

# THE BUILDING TRADESMAN



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## SHORT CUTS

### Primary election set for Tuesday, Aug. 2

With the state's Tuesday, Aug. 2 primary election only a month away, absentee ballots will soon be in the hands of the state's voters.

The Michigan Building and Construction Trades Council and its affiliated local councils have compiled on Page 4 a limited list of endorsed candidates for the primary.

When you go to cast your ballot either absentee or at your local polling place, remember that in a primary election in Michigan you can only vote straight Democrat or Republican – cross-over voting will spoil your ballot.

### More hurdles aimed at jobless

The process of collecting jobless benefits would get more complex for Michigan workers under a bill adopted in the Michigan House of Representatives on June 15.

Adopted with a 56-49 party-line vote, with all Republicans in support and all Democrats against, House Bills 5179 and 5180 would require jobless workers to “engage in at least three job search or training activities each week,” whereas the state Unemployment Agency currently sets the requirement at one job search activity every two weeks.

“The goal of our system should be reemployment – not unemployment,” said bill sponsor Greg VanWoerkom (R-Norton Shores). “We must have an unemployment system that works for those truly in need. But the best long-term solution for workers and their families is employment and a good-paying job. These measures take important steps to make sure our system truly works for the people of Michigan.”

The measure was moved on June 16 to the Senate Committee on Economic and Small Business Development. If it passes the Senate in its current form, it faces a high likelihood of a veto by Gov. Gretchen Whitmer, joining the “no” votes among fellow Dems.

“It was the recognition that it was actually making it more difficult for people to collect unemployment,” said State Rep. Terry Sabo (D-Muskegon). “I just don't think we should be making it harder for workers who lose their jobs or go on unemployment through no fault of their own, to collect the benefits of their labor.”

Specifically, the legislation would require people receiving unemployment benefits to engage in at least three job search or training activities each week – actions such as applying for a job, interviewing, or participating in workforce development or GED programs. Beneficiary recipients would report specifics of their job search – including dates of application and interviews – to the state Unemployment Agency.

The plan approved by the House would also force state agencies to take a more active role in helping the unemployed find jobs. Every individual registered with Michigan Works! would be notified of all job openings the agency receives, working in conjunction with the Unemployment Insurance Agency.

### Quotable

“Your present circumstances don't determine where you can go; they merely determine when you start.”  
—Nido Qubein (1948-)



ON THE FIRST DAY (June 16) of reinforcing rod installation at the Liberty Bridge rehabilitation project in Bay City, Iron Workers Local 25 rodbuster Matt Walker unspools some wire. He's employed by Flatrock Bridge Group. Field Supt. Ben Meyer reports that the rodbuster crew will install about 2 million pounds of the green re-bar on both sides of the bridge.

## Trades, partners, revitalize Bay City's Liberty Bridge

By Marty Mulcahy  
Editor

BAY CITY – Michigan has numerous bascule drawbridges over its waterways that are more than a century old – and have remained in service with timely maintenance and upgrades.

Of course, even “younger” bascule spans need some TLC every few decades. Rain, snow, heat, road salt, aging hardware, and all the ups and downs – all take their toll on approach roads and bridge hardware, mechanisms and electronics.

So it goes with the Liberty Bridge over the Saginaw River, a bascule drawbridge that was put into service in 1986. The bridge, currently closed to traffic, is undergoing what Bay City Bridge Partners calls a “complete rehabilitation and modernization.”

Those bridge partners include the project's engineering and construction firm, TranSystems, prime contractor

Granite Kraemer Joint Venture, and several subcontractors. Work began on the span on Dec. 13, and a diligent crew of some 100 building trades workers is expected to have it back open to traffic by the end of August, with the work on the bridge fully com-

plete by the end of March.

“The tradespeople are doing great, they have a lot to do in a short period of time,” said Louis Taylor, senior construction manager for TranSystems. “I think the biggest challenge

(Continued on Page 2)



UNSPooling WIRE for a junction box in front of the west counterweight under the deck of the Liberty Bridge is Chris Gangler of IBEW Local 692. He's employed by Clements Electric.



A WHOLESALE RENOVATION of the Liberty Bridge in Bay City over the Saginaw River is ongoing. About 100 tradespeople are working at the bascule drawbridge this summer, working with the Bay City Bridge Partners, Granite Kraemer Joint Venture, and several subcontractors.

## Contractors cry ‘Uncle,’ raise bids

The long-term high cost of materials and labor, plus competitive bidding environments, combined with an understandable aversion to losing money, are factors that are finally raising bid prices from U.S. construction contractors seeking to win work.

The Associated General Contractors reported on June 14 that contractors finally decided

they can't avoid passing higher input costs onto owners. For example: diesel fuel prices have jumped 85 percent since May 2021, liquid asphalt has risen 80 percent, steel mill products are up 33 percent and architectural coating costs have risen 32 percent.

“After enduring more than a year of runaway increases in the cost of items needed to build

projects, contractors have finally raised their bid prices by an equivalent amount,” said Ken Simonson, the AGC's chief economist. “But the runup in materials costs appears likely to continue to pressure contractors' profit margins.”

Overall, the report said the producer price index for inputs to

(Continued on Page 4)

## Challenges toss wrench in construction gears

By Marty Mulcahy  
Editor

In an overall U.S. economy that is fairly strong despite being wracked by scary inflation numbers, labor shortages, high interest rates and never-ending supply chain problems, the construction industry is fitting right in.

Dodge Data and Analytics reported on June 17 that total U.S. construction starts were 6 percent higher in the first five months of 2022 compared to the same pe-

riod of 2021.

“The construction sector has become increasingly bifurcated over the past several months,” said Richard Branch, chief economist for the Dodge Construction Network. “Nonresidential building construction is clearly trending higher with broad-based resilience across the commercial, institutional and manufacturing spaces. However, growth in the residential market has been choked off by higher mortgage

rates and rapidly falling demand for single family housing.

“Nonbuilding starts (usually infrastructure), meanwhile, have yet to fully realize the dollars authorized by the Infrastructure Act. While the overall trend in construction starts is positive, the very aggressive stance taken by the Federal Reserve to combat inflation risks is slowing the momentum in construction.”

Nonresidential building starts rose 17 percent and resi-

## Shuler elected AFL-CIO president, vows to hike union membership by a lot

By Mark Gruenberg  
Press Associates

PHILADELPHIA (PAI)–AFL-CIO President Liz Shuler, formally elected to her first full term in office, has set a goal to “grow our movement by more than 1 million working people,” net, in a decade.

If it succeeds – and she admits it won't be easy – that would mark a substantial increase in organized labor's density, especially in the private sector, where it has fallen from more than one-third in the early 1950s to just over 6 percent.

Public-sector density is just under one-third, but the absolute number of private-sector unionists slightly exceeds that of public workers, Bureau of Labor Statistics calculations show. In January, the BLS reported that overall



AFL-CIO President Liz Shuler (IBEW) was elected to her first term in office at the labor federation on June 12. With her is Fred Redmond, elected to the federation's No. 2 job, Secretary-Treasurer. Photo credit: PAI

union membership declined by 241,000 nationwide in 2021, to 14.0 million.

Shuler announced that goal (Continued on Page 3)

## Youth movement: AFL-CIO vows to dedicate money, staff to young workers' causes

(From Press Associates)

PHILADELPHIA – Recognizing today's young workers are more pro-union than their elders – and need unions even more – AFL-CIO convention delegates voted on June 15 to dedicate more money and a specific staff to young workers and their causes.

After her prior election as Secretary-Treasurer, federation President Liz Shuler launched its “NextGen” initiative years ago and has kept it going, sometimes under the radar.

Young workers realize “our economy makes them work twice as hard for half the pay” and are turning to unions to change that equation, Steelworkers Vice President Roxanne Brown said. “The future of the labor movement is forming right before our eyes.”

While the new program is short on details, it's starting to enlist advocates young people know and will engage “athletes, musicians and actors” to attract attention, said federation Secre-

tary-Treasurer Fred Redmond, a Steelworker.

The labor movement first involved Chelsie Glaubitzi Gabiou, now the Minneapolis Regional Labor Federation President, in an organizing drive and then political campaigns. Now, six years later, “we have collaborations we never even thought possible” with youth, community and civic groups – especially those with people of color – in the Twin Cities.

“It resulted in real organizing in Minneapolis, led by young workers, young queer workers and Black workers,” she said in a convention panel discussion.

But the fed's Young Workers Rising initiative will also emphasize unions as a route to well-paying jobs, including apprenticeships in the building trades. And it will recruit them for leadership posts and “support legislation addressing young worker concerns,” notably the student (Continued on Page 4)

## State of the unions:

## Feel-good polling is not yet matched by membership numbers

By Frank Newport  
Gallup Inc.

News reports have focused the nation's attention on labor unions in recent months. Workers have voted in favor of unionizing at a number of Starbucks stores across the country, workers voted to form a union at an Amazon warehouse on Staten Island and are now voting in other locations, workers at an Apple Store in Atlanta have filed a petition to hold a union election, and tech workers at the vaunted *New York Times* recently voted to unionize.

There also appears to have been an increased level of labor actions in companies and organizations that are already unionized.

The fact that labor organizing efforts have occurred at iconic, extremely well-known companies such as Starbucks and

Amazon helps explain why they are getting so much attention. But more broadly, the unionizing efforts give rise to questions about the future of unions in this country. As one pro-union writer said about the Starbucks union effort, “It's a spark of optimism in a union movement that has been in decline for decades.”

That last phrase is important. All indicators show the general trend in union membership has been down in recent decades. Is it possible that unions could be on the cusp of a renaissance?

Gallup data confirm the small size of the footprint of union membership in today's workforce. As of last summer, just seven percent of adults in the U.S. said they personally were members of a union (another 8 percent reported that someone else in the household was a member). This number hasn't changed substantially since Gallup began asking the question yearly back in 2001. The government's Bureau of Labor Statistics reports its measure of union membership on a base of employed persons, and their data show that 11 percent of workers today are members, a drop from about 20 percent in 1983. Older data show that the unionized percentage of all workers was near the 30 percent range in the 1940s and 1950s.

However one does the calculations, the trend in union membership is down, not up, even as (Continued on Page 4)

## Viewpoints



### Better safety for road workers

Road work can be dangerous work, but it doesn't have to be. As the training director for Operating Engineers 324, overseeing the education we offer our 14,000 members operating heavy equipment on road projects throughout Michigan, we teach the highest safety standards. Before that, I worked for 30 years in the field on road projects. I have seen the rewards – and dangers – firsthand.

When I was a project superintendent overseeing highway work, some of my most troubling memories are of getting called late at night by the Michigan State Police, informing me that a drunk driver had crashed into a job site. I remember the knot in my stomach in the few moments before the officer on the other end of the line told me whether anyone was hurt or killed. I've experienced the relief of knowing no one was injured, and the anger that follows with the realization that the incident could have been much worse.

Now, we are in the middle of unprecedented progress on the roads and bridges of Michigan. There has been bipartisan investment made in repairing and replacing our crumbling infrastructure, and the proof is all around us this summer as construction crews undertake the necessary work. We are finally making the investment in ourselves, our families, and our businesses, that good roads and bridges provide. Now we need to make a similar investment in our road workers, and ensure they are able to complete their work as safely as possible.

We are making progress. Recently, we saw the passage and signing of HB 5286, authorizing contractors to use one or more flashing lights with an illuminated changeable digital message and displaying the speed limit required for a work zone. This is a good first step and assists drivers who may not be aware of the speed they are traveling. Unfortunately, we know that simply reminding drivers is not enough. That is why we adamantly support two other bills currently working their way through the Michigan Legislature.

A worker on a highway project must be absolutely focused on the job they're doing. These tasks require precision, and construction workers perform them while cars and trucks fly by them, inches away at high speeds. Signs posted at these work zones say 45 mph Some say 60. The reality is most motorists speed past these work areas at 70, 80 and sometimes even 90 mph.

HB 5750 has passed the house and awaits the Senate. This bill would grant the Michigan Department of Transportation (MDOT) and Michigan State Police (MSP) authority to set up automated speed enforcement systems in construction zones on state roads. We have seen this work to great effect in other states.

Often, the only protection between the worker sawing concrete and a drunk driver careening out of control is a sign and some orange barrels. This risk compounds after dark. Nighttime construction can be used to great effect – it can speed up a project's length or allow for lanes to remain open during congested times of the day.

The greatest impact would come from the passing and implementation of HB 5734, requiring concrete barriers, Positive Protection, for work zones active at night. This would put real physical safety barriers between workers and the motorists passing by them. It is a precaution that can be measured in the most important metric of all – the number of lives saved.

With the three referenced bills, including two awaiting passage, we can make Michigan's roads not only safe to drive on but safe to work on. We teach safety in the work we do. The Michigan Legislature and motorists can help make sure everyone gets home safe at the end of their day.

**John Osika**  
Training Director, Operating Engineers Local 324  
(via Bridge Michigan)

## Revitalizing Bay City's Liberty Bridge

(Continued from Page 1)

we have is that we're working in tight spaces, but everybody is work together with a lot of coordination, and I'd say everything is going smooth."

The 2,344-foot-long Liberty Bridge connects Vermont Street and Woodside Avenue, and is one of four bridges in Bay City crossing the Saginaw River. The four-lane spans opens to allow ship traffic more than 900 times per year, while carrying 16,849 vehicles per year.

According to Bay City Bridge Partners, the project's to-do list includes:

- Repairs and improvements to the footings & foundations, substructure, and superstructure bridge deck/roadway connections

- Bascule electrical and mechanical systems

- Bridge performance monitoring

- Remodel and upgrade of the operator house

- Upgrades to warning gates and operator houses

- Widen the existing bike/pedestrian path

- Add architectural handrails and decorative lighting

- Add an open road all-electronic tolling system with closed system video and cameras

Taylor said the concrete decks on the bridge's approaches deteriorated significantly, requiring removal and replacement and overlays in some areas. With the bridge and approaches shut down to traffic, project planners will have the opportunity to cast the new concrete all at the same time, "and a longer-lasting deck is the goal," he said.

The existing motors that



SETTING RAILS TO SUPPORT PANS in preparation for concrete placement is Carpenter Nick Revord of Michigan Regional Council of Carpenters and Millwrights Local 706. He's employed by Granite Kraemer Joint Venture.

raise and lower the drawbridge will be re-worked instead of replaced. There are two primary motors, plus single backup motors, on each side of the drawbridge. Steel ballast, which takes up less room and offers easier balance control, will replace the existing concrete ballast.

Several blocks north and east of the Liberty Bridge is the Independence Bridge over the Saginaw River, which is getting replaced in a process that is currently in the design phase. Bay City Bridge Partners, a local subsidiary of Denver-based United Bridge Partners, was hired into a lease agreement by Bay City to undertake the rehabilitation and modernization of the Liberty Bridge and replacement of Inde-

pendence Bridge – both are city-owned. As part of the agreement, BCBP pays for the construction/rehabilitation work and assumed immediate financial responsibility for operations and maintenance of the both bridges. The Bridge Partners will recoup their costs through the installation of toll systems on the spans, with city residents getting a five-year exemption from the fees.

Bay City Bridge Partners earlier this year hired Bay City native Lynn Pavlawk as general manager of operations.

She said when the projects are complete, local motorists can expect smooth, dependably operated bridges for years to come, new LED lighting that will enhance the aesthetics of the bridges, and an

easy electronic tolling system that won't impact traffic.

"We're excited to get this project moving," she said. "We're hopeful that the projects will result in additional businesses coming to the city. And one of the things we pride ourselves as partners in this community investment is that it will allow for the city to make additional investments and direct resources to other areas of the city."

*"When someone does something good, applaud! You will make two people happy."*

–Samuel Goldwyn (1882-1974)

*"If you wouldst live long, live well, for folly and wickedness shorten life."*

–Benjamin Franklin (1706-1790)

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Patrick Devlin  
Secretary-Treasurer

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Steve Claywell  
President

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**Editor/Photographer**  
Marty Mulcahy  
E-mail: [buildingtradesman@ameritech.net](mailto:buildingtradesman@ameritech.net)

**Advertising Director**  
Joe Hoshaw  
E-mail: [btads@ameritech.net](mailto:btads@ameritech.net)  
(734) 558-6955

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# BUILDING MICHIGAN: Our unique bridge railings HISTORY IN THE MAKING

By Marty Mulcahy



**THE CUT RIVER BRIDGE** (constructed 1941-1946) that carries U.S. 2 in the Upper Peninsula east of Epoufette is a picturesque span, just considering the arch and ornamental iron underneath. But then consider the deck's prominent, ornamental "R4" style railings, and they're icing on the cake. You know the railings – they're still omnipresent, they're unique to our state – and they added a classy design element to bridges big and small in Michigan from the 1930s to the 1960s. In many ways, the decision-makers in earlier years at the Michigan Highway Department were way ahead of their time when it came to highway safety and aesthetics.

Photo credit: State of Michigan

Michiganders can rightly be proud of our state's rich variety of incredibly engineered buildings, bridges, roads, tunnels and automobile plants that have been featured on these pages.

When it came to our state's trademark industry – automotive design and production – Michigan in the first half of the last century flexed its manufacturing muscle, erecting industrial facilities whose blueprints were copied world-over. Then, after we put the world on wheels, we built the world's first mile of concrete road, painted the first white stripe down the center of a road, installed the first tri-color traffic light, and built the first roadside park.

Which leads us to another Pure Michigan over-the-road feature ... our bridge railings. Really, they're a thing. For decades Michigan's R4 railings have likely been the most consistent and unique feature along highways in our state, but until you see what they look like, you likely wouldn't make the connection. One look at the railings, and hopefully you're saying "oh yeah!" to yourself.

"There is perhaps no other single element that more vividly defines bridges in Michigan than the railing design that was classified by the Michigan State Highway Department as the R4 railing standard," says *Historic Bridges*, an encyclopedia of bridges nationwide. "The railing design is identified by its distinctive metal railing panels which are separated by concrete or metal posts which generally conform to a few different designs.

"The first bridges to use the R4 railing design were constructed in 1932, and the design was used for several decades, up to around 1964. The design is noted for its aesthetically appealing design which helps make even the most mundane stringer bridge or even an early prestressed concrete box beam bridge look nice. Many states chose to adopt plain function-only railing designs for their bridges during this period in history, and as such, thanks to the R4 railing, many of Michigan's mid-20th Century bridges are much nicer looking than comparable structures found in other states."

As Michigan started expanding its highway system in the 1920s, construction standardization statewide became the norm, especially for bridges. Between 1927 and 1932, *Historic Bridges* says, Michigan built a large number of steel stringer bridges according to a unique standard plan. The first, short-



**BUILT IN 1940**, the Cheboygan bascule bridge carrying U.S. 23 over the Cheboygan River was renovated in 2003 – preserving its historic R4 railings. MDOT also upgraded the railings "to meet currently acceptable standards," *Historic Bridges* said. "They used special posts that are similar looking to the original steel posts, but include special mounts for modern steel box railings on the traffic side of the railings. Behind those, they attach the original railing panels. The result is that the original appearance, especially from a riverside view, is still fairly similar."

Photo credit: Historic Bridges

lived plan utilized a concrete balustrade railing design above a decorative concrete encasement over the outermost side steel stringers, to give the bridge an overall appearance of a concrete bridge.

That ended "quite abruptly" in 1932, *Historic Bridges* says, when the state Highway Department removed the concrete encasements from the stringers, and also began the use of the R4 railings. It resulted in a design emphasizing the appearance of steel instead of concrete. The metal lattice built into the guardrails stayed in the design, and became a ubiquitous part of the highway landscape for the next 30 years as Michigan's roads stretched from border to border. Many are visible today if you look for them.

According to a 2007 paper, *Performance of Michigan's Concrete Barriers* that was prepared for the Michigan Transportation Commission by John Staton and Jason Knauff, prior to the 1960s, the standard bridge railing types used in Michigan were Types "R4" or "R5."

"These railings were constructed of either concrete (R4) or steel (R5) posts with metal lattice between posts. Depending on the specific application and location, some of these railings, or modifications to them, are still in service today. In addition to the Types R4 and R5 railings, other typical railing construction details incorporated extensive use of cast-in-place architectural concrete, and various renditions of rolled and tubular steel designs."

A 2017 report on the rehabilitation of the U.S. 23 Cheboygan Bascule Bridge by the Historic Bridge Foundation said the span, built in 1940, has retained its original features, making it eligible for a listing

in the National Register of Historic Places. The R4 railings were replaced and replicated and are still in place on that span and on bridges across Michigan, although many have been supplemented with retrofit, separate metal bridge rails to absorb vehicle impacts and to meet modern safety standards.

"The bridge design included the Michigan State Highway Department's standard metal railings, usually referred to by the Highway Department as Type R4," said a *Historic Bridge Foundation* article by Nels Raynor. "The Type R4 railing was used in Michigan... and is unique because it is a more ornate design than the standard railings adopted by most other state highway departments during this period. The railing design was used widely on everything from small stream crossings of less than 20 feet to bascule bridges such as the Cheboygan Bridge to expressway overpasses."

*Historic Bridges* said the R4 railing design "almost immediately was adopted as a railing design that could be applied to anything, from railroad overpasses, to rigid frame bridges, as well as continuing to be used on steel stringer bridges.

"This became the destiny of the R4 railing: the railing that could be used for anything. It is worth noting however that although R4 railings quickly became the most popular railing for bridge construction in Michigan by far, a number of additional standard railing plans existed in Michigan alongside the R4 standard and were used as well.

"Finally, it is worth noting that the general architectural style of the R4 railing is not found in any other state in the United States."



**THE WOODWARD AVENUE/ Eight Mile Road interchange** in Detroit retains the original R4 guardrails, although metal guardrails have been placed above the curbs to meet modern safety standards.

It wasn't until the 1920s that the concept of vehicles sliding off a road or missing a curve should be contained by a barrier became widespread. The first artificial obstructions – posts driven into the ground – were likely hardly safer than running into a tree.

"At some point in time the system was improved by the addition of connecting planks, which in turn were replaced by a more maintenance-free system of two steel cables," says the *Michigan Road Design Manual*. Then, an even safer system was developed, with the use of more shock absorbent wavy-surfaced steel metal beams affixed to the posts.

Then came the barriers that we know and could only love because they save lives. The ugly, concrete "New Jersey barrier," was first developed in that state in 1959, made 32-inches high with a 24-inch base. It became the standard design across the nation for concrete barriers up. The design was adopted for use in Michigan in 1976, and now they're manufactured in various sizes.



UGLY, BUT functional: the modern New Jersey barrier.

# Shuler elected AFL-CIO president

(Continued from Page 1)

In her inaugural address after the convention delegates, meeting in Philadelphia, elected her, an Electrical Worker, to a first full term atop the nation's labor federation. They also elected Steelworker Fred Redmond to the federation's No. 2 job, Secretary-Treasurer. Both were unopposed.

Their election, plus a batch of new faces on the AFL-CIO Executive Council, mark a generational shift in organized labor's leadership. The current council last year elected Shuler, then Secretary-Treasurer, to the top job, after incumbent President Richard Trumka, a Mineworker, unexpectedly died.

Shuler, the first woman ever to head the AFL-CIO, and Redmond, the first Black in the No. 2 post, started putting together their ticket and discussing plans just before Trumka's death. Trumka had been expected to retire at this convention.

In a roundtable with the few reporters who covered the June 12 session, Shuler and Redmond explained that details of how the federation will implement that million-person goal will be worked out within the first 100 days of the convention.

"We want to make sure our organizing unions" are on board "and are accountable" for results, she said. "We have to firm up the structure and the financing. We want to concentrate our resources on organizing," she declared.

"The federation's muscle on organizing has not been as robust" as it should have been, she admitted. And the federation wanted an agreement on a number all 57 unions would commit to.

Ironically, complaints about too much politics and not enough organizing led seven unions to withdraw from the AFL-CIO at its 2005 Chicago convention.

They formed Change To Win, which has since shrunk to three member unions—the Service Employees, the Teamsters and the Farm Workers—and several more affiliated unions which are AFL-CIO members. It's also become a resource center, rather than an alternative federation, SEIU President Mary Kay Henry said in an informal conversation in early June.

The involvement will be AFL-CIO-wide—modelled not just on trying new organizing methods, but having every union in on the campaign, just like 15 unions sent a combined 100 organizers to aid the Retail, Wholesale and Department Store Union's organizing drive before a second election at the massive Amazon warehouse in Bessemer, Ala.

Another key part of it will be a Center for Transformational Organizing, "to bring together the brightest organizers," strategists "and researchers" to tackle how to organize the "new economy," typified by Amazon and other giants, Shuler said.

But the emphasis on organizing, on new ways of doing it and new issues to emphasize with workers does not mean the federation will abandon politics and lobbying.

It's gearing up for a big push in this fall's elections, and to pass – at least – the higher fines for labor law-breaking, taken from the Protect The Right To Organize (PRO) Act, and inserted in President Joe Biden's Build Back Better/Reconciliation bill.

A Republican Senate filibuster threat has prevented even debate on the House-passed BBB legislation.

The unions are also "taking advantage of the moment" the two leaders said. The coronavirus pandemic "pulled the curtain back" for the entire country to see worker exploitation, Redmond explained. "You tell them they're 'essential' work-

ers one minute, and then, in negotiations, they're expendable the next.

"If I'm an essential worker, compensate me for being an essential worker. And when it comes to fighting income inequality, we're all in," he said.

But organizing new workers, tough as it already is, needs the PRO Act's "breadth and depth," not just its higher fines for labor law-breaking corporations, their executives, boards and managers. So, both declared, labor's lobbying for the full law will continue.

## Just joking

A general of the U.S. Air Force decided that he would personally intervene in the recruiting crisis affecting the armed services.

He set up a recruiting open house event at a nearby Air Force base, inviting all eligible young men and women.

That day, as he and his staff were standing near an F-15 fighter, a pair

of twin brothers who looked like they had just stepped out of a Marine Corps recruiting poster walked up to them. The general approached them, stuck out his hand and introduced himself, then extolled the virtues of the Air Force.

He then looked at the first young man and asked, "Son, what skills can you bring to the Air Force?"

The young man looked at him and said, "I can pilot!"

"Excellent!" said the general. "You're exactly who we're looking for!" He directed a staff member, "Do whatever it takes, sign him in today. Do it!" The aide then hustled the young man off to a tent to get him signed up.

The general looked at the second young man and asked, "And what skills would you bring to the Air Force?" The young man replied, "I chop wood!"

"Son," the general replied, "we don't need wood choppers in the Air Force, what else do you know how to do?"

"I chop wood!" "Young man," huffs the general, "that's great you can chop wood, but we don't need wood choppers in the Air Force!"

"But you just hired my twin brother!"

"Of course we did!" said the general, "he's a pilot!"

The young man rolls his eyes and says, "So what! I have to chop the wood before he can pile it!"



## Supreme injustices

By Jim Hightower

"Equal Justice Under Law." That's the noble principle carved into the marble façade of the temple-like Supreme Court building.

Today, though, six right-wing, corporate-dominated activist judges control the present Court, and they're implementing an elitist creed mocking that ideal. By putting the interests and power of the wealthy over the rest of us. They're turning "justice" into an antidemocratic concept of "just us." In ruling after ruling, today's supremes are political operatives taking power from the many to further-empower and enrich the few.

One huge change occurred in 2010, when the five Republican judges decreed that corporations be given a Constitutional right to spend unlimited sums of their cash to dominate our elections – and to pack our courts with judges who serve them. Sure enough, a majority of Supremes are now in harness to the corporate agenda.

Consider their constant push to rig the rules against workers. While the federal judiciary has aided corporate bosses for decades by chipping away at hard-won legal protections for working families, the chisel has become a jackhammer in the last few years. The Supreme Court's Republican majority routinely pounds precedents, logic, truth, and the Constitution itself to demolish the structural pillars of labor rights and organizing.

They formed Change To Win, which has since shrunk to three member unions—the Service Employees, the Teamsters and the Farm Workers—and several more affiliated unions which are AFL-CIO members. It's also become a resource center, rather than an alternative federation, SEIU President Mary Kay Henry said in an informal conversation in early June.



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**Michigan Painters District Council**

**Painters DC 1M**

WARREN/LANSING – Dear Members, DC1M WEBSITE: [www.iupatdc1michigan.org](http://www.iupatdc1michigan.org)  
 DC1M FACEBOOK: [www.facebook.com/iupat1m](http://www.facebook.com/iupat1m)  
 DC 1M UNION CARDS\* Any questions regarding a lost, damaged Union cards, or have dues inquiries or have not received a card please contact the DC1M offices at:



**ROBERT GONZALEZ**

Warren Office: (586)552-4474 extension 100  
 Freeland Office: (989) 695-6888  
 The DISTRICT COUNCIL 1M Staff wish the Membership and their Families a happy and safe 4th of July!  
**PAINTERS DISTRICT COUNCIL 1M SMART PHONE APP.** Painters District Council 1M is pleased to announce its' all new APP.  
 For IPHONE go to IOS store,  
 For ANDROID got to Google Playstore

Search for "Painters and Allied Trades" download APP  
 Username: your member id#  
 Password: painters

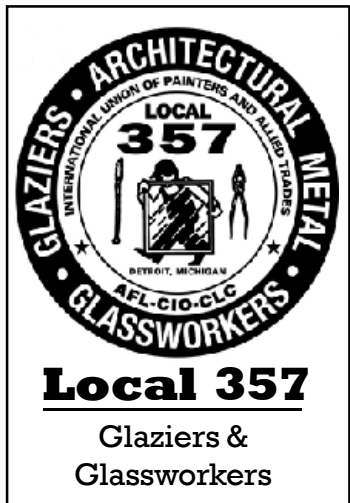
With this APP you can access training classes, Local Union meeting times and dates, receive alerts, and communications from your Union, etc.

**GET INVOLVED AND PARTICIPATE IN YOUR UNION!**  
**OUT OF WORK/BACK TO WORK:** To keep work placement efficient, please notify the office when you are laid off or going back to work.

Warren office# is 586-552-4474 or Freeland office# is 989-695-6888.

New job starts should be reported to the Union office, please do so

Get involved. Work smart. Work safe.



**Glaziers & Glassworkers 357**

WARREN – Our July union meeting has been canceled due to falling on the July 4th holiday.

Monday July 4th is a paid holiday. We hope that everyone has a safe, enjoyable long holiday weekend. Happy Independence Day!

Our next scheduled union meeting will be held on Monday, August 1st, 2022 at 6pm. Please attend.

The F.T.I. Of The Great Lakes District Council 1 Michigan is looking for a full time glazier apprenticeship teaching instructor for the Warren, Mi training center.

Interested candidates must be a member with a minimum of five years in the union, must also have an extensive background in the glass, and glazing industry.

If you believe that you possess the skills to prepare the next generation please send your resume to the Director of Training Shawn O'Neill dot@iupatdc1m.org

We will be accepting resumes now until July 22, 2022 with interviews following.

The IUPAT has a new app that you can download. It's called IUPAT Mobile Member Portal. You can find this in the app store, and it is a free app. Once you download this app, you will need your union member id to log in. You can find your member id printed on your quarterly union card. Once you log into this app it's a helpful tool to track your hours worked, and it all has a digital copy of your union card.

Keep your working status current; this helps protect your benefits. If you have a mailing address and/or telephone number change, please notify the Union and Fund Offices of the changes.

Dues payments may be mailed to the Union Office at 14587 Barber Avenue, Warren, MI 48088. Make checks payable to: DISTRICT COUNCIL 1M in care of Glassworkers #357.

When traveling to work out of town, all members are reminded that they must check in with the local that you are working in as per the International Constitution and our local C.B.A.

The Fund Office address is Michigan Glass and Glazing Joint Funds, P.O. Box 966, Troy, MI 48098-0666; phone number: 248-641-4957; fax 248-813-9898.

If you are in need of safety modules, please contact your employer if you are employed or the union office @ 586-552-4478, if you're not. Any questions call the hall or call the Council @ 586-552-4474. Participation is very important to keep our union strong, so try to make it a meeting.

– Business Rep. Don Stepp



**Local 47 Heat and Frost Insulators**

**Heat and Frost Insulators & Allied Workers Local 47**

LANSING – The next Union Meeting will be held Friday, July 8, at 7:30 p.m. at the J.A.T.C. Training center located at 906 Terminal Rd., Lansing, MI 48933.

To combat and limit the spread of Covid-19, Local 47 encourages all members to continue to work safe, and if you feel sick contact a doctor immediately.

Any retirees wanting to go to work, please call the office.

The Funds Trustees have waived the 79-hour rule.

All members should have received a letter from our International regarding the Asbestos Exposure Scientific Study. For more information on how to participate in this study, please contact Business Manager Patrick Welch at the main Local 47 Office number: 517-708-0665

**Per the Rules and Procedures:**

Members must notify the office within 24 hours of being laid off or charges may be placed, you can do so by calling or texting the office at (517) 708-0665 with your layoff date and the name of the Contractor you were laid off from.

Members must notify the office before ANY overtime is worked.

Contracts are available at the Union Office or at the Union Meeting upon request.

**OSHA 10:** Local 47 will offer OSHA 10 to any Active Member who is not current with the program. The course is done online, so if you wish to take the course please contact the Local Union office with your email address and we will be more than happy to set it up for you. If you do not have a computer at home, you are welcome to come to the Local Union Office to take the course.

To ensure all Active Members and Retirees are receiving their Robo calls please make sure you have not blocked the following number: (804) 441-8365. There are several members who have the number blocked and therefore are not receiving the Robo Calls. These calls are only used for Important Notifications from the Local Union Business Manager and Funeral Notifications. If you are not receiving these calls, please contact the Local Union Office and we will double check to make sure we have the correct number in the system or if you may have blocked the number.

Local 47 has been receiving a lot of returned mail from our members. We ask that if you have a change of address or phone number to please call the Local Union Office right away so we can update your information throughout our system, TIC's, and the with the International. It is very important to make sure your contact information is always update with Local 47.

Invites and Scholarship Applications have been sent out to all Active Members and Retirees. Please fill out the invite and send it in as soon as possible so we can get a count on how many to expect.

Local 47's Annual Golf Outing will be held on Saturday, July 30, 2022. The cost will be \$75/person or \$300/team. If you wish to participate, please call the office with the names of your team members, and you can either pay by check or Venmo.

Local 47 would like to send our condolences to the Family and Friends of Phillip Lane, who passed away on Friday, June 24, 2022. Phillip enjoyed spending time with all the members he associated with over the years.

Pension and Health Welfare: Joshua Kroell (989) 385-2671 Allied Workers' Local 47 Fringe Benefit Funds, 6525 Centurion Drive, Lansing, MI 48917-9275. Toll Free Number: (800) 323-8079 Telephone Number: (517) 321-7502 Fax Number: (517) 321-7508

Joshua Kroell will be available via phone to answer any questions regarding Pension, Welfare and Vacation Funds. Joshua is the Secretary for the Pension, Welfare, Vacation and Special Benefits and can be reached by phone at (989) 385-2671, or by mail at: P.O. Box 1498, Mt. Pleasant, MI 48804.

To all active members, if you have not sent in your Coordination of Benefits Form, your Spousal Form, or your Birth Certificates for your Children, no one will be covered on our insurance until these items are sent to TIC. Please call TIC immediately at (800) 323-8079 and get the above-mentioned forms into the fund ASAP and you will be reinstated retroactively

Remember that Auto and Motorcycle accidents are not covered by our plan. Auto and Motorcycle accidents should be covered by your personal Auto Insurance policy.

Members having questions regarding Pension and Welfare Fund please contact TIC International at the numbers below or log onto their Website: [www.heatfrostlocal47benefits.org](http://www.heatfrostlocal47benefits.org)

**Please complete and return the working spousal forms to TIC.**

**JATC Coordinator Phil Wilson (616-466-8736)**

Applications are open for the Apprenticeship Program. Call the Union Office.

Under Duties of Apprenticeship, Section 5.3 part L, page 4 of the Apprenticeship Standards states, "According to the Apprenticeship Standards you are required to accurately fill out the online work report for NO later than ten (10) days from the end of the current work week."

**Good and Welfare:** Get well to all our sick and/or injured members.



**Abatement Workers Local 207**

**Abatement Workers Local 207 TAYLOR** – There are a lot of current projects slated for now so if you are not working call me immediately. I have jobs for the rest of the summer into the fall

Remember to call in if you are unemployed for help with future placement.

Workers are needed all over the Detroit area, its time to get off the couch and get back to work! Remember if you go more than a year

without hours the system will lapse you automatically and you will lose your membership. It is time to call in your availability and get back to some steady work for you and your family! Updated, working telephone numbers are necessary to help you with work placement. Do not get caught without the necessary current job site credentials.

There is a major need for manpower right now in Michigan... If you know anyone that is licensed and ready to go to work have them, contact me right away I can but them to work ASAP. I have scheduled a new Initial class for July 18th through June 22nd if you have anyone that is interested in joining Local 207. They will all be going to work right out of class. So please if you can recommend anyone that you know can handle this work have them call the office to get an application filled out and sent in so we can get them into the next class.

All info is available at [WWW.LOCAL207.ORG](http://WWW.LOCAL207.ORG)  
**UPCOMING ASBESTOS TRAINING CLASSES:**

Asbestos Supervisor Refresher July 9  
 Asbestos Initial Class July 18-22

**Check with the Office to ensure the classes will occur as scheduled.**

— All classes will be held at Local 207's office @ 26453 Northline in Taylor.

— Classes begin promptly at 8AM and end at 4PM, followed by a Lead Awareness Update.

If you are due to expire and need one of these refreshers now, please call the Taylor Office (1-800-207-5622) to register.

— Class sizes are being limited due to state guidelines currently in place.

**BE SAFE, WEAR YOUR MASKS, & FOLLOW THE SOCIAL DISTANCING GUIDELINES!**



**Local 25 Heat and Frost Insulators**

**Heat & Frost Insulators Local 25 SOUTHFIELD-UNION MEETING** - The next scheduled Membership Meeting will take place Thursday, July 14, 2022 at 6:00 p.m. at the Union Hall, 21353 Bridge Street, Southfield, MI 48033.

**NOTICE TO ALL:** When you move into the Medicare Advantage Program, your deductible balance for the year, is supposed to carry over. Whatever you have paid toward your annual deductible, prior to changing over to Medicare Advantage Program, should follow you. As with any system, there can be flaws. Please keep an eye out for any charges, related to your deductible balance not being carried over, when you move into the Medicare Advantage Program. If you receive a charge that should have been covered by your deductible, please contact the Fund Office.

**APPAREL** New Local 25 apparel is available at the Union Hall. New items include: knit hats and beanies, new hi-vis short and long sleeved t-shirts and hi-vis hoodies. Apparel can be viewed on the Facebook page.

**MUST SAFETY MODULES:** It is important to keep your MUST Safety Modules up to date. If you have modules expiring and needing to be completed, give the office a call to have the testing authorization turned on.

**EMPLOYMENT CHANGES:** All employment changes; hire, lay off, fire, shop change, disability, etc. must be called into the Union Hall. This is the only way to guarantee you are on the out of work list and your employment records remain current and correct.

**LAYOFF/HIRE:** Please be reminded, all members shall notify the Business Manager within forty-eight hours after accepting a job or upon termination of employment. Failure to report will result in an automatic \$50 fine.

**SUB FUND:** Please remember, in order to receive a SUB Fund check on Friday, all paperwork must be submitted to the Office no later than 2 p.m. Thursday.

**SUB FUND TIME LIMITATION:** Please be reminded, per the Plan Document: Each time a participant receives a State Unemployment check, he/she must mail or deliver the receipt, check stub, or a copy of the check to the Administrator's office within thirty (30) days of receipt of said State Unemployment check.

Any request for a benefit payment past the thirty (30) days will be denied per the Plan Document.

**BENESYS:** When calling the Fund Office, Benesys, please be sure to get the name of the person providing you information.

Lately, we have been experiencing some incorrect information being provided to our members. In order to make sure the correct information is provided, it helps to have a name so the Union Office can call Benesys, correct the person providing incorrect information and find out why they are providing our members with incorrect information.

**SICK AND INJURED:** Please keep all our sick and injured members in your thoughts and prayers.



**Sign, Pictorial & Display Local 591**

**Sign Pictorial & Display 591**

WARREN – The next General Membership Meeting will be held on Tuesday, July 5, at 6:30p.m. Trustees and union stewards meet at 6:20 p.m.

Members must be in good standing (dues up to date) with district council 1 app or receipt of paid dues to attend meeting

Anyone possessing a union

membership and willingly works at a nonunion shop doing union work can have charges preferred against them under Sec. 16.4, and 19.8 of the District Council By-laws

Any questions on local union issues, please call Jeremy Haviland at 586-899-0183, or Keith Anderson at 586-899-7958, your Business Representatives.

Questions pertaining to Lo-

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*To each of our Members, Clients and Vendor partners impacted by COVID-19, our thoughts are with you. Rest assured knowing that BeneSys is working hard on your behalf while we navigate these difficult circumstances together.*

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## Tying together the Liberty Bridge

USING A TIE GUN to tie deck reinforcing rod on the Liberty Bridge rehabilitation project in Bay City is Troy Michael Van Epps of Iron Workers Local 25. He's employed by Flatrock Bridge Group.



APPLYING SILICONE to a pinion gear that drives a leaf at the Liberty Bridge rehabilitation project in Bay City is Chad Atwell of Millwrights 1102. He's employed by Granite Kraemer North America.

# Keeping workers poor is bad for business

By Sam Pizzigati

CEOs at America's biggest low-wage employers now take home, on average, 670 times what their typical workers make.

But we don't just get unfairness when a boss can grab more in a year than a worker could make in over six centuries. We get bungling and inefficient businesses.

Management science has been clear on this point for generations, ever since the days of the late Peter Drucker.

Management theorists credit Drucker, a refugee from Nazism in the 1930s, for laying down "the foundations of management as a scientific discipline." Drucker's classic 1946 study of General Motors established him as the nation's foremost authority on corporate effectiveness.

That effectiveness, Drucker believed, had to rest on fairness.

Corporations that compensate their CEOs at rates far outpacing worker pay create cultures where organizational excellence can never take root. These corporations create ever bigger bu-

## But corporations shrug and keep throwing cash at CEOs

### Viewpoint

reaucracies, with endless layers of management that serve only to prop up huge paychecks at the top.

Drucker argued that no executive should make more than 25 times what their workers earn. And, in the two decades after World War II, America's leading corporate chiefs by and large accepted Drucker's perspective.

Their companies shared the wealth when they bargained with the strong unions of the postwar years. In fact, notes the Economic Policy Institute, major U.S. corporate CEOs in 1965 were only realizing 21 times the pay their workers were pocketing.

Drucker died in 2005 at age 95. He lived long enough to see Corporate America make a mockery of his 25-to-1 standard. But research since his death has consistently reaffirmed his take on

the negative impact of wide CEO-worker pay differentials.

The just-released 28th annual edition of the Institute for Policy Studies Executive Excess report explores these wide differentials in eye-opening detail. The report zeroes in on the 300 major U.S. corporations that pay their median workers the least.

At these 300 firms, average CEO pay last year jumped to \$10.6 million, some 670 times their \$24,000 median worker pay.

At over 100 of these firms, worker pay didn't even keep with inflation. And at most of those companies, executives wasted millions buying back their own stock instead of giving workers a raise.

Just as Drecker predicted, this unfairness has led directly to performance issues. Many of our nation's most unequal companies, from Amazon to federal call center contractor Maximus, have

seen repeated walkouts and protests from justifiably aggrieved workers.

Lawmakers in Congress, the Institute for Policy Studies points out, could be taking concrete steps to rein in extreme pay disparities. They could, for instance, raise taxes on corporations with outrageously wide pay gaps.

But with this Congress unlikely to act, the new Institute for Policy Studies report also highlights a promising move the Biden administration could take on its own. The administration could start using executive action "to give corporations with narrow pay ratios preferential treatment in government contracting."

That would amount to a major step forward, since 40 percent of our largest low-wage employers hold federal contracts. If the Biden administration denied lucrative government contracts to companies with pay gaps over 100 to 1, those low-wage firms would have a powerful incentive to pay workers more fairly.

Various federal programs already offer a leg up in contracting to targeted groups, typically small businesses owned by women, disabled veterans, and minorities.

"Using public procurement to address extreme disparities within large corporations," the IPS report adds, "would be a step towards the same general objective."

And a step in that direction, as Peter Drucker told Wall Street Journal readers back in 1977, would honor the great achievement of American business in the middle of the 20th century: "the steady narrowing of the income gap between the 'big boss' and the 'working man.'"

(via [www.otherwords.org](http://www.otherwords.org))

# Let's include road workers when it comes to spending on safety

By Nick Fox

Laborers Health and Safety Fund of North America

As part of the U.S. Department of Transportation, the Federal Highway Administration (FHWA) supports state and local governments in building and maintaining our network of roads and highways.

Safety on the road is a central part of FHWA's mission, and they are heavily involved in identifying safety needs and developing programs related to roadway safety. For example, FHWA encourages state and local Departments of Transportation to put in place safety countermeasures such as speed cameras, roundabouts, rumble strips and dedicated bicycle lanes.

How does FHWA encourage state and local DOT partners to implement these types of roadway safety changes? The answer: funding. Through its Highway Safety Improvement Program (HSIP), FHWA lays out the criteria necessary to receive federal dollars to help pay for new state and local highway projects. Programs like HSIP and the funding attached to them are how FHWA, as noted on their website, "improves safety for all public roadways and road users."

The only problem is that by current definitions, FHWA policies don't include all road users. FHWA defines a road user as a "motorist, passenger, public transportation operator or user, truck driver, bicyclist, motorcycle or pedestrian, including a person with disabilities." There's a glaring omission from this list—

roadway workers. After all, aren't LIUNA members and other highway construction workers using the road during building and maintenance projects?

"LIUNA members are working hard to build and maintain critical road infrastructure across the country," says LIUNA General President Terry O'Sullivan. "They are exposed to significant hazards in highway work zones and deserve every protection available to them. Officially designating them as road users will help ensure that when roadway safety is discussed, LIUNA members and other roadway workers are part of that conversation."

The extensive list of safety countermeasures FHWA encourages state and local DOTs to incorporate into today's roadways are also missing any mention of roadway workers. There are entire categories of actions to protect pedestrians and bicyclists as well as measures to improve the safety of specific road features like intersections and sharp curves. There are no countermeasures listed to protect workers in highway work zones.

Under FHWA's current definition, the agency doesn't consider it a road until the project is complete, and until then, the workers on it don't exist. Instead, FHWA's focus is on protecting the traveling public who use the road after it's done.

Despite this dynamic, roadway contractors are still expected to set up work zones and manage their projects in a way that protects the traveling public while construction is underway. Those contractors and their workers

deserve the same treatment.

By excluding workers from the definition of road users and limiting that definition to the traveling public, FHWA is making it more difficult for contractors and state DOTs to protect workers during road jobs. That's because some federal funds are only accessible under HSIP if they protect certain groups of road users.

For example, FHWA recently issued a memo on eligibility requirements for new funding available under the Infrastructure Investment and Jobs Act. That memo covers funding for special safety projects to protect "vulnerable road users" (VRUs). FHWA defines a VRU as a nonmotorist with a fatality analysis reporting system code of "pedestrian, bicyclist, other cyclist or person on personal conveyance."

Again, there's no mention of roadway workers. Anyone who has ever watched a flagger doing traffic control or seen a worker laying asphalt along a busy interstate with traffic flying by at 65 miles an hour knows how vulnerable those workers are. Work zone intrusions and other traffic-related incidents continue to be one of the most common ways LIUNA members and other road workers are injured or killed on the job.

Roadway workers are vulnerable road users, plain and simple.

It's time for FHWA to explicitly include roadway construction workers in their definition of vulnerable road users and create specific targets and strategies to better protect them, just as they've shown a willingness to do for other at-risk groups on our nation's roadways.



## Local 149 Roofers & Waterproofers

Roofers 149

DETROIT—Attention. This paper is to serve as an official notice to the membership.

**Regular Membership Meeting.** The regular membership meeting is scheduled for Tuesday, July 5, 2022 at 7:00 p.m.

**Executive Board Meeting.** The next Executive Board meeting is scheduled for Tuesday, July 26, 2022 at 5:00 p.m.

**Election Results.** The election results for Officers and Trustees will be in next Building Tradesman paper.

**Vacation Checks.** The Detroit Union Hall will open at 4:30am, Friday, July 15, 2022 to distribute vacation checks. The Hall will also be open from 8:00 until Noon, Saturday, July 16, 2022 for anyone that cannot make it down Friday. Detroit Members will need to contact the Union Hall if you what the check mailed.

**Mid-Michigan vacation checks** will be mailed July 13, 2022.

Those who have their vacation pay **Direct Deposited** will have their money deposited in their bank on July 13, 2022.

**Vacation and Holiday Check Direct Deposit.** Members have the option to have their Vacation and Holiday check direct deposited in their bank account. This includes all contracted areas.

To get your Vacation check direct deposited, members will need to complete a direct deposit agreement. The form will be available at the Detroit and Mid-Michigan Union Hall. Member will need to know the following Financial Institution information, Routing No., Account No., name of Financial Institution, address, and telephone number.

**Union Dues.** Make sure you pay your monthly dues before the end of every month to stay in good standing. You can pay dues at the Hall with cash, money order, credit, or debit card. Union dues can be paid over the phone with a credit or debit card. Monthly dues can be taken out of your vacation check by filling out a form at the Hall (active Members only). The mailbox is only to be used for checks and money orders do not put cash in the mailbox. To be eligible for the International Union Burial Benefit, a member must be in continuous good standing.

If you have any questions, please call the Hall at 313-961-6093

Website for announcements, news, and updates: [www.rooferslocal149.com](http://www.rooferslocal149.com)

**Moving.** If you have a new address, please make sure to let the Union Hall know. We will take care of your account with the Union Hall that includes the Building Tradesman Paper, International Union, and Trust Fund.

**Reminder.** Members, please call the Hall when you see a roofing project whether it is one of our signatory companies or not. The Hall needs this information

for recruitment purposes, and hopefully to get a picture of our members for Facebook.

**CLEARANCE CARDS.** Are you scheduled to go out of town for work in another Local's territory? Clearance cards are needed when you are sent out of town to work. Get a clearance card from the Hall and call the Local in that area to avoid fines against you.

**Detroit Training Center Information.** The next term for all Detroit Apprentices will be as follows:

- Apprentice 2 & Single Ply 1-Monday, July 18, 2022
- Apprentice 1 & Single Ply 2-Tuesday, July 19, 2022
- BUR 1 & Steep Slope 1-Wednesday July 20, 2022
- BUR 2 & Steep Slope 2-Thursday, July 21, 2022
- Apprentice 7 & 8 Hands On + Safety & Health- Thursday, July 21, 2022. All classes begin at 6:30pm

Journeyworkers upgrade classes to improve your skills, your worth, and our Brotherhood/Sisterhood is available at no cost to all Detroit LU 149 members.

Dues must be current in order to enter the Training Center.

If you are interested in any of these classes, contact Thomas Jaranowski at the Training Center, 248-543-3847, or [T.Jaranowski@DetroitRoofers.org](mailto:T.Jaranowski@DetroitRoofers.org) to make arrangements.

**MID-MICHIGAN AREA—Clio Office**

**Results of the tentative agreement will be in the next Building Tradesman paper.**

**Mid-Michigan Training Center Information.** Journey workers upgrade classes to improve your skills, your worth, and our Brotherhood/Sisterhood is available at no cost to all Mid-Michigan LU 149 members.

Dues must be current in order to enter the Training Center.

If you are interested in any of these classes, contact the Union Hall/Training Center, 810-687-1368, or [midmicroofers149@gmail.com](mailto:midmicroofers149@gmail.com) to make arrangements.

**Notice.** When contractors call the Union Hall for help, we need to know who is available, and have an up-to-date phone number. All Mid-Michigan Area members who are out of work need to call the Hall at (810) 687-1368 to be put on the out of work list.

The publication above is as 6/27/2022, 1:30p.m.

**In Solidarity, Brian Gregg Business Manager, Roofers & Waterproofers Local 149**

*"Carry out a random act of kindness, with no expectation of reward, safe in the knowledge that one day someone might do the same for you."*

—Diana Spencer

*"An economist is an expert who will know tomorrow why the things he predicted yesterday didn't happen today."*

— Laurence J. Peter (1919 - 1988)

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## Outdoors



# The communion of water, trees and fish

By Rachel Coale  
Michigan Department of  
Natural Resources

Whether you're sitting at your desk, grabbing a cup of coffee at a local café or walking in a local park – look around you and try to count how many things you see are made from trees. Everything from furniture to paper to the homes we live in are made from renewable forest materials. One that doesn't always come to mind? Clean water.

In the Great Lakes and Fresh Water Week held last month Michigan celebrated the freshwater landscape that defines our state. It's a time to explore the connections between forests and fresh water to ensure that we'll have healthy forests and clean water for future generations.

Trees are a vital part of that equation. They cycle water – a lot of it. In fact, a healthy, 100-foot tree can uptake 11,000 gallons of water from the soil, filter it and release it into the air in a single growing season.

Trees also increase groundwater filtration. On a landscape scale, forests are an important source of clean drinking water for millions of people in the United States, with 749 million acres of forest lands providing over half of the national water supply, according to the U.S. Forest Service. In Michigan, 20 million acres of forests, covering about half the state, clean and cycle rainwater through the watershed – about 6 trillion gallons annually – which eventually ends up in your home as clean drinking water.

"Nearly all of Michigan is part of the Great Lakes watershed, meaning that every drop of rain on the landscape and in our water systems will travel to the Great Lakes, and eventually, to the ocean," said Emily Finnell, Great Lakes senior advisor and strategist at the Michigan Department of Environment, Great Lakes and Energy.

Trees and healthy forests not only provide Michiganders with clean water, but also help maintain habitats for fish by keeping the water clean, cool and covered.



A SCENIC VIEW of the forested Clark Creek, off Dead River Basin, in the Upper Peninsula's Marquette County.

To keep cool, fish need trees. Stepping barefoot onto hot pavement in the summer is a firsthand way to experience the "urban heat island effect," in which paved concrete and asphalt surfaces heat up in the sun, raising temperatures in urban areas to scorching levels.

Planting trees can reduce this effect. The U.S. Environmental Protection Agency estimates that the shaded areas under trees can be 20-45 degrees lower than peak temperatures around them, and the water trees transpire through their leaves can further cool surrounding areas. Forested landscapes also provide more groundwater to streams, which has a cooling effect during the hot summer.

Trees along a shoreline or riverbank have the same cooling effect on water as they do on a driveway. Rivers unprotected by trees are more exposed to the sun's rays and, as a result, are warmer than their forested counterparts.

Warmer waters may seem like a good thing to swimmers, but even the smallest increase in surface water temperature can have devastating effects on fish and wildlife.

"Water temperature is the single most important factor that determines what kind of fish can

live in a stream," said Jan-Michael Hessenauer, a fisheries research biologist with the Michigan Department of Natural Resources. "Trout species in particular require cold, stable water temperatures through the summer months and benefit greatly from forested landscapes."

Trees keep waters cool, and by simply keeping soil in place, they also keep waters clean of sediment. Most trees don't grow a long taproot downward. Instead, roots spread outward, covering the landscape like a net. An interlocking network of roots in a forest holds soil together and prevents it from washing away in heavy rain or snowmelt.

Tree roots also increase water storage in soil, helping reduce runoff from rural farm fields and urban parking lots alike. In a contest of areas planted with trees versus those paved with asphalt, trees reduce runoff by 80 percent more.

Moving upward, the leaves of the forest canopy help slow down rainfall, letting it trickle down to the earth instead of splashing down hard, reducing quick overland flow that could lead to erosion.

You might ask, "Why does erosion even matter? Isn't it just some dirt in the water?" The answer is – not exactly. "A small

amount of sediment in the water is natural," said DNR fisheries resource analyst Joe Nohner. "But erosion on a large scale from poorly managed sites can reduce water quality, cover fish spawning beds and damage aquatic vegetation."

Tree roots help to retain soils that would otherwise erode into a stream and ultimately end up in a lake. When soil nutrients rise above natural levels in water, they can lead to excessive algae growth, which can be detrimental to the fish that live in the lake.

For example, cisco are known as indicator species in lakes because their health is closely tied to the temperature and quality of the water they live in. Without plants to take up nutrients before



POPULATIONS OF CISCO are an indicator species in lakes because their health is closely tied to the temperature and quality of the water they live in.

they get into the water, algae growth can explode and eventually create zones deprived of life-giving oxygen. Populations of lake cisco have been completely lost in some inland lakes – attributed to rising temperatures, declines in water quality and other environmental factors.

"Cisco are an increasingly popular fishery in their own right, but they also support trophy fisheries for walleye, northern pike and muskellunge," Nohner said. "We anticipate losing even more populations of cisco in lakes statewide as waters continue to warm. Our strategy is to identify populations that we can save through water quality protection and encourage the planting and protection of forests in these areas."

Similarly, the decline and local extinction of the arctic grayling – a beautiful, trout-like fish speckled in blue with a sail-like dorsal fin, which once lived in northern Michigan's rivers – is attributed to erosion-causing, unsustainable logging practices used a century ago, habitat loss and competition. The DNR and partners are now working to restore this fish to Michigan's waters through the Arctic Grayling Initiative.

But with a \$21 billion Michigan forest products industry, is that possible? "Modern methods of harvesting look very different than they did in the 1800s," said DNR forest certification specialist Keith Kintigh, who works to ensure that responsible harvest and management techniques are used in state forests.

"A century ago, logging was the wild west, but today we use tools like portable bridges and crane mats to minimize environmental impacts, and require techniques like replanting or seed tree regeneration to renew the land-

scape after harvest. This protects the landscape and waters."

Large and mature trees along lakes and rivers provide a constant supply of organic materials like woody debris and leaves that serve as habitat and food. When trees fall into the river, they also help to create important habitat features such as pools and small rapids.

Forests are critical to maintaining the clean, cool waters needed for grayling, trout and cisco, and keeping lakes and rivers enjoyable for all of us.

"The same things fish need to stay healthy we also need for great swimming, drinking and boating waters," Nohner said.

Protecting forests and fresh water for the future. Want to help ensure healthy forests and waters in Michigan? Whether you're more at home in the forest or at the beach, you can lend a hand. Organize an Adopt-a-Forest cleanup to remove illegal trash dumpsites in the forest that threaten fish and wildlife, or head to the shoreline to organize an Adopt-a-Beach event and pick up debris from the coast.

Closer to home, you can plant a tree to bring erosion-controlling, shade-providing and water-purifying benefits to your neighborhood.

If you're a forest landowner, you can take steps to sustainably manage your forest and meet goals such as better fishing, improved wildlife habitat, sustainable timber production and more. Visit ForestsForFish.org to learn about opportunities, explore educational videos and see samples of landowner projects.

A suggested list of trees for planting near rivers and lakes includes species like yellow birch, balsam fir, peachleaf willow and sycamore that will thrive in moist conditions.

For those living on the shores of a lake or river, a good place to start is by maintaining a natural shoreline with trees and native plants instead of mowing the lawn right up to the water's edge. This will also help deter Canada geese, natural grazers who are attracted to manicured lawns.

As you head to the beach, pull out your fishing rod, or water your garden, think about the surprising source of some of that water – trees! Responsibly managed forests are essential for vibrant Great Lakes.

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