

SPRING 2019

CROSS SECTION



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Michigan Infrastructure &
Transportation Association



Mike Nystrom

Executive Vice President

Representative Lee Chatfield, the new Speaker of the House, discusses his priorities on page 40, which include making sure that “every dollar paid at the pump goes to fix our roads.” We couldn’t agree more with that statement, or with Governor Gretchen Whitmer’s continuing focus on fixing “the damn roads.” MITA’s Vice President of Government Affairs Lance Binoniemi discusses the history of road funding and the new road funding debate which is underway in Lansing and across the state. The governor’s proposed 45-cent gas tax increase to generate \$2.5 billion to address Michigan’s massive unmet infrastructure needs is also discussed in the Outreach Spotlight on page 24. It is too early to tell how all of this will work out, but as an industry we must all be vigilant as we push for increased infrastructure funding, which will benefit the entire industry.

The 2019 construction season is poised to be a time of transition with new leadership in the governor’s office, legislature and MDOT, which we hope will ultimately result in positive changes for the heavy construction industry. This issue of the magazine highlights some of those new leaders, starting with MDOT Director Paul Ajegba, P.E., who is introduced on page 16. In addition, new MDOT region engineers are featured starting on page 18.

The Underground Spotlight on page 58 focuses on the new Mackinac Straits Corridor Authority. This three member panel, which I will chair, has been charged with overseeing the development of the Line 5 utility tunnel underneath the Straits of Mackinac. Details of my appointment appear on page 60. Essentially my goal as chairman is to be a strong voice for the industry—but also for all Michigan citizens—whose ultimate goal is to protect Michigan’s greatest natural resource, our Great Lakes.

As you read this issue of the magazine, the spring construction season will be in full swing. Don’t forget to take a break and join us at one or all of our many events this year. The calendar of events on page 61 will give you all the details. Hope to see you soon! 🚧

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Watertap

During the Great Depression, millions of Americans were put to work to boost employment through the Works Progress Administration. As part of this program, thousands upon thousands of projects were completed to shore up the country's infrastructure.

But more than 80 years later, most of the projects are starting to show their age, leaving companies such as Watertap with a glut of work coming in that doesn't seem to be going away any time soon.

In 1997, Watertap was formed when Tony Carpani bought a small tapping company from Anastasio "Ernie" Capoccia.

Today, Watertap has 11 employees—all of whom are involved in the company's specialties: live tapping, line stopping, and valve insertions. The company's focus is to have a fully-staffed crew to support municipalities and contractors as they work on planning for future water and sewer infrastructure needs, as well as emergency repairs.

"Just like anything that gets built and then we let sit for years without paying it much attention, these projects are nearing the end of their lifespan and will need to be replaced," said Carpani. "Unfortunately, sometimes you don't discover these watermains need replacing until it's too late."

By focusing on a handful of areas of expertise, the work Watertap does allows municipalities, in most situations, to never need to touch old valves or shut down watermains

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when they break.

With more than 20 years of experience in watermain construction and education, they are prepared to help their customers tackle difficult watermain issues.

Line stops are a temporary shutdown mechanism that allows for municipalities and contractors to quickly and efficiently cut, cap or repair a watermain in the event of a disruption.

Live taps involve cutting a hole

in an existing pipe to make a new connection without interrupting service.

Valve insertions are installed while the existing watermain is under pressure. The use of an insertion valve enables the installation of a valve with no water loss, service interruption or damage to infrastructure that might result from watermain de-pressurization.

Watertap is all too happy to perform these jobs on-site for their

clients, but the business has been steadily building toward a focus on education over the past few years. Educating other engineers and municipalities has become just as important to Watertap as fixing broken watermains.

The way Watertap sees it, if they can give their clients the tools they need to ensure their infrastructure is set up to handle future problems

Continued on page 10



Watertap Inc. works with mechanical and underground contractors to ensure they are using the most state-of-the-art products on the market in order to fix problems as quickly and as hassle-free as possible.

Continued from page 9

and plan accordingly, they're doing a service that goes beyond just fixing water mains.

"We recently partnered with OHM Advisors in Livonia to educate their engineers and associates on how to fix issues that might arise during the course of their work," said Carpani. "By equipping them with the right information to make informed decisions, we make them better and more efficient at their job, which is how we tend to approach business."

If this first-of-its-kind training goes well, it's possible the two organizations roll it out more broadly to cities and municipalities in the future to help them make smarter decisions when it comes to infrastructure repairs.

It's the training portion of their work that has given them fits for

the past handful of years. With college on the minds of so many students pondering their post-high school lives, it can be a tough sell to convince them to forego four years (or more) at a university to get dirty and work in sub-zero temperatures, but there's something to be said about learning the value of hard work and earning a steady paycheck without student loans hanging over your head for years after graduation.

"This industry is not going to be impacted by artificial intelligence the way engineering and manufacturing could be in the future," said Carpani. "We can offer decent pay, with good training, that will give committed individuals a path toward a fulfilling career."

As far as technology goes, line stops and valve insertions are, in a sense, new technology that hasn't been rolled out broadly, which is why

Watertap's goal is to make these products known in the marketplace. The work done by Watertap fixes problems now, but changes can also be made to new and existing infrastructure to prohibit future issues.

In other words, save time and money.

Watertap views their MITA membership as in keeping with this focus to ensure current and future clients are aware of all of the options they have at their disposal.

Seeing how other companies have worked on similar projects allows Watertap to distill best practices and stay up-to-speed on trends in the industry.

"We very much work in a word-of-mouth industry," said Carpani. "We get a lot of inspiration from flipping through Cross-Section that we then pass on to our customers in the form of new ideas." ▲



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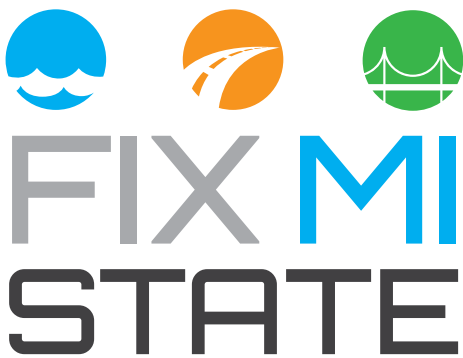
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Jeffrey S. Elliott, P.E., F. NSPE and Vice President of TTL Associates, presenting at a regional engineers program.



TTL Associates, Inc.

Established in 1927, TTL Associates, Inc., provides geotechnical engineering, construction materials testing, inspection engineering services and environmental engineering consulting services. In addition, they are approved to participate in the Michigan Department of Transportation's Small Business Program.

Over the last several years, TTL has provided their professional engineering services to many MITA member firms as well as other contractors involved in the infrastructure industry. Recently

MITA leadership called upon TTL to assist members in providing training and guidance with the new silica standards.

"Silica issues will affect each and every MITA member," said Vice President of Business Development, Timothy Pedro, who works out of TTL's Plymouth office. "We like to think of TTL as a family member, and we are able to offer and perform practical solutions for our clients. As a matter of fact, many MITA members have already engaged TTL and our silica experts to perform our studies on their work sites."

The new OSHA respirable

crystalline silica rule states that workers cannot inhale greater than 50 micrograms per cubic meter of air (50ug/m³). This refers to dust particles that are small enough to be inhaled and accumulate in respiratory systems. Workplaces need to know what their employees' exposure levels are to understand if they are meeting the new standard. The only way to know is to measure the air while workers perform the tasks that could generate airborne silica. Once assessed, employers must use engineering controls to limit the exposures. TTL can help companies by providing an industrial hygienist who is skilled and experienced to perform the measurements.

"You will get data that is truly representative of your work place," Tim said, "and your workers will know that their potential exposures are being monitored and managed properly."

In addition to silica issues, Tim said that Jeff Elliott, P.E., Vice President of the Michigan Testing Division, has been providing various engineering solutions to MITA members and is "a trusted person" in the industry.

"MITA members feel very confident to call Jeff and ask for help," Tim said. "In addition, Sara

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Vogelpohl, our CIH and silica expert, can provide responsive/quick turn help.”

Tim said being a member of MITA has its advantages, such as allowing TTL to get close to the “people” and permits them to offer the best solutions. At the end of the day, he said, MITA members need to feel comfortable and he believes by being part of MITA, TTL is fulfilling that role.

TTL’s staff is supported by a Certified Independent Construction Laboratory for Quality Construction

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Member of MITA since 2008

Material Testing Services. In addition, TTL’s in-house asbestos laboratory is accredited by the National Voluntary Laboratory Accreditation Program. Also, their geotechnical and materials testing laboratories are accredited by the American Association of State Highway and Transportation offices and validated by the U.S. Army Corps of Engineers to perform testing services.

TTL’s management team is “hands-on,” dedicated to approaching each project with a client-oriented, business management mindset. This approach fosters the development of innovative, value-driven and cost effective solutions to the unique challenges faced by their clients. TTL’s dedication to excellence and client service is evidenced by the long history of repeat business which they have gratefully enjoyed over the last 91 years.

“We strive to be responsive,” Tim said, “honest and committed to providing our customers with experience, manpower, resources and the equipment needed for a successful project. Our mission statement best summarizes our team approach: “Providing quality, responsive, cost-effective environmental, health/safety and geotechnical engineering consulting services and solutions.”

Continued on page 14

ASSOCIATE MEMBER PROFILE

Continued from page 13



TTL's engineering technician performing quality control testing and inspection.

TTL Associates Inc. History

Established in 1927 as Toledo Testing Laboratory, TTL Associates, Inc., has grown to be a full-service environmental, geotechnical engineering, industrial hygiene, materials testing and drilling firm. They focus primarily on the following markets: Retail and Transportation, Commercial, Development/Redevelopment, Education, Energy, Healthcare, Federal Government, Local and State Government and Industrial.

TTL Associates was established under

the leadership of Thomas R. Uhler, P.E., as a Service Disabled Veteran Owned Small Business. They also are an Ohio Edge firm. Robert S. Rush, Ph.D., P.E., serves as the company president and leads a team of 110 associates.

TTL's executive management committee includes Mr. Uhler and Mr. Ruse, along with Vice Presidents Curtis Roupe, P.E., Jeff Elliott, P.E., Timothy Pedro and Financial Manager Mark Kusner.

TTL Associates Inc. Services

ENVIRONMENTAL SERVICES

Asbestos Laboratory, Brownfield Redevelopment Funding Assistance, Environmental Drilling, Environmental Site Assessments, Hazardous Materials Assessments, Hydrogeological Investigations, Indoor Air Quality, Industrial Hygiene Programs, National Environmental Policy Act Assessments, Property Condition Assessments, Spill Control & Countermeasure Plans (SPCCs), Underground Storage Tank Assessments & Remediation, and Wetlands Determination & Delineation.

GEOTECHNICAL ENGINEERING

TTL's geotechnical professionals provide field testing and drilling services, including comprehensive soil laboratory testing, and geotechnical design and construction recommendations for structures, pavements, embankments and containment facilities.


CONSTRUCTION MATERIALS TESTING

Structural integrity is only as dependable as the materials used in the construction process. TTL performs construction quality control testing of soils, concrete, asphalt, masonry and steel. Engineering Technicians are certified by the National Institute for Certification in Engineering Technologies, American Concrete Institute and Michigan Concrete Association.

DRILLING SERVICES

Offering a full range of drilling services for a variety of geotechnical and environmental projects, TTL has the solution for your drilling requirements. TTL's drilling fleet consists of truck-mounted rigs (CME 75 models), rubber-tired ATV rigs (DME 45 and CME 550 with angle-drilling capabilities, and two Geoprobe's (5410 and 7822DT models). We are capable of providing rotary coring and auger drilling which are performed by experienced crews.

FEDERAL INFORMATION

TTL provides a vast array of services to the federal government for projects across the country and beyond, including recent projects in Puerto Rico and Guam. TTL not only provides its full range of environmental, industrial hygiene, geotechnical engineering, materials testing and drilling services, but also employs a network of subcontractors to provide federal agencies with property appraisals, cultural resource assessments, archaeological assessments, geophysical investigations, topographic surveys, biological investigations, and ALTA Surveys. 



Glenn Bukoski, P.E.

To contact Glenn Bukoski, email him at glennbukoski@thinkmita.org or call the MITA office at 517-347-8336.

Near the end of December 2018, then Governor-Elect Gretchen Whitmer announced several cabinet appointments, including the appointment of Paul Ajegba as the 12th and next Director of the Michigan Department of Transportation (MDOT). A Professional Engineer in Michigan, as well as a 28-year veteran of MDOT, Director Ajegba is Governor Whitmer's key cabinet member responsible for carrying out her primary campaign promise to "Fix The Damn Roads."

Director Ajegba made his way to Michigan in the late 1980s, after graduating with a bachelor's degree in civil/structural engineering from Prairie View A&M University in Texas, to attend graduate school at the University of Michigan (U of M). In mid-1990, he responded to an MDOT recruiting initiative and was hired into the department's Engineering Development Program. He continued his graduate studies, earning a master's degree in construction

Meet New MDOT Director, Paul Ajegba, P.E.



MDOT Director Paul Ajegba, P.E.

engineering & management from U of M in the spring of 1994.

After completing the 18-month Engineering Development Program, Ajegba spent the next 18 years of his MDOT career in the University and Metro Regions, working in a variety of professional positions as he progressed up the department's engineering and management ladders. His professional positions during this time included the University Region's Traffic & Safety Engineer, Operations Engineer, Tecumseh Delivery Engineer, as well as the Oakland TSC Manager in the Metro Region.

Director Ajegba began his ascent up the MDOT region leadership ranks

in 2009, when he was appointed to the position of Deputy Region Engineer, in the Metro Region.

In 2011, Ajegba was promoted to Region Engineer of the University Region, becoming a member of the MDOT Leadership Team, and overseeing the strategic planning, operations, and development and delivery of the MDOT programs within the nine-county region.

Then, in 2018, Ajegba was appointed as the Metro Region Engineer, the position he held until he was named the MDOT Director in late December. As the Metro Region Engineer, he oversaw and managed MDOT's strategic planning and operations in Michigan's largest

urbanized area: Oakland, Macomb, and Wayne Counties.

Within the community of transportation officials, Director Ajegba is known as a leader and collaborator, having spearheaded the delivery of innovative transportation solutions, most notably the national award-winning US-23 Flex Route (Active Traffic Management System) north of Ann Arbor. His leadership was also instrumental in the planning and development of the Mcity and the American Center for Mobility facilities for the testing of connected and automated vehicle technology.

Outside of MDOT, Director Ajegba is an active member of the Conference of Minority Transportation Officials, from which he received their Public Agency Executive of the Year award in 2017.

He is a past chairman and member of the Ann Arbor Area Transportation Authority Board of Directors, and he received their Leadership Award in 2010. He is also a 2004 recipient of the MDOT Director's Award in the Professional Supervisor category.

Director Ajegba and his wife, Brenda, live in the Ann Arbor area, and they have one daughter who will soon be graduating from Michigan State University's medical school, after already completing graduate studies at Columbia University and undergraduate studies at U of M.

When asked about his perspective on the MITA and MDOT relationship, Director Ajegba responded, "The MITA and MDOT relationship has been a positive partnership to date, but we must continue to work together to grow and strengthen that

partnership to support my priority of creating an environment that fosters innovation, is very transparent, and is highly efficient in everything we do."

If you are interested in attending an informal "Meet & Greet" with Director Ajegba at the MITA office this late winter or early spring, please contact Mariam Robinson, director of strategic affairs, at mariamrobinson@thinkmita.org. One event was held on March 26, and others were scheduled for April 10 and April 29. Please be advised that these meet and greets were open only to owners or executive level managers of MITA contractor members. Due to space limitations, we respectfully requested that only 1–2 individuals per company attend. ⚠



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MDOT Appoints New Region Engineers

Kimberly Avery, P.E., MDOT Metro Region Engineer



Kim Avery, P.E.

Kimberly Avery, P.E., has been selected as the next Metro Region engineer. She

succeeds Paul C. Ajegba, who is now state transportation director. Kim most recently served as the director of MDOT's Bureau of Field Services for the past two years and in a broad array of roles before that, including as MDOT's Southwest Region engineer, deputy region engineer in Metro Region, and Taylor TSC manager.

Kim was recognized nationally in 2011 for her contributions to the I-94 Corridor Operations Partnership. She played an instrumental role in providing internal leadership development programs both within her work areas and department-wide. She applies a people-first approach in her management style, engaging and encouraging staff to come forward

and contribute to improvement efforts in their work areas.

Kim has contributed significantly to the advancement of diversity and inclusion efforts throughout the industry. She served as the president of the Michigan Chapter of the Council of Minority Transportation Officials (COMTO) for six years. She was recognized by COMTO in 2015 with the Michigan Transportation Pioneer Award and in 2016 with the Women Who Move the Nation—Chairman's Eagle Award.

Kim holds a bachelor's degree in civil engineering from Valparaiso University and is a registered professional engineer in the state of Michigan.

Demetrius Parker, P.E., University Region Engineer



Demetrius Parker, P.E.

Demetrius Parker, P.E., is the new Region Engineer for MDOT's University Region.

He holds a bachelor of science degree in civil engineering from Michigan State University and is a licensed professional engineer in Michigan. He has more than 16 years of managerial experience in a variety of roles, including the past two years as Southwest Region Engineer and previous appointments as the administrator of the Contract Services Division and manager of the Jackson Transportation Service Center.

He brings to the position a track record of success in establishing and maintaining effective relationships through his people-first approach to leadership, both internally as exhibited by his Southwest Region employee engagement and communication

efforts, and externally with key stakeholders, such as MITA, ACEC, FHWA and local elected officials.

Demetrius has a history of addressing issues head on, influencing positive change and ensuring high quality results, including his ongoing leadership of an Employee Engagement Action Plan team and numerous accomplishments to improve consultant contracting processes and revisions to State Administrative Board agenda requirements. He consistently demonstrates professional excellence as exemplified by bringing elements of the State of Michigan Fit Leaders Program to the Southwest Region's management team.

Willard Thompson, P.E., Southwest Region Engineer



Willard Thompson, P.E.


Willard Thompson, P.E., has been named the new Southwest Region engineer. For the past three years, Will served as the Lansing Transportation Service Center (TSC) manager. He previously held the positions of associate regional engineer for Delivery (Construction, Maintenance, Traffic Safety and Operations, and Environment) in the University Region, and construction engineer at the Jackson TSC.

Will brings a strong history of leading teams to implement innovative practices and technology to produce positive outcomes, most notably in bringing the use of tow plows and dual wing plows to MDOT's winter operations; progressive approaches to asset data collection and measurement of winter operations performance; and playing an instrumental role in MDOT's development of Superpave hot mix asphalt specifications.

Will guided his team to navigate the exploration of enhanced multi-modal transportation services associated with the Capital Area Transit Authority's vision of bus rapid transit along trunkline routes, an experience that propelled him to represent Michigan on a national scan that documented efforts to balance the needs of multiple modes of transport in the public right of way. He also facilitated one of the department's most unique and accelerated public-private partnerships to install cable median barrier on I-96 in collaboration with the Kiefer Foundation.

Taking a people-first approach

to leadership, Will has effectively managed workforce development and succession planning challenges, including orchestrating a significant expansion of the University Region's Youth Development and Mentoring Program and providing structured opportunities in the Lansing TSC for permanent employees to gain meaningful experiences to advance their careers while simultaneously ensuring continuity of TSC operations.

Will holds bachelor's and master's degrees in civil engineering from the University of Michigan and is a registered professional engineer in the state of Michigan. 



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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.

Because the need for additional investment into our roads and bridges in Michigan continues to be very large, we often overlook the successes we have had in increasing revenues towards transportation. Billions of dollars have been invested straight out of the state's general fund over the past six years, which had never happened before. And in 2015, an increase of \$1.2 billion annually into our transportation system was passed and is still being phased in. At the end of the day, however, it's still not enough.

General Fund Money

Prior to 2013, the state budget never included any revenues for roads and bridges from the general

fund. Since that time, over \$1.7 billion has been taken directly from the general fund budget and put towards roads and bridges. The state has seen increased growth in revenues over the past eight years, and policy makers have recognized that putting more money into our infrastructure is a wise investment. Every time the state has better than projected revenues coming in, transportation remains the top priority for additional money to be invested in.

The first year general fund money was appropriated to the transportation budget, (2013), a total of over \$450 million was transferred. Most of the money raised through that process was subject to legislative approval and leadership in the House and Senate decided which projects would be funded with the surplus money. As you can imagine, Republicans who controlled both chambers in the legislature put a large majority of the revenues into Republican districts.

As that process was tedious, to say the least, and also unfair to some areas in the state, future surplus money put towards transportation has not been subject to legislative approval and instead has gone straight to the state, county and local transportation budgets. While \$450 million that was allocated in 2013 is the largest chunk of general fund money that has been placed in a single year, significant dollars were approved in the following years: In

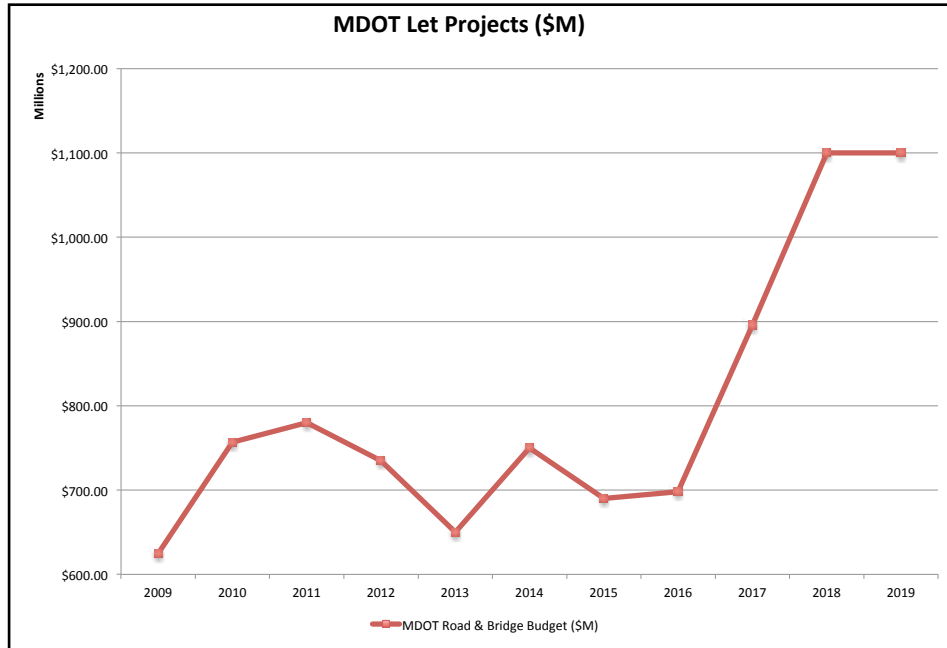
2014 = over \$270 million, 2015 = \$373 million, 2017 = \$205 million and in 2018 a total of \$414 million all were taken from the general fund and put towards transportation. The legislature did not approve any additional general fund money in 2016, as they had just passed the 2015 road funding package that some believed was enough.

2015 Road Funding Package

As the road funding debate raged on through Governor Snyder's first term, lawmakers knew that putting in general fund money every year was not going to solve our road funding issue and was also not sustainable. As various proposals would reach the goal line only to eventually fail, the leaders in 2014 decided to put an initiative on the ballot for the spring of 2015. As we all remember, proposal 1 of 2015 failed by a wide margin for many reasons that continue to be debated, but it put the road funding debate within the legislature into high gear. By the end of 2015, the legislature had passed an additional \$1.2 billion annually for the transportation budget (once fully phased in).

Very few people then or now dispute that we need to invest more into our roads and bridges. The debate always revolves around how to pay for it. The 2015 road funding package split the increase in half by

Continued on page 22



2015 Road Funding Package		Description
2016–2017	\$405,000,000	7.3 Cent Gas Tax Increase and 20% Registration Fee Increase
2017–2018	\$540,000,000	
2018–2019	\$690,000,000	\$150M in Dedicated GF Money
2019–2020	\$925,000,000	\$325M in Dedicated GF Money
2020–2021	\$1,200,000,000	\$600M in Dedicated GF Money Gas Tax Begins Increasing With Inflation Each Year

Fiscal Year	General Fund Total	Description
2013–2014	\$451,300,000	Priority Roads Investment, Federal Match, Winter Maintenance
2014–2015	\$271,500,000	Surplus Money
2015–2016	\$373,500,000	Surplus Money
2016–2017	\$0.00	
2017–2018	\$205,000,000	Surplus Money
2018–2019	\$414,000,000	Surplus Money, Internet Sales Tax Collection (ongoing)

Note: Prior to 2013-2014, no General Fund appropriations had ever been directed toward transportation.

Year	MDOT Road & Bridge Budget (\$M)	Year	MDOT Road & Bridge Budget (\$M)
2009	\$625,000,000.00	2015	\$690,000,000.00
2010	\$757,000,000.00	2016	\$698,000,000.00
2011	\$780,000,000.00	2017	\$896,000,000.00
2012	\$735,000,000.00	2018	\$1,100,000,000.00
2013	\$650,000,000.00	2019	\$1,100,000,000.00
2014	\$750,000,000.00		

Continued from page 20

statutorily dedicating \$600 million each year from the general fund budget and raising the gas tax and registration fees to generate an additional \$600 million. During these times of growth in our state, the general fund can sustain pumping \$600 million a year into our roads and bridges, however, in years where growth isn't happening, there will be

hundreds of groups pushing for their general fund dollars, including the heavy construction industry. Under traditional user fees, those revenues are constitutionally dedicated to go towards the transportation budget, and politicians cannot put that money towards other priorities. With general fund dollars, the legislature can take measures to redirect those dollars


into other state funded activities.

New Road Funding Debate (Fix The Damn Roads)

At the time of passage, those working closely with the issue knew that \$1.2 billion additional funds annually was still not enough to even stop the deterioration of our roads, much less bring 90 percent of our system up to good and fair conditions. However, those who served during that time and went through the process of getting something passed had absolutely no desire to even bring road funding up again.

Although the public knew roads weren't getting better, and predictions showed a serious decline in road conditions, lawmakers were unwilling to even discuss increased annual revenues while putting in general fund dollars to satisfy the public. It took a gubernatorial candidate to repeat at every campaign stop, "fix the damn roads," for another serious debate on road funding to begin. Governor Gretchen Whitmer has placed increasing investments into our infrastructure system as her top priority and will be presenting the legislature with a serious plan to finally find long-term, sustainable road funding into the future.

What exactly will be in the Governor's proposal and how the legislature will respond are unknowns. Early indications are that leaders in the House and Senate agree that something needs to be done. The Governor has promised her proposal will be real, and it will solve our road funding issue once and for all. We hope she's right! 🚧



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LETTERS TO MITA

Dear Mike,

It is with great pleasure that I appoint you to the Mackinac Straits Corridor Authority for a term expiring December 12, 2024.

Reinventing Michigan will take a team of people working together. In this spirit, I hope you will seize this

opportunity and accept the challenge to help usher in a new era in our state's history.

The work ahead will not be simple, nor will there be any easy answers. We can only achieve extraordinary things if we aspire

beyond traditional thinking. The old unachievable goals will become the new achievable standard. You can help make that happen with a vision, plan and action.

Congratulations on your appointment. Serve with integrity and always remember you are in charge to be on guard for the best interests of the people of Michigan.

Rick Snyder
Governor

Dear Mike,

Congratulations, Mike. This position (on the Mackinac Straits Corridor Authority) is not only an honor for you but also for MITA, solidifying the organization as the preeminent voice for infrastructure in our state. I have no doubt you will serve the best interests of the committee and the citizens of Michigan. Well done!

Brandie Meisner
M&M Excavating

Dear Nancy,

We just received Cross-Section Magazine with the article about us in it that turned out really nice! Do you have a digital copy of the article that we are allowed to share on our Facebook page and email to our employees? We would definitely mention the magazine and MITA. Thank you!

Heidi Anderson
Hardman Construction, Inc. 🏗️

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Mariam Robinson
Director of Strategic Affairs

The Possible 45-cent Gas Tax Increase: You Have Capacity & You Have Growth Potential!

By Mariam Robinson, Director of Strategic Affairs

On March 5, 2019, Governor Gretchen Whitmer formally proposed her first budget to the Legislature, featuring a 45-cent gas tax increase to generate the \$2.5 billion needed to address Michigan's massive unmet infrastructure needs. While there are citizens across Michigan who understand that new revenue has to be generated to fill the enormous funding hole for statewide infrastructure improvements, there are also a lot of people whose heads are reeling at the thought of paying that much more at the pump.

Some of those individuals are the lawmakers you elected to represent your best interests at the Capitol in Lansing. They feel and have started to verbalize publicly that, "even if such a proposal were to somehow pass, there is no way the industry has the capacity to properly handle such a massive influx of funding."

These legislators could not be more mistaken. MITA members across the state have been waiting for years for the legislature to decide that infrastructure funding was a serious priority and for them to allocate the necessary dollars

needed to fix our great state.

In addition, there are some of you who may be feeling a little nervous or overwhelmed, too, given the scope of how big this could be if it comes to pass. Ask yourself a question or two about those feelings, though. When was the last time you were the only company bidding on a project? When was the last time you actually turned down work? Was the answer to both questions no? If anything, this proposal and it's potential passage is projecting an amazing opportunity for the entire industry, no matter how big or small your company is today. Big companies could grow even bigger, and smaller companies could expand to support the need.

At MITA, it's too early to tell how all of this will actually shake out legislatively. The Governor campaigned on the promise of fixing the roads, and within 100 days of taking office, she has put a serious proposal on the table, with real numbers and real projections on how to address Michigan's need for strong infrastructure investment. That's no small ask for her to make as a first-term Governor,

but she's serious about getting this done, no matter how it makes her look publicly.

As an industry, we need to remain united in our common goal of receiving the investment dollars necessary to make Michigan the best state to live, work and play. Infrastructure plays a key role in all of those things, and infrastructure improvements are the direct result of the hard work you and your teams do on our roads, bridges and underground systems.

Proposals like the one to increase the gas tax to 45-cents are likely to fail if our industry is hesitant to get behind it. This is an opportunity to demonstrate unity and support, as well as some genuine excitement. Potentially raising the actual money necessary to fix our infrastructure the way it should have been fixed years and years ago is exactly what we've all been waiting for. 🇺🇸

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Steven A. Warren

Know Your Owner

Steven A. Warren, Managing Director,
Kent County Road Commission

1. What is your background?

I have worked at the Kent County Road Commission (KCRC) for 30 years, serving in my current position as managing director for five years. Before joining KCRC, I was director of the Metropolitan Transportation Planning Organization for the Grand Rapids area and also worked as transportation planner with the Northwest Regional Planning Commission in Traverse City.

I am active with the County Road Association of Michigan (CRA), serving as the association's immediate past president and current board member. In 2004, I was appointed to represent CRA on the Michigan Transportation Asset Management Council, on which I served through 2014. Regionally, I am active in the Grand Valley Metro Council, chairing both the Transportation Policy Committee and Regional Geographic Information System (REGIS). I am also a member of the Transportation

Committee for the Greater Grand Rapids Area Chamber of Commerce.

I earned a master's degree in urban planning, with a specialization in transportation, from Michigan State University, where I also received my bachelor's degree in science. Go green!

2. How do you interact with MITA members?

With the increase in transportation funding from the State of Michigan, KCRC has been able to increase the number of roads improvements we complete. This would not be possible without our partners in the private industry. Truly, our contractors play an integral role in helping KCRC accomplish a growing number of projects annually. They continue to reflect the values on which we are founded, including safety and high-quality service.

3. Given the increased funding that public owners are seeing, what is your outlook for work in Kent County?

The Kent County Road Commission Long Range Plan

serves as our blueprint for the effective investment of resources. In it, we identify annual targets aligned with preserving and improving the quality and safety of our road and bridge network. I am pleased to share that, during the 2018 construction season, the primary road improvement targets identified in the Plan were not only met, but exceeded. In addition, on the local road network, we continue to support our township partners to increase investment through our township matching program. Looking at 2019 and beyond, with the state's ongoing investment in transportation, KCRC will continue to accomplish more road and bridge improvements annually. Our objective is to achieve 91% of our primary roads in good or fair condition by 2025. 🏗️

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MITA/MDOT WZSTF Launches Work Zone Wednesdays!

As promised at the 2019 Annual Conference in January, MITA and MDOT's joint effort, the Work Zone Safety Task Force, has hit the ground running. We have kicked things off on the social media front with the launch of Work Zone Wednesdays, a weekly effort to remind the public to drive carefully in work zones.

We encourage all of our MITA members to join us in this effort by sharing, posting, tweeting or re-tweeting the Work Zone Wednesday posts that we will be pushing on social media. Feel free to copy our language and graphics verbatim, and please use the hashtag #WorkZoneWednesday before publishing.

Please check the Work Zone Safety Task Force (WZSTF) Facebook feed every Wednesday morning to see the weekly #WorkZoneWednesday posts.

We look forward to working with all of you to raise awareness for work zone safety on behalf of the hard-working men and women who are out there making our state a better place to live, work and play. Thank you! 🚧



These two social media posts in February kicked off Work Zone Wednesdays. Please check your WZSTF Facebook feed every Wednesday to see more, and feel free to share.



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This winter, MITA was contacted by a member who was having difficulty receiving payment for work on a project that had been completed for many months. In order for the payment to be processed, a Tier III Contract Modification had to be approved through the system. The construction project

was a local agency project let through the Michigan Department of Transportation (MDOT), and each agency had varying excuses of what the holdup was. The member had been waiting for payment for the completed work for quite some time, had fulfilled everything on their end, and had made multiple requests to project staff. Once notified, MITA quickly made calls to MDOT to identify what was causing the hold up and see how MITA could help address any issues so that the Contract Modification could be approved through all steps in a timely fashion.

MITA discovered that the MDOT office and the local agency had to resolve some disagreements on the draft of the Contract Modification. MITA successfully worked with MDOT to ensure consistent communication between all parties so that the Tier III process could move forward, and the payment was processed.

It is easy for project items to get caught in limbo for various reasons, which can cause payments to be held. If you ever experience this type of issue on a project, please do not hesitate to see if MITA can help. 🚧

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MITA 2019 Annual Conference



Butch Fons, of GBM Companies, and his nephew, Brendan Fons, of Fonson Company, Inc., shared the MITA booth to promote truck safety and the Dave Fons Memorial Fund, which benefits the MITA Scholarship Fund.



Jake Wood, of Team Rubicon—the world's fastest growing non-profit, gave the opening keynote address.



From left to right, MITA's Honorary members, lit up the stage: Dale Chambers, of Jensen Bridge & Supply Company; Mark Nowicki, of M & M Excavating Company; and Mike Kline, of Consumers Concrete Corporation.



Class #9 of the MITA Future Leaders Program, after receiving their recognition plaques.



Glenn Bukoski, P.E., MITA's vice president of engineering services, presented Amy Trahey, president of Great Lakes Engineering Group, LLC, with the MITA Emerging Business Program Award.



MITA's outgoing board president, Mike Malloure, president of C.A. Hull Co., Inc., is flanked by Mike Nystrom, executive vice president of MITA, and new board president, Brandie Meisner, chief financial officer, of M & M Excavating Company.

A big thanks is due to all of the attendees, sponsors and exhibitors who made this year's MITA Annual Conference at the Soaring Eagle Casino & Resort in January a fantastic event. If you missed it, you will have another chance next year! Meanwhile, enjoy the photos from the event and support those who support MITA and who made this event possible.



MDOT's new leader, Paul Ajegba, addresses the MITA faithful.



Left to Right: Tony Kratoofil, MDOT's chief operating officer and chief engineer; Mike Malloure, president of C.A. Hull Co., Inc.; Stuart Laakso, MDOT's ProjectWise, construction analyst; Rachelle VanDeventer, P.E., MITA's vice president of industry relations; and Paul Ajegba, MDOT director. Stuart Laakso received the MDOT and MITA partnership award.



Michigan Governor Gretchen Whitmer spoke to the crowd about the state's infrastructure needs and issues.



Honorary Member Dale Chambers, sales manager of Jensen Bridge and Supply Company, with his wife, Phyllis, and their lovely daughters, Monica and Melissa.



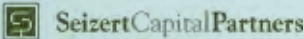
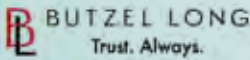
A group of MITA members met with Governor Gretchen Whitmer during the annual conference.

Photos continued on page 38

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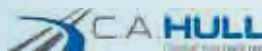
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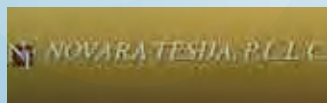
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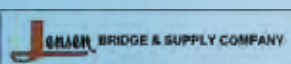
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MITA 2019

Annual Conference

Continued from page 35



Alta Equipment Company sponsored the MITA President's Breakfast during the conference.



The Industry Reception was sponsored by Michigan CAT.



The DBE Reception was sponsored by AIS. Pictured here at the tradeshow from left to right are: Dave TerBeek and Frank Pytlowany of AIS, and Ken Bertolini of MITA. (Photo courtesy of Construction Equipment Guide.)



Action Traffic was among many exhibitors during the MITA annual conference. They donated and sold special signs during the event, and gave the proceeds to the MITA Scholarship Fund. Way to go, Action Traffic!

**See you next year at the MITA Annual Conference,
which is already set for January 22-23, 2020 at the
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House Speaker Lee Chatfield

Representative Lee Chatfield (R-District 107, Levering) Speaker of the House

Q: *How has your past experience working in education helped you as a State Representative?*

A: One of the biggest issues we've faced over the past few years has been the talent shortage in the skilled trades. I was a teacher before running for office, and I saw this problem first-hand. These are good jobs, but far too many young students simply have no idea they exist. We have made real progress in increasing access to skilled trades programs statewide in recent years, but we will do more this year to keep these programs growing in our local schools.

Q: *What legislative priorities do you have for the 2019–2020 legislative cycle?*

A: The single biggest issue holding back our state's economy and hurting the bottom line for every Michigan family is the ridiculously high cost of car insurance in this state. We need to put the politics aside, come together and reduce

auto insurance rates now.

We are also moving quickly on expanding government transparency laws for the Legislature and the governor's office and reforming civil asset forfeiture programs. Our early focus is on protecting the rights of Michigan residents and making their government more accountable.

Q: *As Speaker, what do you feel is the next step towards adequately funding our infrastructure in Michigan?*

A: Michigan has tried raising taxes and fees, and it has tried bonding for road repairs. But our roads are still a mess. No matter what we do, we will continue to fall short until we fix the root of the problem, which is that some of the taxes paid on gas are siphoned off to other projects. We need to make sure every dollar paid at the pump goes to fix our roads before we simply throw more money into a broken system.

Q: *What has been your reaction to the public's calls for increased underground infrastructure investment in Michigan?*

A: We have to make sure our infrastructure improves so every Michigan resident has access to safe roads and clean drinking water. No one should have to

worry about the quality of their drinking water, least of all the children at school who can't trust their drinking fountains. We will work together to find a solution to this problem.

Q: *What lessons, if any, can we learn from the Flint water crisis?*

A: It is well past time we move beyond finger pointing and toward real solutions. People who can't trust their drinking water need help, and the Legislature is in a good position to provide critical assistance. Over the past couple of years, the House and Senate have provided millions of dollars in medical equipment, filters, new pipes, children's health programs, and funding for cleanup operations. We have to work together to make sure those important programs continue for the people who need them.


Q: *What are your thoughts or comments on your relationship with MITA and the heavy construction industry?*

A: No representative can be an expert in every issue area, and we are blessed with a diverse Legislature whose members come from many different backgrounds and industries. But we all need to work together on the state budget and on road

repair issues, and that means having reliable experts on hand to provide facts and figures when decisions are being made. MITA and its members do a great job providing relevant experiences and testifying when important questions are raised.

Q: *How can our MITA members better advocate for their industry and encourage the Legislature to act on increased investment for our infrastructure?*

A: The industry experts on whom we rely do a good job of sharing their knowledge and technical expertise. More information

and reliable data is always better when making these large decisions, though, and so I would encourage everyone with a stake in this industry or in the quality of our roads to reach out and offer any help or information they may have as we continue to work on fixing our state's roads and bridges. 

Representative Lee Chatfield

(R-District 107, Levering) Speaker of the House

DISTRICT

Speaker Chatfield is the youngest Speaker in Michigan history in more than 100 years, and currently the youngest serving in the country. He was first elected to serve the 107th District in the Michigan House of Representatives in November 2014. The 107th District encompasses Chippewa, Emmet and Mackinac counties, and in Cheboygan County: Koehler, Tuscarora, Beaugrand, Hebron, Mackinaw and Munro townships and the city of Cheboygan.

EDUCATION

Lee earned his bachelor of science degree in history education from Northland International University. He earned a master of arts degree in public policy from Liberty University.

PROFESSIONAL

Lee served as a full-time high school teacher, coach and athletic director at his alma mater, Northern Michigan Christian Academy in Burt Lake.

PUBLIC OFFICE AND AFFILIATIONS

Lee and his family are active members in their local church and he serves his community in various ways. He is a member of Right to Life of Michigan, National Rifle Association, Michigan Coalition for Responsible Gun Owners and Michigan Farm Bureau. Lee has coached several community teams and hosts summer sports camps for his high school and local athletic associations.

PERSONAL

Lee was born and raised in Northern Michigan and is a high school graduate of Northern Michigan Christian Academy. He married his high school sweetheart Stephanie in 2008 and they live in Levering with their five children—four sons and a daughter.

CONTACT

Phone: 517-373-2629

Email: leechatfield@house.mi.gov

Changes to the Michigan Construction Lien Act: What Every Professional in the Construction Industry Needs to Know to Protect Itself

By Michael C. Decker and Paul M. Mersino, Butzel Long

On December 12, 2018, Public Act 367 of 2018 was enacted, amending the Michigan Construction Lien Act, MCL 570.1101 et seq. (“CLA”), to provide design professionals (i.e. licensed or registered architects, professional engineers, or professional surveyors) with specific lien rights and procedures for creating and perfecting those lien rights for professional services provided in the event that an owner of a project or a property does not proceed with actual physical construction of a project or actual physical improvement of a property. The amendments apply both to design professionals in direct contract with the owner or the owner’s agent (“Contractor Design Professional”) and design professionals not in direct contract with the owner or the owner’s agent, but in direct contract with a Contractor Design Professional (“Subcontractor Design Professional”).

Prior to these amendments, design professionals were afforded lien rights when actual physical construction of the project commenced. When the owner of a project did not commence construction of the project, however, there was uncertainty about the priority and enforceability of those lien rights. The latest amendments resolve that uncertainty by adding a notice requirement for design professionals who provide professional services to secure their lien rights in the event the owner of the project does not commence construction.

Specifically, a design professional must record a Notice of Professional Services (“Notice”) with the register of deeds for the county in which the project is located, stating that the design professional is providing professional services (e.g. analyzing and assessing project sites, preparing project plans and specifications, etc.) relating to the project or the improvement to the property and describing those professional services, as well as setting forth

the legal description of the property. The Notice must be recorded after the design professional enters into the written contract for its professional services, but not later than ninety (90) days after the design professional last provides its professional services. The form of the Notice and the required contents of the Notice vary depending on whether the design professional is a Contract Design Professional or a Subcontractor Design Professional (the form for the Notice for a Contract Design Professional and the form for the Notice for a Subcontractor Design Professional are set forth, respectively, in MCL 570.1107a and MCL 570.1107b). Notably, a Subcontractor Design Professional may record a Notice when the Contractor Design Professional with whom it has its contract or

Continued on page 44



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Continued from page 42

engagement has recorded a Notice and the owner has provided written approval of its contract or engagement.

The Notice is “valid” for one (1) year after it is recorded and subsequent notice may be recorded if necessary. MCL 570.1107a(3) and MCL 570.1107b(3). Notably, “valid” is not defined by the statute, and thus, what is meant by “valid” is not entirely clear. Also, the priority date of the Notice depends on whether actual physical improvement to the property is made. If actual physical improvement to the property is not made, the Notice has a priority date (relative to other interests and encumbrances on the property) based on the date that the Notice is recorded. If

actual physical improvement to the property is made, the Notice has a priority date based on the date that actual physical improvement to the property is made, which would put the design professional’s construction lien in equal priority with the construction liens of all other construction lien claimants.

Importantly, the amendments do not affect the requirements regarding the creation, perfection, and enforcement of a construction lien. In other words, a design professional must still comply with the requirements of the CLA, including, but not limited to, the requirements for serving a notice of furnishing, serving a sworn statement, recording a claim of lien, commencing an action for

foreclosure of a claim of lien, to create, perfect, and enforce its construction lien.

Whether you are a Contractor Design Professional, a Subcontractor Design Professional, a contractor, or a subcontractor, you must know your rights before, during, and after a construction project. Butzel Long’s Construction Law Practice Group can assist you with any of your needs. 🏗️

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Alta Equipment

www.altaequipment.com



Volvo Construction Equipment (Volvo CE) North America has named Alta Equipment Company the 2018 Dealer of the Year. The Detroit-based company demonstrated outstanding performance over the last year, when it intensified its efforts to improve customers' experiences and entered a new

market, Illinois, reinforcing Volvo CE's presence in the Midwest.

Volvo CE Dealer of the Year Award recognizes the dealership in North America that best promotes the Volvo brand and the company's core strategies: to provide the highest uptime in the industry, offer unique customer solutions and ensure the best value at any stage in a machine's lifecycle.

"We are thrilled to be recognized as the 2018 Volvo Dealer of the Year," said Rob Chiles, president of Alta Equipment. "Our passion for customer service combined with representing the best brand in the business—Volvo Construction

Equipment—enables us to exceed customers expectations while delivering impeccable sales, rentals and customer service."

Alta Equipment entered the construction equipment business in 2010 to complement an existing industrial equipment business, and was able to leverage a solid customer base to generate cross-selling opportunities. By expanding its territory into Central and Northern Illinois last year, the company boosted Volvo CE's market share in the Midwest. Alta Equipment is one of the top performing dealers in

Continued on page 48

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Continued from page 47

the country and was recognized by Crain's Detroit Business as one of the 50 fastest-growing companies in 2018.

"If there are two words to describe the 2018 Volvo CE Dealer of the Year, they are 'can do,'" said Stephen Roy, president of Volvo CE Americas. "Alta Equipment's team has demonstrated an incredible capacity to solve challenges and to deliver a superior customer experience. They are fantastic partners who help us on our mission in 'building tomorrow'."



From left to right: Evan Perry, district director, Volvo CE; Scott Sebastian, director of marketing, CE Group (Alta Equipment); Bruce Davis, director of sales, CE Group Michigan; Agako Nouch, VP sales North America, Volvo CE; Ryan Greenawalt, CEO, Alta Equipment; Stephen Roy, president of sales region Americas, Volvo CE; Aaron Dorgan, VP rental, CE Group; Mike Dahlen, regional VP Illinois, CE Group; Rob Chiles, president CE Group.

McCann Industries, Inc.

www.mccannonline.com

McCann Industries, Inc. recently began construction of their new location in Marne, Mich. near Grand Rapids. The new, state-of-the-art facility will include seven service bays to assure a quick turnaround for maintenance and repair of any make or model of equipment. The complete CASE construction equipment line will be available, and a wide selection of rental machines will be available for short or long term needs. The current location at 3260 142nd Ave. in Dorr will continue to operate until the new facility is complete in mid 2019.

"McCann Industries is investing in Western Michigan, because we plan to be here for the long haul," said Jim McCann, president and CEO at McCann Industries. "We're putting down strong roots to build a better, stronger future for the region. Our 50 plus years of experience in the industry is a critical part in assuring our success in Michigan."

State-of-the-art diagnostic equipment is a critical addition with the expansion. McCann's certified technicians are experienced and adept at completing both preventive maintenance and repairs. McCann's ability to provide parts within 24 hours also helps minimize downtime.

About McCann Industries

McCann Industries, Inc. has been selling contractor supplies since 1967. The company added heavy equipment to their offerings in 1994 and now provides products from more than 400 suppliers and manufacturers with nine locations throughout Illinois, Indiana and Michigan. Equipment manufacturers represented by McCann Industries include: CASE, Takeuchi, Wacker Neuson, Sullair, Husqvarna, Towmaster and the finest brands available for contractor supplies. For more information, visit www.mccannonline.com.

NTH Consultants

www.nthconsultants.com

NTH has announced the promotions of two key leaders within the firm to support the firm's growing public infrastructure and underground engineering initiatives.

Jason Edberg, P.E., who has provided his leadership to the firm's operations for a number of years, and has been instrumental in creating a vision and charting the course for NTH's Underground Engineering Division, has been promoted from vice president to senior vice president. In this position, Jason will manage NTH's portfolio of water, wastewater, and transportation clients and lead the firm's public infrastructure initiatives, building upon recent high-profile project wins, such as the Gordie Howe International Bridge and Segment 3 of the I-75 Modernization Project.

Jason joined NTH in 2004 and was named Young Engineer of



Jason Edberg, P.E.

NTH. Saju has more than 18 years of experience in civil/structural engineering and will bring the high-level project delivery and operational skills he has developed with NTH to maintain the firm’s 50-year tradition of providing excellent service to clients. Saju joined NTH in 2005 and has served in technical and project management roles in the design and construction of major civil infrastructure projects.

work and strong leadership,” said Jeff Jaros, NTH’s Chief Operating Officer. “Jason and Saju have proven that they have the depth of experience and the vision to help move NTH forward to where we want to be as a company.”

Continued on page 51

“NTH is committed to providing growth opportunities for our staff and has a history of rewarding hard



Saju Sachidanandan, P.E.

the Year in 2009 by the Michigan Society of Professional Engineers (Detroit) and the American Society of Civil Engineers (Michigan). He has more than 19 years of experience in heavy civil/structural design and project management, and during his time at NTH he has taken the helm of several major infrastructure projects, garnering local, regional and national awards.

Saju Sachidanandan, P.E., has been promoted to vice president. In this position, Saju will lead the expanded Underground Engineering Division that began under Jason’s leadership and will oversee the infrastructure design, subsurface exploration, geo-structural, and construction support teams as well as laboratory operations for



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MEMBER NEWS

Continued from page 49



Lambrina Tercala, P.E. ENV SP



George Tsakoff, P.E.




Matt Wendling, P.E.

OHM Advisors

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The board of directors of OHM Advisors recently announced the addition of three new shareholders.

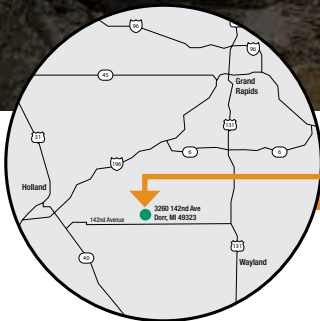
- Lambrina Tercala, P.E., ENV SP, Detroit, Mich, Project Manager, Environmental & Water Resources Group
- George Tsakoff, P.E., Livonia, Mich., Senior Project Manager and Principal in Charge
- Matt Wendling, P.E., Livonia, Mich., Practice Leader—Michigan Transportation 



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Max Bott, Team Elmers

GPS, grading, location and machine control.

Tony Landosky, TL Contracting

Computer software programs, including MDOT's ProjectWise system for tracking pay items and other documentation. We are also using the latest technology for construction survey staking.

Alan McComb, OHM Advisors

We are using a computer data log system on drill rigs.

Steve Maranowski, Spartan Specialties

For managing projects, we utilize iPads with construction specific software to track man-hours, quantities, equipment usage, etc., which ties into our accounting/payroll systems. Additionally, we utilize GPS machine control, smart phones/tablets, drones and other technologies to improve productivity and enhance communication.

Brandie Meisner, M&M Excavating Company

We have been using GPS grade control since 2007. It has been an integral part of our growth. Additionally, we use technology (iPads and HCSS Field Software) to submit time, quantities and field reports. This helps our efficiency in getting information to the office.

John Schmidt, Tri-City Groundbreakers

iPads are used for sharing documents onsite, as well as entering daily time reports.

Ben Edwards, C. A. Hull Co., Inc.

GPS enabled equipment, and currently implementing app for daily reporting.

Jim Foucher, RBV Contracting, Inc.

GPS equipment on grading equipment and excavators

Blake Zapczynski, Z Contractors, Inc.

All foremen have iPads for time cards to track time which gives us daily reports of productivity.

Mike Phelps, Z Contractors 🏗️

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Where Has Your MITA Hat Been?

Disney, of course! Thanks, Tom Wagenmaker, of Anlaan Corporation, for sending us this photo with your wife, Linda, and your granddaughter, Samantha.

Send your photos to nancybrown@thinkmita.org. You have to go somewhere special, though, and please wear your MITA hat! Thank you! 🧠

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SPRING 2019: MITA PAC UPDATE

Thank you to all the members who have generously donated in the last year. We strongly encourage you to donate soon if you haven't already.

Remember that you can donate online on the MITA website and also via personal check made out to the MITA PAC and submitted to the MITA office for processing.

Questions about the MITA PAC may be directed to Mariam Robinson, Director of Strategic Affairs, at mariamrobinson@thinkmita.org or at 517-347-8336. 

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Frank	DiPonio	DiPonio Contracting, Inc.	\$1,500.00
Bob	Nobbs	Edw. C. Levy Co.	\$500.00
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Amy	Trahey	Great Lakes Engineering Group	\$1,002.00
Darrell	Kaltz	Kaltz Excavating, Co., Inc.	\$1,000.00
Douglas	Kaltz	Kaltz Excavating, Co., Inc.	\$1,000.00
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Denny	Scully	Mapes Insurance Agency	\$200.00
Marc	Van Til	Give 'Em A Brake Safety	\$1,000.00
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Andrew	Ross	Utility Contracting Co.	\$200.00
John	Fortier	Bacco Construction Co.	\$1,000.00
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Robert	Wilson	Mid Michigan Materials	\$500.00
Paul	Muscat	Cortis Brothers	\$200.00
Michael	Davis	Davis Construction, Inc.	\$2,000.00
Scott	Bazinet	Lowe Construction Co.	\$3,500.00
Jeff	Stover	Toebe Construction	\$500.00
Patrick	Dunigan	Dunigan Bros., Inc.	\$2,500.00
Fernando	Casasanta	C & P Construction	\$500.00
Mike	Anderzack	Tenmile Creek Excavating	\$500.00
Mike	Peake	Action Traffic Maintenance	\$1,000.00
Gerald	Kalin	Kalin Construction Co., Inc.	\$1,500.00
Scott	Miller	Davis Construction, Inc.	\$1,000.00
Nick	Shea	P.K. Contracting, Inc.	\$1,700.00

First Name	Last Name	Company	Donation
Mike	Phelps	Z Contractors, Inc.	\$200.00
Gary	Merkey	Jackson-Merkey Contractors, Inc.	\$1,000.00
Steve	Jackson	Jackson-Merkey Contractors, Inc.	\$1,000.00
Mark	Davis	Davis Construction, Inc.	\$1,000.00
Joan	Shaffer	E.J.D. Transport, Inc.	\$500.00
Blake	Zapczynski	Z Contractors, Inc.	\$1,000.00
Brooke	Zapczynski	Z Contractors, Inc.	\$1,000.00
Tonya	Wildfong	Team Elmer's	\$2,500.00
Troy	Broad	Team Elmer's	\$2,500.00
Todd	Broad	Team Elmer's	\$2,500.00
Brian	Olesky	Pamar Enterprises, Inc.	\$500.00
Toni	VandenBos	Pete's Contracting, Inc.	\$500.00
Pete	VandenBos	Pete's Contracting, Inc.	\$500.00
David	Marsh	Peninsula Prestress Company	\$300.00
Alan	Sandell	Cadillac Asphalt, LLC	\$200.00
Deb	Edgecomb	Sanches Construction Company	\$500.00
Remi	Coolsaet	R. L. Coolsaet Construction Company	\$500.00
Lincoln	Noel	Payne & Dolan, Inc.	\$250.00
Mike	DeFinis	Angelo lafrate Construction Company	\$250.00
Dan	Eriksson	Hoffman Bros., Inc.	\$7,500.00
Tom	Peake	Action Traffic Maintenance	\$1,500.00
Mike	Peake	Action Traffic Maintenance	\$1,500.00
Dale	Chambers	Jensen Bridge & Supply Company	\$250.00
Andrew	O'Connor	C. A. Hull Co., Inc.	\$150.00
Kurk	Schweitzer	GM & Sons, Inc.	\$250.00
Ricky	Gallegos	GM & Sons, Inc.	\$150.00
Karl	Schweitzer	GM & Sons, Inc.	\$500.00
Paul	Marsh	Peninsula Prestress Company	\$300.00
Aden	Shea	P.K. Contracting, Inc.	\$500.00
John	Kloet	U.P. Concrete Pipe Co., Inc.	\$1,000.00
Craig	Fons	GBM Companies	\$1,000.00
Peter	Scodeller	Scodeller Construction, Inc.	\$1,000.00
Bob	Adcock	Angelo lafrate Construction Company	\$4,000.00
Ron	Lammy	Modern Companies	\$1,000.00

SPRING 2019: MITA PAC UPDATE

First Name	Last Name	Company	Donation
Mark	Campbell	GM & Sons, Inc.	\$200.00
Ken	Nowicki	M&M Excavating Co., Inc.	\$500.00
John	Landrie	M&M Excavating Co., Inc.	\$500.00
Brandie	Meisner	M&M Excavating Co., Inc.	\$1,000.00
Ron	Measel	Ace Cutting Equipment	\$1,000.00
Tom	Larabel	Ferris State University	\$500.00
Jack	Dykstra	Jack Dykstra Excavating, Inc.	\$1,000.00
Derrick	Arens	Anlaan Corporation	\$200.00
Nick	Baker	Anlaan Corporation	\$2,000.00
Dave	TerBeek	AIS Construction Equipment	\$1,690.00
J.W.	Fisher	Fisher Companies	\$2,000.00
Tom	DiPonio	Jay Dee Contractors, Inc.	\$10,000.00
Mike	Malloure	C. A. Hull Co., Inc.	\$5,000.00
Bob	Nobbs	Edw. C. Levy Co.	\$500.00
Kurt	Shea	P.K. Contracting, Inc.	\$500.00

First Name	Last Name	Company	Donation
Lee	Johnston	Johnston Contracting, Inc.	\$1,000.00
Brent	Gerken	Gerken Paving, Inc.	\$1,000.00
Brian	Dodds	D & R Earthmoving, LLC	\$500.00
Dennis	Scully	Mapes Insurance Agency	\$200.00
Keith	Rose	Rieth-Riley Construction Co.	\$5,000.00

RETRACTION: Please be aware that an error was made in the last issue of the Cross-Section Magazine. We mistakenly listed a contribution as being from Heather Hendges-Davis of Davis Construction. This was actually a contribution from Mark Davis of Davis Construction. Heather Hendges is owner of Hendges Diversified Management, LLC. We sincerely apologize for printing the error and for any confusion it may have caused for individuals reading the magazine. As always, thank you to everyone who contributes to the MITA PAC. Each of your contributions are important and help to move the industry forward.



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Michigan Department of Transportation and ACEC/Michigan Announce Award Recipients

The Michigan Department of Transportation (MDOT) and the American Council of Engineering Companies (ACEC) of Michigan announced the I-94 Modernization, Advanced Bridges Project Team, as the 2018 recipient of the MDOT-ACEC Partnership Charter Award.

The I-94 team comprises professionals from MDOT and HNTB, working closely together to modernize seven miles of freeway in Detroit, reconstruct interchanges, upgrade nearby streets and replace almost 70 bridges.

The annual award, now in its sixth year, recognizes project managers and firms in Michigan for project partnerships based on trust, effective communication, continuous improvement, innovation and timely issue resolution.

“The MDOT and HNTB team on the I-94 project exemplify what this award stands for,” said Ronald Brenke, P.E., executive director of ACEC/Michigan. “The complex and hard work of improving Michigan’s transportation network does not happen effectively without partners who are dedicated to succeeding together, and I thank the team for its commitment to business practices that move the state forward. Congratulations.”

The team was recognized for its achievement at the annual MDOT-ACEC conference held in Lansing on



Caption: Pictured in the photo from left to right: Tony Kratofil, P.E.; Terry Stepanski, P.E.; Eric Polvi, P.E.; Matt Simon, P.E.; Carrie Warren, P.E.; Dr. Audrey Andrews; and Ronald Brenke, P.E.





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advantage of new technologies, and travel safely and efficiently. The Council's mission is to contribute to Michigan's prosperity and welfare by advancing the business interests of member firms. ▲



Jan. 31, 2019. MDOT team members include Terry Stepanski, P.E.; Carrie Warren, P.E.; Bonnie Yu, P.E.; and Adam Penzenstadler, P.E. HNTB honorees include Matt Simon, P.E.; Dr. Audrey Andrews; and Eric Polvi, P.E. The winning team was selected by an MDOT/ACEC committee from six nominations received.

"The I-94 Modernization Project Team did an exceptional job of leveraging the early work on advanced bridges in the I-94 corridor to create opportunities for broad-based industry participation as well as local, small business development," said Tony Kratofil, P.E., MDOT chief operations officer. "The one-team approach amongst 19 individual engineering firms demonstrated what partnering is all about, and yielded outstanding results for small business growth, expanding the capacity of the Michigan consulting industry to be prepared to help address our growing infrastructure needs."

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New Mackinac Straits Corridor Authority



In late 2018, Michigan lawmakers passed legislation that created a new Mackinac Straits Corridor Authority. As Enbridge’s Line 5 Tunnel sits at the bottom of the Straits of Mackinac (and continues to operate beyond its life expectancy), the company, in partnership with the state of Michigan, has decided to build a tunnel under 100 feet of bedrock beneath the Straits to protect the environment.

Line 5 has come under scrutiny and controversy in recent years, so passing legislation to authorize a new tunnel was difficult. Many believe that Line 5 should cease to exist; however, the amount of energy that it provides northern Michigan makes that expectation unrealistic. The pipeline carries nearly 23 million gallons of oil and natural gas liquids every day and is estimated to supply 65 percent to 85 percent of the residents in the UP with propane. Finding a replacement for that energy would be extremely costly to the residents who rely on it.

The new Mackinac Straits Corridor Authority is a three member panel, of which MITA’s Executive Vice President was nominated as Chairman, and it has already met

once to grant authority to Enbridge to begin designing and building a new tunnel. There are many financial, environmental and design steps that need to occur before construction of the tunnel can begin. Enbridge is responsible for covering all costs of design, construction and operation of the multi-utility tunnel.

One more goal of the tunnel is to bridge the gap between the lower peninsula and the upper peninsula better by providing other utility

services in the new tunnel. The new tunnel would house broadband capabilities, as well as a new oil pipeline—services that the UP desperately needs. A new tunnel in the Straits of Mackinac is perhaps the safest way to ensure that the energy being supplied by Line 5 can continue to do so for northern Michigan residents. Enbridge’s target completion date for the tunnel project is 2024. ⚠️

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MIKE NYSTROM APPOINTED

to Governor's Mackinac Straits Corridor Authority

MITA's Executive Vice President, Mike Nystrom, was appointed in December to the newly formed Mackinac Straits Corridor Authority.

The three-member board has been charged with overseeing the development of the Line 5 utility tunnel underneath the Straits of Mackinac and was created after Governor Rick Snyder signed legislation in December.

Nystrom, who was approached because of his access to knowledge about tunnel design, procurement and construction, will chair the authority during his six-year appointment.

"I see it as a nice opportunity to be part of what is going to be a legacy project for the state of Michigan," Nystrom said. "I am looking forward to being involved as a strong voice for the industry, but also for the citizens of Michigan, who consider our Great Lakes to be our greatest natural resource."

Nystrom previously served on Governor Jennifer Granholm's Transportation Funding Taskforce (TF2), as well as more recently on Governor Rick Snyder's 21st Century Infrastructure Commission. ▲



MITA's Executive Vice President Mike Nystrom signed formal paperwork in December regarding his appointment to the Mackinac Straits Corridor Authority.

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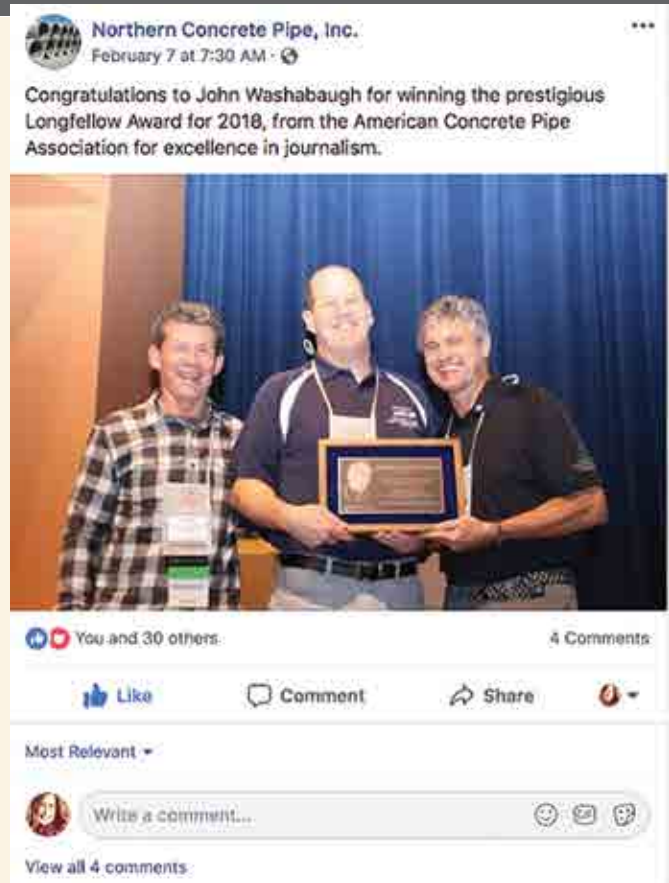
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MITA Member News from Social Media

John Washabaugh of Northern Concrete Pipe was featured recently on Facebook. The post tells some of the story. John told us the rest.

He received the award specifically in recognition of outstanding professional achievement as a “Concrete Pipe News” Reporter of the Year for 2018.” And he told us the names of everyone in the photo from left to right: Mark Omelaniec, from Langley Pipe in British Columbia; John Washabaugh, the award winner; and Russell Tripp, president of the American Concrete Pipe Association.

Way to go, John. Congratulations! 🎉



MITA EVENTS CALENDAR

For details on these events, visit the Events section of www.thinkmita.org or email daniellecoppersmith@thinkmita.org.



June 12
Western Golf Outing
Boulder Creek Golf Club, Belmont

July 16
Metro Golf Outing
Twin Lakes Golf Club, Oakland Twp.

July 31–August 4
Summer Conference
Crystal Mountain, Thompsonville

September 17
Board Meeting
Country Club of Lansing

September 26
Wild Game Dinner
Palazzo Grande, Shelby Twp.

December 10
Western Holiday Party
TBD

December 13
Board Meeting
Lansing Country Club

December 13
Central Holiday Party
Lansing Country Club

December 18
Metro Holiday Party
TBD

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A photograph showing three construction workers in a trench. They are wearing hard hats and high-visibility vests. One worker is on the left, another is in the center, and a third is on the right. They are working on a large, light-colored pipe that is being installed in the trench. The background shows a dirt embankment under a blue sky with some clouds.

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