

CrossSection

MICHIGAN INFRASTRUCTURE & TRANSPORTATION ASSOCIATION MAGAZINE

FALL 2026



Diamonds, Boulevards, and a Battery Plant:

Inside Michigan's \$330M Freeway Rebuild

MITA, Michigan Infrastructure & Transportation Association
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A NOTE FROM THE EXECUTIVE VICE PRESIDENT

Time for a Fresh Look

Hello!

I hope you're picking up this magazine and realizing it has undergone a major overhaul in both look and feel. MITA continues to evolve on the industry's behalf to meet the needs and challenges we constantly face. CrosSection is entering its mid-twenties, and it was time it matured a bit. I believe the look and feel reflect that maturity.

Inside, you'll find articles written by MITA staff pontificating on the issues, resolved or not, that our industry faces. The hot-button issue Lance is writing about revolves around the upcoming elections and the ballot initiatives you'll have to decide on this fall. Our member project profile takes you inside the \$330 million I-69/M-96 freeway rebuild in Eaton and Calhoun counties, and we've also got an underground spotlight on Ric-Man Construction's sewer improvements taking shape beneath the streets of downtown Ann Arbor. Additionally, you'll hear from Rachelle on the evolving Buy America/BABA requirements and what contractors need to know before the December letting. ARTBA also shared a piece with us on the federal infrastructure dollars flowing nationwide, along with a look at what that investment means here at home — a good reminder that the legal and regulatory challenges our industry faces don't stop at the state line.

I sincerely hope you enjoy the new look!

– Rob



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DIAMONDS, BOULEVARDS, AND A BATTERY PLANT

The grade on south-bound Interstate 69.

Photos courtesy of AECOM.



20 UNDERGROUND SPOTLIGHT CRITICAL SEWER IMPROVEMENTS

Ric-Man Construction and the City of Ann Arbor expand sanitary sewer capacity.



60 SUMMER CONFERENCE GATHERS RECORD CROWD

MITA's Summer Conference drew over 400 attendees to the historic Grand Hotel on Mackinac Island.



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CONSTRUCTION'S FATAL FOUR

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



FALLS



STRUCK BY



CAUGHT/BETWEEN



ELECTROCUTION

LEARN the leading causes of construction injuries and how to prevent them. Prioritize safety and contact MITA's Safety Director, Greg Brooks, to book your training.

gregbrooks@thinkmita.org

Training is made possible by a grant from MIOSHA.





**ROB
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So much to say, but who has the time to read it? We are all inundated with information. How you filter it is what matters. At MITA, we always look at our bulletins and articles and ask if we can say it with fewer words and more clearly. We are constantly asked questions about information that has been painstakingly prepared, and the answer is literally in the body of the document or email we sent. I'm guilty of being too quick on things like this myself! We live in a soundbite world, and you'd better get your point across quickly if you want any luck at success; that's when the details get lost. I'm not asking you to stop calling or texting with your questions. I'm asking you to ask yourself if you are spending time where it needs to be spent, or have you chewed up your bandwidth with escapism into the abyss of the internet? As an industry, we need to be sharp and prepared for what comes at us, which lately has been a lot of high-hanging curveballs. Staying educated and properly informed will be the key to our mutual success.

At MITA, we are a tribe with many different opinions and varied goals. But we share one common goal: to make each of our organizations the best it can be, MITA included. To advance this goal, MITA offers a variety of services and opportunities to support the industry as a whole. I will not do a deep dive into much of this... see paragraph one. But I feel it is important from time to time to remind the membership of what MITA

EXECUTIVE VP: IF I MAY...

has to offer. By the way, this is the tip of the iceberg and I'm sure I've missed some day to day things you all rely on.

Networking

MITA provides numerous high-quality events. The quality part comes from our vendor support. If you've never heard me say "support those who support us," you must be new to the association. This year, a colossal change is occurring to the Annual Conference, which had a 20-year run at Soaring Eagle and is moving to the DeVos/Amway Grand Hotel to address the room situation we have endured, and provide a fresh face to the event. Be sure to let us know how you feel about the change post-event, please. The following opportunities lie ahead for you to take advantage of. Keep in mind our Summer Conference is a huge family event that boasted over 400 attendees at Mackinac Island's Grand Hotel last July. Hot tip! MITA events sell out fast, so don't think about it; sign up as soon as possible.

Networking Events

- Holiday Parties, Three Regional events in December
- Annual Conference, End of January
- Ski Weekend, Early February
- MITA Management Conference, End of February or beginning of March
- Golf Outings, Four Regional Outings From May to September
- MITA Summer Conference, Family Friendly End of July
- Wild Game Dinner and Scholarship Fundraiser, September

Education and Safety

- Annual Conference, numerous breakout sessions and keynote speakers
- Future Leader Program, six classroom sessions with a legislative fieldtrip
- West Michigan Safety Day
- Damage Prevention Day
- OSHA 10, OSHA 30, throughout the winter, and on demand

- Confined Space, Excavation Trenching and Shoring, Fall Protection, Traffic Safety, First Aid and CPR, Silica Awareness, Hygienist Issues, Anything Safety – MITA will bring it to you.
- MDOT Training on new processes and procedures

Services, Programs

- MIOSHA Appeals
- Engineering
- Jobsite Inspections
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- Labor Negotiations and Support
- Healthcare Program
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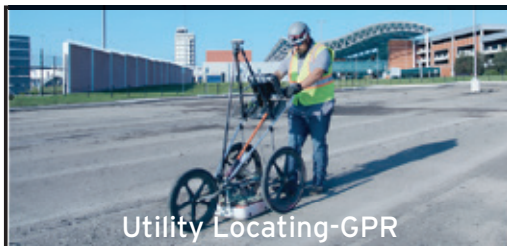
MITA Representation at:

- Michigan Damage Prevention Board
- MDOT Road Usage Charge Group
- MDOT Traffic Group
- MDOT Quarterly Meetings
- MDOT Bridge Group
- Transportation Commission
- Michigan Chamber Coalitions and Efforts
- Union Trust Funds
- Legislative Events
- ARTBA Council of State Executives

MITA Inventory

Jobsite posters, Company Health and Safety Policy, Trench Safety Handbook, MMUTCD, MDOT Spec Books (when available), penetrometers, counterweight signage, Damage Prevention Books, and more...

Please reach out if you have any questions about the services listed above or need more information on how to obtain them. Sarah Alex MITA's membership coordinator will be happy to assist you. Not sure if we provide something, just call, maybe that will be our new service.



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Infrastructure Investments Remain Top Priority in Michigan

Michigan's August primary elections have set the stage for one of the state's most consequential general elections in recent memory. Statewide races for Governor, Attorney General, and Secretary of State are open seats and will be highly competitive this election cycle. Every state house and senate candidate is up for reelection this fall, and U.S. House members of Congress are all up for reelection as well. Michigan will also have a U.S. Senate race that the entire country will be watching, as it could determine which party controls the U.S. Senate.

For the heavy construction industry in Michigan, the issues extend beyond party politics. Regardless of which candidates ultimately win, or which party controls the majority, MITA will be watching closely for commitments to long-term infrastructure investment, a clear, concise, level playing field regulatory structure, and policies that help contractors recruit and retain skilled workers.

The race to become Michigan's next Governor will be a hotly contested race between two strong candidates, democratic Secretary of State Jocelyn Benson and republican Congressman John James, and legislative races will determine control of the Michigan House and Senate.

GOVERNMENT AFFAIRS: MICHIGAN ELECTIONS 2026: BUCKLE UP!

The outcome of the elections will affect many decisions in the future, including transportation budgets, local road funding, environmental permitting, workforce development, labor policies, energy and utility infrastructure, and economic development incentives. Everything we monitor at MITA on behalf of the industry.

One encouraging note is that infrastructure investments remain bipartisan. Regardless of which party prevails in November, long-term, sustainable infrastructure investments will remain a top priority for the state. Each side is committed to continuing upon the success that the recent road funding package produced and expanding revenues where possible. Protecting those dollars and making sure they are being distributed equitably will be a major focus moving into a new administration and legislature for MITA.

In previous CrosSection editions, a question-and-answer section for all gubernatorial candidates was published. I encourage you to go back and look at those before making your selection for our next Governor. Both Secretary Benson's and Congressman James's responses can be found in the Spring 2026 edition of CrosSection.

Ballot Initiative: "Money out of Politics"

An extremely dangerous and impactful initiative is being considered on the November ballot. A constitutional amendment commonly referred to as "Money out of Politics" is being considered, which supporters suggest is designed to increase transparency and reduce the influence of large donors in state politics. Plainly speaking, it would ban utility companies and any other businesses, including

**We urge all our members
to vote NO on the proposal
"Money out of Politics."**

their employees and families or their affiliates, if awarded state contracts of more than \$250,000 in a single year, from financially participating in the political process. Because most of the MITA companies that contribute to the PAC work on state contracts that total more than \$250,000, those members and the PAC would be prohibited from giving to political candidates if passed. **We urge all our members to vote NO on the proposal "Money out of Politics."**

This measure has been attempted in other states as well and was challenged and thrown out in court based on restricting free speech. MITA is part of a coalition of business organizations opposing the measure, including court challenges. We will keep the members updated throughout the fall, leading up to the November elections.

MITA staff, along with the MITA Executive board and the MITA PAC board, are in constant discussions with and regarding candidates across the state. Visiting their campaigns, hearing from experts in the field, working closely with the House and Senate Leadership teams to get their thoughts on how things are going, all to make the best decisions for the overall heavy construction industry. This election season will take many turns, and we will navigate those with thoughtfulness and enthusiasm to do what's best for the entire industry.

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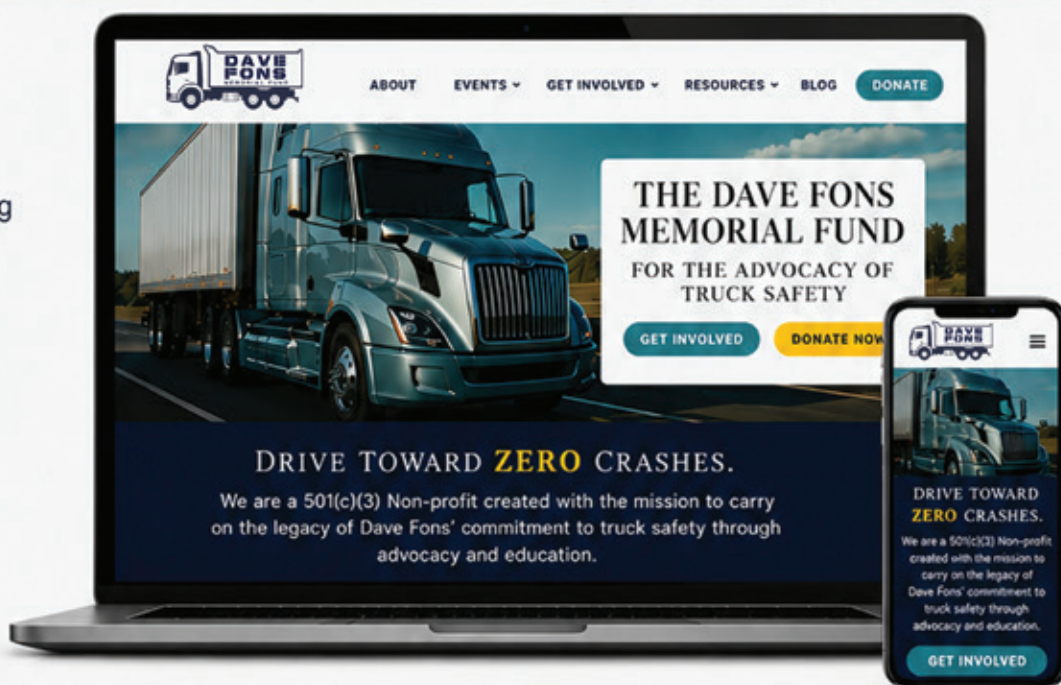
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For many years, contractors working on federally funded highway projects have been accustomed to Buy America requirements. And for the past year, since the Federal Highway Administration (FHWA) officially rescinded its longstanding waiver for manufactured products used in transportation projects, the Build America, Buy America (BABA) Act provisions have required that manufactured products permanently incorporated into a Federal-aid project must have their final manufacturing process or final assembly performed in the United States. The next phase of Buy America/BABA compliance is about to go into effect, and it reaches considerably further.

Beginning with MDOT's December 2026 letting, the FHWA requirements for manufactured products will take another significant step in projects with federal funding. In addition to requiring covered manufactured products to be manufactured in the United States, the cost of components that are mined, produced, or manufactured in the United States **must be greater than 55 percent of the total component cost of the manufactured product.**

For Michigan's contractors, that change has meaningful impacts. Products that may previously have

ENGINEERING: BUY AMERICA IS CHANGING AGAIN

What Contractors Need to Know Before the December Letting

received relatively little attention during Buy America/BABA review may now require contractors, suppliers, and manufacturers to establish where a product was manufactured, and the cost and breakdown of its components. The result is that Buy America/BABA compliance has mainly become a pre-bid and procurement issue, not simply a paperwork requirement after award.

There has been a lot of confusion over BABA and the phased implementation. One source of confusion is that not everything installed on a highway project follows the same domestic-content test. In general, materials fall into one of three major categories.

IRON AND STEEL PRODUCTS

remain subject to FHWA's established Buy America requirements. Generally, all manufacturing processes for covered iron and steel products must occur in the United States.

CONSTRUCTION MATERIALS are governed by BABA standards applicable to specific categories, including non-ferrous metals, plastic and polymer-based products, glass, fiber-optic cable, optical fiber, lumber, engineered wood, and drywall. Each category has specified domestic manufacturing-process requirements.

MANUFACTURED PRODUCTS

are products created by combining components or processing materials into an item that does not fall into one of the other categories. Beginning with the December 2026 MDOT letting,

covered manufactured products must be manufactured in the United States and have greater than 55 percent domestic component cost.

Product classification matters. A product cannot simply be called "material" and evaluated under one universal Buy America rule. The applicable test depends on what the item actually is or what it is composed of.

There are many items that have raised questions or concerns. Consider the number of products incorporated into a modern transportation project: drainage structures, precast products, electrical equipment, traffic-control systems, lighting equipment, pumps, ITS equipment, utility components, and numerous assemblies containing materials sourced through complex supply chains.

Precast concrete provides a useful example. FHWA guidance explains that precast concrete containing cement, water, aggregate, and steel may be classified as a manufactured product, unless the cost of its steel content exceeds 50 percent of the total component cost, in which case it is classified as an iron or steel product.

By comparison, wet concrete and hot-mix asphalt delivered to a project are treated differently. Federal guidance excludes cement and cementitious materials, aggregates such as stone, sand, and gravel, and aggregate binding agents or additives from the BABA construction-material category.

Unsettled mixtures such as wet concrete and hot-mix asphalt generally are not treated as manufactured products simply because those ingredients have been mixed together.

It is important that Buy America/BABA items are considered pre-bid. Before locking in significant manufactured-product pricing, it may be worth considering asking suppliers to confirm:

- the product's country of manufacture;
- where final manufacturing or assembly occurs;
- whether the manufacturer can certify compliance with the applicable Buy America/BABA requirement;
- whether the product satisfies the greater-than-55-percent domestic component-cost requirement when applicable;
- whether the certification applies to the exact model, size, or configuration being quoted; and

- whether any expected supply-chain changes could alter compliance before delivery.

Michigan contractors should also understand MDOT's de minimis provision for non-compliant materials. De minimis should not be viewed as a blanket exemption for individual products. It is a limited allowance governed by the contract documents and applicable project cap. Before assuming that a small foreign component or non-compliant item can be absorbed under de minimis, contractors should verify the amount available in the proposal and coordinate its use with the project team pre-bid.

It has been stressed many times that MDOT should only advertise projects with Buy America/BABA requirements that can be met. MDOT has confirmed that is their goal, but de minimis leaves some room for the assumption that some items without a Buy America/BABA compliant option can be absorbed in the de minimis amount allowed. MDOT has reported that Contractor

Announcements will be published for all lettings to ensure communication of any items MDOT believes to be unavailable domestically so that bidding Contractors have the opportunity to take those items into consideration as they prepare their bids and assess de minimis calculations. Again, the impacts of de minimis items should be considered pre-bid.

FOR MORE INFO

MITA and MDOT will hold a BABA Forum on October 21st to address compliance questions and concerns. Please feel free to reach out to:

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**MATT
MOODY**

SAFETY COORDINATOR
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In the U.S., around 40 construction workers are killed in excavations every year. Workers can suffer serious injury, or even death, from being caught in a trench cave-in. However, these deaths and injuries can be prevented by properly classifying the soil you are working in.

One cubic yard of soil can weigh as much as a small vehicle or around 3,000 pounds. Some types of soil are stable while others are not. Any employee who enters an excavation must be protected from cave-ins by a protection system if the excavation is 5 feet or greater in depth. When working with soil, digging a trench, or doing any type of excavation work, it's crucial that you know what type of soil you are working in to know what type of protection method is applicable.

Michigan OSHA requires employers to have a competent person determine soil type. A competent person is someone who is able to identify conditions that are hazardous to employees and who also has the authority to correct these hazards. Any excavation greater than 5 feet in depth must follow MiOSHA's rules. The appendices of MiOSHA Part 9 - Excavation and Trenching show the various types of support systems that may be used, up to a maximum depth of 20 feet. Any excavation greater than 20 feet deep must have a protection system designed by a professional engineer.

SAFETY: **IT'S NOT JUST DIRT!**

The Importance of Soil Classification

Soil can either be cohesive or granular. Cohesive soils contain fine particulates and enough clay so that the soil can stick to itself. The more cohesive the soil, the more clay it possesses, and the less likely a cave-in is to occur. Granular soils consist of coarse particles, such as sand or gravel. Granular soils do not have as much cohesion and don't tend to stick to themselves as much, and require greater protection measures.

While federal OSHA only recognizes 3 types of soil, MiOSHA recognizes 8 different types throughout our state. Ranging from solid rock formations, stiff clay, granular soil, and running soil. Each of these types of soil requires different protection methods and can impact the success of a project greatly.

When identifying and performing soil tests, it is important to choose a good soil sample. Soil samples should be typical of the surrounding soil in the excavation, and additional soil samples should be taken as the excavation gets deeper. It's also recommended to test the soil from the excavated dirt or spoil pile.

There are three main types of soil tests that can be done onsite. A plasticity test is performed by rolling a moist soil sample into the hands, forming a cylindrical shape. If the soil sample can be held at one end without breaking, that soil can be classified as cohesive.

The thumb penetration test is used to quickly determine the compressive strength of the soil. To perform this, simply press the end of your thumb into

a fresh clump of soil. The more cohesive the soil, the harder it will be to sink your thumb into the soil, and if the soil is more granular, the easier your thumb will enter into the soil.

Utilizing a penetrometer will provide more objective and numeric data for a soil's compressive strength. A penetrometer works similarly to a tire pressure gauge. A thin metal rod is pushed into the soil, and the penetrometer records compressive strength. For example, using a penetrometer in dry granular soil, you would get a reading of 1.0 TSF (Tons per Sq. Ft) and have objective data allowing you to know your proper angle of repose for sloping the excavation.

It is also important to note that once you have completed the identification and classification of soil, be sure to document the findings. Write down what type of soil you are working in and how you came to the conclusion, because if you don't write it down, did it ever really happen?

Overall, we work with and around soil every day. From underground work, bridge construction, to road paving. It is imperative that proper soil classification takes place on each and every jobsite and each and every excavation.

FOR MORE INFO

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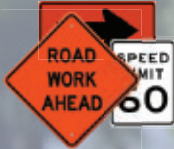


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**GREG
BROOKS**

DIRECTOR OF SAFETY & COMPLIANCE

gregbrooks@thinkmita.org

In the safety profession, we spend a great deal of time investigating incidents, identifying root causes, and preventing them from happening again. Those efforts are essential, but I believe we have an equally important opportunity—recognizing the people who consistently make the right decisions before an incident ever occurs.

Positive safety is about reinforcing safe behaviors rather than only responding to unsafe ones. Every day across Michigan, thousands of construction professionals make decisions that protect themselves, their coworkers, the traveling public, and the underground infrastructure we all rely on. Those decisions deserve to be recognized.

As I visit job sites throughout the state, I regularly see crews that take pride in doing things the right way. They conduct meaningful job hazard analyses, communicate effectively, wear the appropriate personal protective equipment, and never rush through the planning process. They understand that production and safety are not competing priorities—they go hand in hand.

One of the best examples of this commitment is damage prevention. Every successful excavation without a utility strike represents careful planning, communication, proper locating, respect for tolerance zones, and disciplined

SPOTLIGHT ON SAFETY: THE POWER OF POSITIVE SAFETY

Celebrating the Crews Who Get It Right

excavation practices. These crews often finish their projects without fanfare because nothing “exciting” happened. From a safety perspective, that’s exactly what success looks like.

Unfortunately, our industry often focuses on the contractor who damaged a utility rather than the hundreds of crews who completed their work safely without incident. We should be celebrating the operator who has spent years protecting underground facilities, the foreman who consistently leads safe projects, and the laborer who isn’t afraid to stop work when something doesn’t look right. Those individuals are setting the standard for our industry.

That’s why MITA has developed two recognition programs designed to shine a spotlight on safety excellence.

Our **SPOTLIGHT ON SAFETY** program recognizes crews and individuals who demonstrate exceptional commitment to safety. Whether it’s identifying a hazard before someone gets hurt, showing outstanding leadership on a jobsite, mentoring newer employees, or consistently promoting a positive safety culture, we want to recognize those efforts. These are the people who make safety part of everything they do—not because someone is watching, but because it’s who they are.

We’re also excited about our **HIT GOALS, NOT UTILITIES** program. This initiative recognizes crews, operators, foremen, and companies that demonstrate excellence in utility damage prevention. Every utility strike that doesn’t happen represents countless safe decisions made throughout the excavation process. We believe those accomplishments deserve recognition just as much as we investigate the incidents that occur.

Recognition doesn’t have to come in the form of a large award or formal ceremony. Sometimes a handshake, a certificate, a company newsletter, or public recognition among peers can have a lasting impact. When employees know their commitment to safety is valued, they become even stronger advocates for safe work practices. Positive reinforcement helps build a culture where employees want to do the right thing—not simply because it’s required, but because it’s appreciated.

I encourage every MITA member company to nominate deserving crews and individuals for these programs. If you have employees who consistently demonstrate outstanding safety leadership or crews who have achieved exceptional success in protecting underground utilities, we want to hear about them. Their stories deserve to be shared, and their commitment deserves to be celebrated.

Our industry will always learn from incidents, and we should continue to do so. But let’s also make it a priority to celebrate success. By recognizing the professionals who get it right every day, we reinforce the behaviors that keep everyone safe and strengthen the safety culture throughout Michigan’s infrastructure construction industry.

At MITA, we believe safety excellence should never go unnoticed. Let’s continue to celebrate the people who are proving every day that the safest way is also the best way.

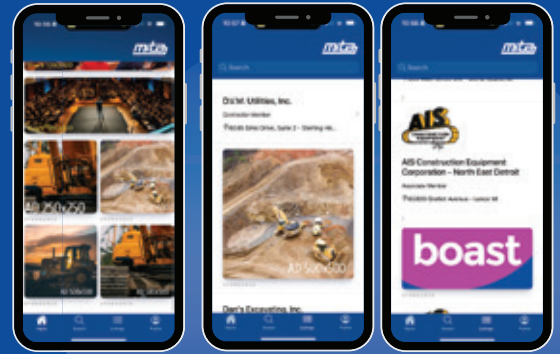
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UNDERGROUND SPOTLIGHT: BUILDING BELOW THE SURFACE

Ric-Man Advances Critical Sewer Improvements in Ann Arbor

SUBMITTED BY RIC-MAN CONSTRUCTION, INC.

A major infrastructure project is taking shape beneath the streets of downtown Ann Arbor. Ric-Man Construction, Inc. is working with the City of Ann Arbor and its project partners to construct the High-Level Trunkline Capacity Improvements Project—an investment designed to expand sanitary sewer capacity and help accommodate the community's future needs.

The project includes approximately 1,600 feet of new 36-inch relief sanitary sewer pipeline along West Washington Street and North First Street. The new pipeline will provide additional capacity to the regional system during periods of heavy sewer flow.

The new pipeline will run parallel to the existing trunkline at a lower elevation, allowing the existing sewer system to maintain normal operation without interruption during construction.

Once the project is complete, heavy sewer flows from the existing trunkline will enter the new 36-inch sewer through a diversion weir near the intersection of West Washington and Third streets. From there, the existing and new pipelines will carry flows east along West Washington Street to First Street and then north to a new manhole at Miller Avenue, where the flows will rejoin.

The City of Ann Arbor and the University of Michigan are partnering on the project to support future development and population growth, including additional sanitary sewer demand associated with the University's new Central Campus residential development.

A First for Ann Arbor

With portions of the new sewer located more than 30 feet below the surface, the project presents significant engineering and construction challenges. Instead of installing the entire pipeline through a continuous open trench, the project uses microtunneling—a trenchless construction method that allows pipe to be installed underground between strategically located access shafts.

The City of Ann Arbor and the University of Michigan are partnering on the project to support future development and population growth...

A closed-face microtunnel boring machine is launched from a jacking shaft and advances underground toward a reception shaft. As the machine moves forward, sections of pipe are installed behind it to create the new sewer.

This is the first time the City of Ann Arbor has used microtunneling to install sewer pipe. The method was selected for its ability to complete deep, highly accurate installations while limiting the amount of surface excavation required along the pipeline alignment. It also helps reduce impacts at key intersections and limits the handling of unsuitable or contaminated soils.

One of the most visible components of the work is the project's secant-pile launch shaft. Although the tunneling operation ultimately takes place deep underground, the shaft provides the controlled access and earth-retention system needed to safely launch the specialized equipment.

Precision Beneath a Busy City

Deep underground construction in an active downtown environment requires far more than specialized machinery. It demands detailed planning, experienced crews, careful monitoring and continuous coordination among the contractor, owner, engineers, utility stakeholders and surrounding community.

Ric-Man's team is working closely with the City and its engineering partners to manage the complex underground work while maintaining pedestrian routes and access to nearby businesses and properties wherever possible. Safety remains central to every phase—from shaft construction and equipment installation to tunneling and final utility connections.

The activity visible at street level represents only a portion of the work. Below the surface, crews must manage deep excavations, existing utilities, variable ground conditions and exact line-and-grade requirements. Successful microtunneling depends on disciplined execution and close communication throughout the entire operation.



Bringing the Community Closer to the Work

Because much of the project happens underground, Ric-Man and the project team welcomed residents to a community open house where attendees could see the tunneling equipment, view the secant shaft and speak directly with members of the project team.

The event offered the public a rare, close-up look at the people, planning and technology behind a major underground infrastructure project. It also provided an opportunity to explain why the improvements are needed and how trenchless construction can help reduce disruption at the surface.

Projects of this scale are ultimately about more than pipe, shafts and specialized equipment. They are about building the infrastructure that allows communities to grow and function reliably for decades to come.

For Ric-Man, the Ann Arbor project represents the kind of work the company has built its reputation on: technically demanding underground construction delivered through experience, collaboration, safety and precision.

When the project is complete, most of the work will no longer be visible—but its benefits will continue serving Ann Arbor well into the future.



MEMBER PROJECT PROFILE

DIAMONDS, BOULEVARDS, AND A BATTERY PLANT: INSIDE MICHIGAN'S \$330M FREEWAY REBUILD

BY ARAM KALOUSDIAN

A \$330 million project to upgrade Interstate 69 and M-96 in Eaton and Calhoun counties began in March 2025, and it is expected to be completed by 2028. The work includes converting M-96 (Michigan Avenue) from a two-

lane road to a four-lane boulevard from just east of M-227 on the eastern limit to M-311 on the west side. Culverts on M-96 over Pigeon Creek and Bear Creek will also be installed.



LEFT: Culvert construction at M-96 over Bear Creek. **ABOVE:** The grade on southbound Interstate 69. Photos courtesy of AECOM.

The project also includes rebuilding the I-69 interchange at M-96 into a diverging diamond interchange and adding a 1-mile auxiliary lane onto northbound and southbound I-69 between M-96 and Interstate 94. The auxiliary lanes will be used for additional capacity needed for traffic to and from Ford Motor Company's new BlueOval Battery Park Michigan in Marshall.

Two new bridges will be constructed – M-96 over I-94 and M-311 over I-94, along with associated roadwork on M-96 and M-311. Wheatfield Drive between M-311 and M-96 and the I-94 interchange at M-311 will be reconstructed. Culverts over Dickinson Creek for the new I-94 westbound on ramp, the I-94 westbound off ramp, and M-96 will be installed.

Work also includes rehabilitation and reconstruction of eastbound and westbound I-94 from the Kalamazoo River to the I-69/I-94 interchange. The project is a Michigan Innovative Constructors (MIC) joint venture between C.A. Hull, of Commerce

Township, Anlaan Corporation, of Grand Haven, Hoffman Bros., Inc., of Battle Creek, Michigan Paving and Materials Co., and Ajax Paving Industries, Inc., of Troy. The Michigan Department of Transportation (MDOT) team for the project includes WSP and Spicer Group.

"The biggest innovation on the project is the Progressive Design-Build contracting method being used. The MIC team and design subcontractor AECOM were selected by MDOT (the Michigan Department of Transportation) based on the qualifications of our team," said Jay Desai, MIC project manager.

"The validation contract was awarded in July 2024. We quickly developed high-level plans for the entire project and broke it out into six phases. Each phase was broken out into work packages for roadwork, bridge and culvert work. We used this to develop a high-level estimate for the entire project based on what was most important to MDOT at that time. This was done to ensure that we would meet, but not exceed a total project budget of \$330 million.

Continued on next page...

“In October 2024, a preconstruction services contract was issued for Phase 1 and Phase 2 to develop plans and specifications through the 70 percent plan phase. A guaranteed maximum price was then negotiated with MDOT for the construction and completion of plans through Released for Construction (RFC).

“The preconstruction contract for Phases 3-6 was approved in July 2025, so the process of design, guaranteed maximum price and construction will be repeated.” There have been challenges on the project.

“As a contractor, the level of effort required from the initial concept through design has been significant. The MIC joint venture was part of the preconstruction phase, which was new to most of the team. Completion of RFC plans and clearing third-party utilities before construction has also been challenging,” said Desai.

Subcontractors on the project include Dan’s Excavating, Inc., of Shelby Township (electrical work); Give ‘Em A Brake Safety, of Grandville (traffic control devices); Action Traffic Maintenance, Inc., of Grand Blanc (permanent signs and guardrail); and Diane Dukes, Inc., of Big Rapids (fencing).

Additional subcontractors include Doan Companies (miscellaneous concrete); Finishing Touch Photo & Video, of Chesterfield Township (project video); Integrity Tree Services (clearing); Nylander Engineering, Inc., of Lansing (surveying); PK Contracting, of Troy (pavement markings); Pneumatic Restoration Inc., of Fenton (surface sealer), and Black Swamp Steel, Inc. (reinforcing steel placement).

RIGHT: New concrete pavement is constructed on southbound Interstate 69.
Photo courtesy of AECOM.



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MDOT NEWS: NEW REGION ENGINEER PROMOTIONS

The Michigan Department of Transportation (MDOT) proudly announces the recent promotions of two region engineer positions.

PROMOTED



BILL WAHL

*Region Engineer,
MDOT'S North Region*

Effective Aug. 2, Bill Wahl will serve as the new region engineer for MDOT's North Region, replacing former Region Engineer Scott Thayer, who retired in July. Bill brings more than 24 years of experience to the position, having served most recently as the associate region engineer – operations in North Region.

Bill's robust engineering background includes bridge design and management, construction management, maintenance, traffic, safety and operations. Bill's 24 years of MDOT experience includes working as North Region associate region engineer - operations, Grayling Transportation Service Center (TSC) manager, Grayling TSC construction engineer, the Local Agency Program enhancement engineer and as a bridge designer.

Bill is a graduate of the University of Michigan and holds a bachelor's degree in civil and environmental engineering and a master's degree in civil engineering. He is a licensed professional engineer with the State of Michigan.

PROMOTED



KIMBERLY ZIMMER

Bay Region Engineer

Effective Nov. 8, MDOT's Bay Region will be led by Kimberly Zimmer, replacing current Bay Region Engineer Robert Ranck Jr. following his planned retirement. Kimberly brings more than 30 years of experience to her new role and currently serves as MDOT's Transportation Systems Management and Operations (TSMO) division administrator in the Bureau of Field Services.

Previous to her current position, Kimberly's engineering background included design, project management, utilities, permitting, construction, maintenance, traffic, safety, operations, STEM outreach and workforce training/development. Her 27 years of MDOT experience includes working as the Bay Region associate region engineer - operations, Davison TSC manager, Bay Region traffic, safety and operations engineer, Bay City TSC cost and scheduling engineer, and design engineer at the Mt. Pleasant TSC. Prior to coming to MDOT, she spent three years working in the private sector.



Kimberly is a graduate of Michigan Technological University (Michigan Tech), where she holds a bachelor's degree in civil engineering, and is also a graduate of Central Michigan University, with a master's degree in business administration with an emphasis in marketing and human resources. She is a licensed professional engineer with the State of Michigan. She was a member of Michigan Tech's University's Civil, Environmental and Geospatial Engineering Professional Advisory Board for five years. In 2021, she was awarded MDOT's Director's Award (the department's highest honor) for her efforts and response to the 2020 mid-Michigan flood and dam breaches. In September 2025, she was inducted into Michigan Tech's Civil, Environmental and Geospatial Engineering Academy, and in November 2025 was inducted into Michigan Tech's Presidential Council of Alumnae.

On a personal note, Kimberly is a member of Midland's Noon Rotary Club and the Zonta Club of Midland. She is an active community volunteer and is married with two sons.

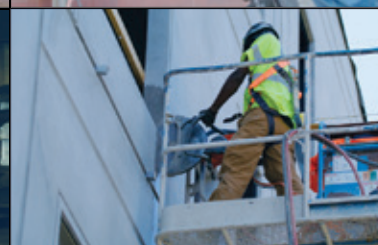


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KATIE ANDERSON

HEALING WITH KATIE & BLACK ROSE NEW BEGINNINGS

Katie Anderson is the Founder & CEO of Healing with Katie, and Black Rose New Beginnings (BRNB), a Certified Mental Health Coach, Suicide Awareness Advocate, and proud mom of four. Since 2018, she's helped clients from all walks of life rebuild confidence, boost self-esteem, and achieve goals once thought out of reach. With over 15 years of advocating for mental health and suicide prevention, Katie leads a dedicated coaching team committed to empowering others on their healing journeys.

We have become very good at responding to workplace crises. We are far less effective at preventing them. After years of working side by side with construction workers, companies, and families in the trades, I kept hearing different versions of the same sentence: "I've been wanting to ask for help. I just didn't know how." That statement has stayed with me because, in many cases, help was technically available. These companies offered health insurance that included mental health services. They had HR departments, resource lists, and EAP programs. Employees were being told to speak up and ask for help. So, I started asking a different question: What if the problem isn't whether help exists? What if we haven't taught people how to ask for it?

Think about what many people in construction know how to do. I'm the

CONTRIBUTOR CORNER: WHAT CONSTRUCTION WORKERS TAUGHT ME ABOUT MENTAL HEALTH

provider. I know how to do that. I'm the foreman. I know how to lead. I'm a father. I know how to take care of my family. I'm a friend. I know how to show up when someone else needs me. But how do I say, "I'm the one struggling"? How do I make that phone call when I don't even know how to put what I'm feeling into words?

I have met plenty of very confident construction workers. Put them on a jobsite and they know their craft. They solve problems, make decisions, lead crews, and get the job done. But when the conversation turns inward, I have watched some of those same confident people become uncomfortable, shut down, or put their walls up quickly. Construction taught me something important: confidence in what we do is not always confidence in understanding ourselves.

I have also watched what happens when people are given practical tools and language to better understand what is happening internally. Suddenly, someone can say, "I got really frustrated today, and I knew why," or "I could tell I was shutting down before I reacted." Those may sound like small statements, but they aren't. That is someone developing the confidence to recognize what is happening within themselves before reaching a breaking point.

That is what led me to develop the B.R.E.A.K. Method, a practical approach designed to help workplaces move beyond crisis response and toward earlier recognition, conversation, and support. Construction has taught me that prevention cannot simply mean having resources available. If we truly want people to speak up before they break, we have to give them the skills, language, and confidence to know how.

B.R.E.A.K. — Supporting People Before They Reach Their Breaking Point

B — Break the Silence

Create a culture where people feel safe speaking up before a struggle becomes a crisis.

R — Respect the Conversation

When someone speaks up, listen without judgment. How we respond can determine whether they ever reach out again.

E — Empower the People

Give employees practical tools, knowledge, and resources to understand their needs and take action.

A — Advocate

Teach people how to use their voice, ask for what they need, and advocate for themselves and others.

K — Keep the Door Open

One conversation isn't enough. Follow up, stay connected, and make sure people know support is still available.

The goal isn't to wait until someone breaks. It's to build a workplace culture that knows how to act before they reach that point.

CONTACT INFO

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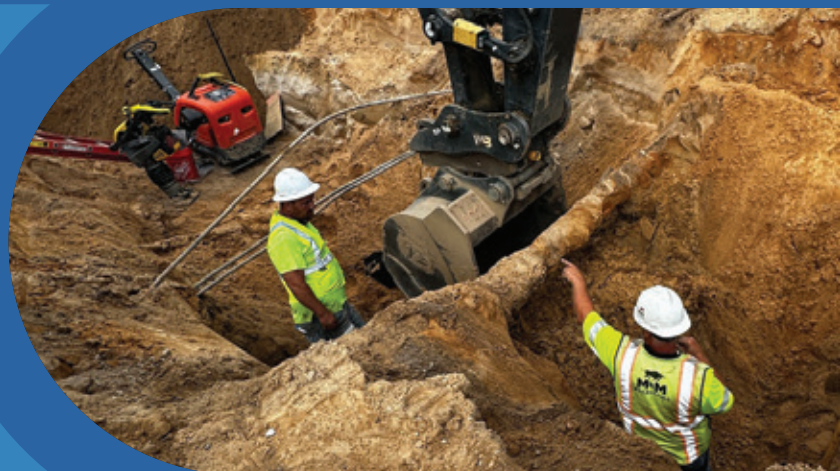
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Thank you, MITA, so much for the opportunity

to provide such a lovely event for my family. And, it was so nice to meet the Prime Contractors in their comfort zones with their families. We share a common goal to establish a better future for our loved ones.

I am grateful Rob and Grant took the time to share their stories with my children/family. This event inspired my children so much that they have offered to participate in Shadow Team VFX business, so you can expect to see them more.

Respectfully,

Dyrris L Marshall

Shadow Team VFX

Thank you so much for your consideration and for selecting me for the MITA Scholarship.

I am so excited to be studying Civil Engineering at U of M. Your support greatly helps me as I take on these new challenges.

Ever Miller

Dear Jim Shea Memorial Scholarship,

Thank you for the generous scholarship!

I am grateful and eager to continue my work within the civil engineering highway industry. I hope to meet at the Wild Game Dinner this fall.

Thank you, again!

Gabrielle LaCrosse

MEMBER NEWS:

Scodeller Construction's

JEFF LIPPERT HITS 100-MILE MILESTONE AT WORLD'S TOUGHEST MUDDER

LEFT: Jeff Lippert celebrates crossing the finish line at World's Toughest Mudder in England, completing 100 miles to secure 7th place overall.



Jeff Lippert of Scodeller Construction

achieved a rare feat this June, completing 100 miles at World's Toughest Mudder in England — a grueling 25.5-hour obstacle race on a 5-mile looped course featuring mud, water, monkey bars, and crawls. Since the race began in 2011, fewer than 50 of an estimated 12,000-15,000 competitors have ever reached the 100-mile mark. Lippert crossed the finish line at 1:10 p.m. on Sunday, June 28 — 20 minutes before the cutoff — securing 7th place overall out of more than 500 racers and earning the event's signature orange masters jacket, awarded only to those who hit the century mark.

“This has been my goal the last five times I’ve competed. I finally turned my dream into reality.”

Congratulations, Jeff, on this outstanding achievement!



ABOVE: Lippert sports the orange masters jacket, awarded exclusively to World's Toughest Mudder finishers who reach the 100-mile mark.



Marc Compton,
current owner, on site

MEMBER ANNIVERSARY

COMPTON, INC. — CELEBRATING 80 YEARS



Hank building the company's first shop



Hank and Marty Compton, 1946

Compton, Inc. is marking its 80th anniversary this year. Hank and Marty Compton met in November 1945, while Marty was working as a civilian for the U.S. Army and Hank was still on active duty following his service on the European front in World War II. They married two months later and returned to Hank's hometown of South Haven, Michigan. By April 1946, Hank had issued his first invoice for work performed, marking the start of what would become Compton, Inc.

The company has stayed family-owned across three generations since. Hank's son, Stan, joined the business in 1977 and became owner after Hank's passing in 1984; Stan's wife, Cindi, joined the company in 1993 and worked as CFO and office manager for nearly three decades, until 2021. Their son Marc worked for Compton during

summer breaks in college, then began a career as a teacher before deciding to return to the family business. He completed coursework in Construction Management at the University of Washington and, later, a master's degree in Educational Technology from Michigan State University — training that now shapes how he mentors and trains Compton's younger workforce. Marc returned to South Haven and took over the company in 2016.

Compton specializes in heavy infrastructure, commercial sitework, and residential and commercial service work, with expertise spanning trucking, water and sewer repairs, storm drain systems, and grading.

The Compton family is proudest of the relationships built with clients over the decades, the quality of the work, and the company's successful transition into

a third generation. The tools of the trade have transformed with each one: Hank's "high-tech" equipment in 1946 was a transit, a sight level, and a shortwave radio; by the time Stan took over, laser leveling, desktop computers, and Nextel radios had reshaped the jobsite; today, under Marc's leadership, GPS-guided equipment, drones, and cloud-based project management move projects with a speed and precision earlier generations could only imagine.

"Continue to communicate, take care of details and stay organized. Find a trusted CPA."

— Stanford and Cindi Compton

Compton, Inc. will celebrate the milestone with the community at the end of the construction season.

LOWE CONSTRUCTION CO., INC. — CELEBRATING 50 YEARS

Lowe Construction Co., Inc. is marking its 50th anniversary this year. The company was founded in 1976 by Clifford and Dick Lowe, a father-son team.

Lowe specializes in trenchless construction, boring and jacking large-diameter steel casings into place, and using tunnel boring machines to install concrete pipe. It's demanding, precision work: much of the municipal water and sewer infrastructure across Michigan and Indiana runs through pipe the Lowe team has installed.

Over five decades, the company has seen its equipment and methods evolve — work that was once heavily physical is now more mechanically assisted — alongside major advances in safety practices and equipment.

Lowe Construction will celebrate the milestone with a 50th anniversary party at the end of August.



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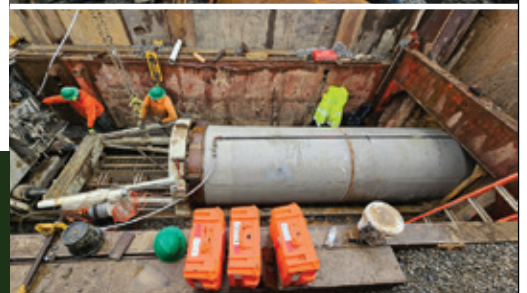
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WHERE'S MITA BEEN LATELY?

It's been a busy season for MITA staff, on the road and in the community representing our industry. Members gathered to hear gubernatorial candidate John James share his vision for Michigan's roads, bridges, and the future of its infrastructure. On the education front, MITA showed up for two of the state's biggest career-exposure events: Jeremiah Leyba represented us at the Detroit Construction Science Expo, connecting Detroit-area students with skilled trades opportunities, while Matt Moody worked the booth at Construction Career Days, introducing the next generation to careers in construction. And out in the field, Director of Safety & Compliance Greg Brooks crisscrossed the state visiting Payne & Dolan jobsites, delivering hands-on safety training and connecting directly with crews.

TOP LEFT: Construction Career Days
TOP RIGHT: Payne & Dolan Safety Training



BOTTOM LEFT: John James Event
BOTTOM RIGHT: Detroit Construction Science Expo



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MEMBER NEWS: G2 CONSULTING GROUP EXPANDS MICHIGAN PRESENCE

With New Troy Headquarters, Ann Arbor Expansion and Traverse City Office

Engineering firm expands operations, laboratory capabilities and regional reach following continued growth and CTS acquisition

G2 Consulting Group, a leader in geotechnical, environmental and construction engineering services, is expanding its Michigan footprint with a new headquarters in Troy, a major office expansion in Ann Arbor and a new regional office in Traverse City. Earlier this year, the company also acquired Construction Testing Services (CTS), strengthening its presence in the Flint region and expanding its in-house drilling capabilities.

New Troy Headquarters Supports Continued Growth

G2 recently relocated its headquarters to 1775 Crooks Rd. Suite 100 in Troy, almost tripling the size of its previous office, and housing approximately 100 full-time employees. The newly remodeled facility was designed to support continued growth and collaboration, with expanded laboratory space, a larger warehouse, additional conference rooms and upgraded employee amenities, including enhanced common areas and a larger kitchen and dining space.

“Our growth has created opportunities to expand both our team and our capabilities,” said Mark Smolinski, P.E., founding principal at G2. “We’ve also made significant investments in technology and laboratory services, allowing us to perform more testing in-house, adding value and efficiency for our team and clients.”

Ann Arbor Expansion Driven by Energy and Infrastructure Demand

In Ann Arbor, G2 expanded its office at 1350 Eisenhower Place by adding approximately 12,000 square feet of adjacent space, increasing the location’s footprint to nearly 20,000 square feet. The expansion includes new offices, upgraded employee common areas, additional field technician workstations and an expanded AASHTO-certified laboratory.

“By expanding our space and capabilities, we’re better positioned to support increasingly complex projects while continuing to deliver exceptional service to clients.”

The Ann Arbor office continues to grow in response to increasing demand in the power and energy sector, particularly renewable energy projects, along with ongoing work tied to Ann Arbor-based K-12 schools and universities. The office has increased its employee count by 60% over the past three years.

“Our growth reflects both the strength of the Ann Arbor market and the talented team we continue to build here,” said Jason Stoops, managing principal of G2’s Ann Arbor office. “By expanding our space and capabilities, we’re better positioned to support increasingly complex projects while continuing to deliver exceptional service to clients.”

New Traverse City Office Expands Regional Presence

G2 has completed numerous projects across northern Michigan, including wastewater facilities, public school districts, MDOT projects, renewable energy developments and telecommunications infrastructure. G2’s newest office, located at 3660 Rennie School Rd., Suite A, in Traverse City, will allow the firm to more efficiently support clients and projects throughout the region.

“Demand for environmental and geotechnical services continues to grow across northern Michigan,” Stoops said. “Establishing a local presence demonstrates our long-term commitment to the communities and clients we serve throughout the region.”

Continued on the next page...

CTS Acquisition Strengthens Flint Presence and Drilling Capabilities

Earlier this year, G2 acquired Construction Testing Services, a respected engineering firm with more than 40 years of experience serving clients throughout Michigan's Bay Area and Thumb region. G2 retains CTS's Flint office as part of the acquisition.

The acquisition also expands G2's in-house drilling capabilities, reducing reliance on third-party providers while improving scheduling flexibility, turnaround times and cost efficiency.

"I'm incredibly proud of how far G2 has come and excited about where we're headed," Smolinski said. "By expanding our geographic reach, technical capabilities and team, we're positioning G2 to better serve clients across Michigan while continuing to deliver Smart. Results. Fast."



LOCATIONS

TROY HEADQUARTERS

1775 Crooks Rd., STE 100
Troy, MI 48084
248.680.0400

ANN ARBOR

1350 Eisenhower Place
Ann Arbor, MI 48108
734.390.9330

CHICAGO

200 N. Fairway Dr., STE 206
Vernon Hills, Illinois 60061
847.353.8740

FLINT

3300 E. Bristol Rd.
Burton, MI 48529
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TRAVERSE CITY

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THANK YOU TO EVERYONE WHO HAS SUPPORTED THE MITA PAC

Your contributions are doing more than supporting candidates—they're helping secure the future of Michigan's infrastructure industry. Last year's nearly \$2 billion funding win didn't happen overnight; it was the result of sustained engagement, advocacy, and investment in the political process.

Infrastructure funding isn't guaranteed, and neither is our industry's stability. The PAC ensures our voice is heard where decisions

are made. Your continued support helps protect jobs, create opportunity, and keep Michigan building.

As part of MITA's Long-Term Sustainable Funding Campaign, the PAC plays a critical role in advancing policies and supporting leaders who understand the importance of reliable, long-term infrastructure investment.

If you have any questions about how PAC contributions are used, please contact MITA Executive Vice President Rob Coppersmith or Vice President of Government Affairs Lance Binoniemi.

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

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Jake Arndt	Brenner Excavating, Inc.	\$200	Andrew Brown	Kamminga & Roodvoets, Inc.	\$120
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Sam Bishop	Ajax Paving Industries	\$100	Dylan Rakoczy	Ajax Paving Industries	\$200
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Matt Payne	Ajax Paving Industries	\$500	John Malloure	C.A. Hull Co., Inc.	\$1,000
Nick Stockwell	Ajax Paving Industries	\$250	Paul Louzecky	C.A. Hull Co., Inc.	\$250
Kathleen Anderson	Ajax Paving Industries	\$1,000	Ben Thornton	C.A. Hull Co., Inc.	\$50
Pete Mann	Ajax Paving Industries	\$500	Jay Leavoy	C.A. Hull Co., Inc.	\$250
Paul Resky	Ajax Paving Industries	\$250	Jennifer Fuller	C.A. Hull Co., Inc.	\$50
Michael Connelly, Jr.	Ajax Paving Industries	\$250	Jason Shinn*	C.A. Hull Co., Inc.	\$25
Brandon Fuller	Ajax Paving Industries	\$200	Justin Stark	C.A. Hull Co., Inc.	\$50
Andrew Vallance	Ajax Paving Industries	\$200	Christine Niswander	C.A. Hull Co., Inc.	\$150
Josh Matuzak	Ajax Paving Industries	\$500	Andrew Corravo	C.A. Hull Co., Inc.	\$150
Chris Mondon	Ajax Paving Industries	\$1,200	Curtis Vogel Jr.	C.A. Hull Co., Inc.	\$250
Jenny Johnston	Ajax Paving Industries	\$350	Nate Wagenmaker	Anlaan Corporation	\$250
Hugh R Luedtke	Ajax Paving Industries	\$100	Shawn Horejsi	C.A. Hull Co., Inc.	\$25
Bryant Moorman	Ajax Paving Industries	\$400	Allie Foucher	C.A. Hull Co., Inc.	\$100
Shawn Dice	Ajax Paving Industries	\$100	Dylan Yore	C.A. Hull Co., Inc.	\$50



Mike Rempalski	Give 'Em A Brake Safety, LLC	\$100	Matthew Milkovie	Iafrate Construction	\$1,500
Joe Rogers	Hardman Construction	\$1,000	Andrew DeFinis	Iafrate Construction	\$275
Blake Zapczynski*	Z Contractors, Inc.	\$2,500	Michael Licata	Iafrate Construction	\$175
Hillary Grant*	Anlaan Corporation	\$25	Derek Carr	Iafrate Construction	\$50
Derrick Arens	Anlaan Corporation	\$500	Jim O'Donnell	Iafrate Construction	\$1,000
Lance Binoniemi	MITA	\$500	Mike Young	Iafrate Construction	\$75
Brooke Zapczynski*	Z Contractors, Inc.	\$2,500	John Meaney	Iafrate Construction	\$300
Josue Orozco	GM & Sons, Inc.	\$100	Nick Collins	Iafrate Construction	\$275
Sarah Alex	MITA	\$50	Erick Garza	Iafrate Construction	\$1,250
Ryan O'Donnell	Anlaan Corporation	\$12,500	Don Jackson	Iafrate Construction	\$200
Gabriel Mercado	GM & Sons, Inc.	\$100.00	Emma Barker	Iafrate Construction	\$75
Tom Rizer	Hoffman Bros., Inc.	\$7,500.00	Jeremy Dixon	Iafrate Construction	\$200
Greg Myers	Anlaan Corporation	\$150.00	Eric Hamilton	Give 'Em A Brake Safety, LLC	\$100
Sara Jane Schaily	MITA	\$50.00	Lori Foley	Give 'Em A Brake Safety, LLC	\$40
Rachelle VanDeventer	MITA	\$500.00	Tyler LaPrad	Iafrate Construction	\$75
Amanda Walker	C.A. Hull Co., Inc.	\$50.00	Sherri Watts	Fonson Company, Inc.	\$500
Marcy Adkins	GM & Sons, Inc.	\$50.00	Jonathan Pacheco	Iafrate Construction	\$100
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Eric Walbert	GM & Sons, Inc.	\$250	James Thomson	Iafrate Construction	\$350
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Jesse Kerr	Give 'Em A Brake Safety, LLC	\$150	Luke Marshall	Iafrate Construction	\$75
Adam Beyer	Give 'Em A Brake Safety, LLC	\$10	Joseph Wright	Iafrate Construction	\$175
Paul Kennedy	Give 'Em A Brake Safety, LLC	\$100	Douglas Willeman	Iafrate Construction	\$275
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Hilary Labie	Give 'Em A Brake Safety, LLC	\$20	Andrew Pascaris	Iafrate Construction	\$75
Jason Gauthier	Give 'Em A Brake Safety, LLC	\$250	Evan Stevenson	Iafrate Construction	\$175
Jane Anstett	Give 'Em A Brake Safety, LLC	\$100	Jace Blout	Iafrate Construction	\$175
Jeff Boillat	Give 'Em A Brake Safety, LLC	\$100	Christi Conner	Iafrate Construction	\$150
Tracy Steffes	Give 'Em A Brake Safety, LLC	\$50	Scott Kos	Iafrate Construction	\$250
Michael Wallenslager	Give 'Em A Brake Safety, LLC	\$25	Iris Tompkins	Iafrate Construction	\$175
Jesse Pero	Hoffman Bros., Inc.	\$2,000	Mark Hammer	Iafrate Construction	\$75
Dan Wallenslager	Give 'Em A Brake Safety, LLC	\$20	Christina Thomson	Iafrate Construction	\$75
Ricky Gallegos	GM & Sons, Inc.	\$500	Rowan Therrien	Give 'Em A Brake Safety, LLC	\$50
James Clark	Give 'Em A Brake Safety, LLC	\$25	Perry Clark	Iafrate Construction	\$175
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Kirk Cooley	Fonson Company, Inc.	\$1,000	Vivek Krishna Thota	Iafrate Construction	\$75
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Michael Malloure	C.A. Hull Co., Inc.	\$15,000	Matthew Sharkey	Fonson Company, Inc.	\$500
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Jeremy Wallender	Give 'Em A Brake Safety, LLC	\$20	Jeffery Lippert	Fonson Company, Inc.	\$500
Mike Heyboer	Give 'Em A Brake Safety, LLC	\$250	Jessica Bredow	Fonson Company, Inc.	\$100
Jason Workman	Anlaan Corporation	\$250	Norman Tillman, Jr.	Fonson Company, Inc.	\$100
Carmen Brown	Give 'Em A Brake Safety, LLC	\$50	Kirk Cooley	Fonson Company, Inc.	\$1,500
Jeff Stover	Scodeller Construction	\$2,500	Devin Rinaldi	Fonson Company, Inc.	\$500
Michael DeFinis	Iafrate Construction	\$5,000	Mr. & Mrs. Sandwick	Fonson Company, Inc.	\$500
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Malek Dibah	Fonson Company, Inc.	\$500	Derek LaBean	HYMMCO	\$2,500
Brendan Fons	Fonson Company, Inc.	\$500	Dawn LaBean	HYMMCO	1000
Ronald Magee	Fonson Company, Inc.	\$500	Don LaBean	HYMMCO	5000
Efren Garza	Iafrate Construction	\$275	Sam Ferrer	Give Em A Brake Safety, LLC	100
Ryan Johnson	Give 'Em A Brake Safety, LLC	\$50	Seth Walpole	AWP Safety	100
Tim Cinader	Trojan Development Co., Inc.	\$1,000	Lindsey Spicer	Give Em A Brake Safety, LLC	10
Jason Cinader	Trojan Development Co., Inc.	\$500	Rebecka Blair	Give Em A Brake Safety, LLC	20
Benjamin Kolarik	Iafrate Construction	\$275	Kaitlyn Deyarmond	HYMMCO	200
Tony Kuberski	Iafrate Construction	\$1,250	Christopher Heyboer	Give Em A Brake Safety, LLC	100
Nate Verseput	Anlaan Corporation	\$500	James Jacob	HYMMCO	1000
Shellie Budd	Fonson Company, Inc.	\$100	Donald Labeau Jr	HYMMCO	1000
Ed Boucher	Kotz Sangster	\$750	Erin Hearn	HYMMCO	1500
Jeremiah Leyba	MITA	\$100	Darren LaBean	HYMMCO	1000
Rachael Sawyer	Iafrate Construction	\$100	Austin Koin	HYMMCO	1500
Michael Samuelson	Iafrate Construction	\$500	Gabriel Cipparone	Cipparrone Contracting	10000
Greg Brooks	MITA	\$100	Giulia Mayerhoff	Cipparrone Contracting	2500
Shane Lemke	Give 'Em A Brake Safety, LLC	\$150	Jim Hartley	Give Em A Brake Safety, LLC	50
Joseph D'Agostino	Cipparrone Contracting	\$500	April Thomas	HYMMCO	25
Amy Trahey	Great Lakes Engineering Group, LLC	\$1,000	Brigitte Corbin	HYMMCO	250
Robert Hallerman	Cipparrone Contracting	\$500	Jeremy Coonan	HYMMCO	1500
Jessica Kaltz	GEN 3 Solutions Inc.	\$250			
Benjamin Washabaugh	Northern Concrete Pipe, Inc.	\$1,000			
Katherine Banicki	Testing Engineers & Consultants, Inc.	\$250			
Josh DeYonker	Alta Equipment Company	\$500			
Efred Garza	Iafrate Construction	\$200			
Andrew Thomson	Iafrate Construction	\$25			
Glenn Alexander	Iafrate Construction	\$175			
Tanya Johnson	Give 'Em A Brake Safety, LLC	\$100			
Tim Mattice	Lowe Construction Company	\$500			
Luke Fleischmann	Michigan Pipe & Valve	\$2,500			
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ARTBA NEWS: FEDERAL INVESTMENT DELIVERS: STATES COMMIT \$286 BILLION

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What's happening: New data from the U.S. Treasury Department shows that, through June, states have committed \$286.6 billion, or 82.5 percent, of their allocated highway and bridge formula funding to nearly 125,000 projects nationwide. Congress authorized a total of \$347.5 billion over five years beginning in Fiscal Year (FY) 2022 and ending Sept. 30, 2026.

Why it matters: ARTBA's analysis of the data shows that state transportation agencies and their private sector partners have leveraged current federal investments to address a growing backlog of highway and bridge improvements. Project commitments typically accelerate during the final quarter of the federal fiscal year, meaning even more funding is expected to be put to use before Sept. 30.

What's next: With just six weeks remaining before surface transportation funding authority expires under the 2021 infrastructure law, Congress is working on a short terms extension. As we recently reported, the Senate version extends FY 2026 levels through Dec. 11, with annualized cuts of \$9.5 billion in federal highway and bridge investment and \$4 billion for public transit.

ARTBA will continue leading the stakeholder community and working with members to restore the lost investment in any final spending measure or future program extension, while also advocating for enactment of a full, five-year, surface transportation reauthorization by the end of 2026.

Learn more: Explore ARTBA's Highway Dashboard to track highway and bridge formula and discretionary funding by state and congressional district.

IIJA IMPACT: MICHIGAN

BY THE NUMBERS

Federal highway & transit investment in Michigan, as of June 30, 2026

5,335

New federal-aid project commitments

\$7.7B

Total federal-aid highway funds committed (\$5.9B reimbursed for completed work)

\$634M

Committed across 22 discretionary grants for road & bridge upgrades

38%

Of funded projects sit on the National Highway System, supporting goods movement

\$572.04M

Federal transit funds committed since FY22

33%

Average share of state capital spending backed by federal dollars

Source: ARTBA Highway Dashboard, artba.org — Michigan data as of June 30, 2026

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DAY ONE KEYNOTE SPEAKER:
Cam F. Awesome, 12-time National Champion & Olympic heavyweight boxer turned motivational speaker.



DAY TWO KEYNOTE SPEAKER:
Aaron Witt, Founder of BuildWitt and a leading voice for the construction and infrastructure industry.



INDUSTRY NEWS: POTHOLE PAYBACK PAYS OFF

Fix MI State's 2026 contest turns pothole frustration into payback for Michigan drivers

Michigan drivers know the frustration of hitting a pothole — the jolt, the damage, the repair bill that follows. For the second year running, Fix MI State's Pothole Payback contest gave some of those drivers a way to recoup their losses while shining a light on the state's road funding needs.

The 2026 contest drew nearly 200 entries from across Michigan. Fifteen winners were selected over three months — April, May and June — each receiving up to \$800 to help cover the cost of pothole-related vehicle damage, from blown tires to bent rims to full alignments.



APRIL WINNERS

COURTNEY KLAUS, Kalamazoo — Hit a pothole on her way to class at Western Michigan University, forcing her to replace all four tires.

MALCOLM COHOON, Sault Ste. Marie — Struck a water-covered pothole that damaged his vehicle's rear strut, rim and tire.

ANGEL STEWART, Flint — Hit a hidden pothole on the highway that blew out a tire and cost her a day of work.

SHERRY CROSBY, Garden City — Popped two tires on her newly purchased vehicle after hitting a deep pothole while driving her grandchild home.

JEFF PUSH, Riverview — Bent and cracked a front rim on his way to the airport after hitting a crater-sized pothole.

MAY WINNERS

LAURA BURNS, Troy — A pothole caused significant tire damage shortly after her retirement.

JEFFREY BATES, Muskegon Heights — Swerved to avoid a reckless driver and struck a pothole that blew a tire, scratched a rim and damaged the front end.

TAN CHAU, Novi — A series of potholes damaged his car's front axle and control arm, requiring a tow — a significant financial hit soon after settling in the U.S.

HAYLEY SILVEUS-BADILLO, Lansing — Popped a front tire while out delivering groceries.

STEVE MARCINIAK, Northville — A deep pothole left two tires damaged beyond repair.

JUNE WINNERS

TODD ELLIOTT, Battle Creek — A large pothole flattened both driver's-side tires.

JOSE CASTILLO, Elwell — A large pothole broke a rim.

KYLE BYCRAFT, Clayton — An unavoidable freeway pothole popped two new tires and cracked both rims.

STACEY SHELDON, Waterford — A pothole tore open a tire.

SIMON PETERSON, Lansing — A deep freeway pothole left his car undrivable for days, requiring a full alignment and replacement rim.

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MITA GOLF OUTINGS TEE UP ANOTHER SUCCESSFUL SEASON

MITA's regional golf outings were back in full swing this summer, with sellout events held across the state in the Western, Metro, Central, and Northern regions. Together, the four outings brought together more than 800 golfers for a day of networking, competition, and fun on the course.

Each stop featured on-course fundraising activities, including Beat the Pro and inflatable chipping games, raising funds for the Dave Fons Memorial Fund — a longtime annual supporter of the MITA scholarship program.

Thank you to everyone who came out to golf and to the sponsors who made each outing possible. Your continued support keeps these events — and the causes they benefit — thriving year after year.





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RECORD CROWD GATHERS ON MACKINAC ISLAND FOR MITA'S SUMMER CONFERENCE

MITA's Summer Conference hit a new high this year, drawing over 400 attendees to the historic Grand Hotel on Mackinac Island — our largest turnout yet.

The conference featured a board meeting and a membership meeting, with MDOT leadership presenting to attendees. Members enjoyed dinner in the Grand Hotel's main dining room, followed by a BBQ on the Tea Garden lawn, complete with bounce houses and inflatable games (a few adults couldn't resist joining in). The garden reception also brought a surprise appearance from Governor Gretchen Whitmer, a highlight for many in attendance.

The conference also delivered a hole-in-one moment: Scott Bazinet of Lowe Construction Co. sank his first-ever hole-in-one during the event.

We're deeply grateful to all who participated and to our sponsors, whose support makes first-class events like this possible.



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2027

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PATH TO A HEALTHY, STABLE,
AND PRODUCTIVE LIFE.

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

GROW THE COMMUNITY WITH UNION WORK

For our Members:



Family Supporting Wages



Employer Paid Healthcare



Free Training and Certifications



One of the Best Pensions of any Trade



A Collective Bargaining Agreement

For our Contractors:



Trained Worker Referrals



Safer Jobsites with Less Injuries



Administration of Benefits



Less Time Lost



Free Staff Training

For our Communities:



Stable and Healthy Families



Projects on Time and on Budget



Partnerships and Sponsorships



A pathway to success



Advocates for Infrastructure

LiUNA!

Feel the Power

WWW.MI-LABORERS.ORG

Laborers International Union of North America



THE PEOPLE.

THE PRODUCTS.

THE SERVICE.

THE MICHIGAN DEALER CONTRACTORS COUNT ON.



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