

SPRING 2021

# CROSSSECTION



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# CROSSSECTION

SPRING 2021

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*20 years: An industry leader in insurance and surety services*

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## NEW MITA MEMBERS

### New Contractor Members

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### New Associate Members

AAW Infrastructure Funding LLC

Charter Township of Chesterfield

## Welcome Aboard

For Cross-Section Magazine advertising or editorial inquiries, contact Nancy Brown at 517-347-8336 or email her at [nancybrown@thinkmita.org](mailto:nancybrown@thinkmita.org).

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Publication Design and Printing by  
Gladstone Printing, Lansing, MI • 517.323.2111

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Michigan Infrastructure & Transportation Association





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By the time you read this magazine, the 2021 construction season will be underway with hundreds of MDOT and other projects keeping MITA members very busy. We want to hear about those projects as we continue to promote all the work that MITA members are doing

## Executive Vice President

to improve Michigan's infrastructure. See details on how you can share your stories with us on page 38.

During a busy construction season, facility damage is, unfortunately, among the many challenges faced by the industry. MITA's Vice President of Membership Services Rob Coppersmith shares the results of MITA's Damage Reduction Survey on page 14. As Rob succinctly states: "Contractors just want facilities marked timely and accurately, end of discussion."

Other primary areas of concern among contractors—project funding and prevailing wage—are covered in depth by MITA's Vice President of Engineering Services Glenn Bukoski, P.E., on page 16. In the last several MDOT bid lettings, bidders have seen more state-funded projects than in the past, resulting in

numerous calls to MITA staff as to why there has been an increase and whether prevailing wage applies to these projects.

In addition to a busy construction season, 2021 also brings us a new legislative cycle in Michigan, which happens every two years. Lance Binoniemi, MITA's Vice President of Government Affairs, discusses on page 18 the new legislature and the push for major underground investments, which Governor Whitmer called for in her State of the State address.

During 2021, while MITA members are busy working in the trenches, on the roads and bridges, rest assured that MITA staff will continue to work on all of the issues that are important to your businesses with the professionalism and assertiveness that you should expect.

Best wishes for a prosperous year! **cs**

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## BUILDING UP YOUR GROWTH

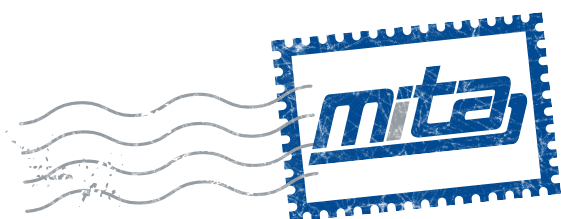
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Dear Nancy:

A while back you sent an email requesting good news from MITA members for the newsletter.

World Diamond Source's Vice Presidents' son (Tim Maddock Jr.), just broke the state record for largest Swordfish ever caught in Florida (and just missed the U.S. record by three pounds), 769 pounds! It got quite a bit of press coverage down here. We thought MITA folks might get a kick out of it, since Timmy mates for his dad on the fishing trips we take with our World Diamond Source customers!

Giselle Reid  
World Diamond Source

Dear Mike:

On behalf of Ferris State University's Hot Mix Asphalt and Aggregate Laboratory Facility, I would like to thank you and the members of the Michigan Infrastructure & Transportation Association for your continued support of our institution. This new facility is a wonderful example of what partnered efforts can create; we are very grateful for your generosity and to be collaborating with you on this educational partnership.

Your support provides a vital role in our university's mission: to provide a world-class education that opens doors of opportunity for our students, preparing them for professional success. Thank you for making an important, lasting impact on our students' education at Ferris State University. We are profoundly grateful.

Sincerely  
David L. Eisler  
President  
Ferris State University

Dear Nancy:

We were excited to read about the recognition and award MDOT's Chief Bridge Engineer, Matt Chynoweth, received by the American Segmental Bridge Institute (ASBI) in your Winter 2021 Edition. I personally had the opportunity to experience his passion for bridges first hand last year while attending multiple sessions of a structures course he taught through the Engineering Society of Detroit (ESD). In addition to being an asset to the State of Michigan for his expertise in bridges and structures, he is also a phenomenal instructor of his craft. We echo the words of State Transportation Director Paul C. Ajegba that Michigan is so fortunate to have Matt. Thanks for sharing the story of Matt's well-deserved recognition in the latest Cross-Section publication.

Best,  
Jim Foucher, P.E.  
Vice President  
RBV Contracting

Dear Mike:

Policy work often has us immersed by facts, neck-deep in statistics and testimony and history. It is absorbing work, but it is important to interrupt it once in a while, especially when a friend has helped support the financial base that makes the work of the Citizens Research Council possible.

You are one of those friends, and we appreciate your support very much. Every dollar counts and we do not waste a single one.

Every day, every week, every month, we are dedicated to giving all Michiganders the nonpartisan, fact-based information they need to make good decisions, whether as policy makers or voters.

Thank you for your belief in the value of our work. We are very grateful for your support, especially during these challenging and unprecedented times brought about by the Coronavirus pandemic.

Eric W. Lupher  
President  
Citizens Research Council of Michigan





**K**alin Construction Company, Inc., located in Sodus, Mich., was founded in 1976 by the late Gerald T. Kalin and was primarily a small, family-owned sand and gravel company.

Since then, the company has grown into more than just sand and gravel. Kalin now does grading and pipework along with the sand and gravel. Three of their current employees are third generation and two are fourth-generation family members.

“Simply said, we are primarily a dirt company,” said J.W. Kalin, the director of operations, and grandson of the company founder. “We crush gravel, concrete, asphalt, move dirt and install pipe.”





## Kalin Construction Co. Inc.

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**Member of MITA  
since 1992**

Gerald F. Kalin, J.W.'s father, serves as the company president. J.W.'s brothers, Mike and Matt, are estimators and project managers. Bob Marvin is the chief estimator and has been with the company for 34 years, and started with the company as a gravel train driver. Ken Tomaszewski has been with the company for 44 years and manages the trucks and the aggregate production. J.W.'s wife, Hilary, oversees payroll, human resources and is the EEOE officer. J.W. and Hilary have two children who have both worked for the company, and his son is currently working towards a construction management degree at Ferris State University, where J.W. and his brother,  
*Continued on page 11*

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*Drone shot of U.S. 131 project in  
Three Rivers, which was completed this year.*



*Concrete recycling, M-6,  
Grand Rapids, Michigan*





Matt, also earned degrees. Matt and Mike also have children who one day may be interested in working with and continuing on the family business.

Kalin Construction Company, Inc., has handled many projects over the years, including the U.S. 131 project from 2019-2020. This large project included reconstruction of a section of U.S. 131/M-60 from William R. Monroe Boulevard to north of Hoffman Road, and involved reconstructing the U.S. 131/M-60 interchange south of Broadway Street, and improving the U.S. 131 bridge deck over the Rocky River. The project covered 2.3 miles of highway (six lanes wide, two through-lanes and a left-turn lane in each direction) in Three Rivers, along a heavily traveled commercial corridor of the city. This section of highway was originally built in 1953, and safety

concerns for motorists, pedestrians, and cyclists were a key element of the project.

"The US-131 project was the largest project we ever primed," said J.W., who has been working for the company for the past 32 years since he was 15 years old. "When you get projects like that, it's exciting and scary at the same time. It makes you just work harder, and you prove you can do it. The job went very well, and we are proud of it."

J.W. is looking forward to the 2021 construction season, with new projects already lining up and promising another busy year full of the usual challenges.

"I like the challenging aspects of the work, such as scheduling because we do in six months here in Michigan what you would have three years to do in Florida," J.W. said. "But our biggest challenge is the same as every

other company and that is effectively managing people. To succeed you have to be extremely good leaders and have great teamwork, and we get up every morning working to be the best team we can be and making Kalin's a place people want to work!"

When he is not busy working, J.W. enjoys golfing and flying his plane, a past-time also enjoyed by his father, and his brother, Matt. **CS**







*From left to right: The ownership group of Guy Hurley: Michael Lechner, Paul Hurley, Richard McGregor and Mark Madden.*

**C**elebrating their 20th anniversary this year, Guy Hurley, LLC provides insurance and surety services to the construction industry, including many MITA member companies.

From their new headquarters in Rochester Hills, and with the support of 29 valued employees, Guy Hurley's advocacy approach to insurance and surety services over the past 20 years has developed them into an industry leader.

The company was co-founded by Paul Hurley and Tom Guy in 2001. The current ownership group is Paul Hurley, Rich McGregor, Mike Lechner and Mark Madden.



**GUY HURLEY**  
INSURANCE & SURETY SERVICES

"It is such an honor to be part of this amazing team of professionals," said Paul Hurley. "We are so proud of our staff and what they have accomplished. I can't believe it's been 20 years."

Richard McGregor, President and Shareholder, joined Guy Hurley in 2009 from CNA Insurance, where he served as Michigan Branch Manager.

"Our purpose is to elevate and exceed expectations," Richard said. "Our staff reflects Guy Hurley core values, those being: integrity, professionalism, dedication, passion and the commitment to excellence."

Mike Lechner, Vice President, joined the company in 2005 following a 15-year surety company career.

"Being active and supportive members of MITA has allowed us unique access to MITA member contractors at various MITA functions," Mike said. "We really enjoy the comradery and value the relationships MITA has helped us develop over the years. Our approach to selling is unique. It is consultative in nature. We focus on developing valued, long lasting relationships with our clients."

Mike became an agency shareholder in 2009, and he is proud to be Michigan Chair for Construction Angels, a charity dedicated to assisting families of fallen construction workers.

"Family-owned construction businesses truly appreciate and understand the value of relationships and the services that Guy Hurley provides," said Mark Madden, Vice President, who joined the agency in 2006 after a five-year surety company career as Territorial Underwriting Manager and became a shareholder in 2014. He is also a former MITA Board Member. "We have a passion for problem solving and advocacy that creates a special connection with our clients."

The services Guy Hurley provides include surety, commercial insurance, personal lines insurance and employee benefits through their association with The Salus Group.

Guy Hurley is backed by a strong Claims Department, led by Attorney Paula Tryloff, who joined Guy Hurley in 2009 as Vice President of Claims. Paula has over 30 years of experience, including 16 years as the managing trial attorney for insurer CNA's Michigan staff counsel office.

Although Guy Hurley leadership acknowledges that connecting with clients and prospective clients is challenging, given the current health climate, they find ways to stay in touch through social distanced meetings, emails, phone calls and virtual meetings. They have a section of their website dedicated to informing clients and prospects about how COVID-19 is affecting contractors and provides valuable links for additional information.

*To learn more about all the services Guy Hurley can provide to your company, visit [www.ghbh.com](http://www.ghbh.com), or feel free to reach out to one of the contacts listed in the sidebar adjacent to this article. **cs***



## Guy Hurley, LLC

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# **FACILITY DAMAGE: WHO IS AT FAULT?**

The best answer depends on how well you can play the blame game once a facility damage has occurred, which is the root of many of the problems the industry faces when it comes to damages. Instead of trying to improve and learn from damages, the system is geared toward finding fault. Many of the players in this arena have an unrealistic goal of zero damages! Impossible when you add in abandoned lines, newly installed facilities without marks, poor or late marking, outdated maps and accelerated work schedules. Need I continue?

MITA had a Zoom meeting with the industry and the head of the Michigan Public Service Commission (MPSC) David Chislea in January that yielded some excellent information. MITA had also conducted a Damage Reduction Survey last fall at the request of some of the major Facility Operator Owners (FOO), the results of which are in the body of this article. None of the information is earth-shaking, unless you think 31 percent of the damages to facilities that occurred in 2019 were a result of not even having a MISS DIG ticket! News flash, you cannot work

under someone else's ticket in any circumstance. You can't call it in for a sub, etc., and you can't work past the expiration date of a ticket. Much of the 31 percent can be attributed to small jobs or homeowners unaware of the rules that govern public safety in this area, but some of it can be attributed to our on-time or liquidated damages era we find ourselves in.

The survey results and my conversations with the MITA membership all point to one commonality. Contractors just want facilities marked timely and accurately, end of discussion. It has become apparent that FOO's are having a hard time living up to this requirement that is codified in law. The volume of tickets produced on an annual basis and then coupled with all the additional assistance requests related to the numerous issues contractors face when there is proverbial spaghetti in the ground put tremendous strain on the locating system. Let me be clear: I will speak as if the FOO performs staking because in a sense they do. If they hire a subcontractor to perform that task, any failures of the subcontractor are attributed to the FOO. Thus, if something is awry in the staking that warrants a call to the MPSC, the complaint should be directed at the FOO NOT THEIR subcontractor (this information will allow you to avoid submitting additional complaints). That said PA 174 requires all parties to attempt to resolve their problems before involving the MPSC. In many cases, the MPSC has fined both

contractor and FOO once and the investigation has been completed. MITA has been involved in numerous appeals regarding damages with the MPSC. Chislea and his staff are fairly reasonable but really can only rely on the information provided. That's where the MITA membership in many cases falls flat. While a picture can say a thousand words, many from the field say nothing. In order to be successful at appeal, you need good evidence and time-line type information supported by pictures that clearly represent the situation with mailboxes, homes, etc., in the background. In addition, good evidence includes showing the use of story poles and stakes to identify marking and damages and the distance between the damage and the marking, close up, and from afar. Instead, we often walk in with pictures that could have been taken at any construction site and a general lack of good information.

This dance of damage blame truly does create a divide between the FOO and contractors and essentially kills any goodwill in the system. The FOO's have stated that they'd like to have a better relationship with contractors. Noble but hard to do when you hand over a bill for lost gas, repair crews that don't show up for hours, and bills that seem to be padded or are based on national averages instead of reality. Relationship building happens only when all the players take on their share of culpability concerning damages. Let's face, it most damage reporting comes from locators. The contracting

community does not typically take the time at the end of a long, hard day to do data entry regarding damages, which automatically skews that data toward contractors being the bad actors. A good step toward relationship-building, based on conversations with members, would simply be locating tickets in a timely fashion, don't hide behind the codes in the positive response system to try and play catch up when the system falls behind, and certainly don't check the box that says ongoing coordination required and not reach out to the contractor. To simplify, just live up to the root purpose of the PA 174 by locating facilities on time and honoring the additional assistance request within three hours.

Many of the offered solutions to improving the system are troublesome. Contractors have been asked to take custody of prints concerning the area the project is connected to begging the question of who's at fault when damage occurs, if something is not located but shows up on a print? It has been suggested that contractors perform their own staking after an initial staking request, thus putting your destiny in your own hands. This idea was promptly shot down by the MITA Board of Directors. The loose translation to this request would require contractors to potentially hire more people and take on more liability, but the savings may come in by way of project completion. All roads seem to lead back to a better response concerning the initial request, which can only be done if the locating contractors can get enough trained bodies in the field for the season. In past years they've had to lean on out of state help to accomplish some of the heavier call volume months.

As previously stated, MITA surveyed our members last fall concerning utility related issues and the results are as follows:

### **Damage Reduction Survey Results**

Below are the most common or significant replies to the survey released by MITA to their members. A total of 40 surveys were returned.

1. What can the facility owner do differently to help you prevent damages?
  - a. Mark utilities on time and properly
  - b. Make facilities deeper
  - c. No third party locators
  - d. Updated as-builts provided to excavators – Include abandoned lines documentation
  - e. Larger locating staff
2. What information would help prevent a damage that you are currently not being provided?
  - a. Accurate & thorough as-built drawings during design
  - b. Facility depth
  - c. Facility & locator contact info
  - d. Proper use of Positive Response
  - e. Differentiation between close in proximity services also abandoned lines
3. Are there any specific reasons you're not reaching out for help once a concern has been discovered?
  - a. Most respondents claim to reach out
  - b. Concern about MPSC fining excavators
  - c. Incomplete contact info or no response
  - d. No after-hours contact info
4. Do you get proper support from the facility owners regarding documentation and onsite support from the facility owners prior to digging?
  - a. Yes – 17%
  - b. No – 39%
  - c. Sometimes – 44%
5. What are some helpful tools that could be used onsite to process construction jobs more efficiently (Example vac-trucks)?
  - a. Hydro excavation
  - b. Vac-truck
  - c. Locating tools
  - d. Pay item
6. What is your confidence in the current system? How do you feel about MISS DIG 811? How do you feel about the locators?
  - a. The confidence in the system varies
  - b. Improper use of Positive Response
  - c. Low confidence in locators
  - d. MISS DIG mapping is not up to date
7. What would you suggest as an improvement to the system?
  - a. Hold 3rd party locators accountable
  - b. Better designing on the front end
  - c. Project drawings included with the ticket
  - d. Better avenue for conflict resolution
  - e. Depth indicators
  - f. More markings to show facilities and multiple ones
  - g. Priority tickets
8. Are you following all the procedures and best practices that are recommended for the excavation process?
  - a. Yes
9. Are you familiar with the state law concerning excavation?
  - a. Yes

*Continued on page 55*





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## PROJECT FUNDING & PREVAILING WAGE... 101

In the last several MDOT bid lettings, bidders have seen significantly more “state-funded” (i.e. 100 percent state funds, no federal-aid dollars) projects than many of us can recall ever seeing in the past. As a result, the MITA staff has received numerous calls from members looking for understanding and clarification about why the increase in the number of state-funded projects, and then, whether prevailing wage applies to these projects.

As it relates to the increased number of state-funded projects in the MDOT bid lettings, two significant developments can be pointed to in the explanation. The first is the Road Funding Package that was passed by the Legislature in 2015, and the second being Governor Whitmer’s 2020 Rebuilding Michigan Bond Program (RMBP). These two infrastructure funding initiatives added several hundreds of millions of “state dollars” to the MDOT reserves for infrastructure investments.

When MDOT develops their funding strategy for a project, they have a variety of templates (pots of money) to choose from depending on the roadway route and type of work included in the project. Projects can be funded with federal-aid dollars, a mix of federal-aid and state dollars, or state dollars only. Like all states, MDOT’s federal-aid program is administered by the Federal Highway Administration whose regulations require a “state match” when using federal-aid funding. Although there are a variety of federal-aid templates MDOT utilizes when funding projects, most require an 80/20 funding split (i.e. 80 percent federal funds with a 20 percent state funds match). Prior to 2015, MDOT barely had enough state dollars in their reserves to satisfy these federal-aid match requirements, which made state-funded projects somewhat of a rarity.

Today, with the state dollar revenue increases generated by the 2015 Road Funding Package and the RMBP, MDOT is in the unique position where it has the state funds needed to satisfy its federal-aid

program match requirements, and it has the opportunity to fund additional projects with state dollars (state-funded) only. Based on information provided by MDOT at the time of this writing, of the 40 projects included in the RMBP, 33 of the them have a federal-aid funding component, while the remaining seven are state-funded only projects. In addition, there are funding templates that MDOT and a local agency (county, city, village) can utilize that are specifically identified as state-funded only templates. A few examples of those templates are the Economic Development Corporation (EDC) funds, specific railroad funds, and certain bridge funds.

Now to the second part of the noted member inquiries above, how does prevailing wage apply to these state-funded projects? Quite matter-of-factly, prevailing wage doesn’t apply to these state-funded projects ... that is, as long as the owner agency hasn’t included some project specific prevailing wage requirements in the project bid documents.

You should recall that in 2018 the Michigan Legislature passed

*Continued on 17*

legislation that repealed Michigan's long-standing prevailing wage law, PA 166 of 1965. This repeal of PA 166 of 1965 eliminated the requirement for state prevailing wages on state funded school and public works projects. As there is currently no law that prohibits the owner of a state funded school or public works project from including prevailing wage requirements in a project, as a bidder you must be attentive to the specific contract documents you are bidding on.

For projects funded with federal-aid in any amount, Davis-Bacon prevailing wages will be applicable on the project, as will all other federal contracting requirements (Form 1273, DBE participation, federal posters, etc.). You will recognize these federal-aid projects as a "Federal Project Number" / "Federal Number" will be designated

on the project advertisement and on the cover of the project proposal. You can further confirm these federal-aid projects by going from the MDOT Bid Letting webpage to the "MDOT eProposal" page for the project. Once there you should find and note the "Federal Letting Requirements" PDF file under the "Plans and Proposal" project specific information.

A first step in identifying "state-funded" projects (i.e. 100 percent state funds, no federal-aid dollars) would be noting the entry of "N/A" as the "Federal Project Number" / "Federal Number" on the project advertisement and on the cover of the project proposal. Going to the "MDOT eProposal" page for the project, you should find the "State Letting Requirements" PDF file under the "Plans and Proposal" project specific


information. As a bidder, we strongly recommend you further scrutinize all the project bid documents to confirm your own understanding that the owner agency has not incorporated some prevailing wage requirements by some other contract inclusion. If you find no "project specific prevailing wage requirements" in the bid documents for the project, then no prevailing wages would be applicable for the project.

As you are bidding future MDOT let projects, or any projects for that matter, and you have pre-bid questions about the applicability of prevailing wages or any other contracting requirements, do not hesitate to contact the MITA office at 517-347-8336 and ask for our help. That is why we are here! **CS**

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Lance Binoniemi

To contact Lance Binoniemi, email him at [lancebinoniemi@thinkmita.org](mailto:lancebinoniemi@thinkmita.org) or call the MITA office at 517-347-8336.

## PUSH FOR MAJOR UNDERGROUND INVESTMENTS

Mentioned in her State of the State address in late January, Governor Whitmer called for \$500 million in additional funding for underground infrastructure. In late 2020, the Governor and a bipartisan group of lawmakers announced the MI Clean Water Plan that would invest \$500 million in federal dollars, state bonding authority, and existing state revenues into a comprehensive water infrastructure package. The state has not invested significant dollars in underground infrastructure for decades, and it is estimated that over

sustainable solution to our underground infrastructure problems that is needed, it does provide communities to make progress towards those goals. Our underground infrastructure investment shortcomings will have to be tackled by all levels of government, federal, state and local.

Both proposals would inject much need funding for communities to update their underground infrastructure; and, with the integration of asset management, allow those communities to plan and invest for the future.

### New Year, New Legislature

2021 brings us a new legislative cycle in Michigan, which happens every two years. This cycle, only House of Representatives were up for election and not Senate members. The Senate will be up for election in 2022. As has been the case for several years, the Republicans hold majority in both chambers and hold a 58 – 52 majority in the House. Representative Jason Wentworth, who you can see featured on page 25, is from Clare and has a background in the military and law enforcement. He served as Speaker Pro Tempore last term in the House.

The Democrats in the House, which by many observers underperformed in the November elections, will be led by Representative Donna Lasinski of Scio Twp. MITA staff continues to have strong relationships with the legislative leaders and will be working closely with both Speaker Wentworth and Minority Leader Lasinski to adequately fund our infrastructure in Michigan. **cs**

\$800 million is needed annually to maintain the state's current infrastructure.

There have been other discussions with stakeholders occurring on a potential \$2 - \$3 billion bond for underground infrastructure. Much like the \$1 billion bond authority Michigan voters approved in 2002, this would need voter approval as well. While bonding for projects isn't the long-term,



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## SPRING 2021: MITA PAC UPDATE

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

Name	Company	Donation
Kyle Fortier	Bacco Construction	\$1,000.00
Chad Listerman	CL Trucking & Excavating, Inc.	\$1,000.00
Pete Scodeller	Scodeller Construction, Inc.	\$2,000.00
B. Thomas Stover	Toebe Construction LLC	\$1,000.00
Nic Troshak	Cardinal Fabricating, Inc.	\$250.00
Remi Coolsaet	R. L. Coolsaet Construction Company	\$500.00
Bob Nobbs	Edw. C. Levy Co	\$500.00
Ed Boucher	Kotz Sangster	\$500.00
Mark Campbell	GM & Sons, Inc.	\$200.00
Jim Dykema	Dykema Excavators, Inc.	\$1,000.00
Donn Ellis	CSI/Geoturf, Inc.	\$1,000.00
Bob Adcock	Angelo lafrate Construction Company	\$4,000.00
Dan Cortis	Cortis. Bros.	\$250.00
Amy Hall	Ebony Construction	\$500.00
Edward C. Levy	Ed C. Levy Corp	\$1,500.00
Karl Grant	TCI Inc. of Michigan	\$500.00
Lincoln Noel	Payne & Dolan	\$250.00
Pete Vandenbos	Pete's Contracting Inc.	\$1,000.00
Toni Vandenbos	Pete's Contracting Inc.	\$1,000.00
Kurt Shea	PK Contracting	\$500.00
Mike Buck	Salus Consulting Group	\$500.00
Tom DiPonio	Jay Dee Contractors	\$10,000.00
Rob Wilson	Mid Michigan Materials	\$1,000.00
Mike Peake Sr.	Action Traffic	\$1,000.00
Ryan O'Donnell	Anlaan Corporation	\$2,000.00
Scott Bazinet	Lowe Construction Co.	\$4,000.00
Mike Anderzack	Tenmile Creek Excavating LLC	\$2,500.00
Patrick Dunigan	Dunigan Bros. Inc.	\$2,500.00
David Marsh	Peninsula Prestress Company	\$300.00
Paul Muscat	Cortis. Bros.	\$250.00
Derek Arens	Anlaan Corporation	\$250.00
Nicholas Baker	Anlaan Corporation	\$2,500.00
Jim Dykema	Dykema Excavators, Inc.	\$1,000.00
Andrew Rose	Rehmann	\$250.00

Name	Company	Donation
Mike Peake Sr.	Action Traffic	\$1,000.00
Paul Marsh	Peninsula Prestress Company	\$300.00
TJ Peake	Action Traffic Maintenance	\$1,000.00
Timothy Peake	Action Traffic Maintenance	\$1,000.00
Jeff Irwin	Action Traffic Maintenance	\$1,000.00
Michael Peake Jr.	Action Traffic Maintenance	\$1,000.00
Tom Peake	Action Traffic Maintenance	\$1,000.00
Dan Eriksson	Hoffman Bros., Inc.	\$2,500.00
Mike Definis	Angelo lafrate Construction Company	\$250.00
Troy Broad	Team Elmers	\$5,000.00
Troy Broad	Team Elmers	\$5,000.00
Gerald Kalin	Kalin Construction Co. Inc	\$1,000.00
Dave Pytlowany	AIS Construction Equipment	\$500.00
Kyle Fortier	Bacco Construction Company	\$1,000.00
Karl Schweitzer	GM & Sons, Inc	\$1,500.00
Ricky Gallegos	GM & Sons, Inc	\$250.00
Michael Campbell	GM & Sons, Inc	\$200.00
Byron Miller	AIS Construction Equipment	\$500.00
Nic Troshak	Cardinal Fabricating, Inc	\$250.00
Dave TerBeek	AIS Construction Equipment	\$500.00
Bob Allison	AIS Construction Equipment	\$500.00
Kurk Schweitzer	GM & Sons, Inc	\$250.00
Sean Morrissey	GM & Sons, Inc	\$300.00
Chad Listerman	CL Trucking & Excavating	\$1,000.00
Craig Fons	GBM Companies	\$1,000.00
Ron Measel	Ace Cutting Equipment & Supply	\$1,000.00
Mark Campbell	GM & Sons, Inc	\$200.00
Jack Dykstra	Jack Dykstra Excavating	\$1,000.00
Don Meram	F.D.M. Contracting, Inc	\$1,000.00
Frank DiPonio	DiPonio Contracting	\$1,500.00
Fred Meram	F.D.M. Contracting, Inc	\$1,000.00



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## DID YOU KNOW

Did you know that the MITA PAC can accept donations from a Limited Liability Corporation (LLC) directly? MITA PAC donations typically need to come from personal donations of our members and the MITA PAC cannot accept corporate contributions because of Michigan law. However, if your company is set up as an LLC, the MITA PAC can accept donations directly from your company.

As elections get more and more expensive, it is essential that the heavy construction industry has a strong PAC to be able to support those candidates and elected officials who support our industry.

If you have any questions, please contact MITA's Vice President of Government Relations Lance Binoniemi by emailing him at [lancebinoniemi@thinkmita.org](mailto:lancebinoniemi@thinkmita.org) or calling the MITA office at 517-347-8336. **cs**

## WORK ZONE SAFETY: DO YOU HAVE A STORY TO SHARE?



In an effort to continue encouraging Michigan motorists to drive safely through traffic work zones, the Michigan **Work Zone Safety Task Force** is seeking stories and photos of incidents or "near misses" in work zones. Do you have a story and or photo that you would like to share anonymously? This information will be used on the **Michigan Work Zone Safety Facebook Page** to spread the

word about work zone safety. Your identity, the identity of your company, and the exact location of the job you were working on will not be released.

You may submit your information and photos anonymously to MITA's Director of Communications Nancy Brown by emailing her at [nancybrown@thinkmita.org](mailto:nancybrown@thinkmita.org). If you have any questions, you can reach her at 517-896-1456.

Thank you for your participation! **cs**

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Mike Buck



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With the tightening and loosening of safety and protective measures related to COVID-19, access to comprehensive and affordable health insurance is more important than ever! And with the ongoing challenges of the pandemic, it has become obvious that medical events can happen to anyone, young and old, strong and healthy, or weak and medically compromised.

While health insurance doesn't keep us from contracting a virus, it can make it easier and less expensive to get the care that any affected MITA member may need. Comprehensive coverage and plan design options are available to MITA members at competitive prices when small and large businesses band together to obtain health coverage. The Association Health Plan (AHP), available through Salus Group, empowers employees to choose the plan that best meets their health and financial needs while offering employers sustainability and access to expertise for managing healthcare. As president of the Salus

## BENEFITS AND EXPERTISE DURING A PANDEMIC

*By Mike Buck, Salus Group*

Consulting division, Mike Buck has been providing MITA members with industry insight and results since 1985. He and his team recognize the need for creative solutions and strive to provide sustainable benefit plans while controlling rising costs associated with employee benefits.

Choosing health insurance is complicated and not something we really want to deal with. What are we buying? How do we afford it? What should be covered? Is COBRA a requirement? Is our treatment of members consistent? Are our internal policies and/or labor contract consistent with our insurance policy and plan documents? The confusion begins with the very nature of health insurance. It is one of the strangest purchases you make hoping that you never have to use it but is there if you need it. You're buying the most comprehensive plan you can afford while hoping any future diagnosis will be covered with little out-of-pocket cost to your members.

And speaking of complicated, as leaders, business owners, and HR personnel we must learn how to adjust our priorities throughout this pandemic and remember that compliance is imperative. Remitting fringes timely and accurately is important, maintaining

active coverage is critical, term dates must be tracked, grace periods must be observed, postings must be up-to-date, and the Family Medical Leave Act (FMLA) should be adhered to and documented. Other compliance and legal challenges include:

- Plan Documents/SPD updates
- Preparation of Schedule A/5500
- Imputed income calculations
- PCORI fee payments
- ACA/Healthcare Reform Compliance
- COBRA Administration
- 1094/1095 Forms and Filings
- Medicare Creditable Coverage Notice

Experienced Salus Group personnel are available to provide health plan recommendations and detailed information on the growing AHP for MITA members. The AHP works by allowing small and large businesses to band together to obtain health coverage with design options as well as access to paperless administration, consolidated invoicing, and COBRA administration. Employers that have benefited from MITA's AHP with substantial savings include Clark Construction, Walter Toebe Construction, Kaltz Excavating, and Hardman Construction, amongst others.

*Continued on page 57*



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Jason Wentworth

## LEGISLATIVE Q&A: REPRESENTATIVE

**JASON WENTWORTH**  
**– SPEAKER OF THE HOUSE**

**Q How has your past experience in the Army and in law enforcement helped you as a State Representative?**

**A** Growing up, politics was the furthest thing from my mind. I wanted to be a police officer, but I couldn't do that until I was 21, so I enlisted in the U.S. Army and became a military police officer.

What I saw and learned about leadership, about the work we did and our mission made me want to continue to serve my country. I also really wanted to serve my fellow veterans. Michigan has one of the highest veteran populations in the country and I felt we owed much to them and wanted to do my part. I went to work for the Michigan Veterans Affairs Agency. That opened my eyes to the gap in services for our veterans and I wanted to fix that. When I saw that there was an opportunity to run for office, I decided to jump in.

**Q What legislative priorities do you have for the 2021 – 2022 legislative cycle?**

**A** People have to trust their government and right now, they don't. The government they fund is supposed to serve them, but too often, it's serving as an obstacle. So, this legislature is going to work on restoring trust by focusing on election reform and ethics. Whether that's making sure of the unquestionable accuracy of our voting systems and procedures, holding elected officials and bureaucrats accountable, or enhancing transparency, I am committed to making government responsive and responsible to the hard-working taxpayers who fund it. Beyond elections and ethics, I am passionate about making sure the people of this

state – no matter where they live or what they do – have access to quality, affordable care for their physical and mental health needs.

These are priorities, and they are added to a list of important things we simply **MUST** do as a state government, such as nurture an economy that creates jobs, deliver services effectively, create and maintain a strong infrastructure, educate our youth, and ensure safe communities.

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

**A** We first need to make sure we are as efficient and effective as we can be with existing resources; that we aren't duplicating efforts, and that we are using taxpayers' dollars prudently and carefully. We then have to incentivize people to be innovative – in materials, procedures, systems, services – and we have to be comfortable examining everything we do with an eye toward improvement. If we do all that – eliminate waste, encourage innovation, examine everything we do to make sure it's necessary, and optimize our resources – I think we can find many resources to get things done. Infrastructure projects are big-ticket items, so we'll have to look at all options for revenue, from redirecting resources from areas not as critical as our aging infrastructure to finding new sources of funding. Importantly, people need to understand funding mechanisms. It can't feel like smoke-and-mirror funding and financing; it must be transparent and understandable.



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

**A** It's the right demand to make of government. This is a critical but too often an out-of-sight-out-of-mind issue facing Michigan and every other state in the nation. It's easy to ignore underground infrastructure in favor of things that are right in front of you – like roads and bridges, like public safety, and like schools – but there's a great cost to that, as we've seen too often. The average age of water and sewer pipes in the U.S. is 45 years and many of our communities have pipes that are a century old. They need repair and replacement, but we tend to wait for an emergency to focus on them. That has to stop. We must be proactive and figure out how to get this done sustainably. This isn't just something that would be nice for government to do; it's what we have to do.

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

**A** Among the biggest lessons we can learn is how critical it is to have transparency, accountability and strong communication in government. At so many steps along the way—from the day the City of Flint decided to save money by switching water systems, through the involvement of state and federal agencies and offices, government let people down. It took too long and too many steps to get to the bottom of it. This is the fault of no one agency or person; it was a tragedy of errors. If you have a culture of accountability and openness, if government is transparent and if we hold people accountable, we will help restore trust in government

and repair systems and procedures so that another failure of government like this doesn't happen.

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

**A** We rely on experts to keep Michigan strong and to plan for our future. MITA and its members have been great partners as we look at some of the most important infrastructure issues facing this state. This relationship will last years and generations after my time in the House, and my intent is to continue to strengthen our bond, and to set up MITA, the industry, and Michigan for success in the 101st legislature and beyond.

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

**A** Good lobbyists and associations make things happen for the people of the state. You are like the underground infrastructure—the public doesn't necessarily know you're there, but you're critical to keeping things running for the people of the state.

Keep issues in front of us. Help us tell a compelling story of the human impact of getting things done – or of not getting things done. Show us your challenges. Help us solve problems. Help us do things better and more efficiently, and to be innovative. My goal is to engage people in the workings and success of their government, and to grow the trust between taxpayers and the government they fund. If you help us do that, you'll help our collective success and you'll positively impact the future of this state. **CS**

## ABOUT THE REPRESENTATIVE

**Representative Jason Wentworth**

**Speaker of the House District 97**

State Rep. Jason Wentworth was first elected in November 2016 to the Michigan House to represent the residents of Clare, Gladwin, Arenac and part of Osceola County including Ewart city and the townships of Ewart, Hersey, Highland, Marion, Middle Branch, Orient, Osceola, Sherman and Sylvan.

### Committees

Rep. Wentworth is chair of the Select Committee on Reducing Car Insurance Rates. He also serves on the Legislative Council Committee.

### Education

Rep. Wentworth graduated from Farwell High School. He earned his bachelor's degree in Public Safety from St.

Petersburg College in Florida and his master's degree in Leadership from Central Michigan University.

### Professional

Rep. Wentworth joined the United States Army after graduating high school in 2001. He spent five years as a military police officer and completed a tour in South Korea. After his military service, he worked in law enforcement in both the private and public sector. Prior to being elected, he was the East Central Michigan Regional Coordinator for the Michigan Veterans Affairs Agency.

### Personal

Married for 18 years, Rep. Wentworth and his wife have three daughters and live in Farwell. They attend Browns Corners Church.



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### MAIN CONTACT

**Jeana Garcia-Moir**  
President  
[jeana\\_aui@yahoo.com](mailto:jeana_aui@yahoo.com)

Jeana Garcia-Moir, President of Advanced Underground Inspection, located in Westland, provided the following details about her company, which she founded in 2001 with one CCTV truck and two employees.

She can be reached by emailing her at [jeana\\_aui@yahoo.com](mailto:jeana_aui@yahoo.com), or calling her at 734-721-0081.

### Company Specialties

Advanced Underground Inspection currently has 30 full and part-time employees who specialize in all things related to wastewater, sanitary and storm. The company is a leader in CCTV, cleaning and rehabilitation of underground pipe and manholes. Specialties include:

- CCTV
- Jet Vac Service
- Cleaning of pipes, catch basins, pump and lift stations
- Hydro Excavating
- Grouting of joints, manholes and laterals
- Cement and epoxy lining of manholes and wet wells

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### Background

Being a participating member of MITA, APWA and EMA, has helped Advanced Underground Inspection grow, gain professional relationships, and expand their customer base.

Prior to starting the company, Jeana studied for a business degree and worked for financial lending companies. She began her underground career with Pegasus Underground in Howell, and spent eight years with the small company working in a variety of areas.

"I absolutely became obsessed with the ability to see the integrity of the underground," Jeana said. "The nice thing about what the camera videos live is: *it is what it is.*"

Jeana also worked for Hi-Po Industrial/EQ, where she saw firsthand what a "bunch of young, hard-working, skilled people could accomplish together, not only in sewer rehabilitation, but auto industry cleaning as well. Environmentally, everyone doing their part makes a difference."

### Past Projects

- Sinkhole repair, Superior Township, Canton, Mich.; I-75/Kinross, Mich.
- Rehab and lining of 6,000 feet (600 manholes), Baltimore, Maryland
- Manhole epoxy lining in Novi, Ann Arbor, Ypsilanti, Commerce Township
- Cleaning of catch basins and lift stations for MDOT throughout Metro Detroit
- CCTV and cleaning of multiple municipalities throughout Michigan

- Major grout and pipe patches on I-696 project

### Current Projects

- Grouting of laterals and joints in large pipe, Southeast Macomb
- Manhole rehab and epoxy in Ann Arbor
- Pipe patches in Lansing, Flat Rock, Monroe
- Wet well epoxy lining in Allen Park and Ann Arbor
- Cleaning and CCTV for Detroit Metro Airport

### The Good Stuff

Jeana enjoys working in the construction industry because of the challenges that come with completing all projects on time to the satisfaction of customers and the thrill of excelling as one of the leaders in the industry.

She said the benefits she has experienced by being a MITA member include: "All the great people who have become close friends who have helped us grow into a company I am so very proud to be a part of. It is with great pride that I drive past pump stations, wet wells and along freeways knowing we made a difference in Michigan infrastructure. Being a part of something you believe in so passionately year after year is a good life! I'm living the good life!!

"I believe you are only as good as the people you surround yourself with. So, a huge shout out to the Advanced Underground Inspection employees and all of our construction contacts. We are a total team effort with a great family atmosphere, and we pride ourselves in customer service and satisfaction." **CS**



## SCHOLARSHIP UPDATE

# MITA SCHOLARSHIP FUND UPDATE

The MITA Scholarship Fund is currently accepting applications for the 2021-2022 academic year! All future and current students looking to pursue a career in the heavy/highway construction industry are strongly encouraged to apply. Please encourage any student currently studying towards a degree in Construction Management and Construction Engineering undergraduate degrees to apply. Students are required to submit high-school or college transcripts, a resume outlining work experience and extra-curricular activities, a 500-word essay outlining why they want to pursue a career in the construction industry and three letters of recommendation.

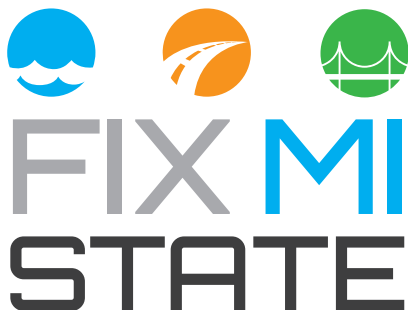
MITA accepts donations to the MITA Scholarship Fund all year. Those checks may be made out to MITA, Inc. ,with the words MITA Scholarship Fund written on the memo line. They can be mailed to:

**MITA, Inc.**

Attn: MITA Scholarship Fund  
P.O. Box 1640  
Okemos, Mich. 48864

Scholarship information is also available at  
<https://thinkmita.org/about/>.

Questions can be directed to Ken Bertolini, Director of Workforce Development, [kenbertolini@thinkmita.org](mailto:kenbertolini@thinkmita.org), (517)-449-0155 **cs**



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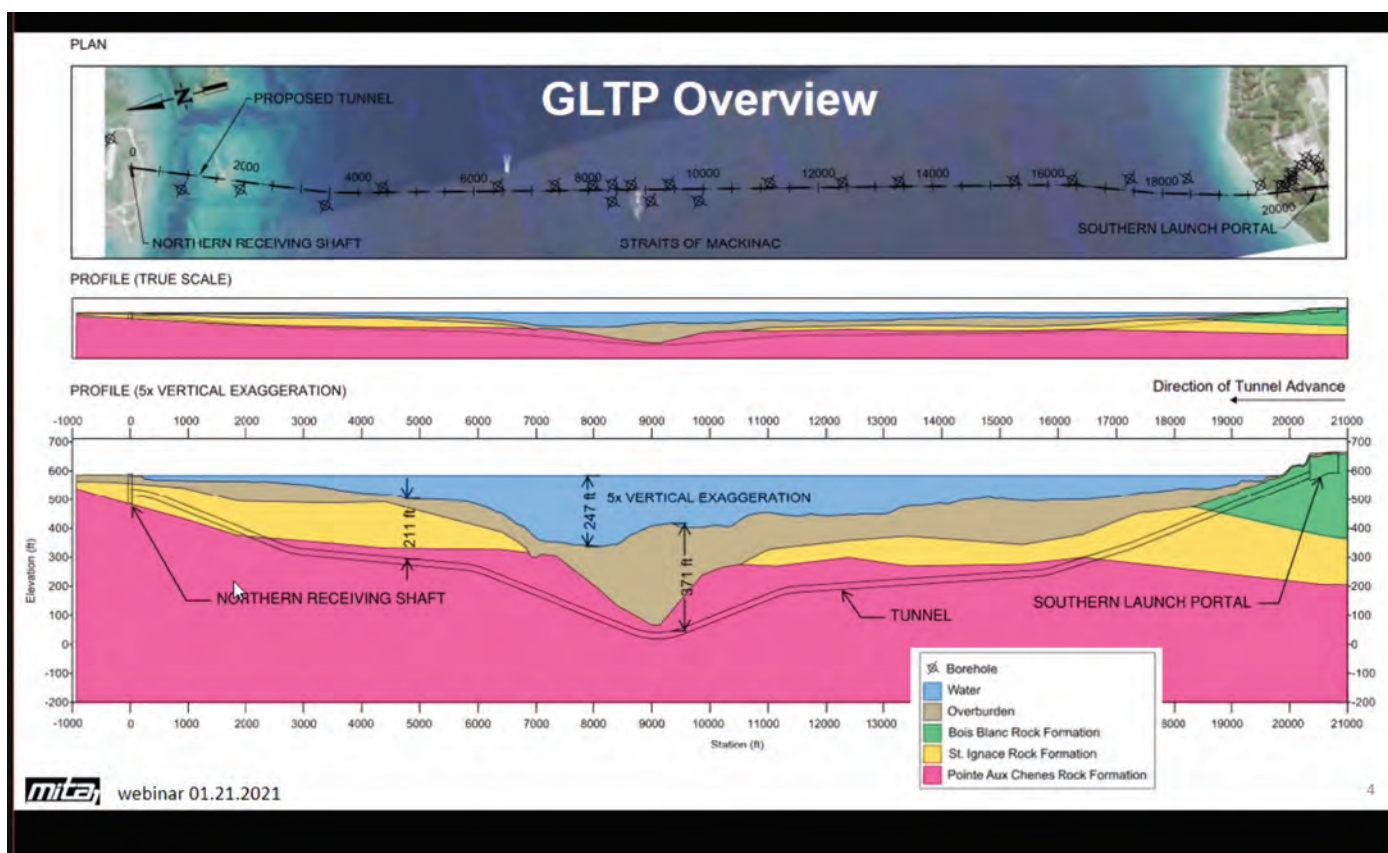
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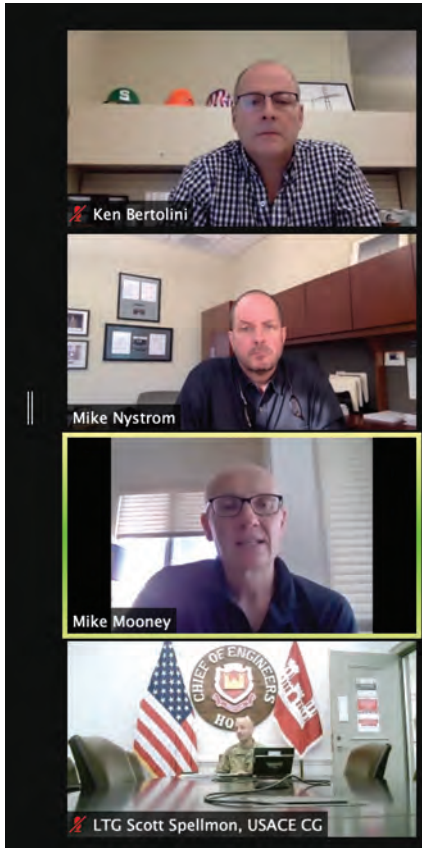


The High Level Soo Locks/Line 5 Tunnel Overview was presented by (from top to bottom): Ken Bertolini, MITA's Director of Workforce Development; Mike Nystrom, MITA's Executive Vice President; Mike Mooney, Professor of Civil Engineering and the Grewcock Chair Professor of Underground Construction & Tunneling at the Colorado School of Mines; and Lt. Scott Spellmon, Chief of Engineers and Commanding General of the U.S. Army Corps of Engineers.

The figure is a presentation slide titled "Significant 2019-20 Accomplishments". It features a list of achievements in two columns, the MITA logo, and a video player interface.
 

- Accomplishments:**
  - Established dialogue & relationship with Prosecutors' Association
  - Improvements to MDOT Work Zone Safety & Mobility Manual & plan development process
  - Expanded use of Alternate Technical Concepts (ATC) for Maintenance of Traffic
  - Proposed concept for Safety Contingency Fund to be piloted in 2021
  - Completed first and second industry-wide Work Zone Safety Perception Survey
  - Developed "use statements" for high value safety technology/devices
  - Proposed process of early industry review on constructability & safety to be piloted in 2020
  - Initiated design & procurement of Work Zone Safety awareness trailer for education efforts
  - Established social media presence & #WorkZoneWednesday industry-wide messages
  - Held first-ever industry-wide work zone safety technology forum
  - Encouraged safety moments in all project meetings
- Logos:** The MITA logo is displayed twice.
- Video Player:** A video player interface is shown on the right, featuring a "WORK ZONE SAFETY" logo and a video feed of two men. A timestamp of "1:17:07" is visible at the bottom left of the player.

MITA's first Virtual Annual Conference in January included six sessions. Pictured here is the Work Zone Safety Task Force presentation, which was well attended and hosted by Tony Kratofil of MDOT (top photo) and Mike Malloure of C.A. Hull Co., Inc.



MITA held its first Virtual Annual Conference on January 20-21, which was made possible by the generous support of our many sponsors. Six sessions and a MITA board meeting were held and attended by hundreds of participants.

If you were unable to join us, you can watch slideshows from the sessions, or the session recordings, by visiting [www.thinkmita.org](http://www.thinkmita.org). The exact link is <https://thinkmita.org/2021-annual-conference-recap/>, and can be located in the 2021 Annual Conference Recap bulletin dated January 25.

The following is a list of the sessions that were held:

- MDOT Leadership Update
- Work Zone Safety Task Force
- MIOSHA /Covid-19 Precautions
- MI Public Service Commission Report
- Technology – Unlock Key Steps to Your Cybersecurity Readiness
- High Level Soo Locks/Line 5 Tunnel Overview

Thanks again to all our sponsors, speakers and participants. We hope to see you all next year **IN PERSON!** **cs**

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**Ken Bertolini**

To contact Ken Bertolini, email him at [kenbertolini@thinkmita.org](mailto:kenbertolini@thinkmita.org) or call the MITA office at 517-347-8336.

# HOW DETROIT WORKFORCE OF THE FUTURE BENEFITS MITA MEMBERS

2020 was a challenging year, but that didn't limit the programs that MITA is focusing on throughout the state. As many of you had to do, MITA switched gears and learned how to conduct meetings, as well as larger events, over the Zoom and Microsoft Teams. Not only did we keep moving forward, but we were also able to establish new ways of engagement.

The Detroit Workforce of the Future (DWF) was one of the programs that modified to virtual and moved forward. Over 20 high school students started a 16-week program, face to face, and completed over 50 percent of the program virtually. The graduates of the program were able to enjoy an outdoor graduation ceremony that included words of encouragement from the Governor and State Senator Wayne Schmidt.

The fifth cohort of DWF kicked off in February and will run through May 2021. The program was kicked off virtually, and it is hoped that we can revert back to face-to-face by the summer. DWF offers participating students the opportunity to learn about the heavy/infrastructure construction industry by dedicating 2.5 hours per week for 10 weeks during the school year and 30 hours per week for six weeks during the summer. The summer portion of the program allows students to visit participating companies job sites and offers are made at the graduation ceremony to graduating seniors after interviewing with the companies.

MITA is not the sole organizer of this program. It takes a lot of help ranging from other associations as well as local companies that are willing to donate some time to help the overall success of the program. The payoff for participating companies is the opportunity to bring on young, talented

Continued from page 32

people that show a high degree of interest in establishing a career in construction. MITA has been in talks with other organizations that have shown an interest in developing this program in other areas of the state. Now that the template has been established and some of the bugs have been worked out, we feel that it is time to expand.

MITA will help lead this initiative and will continue planning for future programs. Partners will be needed to help ensure its success. This program is only as strong as our partners and their willingness to look in new and different areas to help fill their workforce needs.

At the time of publishing this article, the 2nd annual MITA Hiring Fair will have been completed. This was another success story of 2020 that we did not allow coronavirus to spoil. MITA will report in the future about the number of people that attended this year's fair, as well as the number of contractors that participated. If it's anything like 2020, we should have over 130 participants and as many as 30 member contractors. The MITA Hiring Fair is a member benefit that brings talented people, their contact information, resumes and available interview times directly to you. **CS**

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To contact Greg Brooks, email him at [gregbrooks@thinkmita.org](mailto:gregbrooks@thinkmita.org) or call the MITA office at 517-347-8336.

# HOW TO DEVELOP A COMPANY SAFETY COMMITTEE



The topic of safety committees comes up quite regularly at MITA. It is a key way to improve safety on a company level. Every company can benefit from a well-organized and passionate safety committee. The mission, the make up of personnel and managerial backing will determine the effectiveness of the committee.

Effective safety committees will bring a multitude of benefits to a company such as: less time lost to injury, fewer citations and fines, better attitudes towards safety and a stronger bond between management and workforce.

The primary goal of a safety committee should be to create and maintain a work environment free of hazards. The committee should make every employee feel as though they have a part and a say in all matters related to safety, thus opening a pipeline of communication between management and employees.

#### **Tips for a successful committee**

- **Have a mission statement** Example: The mission of the (insert name of organization) Health and Safety Committee is to develop and promote a healthy and safe environment for all employees and visitors to our facilities through the involvement of all individuals with regards to education, communication and safe work practices.
- **Appoint a leader** This person can be a safety director, manager, foreman or employee as long as they have solid leadership skills, a passion for safety, an understanding of the work performed throughout the company and be a confident communicator.
- **Schedule regular meetings** These should be held at least monthly, and organized effectively by the leader. An agenda should be created to keep the meetings

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on track and productive. There should be time for all members to speak.

- **Membership selection** Committees should be kept small, five to 10 people, which helps keep the meeting moving along and members focused. Members should be made up of equal numbers of management and workforce. Members should be rotated regularly, possibly annually or bi-annually.
- **Meetings should be recorded** Minutes of each meeting should be recorded and read at the following meeting in order to track progress. Having a good meeting but not having it produce results would be very counterproductive.
- **Make it fun** When people think safety, it usually does not scream, "FUN!" Committee leadership must make an effort to make safety fun to drive engagement and collaboration in the group. Bringing in guest speakers, changing meeting venues, using educational media, and conducting safety exercises can help break up the monotony. Making education fun helps members retain information better, and this will lead to a safer workplace over time.

#### Responsibilities and functions of an effective safety committee

The goals of a safety committee will vary based on company size, needs and management. Here are some examples of duties and responsibilities:

- **Conducting periodic safety inspections:** Inspections should not only include production areas, but should cover offices, warehouse areas and the outside of the facility. Document unsafe conditions by taking digital pictures of the situation. The photo should then be shared at the monthly meeting, as well as stored in an electronically shared folder for future reference.
- **Assessing injuries:** Review the causes and circumstances of accidents/injuries and suggest corrective action.
- **Training employees:** Keep employees informed by posting information on the company's intranet site if available, disseminating information at employee meetings and conducting training sessions.
- **Periodic reviews:** Review existing company safety policies and develop new ones.
- **Gathering employee input:** Listen to suggestions by employees, report them to the committee and make appropriate recommendations to management.
- **Getting management involved:** Offer suggestions to management for the improvement of the safety program.

- **Creating employee awareness:** Observe unsafe conditions or work practices, and report them to the committee, supervisors or management.

An organized safety committee can pay dividends to each and every company. An effective safety committee will help to create a work environment free of avoidable hazards as well as raise awareness throughout the entire company, with the additional benefit positively impacting the company's bottom line. **CS**



An advertisement for UHY LLP, Certified Public Accountants. The background is dark with white text. At the top right is the UHY LLP logo. The main headline reads "WE UNDERSTAND YOUR INDUSTRY LIKE WE UNDERSTAND OUR OWN". Below this is a list of five bullet points highlighting their expertise in the construction industry. On the right side is a portrait of John J. Gallo, National Construction Practice Leader. At the bottom left, his contact information is provided. At the bottom right, the tagline "The next level of service" is written in a script font. The bottom left corner notes "An independent member of UHY International".





Photo Date: July 30, 2020

Shelby Township's Parks, Recreation & Maintenance Department maintains miles and miles of trails within its 850-acre River Bends Park.

There is no trail section more valuable to the Parks Department than the pedestrian bridge spanning the Clinton River. The bridge was constructed in 2000 and acts as the only connection between the park's east and west halves.

Parks Director Joe Youngblood, recognizing the naturally meandering river could someday wash out their bridge, contacted the U.S. Army Corps of Engineers for help.

By spring 2020, bank erosion had accelerated and was eating into an adjacent disc golf fairway. If the river went unmitigated, its next victim could very well be the linking bridge.

The Corps of Engineers was able to hire RBV Contracting, Inc., under a sole-source contract. They knew RBV Contracting could provide a solution as well as self-perform the required construction. After evaluating the

river's condition, RBV Contracting selected WSP Michigan, Inc., and its engineering team and river specialists to finalize a plan.

The goal was to reconstruct the riverbank back to its recent location and redirect the river's energy away from the outer bend. There was an assortment of challenges and parameters established through many preliminary meetings with the Corps of Engineers. Any fortification to the river needed to look natural and the existing backwater habitat components at this river's location needed to be maintained.

This essentially meant three things:

1. a permanent steel seawall would not be part of the solution
2. the existing upstream log jam could not be removed
3. the existing rootwads needed to be reclaimed and reused in the re-established bank.

A slower moving backwater habitat is desirable because it provides the correct environment for a variety of

## RBV Contracting, Inc.

By John R. Houser, P.E.

### PROJECT NAME

**FY20 Clinton River Bank Restoration**

### PROJECT DETAILS

#### Project Location

River Bends Park  
Shelby Township, Michigan

#### Contract Award

July 7, 2020

#### Start Date

December 14, 2020

#### Completion Date

February 5, 2021

#### Prime Contractor

RBV Contracting, Inc.

#### Subcontractors

WSP Michigan, Inc.  
OnGrade, LLC

#### Owner

Shelby Township

#### Client

U.S. Army Corps of Engineers, Detroit District

smaller aquatic species to thrive. A healthy amount of river invertebrates equates to more food for the fish. Also, rootwads, used as slope protection, provides excellent habitat for juvenile fish.

*Continued on page 39*

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We are looking for members who are willing to share details about projects or individuals that demonstrate the importance of the work being done to improve Michigan's infrastructure. The information will be used on our MITA and Fix MI State websites, social media channels and in Cross-

Section Magazine. Some examples include creative ways you are working through the Covid pandemic, unique projects that your company is involved in, special employees (or groups) that you would like to see highlighted and feel good about, and even amazing before and after project photos/videos/stories.

See what MITA members are posting on Facebook and Instagram to give you an idea of what we are looking for, in addition to any news about your company, such as promotions, retirements, anniversaries, etc.

Please contact Nancy Brown, MITA's Director of Communications,



by emailing your information to her at [nancybrown@thinkmita.org](mailto:nancybrown@thinkmita.org) or call her at 517-896-1456. Thank you in advance for your participation in this important project. **CS**






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Continued from page 36



Photo Date: January 19, 2021



Photo Date: February 11, 2021

The assembled team had several ideas to re-construct and protect the river bank, but it wasn't until the engineers and fluvial geomorphologists (river specialists) started crunching the numbers that details of a final solution came into focus. After a healthy review process it was determined the plan would consist of two main ingredients to control the river banks.

The first protection measure is a two-foot-thick rip rap revetment layer used in concert with the reclaimed rootwads. At first glance, a layer of rip rap doesn't seem that challenging or unusual. However, protecting against the bank being undermined from scour, the angular limestone chunks are keyed-in four feet below the river bottom. RBV would need to excavate eight feet below the water surface.

The second main bank protection component is the construction of two stream vanes. Stream vanes are submerged, or partially submerged, linear obstructions placed in the river to draw the river's energy away from the outer bank by changing rotational eddies.

Maintaining the preference to keep

the river improvements natural looking, large ledge rock pieces were selected in lieu of precast concrete blocks. These large ledge rocks needed to be sized to resist the power of a flooded river from moving or overturning. Based on engineering calculations from WSP, this meant the rocks would be on average five feet long, three feet wide and a minimum of eighteen inches thick.

Finding locally supplied ledge rock that met the thickness criteria proved difficult. RBV worked closely with Haley Stone Supply owner Rick Vandaal to find an Ontario, Canada, quarry that could provide ledge rocks averaging twenty-two inches thick.

Like the rip rap revetment depth, these two stream vanes were designed with a foundation depth eight feet below the water surface, embedded well past the river bottom. The additional challenge in constructing the vanes, unlike the rip rap, was the vane tips pointed upstream into the flow, nearly reaching the river channel's center.

RBV's operators and laborers were up to the challenge. Operations Manager Arnie Ridner led the crews

and reminded them daily, "You can't fight the water, you have to work with it." The finished stream vanes were a six feet tall and ten feet wide column of interlocked and stacked stones.

A combination of gravel cofferdams, large sandbags and a six-inch pump kept up with the constant water infiltration into the open excavations. This work needed to be completed in the dry and set on a solid subgrade foundation. Exact hydraulic calculations called for and demanded a precise installation. To ensure this, RBV worked with OnGrade, LLC to create an electronic model of the design that was synced up with their GPS equipped excavator.

Despite a late season start, the project was completed just as the season's coldest temperatures rolled in. As it would turn out, the river flows during that time frame were at a manageable level and allowed for the stream vane construction and ultimately contributed to the project's overall success. Marking yet another successfully completed project with the Corps of Engineers. **CS**



# INTRODUCING THE MI SEASONAL WEIGHT RESTRICTIONS APP

Every year many of our members spend time and effort chasing seasonal weight restrictions and planning around them. This has proved especially cumbersome when needing to travel on local roads where the restriction postings have not always been easily available or consistently published. For this reason, MITA partnered with the County Road Association (CRA) and the Great Lakes Timber Professionals Association to produce and make available an app that provides county seasonal weight restriction information in a user-friendly way which can be accessed on any device.

The MI Seasonal Weight Restrictions app (available in the App store via your mobile phone) showcases a map of Michigan with color coding to make it easy to determine if there are weight restrictions in the area. Information readily available from the map screen includes:

- important dates for the seasonal weight restrictions;
- lists of restricted and "All Season" roads;
- the time the information was last updated;
- the ability to sign up for electronic notifications; and
- a link that will take users to Oxcart to pull a permit (for counties using Oxcart for their permitting).

Hopefully you will all find this as a helpful improvement over what has been available in past years. If you have any questions regarding the new MI Seasonal Weight Restrictions app, or if you have any suggestions for improvements, please contact MITA's Vice President of Industry Relations Rachelle VanDeventer at [rachellevandeventer@thinkmita.org](mailto:rachellevandeventer@thinkmita.org), or call the MITA office at 517-347-8336. **CS**



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A pre-construction meeting is your best chance to manage expectations and clarify project goals. Involved parties can identify potential conflicts and overly vague specifications to get issues resolved before work begins. MISS DIG 811 is uniquely positioned to pull the right facility owners and contractors together to discuss the upcoming dig season or an upcoming project.



Reach out to MISS DIG 811 with your project location and timeframe, and they will contact the facility owners in the area as well as contractors or designers who have projects scheduled in the area to invite them to the MISS DIG 811 hosted meeting.


There are 1,613 facility owners/operator members on the System, representing a variety of facility types, that will be invited when their notification area is in the vicinity of your project. Similarly, MISS DIG 811 has a relationship with approximately 70,000 contractors. Again, based on your work type and work area, we will reach out to the contractors who can add value to the discussion.

If you are interested in making the most out of your next pre-construction or pre-design meeting, utilize MISS DIG 811 to coordinate and host. Contact Member Support at [membersupport@missdig811.org](mailto:membersupport@missdig811.org) to learn more. **cs**

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## FY 2021 TRANSPORTATION PROGRAM ANNOUNCED

The State Transportation Commission's approval of the **MDOT 2021-2025 Five-Year Transportation Program** at their January meeting served as MDOT's formal announcement that they will invest \$4.17 billion in their FY 2021 Transportation Program. The focus of the FY 2021 capital investments will be improvement and preservation of the transportation system, safe mobility for motorists, and efficient system operations. The multimodal FY 2021 program will invest \$121.15 million in the Aviation Program, \$374 million in the Bus and Marine Programs, \$109 million in the Rail and Port Programs, and \$3.6 billion in the Highway Program.

The FY 2021 Transportation Program investments are a vital part of Michigan's continued economic

growth and are estimated to support 45,600 jobs.

The FY 2021 Highway Program includes approximately \$319 million for trunkline modernization, approximately \$439 million for bridge replacement and preservation activities, and approximately \$2.1 billion for roadway preservation activities. MDOT has allocated \$426 million to fund routine maintenance (snowplowing, mowing, etc.) performed by the Department, approximately \$194 million for safety and systems operations, with the balance of the investments going to fund preliminary engineering (project scoping/design), construction engineering, right-of-way acquisition, and other miscellaneous state and federal programs.

The MDOT estimates for their FY 2021 Repair and Rebuild Roads program (roadway preservation) include approximately: 640 lane miles of reconstruction and rehabilitation, 830 lane miles of capital preventive maintenance, and 280 lane miles of freeway and non-freeway resurfacing.

The FY 2021 Bridge Replacement and Preservation program will include the replacement, rehabilitation, and capital preventive maintenance on 300 bridges.

The FY 2021 Highway Program was developed based on anticipated federal and state revenues plus an additional \$1.4 billion in **Rebuilding Michigan** program bond proceeds.

For the 12-month period, July 2020 to June 2021, MDOT is projecting that  
*Continued on page 53*



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Mark Edlebeck, P.E.



John W. Fisher, COSS, CHST



Steven C. O'Mara, P.E.

## FISHER CONTRACTING COMPANY ELECTS NEW SLATE OF CORPORATE OFFICERS

**James W. (J.W.) Fisher, P.E.**, will remain as President. J.W., and his wife, Yvonne, live in Midland, Mich., and have four children.

**John Waskevich** was named Vice President Northern Division. John graduated from Ferris State University in 2002, with a bachelor of science degree in Construction Management. John has worked in the construction industry since graduation and for Fisher Contracting since 2015. John, and his wife, Melisa, live in Midland, Mich., and have two children.

**Mark Edlebeck, P.E.**, was named Vice President Southern Division. Mark graduated from Michigan Technological University in 2011 with a bachelor of science degree in Civil Engineering and from Western Kentucky University in 2019 with a master's degree in Business Administration. He is a registered Professional Engineer in Alabama, Indiana, Kentucky, Mississippi, Tennessee and West Virginia. Mark has worked for Fisher Contracting since his graduation from Michigan Technological University. Mark, and his wife, Courtney, live in Bowling Green, Ky. They have two children.

**John W. Fisher, COSS, CHST**, was named as Secretary/Treasurer and retains his title as Safety Director. John has worked for Fisher Contracting since graduating from high school in 2007. John has worked his way up through the company, being named Safety Director in 2017. John lives in Midland, Mich.

Former Vice President **Steven C. O'Mara, P.E.**, is assuming the role of Management Advisor. In addition to his role with Fisher Contracting, Steve will devote more time to his financial coaching business, O'Mara Consulting Service, LLC, financial planning/investment advisement through Brown Financial Services, and as a coordinator for Financial Peace University. Steve, and his wife, Amy, live in Essexville, Mich. They have two children.

Fisher Contracting Company is a proud member of the Fisher Companies, which are comprised of several operations in Michigan and Kentucky. Combined, the companies specialize in heavy/highway civil contracting, heavy-haul transportation, asphalt paving and production, and ready mixed concrete production. The companies are also leading producers and suppliers of sand, gravel, and bulk construction aggregates. In addition, the companies boast an aggregate dock, a multi-modal port site, a diesel-engine repair shop, and a championship golf course

## M&K CONSTRUCTION SUPPLY HIGHLIGHTS NEW TRUCKING APP

Founded in 2006 and based in Michigan, MITA Member M&K Construction Supply is a trusted, well-established aggregates-hauling trucking company. Over the years, with controlled and focused growth, the company has built a track record of excellent customer service, efficiency, and dependability.

Now M&K has moved to the next level by coming up with **Truck-Logs™**, an affordable, efficient, fully functioning web and mobile application for the trucking business. The application comes loaded with powerful tools – driver's timesheet, dispatch sheets, pre-and post-check inspections, digital loading and scaling tickets, billing forms, real-time fleet tracking, and more. That's how Truck-Logs eliminates most paperwork, making the process far less strenuous and error-prone. That sharply reduces administrative overhead, which generates immediate savings while at the same time improving business performance. With all business details instantly stored in the cloud, data security and safety are integral to the application. Billing becomes





## MITA MEMBER NEWS

straightforward, reliable, and mutually trusted. Overall, Truck-Logs helps coordinate effectively and transparently between inter- and intra-divisional activities and among vendors, suppliers, drivers, managers, and owners.

### Truck-Logs Highlights

Here are a few of “**Truck-Logs**” key functions, listed for quick access and understanding:

**Time Clock:** The time clock provides a log of each driver’s location and time. No need for manual time stamping—the log is digitally updated in the cloud.

**Pre-trip inspection:** Each driver logs in for work and then performs a pre-trip inspection of the truck before heading out to jobsites.

**Dispatch info:** After pre-inspection, the driver gets complete information detailing the pickup site, the type of material to haul, and the site where it needs to be delivered.

**Maps:** The application lets you forward the map and route to the driver through Google apps.

**GPS Tracker:** The truck’s location can be mapped from the time the driver logs in to the time they log out.

**Digital load and Scale Tickets:** Most of the information is already captured in the app. The driver only needs to enter the load, and the app calculates the total load, delivery time, and all other information required for the billing process. The driver is also required to keep a copy of the scale ticket. Truck-Logs lets the driver take a picture of the ticket, which gets uploaded to the cloud.

**Customer signature:** At the end of the day, the customer signs directly in the app in the driver’s device.

**Auto email:** Once the customer signs off on the completion of the work, an email will be automatically generated, and images of the tickets will be sent to the customer and associated agencies.

**Post-inspection:** The driver performs the post-inspection of the truck before logging out.

### Operational Highlights

After testing the App for six months, Truck-Logs was made Live in October 2019. M&K has been using this App with all

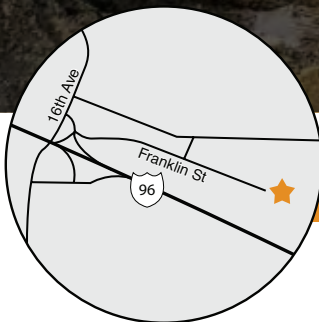
*Continued on page 46*



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## MITA MEMBER NEWS

*Continued from page 44*

their drivers for their business to support day to day activity. M&K has made this process digitalized and all the day to day operations like time clock, loading and generating scale tickets, and customer signature has been implemented.

MDOT has approved this App and based on their recommendation, the App was updated in January 2021 to make the digital scale and load ticket directly transcribed to excel database.

### Roll-Over

Truck-Logs app is fully developed and operational with all the technical and data storage support. The company has the expertise to support the customers; thorough training would be provided with hand-holding to make the user comfortable with the App. Any technical or operational queries or difficulty will be answered as soon as possible.

To support the customers, the company would provide a 30-day trial period. During this time, any technical questions will be answered and feedback would be welcome. Free Demo will be imparted to the customer before the Demo.

For any additional questions or commercial detail, please reach out to Manoj Mulki by emailing him a [manojmulki@mnksupply.com](mailto:manojmulki@mnksupply.com) or call him at 616-516-9797.

### KOTZ SANGSTER BRINGS ON ATTORNEYS WILLIAM ENGELN AND JORDAN FLORIAN TO SOUTHWEST MICHIGAN OFFICES



William Engeln



Jordan Florian

Kotz Sangster Wysocki P.C., a leading Michigan law firm, welcomes two new lawyers, William "Bill" Engeln and Jordan D. Florian, to its offices in Southwest Michigan. Engeln will be practicing out of the firm's St. Joseph office while Florian joined Kotz Sangster's South Haven office in December of 2020. Both additions reflect the firm's continued growth in Southwest Michigan's legal community, enhancing their full-service family and business law offerings in the area.

Engeln, who most recently practiced law at Burdick & Engeln, PLC, chose to merge his practice with Kotz Sangster following his partner's retirement. He will join the Kotz Sangster team as Senior Counsel, assisting clients in matters of contract drafting and negotiation, probate and trust

administration, real estate sales and acquisitions, estate planning and more. He graduated from the Northwestern University School of Law, cum laude, in 1980 and brings nearly 40 years of experience to St. Joseph's Kotz Sangster team.

Florian joins Kotz Sangster as an Associate, assisting clients in areas of commercial litigation, administrative law, contracts, estate planning, environmental law and more. As the newest member of the Kotz Sangster South Haven office, he will practice in conjunction with Andrew Barnes, a Shareholder and member of the Kotz Sangster team since 2012. Florian is licensed to practice law in both Michigan and Indiana, having graduated cum laude from Valparaiso University's School of Law in 2017.

"We're grateful for the new additions to our Southwest Michigan offices," said Mitt Drew, Shareholder and Managing Director of Kotz Sangster's Southwest Michigan offices. "Bill and Jordan both bring unique areas of expertise to our team that will greatly benefit our clients and the communities we serve. We know that the addition of their knowledge and commitment to service will strengthen our team, allowing us to better serve our communities."

Anne Kirkpatrick, Bill Engeln's long-time legal assistant, will also join and support the St. Joseph team, continuing her superior support for Bill's clients. All three legal professionals will help further enhance the firm's legal offerings to the Southwest Michigan communities they serve.

### About Kotz Sangster

Kotz Sangster is a full-service business law firm, serving clients across Michigan with responsive service, excellent legal advice and winning solutions. Founded in 1978, the firm has offices in Detroit, Bloomfield Hills, Rochester Hills, Grand Rapids, Rockford, Niles, South Haven and St. Joseph. For more details, visit [kotzsangster.com](http://kotzsangster.com)

### ARCOSA SHORING PRODUCTS UNVEILS NEW VIDEO

As a provider of infrastructure-related safety equipment and solutions, Arcosa Shoring Products strives to create long term value for its customers and stakeholders by promoting a culture that values Environmental, Social, and Governance (ESG) responsibility. To that end, Arcosa recently produced a video highlighting the company's ESG commitment.

"Clearly the trench shoring industry's number one priority is safety," says Joe Zylman, President of Arcosa Shoring Products and NAXSA Board Member. "However, underground construction personnel are not the only beneficiaries of all that we do collectively. The environment benefits every time a contractor digs a trench to install

*Continued on page 49*





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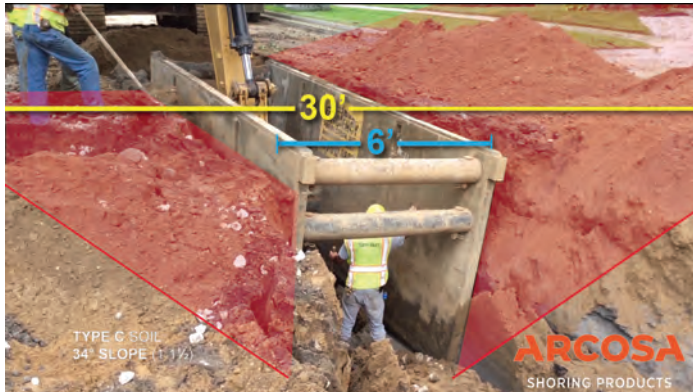
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Continued from page 46

shoring rather than sloping. Yes, trench shoring saves lives, but it also does so much more."



The video, Environmental Social Governance by Arcosa Shoring Products, is located on YouTube here: <https://youtu.be/urqsRbvO75E>.

Arcosa Shoring Products is one of the largest trench protection equipment manufacturers in the country. The company operates its sales, marketing, and dealer network under their legacy brands: **GME**, **Pro-Tec Equipment**, and **Efficiency Production**. Arcosa Shoring Products is part of Arcosa Incorporated's Construction Products Division.

## G2 CONSULTING GROUP OFFERS 2021 CONSTRUCTION OUTLOOK

2020, the anticipated "year of perfect vision," was anything but for most of the world. Will 2021 be any better?

While his crystal ball can't specifically answer that question as it relates to the pandemic, Mark Smolinski, P.E., a principal at G2 Consulting Group in Troy, believes that 2021 holds promise for Michigan's construction industry, especially for long overdue infrastructure repairs. Smolinski also spoke with other construction industry leaders to collect and consolidate their opinions.

"President Biden has made it clear that infrastructure is going to be front and center in his administration in Washington and it's likely to be the same in the 'fix the damn roads' administration in Lansing where Gov. Whitmer was elected on that promise two years ago," Smolinski says. "Of course, the virus got in the way of those ambitions, as it did everything else.

"But as life gets back to normal, infrastructure will remain front and center because the country's infrastructure is long overdue for major overhaul. Many bridges, highways, dams and sewage systems are beyond repair and they're failing.

*Continued on page 50*

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## MITA MEMBER NEWS

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They have to be fixed."

Andrew McCune, P.E., president and CEO at Wade Trim, says that he was surprised how efficiently the construction industry adapted when COVID first hit. "As an industry, we were able to quickly pivot to the changing COVID reality and find innovative ways to continue to safely move projects forward. That resiliency will help the industry navigate future disruption."

McCune is cautiously optimistic for 2021 and suggests proactive communication among construction firms is key to track new projects and potential RFPs. "At Wade, we're holding quarterly calls with our major clients and partners to compare notes and track progress. We see a continuation of the current environment through the first half of the year, but are closely monitoring forecasts for Q3 and Q4 for potential change."

Jon Kramer, P.E., president at OHM Advisors, questions how COVID may impact building and office design over the next several years. "Our architecture services saw a reduction in new project starts in 2020, however, they kept busy with renovations and retrofits," Kramer said. "COVID's full impact won't be known for years, but there are definitely

some early lessons learned that are changing the way we approach commercial office design as well as architectural design in general."

Kramer said 2020 was stronger, overall, than anticipated. He said that OHM is closely watching municipal budgets to understand and assess local priorities. "Will municipalities get stimulus funding for certain projects? Will federal and state governments earmark more dollars towards transportation and infrastructure? We're tracking these developments closely, and, if they go as we forecast, we anticipate another solid year," he said.

Although infrastructure investment is widely viewed as the major industry catalyst driving 2021, several other sectors are poised for growth with municipal engineering projects, telecomm expansion, industrial development and alternative energy projects all on tap:

- Telecomm: Steady to strong. Robust activity in cellular tower services expected as a result of the Federal Communications Commission actions to facilitate the faster deployment of 5G networks nationwide.
- Alternative Energy: Steady to strong. Continued demand, especially in solar which seems to be gaining




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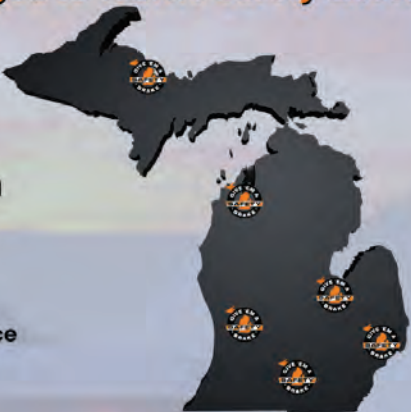
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## MITA MEMBER NEWS

momentum, while demand for wind appears to be lessening.

- Education: Strong. School bond work continues without obvious signs of slowdown. COVID renovations and remodeling may create additional opportunities.
- Health care: Likely slowing. Health care industry needs to “recover” from pandemic, better assess the “lessons learned,” and then will reconsider new investment, perhaps next year or a few years down the road
- Municipal engineering: Strong. Water/waste water projects need to be addressed. Roads continue to be an issue.
- Commercial: Mixed. Build-to-suit work remains, but speculative projects have drastically slowed. Student housing is down as are commercial projects in urban markets. Housing and apartments in more suburban locations remains solid.
- Industrial: Strong. The fast growing delivery / logistics sector and automotive industry are driving industrial growth.

Those surveyed anticipate strong demand for construction work throughout the country if the macro economy holds its recent pace and the virus comes under control. It was noted

that the Biden Plan calls for a \$2 trillion accelerated investment in the nation’s infrastructure, i.e., during Biden’s first term. At the same time, COVID’s impact remains uncertain and additional forced closures could be devastating.

“We understand the critical infrastructure needs and the importance of addressing them now,” Smolinski says. “Meeting all these immediate and short-term needs will be a huge challenge – and opportunity – for the construction industry. G2 and our partners look forward to both the challenge and the opportunity.”

### About G2 Consulting Group:

G2 Consulting (G2consultinggroup.com and twitter.com/G2\_consulting) is a geotechnical, geoenvironmental, and construction engineering firm that has delivered thousands of telecommunications, land development and civil infrastructure projects for two decades across the United States. Based in Troy, Mich., G2 also has offices in Ann Arbor, Mich., and suburban Chicago, Ill. **cs**

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*Continued from page 42*

approximately \$2 billion in trunkline road and bridge projects will be advertised and let.

To keep you abreast of their planned lettings, MDOT has provided several reports pertaining to the FY 2021 Highway Program. MDOT has committed to updating these reports monthly as they are subject to change due to, but not limited to: project delivery commitments, project estimate variability, obligation authority growth, and advanced construction strategies. MDOT acknowledges that some of the totals provided in these reports may not yet approach the projected totals detailed herein, as some projects planned for in FY 2021 may not be fully programmed at the time of this announcement.

If you have any questions, contact Glenn Bukoski, MITA's Vice President of Engineering Services, at [glennbukoski@thinkmita.org](mailto:glennbukoski@thinkmita.org) or 517-256-0741; or Rachelle VanDeventer, MITA's Vice President of Industry Relations, at [rachellevandeventer@thinkmita.org](mailto:rachellevandeventer@thinkmita.org) or 517-331-1106. **cs**



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Continued from page 15

10. Are you aware of the 14-day rule for the scheduling of regular dig tickets and 72-hours for emergency tickets?
    - a. Yes – 87%
    - b. No – 13%
  11. How does the damage claims process affect your attitude towards the damage prevention system?
    - a. Damages should be invoiced ASAP
    - b. Excavators are being unfairly fined
    - c. Locators are not being held responsible
    - d. One-sided to facility owners
    - e. Would like a repository for documentation
    - f. There is inflated invoicing for damages by facility owners
  12. Outside of the MISS DIG system, what factors negatively impact staking? (Contract, length of work, project schedule demands)
    - a. Schedule demands
    - b. Private facilities
    - c. Destroyed markings – Homeowners/lawn maintenance
    - d. Length & size of the project
  13. Please add any additional comments you may have.
    - a. Facility owners should do their own locates
    - b. Pay items
    - c. Utilities are calling ticket placer, not field contacts
  14. Responder type
    - a. Insurance – 8%
    - b. Contractor – 92%
- In closing, it should be said that I do believe all parties involved the locating and excavating arena want to obtain the same goal: fewer damages. Damages and the resulting, bills, appeals, investigations do nothing but exhaust all parties involved. A spirit of cooperation will go farther for all of us than one of finger pointing. The blame game does not get to the root cause of our problems or allow us to learn from them and improve. It does create mistrust and it takes much longer to build a bridge that's been burned than a new one. **CS**



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**Fax: 419-478-0208**

Joseph Ciacchi, Vice President  
**Phone: 740-590-9827**





## KEEP GOING STRONG

It all starts with building a strong foundation — a foundation that can weather the most challenging of times. Your Rehmann advisory team is with you every step of this journey, providing trusted insight, as well as helpful tools and resources, as you move forward.

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Members want and need coverage that provides access to integrated wellness programs, mental health providers, and virtual on-demand health services and our MITA AHP provides access to that coverage. As we all know, an unhealthy member has negative implications to the bottom line, so we want to provide opportunities for both employers and members to access health assessments, goal tracking, integration of wearable technology, and educational videos and podcasts. The AHP offers access to these opportunities and much more.

With the increased use of technology, members are having to adjust to a virtual environment that extends to healthcare and the AHP provides that opportunity. With the decrease in onsite primary care delivery as the pandemic continues, patients are reacting positively to virtual care options. Practitioners are

adapting quickly, and it is imperative that our plans adapt in conjunction with those changes.

Over the past 12 months, we've become accustomed to disinfecting, social distancing, quarantining, symptomatic employees, contact tracing, mask wearing and many other challenges as we commit to protecting our employees, our families, and our communities. In other words, simplifying the confusion around healthcare is what MITA members are in search of and what the AHP provides. The expertise of the Salus team is available to assist with your member needs or you can reach out directly to Mike Buck at (586-817-0833) or [Mbuck@thesalusgroup.com](mailto:Mbuck@thesalusgroup.com)

*Info provided by Michael Buck, Salus Consulting*

*Reviewed for content by Aaron Graves, Bodman Law **CS***

## Job Site Inspections & Safety Training

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

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

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

**Greg Brooks**  
Director of Safety & Compliance  
Phone: 517-507-2531  
[gregbrooks@thinkmita.org](mailto:gregbrooks@thinkmita.org)



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**6 LOCATIONS TO SERVE YOU!**



**Mark your calendars  
for the 2021 MITA  
Summer Conference  
and MITA Golf Outings.  
Stay tuned to your  
MITA e-bulletins for  
more details on these  
events.**

2021 SUMMER CONFERENCE

## **Grand Hotel Mackinac Island**

JULY 22-25, 2021

**SAVE THE DATE**

**June 9, 2021**

8:00 AM - Registration  
9:00 AM - Shotgun  
Boulder Creek Golf Club

**August 25, 2021**

8:00 AM - Registration  
9:00 AM - Shotgun  
Eagle Eye Golf Club

**July 14, 2021**

8:00 AM - Registration  
9:00 AM - Shotgun  
Twin Lake Golf Club



Because a day of golf is always a good idea.





# SUPPORTING MITA for a STRONG CONSTRUCTION ECONOMY

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

## LiUNA!

Local 355 - Battle Creek  
Local 499 - Ann Arbor  
Local 1075 - Flint  
Local 1076 - Pontiac  
Local 1098 - Saginaw  
Local 1191 - Detroit  
Local 1329 - Iron Mountain

### Michigan Laborers District Council

*Feel the Power*

[www.mi-laborers.org](http://www.mi-laborers.org)

[www.facebook.com/MichiganLaborers/](http://www.facebook.com/MichiganLaborers/)

[www.mltai.org](http://www.mltai.org)



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