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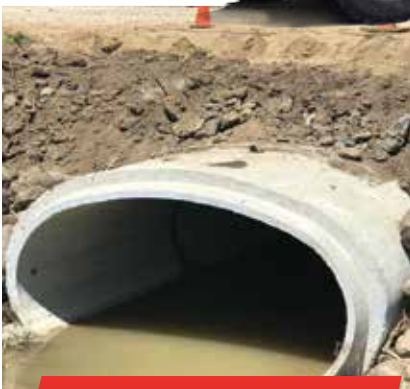
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# PRESIDENT'S MESSAGE

**BRIAN WENDLING**

**Saginaw County Public Works Commissioner**



Greetings Fellow MACDC Members,

As I write, we find ourselves just around the corner from our next summer conference. In fact, by the time this gets to print and out for distribution the conference may actually be over, and we'll be back into our normal day to day grind. My how the time flies when you're having fun! Speaking of time flying, it should be noted that this conference at Crystal Mountain will be the 122nd summer conference for MACDC. What an accomplishment!!

I've often wondered what it might have been like being a Drain Commissioner in the early 1900s when the association first started. What issues did they have back then? Communication must have been an absolute nightmare. Imagine signing an affidavit stating that you personally nailed a meeting notice to a utility pole at a certain intersection. I actually found in an old Computation of Cost, an expense for boarding a horse and a night's stay in Hemlock for a couple of bucks so the Commissioner could attend a meeting. For comparison purposes, Hemlock is approximately a 20-minute drive from my office today. I'm not sure where conferences were held back then, but it must have been a two- or three-day trek just to get there!!

Stop and think for just a minute about all of the changes that Drain Commissioners have seen over the years. From horseback to today's modern vehicle; from a manual shovel to the steam shovel to the drag line to the modern

hydraulic excavator; from wooden and clay pipe to the modern poly, steel, and concrete pipe; and from the compass and steel chain to total stations and now GPS survey from drones and under water vehicles.

Clearly there have been a lot of significant changes over the years and I suspect there will be many more to come—that will undoubtedly make our offices more efficient and productive. There is however one thing that I've noticed that hasn't seemed to change very much since the very first summer conference, and that's the commitment of our Drain Commissioners over the years. Obviously, I wasn't around 122 conferences ago to know this firsthand, but when I read back through all of the detailed documents within our office it's very clear that there has always been a drive to make Michigan, and our individual counties, a better place to live.

Things may have been done differently in the past, both from the paperwork side of things and construction, but the drive to build a quality project at a reasonable cost that would serve the community for years to come has always been there. And I suspect that it always will be.

Give yourself a hand, everyone; to be around this long and be stronger than ever says all that needs to be said about the MACDC.

*Brian*

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# HIGH PROFILE MDOT PROJECT BENEFITS FROM VALUE ENGINEERING

By: John W. Washabaugh, VP, Northern Concrete Pipe, Inc.

Anlaan Corporation of Grand Haven, Michigan was the Prime Bridge Contractor for the first phase of the high profile I-96 / I-196 interchange in Grand Rapids bid in July of 2018. This multi-million dollar, multi-faceted project also had Kamminga & Roodvoets, Inc. on board as the highly qualified Underground Contractor. Within weeks of the project being bid, it became clear that the 72" C-76-V Jack Pipe portion of this project would require a prompt redesign. A high water table presented a challenging dewatering issue. This, coupled with substantial peat at the proposed depth of the tunnel bore pipe was flagged, as the unconfined soils could present excessive risk to the boring equipment, crew, and completing the installation.

Karl Klynstra, Chief Estimator for Kamminga & Roodvoets, (K & R), and his support team worked with AECOM, the project design engineer, to evaluate economical alternatives for this storm sewer which would be exposed to nearly 40' of fill. They quickly filed a Value Engineering Change Proposal (VECP), with the Michigan Department of Transportation. Further, the Department of Environmental Quality (DEQ, now EGLE) was engaged to modify the permit to allow the change in the alignment, and reconfiguration of the storm sewer and temporary culverts. Strict completion dates, maintaining traffic, as well as maintaining significant storm sewer flow for the proposed construction further exacerbated the redesign challenges for the design team and contractors.

The VECP proposed to install the required 72" RCP in an Open Cut installation in lieu of the tunnel bore approach. At nearly 40' of fill over the top of the pipe, use of the American Concrete Pipe Association's Fill Height Tables for Concrete Pipe (type 2 bedding), had shown that this pipe would be near the maximum amount of cover without a special design.

Modifications were made to the original MDOT design which utilized a 30' wide, by 10' deep seam of Expanded Polystyrene (EPS) Block under the proposed roadway, directly over the 72" RCP (see yellow area in Illustration #1). The EPS Block is well suited when soft soils are deep and wet. Further, it would provide excellent foundation stability, yet restrict the rate of settlement to virtually nil. At only 1-2 pounds per cubic foot, the EPS Block would not require heavy equipment for installation. Additionally, these blocks could be easily cut, trimmed to the required shape and size, and installed during inclement weather. The fact that it could be constructed vertically, and faced, unlike most other backfill alternatives, made it a logical choice.

As originally designed, the 72" Jack Pipe would have had positive contact with the bedding around the entire perimeter of the pipe. Because of this ideal bedding condition, little or no flexural stresses would have been induced in the pipe wall. Had this pipe remained a jacking/tunnel bore installation, Northern would have utilized integrally cast, supplemental transverse bars to absorb and distribute the extreme horizontal loads.

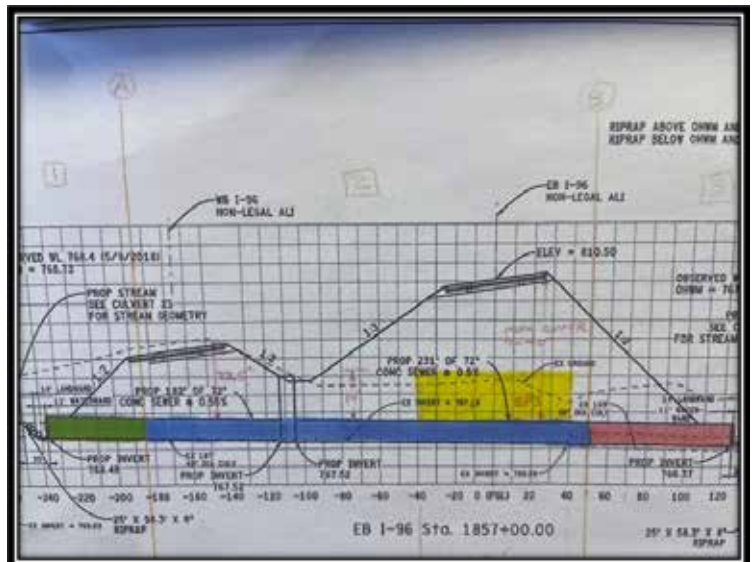


Illustration 1

## MDOT PROJECT CONT.

However, now the pipe would be buried in a Negative Projecting Embankment Installation, and the following parameters were evaluated for the final design of the proposed RCP:

- Earth Load (the “net” effect of the combination of EPS Blocks, and Class B bedding)
- Live Load (negligible at nearly 40’ of depth)
- Selection of bedding and backfill
- Determination of bedding factor
- Application of factor of safety

Northern Concrete Pipe Inc., an MACDC associate member, headquartered in Bay City, Michigan, would provide a project specific design for the proposed deep-bury reinforced concrete pipe for the East Bound portion of I-96. The use of supplemental reinforcing stirrups in areas subjected to the highest tensile forces was key to the overall reinforcing steel design (tension zones: see Illustration #2).

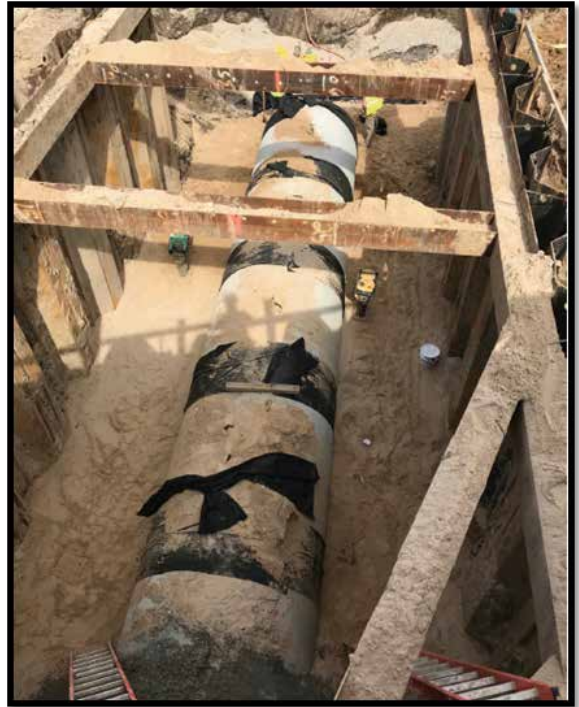


Photo 1

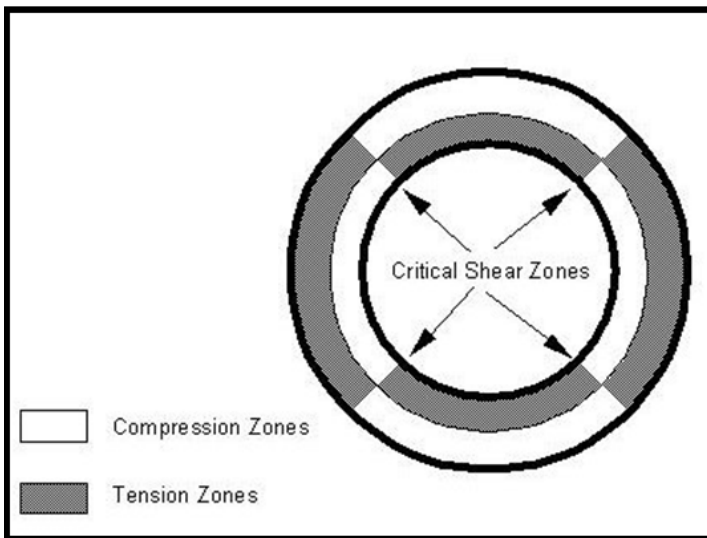


Illustration 2

AECOM’s Project engineers Nate Vandrunen, P.E., and Mike Roberts, P.E., worked with Karl Klynstra and Jeff Talsma, project manager for K & R, to solidify this value engineering concept. MDOT’s engineers and field personnel, Tom Fox, Darrel Heuker, P.E., and Kara Stein, P.E., were also instrumental in approving and supporting these proposed changes and pipe design.

The manufacturing dates for the EPS Blocks and special-design RCP would line up nicely for

K & R’s proposed installation dates. Workers were able to install the pipe in a confined trench with steel sheeting (see photo #1) over multiple phases. The EPS Blocks were unloaded from delivery trucks, placed near the excavation area with an Excavator, and lifted with a contractor-designed lifting apparatus. The Blocks were then installed manually, in a Tetris-like fashion, until the contractor reached an elevation where traditional backfill materials would be used. This allowed the completion of the critical roadway above the deep-cover RCP. (photos 2 & 3)

Finally, with the elimination of the critical constructability issues behind them, and implementation of the

Value engineering, the willingness of all parties to work together was evident. The I-96/I-196 interchange was completed in the fall of 2021, on time and in budget. While there were plenty of sleepless nights from the weight of these decisions, everything came together in the end. This is a testimony to the public truly benefiting from the cooperation between MDOT, multiple contractors, and multiple agencies all sharing a common goal.





Photo 2

Tom Fox, P.E. for MDOT, Grand Region, summed it up best stating: “The value engineering cost proposal for the 72” concrete culvert modification was a very challenging task for MDOT, K & R and EGLE.” Adding “the team members collaborated to successfully conduct the operations while abiding by the extensive environmental restrictions amidst challenging existing sub-grade conditions.” In addition, “the team successfully completed the operations all while dealing with reduction in workforce and sub-contractor staffing shortages.” Well said, Tom!



Photo 3

#### **Contractors**

Bridge: Anlaan Corp., Grand Haven, MI    Underground: Kamminga & Roodvoets, Kentwood, MI

#### **MDOT**

Grand Region, Tom Fox P.E., Darrel Heuker, and Kara Stein

#### **AECOM**

Design Engineer: Nate Vandrunen P.E., Mike Roberts P.E.

#### **Pipe Manufacturer**

Northern Concrete Pipe, Inc., Bay City, MI

#### **EPS Block Manufacturer**

Arvron Inc., Grand Rapids, MI



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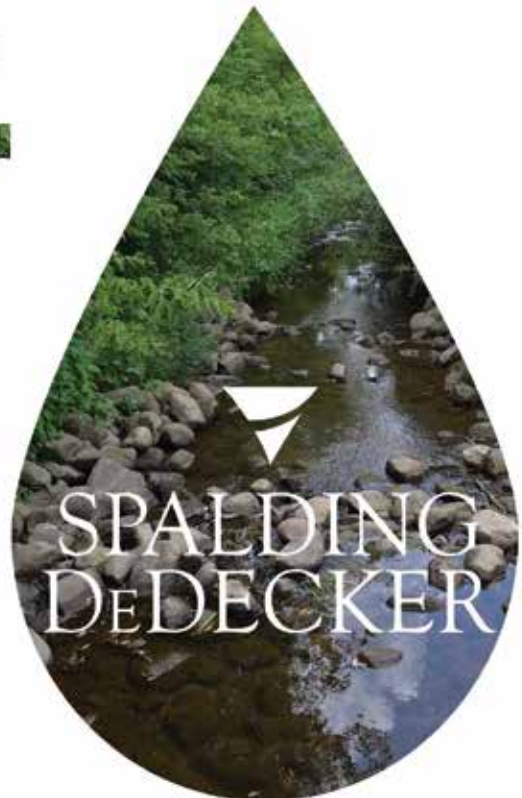
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Attendees (from left to right): Tanner Kragenbrink, Brad Ewart, Amanda Anderson, Chris Mattson, Brittany Nichol, Alex Costanzo, Drew Stoeffel, and Cole Hedrick.



# MACDC'S YOUNG PROFESSIONAL COMMITTEE HOLDS FIRST SPRING SOCIAL EVENT

The Young Professional Committee (“YPC”) gathered together on April 21st for its first social event at The Grid Arcade & Bar in Lansing. Attendees enjoyed great food, drinks, and company. The YPC also took this opportunity to support a local charity: Movers for Moms. Movers for Moms is a charity organization through TWO MEN AND A TRUCK that works with local businesses and organizations to collect essential care items for women and children staying in domestic abuse or homeless shelters. Through the generous donations of our YPC members, the YPC was able to donate a number of essential care items, including toothbrushes and toothpaste, paper towels, diapers, shampoos, conditioners, and deodorant. The YPC plans to hold social events in the fall and spring each year.



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# THE TEAM IS MORE THAN THE SUM OF ITS PARTS

By: **Bill Roche, Northland Securities, Inc.**

Selecting the finance team is one of the most important steps in the preparation for a bond sale. In all but a small number of financings, a bond counsel will be involved in every transaction and, owing to statutes and customs, it is common to also have a Municipal Advisor (“MA”) involved in the issuance of bonds to finance drain and other projects. Because of the requirements of the Securities and Exchange Commission pertaining to continuing disclosure and the bond market preferences, issues of over \$1,000,000 are likely to have an MA as well as recognized Bond Counsel. Issues of under \$1,000,000 do not have the same continuing disclosure requirements and potential credit rating preferences and the bond counsel firm may handle the entire transaction. This does not mean a Drain Commissioner with a \$650,000 project, and a corresponding bond issue, should not have an MA. Indeed, the MA could be very valuable to a small transaction. The best example that comes to mind is a bond issue to finance a project that will have special assessments and possibly other charges being paid by the benefited users. The MA is valuable in helping determine the amount of the individual assessments and if any other charges are needed to help pay off the bonds.

## THE PARTICIPANTS

**Issuers.** The premier participant in a primary offering of municipal securities is the issuer of the securities. In a traditional municipal security offering, the Issuer will be a state, a state authority, a city, a county, or a local limited-function authority (such as a water board, sewer authority, drainage district or school district).

**Underwriter.** An indispensable participant is the underwriter, assuming a bond market transaction. All bond issues have an underwriter whether through a competitive or a negotiated sale. In the case of a negotiated sale of bonds, the Underwriter is hired by the bond issuer, could be through a “Request For Proposal’s” (“RFP”) process or the Underwriter can simply be selected ahead of time. Underwriting is a

professional service like your Bond Counsel or MA and there is no requirement to take bids. When bonds are sold through a competitive bid process, the firm that has the lowest bid is awarded the bonds.

The Underwriter in a negotiated sale works with the finance team to assist in the preparation of the Preliminary Official Statement and other bond related documents. The Underwriter will provide the MA and Issuer projected interest rates on the proposed bond offering based upon other similar issues and feedback on changes in interest rates based upon different bond ratings achieved by the Issuer. The Underwriter will ultimately be responsible for contacting potential investors both locally and nationally that have demonstrated interest in purchasing bonds of a similar maturity and credit rating. Not all the bonds need to be sold as many underwriters take unsold bonds into their trading account or inventory, to be sold off over the next day or two if the interest rates are acceptable. One of the advantages of a negotiated sale is to be able to sell bonds to local investors. Many small banks in Michigan are active buyers of municipal bonds. The Underwriter will ask the Issuer for list of local banks it works with to contact them and assess their interest in purchasing bonds. Additional individual investors who live in the local community can have an opportunity to purchase bonds for their own portfolio. An advantage of a negotiated sale is that it enables an issuer to exercise greater influence over the selection of underwriter and allows for greater flexibility in the timing and structure of an issue. A potential advantage of a competitive sale is that the issuer is able to leverage market competition for the bond sale based on then-current market conditions.

**MA.** The MA may be an independent MA firm that neither underwrites nor distributes securities, or it may be a commercial bank or investment banking firm that underwrites and distributes securities and renders MA services. An MA is used in a municipal securities offering sold on a competitive bid basis, or a negotiated



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## THE TEAM IS MORE THAN CONT.

sale where the advisor's role includes giving advice as to the structure of the transaction and providing essential assistance in the collection, preparation, review, and analysis of information for inclusion in the disclosure document (the Preliminary Official Statement and Official Statement) and review by the credit rating agencies. An MA cannot be your underwriter on the same transaction.

The MA provides advice on the size and structure of the bond issue. The MA works with Bond Counsel to develop the necessary documents for the bond sale, including the Preliminary Official Statement and the Official Statement, Notice of Sale and Bond Ordinance. Other tasks, such as developing the presentation to the rating agencies, evaluating market conditions to determine when to enter the market, soliciting bids for, and analyzing the cost-effectiveness of bond insurance, and scheduling the sale date, are also coordinated by the MA.



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The MA and Bond Counsel ensure that the Notice of Sale is published in accordance with state or local law. Advertisements for bids are placed to maximize interest and participation in the sale by underwriting firms. The MA often takes a lead role in any pre-bid conference to clarify how bids will be calculated and to address any other concerns of potential bidders. The MA also may follow-up with calls to broker/dealers to generate further interest in the sale and to answer any questions regarding the offering or the sale process. On the date of the sale, the MA will assist in evaluating bids, including verification of the net interest cost of each bid. Finally, the MA will assist in closing the transaction, and, if requested by the Issuer, provide a follow-up analysis on the bond sale.

**Bond Counsel.** Bond Counsel is a unique role present in virtually every municipal securities transaction. Bond Counsel have played a prominent role in municipal finance since the late 19th century when their presence in public financings was demanded by investors largely as the result of various judicial decisions invalidating state and local government bond issues on constitutional or other grounds. State and local governments at that time often sought to repudiate debt on various legal grounds such as the failure of their officials to submit to the electorate the question of the issuance of the bonds or the violation of constitutional debt limits. Banks and other purchasers considered it necessary to include lawyers with special skills and experience in the field of municipal finance in the financing process.

With the advent of the federal income tax in 1913, Bond Counsel was sometimes asked to opine as to an additional aspect of the offering – the exemption of the interest on the securities from federal income taxation. Until the 1960s, the statement (if any) in Bond Counsel’s opinion relating to the federal tax-exemption was considered one of the least challenging of the questions addressed by Bond Counsel.

The matters covered by Bond Counsel’s opinion include many that are fundamental to the offering. To establish a firm basis for the statements made in their opinion, Bond Counsel must oversee and, in many respects, manage the legal aspects of the entire transaction, including the preparation of many of the

### KEY RESPONSIBILITIES OF THE MUNICIPAL ADVISOR

- ☑ Assists in evaluating capital funding alternatives and developing a financing plan
- ☑ Assists with obtaining required authorizations, including referenda
- ☑ Provides advice on method of sale
- ☑ Develops RFP for financing team
- ☑ Evaluates proposal submissions
- ☑ Recommends timing of bond sale
- ☑ Identifies tasks, responsibilities, and dates for completing activities leading up to bond sale
- ☑ Designs debt structure
- ☑ Provides advice on approach to ratings and assists with rating presentation
- ☑ Evaluates use of and obtains bids for credit enhancement (if appropriate)
- ☑ Produces, or assists in producing and reviewing documents, including Preliminary and Final Official Statements
- ☑ Conducts pre-marketing of issue (competitive sale)
- ☑ Evaluates bids, including accuracy of True Interest Cost calculation, and recommends award (competitive sale)
- ☑ Assists with closing arrangements
- ☑ Provides general information on investment of bond proceeds (if applicable)
- ☑ Provides general information related to compliance with arbitrage regulations




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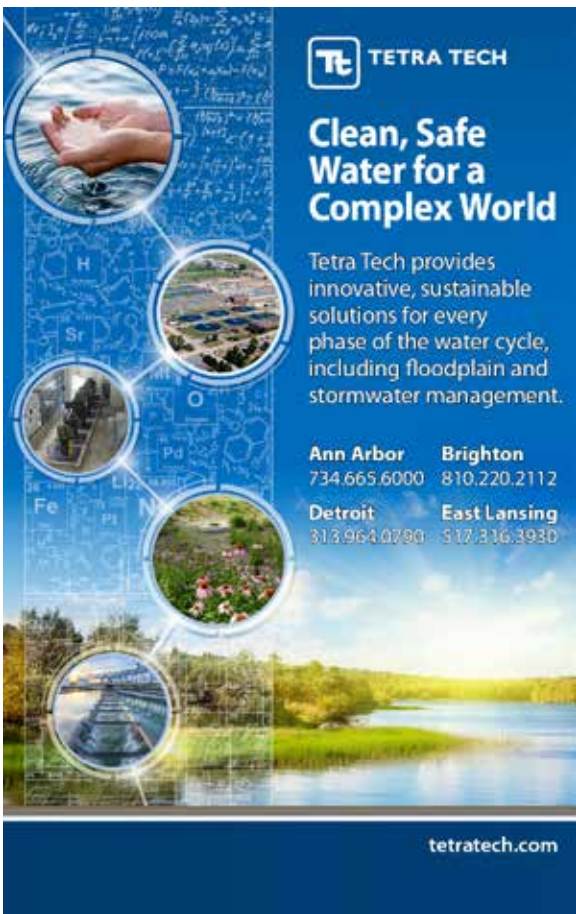
documents relating not only to the securities (for example, the state enabling legislation and Bond Resolution), but also to other aspects of the transaction (for example, a waste management agreement or, lease, loan agreement, or installment sale agreement between the Issuer and the borrower). Bond Counsel often coordinate the timing of the offering by developing a schedule for the timely preparation and circulation by other counsel of documents other than those for which Bond Counsel are directly responsible

Until the late 1960s, Bond Counsel generally was not involved in the disclosure process in any significant manner. That is no longer the case. Today, Bond Counsel, in a disclosure counsel or underwriter’s counsel role, may prepare or, if not responsible for preparation, will review in detail the portions of the disclosure document (the Preliminary Official Statement and the Official Statement) describing the securities offered, the type and enforceability of any security thereof, other provisions of the financing documents, and the tax-exemption of interest on the securities. Bond Counsel also may prepare or review other portions of the disclosure document, such as the portions describing the Issuer, its organization, its powers, and other matters relating to the Issuer and its creditworthiness.

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# G.A.R. Island Park

An aerial photograph of Eaton Rapids, Michigan, showing a mix of residential and commercial buildings, green spaces, and a river. The town is nestled between the Grand River and Spring Brook, with a dense forest of trees in the background. The buildings are mostly brick and wood-frame, with some larger commercial structures. There are several parking lots and streets visible. The river flows through the town, and there are some bridges crossing it. The overall scene is a typical small-town American landscape.

**By Tom Bourdon, PE, and Maureen Wegener, PE, C2AE**

Founded in 1837, the City of Eaton Rapids has been a witness to—and an integral part of—185 years of our country’s history. In the 1880s, Eaton Rapids was a thriving community with water power furnished by the Grand River to operate grist, woolen, and lumber mills. At the same time, Eaton Rapids developed a reputation among health seekers for its numerous artisan wells. 16 trains a day were shuttling in tourists to visit the bath houses and experience the magnetic mineral water.

Michigan’s Grand River and Spring Brook border downtown Eaton Rapids on the east and west, respectively, with six bridges providing access to and through the area’s islands. The city is downstream from the Upper Grand River Watershed, which supports agriculture and a diverse ecosystem. As such, the city belongs to the Upper Grand River Watershed Planning Initiative Steering Committee, which developed the Upper Grand River Watershed Management Plan. This plan provides best management

# How Michigan's Historic Island City Restored Its Cultural and Environmental Core



*An aerial view of G.A.R. Island Park and its surrounding infrastructure reveals the full scale of this project, from the improved seawalls to the new boardwalks and piers to the reconstructed roads and bridges.*

practices (BMPs) for project planning and implementation along with guidance, resources, and tools for public education and outreach. In addition, Eaton Rapids maintains the city's Area Parks and Recreation Master Plan and the River Recreation Master Plan, both of which were developed using public input. Together, these three plans outline numerous potential improvement projects along the Grand River.

One such project, the Grand Army of the

Republic (G.A.R.) Island Park improvements, recently came to fruition with the help of a \$3 million Community Development Block Grant (CDBG) from the Michigan Economic Development Corporation (MEDC) after more than a decade of city planning. G.A.R. Island Park is a two-acre park on an island in the Grand River adjacent to downtown Eaton Rapids. The park earned its name while serving as the G.A.R. Eaton County Battalion's annual encampment site. In addition to its historic significance, the



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## EATON RAPIDS CONT.

Island Park has long been a popular site for community and family events, including Memorial Day and 4th of July services as well as numerous concerts, weddings, picnics, and reunions.



G.A.R. Island Park is a historic point of interest in Eaton Rapids. This postcard, dated 1909, shows off an encampment on the north end of the island.

Over the years, the park’s concrete seawall had significantly deteriorated, causing substantial erosion. Erosion was also evident along the downtown streambank. A 2019 inspection of the Island Park East Pedestrian Bridge revealed that both the superstructure and substructure were in poor condition; the inspection report detailed the deficiencies and advised that the City to “avoid any event that will use heavy vehicles or a concentration of people on the bridge without further load rating analysis.” Due to the scope of repairs needed, replacement was deemed the most cost-effective alternative.

From project kickoff, the focus remained on providing a quality, cost-effective, and environmentally sensitive design that would endure over time. It was critical that the project be sustainable and enhance the environment for the enjoyment of current and future generations. Planning prioritized the preservation of the historic G.A.R. Island Park and the Grand River via the rehabilitation of the concrete seawall around the island. The project also needed to enable safe access to the island and over the Grand River with the help of a new ADA accessible boardwalk and pathway. The pedestrian bridge from the east side of the Island Park to the adjoining neighborhood needed to be replaced. A planned addition of fishing and observation piers along the downtown Grand River bank would increase the tourism appeal of the area. In addition, the project looked to increase environmental benefits via streambank



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and streambed stability, enhanced habitat for fish and other aquatic wildlife, and storm water management.

The City of Eaton Rapids, along with engineering and architecture design firm C2AE, conducted a cost-effective analysis in order to determine the most practicable alternatives for the seawall rehabilitation, the bridge structure, and the timber boardwalk installation, considering both monetary and non-monetary (i.e., environmental) factors. The design relied on the city's hydraulic model of the Grand River system to compare the existing condition and the proposed design alternatives. Over the course of design, several contractors previewed the project to discuss logistics, including access for equipment and materials for construction. Design and permitting were coordinated with the Eaton County Drain Commissioner (ECDC) and EGLE.



*The rehabilitated southeast, northeast, and northwest quadrants of seawall include steel sheet piling and concrete caps.*

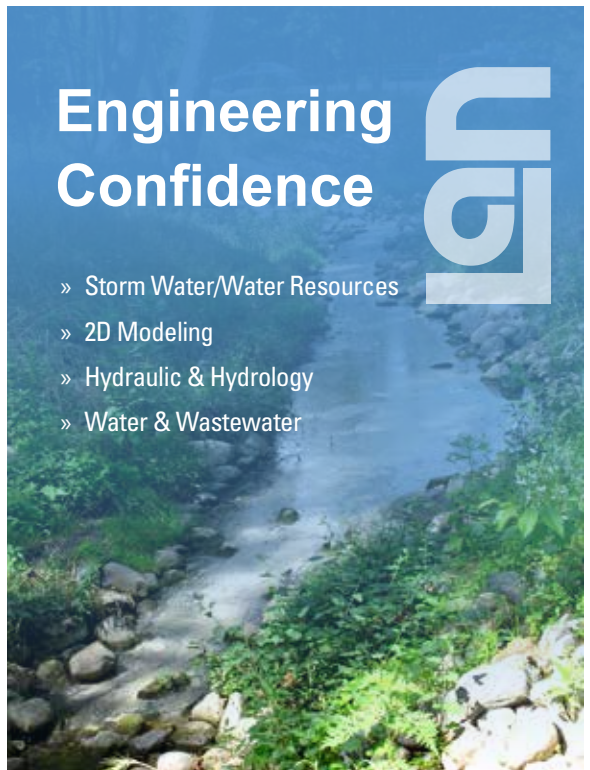
The completed project rehabilitated 1,000 lineal feet of deteriorated concrete seawall along the southeast, northeast, and northwest quadrants of the island. Steel sheet piling with a concrete cap was installed on the water ward side of the existing concrete seawall. The top of the southeast seawall matches the existing top of the southwest seawall. The tops of the northeast and northwest seawalls were raised by eight inches to protect the island from future soil erosion and flooding. As a result, the top of the northeast and northwest seawalls now sit one foot lower than the southeast and southwest walls.

A new two-span prefabricated steel truss bridge with an ADA compliant fishing and observation platform at the center pier replaced the deteriorating 1960s-era two-span pedestrian

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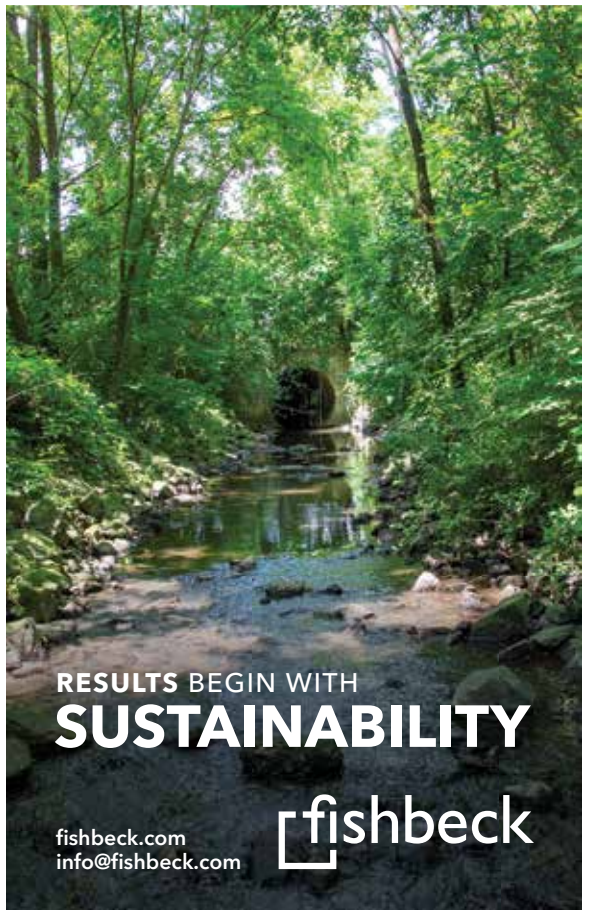
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## EATON RAPIDS CONT.

bridge providing access to the island from the residential area to the east. The abutments and center pier were reconstructed. Though the elevation of the top of the deck at the west end of the bridge was a foot lower than that of the existing bridge, the elevation of the top of the deck at the east end matched the existing bridge. With its bottom chord set above the 100-year flood elevation, the bridge provides a larger hydraulic opening to allow for adequate clearance for floodwater, thus improving through-flow and providing flood relief capacity during storm and thaw events. The concrete approach at the east end of the bridge was also reconstructed.



*The rehabilitated southeast, northeast, and northwest quadrants of seawall include steel sheet piling and concrete caps.*

110 feet of new sidewalk running east to west along the Island Park provides ADA compliant access to the west end of the East Pedestrian Bridge. Branching from this sidewalk is a 60-foot extension of ADA compliant sidewalk to the playground area, which features new equipment and a poured-in-place ADA accessible No Fault Safety Surface (NFSS) to reduce maintenance needs and improve user safety.

A new 700-foot-long, eight-foot-wide timber boardwalk on helical piers, 140 feet of new sidewalk along East Knight Street, and 200 feet of new 10-foot-wide HMA pathway along the downtown side of the Grand River enhance the connectivity of G.A.R. Island Park with Mill Pointe Park. The boardwalk, well lit to provide a safe environment for users, offers two 20-foot by 10-foot ADA compliant fishing and observation piers.

Other project features included new site furnishings, such as benches and trash receptacles, and a new black steel gateway at the island's east entrance that references an antique gateway previously on the site. Two rain gardens adjacent to the timber boardwalk and HMA path were rejuvenated. The bioretention

soil mixture was replaced and native plantings were installed. The streambank was stabilized using native vegetation, live stakes, and riprap along the downtown side of the Grand River. A 250-cubic yard compensatory cut/storage area with native plantings and seeding was installed on city-owned property near the north end of project to offset the "fill" within the floodplain associated with the park improvements.

Vibration monitoring was conducted for the existing structures nearest the sheet piling operations. Measures were also installed to protect monuments and trees on the Island Park. The contractor's work plan—which detailed the schedule, equipment, and material logistics— included a temporary access drive across the channel from the downtown island to the Island Park, barges for the bridge and pier work within the Grand River; and a contingency plan in the event of inclement weather was discussed and revised in accordance with ECDC and EGLE comments as required.

The sizable project team, including city personnel, C2AE, Laux Construction, LLC, and other stakeholders, coordinated to identify the most practicable design and construction means and methods, to secure and comply with the required permits, and to minimize the environmental impacts to the Grand River system. The ECDC and EGLE were closely

involved throughout design and construction, both participating in the preconstruction meeting and advising the contractor through permitting. In addition, the entire team conducted regular progress meetings to review work completed, discuss the work to come, and address possible concerns.

The overall positive impact of this project on the community cannot be overstated. The work improved the water quality and sustainability of the park, connected the city's trail network, and encouraged residents and tourists to visit downtown Eaton Rapids, which will ultimately stimulate economic development. It enhanced, preserved, and improved public access to G.A.R. Island Park and will serve the City of Eaton Rapids for many years.



*This project brought G.A.R. Island Park into ADA compliance by lowering the deck bridge.*



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# MDARD WELCOMES JOSEPH BREZVAI TO INTERCOUNTY DRAINS TEAM

The Michigan Department of Agriculture and Rural Development's Intercounty Drain Program Manager Mike Gregg is pleased to announce the selection of Joseph Brezvai as a project manager, effective Monday, June 27, 2022.

Joe will assist with the administration of the Drain Code Chapter 8 procedures for the maintenance and improvement of the approximately 1,000 systems statewide and chair intercounty drainage boards. Other duties include assisting in database improvements and development of the Geographic Information System mapping project.

Joe left his prior position as the Deputy Lenawee County Drain Commissioner with more than 26 years of experience with similar responsibilities for the administration of 712 county drainage districts with more than 1,500 miles of drains. Other duties included administering and maintaining nine sanitary sewer systems, four

potable water systems, eight lake levels, and chair for a lake improvement board.

Joe has a Bachelor of Science in Construction Engineering Technology from the University of Toledo. He is also a licensed Distribution and Treatment Water Operator, certified Stormwater Operator, certified Soil Erosion and Sedimentation Control Agent, and a Public Notary.



Brezvai

Joe is an avid golfer and resides in Hudson, Michigan with his wife, son, and daughter.

You can reach Joe Brezvai at 517-388-3067 or [brezvaij@michigan.gov](mailto:brezvaij@michigan.gov).



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# ASSOCIATE MEMBER NEWS

## F&V ADDS NINE NEW STAFF INCLUDING A SENIOR PROJECT MANAGER

Fleis & VandenBrink (F&V) recently added nine new staff to its full-service civil engineering firm, including a senior project manager for the West Michigan Municipal Group.

“We value the talents and ideas of everyone at F&V, and we’re excited to expand our team with new hires who bring a wide variety of expertise and experience,” said Bob Wilcox, principal and F&V’s vice president of operations.

Larry Hummel, senior project manager, is among nine new hires at the firm’s headquarters in Grand Rapids. Hummel brings more than 26 years in local and state government experience as a road/highway engineer, bridge engineer, and managing director. He also brings private consulting experience to the F&V table.



Hummel

Other new hires in Grand Rapids include Doug Klann, construction project manager, Misty Klatt, construction contract administrator, Mike Visscher, Environmental Group technician, Mason Dyke, Development and Enhancement (D&E) Group Engineer-in-Training (EIT), Sophia Baker, Process Group engineer, Nick Moleski, Environmental Group technician, Jim Penrod, Process Group electrical designer and Brant Mercer, West Municipal Group project engineer.



Klann

Hummel will oversee the design and construction of Michigan road and transportation projects for municipal clients. He has over 25 years of experience working as an engineer and manager for county Road Commissions.



Klatt

Klann brings 25 years of construction experience to FVC with projects ranging from schools, high end offices, wastewater plants and industrial buildings. He also has expertise in wood framed, masonry and steel, precast panels and pre-engineered metal buildings.

Klann’s duties include constructability reviews, project budgeting and scheduling, and overseeing construction projects.

Klatt brings more than 15 years of construction management experience with an emphasis on commercial, real estate and design/build projects. Her duties include preparation and administration of construction contracts, contract modifications, pay applications as well as the related job cost accounting on construction projects.



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Visscher will provide support in the field and office with project data collection and processing, including GIS data management and graphics. Additionally, he will provide construction oversight for environmental and demolition projects.



Visscher

Dyke will be tasked with site design and drafting, occasional construction observation, and traffic engineering. He is a recent graduate from Michigan Technological University with a civil engineering degree. He is also a platoon leader in the Michigan Army National Guard.



Dyke

Baker is serving as a water and wastewater design engineer. Her duties include project development, evaluation of treatment alternatives, and detailed design including selection of treatment processes, process calculations, and design drawings and specifications.



Baker

She comes to F&V with experience in manufacturing and biological system design including aerobic granular sludge, oxidation ditches, biological nutrient removal, and other secondary treatment processes.

Moleski will provide environmental support in the field and office with project data collection and processing. He will also provide support for Source Water Protection projects throughout Michigan.



Moleski

Penrod has worked in the municipal field for over 35 years providing electrical design for water and wastewater treatment facilities, pump stations, municipal wells, water towers, libraries, schools and street lighting. Penrod also has designed numerous industrial and commercial facilities.



Penrod

Mercer has nearly a decade of experience in construction, specializing in design-build and construction management. He'll be supporting design and construction of utility and infrastructure projects for clients.



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## ASSOCIATE MEMBER NEWS CONT.

### SPICER GROUP, INC. ANNOUNCES 2022 PROMOTIONS

#### **Charles R. Smith, P.E., CFM, named as new Associate**

Spicer Group is proud to announce the recent promotion of Charles R. Smith, P.E., CFM, as a new Associate. Charles joined Spicer's Water Resources Service Group in 2013 as a Design Engineer. He became a Project Engineer in 2015, and a Project Manager in 2018. Charles graduated from Michigan Technological University in 2013 with a bachelor's degree in Environmental Engineering. He became a licensed professional engineer in the state of Michigan in 2018.



#### **Jennifer L. Taylor-Chaltraw, PHR, named as new Associate**

Spicer Group is proud to announce the recent promotion of Jennifer L. Taylor-Chaltraw, PHR, as a new Associate. Jennifer first joined Spicer in 2006 as a Project Assistant in our Survey Service Group. She was promoted in 2018 as the Human Resources Manager. Jennifer earned her associate degree in Business Studies from Delta College and her bachelor's degree in Business Administration from Northwood University. She became a certified HR Generalist through the American Society of Employers in 2020 and a Professional in Human Resources through the HR Certification Institute in 2021.



#### **Stephanie J. Wizner, named as new Associate**

Spicer Group is proud to announce the recent promotion of Stephanie J. Wizner as a new Associate. Stephanie joined Spicer's Accounting Group in January of 2021 as the Accounting Manager. She'd previously worked in the



healthcare field as a Finance Manager. Stephanie earned her bachelor's degree in Business Administration and Accounting from Central Michigan University and her master's degree in Business Administration from the University of Michigan, Flint.

#### **Daniel P. Zeddies, P.E., named as new Associate**

Spicer Group is proud to announce the recent promotion of Daniel P. Zeddies, P.E., as a new Associate. Daniel joined Spicer's Structural Service Group in 2013 as an intern. He was hired full-time as a Design Engineer and became a Project Engineer in 2016. In 2021 he was promoted to Project Manager. Daniel graduated from the University of Michigan in 2014 with a bachelor's degree in Civil Engineering. He became a licensed professional engineer in the state of Michigan in 2018.



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## ASSOCIATE MEMBER NEWS CONT.

### **Christopher B. Mattson, P.E., named as a new Senior Associate**

Spicer Group is proud to announce the recent promotion of Christopher B. Mattson, P.E., as a new Senior Associate. Chris was first hired at Spicer as a Construction Services intern in 2008. He became a Project Engineer in 2016 and was promoted to Project Manager in our Water Resources Service Group in 2017. Chris became an Associate at Spicer Group in 2019. He earned his bachelor's degree in Civil Engineering in 2010 and his master's degree in Civil Engineering in 2018, both from Lawrence Technological University. In 2015, he became a licensed professional engineer in the State of Michigan.



### **Nathan P. Pfenninger, P.E., named as a new Senior Associate**


Spicer Group is proud to announce the recent promotion of Nathan P. Pfenninger, P.E., as a new Senior Associate. Nathan has been a member of Spicer's Construction Service Group as a Construction Engineer since May of 2011 and was promoted to an Associate in 2020. He graduated from Michigan Technological University in 2010 with a Bachelor of Science degree in Civil Engineering. Nathan became a licensed Professional Engineer in 2017 in the state of Michigan.



### **Luke D. O'Brien, P.E., named as a new Senior Associate**

Spicer Group is proud to announce the recent promotion of Luke D. O'Brien, P.E., as a new Senior Associate. Luke joined Spicer's Water Resources Service Group in December of 2013 as a Design Engineer. He became a Project Engineer in 2016, a Project Manager in 2018, and an Associate in 2020. Luke graduated from Michigan State University in 2009 with a Bachelor of Science degree in Civil Engineering. He became a licensed professional engineer in the state of Michigan in 2015.





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## JULY 25-28, 2023


MACDC Annual Summer Conference  
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## FEBRUARY 14-16, 2024


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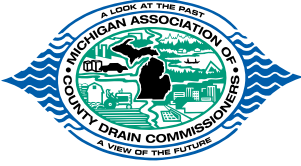


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