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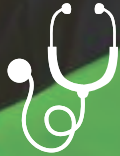


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Mike Buck
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Stacy Harris
586.554.7672
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248.390.3903
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On The Cover

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MITA
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MITA STAFF

Rob Coppersmith
Executive Vice President
rob.coppersmith@thinkmita.org

Lance Binoniemi
Vice President of
Government Affairs
lancebinoniemi@thinkmita.org

Rachelle VanDeventer, P.E.
Vice President of Engineering
rachelle.vandeventer@thinkmita.org

Glenn Bukoski, P.E.
Engineering Consultant
glennbukoski@thinkmita.org

Nancy Brown
MITA Cross-Section Magazine Editor,
Director of Communications
nancybrown@thinkmita.org

Ken Bertolini
Director of Workforce Development
kenbertolini@thinkmita.org

Greg Brooks
Director of Safety and Compliance
gregbrooks@thinkmita.org

Mary Moody
Accounting Coordinator
marymoody@thinkmita.org

Danielle Coppersmith
Events Coordinator
daniellecoppersmith@thinkmita.org

Sara Schaibly
Membership Services Coordinator
saraschaibly@thinkmita.org

Ellen Nystrom
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ellennystrom@thinkmita.org



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Kenneth M. Vierling, Sr., Business Manager
4652 Lewis Ave.
Toledo, OH 46312
Phone: 419-478-2652
Fax: 419-478-0208

Joseph Ciacchi, International Rep.
Phone: 740-590-9827

MEMBER PROFILE



The Development on Troy (the DOT) is a mixed-used parking, retail and office development in downtown Ferndale. Heritage and Company installed pavers to create pedestrian sidewalks and a vehicular roadway, along with all irrigation and plantings.



Heritage and Company is proud of their crews for pulling this retaining wall project off during the winter. The wall is located at the intersection of Dixboro and Geddes in Ann Arbor.



The Heritage and Company, Inc., logo is near and dear to Team Heritage, as it represents family to them. The logo is the family crest of Dean Morales, the president of the company, which is headquartered in Oxford, Michigan.



Heritage and Company, Inc., office staff are pictured here at an Entrepreneurial Operating System (EOS) quarterly training session. The staff includes in the forefront from left to right: President Dean Morales, Integrator Matt Kunder, and Business Development Lead Emily Fiebertz. They are surrounded by their sales team, finance team, operations labor team and operations/logistics team.

Established in 1988, Heritage and Company is a MDOT-prequalified, full-service landscape construction company capable of handling any size project.

Heritage and Company, Inc.

www.teamheritage.com

2245 N. Lapeer Road

Oxford, Mich. 48371

Phone: 248-393-1311

Fax: 866-904-9665

MAIN CONTACTS

Dean Morales

President and

Chief Visionary Officer

dmorales@teamheritage.com

Matt Kunder

Integrator

mkunder@teamheritage.com

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Snow Removal

"Regardless of complexity, geographic location, or other constraints, we can do it all," said Dean Morales, president and chief visionary officer of the company, which has 100 employees. "We ensure the use of the highest quality materials, a highly trained and skilled staff, and excellent customer service."

Heritage and Company is proud to be a Certified Minority Contractor and active member of the Michigan Hispanic Chamber of Commerce. They are also in good standing as a member of the Michigan Green Industry and Michigan Nursery & Landscape Association. Experienced in LEED certified products, such as porous unit pavers, Heritage and Company guarantees projects are completed with professional expertise and the utmost attention to detail.

Those projects have included many high-profile jobs for municipalities, the automotive industry, and the University of Michigan. Work examples for Team Heritage, as Dean fondly refers to his company, include a job completed with Colasanti Construction for the city of Ferndale. They installed 21,132 square feet of Unilock Promenade Plank Pavers to create pedestrian sidewalks and a vehicular roadway, along with all irrigation and plantings for the city's first downtown mixed-used parking project. Team Heritage was also fortunate to be part of The Dakkota Integrated plant in Detroit, Mich., with Devon Industrial Group and Walbridge. This new automotive supplier plant was built on the old Kettering High School site and is expected to bring 400 jobs to Detroit's eastside. The Team was responsible for installing the detention basin, area site restoration, and plantings of trees and shrubs.

Dean said that 70 percent of the installations his company has



HERITAGE

The Dakkota Integra



Heritage and Company was responsible for installing the retention basin, area site restoration, and plantings of trees/shrubs for this automotive supplier plant in Detroit.

done over the past 10 years were completed due to great relationships with contractors. Building those relationships is made easier by being

a member of MITA. Besides being able to network with potential new customers during MITA events, being a member of MITA has given the



GE & CO.

grated Systems plant



company access to other important services.

"MITA has had open arms with collective bargaining assistance,"

Dean said, "and with saying, 'Who can we introduce you to?' MITA hosts meetings and it is up to us to go and meet everyone. I listen to

general contractors and ask them what kind of work they do and what they are looking for in a landscaping company."

Dean's current three-five-year goal is to get a foot hold in MDOT work and eventually do 50 percent MDOT and 50 percent commercial work. Undoubtedly Dean and his leadership team will achieve their goals, given the way Dean was driven to build the company from scratch starting out in college mowing lawns and plowing snow, and eventually buying a lawn company and a snow removal business. Once Dean graduated from the University of Michigan, he pursued something greater and with the encouragement of his wife, Michelle, and great employees, his dream came true. He also credits Doug Walls of Eagle Excavation, Inc., in Flint for mentoring him, even to this day, and showing him the ropes of construction bidding.

"We are a unique, one-stop, green industry solution for hardscape, softscape, irrigation and maintenance," said Dean, who still enjoys soccer and outdoor activities with his wife and their two daughters, Christina, age 8 and Hannah, age 10. "Our team handles it all in turnkey fashion: budget, design build, install, maintenance, restoration on highways, and large retaining walls." **CS**



ASSOCIATE MEMBER PROFILE



SITECH Michigan's growing team has over 200 years of combined industry experience.

A Brief History of SITECH Michigan

Since 2010, SITECH® Michigan, LLC. has operated in Michigan as a wholly owned subsidiary of Chris MacAllister, who also owns MacAllister Machinery, Michigan Cat, and MacAllister Rentals. SITECH® Michigan is a leading distributor of easy-to-use, proven Trimble technology for construction companies of all sizes.

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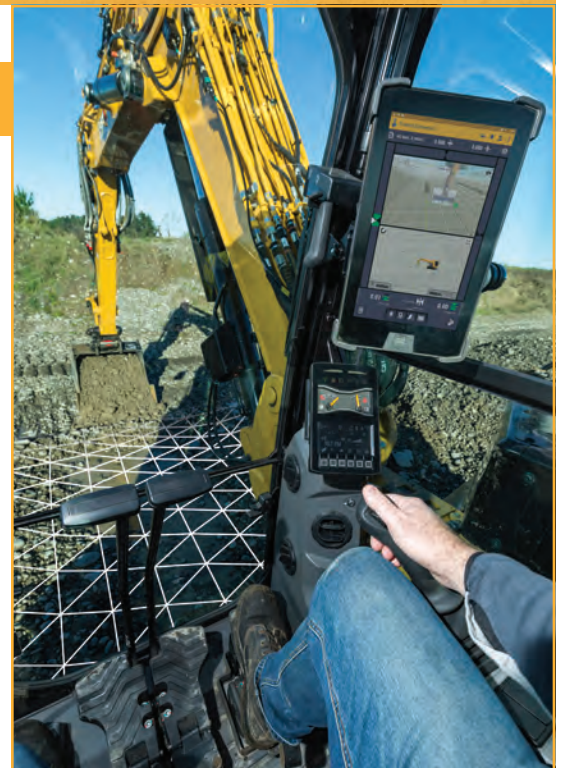
SITECH Michigan offers so many services across a wide range of applications, it is not easy to summarize all of them in one sentence, but this is a start: When you are on a job site and wondering how technology can make your job a lot easier, think SITECH Michigan.

SITE TECHNOLOGY IS what SITECH stands for. Easy enough!

Nick Pinaire, general manager, and his growing team of 15 employees with over 200 years of combined cross-functional experience across contractors, survey, technology, OEM manufacturers, engineering, repair,

etc., assists Michigan contractors with all of their jobsite technology needs. From machine grade control automation systems to survey site positioning systems and construction office software, SITECH customers find support, knowledge and experience to increase productivity and profitability through the use of powerful connected technology.

If the packed audience at SITECH's Construction Technology session during the MITA Annual Conference in January is any indication, there is definitely a demand in the industry for what SITECH offers and a curiosity





from contractors on how to take things within their own operations to the next level.

"Our culture is centered around ensuring a superior customer experience by helping contractors make more money with our technology solution investments than with any alternatives," Nick said. "Over 2/3's of our staff is focused on customer training, support and uptime (remote diagnostic capability)."

In addition, SITECH has over 4,500 parts in stock, professionals across the state within three hours of any Michigan contractor, eight statewide locations to leverage for repairs/rentals, and warranty options to protect customer uptime.

"We are committed to continuous improvement," Nick added, "and our team of experts help contractors navigate change within their own companies when it comes to onboarding new technologies and maximizing its value potential and return on investment. We realize it's a journey and we have our customer's back regardless of what level they are at on that technology adoption curve. Our technology solutions focus around improving those processes within our control on the jobsite. As an example,

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MAIN CONTACTS

Nickolaus Pinaire
General Manager
248-497-5792

Kevin Ackley
Western Region Technical
Sales Representative
248-798-6385

Jason Winger
Western Region Technical
Sales Representative
517-712-2802

Matt Skop
Northern Region Technical
Sales Representative
231-384-3393

Eric Hofstra
2D Introductory Technology
Sales (Spectra 2D Lasers,
Skid Steer Grader/Box
Blades) – Michigan
248-727-8433

we cannot control the weather, but we can control elements within the Construction Planning, Modeling, Surveying and Production phases of the jobsite. Technology means different things to different people. Bottomline: we serve contractors to help Control the Jobsite."

Being a member of MITA helps SITECH, Nick said, because the industry shares common problems that MITA and SITECH help try and solve. Those problems include improving safety, assisting labor shortages, winning more bids, growing productivity, becoming more sustainable (burning less fuel / less emissions), improving efficiency and managing costs (inflation is real!).

"The construction industry compared to other industries may lag in technology adoption (i.e., finance,

healthcare, information, automotive, retail, etc.)," Nick said. "MITA gives SITECH Michigan a platform to help inform contractors of proven technologies that can help our industry make serious progress with common problems faced. The COVID-era has been difficult for a number of reasons. In many cases, it has caused many to ask: 'What are we doing differently to help solve our top problems?'"

Nick said he admires how contractors are finding ways to navigate through all of the challenges to help build a better Michigan. With record level state and federal funding deployed, there appears to be a lot of work out there, he noted. With the shared industry problems that everyone is facing, he genuinely enjoys listening to what area a contractor wants to focus

on and allowing the SITECH Michigan team the opportunity to help their customer make positive steps to solve that problem, navigate change, and make money using technology.

"Once a contractor provides feedback that they are physically realizing the gains in the dirt and across the jobsite from our technology solutions, we feel we have done our job as team," Nick said. "We aim to WOW customers, under promise/over deliver, and continue to innovate ... this is what makes the work we do fulfilling."

One point in Nick's career actually summarizes how the industry has changed to make work easier for contractors.

"At one point, I was the guy asked to throw down in a trench and signal to an excavator operator whether they

SITECH Michigan's service, repair, and calibration capabilities protect customer uptime. (Ted Teise, SITECH - Technology Support Specialist in Novi.)



needed to cut or fill more to get to grade," he recalled. "Safety and grade control technology improvements have progressed A LOT since then."

Nick holds a master's in business administration and worked 15 years for a Fortune 500 global equipment manufacturer in a variety of management roles involving technology automation and connectivity. Now, he is focused on helping contractors maximize their return on investment on the jobsite through grade control technology automation, survey and digital software solutions with SITECH Michigan.

"Thank you again to all of our Michigan contractors who do the work to help build a better Michigan," he said. "With change as the only constant, your local SITECH Michigan partners can help along the journey." **CS**



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J.W. Fisher, P.E.

President of Fisher Contracting Company

LOOKING FORWARD TO 2022

I am honored to be your 2022 Board President. My first official act is to thank our immediate past President Pat Dunigan, of Dunigan Bros, Inc., in Jackson. MITA was lucky to have Pat's strong leadership in what could have been a contentious transition between our past and present Executive Vice President. I know I speak for all our members when I express our gratitude for Pat's steady leadership. Thank you, again, Pat!

For those of you who don't already know, I am the president of Fisher Contracting Company and I serve on the Board of Directors for the 10 family-owned businesses located in mid-Michigan. I am a lifelong Midland resident and have been married to my wife, Yvonne, for 34 years. We have four grown children.

In terms of what lies ahead for MITA during 2022, it was decided during the MITA Board of Directors meeting at the MITA Annual Conference in January that the board is committed to being more involved in the management of MITA. This does not mean that we are going to micromanage the organization. However, we are determined to do a better job of setting priorities for the organization and giving direction to the staff. The priorities that the board has for MITA have not changed much.

Here's a few of those priorities to give you an idea of the direction in which we are headed:

- We are committed to working with our industry partners toward the day when we have sufficient and sustainable funding for roads, bridges and underground utilities.

The ADA SOLUTIONS, INC. logo is at the top left, featuring a stylized 'ADA' in yellow and blue. To the right is a photograph of a diamond-plate metal surface with a circular area of raised, textured material. Below the photograph, the text 'NEW PRODUCT' is in yellow. The main heading 'ADA CAST IRON DETECTABLE PLATE SYSTEMS' is in red. Below it, in smaller white text, is 'Replaceable tactile tile is cast in place and replaceable. Available 24" x 24" and 24" x 30"'. Further down, the text 'Compliant with MDOT • Cast in Place • Replaceable' is in white, followed by 'Available in Assorted Colors & Sizes' in yellow. At the bottom left is the 'ACE CUTTING EQUIPMENT & Supply, Inc.' logo, which is a diamond shape with 'ACE' in large letters and 'CUTTING EQUIPMENT & Supply, Inc.' in smaller text. To the right of the logo is the text 'Visit us online at acecutting.com' in white, followed by the address '25125 TransX Drive, Novi MI 48375' and the phone number '(248) 449-4944' in red.

- To help achieve the first bullet point, we are going to establish a PAC Board to help set fund raising goals and to carefully decide to whom those funds should go to best support our industry. The PAC Board will clearly explain to the membership how and why those decisions are made.
- We will work with our MDOT partners to create clear and fair specifications; and, even more importantly, to have those specifications interpreted consistently across the state.
- We will develop a process to set short and long-term goals and to create a dashboard so that members can track our progress.

There is no shortage of things for the MITA Board of Directors to work on during 2022. Rob Coppersmith, MITA's Executive Vice President, and his entire staff are energized and hard at work as always. I am looking forward to working with them and the Board for the betterment of our industry.

I am grateful for the trust that has been placed on me as the 2022 MITA Board President. Feel free to reach out to me anytime during the year with any questions or concerns, and I hope the entire industry has a busy, safe and profitable year. **CS**

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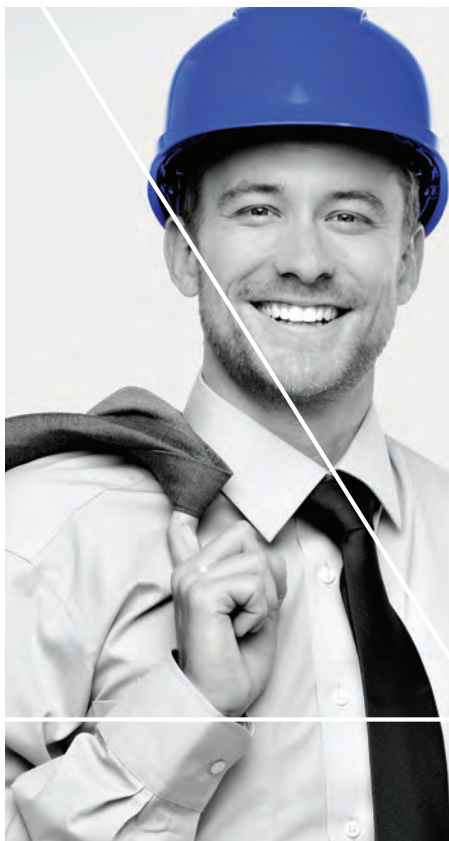


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Lance Binoniemi

To contact Lance Binoniemi, email him at lancebinoniemi@thinkmita.org or call the MITA office at 517-347-8336.

MITA PAC BOARD UP AND RUNNING AGAIN

One of MITA's best resources within its Government Affairs division is the MITA Political Action Committee (PAC). A political action committee is defined as an entity that raises money privately to influence elections or legislation. The MITA PAC has remained one of the largest and most influential business PACs in Michigan for decades and we intend to keep it that way.

To encourage more participation in the PAC, we have resurrected the MITA PAC Board. Invited to sit on the MITA PAC Board are longstanding MITA members who have shown a passion for the political process and have participated in that process for decades. The Board will be responsible for monitoring the PAC's budget, assisting in fundraising activities, helping guide political giving and will have two meetings per year.

The association and PAC have had great successes over the years, including but not limited to, the 2015 road funding package, multi-year federal infrastructure packages, trucking laws that protect against overzealous enforcement and an appropriations review that benefits the entire industry.

However, what has been done is not as relevant as what needs to be done. Stable, long-term infrastructure funding is MITA's top priority. We must use our political influence to convince lawmakers to address the needs of Michigan's aging sewer systems. We must insist that the Legislature significantly increase our state's transportation infrastructure investment and we must also continue fighting legislation that is not in the best interest to our members. Our most current initiative is passing legislation to allow camera speed enforcement within work zones to help keep our workers safe.

MITA has chosen to be an influential player in Lansing and beyond. With this commitment comes the responsibility of maintaining that influence to promote and protect our industry. We encourage every MITA member to consider donating to the MITA PAC. No donation is too small or too large and every bit helps. Elections have become more expensive as each election cycle passes and the 2022 elections are already off to an unprecedented fundraising start. MITA's only way to keep up with the times and continue to be a large influence is by the support of our members. If you're looking for a fun way to participate in the PAC, we will be holding a car show fundraiser in late June at the MITA offices. Specific details will be sent and we hope that you can consider joining the festivities and contributing to a great cause. With a commitment from our membership, we know that the MITA PAC can grow above and beyond where it has ever been. **CS**

2022 – 2023 MITA PAC Board Members

Ron Acciavatti – Pamar Enterprises, Inc.
Scott Bazinet – Lowe Construction Company
Rick Becker – Michigan Paving & Materials Co.
Pat Dunigan – Dunigan Bros., Inc.
Mark Johnston – Ajax Paving Industries, Inc.
Jamie Lemke – Give 'Em A Brake Safety
Mike Malloure – C.A. Hull Co., Inc.
Ken Nowicki – M & M Excavating Company
Ryan O'Donnell – Anlaan Corporation
Justin Peyerker – Dan's Excavating, Inc.
Kyle White – Fisher Companies

SPRING 2022: MITA PAC UPDATE

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
Gerald Kalin	Kalin Construction Co. Inc	\$1,000.00
John Zito	Zito Construction Company	\$1,000.00
Jamie Lemke	Give 'Em A Break Safety	\$3,000.00
Brandie Meisner	M & M Excavating Company	\$1,000.00
Lucas Fleischmann	Michigan Pipe & Valve - Grand Rapids	\$500.00
John Landrie	M & M Excavating Company	\$1,000.00
Gabe Nowicki	M & M Excavating Company	\$500.00
Ken Nowicki	M & M Excavating Company	\$1,000.00
Kurt Shea	PK Contracting	\$500.00
Marc VanTil	Give 'Em A Break Safety	\$1,500.00
Blake Zapczynski	Z Contractors, Inc	\$1,000.00
Brooke Zapczynski	Z Contractors, Inc	\$1,000.00
Dave Marsh	Peninsula Prestress Company	\$300.00
Doug Kaltz	Kaltz Excavating Co.	\$1,000.00
Ron Wey	1 Wey Safety Training	\$200.00
Rachel Snyder	BCT Benefits	\$500.00
Ed Boucher	Kotz Sangster	\$500.00
Brad Stover	Toebe Construction LLC	\$1,000.00
Andy Stover	Toebe Construction LLC	\$1,000.00
Carrie Pennington	Toebe Construction LLC	\$1,000.00
Dave Fischer	Toebe Construction LLC	\$500.00
Jason Fowler	Toebe Construction LLC	\$500.00
Andy Thelen	Toebe Construction LLC	\$500.00
Matt Hickey	Toebe Construction LLC	\$500.00
Ron Acciavatti	Pamar Enterprizes, Inc.	\$1,000.00
Mel Stein	BCT Benefits	\$500.00
Lincoln Noel	Payne & Dolan, Inc	\$250.00
Pat Dunigan	Dunigan Bros., Inc.	\$2,500.00
Derrick Arens	Anlaan Corporation	\$250.00
Remi Coolsaet	R.L. Coolsaet Constuction Company	\$800.00
John Schmidt	Tri-City Groundbreakers	\$500.00
Chad Loney	Rieth-Riley Construction Co.	\$1,000.00
Dan Mergens	Edw. C. Levy Co.	\$1,000.00
Ryan O'Donnell	Anlaan Corporation	\$2,000.00
Edward C. Levy	Edw. C. Levy Co.	\$3,500.00
S. Eliot Weiner	Edw. C. Levy Co.	\$3,400.00

Name	Company	Donation
S. Evan Weiner	Edw. C. Levy Co.	\$3,300.00
Karl Grant	TCI Inc. of Michigan	\$500.00
Mike Malloure	C.A. Hull Co., Inc	\$5,000.00
Michael Brillati	Salus Group	\$500.00
Michael DeFinis	Angelo lafrate Construction Company	\$500.00
Mike Buck	Salus Group	\$500.00
Scott Bazinet	Lowe Construction Company	\$4,500.00
Luke Fleischmann	Michigan Pipe & Valve - Grand Rapids	\$500.00
Doug Kaltz	Kaltz Excavating Co.	\$5,000.00
Thomas Peake, Jr.	Action Traffic Maintenance, Inc	\$1,000.00
Jeff Irvin	Action Traffic Maintenance, Inc	\$1,000.00
Timothy Peake	Action Traffic Maintenance, Inc	\$1,000.00
Michael Peake	Action Traffic Maintenance, Inc	\$1,000.00
Thomas Peake	Action Traffic Maintenance, Inc	\$1,000.00
Brian Hoffman	Hoffman Bros., Inc.	\$4,000.00
James Doescher	Dan's Excavating, Inc	\$1,000.00
Dennis Rozanski	Dan's Excavating, Inc	\$500.00
Robert Hentkowski	Dan's Excavating, Inc	\$500.00
Joe Goodall	Dan's Excavating, Inc	\$500.00
Robert Adcock	Angelo lafrate Construction Company	\$2,000.00
Justin Peyerck	Dan's Excavating, Inc	\$500.00
Troy Broad	Team Elmers	\$5,000.00
Chris Shea	P.K. Contracting, Inc	\$2,000.00
David Terbeek	AIS Construction Equipment	\$1,820.00
David Terbeek	AIS Construction Equipment	\$500.00
David Pytlowany	AIS Construction Equipment	\$500.00
Byron Miller	AIS Construction Equipment	\$500.00
Don Meram	FDM Contracting, Inc.	\$1,000.00
Mike Miller	VTC Insurance Group	\$500.00
Fred Meram	FDM Contracting, Inc.	\$1,000.00
Dan Eriksson	Hoffman Bros., Inc.	\$5,000.00





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.

A FOCUS ON PARTNERING

In an industry bulging at the seams with more work than we've ever experienced before in the middle of a pandemic with tight deadlines, material long lead times, work force shortages, you name it... it is easy for owner/contractor relationships to become strained. It is not uncommon to focus on the negative, whether at the project level looking to address concerns or problems, or at a committee level looking to resolve common issues. And for this reason, MITA and MDOT collectively wanted to be sure not to forget to recognize some of the positives as well, which is how the MITA and MDOT Partnership Award originated. The annual award was established in 2017 to recognize the outstanding efforts of an MDOT employee who exemplifies what it means to be a collaborative partner.

All partnerships are unique, but effective partnerships share some consistent characteristics which include mutual respect, great two-way communication, trust, and decision making. The value of a good partnership is immeasurable. A good partner listens, is open to change, and looks out for the best interest of everyone involved. Like all relationships, everyone is not always in agreement, but how those differences are approached is key. The MITA and MDOT Partnership Award is given to recognize an MDOT employee who has collaborated with colleagues in a way that positively impacts projects, as well as industry and MDOT working relationships as a whole.

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MITA and MDOT leadership collaboratively select the award recipient each year and present the award at the MITA Annual Conference. The MDOT award recipients to date include:

- 2017 – Adam Strong, Prevailing Wage Compliance Transportation Technician
- 2018 – Stuart Laakso, ProjectWise Construction Analyst
- 2019 – Lindsey Renner, P.E., Field Operations Engineer
- 2020 – Conference Canceled Due to COVID
- 2021 – Jason Gutting, P.E., Administrator of Construction Field Services Division

Success breeds success, and successful partnerships lead to successful projects. One of the hopes behind this award is that by recognizing some of the positive partnership examples, it will help to foster and strengthen more positive owner/contractor relationships for the betterment of project success. That is something everyone can benefit from. If you would like to nominate someone for this award in the future, please reach out to Rachelle VanDeventer at rachellevandeventer@thinkmita.org. **CS**

CASE STUDY COUNTY DRAIN: PRESTO GEOWEB, SE MICHIGAN

PROJECT SUMMARY:

There are many different style culverts that can be installed. The industry is constantly evolving and new, more cost-effective solutions are always being developed. A recent project in southeast Michigan utilized a Presto Geoweb MSE wall as a headwall. This system was able

to be installed in the winter and eliminated any delays related to the time needed for the concrete to cure. The geoweb system is very affordable when compared to precast or CIP concrete headwalls. These walls can be vegetated or non-vegetated.



INSTALLATION:

Geoweb is installed directly on top of the culvert. The geoweb is then infilled with stone or topsoil.



INSTALLATION:

Depending on the height of the wall, geogrid reinforcement may be necessary.



PERFORMANCE:

The Geoweb is a very economical option for headwalls and is not as susceptible to differential settlement as alternative options.



1 YEAR LATER:

The Geoweb wall is functioning as planned one year after installation. Geoweb walls can be vegetated or left unvegetated.

FEATURES & BENEFITS

- Geoweb MSE Walls are very economical
- Flexible and not as susceptible to differential settlement as other options
- Can be installed in cold weather
- Environmentally friendly
- Vegetated or un-vegetated face

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Ken Bertolini

To contact Ken Bertolini, email him at kenbertolini@thinkmita.org or call the MITA office at 517-347-8336.

MITA HOSTS SUCCESSFUL HIRING FAIRS

Spring brings many changes to our Michigan landscape: warm weather, summer vacation plans and a renewed optimism. For the transportation and infrastructure construction industry, spring brings the beginning of our construction season. It also brings the need to hire additional workers to handle the new and increased construction workforce needs of many of MITA's member companies. MITA is dedicated to helping to fill your workforce needs. We are increasing our presence in existing programs, as well as being an integral part of designing new programs to help educate and train young adults, showing that ours is an industry of opportunity and one that offers careers as opposed to menial jobs.

In late March, MITA offered its members to be a part of the 3rd Annual MITA Hiring Fair. This year the fairs were held live, as opposed to the past two years which had to be held virtually. We were excited to offer this much anticipated event as a face-to-face exchange between employers and participants. There is nothing like meeting a jobseeker interested in learning about your company, discussing the opportunities that you

have to offer, and asking questions regarding their experiences in the industry. In past years, the number of participants with experience far exceeded those participants without experience. This year's events allowed companies to hire talent to help complete the jobs scheduled for your 2022 construction season.

Three events were held in various locations throughout the state offering all of our members an opportunity to be a part of one or more of the hiring fairs. Locations and dates included:

- Wednesday, March 23 in Mt Pleasant at the Soaring Eagle Resort
- Friday, March 25 in Grand Rapids at the Tassell MTEC, Grand Rapids Community College
- Monday, March 28 in Detroit at the Huntington Place (formerly Cobo Hall)

MITA and Michigan Construction advertised the events statewide as well as signing up employers and participants. Employers had tables for displays, handouts and an area to talk one-on-one with interested prospects. Participants were required to provide contact information and resumes upon signing up for the fairs. MITA

provided all members participating in the hiring fairs with the contact and resume information from all three of the events, even if a company only attended one of the events. This allowed the opportunity to review resumes and contact individuals who attended any of the events and further the interview process. The events were free for those attending and looking to hire on with one of MITA's member companies. Even for a company with a strong human resources department, this was a way to expand your hiring reach.

MITA was excited to bring you this opportunity to help shore up your workforce needs for the upcoming construction season with seasoned employees looking for an opportunity with your company.

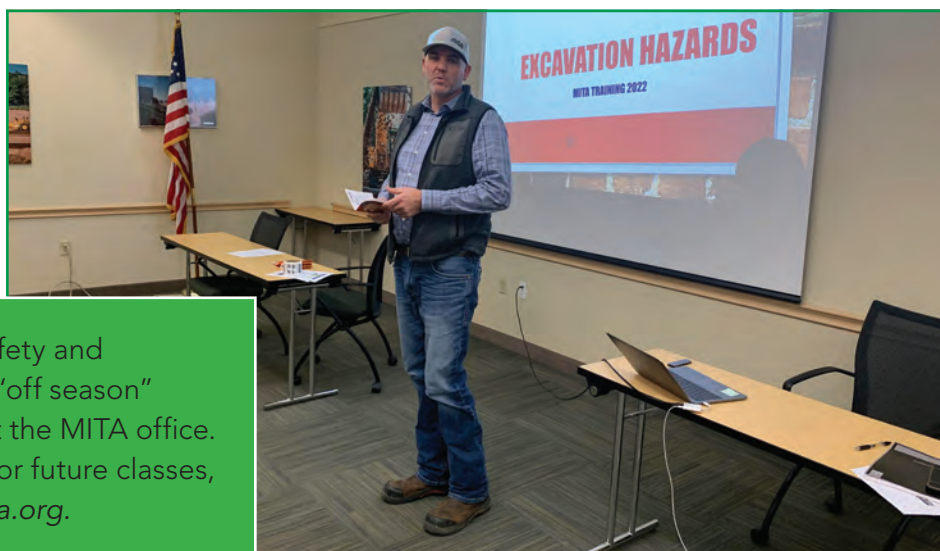
If you have any questions about workforce development, feel free to reach out to me anytime. **CS**



Greg Brooks

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

HOW TO DEVELOP A SUCCESSFUL SAFETY PROGRAM



Greg Brooks, MITA's Director of Safety and Compliance, has been busy in the "off season" teaching three OSHA 30 courses at the MITA office. If you are interested in signing up for future classes, email him at gregbrooks@thinkmita.org.

When was the last time you really considered the safety plan within your company? Did you look beyond the PPE an employer is required to provide? Did you look much past the accident prevention plan that MIOSHA requires each crew to carry? Did the thought process stop at fitting in your annual required training? Odds are, not much time was spent beyond the basics. In these extremely busy times with our workloads on the increase, and our available candidates for employment on the decrease, quite often safety and how safety can factor into these issues gets put to the back burner. Over the next few issues of the Cross-Section Magazine, I'm going to take a deep look into what I consider the three most important aspects of an effective and sustainable safety plan.

- Total buy in from leadership
- Employee engagement
- Positive safety

First, we will look at the positive effects of an effective safety program.

Dodge Analytics recently did a survey of employees and employers in companies that are considered (by means of citations [lack of] and injury reports) to have effective safety programs. Let's take a look at some of the results.

- 57 percent of employees said the company's safety program contributed "highly" to them remaining with the company.

- 47 percent of employers said that their safety programs were "highly" beneficial in their ability to attract new employees.

Summing that up, having an effective safety program can help considerably with recruitment and retention of employees.

- 80 percent of employers said that the communication pipeline created by an effective safety program made them more comfortable with reporting unsafe conditions on the jobsite.
- 69 percent of employers said that their effective safety program was "highly" beneficial to the reduction of reportable injuries.

Those numbers tell us what we already know but confirm that an effective safety program helps keep costs of citations and injuries to a minimum.

- 50 percent of employers reported that they have seen "high" improvement with projects being completed on time since implementation of their safety program
- 45 percent say there has been a "high" improvement in completed projects against the budget.

So, we can assess that each employee and each company can benefit from an effective safety program. Over the next two issues I'll dive deeper into each component. Feel free to reach out at any time to discuss your safety program or to have me help with revamping or implementation. **CS**



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MAIN CONTACTS

Manoj Mulki
President
manojmulki@mnksupply.com

SPECIALTY

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M & K Construction Supply was born in 2006 in the basement of Manoj Mulki in Wyoming, Mich. One truck. Two men.

"Now, after a long journey, we have 15 trucks," said Manoj, who is a mechanical engineer. "We specialize in aggregates, and we designed our own app to be more efficient and maintain good relationships with customers and vendors. We deliver on time both as a supplier and a hauler."

M & K's strongest territory of service is in southwest Michigan, but they also work in Lansing and Jackson. As of 2020, they moved into a new building in Bryon Center, Mich., and have 17 employees during the peak season. At the new location we also recycle

crushed concrete, stock pile slag and limestone for resale.

"We give 100 percent to all of our jobs," Manoj said, "We provide quality products and give best customer service to our customers"

2021 was a good year for M & K, and he is expecting further growth in 2022. He credits his growth since 2018 on his app, called *Truck Logs™*, which he sells to others in the industry. The affordable, efficient, fully functioning web and mobile application for the trucking business comes loaded with powerful tools. The tools include a driver's timesheet, dispatch sheets, pre- and post-check inspections, digital loading and scaling tickets, billing forms, real-time fleet tracking and more. *Truck Logs™* sharply reduces administrative overhead, which generates immediate savings while at the same time improving business performance.



After testing the app for six months, it was made live in October 2019. MDOT later approved the app and based on their recommendation, the app was updated in January 2021 to make the digital scale and load ticket directly transcribed to Excel database. To support customers interested in the app, a free demo is available along with 30-day trial period. During this time, any technical questions are answered and feedback is welcome.

For more information about the app or M & K Construction Supply, feel free to contact Manjo Mulki by emailing him at manojmulki@mnksupply.com or call him at 616-516-9797.



M&K Construction Supply, LLC Background

M&K Construction Supply, LLC, is a leader in providing value-added aggregate materials to our customers by creating a successful partnership with our manufacturers, trucking companies and our contractors throughout the construction process. Our pledge is to establish lasting relationships with our customers by exceeding their expectations and gaining their trust through exceptional performance.

Our business philosophy is to provide high quality products that combine performance with value pricing, while establishing a successful relationship with our customers and our suppliers. We strive to do the following:

- For all M&K Construction Supply, LLC company employees to treat each other well, and to treat our customers, principal partners and affiliated specialty raw material distributors with respect and honesty.
- Be creative and innovative with ways to exceed our customer's expectations. Our customer satisfaction is very important to our company.
- Partner with the best material manufacturers and the most loyal trucking companies we can obtain for the markets we cover.
- Be considered as a highly visible, assertive and capable company within the organizations with whom we are affiliated.

Also, we are involved in the community. For example, we have helped the community during the COVID pandemic with food, masks and also helped people get vaccinated. **CS**



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THE INFRASTRUCTURE INVESTMENT AND JOBS ACT

By Mark A. Rysberg and Christopher E. Nyenhuis
Hilger Hammond, PC



Mark A. Rysberg
Shareholder
Hilger Hammond, PC
220 Lyon St. NW, Suite 410
Grand Rapids, MI 49503
office: 616.458.3600
direct: 616.451-8402
cell: 616.970.3783
fax: 616.284.3067
hilgerhammond.com



Christopher E. Nyenhuis
Shareholder
Hilger Hammond, PC
220 Lyon St. NW, Suite 410
Grand Rapids, MI 49503
office: 616.458.3600
direct: 616.726.2411
cell: 616.443.2769
hilgerhammond.com

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act ("IIJA") into law.¹ The IIJA appropriates \$1.2 trillion in funding for physical infrastructure improvements and changes the landscape for those involved in public infrastructure projects. The U.S. Chamber of Commerce reports those funds being earmarked by infrastructure sector with funding over the next five years being allocated as follows: highways and bridges (46%); transit (11.5%); rail (8%); broadband (8%); energy grid, tech, supply chains (6.5%); drinking and wastewater (6%); western water, wildfire management, dam safety (4%); ports and waterways (3%); aviation (3%); economic development, public buildings, agency operations (2%); and mine/well cleanup, environmental remediation (2%).² This represents the largest public investment in physical infrastructure in United States history.³ This additional funding, however, comes with some new requirements and regulations that project participants should be aware of in order to strategically plan for their application on future projects.

A. Buy America Provisions

The concept of preference in Federal procurement that the materials and products incorporated into a prospective Federal improvement project be of domestic origin is nothing new.⁴ The Buy American Act of 1933 ("Buy American Act") created laws and regulations to require that certain materials and products be procured from American sources.⁵ This law and the related regulations apply when the Federal government procures certain products and materials directly from third parties.

Similar requirements exist when the Federal government does not directly procure the products or materials. In that context, Buy America laws and related regulations apply on projects that receive Federal funding through various Federal financial assistance programs. Contractors may have encountered these requirements on projects funded, in whole or part, by the Surface Transportation Assistance Act of 1982 ("STAA") (Buy American requirements generally applying to procurement relating to mass-transit funded by Federal grants)⁶; or the American Recovery and Reinvestment Act ("ARRA") (Buy American requirements applying to a variety of different types of projects funded under this act).⁷

The IIJA expands the application of Buy America requirements. Another act, known as the Build America, Buy America Act ("BABA"), includes the the Buy American requirements of the IIJA. The BABA requires that all Federal agencies "ensure that none of the funds made available for a Federal financial assistance program for infrastructure... may be obligated for a project unless all of the iron, steel, manufactured products, and construction materials used in the project are produced in the United States."⁸ This expands the application of Buy America requirements to a broader scope of projects and materials than previously required. Participants in public infrastructure projects should recognize these expansions and take proactive steps to prepare for their application on future projects.

1. The IIJA and BABA Expand Buy American Provisions To Different Types Of Projects

Historically, Buy America requirements have applied to public transportation and water infrastructure projects.⁹ With

the enactment of the IIJA and BABA, Buy America provisions now apply to nearly every conceivable construction project that received, in whole or part, funding through nearly any Federal financing program.¹⁰ Importantly, the application of these Buy America requirements is not limited to only those projects funded by the IIJA. Rather, the language of the BABA applies the Buy America provisions to every project falling within its scope.

The scope of the Buy America provisions of the BABA are sweeping. They apply to all infrastructure projects that receive Federal funding. The BABA defines "infrastructure" as a non-exclusive list including: "at a minimum, the structures, facilities, and equipment for, in the United States – (A) roads, highways, and bridges; (B) public transportation; (C) dams, ports, harbors, and other maritime facilities; (D) intercity passenger and freight railroads; (E) freight and intermodal facilities; (F) airports; (G) water systems, including drinking water and wastewater systems; (H) electrical transmission facilities and systems; (I) utilities; (J) broadband infrastructure; and (K) buildings and real property."¹¹ The term "project" is defined as: "the construction, alteration, or repair of infrastructure in the United States."¹² Read together, these definitions mean that the Buy America requirements of

the BABA apply to all Federally funded improvements to physical property.

2. The IIJA and BABA Expand Buy America Provisions To Construction Materials

The scope of Buy America requirements also expanded the types of materials to which Buy America requirements apply. Historically, Buy America provisions applied to certain manufactured products, iron, and steel.¹³ The BABA expanded that scope to require that all "construction materials used in the project are produced in the United States."¹⁴ However, the statute does not define "construction materials" or provide any method for determining what is required for a material to be deemed to have been produced in the United States. In the meantime, the statutory language provides some guidance with formal guidance expected in the future.

While the BABA does not provide a definition of "construction materials", the BABA does offer a non-exhaustive list of materials that are not within the definition of "construction materials" including: "cement and cementitious materials, aggregates such as stone, sand, or gravel, or aggregate binding agents or additives."¹⁵

Continued on page 38

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THE 2022 MITA ANNUAL CONFERENCE

Have you recovered yet from all the awesome networking, exhibits, speakers and fun at the MITA Annual Conference January 19–20 at the Soaring Eagle Casino and Resort? As we jumped back into in person meetings, we were thrilled with the level of participation, energy and excitement.

Over 1,000 people attended; 70 exhibitors; dozens of speakers and award presentations; and plenty of food and drinks – all made possible by the support of our generous sponsors.

Thanks again to all of our sponsors, exhibitors, speakers and attendees. See you all next year, January 18–20, 2023 for another great MITA Annual Conference!

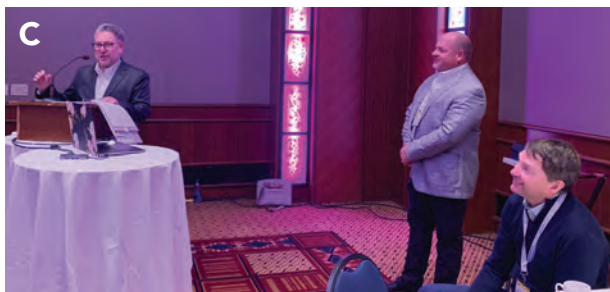
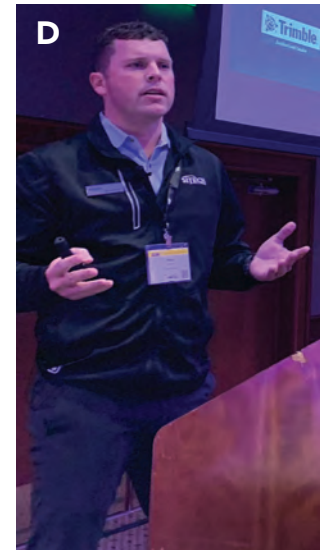


Keynote Speaker Seth Mattison, an internationally renowned expert, author and futurist, spoke about The Future of Talent.



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- A. We recognized Brian Hoffman, of Hoffman Bros., Inc., for his leadership as president of the MITA Board during 2021, when we did not have an annual conference.
- B. Past President Mike Malloure of C.A. Hull Co., Inc., introduced the Take the Pledge campaign to help protect the safety of workers in Michigan's work zones.
- C. Everyone was all smiles during the changing of the guard for the Presidential Exchange. That's MITA's Rob Coppersmith at the podium, and to the right standing is the outgoing MITA Board President Pat Dunigan. MITA's 2022 Board President, J.W. Fisher, P.E., is seated.
- D. Nickolaus Pinaire, general manager of SITECH Michigan, spoke about construction technology, which is what SITECH is all about.
- E. The Butzel crew coming at you with legal advice!
- F. Rich Juliano, general counsel for ARTBA, provided insight on the recent influx of infrastructure funding from the federal government.
- G. Liesl Eichler Clark, the director of the Michigan Department of Environment, Great Lakes, and Energy (EGLE), spoke during the conference.
- H. MDOT Director Paul Ajegba, P.E., made a presentation about all things MDOT and introduced Terri Slaughter, the chief culture, equity and inclusion officer of MDOT.
- I. Jacqueline Kaltz-Coulombe, of Kaltz Coulombe, PLLC, spoke about one of her favorite topics: Succession Planning. Thank you, Jacqueline!

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Above: Jamie Lemke of Give 'Em A Brake Safety introduced Honorary Member Dan Babcock.

Below: Brian Hoffman introduced Honorary Member Ed Davids of Hoffman Bros., Inc.



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A. MITA's Glenn Bukoski, P.E., acknowledged Rhonda Rowe for the Emerging Business Award.

B. MITA's Future Leaders posed with their "plaques of completion."

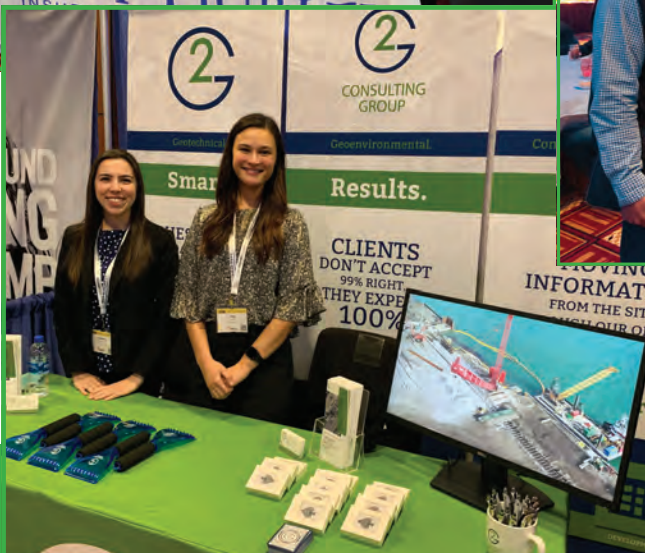
C. This photo tells it all about the winners of the 2021 Work Zone Safety Task Force Positive Project Safety Collaboration Award. Accepting the awards were representatives from MDOT and MITA Members C. A Hull Co., Inc., C & D Hughes, Inc., Dan's Excavating, Kamminga & Roodvoets and Payne and Dolan. Congratulations to all the winners.

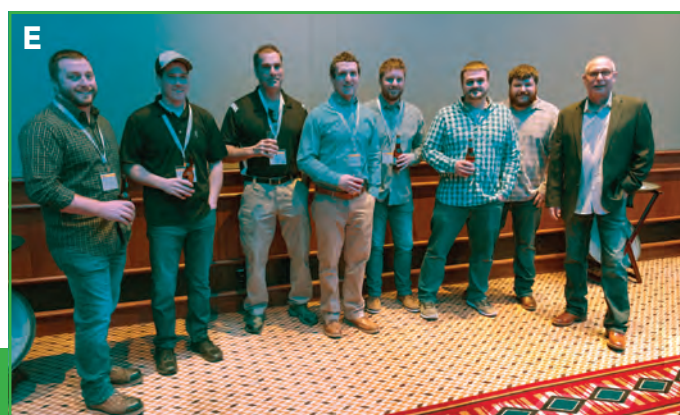
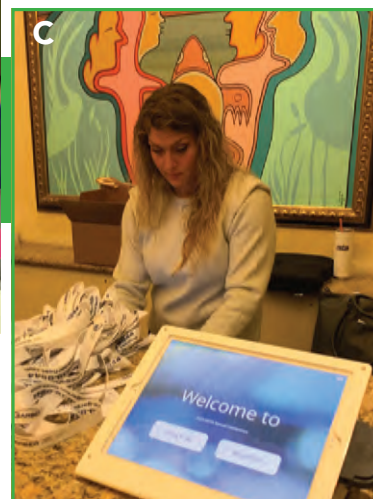


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- A. The real meetings happened in the hallway. From left to right: Joe Goodall, Dan's Excavating, Inc.; Mark Johnston, Ajax Paving Industries, Inc.; Aden Shea, P.K. Contracting, Inc.; Mike Malloure, C.A. Hull Co., Inc.; and Chris Shea, P.K. Contracting, Inc.
- B. MITA Executive Board Member Mike DeFinis of Angelo Iafrate Construction Company helped work the booth for the Take the Pledge campaign. Seated with him from left to right is Kayla Rusin, of C.A. Hull Co., Inc.; and Courtney Bates of MDOT.
- C. MITA's Membership Services Coordinator Sara Schaibly oversaw the new state-of-the-art registration process, that helped members get to the networking sooner!
- D. Geoff Cutsy, of G & J Site Solutions, Inc., in Calumet, and MITA's Executive Vice President Rob Coppersmith chatted before educational sessions got underway.
- E. Say Yah To Da' UP, Eh? Our U.P. contingent from Bacco Construction Company in Iron Mountain and the Laborers enjoyed the Industry Party.
- F. Superior Asphalt, Inc., employees, including Stacie Newman on the far right, and friends at the Industry Party.

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CAR SHOW

MITA will host its first ever MITA Car show raising money for the MITA PAC. The event is scheduled for Thursday, June 23 at the MITA building. More details on how you can participate will follow over the next two months.

Regardless of the type of work you perform, all of the industry benefits from a healthy MITA PAC, which ensures that we have a strong voice with government.

We hope you can join us June 23! **cs**



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Please RSVP your plans to attend and **REGISTER YOUR VEHICLE** for the car show by emailing Mariam Robinson at mariamrobinson@thinkmita.org
DEADLINE is JUNE 12TH
Include your name, company, make, model, year, and color of your car if you would like to participate in the car show.



MITA OFFERS SCHOLARSHIPS

Did you know that MITA offers scholarships for students studying to enter the infrastructure and road construction industry? The MITA Scholarship Fund offers those post-secondary students studying in either a two or four-year construction related discipline the opportunity to have a portion of their education paid for.

Last year, the MITA Scholarship Fund helped 13 students and provided in over \$18,000 in scholarship awards combined with the Dave Fons Memorial Fund. We are actively working to increase the number of awardees as well as the amount of awards for the 2022-23 academic year.

Do you know someone who is actively pursuing a higher degree in construction? If so, please follow the following link, scan the QR Code that describes what is needed to apply for the 2022 MITA Scholarship Fund, or contact Ken Bertolini.

<https://thinkmita.org/mita-scholarship-fund-application/>

Ken Bertolini

Director of Workforce Development
kenbertolini@thinkmita.org
(517)-449-0155



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and an application.

Continued from page 29

The statute further clarifies that these materials are not “construction materials” whether they appear individually or as part of an input of a different construction material.¹⁶ This indicates that aggregates and paving materials do not fall within the definition of “construction materials.”

The Congressional findings set out in the BABA also provide some insight into the types of materials Congress contemplated being subject to Buy America provisions. The Congressional findings noted that “common construction materials used in public works infrastructure projects, including steel, iron, manufactured products, non-ferrous metals, plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables), glass (including optic glass), lumber, and drywall are not adequately covered by a domestic content procurement preference, thus limiting the impact of taxpayer purchases to enhance supply chains in the United States.”¹⁷ As the common meaning would suggest, the term “construction materials” appears to be very broad and include, unless specifically excluded, all

materials one would typically expect to encounter on a construction project.

The BABA also requires that all “construction materials” used on a project subject to Buy America be “produced in the United States.”¹⁸ The BABA defines the phrase “produced in the United States” within the context of construction materials as: “all manufacturing processes for the construction material occurred in the United States.”¹⁹ However, the statute does not explain what this means. Instead, the BABA requires that the Director of the Office of Management and Budget “issue standards that define the term ‘all manufacturing processes’ in the case of construction materials.”²⁰ The Director is expected to issue these standards by mid-year.

The IIJA included significant changes to the Buy America requirements that apply to public infrastructure projects. Those requirements have been expanded to apply to nearly all projects where Federal funding is used to make improvements to physical property. Further, the IIJA and BABA expanded the requirement for domestic

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procurement to apply to construction materials, excluding aggregates and related materials. This represents a significant change that contractors currently engaged in public contracting or contemplating entering the public contracting sector should plan for strategically.

B. Changes to Labor Rates and Benefits

The IIJA includes provisions that directly and indirectly result in changes to the labor rates and benefits that contractors must pay to laborers performing work on a public infrastructure project. The IIJA expanded the Federal prevailing wage and minimum wage requirements to apply to projects funded under the IIJA. Contractors working in or planning on entering the public infrastructure sector should understand and plan for these changes.

1. Prevailing Wage Rates Must Be Paid On Federal Energy Infrastructure Projects.

The IIJA expanded the application of the Davis-Bacon Act. The Davis-Bacon Act requires contractors and subcontractors

to pay their respective laborers prevailing wages when working on "contract[s] in excess of \$2,000, to which the Federal Government or the District of Columbia is a party, for construction, alteration, or repair, including painting and decorating, of public building and public works of the government or the District of Columbia that are located in a State or the District of Columbia."²¹ The IIJA makes the Davis-Bacon Act applicable to all infrastructure projects, as defined by the IIJA, by requiring that: "[a]ll laborers and mechanics employed by contractors or subcontractors in the performance of construction, alteration, or repair work on a project assisted in whole or in part by funding made available under this division or an amendment made by this division shall be paid wages at rates not less than those prevailing on similar projects in the locality, as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code (commonly referred to as the 'Davis-Bacon Act')."²² This is significant because prevailing wages were not previously required to be paid on some of the types of projects that fall within the broad definition of "infrastructure" and "project" set out in the IIJA, including, among others, physical improvements to energy facilities.

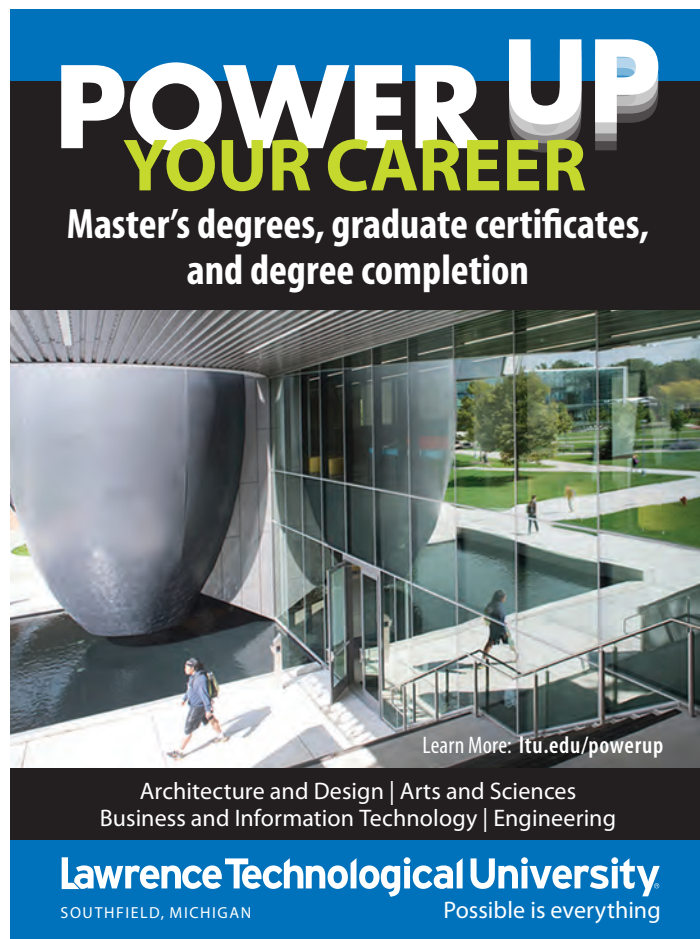
2. Federal Minimum Wage Rates Must Be Paid On Federal Infrastructure Projects.

On April 27, 2021, President Biden signed Executive Order 14026 (EO 14026), which increases the minimum wage that contractors must pay on federal projects from \$11.25 to \$15.00 per hour. EO 14026 generally applies to contracts for procurement, services, and construction to the extent that "the wages of workers under such contractor or contract-like instrument are governed by the Fair Labor Standards Act, the Service Contract Act, or the Davis-Bacon Act."²³ This requirement expands to projects under the IIJA and requires employers engaging employees on federal infrastructure projects to pay their employees the Federal minimum wages required by EO 14026 to the extent those employees are not covered by a prevailing wage rate determination under the Davis-Bacon Act.

C. Conclusion

The IIJA presents a significant investment in physical infrastructure. This should result in additional bidding opportunities for public infrastructure contractors. These opportunities come with some strings attached. The Build America / Buy America Act expands application of Buy America provisions to different

Continued on page 40



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Continued from page 39

types of projects and to construction materials. The wage requirements of the IIJA expand the Davis-Bacon Act, which has the direct result of requiring prevailing wages with the indirect result of requiring payment of Federal minimum wages. Participants in projects subject to or funded by the IIJA should understand that these new requirements exist and take prospective steps to strategically plan for their implementation.

¹ Infrastructure Investment and Jobs Act, Pub. L. No. 117-58.

² <https://www.uschamber.com/infrastructure/the-bipartisan-infrastructure-bill-fact-vs-fallacy>

³ Id.

⁴ E.g., Surface Transportation Assistance Act of 1978, Pub. L. 95-599; Buy American Act of 1933, Pub. L. No. 72-428.

⁵ See generally Buy American Act of 1933.

⁶ Surface Transportation Assistance Act of 1978.

⁷ American Recovery and Reinvestment Act of 2009, Pub. L. No. 111-5.

⁸ IIJA a § 70914(a).

⁹ See, Surface Transportation Assistance Act of 1978 and American Recovery and Reinvestment Act of 2009.

¹⁰ IIJA § 70914(a).

¹¹ IIJA § 70912(5).

¹² IIJA a § 70912(7).

¹³ E.g., American Recovery and Reinvestment Act § 1605(a).

¹⁴ IIJA § 70914(a).

¹⁵ IIJA § 70917(c).

¹⁶ IIJA § 70917(c).

¹⁷ IIJA § 70911(5).

¹⁸ IIJA § 70914(a).

¹⁹ IIJA § 70912(6).

²⁰ IIJA § 70915(b).

²¹ The Davis-Bacon Act, Pub. L. No. 107-217 § 3142(a).

²² IIJA § 41101(a).

²³ Executive Order No. 14,026 § 8. **cs**



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G2 CONSULTING GROUP COMBINES GEOTECHNICAL EXPERTISE WITH INNOVATIVE APPROACH IN COMPLEX DETROIT SEAWALL RECONSTRUCTION



The shipping industry has identified Detroit, with its easy access to the U.S.' #1 trading partner, Canada, as a critical transportation handling location. The city's convenience to the East Coast and the Midwest, and the construction of the new Gordie Howe international bridge, is likely to attract even more shipping business to the area. Safe and efficient docks are absolutely essential.

That's why the November 2019, collapse of the Detroit Bulk Storage Revere dock and seawall demanded a comprehensive remediation and rebuilding plan fast.

December 2019: Post-failure site conditions in the failure zone, showing the ground depression resulting from the deep-seated slope stability failure in November 2019.



Enter G2 Consulting Group, a nationally recognized, Troy, Mich., based leader in geotechnical, environmental, and construction engineering services firm known for its expertise in complex seawall, dam, and port projects.

"Following the collapse of the Revere Dock the owners were committed to building one of the strongest, most sophisticated dock structures anywhere along the Great Lakes," said Mark Stapleton, P.E., lead G2 project manager. "Using our state-of-the-art investigations and analyses, including frequent use of drones to provide topographical maps and identify movements or shifts in the property surface, that's what we provided."

It was important to the client that the new solution provides a barrier from onsite soils headed into the river since it is a source of drinking water for southeast Michigan

and Ontario, Canada.

Since the soil beneath the Detroit River consists mostly of



January 2021: Left – undisturbed zone with the new seawall installation complete.

Center – Manitowoc MLC650 and barge crane driving 100-foot-long pipe piles and steel sheeting.

Right – Previous failure zone evident during construction of the new seawall; also showing construction of the battered pile-supported deadman structure 100 feet behind shoreline.

soft clay, the new seawall required piles to be driven more than 100 feet to reach bedrock. G2 used a bulkhead design that required 54 individual 4'6" piles, then incorporated sheet metal to connect the piles to create the seawall structure.

The new seawall design, which replaces a timber-pile supported deck, includes the pipe pile front wall along the shoreline which is then connected to a massive secondary H-pile structure 100 feet back from shore to reinforce the seawall. At the same time, the depth of the river channel immediately adjacent to the dock was increased from its previous depth of roughly 12' to a new depth of roughly 27' allowing larger ships to unload closer to the dock. This will make the dock more efficient and, potentially, significantly increase its volume of traffic.

The new seawall transformed what had been a major challenge into a major asset

Continued on page 44

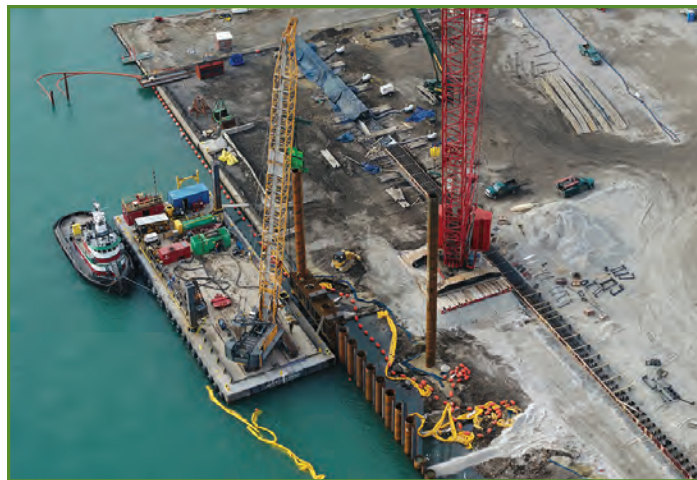
Continued from page 43

for both the project owner, and shippers, by creating a dock that can now safely and efficiently accommodate the growing Great Lakes fleet.

"The Detroit seawall reconstruction was a complex and challenging assignment, but it fell right into our sweet spot at G2, and we knew how to attack it," Stapleton said. "We combined innovative approaches with proven geotechnical instrumentation to create a new shoreline.

"At the same time, this project was a great team effort that required many different disciplines and partners. We'd like to especially acknowledge Steve Erickson, Jeff Dell, Greg Esper and the Revere Dock LLC team; Alex Lamb, Kerolos Abdo and the Desai/Nasr Consulting Engineers team, and a host of others who all worked collaboratively to bring this project to life," Stapleton said.

G2 has more than 25 years of experience in underground material evaluations, environmental remediation, and engineering services required for major infrastructure projects. The company is known for specializing in "everything below the ground" and has completed major projects on bridges, highways, dams, sewer systems,



January 2021: Construction of over 500 linear feet of new seawall along the Detroit River. This involved the installation of 100-foot-long, 54" diameter pipe piles, spanned by steel sheeting, and tied-back to a deadman structure. The lateral support is provided by 100 pairs of battered piles.

educational facilities, telecomm and other development and civil projects in 35 states and Canada.

Update: On Nov. 26, 2021, Revere Dock experienced a second partial collapse causing soil to fall into a boat slip owned by the U.S. Army Corps of Engineers. This more recent failure occurred on a nearby piece of land along a canal that was not included in the original reconstruction project discussed above. **CS**



August 2021: Revere Dock site after construction, showing new seawall and Great Lakes Water Authority outfall structure in place and operational.



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BOY SCOUTS TO HONOR BECKER FOR SUPPORTING YOUTH PROGRAMS

By Dean Cousino, The Monroe News



Rick Becker

The following story about Rick Becker, President of Michigan Paving & Materials (A CRH Company) and President of Stoneco of Michigan (A CRH Company), is being reprinted with permission from Rick and The Monroe News, which originally published the story on November 30, 2021.

Where would Monroe County area boys and girl scouts and youth programs be without Rick Becker, one of the region's biggest donors to projects that benefit youth?

That's the question Louise Malvitz has pondered as senior district executive for the Running Waters District of the Boy Scouts of America that includes Monroe County, Flat Rock and Milan. The district will honor Becker as the Distinguished Citizen of the Year at its fourth annual end-of-the-year banquet tonight at the Monroe Golf & Country Club.

"He's the driving force to see that things and youths can grow," Malvitz said last week while preparing for the

dinner. "It takes money to do some of the things he's done and he has done a fantastic job to help with church, 4-H, Maybee Park and scouting events that benefit youth all over the county."

Malvitz said Becker "makes sure it happens. And he never attaches his name or takes credit for it."

Becker, 60, is president of the Michigan Region of CRH, a company that owns Stoneco of Michigan, which owns four quarries in the county. He will be the fourth individual feted by the district since the first banquet in 2018. Others honored include former District Court Judge Terrence Bronson; Dr. Kojo Quartey, president of Monroe County Community College, and Tom Allen, president and CEO of Allen Chevrolet Cadillac in Monroe. Allen will emcee the dinner and present the award to Becker during the program. DTE Energy Foundation is sponsoring the banquet.

The district consists of 936 youths in 41 units. The youths in these units have earned 1,160 merit badges, given back more than 4,400 hours of community service and had 25 scouts earn the rank of Eagle Scout. The district also has realized three years of continuous membership growth.

Becker has worked 36 years in the mining industry, mostly in management, and began his career in 1985. CRH took over Stoneco in 2003. He is modest about his accomplishments and contributions that have aided youth. He said investing in youth is "investing in our future."

He cited the merit badges that scouts can earn in the fields of mining

and geology as an example. He usually plans for the tours. For the past 8-10 years, more than 300 scouts have earned mining and geology badges after touring either Stoneco's Ottawa Lake or Denniston quarries. The tours are offered to the youths for free.

"Under my leadership, students have taken the opportunity to learn more about mining and aggregates possibly think about careers in the industry," he said. "It helps them fill out their portfolio (for scouting). It's a very good thing for them to get into."

Monroe County Drain Commissioner David Thompson serves on the district's selection committee that chose Becker for its honoree this year. He said the choice was the right one.

"Rick's done so much for the community, particularly with youth," Thompson said last week. "It's a great honor and I'm glad he's getting it. Anytime we need something, he's the man to help us out. He's distinguished himself and is very deserving."

Malvitz said Becker has been a leader in the industry in community involvement and community-based employee engagement. He is a past chairman of the Michigan Aggregates Association and has contributed to a number of scouting activities, including membership recruitment efforts, helping Eagle Scouts complete their projects, the merit badge program and bus trips to the quarries and the annual Scout-O-Rama weekend held in the spring at the Monroe County Fairgrounds.

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Continued from page 46

"Rick has done all this stuff and made it happen," she said. "The merit badges have been especially good because it helps to expand their horizons and knowledge and helps them learn new skills in welding" and other fields.

Becker also has supported the Monroe County 4-H Junior Livestock Association and often bids for multiple out-of-town vendors at the annual 4-H livestock auction held during the county fair in August. He presently serves on the board of directors for the Ottawa Lake Co-Op Board and the fair board and is a member of the Ducks Unlimited Public Policy Committee. In 2008, he worked with Stoneco and Monroe Township Supervisor Al Barron to encourage the quarry business to donate 23 acres and \$300,000 worth of in-kind services to build ball fields, a pavilion and playground equipment at Stoneco Park behind the Monroe Township Hall on E. Dunbar Rd. The park is located just north of the Denniston Quarry.

In 2020, he was appointed by Gov. Gretchen Whitmer to serve on a committee that oversees Michigan's Mining Future.

A life-long farmer, family man and construction leader, he married the former Dawn Riddle of Monroe in 1982 and the couple have two grown children – Veronica and Anthony. Becker enjoys golfing, hunting, fishing, traveling and spending time with family. **CS**



Rick Becker, president of the Michigan Region of CRH, which owns Stoneco of Michigan, stands by a monument that was built on the site of Stoneco Fields, that were dedicated in 2008 behind the Monroe Township Hall off E. Dunbar Road, and just north of the Denniston Quarry. Stoneco donated 23 acres and \$300,000 in in-kind services for athletic fields to be developed for area youths to enjoy, Becker said. (Monroe News Photo By Dean Cousino.) **CS**



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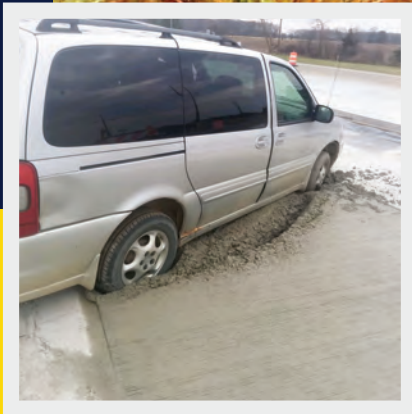
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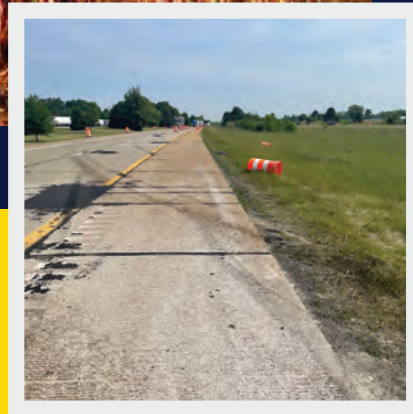
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Ajax Paving Industries, Inc., Receives Top Award

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Congratulations to Ajax Paving Industries, Inc., for winning the American Concrete Pavement Association Gold Award for the most outstanding commercial airport project in the national last year.

In social media posts, Ajax gave a special thanks for the efforts and sacrifices of their Ajax Team, along with MITA Members Dan's Excavating and TTL Associates, the Wayne County Airport Authority, Kimley-Horn, CONNICO, C&S Companies, Somat Engineering and everyone involved in the project.

The award was presented for the Detroit Metropolitan Airport Runway 3L/21R and Centralized Deicing Facility (CDF). The project involved the reconstruction of one of the primary departure runways at the Detroit Metropolitan Wayne County International Airport (DTW) – Runway 3L-21R and associated Taxiways M, P, and Taxiway PP. A centralized deicing facility and Runway 21R Hold Bay was also constructed as part of the overall project. The CDF will serve all carriers at the airport with deicing positions for seven ADG III aircraft with the option of one ADG V aircraft deicing spot. The facility also includes a new taxi lane, 11 overnight parking spots for aircraft, lighting, and associated ancillary facilities to support the deicing operations. Infrastructure is included with the CDF to capture high- and low-concentrate glycol runoff from deicing activities.

The project was constructed in multiple phases over two construction seasons (2019 – 2020) with the majority of the project constructed in the first year. The project contains approximately 420,000 SY of 17" concrete pavement for the runway and 164,000 SY of 17" concrete pavement for the centralized deicing facility (Total 584,000 SYDS of Airfield Pavement!) along with just over 1,000,000 CY of earthwork.



with the Grand Rapids-based accounting firm Beene Garter LLP. Together, they will bolster existing service line offerings and industry expertise, while also broadening technical and industry capabilities beyond their current reach. Both firms share competencies in audit and domestic tax, in addition to specializing in the manufacturing, wholesale and distribution, construction and non-profit industries.

Doeren Mayhew will expand its presence to the West Michigan market through the addition of Beene Garter's single Grand Rapids office, and the firm's 15 partners and 100-plus employees – all of whom will become Doeren Mayhew employees. The office will continue to operate and serve clients as normal under the name Beene Garter, A Doeren Mayhew Firm for a transitional period of time until it takes on the Doeren Mayhew name exclusively.

"Doeren Mayhew is making strategic choices to grow in the right markets, with the right partners to fuel our ambitious five-year growth plan and this acquisition does just that," said Chad Anschuetz, managing shareholder and chairman of Doeren Mayhew. "Beene Garter is a perfect fit for us. The firm brings deep industry experience and technical expertise complementary to ours, along with a rich history and strong roots in the West Michigan market.

We are excited to welcome the Beene Garter team to our firm and look forward to strengthening our position in the region and focusing on our clients' success."

"We've always been focused on serving our clients and helping them meet their business goals. I'm proud of the firm we've built, and Doeren Mayhew is the right firm to partner with for our future and our clients. We can continue the close relationships we have with our clients while providing them greater access to resources and services. It's all about mutual success," says Thomas Rosenbach, Beene Garter's managing partner.

Doeren Mayhew will capitalize on Beene Garter's food and agribusiness knowledge, and state and local tax expertise, plus its Sage Intacct, third-party retirement plan administration and payroll practices. Beene Garter clients will benefit from an expanded suite of non-traditional CPA services Doeren Mayhew offers in areas such as investment banking, real estate advisory, cybersecurity, SOC reporting and international advisory, as well as a reach beyond the local region to support their own expansion efforts.

As affiliate members of the Moore Global Limited Network, the firms are no strangers. Over the years, they have worked together and shared an admiration for each other's business models, leadership teams and client-service philosophies.

With more than 500 people in nine offices in Michigan,

Doeren Mayhew

www.doeren.com

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Doeren Mayhew and Beene Garter Merge, Strengthening Michigan Presence

Doeren Mayhew announced recently that it has merged

Texas, Florida, North Carolina and Europe, this consolidation makes Doeren Mayhew the 4th largest Michigan-based CPA firm and propels it closer to the top 50 spot in the United States. Furthermore, consolidating the two firms' extensive construction practices is expected to boost its existing number 24 ranking amongst the Top Construction Accounting Firms in the nation.

About Doeren Mayhew

Founded in 1932, Doeren Mayhew is a leading group of CPAs and trusted advisors who go beyond traditional accounting to help mid-sized businesses grow and prosper. The firm's Florida, Michigan, North Carolina, Texas and European CPAs serve industries such as manufacturing, construction, non-profit, financial institutions, dental, retail/restaurant and wholesale/distribution with a full range of accounting, audit, tax, merger and acquisition, and business advisory services. Combining a deeply rooted history with a progressive mindset, the firm offers insight into the business, oversight to ensure best practices and foresight for what's ahead. Please visit www.doeren.com for more information.

About Beene Garter LLP

Beene Garter LLP is West Michigan's largest privately owned public accounting firm located in the heart of downtown Grand Rapids, Mich. For 72 years, the firm has focused on strengthening local businesses by providing tax, audit, outsourced accounting and consulting services to meet their needs. Today, they are recognized as a Top300 Firm by INSIDE Public Accounting and as one of West Michigan's Best and Brightest Companies to Work For®. Please visit www.beenegarter.com for more information.

Your Participation is Needed for Construction Safety PPE Compliance Survey

The Construction Safety Research Center at Lawrence Technology University is completing a study on PPE compliance. As part of the research, a survey has been developed to gain feedback from construction professionals like yourself. Please take



Continued on page 52

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mersino@butzel.com

Michael C. Decker

P: 517.372.4928

C: 248.379.6602

decker@butzel.com

Jim Urban

P: 517.372.4385

C: 517.930.4185

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Continued from page 51

the time to complete the survey as your input is vital to the project. Here is the survey link: https://survey.iad1.qualtrics.com/jfe/form/SV_b9qzuTufsHM4U50

Lack of PPE is one of the main contributing factors to fatal and non-fatal injuries. The study focuses on the causes of fatal and non-fatal injuries among construction workers. A clear understanding of the factors that contribute to PPE non-compliance is crucial to providing safer working conditions for construction workers.

The study is being funded by the generosity of the members of the Construction Safety Research Center. **MITA Member RBV Contracting, Inc.**, is a founding member of the Center. More information about the center can be found by visiting this link: <https://www.ltu.edu/engineering/cscc/>.

If you have any questions prior to or during your participation in the survey, contact Dr. Ahmed Al-Bayati at 248-204-2586 or aalbayati@ltu.edu at Lawrence Technological University. You may also contact the Lawrence Technological University Institutional Review Board by calling 248-204-3096 or emailing irb@ltu.edu.

UHY Advisors

www.uhy-us.com

UHY Advisors Appoints Twelve New Managing Directors, Six In The Great Lakes Region; Including Largest Female Class

UHY Advisors, Inc., one of the nation's leading professional services firms and fifth largest in Southeast Michigan, announced the appointment of 12 new managing directors, including six from the Great Lakes region: Jeremy Falendysz, John Gallo, Jenna Lamb, Matt Munn, Jeff Solis, and Loni Winkler. This year's round of managing directors was the largest class of women, adding from other regions: Amy Bloom and Jeanine Marino from the Northeast, and Gina James in the Midwest.

Additionally, UHY Great Lakes promoted 77 other employees, including ten principals: Brian Baker Preston Bencsik, Alison Dunleavy, Michael Federlein, Jennifer Pawlowski, Ben Raymond, Jonathon Schumaker, Brian Sparks, Jesse Stuart and Pat Wood.

"This group of managing directors demonstrates our firm's young talent who are proven leaders" said Tom Callan, Great Lakes regional managing director. "We are continuing to diversify what our leadership structure looks like, including more female representation. We have tremendous growth

plans on the horizon and this new group of talented professionals will be instrumental in executing our firm's goals and initiatives. It's a great time to be a part of such a people-driven organization."

Jeremy Falendysz is a managing director of UHY Corporate Finance. With over 18 years of Wall Street and investment banking experience at some of the largest financial institutions in the world, he has completed more than 80 transactions with a total enterprise value of over \$65 billion. He specializes in sell-side and buy-side M&A transactions for private/public enterprises and private equity funds, capital raises, general M&A advisory and pre-sale preparation processes, among other investment banking services. Jeremy is often called upon to speak at industry events and has been recognized multiple times for his work in the M&A space. His leadership has been helpful during the growth of UHY Corporate Finance from a handful of employees to over 20 in the last several years.

John Gallo is a manager director of UHY Advisors in the Great Lakes. He is a member of the tax practice with over 20 years of tax planning and compliance experience. He specializes in Internal Revenue Code Section 460 guidance and various construction revenue recognition methods and develops internal programs and training for construction accounting and taxation matters. Gallo leads the national construction practice, and for the first time this year, the firm was ranked in the top 25 of the "Largest Construction Accounting Firms" by Construction Executive Magazine.

Jenna Lamb is a managing director of UHY Advisors in the Great Lakes. She specializes in working with middle market companies providing a wide range of services that include attestation, business and strategic planning, financial reporting, and other related services. In addition to her involvement in the national manufacturing practice, she assisted in the establishment of the Great Lakes chapter of the Women Invested in Success and Excellence group (WISE).

Matt Munn is a managing director of UHY Advisors in the Great Lakes. He is a leader of the retirement plan and employee benefits services group specializing in designing and establishing retirement plans that maximize tax-deferred growth and accumulate wealth. Munn also has extensive experience with multi-state taxation issues, retirement plan compliance, IRS audit resolution and buy-side and sell-side advisory services. He is often called upon to contribute thought leadership in the PEO industry and is a member of multiple professional organizations in the PEO space.

Jeff Solis is a managing director of UHY Advisors in the Great Lakes. He is a member

Continued on page 56



John Gallo



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MISS DIG 811 2022: THE YEAR OF THE EXCAVATOR

By Eric Urbain, Director of External Affairs, MISS DIG 811



As many of you know, MISS DIG 811 is in its 6th decade of keeping excavators across our great state safe. We understand that, while critical, our role as the single point of contact for having buried infrastructure located and marked is just one piece of a much larger damage prevention and safety strategy. For each of the millions of projects that take place throughout Michigan every year to be successful, we must perform our duties; we must rely on the buried facility owners, and their locators, to fulfill their duties; and we need all excavators to comply with the safe-digging requirements set forth by Public Act 174.

Over the years, we have enjoyed a very positive relationship with MITA. With the assistance of several other stakeholders,

together we have created the Michigan Damage Prevention Board and the State's damage prevention best practices. We collaborated on crafting the language that became Public Act 174, and as you have undoubtedly seen, MISS DIG 811 participates in many MITA events including the Annual Meeting each January. As a non-excavator participant, I can testify to something that you already know, and that is the individuals that make up your association work hard on your behalf, and I hope that you have had the opportunity to take advantage of the resources they provide.

We, too, offer a variety of education and training assets that can be accessed online or in-person free of charge, and I know that many of you have participated at one point or

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another. More importantly though, we have deemed 2022 the Year of The Excavator, and have developed several initiatives to help the professional excavator with their damage prevention efforts. Every company is different, of course, so if you feel that your organization needs no help, a little help, or could use a lot of help, we have something for you.

The first thing put into place to help excavators is something that affects all our stakeholders, and that's the move to the OneCall Access ticket platform from PelicanCorp. Many of you are familiar with our long-standing NEWTIN product, but making this change allows us to provide a simplified and easier to navigate interface for the user and provide true digital white lining for your projects. Gone are the days of complex training requirements and complicated ticket instructions. You can now highlight your precise work area using Google Maps. The program was designed to be used by all with little to no training. Like any large-scale software change, anticipated growing pains have been part of the switch, but we're confident that the system will improve the ticket creation process.

We are also encouraging excavation companies to have their damage prevention and safety program certified by the national Gold Shovel Standard program. Several MITA members currently hold Gold Shovel Standard Certification, but there is certainly room for improvement and increased involvement. If you are unfamiliar, Gold Shovel Standard (GSS) will work with you to review and certify your existing excavation and utility damage prevention methods and provide ideas for improvement if necessary. They will also provide you with strategies and tools to better measure the effectiveness of your program, as well as how to track your progress. Finally, GSS provides participants with its proprietary ShovelSafe online tool that allows users to track damages, assess crews, gauge performance for individual clients, and compare performance history against industry averages based on location, type of client, or individual task.

We're confident that existing Gold Shovel Standard companies have seen the value that comes from their involvement. If you are on the fence, however, I encourage you to learn more by visiting goldshovelstandard.com. While the cost is nominal,


Continued on page 56



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Continued from page 55

certification is not free. For 2022, any new company that becomes certified with GSS can have their first year's cost taken care of by your friends at MISS DIG 811. When registering through the GSS website, simply put "MITA/MISS DIG 811" in the Requesting Customer field. Once certified, we will reimburse the first year's fees.



Gold Shovel STANDARD

We also have two new programs related to utility locating. The first is something we like to call "Maintain the Marks". MISS DIG 811 has recently brought an experienced and certified utility locator on board, and through this initiative, we now have the ability to train and certify excavators to be OQ certified locators through a two-week course. While the involvement of the

professional facility or contract locator will be required to some extent, having qualified and certified locators on your crews could reduce or eliminate the need for many of those dreaded retransmit requests into MISS DIG 811, and greatly reduce delays on your project. This is a new pilot program and buy-in from both the excavation and utility communities is important to its success. What isn't new, is that like most of what we provide and offer, the Maintain the Marks training is free!

In addition, we are reintroducing the Joint Project Locator program that first appeared as a pilot program several years ago. Through this initiative, a contracted utility locator is dedicated to a single project and nothing else. The benefits of the JPL are increased use and effectiveness of the project ticket, minimized damages to the buried facilities, increased service to the contractor working in the road Right-of-way and overall reduced costs to the facility owner. As one might expect, details and agreements by the facility owners, the locating company, and the excavator must be worked out

for the project to be a success, but MISS DIG 811 has been working with our stakeholders so all involved parties know what to expect. There are many more aspects of both the Maintain the Marks and the JPL that I simply don't have space to provide in this article, so please reach out to me if you are interested in participating in either.

We exist to prevent damage to our buried infrastructure, but we cannot accomplish that goal without your help, so help us help you. We're confident that the companies that participate in these programs will see improvements to their damage prevention efforts. For more information on Gold Shovel Standard Certification, locator training for excavators, or the Joint Project Locator, please contact us at externalaffairs@missdig811.org, or contact me directly at (248) 370-6422. Thank you for your continued commitment to safety and damage prevention, and be safe. **CS**

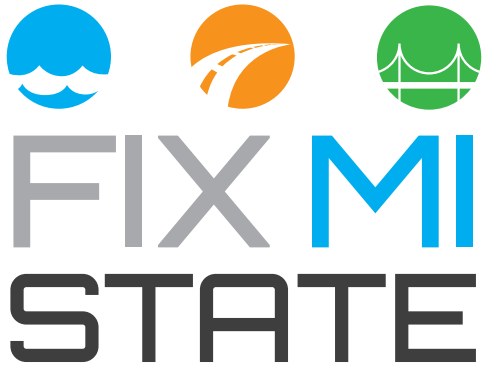


Continued from page 52

of the audit and assurance practice and leader of the national professional employer organization (PEO) practice. He specializes in performing financial statement audits and advising his middle-market clients on tax, transaction, and operational strategy. Solis is often called upon for thought leadership in the PEO space and is heavily involved in the National Association of Professional Employer Organizations.

Loni Winkler is a managing director of UHY Advisors in the Great Lakes. She is a member of the tax practice managing a group of professionals in areas of individual, corporate, and state and local taxation. Her 15 years of experience includes working closely with business owners and high net worth individuals implementing innovative strategies to minimize risk, maximize profits, preserve wealth and reduce taxes. Winkler was recently recognized in the "Women to Watch" by MICPA and is former "Notable Woman in Finance" by Crain's Detroit Business. **CS**

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MITA STAFF LIST

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.

KEN BERTOLINI **DIRECTOR OF WORKFORCE DEVELOPMENT**

kenbertolini@thinkmita.org

Ken manages and strategizes how to effectively and efficiently develop the workforce for the future of the industry. Contact him regarding workforce development job fairs, recruiting, and any issues related to attracting and retaining the next generation of the heavy/highway construction industry.

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. SCHAIPLY **MEMBERSHIP SERVICES COORDINATOR**

saraschaily@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.

ELLEN R. NYSTROM **RECEPTIONIST**

ellennystrom@thinkmita.org

Ellen is the first point of contact when people call the MITA office. Contact her at 517-347-8336 and she will direct you to the appropriate staff person who will assist you.

MITA CONTACT INFORMATION

MITA PHYSICAL ADDRESS: 2937 ATRIUM DR., SUITE 100, OKEMOS, MI 48864

MITA MAILING ADDRESS: P.O. BOX 1640, OKEMOS, MI 48805-1640

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JANUARY

19-20 - Annual Conference
Soaring Eagle Casino & Resort

JUNE

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

JULY

13 - Metro Golf Outing
Twin Lakes Golf Club, Oakland Twp.

28-31 - Summer Conference
Crystal Mountain, Thompsonville

AUGUST

24 - Central Golf Outing
Eagle Eye Golf Course, East Lansing

SEPTEMBER

28 - Wild Game Dinner
Palazzo Grande, Shelby Twp.

DECEMBER

9 - Central Holiday Party, Location TBD

14 - Western Holiday Party, Location TBD

15 - Metro Holiday Party, Location TBD

BID LETTINGS

January 7, 2022

February 4, 2022

March 4, 2022

April 1, 2022

May 6, 2022

June 3, 2022

July 1, 2022

August 5, 2022

September 2, 2022

October 7, 2022

November 4, 2022

December 2, 2022

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event information visit
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MITA's major focus on safety encompasses regular training, informational updates and regular job site inspections to ensure that member companies are compliant with keeping the workforce and motorists safe when work is being done.

MITA staff is now available for inspections upon requests and will comply with company and government-related COVID-19 policies and procedures on your jobsite.

For more information, to schedule a job site inspection, or to set up a job training session (on site or via Zoom), please contact:

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NEARLY 224,000 U.S. BRIDGES NEED REPAIR

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Latest Analysis of Federal Data Finds

- 43,600 Are “Structurally Deficient” and in Poor Condition. Motorists cross these structures 167.5 million times a day.
- 48 percent of 619,588 Bridges are in Fair Condition.
- Chesapeake Bay Bridge-Tunnel on Route 13, northbound in Northampton, Va., U.S. 60/62 bridge over the Mississippi River connecting Illinois and Missouri, Make List.
- National State and Congressional District Data Available: artbabridgereport.org

Nearly 224,000 U.S. bridges need major repair work or should be replaced, according to the American Road & Transportation Builders Association’s (ARTBA) analysis of the recently released U.S. Department of Transportation (DOT) 2021 National Bridge Inventory (NBI) database. That figure represents 36 percent of all U.S. bridges.

If placed end-to-end, these bridges would stretch over 6,100 miles—long enough to crisscross the country from Los Angeles to Portland, Maine and back again, says ARTBA Chief Economist Dr. Alison Premo Black, who conducted the analysis.

Based on average repair and replacement cost data published by the Federal Highway Administration (FHWA) and submitted by bridge owners (typically state DOTs), ARTBA estimates the cost of identified repairs for all 224,000 bridges, including the 43,578 structurally deficient, is \$260 billion.

Among other findings in the report:

- 78,800 bridges should be replaced.
- The number of structurally deficient bridges was down by 1,445 compared to 2020. At current pace, it would take 30 years to repair them all.
- Almost half of the 619,588 U.S. bridges—48 percent—are rated in fair condition. This means that the bridge shows evidence of minor deterioration or minor cracks. The number of bridges in fair condition grew by 2,916 in 2021, reaching 297,888 structures.
- States with the largest number of bridges in poor condition: Iowa (4,504), Pennsylvania (3,198), Illinois

(2,405), Oklahoma (2,296), Missouri (2,218), New York (1,672), Louisiana (1,631), California (1,493), West Virginia (1,490), and Ohio (1,334).

- States and territories with the most bridges in poor condition as a percentage of their total bridge inventory: West Virginia (20 percent), Iowa (19 percent), Rhode Island (17.5 percent), South Dakota (17.3 percent), Pennsylvania (13.8 percent), Louisiana (12.7 percent), Maine (12.6 percent), Puerto Rico (12.1 percent), North Dakota (11.2 percent), and Michigan (11 percent).

National Bridge Inventory: Michigan

- Of the 11,284 bridges in the state, 1,240, or 11.0 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 1,146 bridges classified as structurally deficient in 2017.
- The deck area of structurally deficient bridges accounts for 7.7 percent of total deck area on all structures.
- 75 of the structurally deficient bridges are on the Interstate Highway System. A total of 82.9 percent of the structurally deficient bridges are not on the National Highway System, which includes the Interstate and other key roads linking major airports, ports, rail and truck terminals.
- 1,217 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 2,684 bridges at an estimated cost of \$3.1 billion.
- This compares to 2,586 bridges that needed work in 2017.

Established in 1902 and with more than 8,000 public and private sector members, the Washington, D.C.-based ARTBA advocates for strong investment in transportation infrastructure to meet the public and business community demand for safe and efficient travel. **CS**



SUPPORTING MITA for a STRONG CONSTRUCTION ECONOMY

The Michigan Laborers District Council and Affiliated Local Unions represent the construction craft laborers hard at work building Michigan's infrastructure and investing in our future.

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