by phone apps, virtual conferences replacing in-person meetings.

This rapid change certainly isn't bypassing the transportation industry. Grade stakes that once lined every major infrastructure project have given way to digital staking and automated machine guidance. We're hearing a lot about future technology and how it will shake up our business, changing how we develop, construct, and maintain our assets.

While new technologies are being developed every day, one thing is clear: disruptive change is not around the corner in our industry – it's already happening and will continue to impact us moving forward. How do we harness these changes? How do we ensure we manage these advancements well – understanding where we are now while also setting ourselves up for our future workforce?

Over the last 20 years we've seen the transportation industry in Michigan make large strides in how we use technology: eConstruction for project delivery, 3-D design models for road projects, machine control systems for automated equipment guidance,

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A dozer performs GPS-guided automated machine grading on a US-41 highway reconstruction project in Houghton in Michigan's Upper Peninsula in 2021. (MDOT photo)

and advances in digital inspection technology, to name a few. The rapid pace of technological development is opening wide ranges of possibilities for advancement and is sparking nationwide discussions in the industry.

A recent NCHRP paper examining the use of 3-D digital models in highway construction contract documents found that 21 of the 41 participating states currently use 3-D models for reference information while five use them for both reference information and as contract documents. In addition, one of the key focus areas for FHWA's Every Day Counts Round 6 is e-ticketing and digital as-builts for advancing construction information collection so it can be moved forward into asset and lifecycle management.

We can see that Michigan is not alone in attempting to manage new technology and its role in our industry.

Looking at similar states shows the typical next steps. After using 3-D models as reference information, states move toward making 3-D models contract documents. While that is a key item MDOT is investigating and testing, it's also our responsibility to take a step back and understand the overall system and what our vision and goals are for a digital future.

When we pare down the advancements and processes to their core, we see these innovations deal with data and its interconnectivity. Cloud-based systems and better accessibility put data at our fingertips, but they can create an overload of information. We need to find ways to get the right data to the right people at the right time. The central challenges to achieving this goal are making technology collaborative, tying it to the physical world spatially, and giving it the ability

Continued on page 36



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Team members access digital plans while on site at Segment 3 of the MDOT I-75 modernization project in the department's Metro Region in June 2021. (MDOT photo)

Continued from page 35
to be connected to and adjusted in real time. This leads to new systems that are delivering on creating a digital reality and an immersive experience where the physical and digital worlds can interact. When data can flow from design to construction and back without duplication or conversion, time and reliability won't be lost.

As the transportation industry experiences this massive change, we need to make sure we understand where we are right now and where we see ourselves in the future. This will help guide how we move forward. While looking ahead, we must also think about our future workforce and what will attract them to the industry. Our next generation of workers grew up surrounded by technology, learning in connected classrooms with their peers, using shared devices and

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GPS-guided automated machine grading is put to use on I-196 near Grand Rapids, Mich., in 2021. (MDOT photo)

programs to work collaboratively. They will not see using digital information in a collaborative and immersive way as a change, but as the expected way of working with data. Our task as an industry is to clarify what this digital future means for us and how we can understand and meet this future workforce where they are.

All of this leads us to a few key questions: What does the digital future mean to us in Michigan? When do we want to get there? How will we get there?

We know the use of technology varies widely among different groups within MDOT as well as with our industry partners throughout the state. When we consider how to move forward, we must ensure we're working in a way that successfully brings everyone along. That means understanding our needs – not just MDOT's but our whole industry's.

To that end, MDOT is working to collaboratively develop a "digital vision" and roadmap to help focus how we react to and incorporate new technology and ideas into our processes. We will be teaming up with both internal and external partners as we move forward with this initiative, working to get a clear view of where we currently are today, where we see ourselves in the future, and a practical way to successfully achieve that future.

This new technological landscape presents some big
Continued on page 46

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MOBILITY AND INNOVATION CORRIDOR PROJECT TO BEGIN CONSTRUCTION IN 2024

By Aram Kalousdian

Construction on an estimated \$50 million Detroit Mobility and Innovation Corridor (DMIC) on an approximately 2-mile section of Michigan Avenue (U.S. 12) in Detroit's Corktown neighborhood is expected to begin in 2024. The U.S. Department of Transportation awarded a \$25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant to the Michigan Department of Transportation (MDOT) and the city of Detroit for the project.

"This investment will make Michigan Avenue through Corktown more accessible, facilitating ongoing residential and commercial development in the area," said Gov. Gretchen Whitmer. Getting this done will create and support good-paying construction and auto-related jobs and ensure that Michigan.

"Our leadership in this space continues to grow, building on our legendary Motor City roots. Not far from this new, high-tech corridor, Ford

and Google are turning the historic Michigan Central Station into a hub for advanced mobility entrepreneurs, a new wireless charging road for electric vehicles is being built and all around Lake Michigan we are installing electric vehicle chargers in order to create the best clean energy road trip in America. Michigan is on the move and every region of our state is creating good-paying jobs and building the future of mobility. We will continue winning competitive grants, growing

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our economy and moving Michigan forward. MDOT is committed to contributing \$22.7 million toward the DMIC project.”

The project will extend from Woodward Avenue (M-1) in downtown’s Campus Martius Plaza to the Interstate 96 overpass on the western edge of the Corktown neighborhood. The project’s scope is to construct a shared use corridor that will include non-motorized facilities, installation of new dedicated transit, connected and autonomous vehicle lanes. The project also includes carefully removing and reincorporating red brick pavers into other aspects of the roadway’s design in that portion of Michigan Avenue while new red concrete pavers will be placed in the historically designated limits in order to maintain the corridor’s unique feel.



“The DMIC will provide a more safe, accessible and environmentally sustainable corridor for travel,” said State Transportation Director Paul C. Ajegba. “Improving pedestrian space and crossings, raising protected bike lanes to sidewalk level and providing dedicated transit

and connected vehicle lanes will simultaneously enhance comfort and safety for non-motorized users while providing an infrastructure platform for the next generation of electric and connected mobility.”

“The \$25 million RAISE grant not only helps to create jobs and boost our state’s economy, it further positions Michigan as a leader in connected and autonomous vehicles and multimodal transportation design,” said Zach Kolodin, Michigan’s chief officer and director of the Michigan Infrastructure Office. “The governor’s leadership in establishing the Infrastructure Office helps ensure that Michigan continues to be best positioned to take full advantage of the historic grant and competitive funding opportunities provided by the Bipartisan Infrastructure Law.” **CS**



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FOUR JOIN THE MICHIGAN TRANSPORTATION HALL OF HONOR

A long-serving and innovative Michigan Department of Transportation (MDOT) director, a creative MDOT leader and problem-solver, a passionate supporter of railroad safety, and a tireless advocate for transportation systems and improving career opportunities for minorities and women were among those inducted on Oct. 26 into the Michigan Transportation Hall of Honor. MITA's Executive Vice President Rob Coppersmith served on the selection committee.

The Hall of Honor, a permanent display in the Van Wagoner

Transportation Building in Lansing, was established in 1971 to honor individuals who have made outstanding contributions to developing Michigan's network of highways, roads, streets, transit systems, railroads, airports, and waterways. Members are elected by a committee representing a wide range of transportation industry organizations. With the inclusion of this year's honorees, a total of 92 people has been inducted into the Hall of Honor.

Here are this year's honorees:





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Kirk T. Steudle, South Lyon, served as director of MDOT from 2006 until 2018, spanning two administrations, an unprecedented tenure in the department's modern era. Among myriad accomplishments as director, he laid the foundation for innovation, overseeing the department's first "bridge slide," its first public-private partnership (P3) for freeway lighting, and the state's first freeway "flex route," allowing for the use of the shoulder during peak times on the heavily traveled US-23 corridor north of Ann Arbor. Steudle played a key role in negotiating an agreement with the Canadian government for the Gordie Howe International Bridge, including creation of the international bridge authority for oversight.

As a nationally recognized thought leader in the deployment of connected

and automated vehicles, Steudle helped open the 32-acre Mcity at the University of Michigan, dedicated to researching the technology. He also was a leader in developing the 500-acre American Center for Mobility, where he briefly served as interim CEO/president in 2018. Steudle served a number of years on the American Association of State Highway and Transportation Officials (AASHTO) board of directors, including a term as president in 2011-2012. He also served on the ITS America Board of Directors, including a term as chair, and as a member of the Transportation Research Board executive committee.

Gregory C. Johnson, Wixom, served in a number of significant leadership roles at MDOT, including as chief operations officer from 2011 to 2015. In that role, he oversaw a



department-wide realignment to gain efficiencies and better responsiveness to customers in a challenging transportation funding environment. Prior to serving as COO, he served as MDOT Metro Region engineer,

Continued on page 42

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Continued from page 41

shepherding some of the state's largest freeway projects, including rebuilding M-10 (Lodge Freeway), I-96 west of Detroit, the I-94/US-24 (Telegraph Road) interchange, and completion of the Gateway project, which significantly improved the flow of traffic between Michigan and Canada.

Johnson was a champion of trying new things and leading on innovations, including paperless construction, construction manager/general contractor project delivery, and design-build and other innovative bidding methods. His uncanny ability to resolve conflicts and forge relationships with disparate groups, including the construction industry, lawmakers, and local officials, earned him a reputation as a problem-solver. Johnson was a staunch advocate for disadvantaged

business enterprises (DBEs) and was instrumental in relaunching the Conference of Minority Transportation (COMTO) in Michigan.

Sam A. Crowl, Troy, was known as "Safety Sam" for his energy,



attention, and dedication to railroad safety through his extensive railroad experience spanning more than five decades and a career with four railroad companies. In 2009, Crowl was appointed state coordinator of the nonprofit Michigan Operation Lifesaver, where he served for more than 10 years promoting the overall organization's rail safety message through conducting classes and training sessions, attracting volunteers, staffing educational booths at events, coordinating the annual Rail Safety Week, working with government officials, and communicating with the media. He secured tens of thousands of dollars in grant funding to help support the organization's outreach activities over the years. Through his hard work and passion for safety, Crowl

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has undoubtedly saved many lives and prevented injuries to the public, especially children, around railroad property and at crossings.

Sharmyn Elliott (1955-2022) demonstrated a tireless commitment to improved transportation systems for the public and was a passionate advocate for opportunities for minorities and women. He had a 45-plus year career in infrastructure engineering and was a steadfast supporter of multimodal transportation users. He was not able to attend college and joined the workforce immediately after graduating high school. He was unashamed of his education in the "University of Hard Knocks."

Elliott began his career in 1973 as a construction field engineering technician and ascended to top



positions with various firms, lastly as vice president of Somat Engineering, Inc. and CEO of Somat Engineering of Ohio, Inc. Among his many honors, he was selected to represent the

transportation industry in 2021 as a subject matter interviewee for the Transportation and Infrastructure Subcommittee regarding the U.S. Department of Transportation DBE reauthorization and was a board member of COMTO Michigan and COMTO National. Elliott was a strong supporter of MDOT's Transportation Diversity Recruitment Program (TDRP), which began with four college interns in 2014 and in 2022 placed 65 interns within MDOT and the industry.

Congratulations to this year's honorees for their hard work, dedication, and service to the community. **CS**



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WELCOME MITA'S NEW STAFF MEMBER: LINDSAY LEONARD



Lindsay Leonard is MITA's latest staff addition, and as Administrative Coordinator she is responsible for meeting the needs of MITA members in many areas of the association. Her primary function is to help expand efficiencies in the MITA office by providing support services to staff and members.

Lindsay assists MITA's Director of Safety and Compliance in the processing of MIOSHA Appeals and the execution of related CPR & first aid cards as well as processing requests for other jobsite needs. She helps the Events Coordinator with the website and events and related databases. In addition, Lindsay answers the phones,

Before joining the MITA staff, Lindsay most recently worked as a funeral director for Gorsline Runciman Funeral Home in Lansing. She lives in Grand Ledge with her miniature Australian Goldendoodle, Louise. In her spare time, Lindsay does hair and makeup for events and weddings as a licensed cosmetologist. She also is a Volunteer Victim Advocate for the Lansing Police Department.

You can reach Lindsay by calling the MITA office at 517-347-8336 or emailing her at lindsayleonard@thinkmita.org. **CS**



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Continued from page 21

FieldManager Contractor users, MITA will be evaluating what this means for those members and continue working with MDOT to develop and enhance the APCM reports available, and to hopefully find a way to create a data export process.

MDOT's current plan for implementation is to perform a couple of updates to the software version they are running over the winter and spring so that they are running the most up to date version (4.9) for next construction season. Throughout this coming winter, MDOT is planning to do more training within their field offices to improve their understanding and skills related to APCM. For the coming 2023 construction season, MDOT is now planning to continue with another round of pilot projects, with at least one pilot per construction office, to test the updated version and improvements it should include. MDOT is currently planning for full APCM implementation on MDOT projects starting with the August 2023 letting.

MDOT's implementation of APCM also means that local agencies will need to find a FieldManager replacement solution of their own. The County Road Association of Michigan is currently working with Michigan Technological University's Center for Technology & Training (CTT) to create and implement a replacement product (Road Conductor) for

local agencies to use. Development is currently underway with testing and pilots planned over the next three years, with full implementation to follow.

If you have any general APCM comments or ideas for improvements regarding APCM, please feel free to send them to MITA (rachellevandeventer@thinkmita.org) at any time. For APCM assistance, please contact the AASHTOWare Helpdesk (MDOT-ConstructionSoftware@michigan.gov). **cs**

Continued from page 31

the potential to accelerate adoption of EVs by consumers and fleet operations alike by enabling continuous vehicle operations and turning public streets into safe and sustainable shared energy assets. The state of Michigan is exploring electrifying state-owned vehicles by 2030, including EV trucks, vans and cars. **cs**

Continued from page 37

challenges, but also major opportunities. We are in an exciting time in the transportation business, with the chance to work together to shape our industry for years to come. It's not a matter of if, and it's also not a matter of when. It's now. We look forward to working together to make it happen. **cs**

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TOM DIPONIO INDUCTED INTO MICHIGAN CONSTRUCTION HALL OF FAME

In late October, Tom DiPonio, of MITA member Jay Dee Contractors, was one of three Distinguished Constructors inducted into the Michigan Construction Hall of Fame, housed in the Granger Center for Construction and HVACR on the Ferris State University campus in Big Rapids, Mich.

Joining Tom as 2022 inductees into the Hall of Fame were Frank Jonna, of Detroit; and L.R. Swadley, of Marquette.

Thomas (Tom) DiPonio was born in Detroit and raised in Redford Township, Mich. In 1965, his father formed his own company, Jay Dee Contractors, Inc., focused on open cut and tunnel construction.

Tom attended the University of Detroit in the Civil Engineering program and co-op'd in the family business. Upon graduation, he went to work at Jay Dee Contractors, Inc., in the field for four years as an operations manager before becoming vice president of the company. Five years later (1988), he was named its president.

Jay Dee Contractors, Inc., focuses on heavy underground construction and tunneling and is known as a pioneer of the jacked pipe tunneling method. They are one of the premier pressurized face tunnel contractors in North America.

In 2015, Tom was inducted as a member of the Moles, a national heavy civil construction association based in New York. He is also a member of the Beavers, a West Coast heavy civil construction association, and the Groundhogs, an underground construction association based in Chicago. He has served his industry through multiple industry associations and worked with the legislature to ensure lawmakers appreciate the funding mechanisms for the industry.

The Distinguished Constructor Award was established to formally recognize the significant achievements made by individuals to the Michigan construction industry. A Distinguished Constructor is someone who has left a significant mark on the industry and community because of consistent service and achievement.

MITA serves on the Hall of Fame selection panel along with representatives from Michigan Associations of Home Builders, the Construction Association of Michigan, the AGC of Michigan, the Associated Builders and Contractors of Michigan, and Ferris State University. **CS**

**ROB M. COPPERSMITH
EXECUTIVE VICE PRESIDENT**roboppersmith@thinkmita.org

Rob oversees all operations, staff and services at MITA. In his role as Executive VP, he implements policy based on his interaction with the MITA Board of Directors and membership. He prudently manages the organization's resources within approved annual budget guidelines. Rob also oversees all of the services that are offered to MITA members.

**LANCE T. BINONIEMI
VP OF GOVERNMENT AFFAIRS**lancebinoniemi@thinkmita.org

Lance coordinates the political and legislative efforts for the association. Contact him regarding contributing to MITA's Political Action Committee, talking points to use when meeting with legislators, and questions regarding MITA's political strategy with federal, state and local officials, regulatory agencies and key policymakers.

**RACHELLE VANDEVENTER
P.E., VP OF ENGINEERING**rachellevandeventer@thinkmita.org

A licensed professional engineer, Rachelle provides professional expertise in many areas. Contact her regarding resolving construction issues related to publicly and privately funded projects, working with utility companies to minimize construction impacts and delays, advocating with other industry organizations, and issues related to MDOT, FHWA, USDOL, MDEQ and county/local agencies.

**GLENN J. BUKOSKI
P.E., ENGINEERING CONSULTANT**glennbukoski@thinkmita.org

A licensed professional engineer, Glenn brings to MITA over 49 years of transportation-related experience in the areas of construction, design, specifications, materials testing and research. Contact him with questions related to engineering, project administration, prevailing wage, competitive bidding or prompt pay, and issues regarding DBE's, MDOT, and bridge operations.

**NANCY BROWN
DIRECTOR OF COMMUNICATIONS**nancybrown@thinkmita.org

Nancy brings to MITA over 30 years of experience in journalism, marketing and public relations. Contact her regarding articles/photos/ads in MITA's quarterly magazine, your free company listing/paid advertising in the annual membership directory, information/photos/videos for MITA's social media, and any issues related to media relations, marketing and public relations.

**GREG BROOKS
DIRECTOR OF SAFETY & COMPLIANCE**gregbrooks@thinkmita.org

Greg's certifications include Red Cross First Aid/CPR Trainer, and OSHA approved instructor for OSHA 10 and OSHA 30 courses. Contact him regarding job site inspections, safety training, MIOSHA appeals, compliance issues and utility locating issues.

**DANIELLE R. COPPERSMITH
EVENTS COORDINATOR**daniellecoppersmith@thinkmita.org

Danielle's main responsibility is to manage and organize each of MITA's many social, leadership and educational events. Contact her regarding registration and questions about MITA events, MITA website technical issues, placing paid ads in the MITA weekly newsletter, and MIOSHA appeals submissions.

**SARA J. SCHAIBLY
MEMBERSHIP SERVICES COORDINATOR**saraschaibly@thinkmita.org

Sara handles new member processing. Contact her regarding Blue Book Rates and Stolen Equipment Notices, In Memoriams for the MITA Weekly Newsletter, the prospective MITA member application process, wage rate updates, labor meeting notices, and accounting issues.

**MARY E. MOODY
ACCOUNTING COORDINATOR**marymoody@thinkmita.org

Contact Mary regarding questions related to invoices from the association.

**LINDSAY LEONARD
ADMINISTRATIVE COORDINATOR**lindsayleonard@thinkmita.org

As Administrative Coordinator, Lindsay is responsible for meeting the needs of MITA members in many areas of the association. Her primary function is to help expand efficiencies in the MITA office by providing support services to staff and members. Lindsay helps MITA's Director of Safety and Compliance to process MIOSHA Appeals, CPR & First Aid cards as well as processing requests for other jobsite needs. She also assists the Events Coordinator with the MITA website, events and related databases, in addition to answering the phones.



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Michigan Work Zone Safety Task Force WEBSITE: www.michigan.gov/workzonesafety

Michigan Work Zone Safety Task Force FACEBOOK: [@MichiganWZSTF](https://www.facebook.com/@MichiganWZSTF)

WORK ZONE INTRUSIONS

It's a problem for us.
It's a problem for MIOSHA.

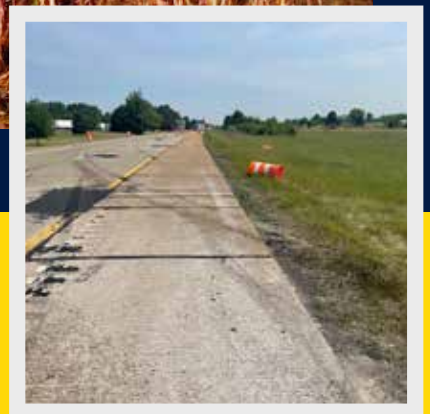
#NoExcuses #RespectWorkZones



Late for soccer?



Safety devices hard
at work.



Skid marks are for
underwear, not work
zones.



Made possible by a grant from MIOSHA.

MITA 2023 Calendar of Events

January

- 5 – 8 – MITA Ski Weekend, Boyne Mountain
- 9 – 12 – OSHA 30 Training, MITA Office
- 18 – 19 – MITA Annual Conference, Soaring Eagle Casino and Resort
- 30 – Feb 1 – OSHA 30 Training, MITA Office

February

- 18–25 – MITA Management Conference, Grand Hyatt Kauai Resort and Spa, Kauai

March

- 8 – Foreman Bootcamp, Soaring Eagle Casino and Resort, Mount Pleasant
- 9 – Foreman Bootcamp, Oakland Center, Oakland University
- 10 – Foreman Bootcamp, Davenport University, Grand Rapids

April

- 14 – Foreman Bootcamp, Northern Center, NMU, Marquette

June

- 8 – Western Golf Outing, Boulder Creek, Grand Rapids

July

- 13 – Metro Golf Outing, Twin Lakes, Oakland

August

- 9–13 – Summer Conference, Crystal Mountain, Thompsonville
- 24 – Central Golf Outing, Eagle Eye, East Lansing

September

- 28 – MITA Wild Game Dinner, Palazzo Grande, Shelby Twp.

December

- 8 – Central Holiday Party, Location TBD
- 12 – Western Holiday Party, Location TBD
- 14 – Metro Holiday Party, Location TBD



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DIVERSITY OF OUR
MEMBERSHIP AND PROVIDING
OPPORTUNITIES FOR PEOPLE
AND COMMUNITIES TO FIND A
PATH TO A HEALTHY, STABLE,
AND PRODUCTIVE LIFE.

WE PROVIDE TRAINING,
HEALTHCARE, VACATION, AND
PENSIONS TO CONSTRUCTION
CRAFT LABORERS BUILDING OUR
INFRASTRUCTURE.

GROW THE COMMUNITY WITH UNION WORK

For our Members:

-  Family Supporting Wages
-  Employer Paid Healthcare
-  Free Training and Certifications
-  One of the Best Pensions of any Trade
-  A Collective Bargaining Agreement

For our Contractors:

-  Trained Worker Referrals
-  Safer Jobsites with Less Injuries
-  Administration of Benefits
-  Less Time Lost
-  Free Staff Training

For our Communities:

-  Stable and Healthy Families
-  Projects on Time and on Budget
-  Partnerships and Sponsorships
-  A pathway to success
-  Advocates for Infrastructure

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