

Buckeye Engineer



Local 18 CALENDAR

MAY

- 2 All Districts – Advisory Board mtgs.
- 3-5 24-Hour Skid Steer –
Miamisburg Training Center
- 7 8-Hour Load Securement –
Richfield Training Center
- 7 8-Hour CCO Refresher –
Miamisburg Training Center
- 9 All Districts – Membership mtgs.
- 11 Dist. 2 Info. mtg. – Lima
- 14 8-Hour CCO Refresher –
Miamisburg Training Center
- 16 Dist. 6 Info. mtg. –
Guernsey County Fairgrounds
- May 16- Logan Training Center –
- June 3 180-Hour Pipeline – Excavator
180-Hour Pipeline – Sideboom
180-Hour Pipeline – Angle Dozer
- 18 Dist. 1 Info. mtg. – Ashtabula
- 21 8-Hour CCO Exam –
Miamisburg Training Center
- 24 8-Hour Signal Person –
Cygnet Training Center
- 25-27 24-Hour Skid Steer –
Cygnet Training Center
- 30 Memorial Day

JUNE

- 4 8-Hour Forklift, Industrial & Rough
Terrain – Cygnet Training Center
- 6 All Districts – Advisory Board mtgs.
- 6 **Dist. 4/5 – Advisory Board mtg. –
Middletown Hall**
- 11 8-Hour Forklift, Industrial &
Rough Terrain –
Miamisburg Training Center
- 13 All Districts – Membership mtgs.
- 13 **Dist. 4/5 – Membership mtg. –
Middletown Hall**
- 15 Dist. 1 Info mtg. – Ashtabula
- 15 Dist. 2 Info mtg. – Lima
- 18-26 Science of Big Machines COSI –
Columbus
- 20 Dist. 6 Info. mtg. –
Guernsey County Fairgrounds
- 25 Executive Board mtg.
Columbus District Office, 1 p.m.
- 26 Semi-Annual State mtg., 10 a.m.
New Location
Hilton Columbus/Polaris
8700 Lyra Drive 43240

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REPORT TO THE MEMBERS

by Richard E. Dalton, Business Manager

Spring is well under way and with that we hope for dry weather conducive to dirt construction.

The winter of 2015-2016 was unusually mild for Ohio, allowing some construction projects to be worked throughout the winter, missing only an occasional weather day. In January and February I observed concrete bridge decks being poured. Who would have thought that?

As you return to work remember to be aware of your surroundings and work safely.

Beginning on June 1, 2016 it will be necessary to divert \$0.25 from wages to be put into the Health and Welfare fund. Health care costs have increased more than 10% each year during the last two years and Obamacare costs (belly button tax) have added a large burden on the fund which cannot be absorbed by the current contribution rate. This added contribution will allow the fund to continue to provide the type of service you deserve.

The 2016 ODOT budget will be approximately \$2 billion. (See related article on page 7). The spring ODOT bid lettings reflect a good start to the construction season. Several large projects have already been awarded as have numerous bridge and widening projects.

The Ohio Turnpike has an aggressive construction season as well, with \$143 million in work to be performed.

The building work varies throughout the state depending on where you live. Cleveland is finishing several projects in anticipation of the Republican National Convention this summer. Columbus is still one of the fastest grow-



Spring jobs are helping our members spring forward.

ing areas in the state and the construction projects are growing in that area as well.

The city of Cincinnati announced new legislation as it relates to crane work. All crane operators will be required to have NCCCO certification or equivalent. Signal persons will also have to be trained under the NCCCO standards. Crane owners will have to certify the age, make, model and inspections, and have proper insurance based upon the tonnage of the crane.

These standards were implemented by the city to try to raise the level of safety on their projects.

Gas and oil work continues to add jobs for our members. This year will be somewhat slower than the past two years, but is expected to pick

up in 2017. The much discussed cracker plant for Belmont County is getting closer to reality. The PTT Group is finishing its initial environmental assessments, and feasibility studies.

Bechtel and Fluor are the contractors of choice to bid and perform the construction work. If all goes as planned construction should start in mid-2017.

As you return to work, assist your Brother and Sister Operating Engineers, be productive and cover the jurisdiction. A new group of apprentices will be hitting the job sites in June and will need all the guidance you can give.

**Have a safe
work season.**



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International Union of Operating Engineers

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IMPORTANT NOTICE

SUBCHAPTER II BILL OF RIGHTS OF MEMBERS OF LABOR ORGANIZATIONS

§ 411. Bill of rights; constitution and bylaws of labor organizations

(a) (l) Equal rights. — Every member of a labor organization shall have equal rights and privileges within such organization to nominate candidates, to vote in elections or referendums of the labor organization, to attend membership meetings, and to participate in the deliberations and voting upon the business of such meetings, subject to reasonable rules and regulations in such organization's constitution and bylaws.

(2) Freedom of speech and assembly. — Every member of any labor organization shall have the right to meet and assemble freely with other members; and to express any views, arguments, or opinions; and to express at meetings of the labor organization his views, upon candidates in an election of the labor organization or upon any business properly before the meeting, subject to the organization's established and reasonable rules pertaining to the conduct of meeting: *Provided*, That nothing herein shall be construed to impair the right of a labor organization to adopt and enforce reasonable rules as to the responsibility of every member toward the organization as an institution and to his refraining from conduct that would interfere with its performance of its legal or contractual obligations.

(3) Dues, initiation fees, and assessments. — Except in the case of a federation of national or international labor organizations, the rates of dues and initiation fees payable by members of any labor organization in effect on September 14, 1959 shall not be increased, and no general or special assessment shall be levied upon such members, except —

(A) in the case of a local labor organization, (i) by majority vote by secret ballot of the members in good standing voting at a general or special membership meeting, after reasonable notice of the intention to vote upon such question, or (ii) by majority vote of the members in good standing voting in a membership referendum conducted by secret ballot; or

(B) in the case of a labor organization, other than a local labor organization or a federation of national or international labor organizations, (i) by majority vote of the delegates voting at a regular convention, or at a special convention of such labor organization held upon not less than thirty days' written notice to the principal office of each local or constituent labor organization entitled to such notice, or (ii) by majority vote of the members in good standing of such labor organization voting in a membership referendum conducted by secret ballot, or (iii) by majority vote of the members of the executive board or similar governing body of such labor organization, pursuant to express authority contained in the constitution and bylaws of such labor organization: *Provided*, That such action on the part of the executive board or similar governing body shall be effective only until the next regular convention of such labor organization.

(4) Protection of the right to sue. — No labor organization shall limit the right of any member thereof to institute an action in any court, or in a proceeding before any administrative agency, irrespective of whether or not the labor organization or its officers are named as defendants or respondents in such action or proceeding, or the right of any member of a labor organization to appear as a witness in any judicial, administrative, or legislative proceeding, or to petition any legislature or to communicate with any legislator: *Provided*, That any such member may be required to exhaust reasonable hearing procedures (but not to exceed a four-month lapse of time) within such organization, before instituting legal or administrative proceedings against such organizations or any officer thereof: *And provided further*, That no interested employer or employer association shall directly or indirectly finance, encourage, or participate in, except as a party, any such action, proceeding, appearance, or petition.

(5) Safeguards against improper disciplinary action. — No member of any labor organization may be fined, suspended, expelled, or otherwise disciplined except for nonpayment of dues by such organization or by any officer thereof unless such member has been (A) served with written specific charges; (B) given a reasonable time to prepare his defense; (C) afforded a full and fair hearing.

(b) Any provision of the constitution and bylaws of any labor organization which is inconsistent with the provisions of this section shall be of no force or effect.

Pub.L. 86-257, Title I. 101. Sept. 14, 1959, 73 Stat. 522.

It looks like a very good year in District 2

Employment opportunities for Operating Engineers in Northwest Ohio are plentiful.

With the third lane projects on I-75 from Findlay to the Michigan state line, the refinery outages in Toledo and Lima, the Oregon Clean Energy Project (OCEP) project, as well as the new 24-inch pipeline feeding the new OCEP, District 2 members will not have to travel far to find employment.

Hopefully you were able to update your certifications and skills at the training site this past winter. Our training sites are state-of-the-art facilities that we need to utilize to stay ahead of the competition.

Beaver Excavating continues working on the I-75 Phase III reconstruction near Lima which is scheduled for completion by early fall. This phase begins at the Allen/Auglaize county line and continues north six miles to the 4th St. exit. Two lanes of traffic are being maintained in both directions without switching from old pavement to new pavement, except for the S.R. 65 intersection where crews will be working on the bridge.

Like Phase II, Phase III entails widening the I-75 corridor for future third lane expansion. Subcontractors are Tenmile Creek, Woodland Acres, Underground Utilities, Kokosing Construction, Oglesby Construction, M.P. Dory, DOT Diamond, Toledo Caisson, Jeffers Crane and Shelly.

Underground Utilities is finishing the upstream regulators sewer separation in Lima. This project included installation of approximately 5,500 linear feet of 12- to 36-inch pipe and 27 new structures.

Helms & Sons is doing spot repairs and some new curb and storm sewer work on the city of Lima's Main St. bicycle corridor. It is also working on parking lot repairs and resurfacing for The Ohio State University's Lima campus.

InfraSource Construction has been awarded a five-year blanket contract for Dominion Gas which includes replacing antiquated distribution gas lines in and around Lima. Cioffi & Son Construction is performing the rehabilitation work, which includes asphalt, concrete and topsoil restoration.

The Husky Refinery in Lima just finished its 40-day spring turnaround. RMF Nooter, Jeffers Crane and Madison Industrial employed approximately 100 Operating Engineers operating forklifts, carrydecks and hydraulic rough terrain cranes. Deep South utilized a Telex Demag PC 8800 1600-ton crawler crane to perform the heavy lifting required for this project.

In Defiance County, Hanks Plumbing & Heating has been awarded construction of a new aeration/booster pump station for the Brunersburg Water and Sewer District.

Vernon Nagel is finishing the installation of both Wooded Acres and College Rd. pump stations in Defiance. The company is also working on a slide repair on U.S. Rt. 24 at mile marker 1.71. Tenmile Creek, K&R Excavating & Landscaping, Paul Peterson, Oglesby and Smith Paving are subcontractors.

Rudolph/Libbe is construction manager for the construction of a new 217,279 square foot middle/high school in Defiance, which

will house 1,363 students in grades 6-12. The site work package was awarded to Miller Brothers Construction which is currently on site. The other packages are currently out to bid.

Helms & Sons is widening Clinton St. on the south side of Defiance. The project consists of adding a two-way left turn lane, improving drainage, improving pedestrian facilities and upgrading traffic lights. Garza Construction is performing the milling on this project which is slated to be completed by year's end.

Miller Brothers continues working on the I-75 third lane expansion in Hancock and Wood counties. Traffic is currently traveling on the newly completed sections of bridges over Eagleville Rd. and Rocky Ford Creek in the Wood County section of this project. Construction has begun on the outside sections of these bridges.

Miller Brothers also has reconstructed the inside driving lanes and median from C.R. 95 to the Hancock County line. Subcontractors on this project include Underground Utilities, CemBase, Oglesby Construction, Shelly, Miller Cable, Lake Erie Construction, Dot Diamond and Deitering Landscaping.

Shelly continues working on its 8.13 mile section of the I-75 third lane expansion which begins where Miller Brothers' project ends in Wood County, and continues north. Shelly has completed the reconstruction of the median and the inside driving lanes and is currently working on the two outside driving lanes. Subcontractors on this project include Shelly & Sands, Miller Cable, Tenmile Creek, Underground Utilities and Ebony Construction. This project is scheduled to be completed next month.

Kokosing Construction's I-75 third lane project in Wood County picks up where Shelly's project ends at approximately the first rest area south of U.S. Rt. 6 and the I-75 interchange, continuing north for 8.82 miles. The construction of I-75 southbound from south of S.R. 582 to U.S. Rt. 6 has been completed.

Traffic is currently being routed northbound in this section to allow I-75 to be completely closed and reconstructed. I-75 north- and southbound south of U.S. Rt. 6 to the end of the project (south of the rest areas), the median and inside driving lane are completed and crews are working on the outside two driving lanes and bridges. Subcontractors include CemBase, Miller Cable, Lake Erie Construction and K&R Landscape. This project also has a completion date of next month.



WELDED CONSTRUCTION bending crew working on North Coast gas transmission line on Oregon lateral line in Perrysburg.

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POLITICAL ACTION

Legislative Report

by Mark Totman, *Legislative Representative*

As this legislative report is being written (early April), the legislature is just returning to Columbus after the March primaries.

One of the issues we have been working on with our contractor associations (OCA and AGC) is passing Senate



Bill 152 "Contractor Labor" (Joe Uecker, Dist. 14), or its identical companion bill in the House, H.B. 180 (Ron Maag Dist. 62), which are more commonly known as the "Residency Bills."

We are working with Senator Uecker and Representative Maag to pass this legislation to "PROHIBIT" state and local governments from enacting legislation that requires contractors to hire a certain percentage of individuals (workers) from within a certain geographic area, regardless of whether it is a township, city, county or other similar area.

At best, this type of legislation is discriminatory and unconstitutional. We cannot go along with this ridiculous law of telling our members that they must live in the city limits or county or other geographical areas before they are allowed to go to work there!

Both chambers (Senate and House) have passed their version of the bills (H.B. 180 and S.B. 152).

The problem is the Ohio House leadership always includes PLA (Project Labor Agreement) language in its bill at the last minute, killing any chance the bill has to pass in either chamber.

As you know, Local 18 is not in favor of most PLAs because they usually have clauses that take some benefits from our membership. Also, we are a statewide local with statewide contracts with our contractor associations (OCA and AGC) so we can't offer a better deal on these PLAs than we would give our contractor associations.

Anyway why would we give a non-signatory contractor who signs a Project Labor Agreement a better deal than our contractors who sign long-term agreements with us?

That said, what we need at the statehouse is a clean bill without such riders to the bills that will essentially kill our proposed legislation.

What we need YOU to do is contact your state representative and senator and tell them to PASS Senate Bill 152 or House Bill 180. We don't have a preference, only to get one of

the bills passed on each floor and sent to the Governor for his signature.

Let them know we are the trained professionals they need to get these projects done on time and on budget!

Go to www.uoelocal18.org to locate your representative and senator.

We will be looking at H.B. 394, Unemployment Compensation legislation in the fall and other issues coming this summer so READ your *Buckeye* and come to your monthly meetings to keep on top of the issues that will affect our local.

Thank you for your continued support of the PEP PAC program.

We will talk again next month.

Unions reduce inequality by bringing up the wages of middle-income and the lowest-paid workers. And workers in unions aren't just getting better wages – they're also getting better compensation in general. Unionized workers are 28 percent more likely to be covered by employer-provided health insurance and 54 percent more likely to have a pension.

Atlantic Monthly

Keep Ohio's Heritage

Continuing report by the KOH officers

A big THANK YOU to everyone who attended this year's Labor History classes across the state. The weather cooperated and attendance was great, with several districts setting records. Pictures from the various districts appear in this issue.

It has been a rough winter for unions and the middle class. Look at West Virginia where the state legislature in February overrode the governor's veto by one vote and forced West Virginia to become the 26th state to become Right-to-Work.

Following the Koch Brothers playbook, a measure to repeal the states prevailing wage law was fast tracked through the legislature, where West Virginia's governor again tried to stop the bill. His veto was overridden again and the law will take effect this year.

That anti-worker plan was similar to how it happened in Michigan, where Right-to-

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Wisconsin loses 10,000 jobs after passing Right-to-Work

In 2014 Wisconsin Governor Scott Walker promised that if the legislature passed Right-to-Work it would create tens of thousands of new jobs. And, in March, 2015 he signed such a bill.

Earlier this year, his administration acknowledged that as of the end of last year, in the nine months since the bill was signed, Wisconsin surpassed 10,000 layoffs last year as a result of plant closings and economic challenges. The news confirmed that 2015 was Wisconsin's worst year for job losses since Walker took office – far exceeding the 6,186 workers affected by mass layoffs and plant closings in 2014. And, once again proving Right-to-Work is not a job creator.

"I'm concerned these mass layoffs aren't setting off any alarm bells among Republican leaders in our state," said Senate Democratic Leader Jennifer Shilling. "We are in the midst of an economic crisis. Wisconsin is hemorrhaging jobs at a rate we haven't seen since the Great Recession and our middle class is shrinking faster than any other state in the nation. Thousands of families are struggling to find a job because the policies being

pushed by Gov. Walker and legislative Republicans simply aren't working."

Instead of focusing on economic development, Gov. Walker and legislative Republicans have prioritized bills to dismantle the Government Accountability Board, limit investigations of political corruption and increase special interest campaign influence. Additionally, deep budget cuts to local schools, public infrastructure and economic development programs have resulted in widespread layoffs and contributed to Wisconsin's poor economic climate.

"We need to get serious about turning things around and expanding economic opportunities in our state," added Shilling. "From early childhood education and student loan debt relief to strengthening retirement security and investing in infrastructure, Senate Democrats continue to call for action to help hardworking Wisconsin families. Rather than addressing these challenges, Republican leaders had allowed Gov. Walker's presidential campaign and special interest groups to drive their political agenda. With more layoffs on the horizon, I hope that we can recognize the gravity of this situation and begin to turn things around in Wisconsin."

Right-to-Work an insult to W.Va. workers; even high school students get it

By Madeline Young, Senior at Cabell Midland High School in Ona, West Virginia

(From the Charleston, Gazette-Mail)

So-called "right-to-work" legislation passed by the Legislature is a disgrace to the West Virginia way of life and an insult to every hard-working blue-collar worker and middle-class family in the state.

The first problem with this law is the misleading title which gives the impression that unionized workplaces do not allow non-union workers to work on the same premises. Nothing could be further from the truth.

The Taft-Hartley Act was passed in 1947 as an amendment to the National Labor Relations Act of 1935. This ended the era of "closed shops" in America, making it illegal for a business to fire someone over failure to join a union. However, beyond that, the law required that any agreements negotiated between the union and the business must be extended to apply to non-union workers. If a worker chooses to stay unaffiliated with the union, he or she is obligated to pay for costs incurred for contract negotiations and representation should a grievance be brought about. These "agency fees" cannot be used for political activity or employee organization fees, and this principle has been upheld in U.S. courts.

Right-to-Work laws attempt to eliminate the "agency fees" while still allowing non-union members to reap benefits of union contracts and representation. This blatantly unfair situation is a slap in the face to every union member who has faithfully paid union dues for years for retirement and job security. Now those who do not pay union dues will greedily leech and use the system without paying. This flawed logic is evident, and the only freedom that workers gain from right-to-work laws are to earn something from nothing – an idea that inherently clashes with the American dream and American morals.

Senate President Bill Cole, a leading sponsor of right-to-work in West Virginia, requested a study costing \$34,000 to be conducted by West Virginia University determining the economic impact the law would have in our state. Supporters relied heavily on this study as evidence to push the law through the Legislature. However, details of how the study was conducted and specific results have been kept carefully under wraps. Blacked-out emails were released, although their content was carefully edited. If the study proves so strongly that right-to-work would benefit West Virginia, it is difficult to understand why entire emails would be blacked out, increasing suspicion of this study and bringing to question just how beneficial right-to-work would be for West Virginia.

Moreover, most statistics prove that right-to-work has a negative impact on the economy and workers. In Oklahoma, companies relocated out of the state and there was no positive impact on job growth when right-to-work laws were enacted. A study by the Economic Policy Institute determined that right-to-work laws lower wages for everyone, union member or not, by about \$1,500 a year, and weaken unions, giving them less strength to negotiate contracts with greedy business owners who put company profits in front of human welfare. Many families are struggling to get by as it stands, much less with cut wages. Repercussions of right-to-work laws are further evidenced by the fact that right-to-work states have some of the highest poverty rates in the United States. Additionally, the Bureau of Labor Statistics shows right-to-work states have higher numbers of workplace deaths, indicating a more dangerous work-

place. Of the top 11 states with the worst unemployment rates, over half, seven to be exact, are right-to-work states. Studies have also shown that technology companies, who provide good paying jobs well into the future, prefer states with strong labor unions as this indicates a high population of skilled workers that are more likely to remain committed to the company, therefore decreasing turnover.

Right-to-Work legislation does nothing to benefit the working middle-class family and is rather a thinly veiled attempt for big business owners to reap increased profit without regard for their worker's safety or living conditions. Rather than destroying unions that protect workers' rights in the name of supposed economic development, West Virginia should focus on retraining workers from the failing coal industry and look for economic opportunities in technological fields to fuel success for the future.

Public employee unions dodge a high court bullet

In the last issue of the *Buckeye Engineer* it was reported "Justice Antonin Scalia's death will have an immediate effect on some of the country's most contentious legal questions, undercutting conservative hopes of winning sweeping victories in pending U.S. Supreme Court cases, including unions."

That is exactly what has happened.

Conservatives bent on crippling the power of public employee unions lost their best opportunity in years on March 22 when the Supreme Court deadlocked over a challenge to the fees those unions collect from non-members.

Rather than seeking to reschedule the case for their next term, the justices simply announced they were tied 4-4 – a verdict which leaves intact the decision of the U.S. Court of Appeals for the 9th Circuit upholding the fee collections.

That was a major victory for the unions.

A defeat would have been the demise of a nearly 40-year-old Supreme Court precedent that allows unions to impose such requirements on non-members. It would have made it harder for unions representing teachers, police and firefighters, and other government workers to maintain their power by affecting their pocketbooks.

Instead, the judicial deadlock allows the California Teachers Association to keep col-

lecting the fees, but it does not have nationwide impact. The 9th Circuit standard applies only to states within its jurisdiction, including Alaska, Arizona, Idaho, Montana, Nevada, Oregon and Washington as well as California.

The justices could have rescheduled the case for when the court is back to full strength. But that could take a year or more, because Senate Republicans have refused to consider President Obama's nomination of federal appeals court Judge Merrick Garland to replace Scalia.

If the justices had ruled that the free speech rights of non-members entitled them to contribute nothing to the costs of representation – they already could opt out of financing unions' political activities – more workers likely would have become "free riders." That would have led to a drop in membership and revenue.

The lawsuit was brought by the conservative Center for Individual Rights, which along with the National Right to Work Legal Defense Foundation, had sought to overturn a 1977 Supreme Court decision that allowed public employee unions to collect "fair share" fees from non-members for the costs of collective bargaining.

The battle had divided the nation almost equally between states where laws govern collective bargaining for public workers and

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Hydration for life

It's only May, but Local 18 members are already busy on projects around the state and in Kentucky. Yet, with all the safety advice provided to them on a regular basis, what is one of the chief pieces of advice that is often ignored?

And, it's only one word. HYDRATE! That's become an "in" word for making sure your body gets enough liquid to keep you healthy, especially if you're working outside on one of many Operating Engineer projects.

For workers in many industries, hot, humid and hard-working conditions are a fact of life. Construction, utility and agriculture workers regularly work outside in hot, humid weather. Workers who must wear heavy, protective apparel on the job feel the heat no matter what the weather.

Construction industry estimates place the number of workers for whom heat stress is a potential safety and health hazard at 5 to 10 million. For these workers and others, access to clean drinking water is a serious issue – one that affects their health and productivity.

Without easy access to fluids, workers can become dehydrated – a prime cause of heat illness. In addition to the health benefits of proper hydration, workers who hydrate correctly are more comfortable, cool and alert – making for a more productive and healthier work force.

Water makes up more than half of a person's body weight. You lose water each day when you go to the bathroom, sweat and even when you breathe. You lose water even faster when the weather is really hot, when you are physically active, or if you have a fever. Vomiting and diarrhea can also lead to rapid water loss. If you don't replace the water you lose, you can become dehydrated.

The human body maintains a fairly constant internal temperature, even when exposed to varying environmental temperatures. To get rid of excess heat, the body varies the rate and amount of blood circulation through the skin and the release of fluid onto the skin by the sweat glands.

As environmental temperatures approach normal skin temperature, cooling of the body becomes more difficult as blood brought to the body surface cannot lose its heat.

At that point, sweat evaporation becomes the principal means of maintaining a constant body temperature.

Sweating does not cool the body, however, unless the moisture is removed from the skin by evaporation, which is difficult under conditions of high humidity or when wearing heavy protective clothing. In addition, profuse and prolonged sweating can also disturb normal cardiovascular functions, according to the American Conference of Governmental Industrial Hygienists (ACGIH).

Excessive exposure to a hot work environment can bring about a variety of heat-induced disorders. In fact, after just two hours of moderate work, workers may begin to feel the initial stages of heat stress. After another hour, they may start to lose strength, energy and focus. At its most severe point, heat stress can result in collapse or unconsciousness.

The human body requires fluid to control temperature and maintain muscle function. In hot, hard-working conditions, workers can lose up to 1.5 liters – about three pints – of water each hour in the form of sweat. Plus, sweat-laden skin and clothing reduce heat dissipation normally performed by the body.

How do I know if I'm dehydrated?

Symptoms of dehydration include the following:

- Little or no urine, or urine that is darker than usual
- Dry mouth
- Sleepiness or fatigue
- Extreme thirst
- Headache
- Confusion
- Dizziness or lightheaded feeling
- No tears when crying

People are at higher risk of dehydration if they exercise at a high intensity, have certain medical conditions, are sick or are not able to get enough fluids during the day.

You may need to increase the amount of water you are drinking if you:

- Will be outside during hot weather
- Have certain medical conditions, such as kidney stones or bladder infection
- Are pregnant or breastfeeding
- Will be exercising
- Have a fever
- Have been vomiting or have diarrhea
- Are trying to lose weight

How much water should I drink each day?

You may have heard different recommendations for daily water intake. (The December issue of the *Buckeye* covered this issue in depth.) Most people have been told they should drink six to eight 8-ounce glasses of water each day, which is a reasonable goal. However, different people need different amounts of water to stay hydrated. Most healthy people can stay well hydrated by drinking water and other fluids whenever they feel thirsty. For some people, fewer than 8 glasses may be enough. Other people may need more than 8 glasses each day.

The truth: How much water you should drink each day really, truly depends on the person, Robert A. Huggins, PhD, of the University of Connecticut explained. "Fluid needs are dynamic and need to be individualized

from person to person. Factors such as sex, environmental conditions, level of heat acclimatization, exercise or work intensity, age, and even diet need to be considered."

If you are concerned that you are not drinking enough water, check your urine. If your urine is consistently colorless or light yellow, you are most likely staying well hydrated. Dark yellow or amber-colored urine is a sign of dehydration.

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Ohio's Tax Freedom Day was April 19

On April 19, Ohio workers began "working for themselves," as they celebrated Tax Freedom Day.

Across the nation Tax Freedom Day this year was April 24, 114 days into the year - not counting Leap Day. It is a significant date for taxpayers and lawmakers because it represents how long Americans as a whole have to work in order to pay the nation's tax burden.

Tax Freedom Day was one day earlier than last year, due to slightly lower federal tax collections as a proportion of the economy. Americans will collectively spend more on taxes in 2016 than they will on food, clothing and housing combined.

Tax Freedom Day takes all federal, state, and local taxes and divides them by the nation's income. In 2016, Americans will pay \$3.34 trillion in federal taxes and \$1.64 trillion in state and local taxes, for a total tax bill of \$4.99 trillion.

This year, Americans worked the longest to pay federal, state, and local individual income taxes (46 days). Payroll taxes took 26 days to pay, followed by sales and excise taxes (15 days), corporate income taxes (nine days), and property taxes (11 days). The remaining seven days were spent paying estate and inheritance taxes, customs duties, and other taxes.

The total tax burden borne by residents of different states varies considerably. This means a combination of higher-income and higher-tax states celebrate Tax Freedom Day later: Connecticut (May 21), New Jersey (May 12), and New York (May 11). Residents of Mississippi will bear the lowest average tax burden in 2016, with Tax Freedom Day arriving for them on April 5. Also early were Tennessee (April 6) and Louisiana (April 7).

Historically, the date for Tax Freedom Day has fluctuated greatly; the latest ever was May 1, 2000, meaning that Americans paid 33% of their collective incomes toward taxes. A century earlier, in 1900, only 5.9% of national income was required to pay the tax bill and Tax Freedom Day fell on January 22.

(Information is from the Tax Foundation.)

ODOT to invest \$2.1 billion this season

The Ohio Department of Transportation will invest \$2.1 billion in the state's transportation network this construction season.

The ODOT program is driven by two key components: addressing major critical infrastructure needs today, and introducing an enhanced, data-driven business strategy for maintaining the 43,000 miles of roads and 14,000 bridges on the state system.

ODOT will deliver more than 1,100 projects across the state in 2016. Altogether, they are designed to improve the condition of roads and bridges, increase safety, and make the transportation of people and goods more efficient.

"We're charged with the care of Ohio's largest man-made asset – the transportation network," said ODOT Director Jerry Wray. "We take this very seriously, because investments in our infrastructure are vital to Ohio's economic growth and development. By maintaining a safe, reliable and efficient system, we help to create the environment for more jobs, easier commerce, and a stronger Ohio – for today and for tomorrow."

Of the 1,100 projects in 2016, 157 will focus specifically on safety, at a cost of \$256.4 million. The program includes \$417.5 million for improving the condition of more than 1,167 bridges and \$629.3 million for 6,485 miles of pavement.

ODOT is also adding capacity to the system where it is most needed today, after careful planning, research and project development. This year, the state will invest \$207.1 million – or approximately 10 percent of the overall construction budget – in expanding roads to ease current congestion.

The 2016 construction program features 27 projects valued over \$10 million, with a combined value of \$769 million. It also represents a fourth consecutive year of near-record dollars invested, made possible in large part by Governor Kasich's Jobs & Transportation Plan. From 2011 to 2016, ODOT has committed roughly \$12.5 billion across 5,934 projects – the largest overall transportation investment in Ohio's history.

As a consequence of record number of work sites, ODOT has seen an alarming rise in crashes and fatalities in Ohio's work zones, where drivers and passengers are more than twice as likely as workers to be victims. Last year, Ohio recorded 6,035 work zone crashes, the highest number in a decade. Those crashes resulted in 1,150 injuries and 30 deaths.

ODOT warns that a work zone may be a mile of orange barrels, or a single vehicle parked on the side of the road with flashing lights. Whatever the case, Ohio's Move Over law requires drivers to slow down and, if they can, move over a lane to give roadside workers safe space to perform their jobs.

Local 18 Training Centers

Richfield Training Center

4675 Newton Rd.
Richfield, OH 44286
(P) 330-659-4115
(P) Toll Free 800-842-9419
(F) 330-659-9785

Cygnets Training Center

9435 Cygnets Rd.
Cygnets, OH 43413
(P) 419-655-3282
(P) Toll Free 888-634-6880
(F) 419-655-3290

Logan Training Center

30410 Strawn Rd.
Logan, OH 43138
(P) 740-385-2567
(P) Toll Free 888-385-2567
(F) 740-385-7285

Miamisburg Training Center

4250 Soldiers Home –
Miamisburg Rd.
Miamisburg, OH 45342
(P) 937-859-5211
(P) Toll Free 800-635-4928
(F) 937-859-5901

Visit the website at www.local18training.com



GPS grade control training at Logan

DUES SCHEDULE

Any member of Local 18, 18A, 18B, 18C, 18D, 18RA or 18S who does not have his/her current dues paid maybe suspended. Dues are payable on a quarterly basis on the first day of each quarter (30-day grace period), with the exception of 18D and 18S to be paid on a monthly basis.

The following quarterly and monthly dues schedule for Local 18 and its Branches and Owner/Operator members was effective October 1, 2015.

Local 18 \$62.25 per quarter
+3% Administrative Dues*

Local 18A \$62.25 per quarter
+3% Administrative Dues*

Local 18B \$62.25 per quarter
+3% Administrative Dues*

Local 18C \$47.25 per quarter (Shops)
+2% Administrative Dues*
only when working for Dealer/Rental
Shops. 3% Administrative Dues
when working for other shops, i.e.,
Highway Heavy Companies*

Local 18C \$53.25 per quarter (Stone
Quarries, Material Yards, etc.)

Local 18D \$23.00 per month

Local 18G Two times the employee's hourly
rate per month to be paid quarterly

Local 18RA \$62.25 per quarter
+3% Administrative Dues*

Local 18S Two times the employee's
hourly rate plus \$8.50 per month to be
paid monthly

Owner Operator members
\$146.25 per quarter

Reduced Dues \$41.25 per quarter

Michael R. Bertolone
Financial Secretary

Contributions or gifts to I.U.O.E. Local 18 are not deductible as charitable contributions for federal income tax purposes.

*On October 8, 2012 at all district membership meetings, the membership approved an amendment to Article VIII, Section 1, of the Bylaws, increasing the administrative dues to 3% of gross wages for all members of Local 18 except Local 18C Quarry and Sand & Gravel Pit members, Local 18D, Local 18G and Local 18S members. The membership also approved an increase of administrative dues to 2% of gross wages for 18C equipment shop members. The Executive Board, at its October 28, 2012 meeting, approved January 1, 2013 as the effective date for implementation of the dues increase.

D-3 members busy as work season moves into 'high gear'



RUNNING a grout pump for Goettle in Fairfield County is 30-year member Charles Owsley.



PORTSMOUTH BYPASS has Tony Raubenolt working for Beaver (below right) and Glenn Essman (below left) on the job for John R. Jurgensen.



WORKING for George J. Igel at AEP's substation in Mt. Sterling is Tracy Powers.



DRILLING auger cast piling, Grout Systems is working on a new office building for the city of Columbus.



TURN-KEY TUNNELING in south Columbus.

IN ALL DISTRICTS:
ADVISORY BOARDS WILL MEET
1st MONDAY OF EACH MONTH.
MEMBERSHIP WILL MEET
2nd MONDAY OF EACH MONTH.

District 2 *continued from page 3*

Speer Brothers has been awarded installation of 4,949 linear feet of 12-inch water line, 19,404 linear feet of eight-inch water line, new fire hydrants and a water booster station in Bowling Green. Pavement repairs and seeding/mulching are part of this project.

B. Hillz is currently working on water line improvements on Manville, Third and Clough streets in Bowling Green. This project entails replacement of approximately 1,900 linear feet of eight- and six-inch water line.

The company is also working on the Rudolph Rd. sanitary sewer in Wood County. This project entails installation of 1,000 linear feet of 1.5-inch, 1,000 linear feet of two-inch and 5,300 linear feet of three-inch force main along with 37 grinder pumps. Precise Boring will perform the horizontal directional drilling for this project which should be complete by mid-September.

Gerken Paving has resumed its 13.58 mile two-lane resurfacing of S.R. 235 in Wood County. Ebony Construction, W. L. Markers and Zimmerman Paint are subcontractors on this project which will be completed late June.

In Paulding County, Vernon Nagel is replacing the bridge on S.R. 49 at mile marker 7.22. Newly signed Precise Piledriving will drive piling, Lake Erie Construction will install guardrail, Gerken Paving will lay the asphalt, Capital City will provide crane support and K & R Excavating & Landscaping will landscape the project.

Miller Brothers Construction is working on the Damascus bridge replacement on S.R. 109 in Henry County, building a 12-span prestressed concrete I-beam bridge with reinforced concrete deck on drilled shaft piers over the Maumee River. Three-quarters of the new pillars and the trusses are in place and work is continuing on forming the deck to pour new concrete. Completion is scheduled for October, 2017.

Also in Henry County, Kokosing Construc-

tion is working on a slide repair on S.R. 110 west of the Campbell Soup factory. This project includes drilling 500 holes ranging from 10-feet deep to approximately 42-feet deep, putting an I-beam in the center hole and constructing 1,600 feet of retaining wall to stabilize the roadway adjacent to the Maumee River. Completion is scheduled for September.

Construction of Fremont's new WWTP is progressing nicely. The joint venture of Mosser Construction and MWH Constructors is keeping this project on track. Phase I, which was the site work package, was completed in 2015.

Phase II has begun which is the liquid phase, consisting of building tanks and aerators for the liquid waste. Mosser Construction is building the tank and Romanoff will be performing the electrical work. This large project has several phases and is still scheduled for completion late this year.

Kokosing Construction has begun work on the inside lanes of mainline I-75, reconstructing pavement from Dorr St. to Central Ave. The Collingwood Blvd. and Detroit Ave. entrance and exit ramps, the Lawrence St. entrance ramp and the Bancroft St. exit ramp have all been rebuilt and are now open.

This project also includes replacing the Dorr St. bridge and the Oakwood Ave. bridge deck.

The Dorr St. bridge is currently being formed for the concrete pour. Work is continuing on the upgrades to drainage structures along the project which started in July 2014 and has an anticipated completion date of mid-to-late 2016.

Work associated with the ongoing redecking of the Oakwood Ave. bridge will restrict I-75 to a single lane in either direction at night in the work zone near downtown Toledo.

Two of four lanes already are closed in the area between Indiana Ave. and Monroe St.



CHRIS HISER (above) working for HPH "clamming" with a 35-ton Grove Picker and (below) excavating using mini-clammer with picker in 42-foot shaft.



for freeway reconstruction.

Kokosing Construction recently was awarded two major reconstruction projects.

The Major Widening Project encompasses reconstruction and widening of I-75 between Lagrange St. and Chrysler Dr., and has a total of nine bridges to be widened. Subcontractors on this project include Vermilion Land Clearing, Lake Erie Construction, Tenmile Creek, Ebony Construction, Miller Cable and Toledo Caisson. The project has an anticipated completion date of May, 2017.

The Major Reconstruction Project, which is the second of the two projects, also pertains to work on I-75. This project calls for reconstruction of 2.5 miles of I-75 by upgrading the interchanges, constructing a parkway including roundabouts, upgrading lighting, traffic control and signals, and reconstruction of 12 bridge structures. This project has an anticipated completion date of June, 2018.

Miller Brothers Construction has started work on the I-475/U.S. Rt. 20 interchange. This reconstruction includes reconfiguring the current interchange to a single-point urban in-

continued on page 14

Running a mill in Defiance for Garza Construction is Lee Laird.



Busy work in the field means busy work in the shops

District 1



STAYING BUSY for W.W. Williams are (above and below) Ralph Gullatt, Jr. and Max Millhoan, both in Cleveland, and (left) Michael Juncker in Brunswick.



WORKING for Ohio CAT at its Cleveland truck stop is Tony Luhinec (above) displaying his 25-year pin. At the company's Youngstown parts department is Matthew Weisbarth (left).

District 4/5



ON THE JOB at Ohio CAT's Troy shop is Timothy Overholser.



BYRON ECK is working at Southeastern Equipment's Monroe location.

Had enough about bridges?

- Of the 27,104 bridges in Ohio, 1,893, or 7%, are classified as structurally deficient. This means one or more of the key bridge elements, such as the deck, superstructure or substructure, is considered to be in "poor" or worse condition.
- 4,278 bridges, or 16%, are classified as functionally obsolete. This means the bridge does not meet design standards in line with current practice.
- Federal investment in Ohio has supported \$4.5 billion for capital improvements on 2,222 bridge projects between 2005 and 2014.
- Since 2004, 2,416 new bridges have been constructed in the state; 1,237 have undergone major reconstruction.

District 3



WORKING in Columbus for Cummins Bridgeway are William Willard II (left) and John Growdon, Jr. (right). John displays his 25-year pin. Nathan Vance (below right) is working at Kokosing's Fredericktown shop.



District 6



IN MEMORIAM

Local 18 extends its sympathy to the families and loved ones of the following members who have passed away.

LM Richard Sand (D-3)	Feb. 15
LM Theodore Lahmers (D-6)	Feb. 19
LM Russell Thompson (D-1)	Feb. 22
LM Deane Linser (D-2)	Feb. 24
Gary Peck (D-1)	Feb. 25
LM David Carroll (D-1)	March 1
LM Mario Frate (D-1)	March 2
LM Frank Ludrosky (D-1)	March 13
LM Clyde Gipson (D-3)	March 14
LM George Penwell (D-3)	March 15
Jack Meiring (D-2)	March 19
LM Albert White (D-2)	March 20
Steve Hanks (D-1)	March 23
LM Vivle Orsborn (D-3)	March 24
LM Dennis Flueckiger (D-6)	March 26
LM Dan Gleason (D-2)	March 28

STAYING BUSY in Strasburg for Cummins Bridgeway are Bob McConnell (above) and (right) Bill Bryan and Nick Jones. (Above right) David Chancey, working for Ohio CAT in Cadiz, shows off his 25-year pin.



Medical review

by Lisa Cianciolo, MRO



Alcohol and drug use among employees and their family members can be an expensive problem for business and industry, with issues ranging from lost productivity, absenteeism, injuries, fatalities, theft and low employee morale,

to an increase in health care, legal liability and workers' compensation costs.

The impact of alcoholism and drug dependence in the workplace often focuses on four major issues:

- Premature death/fatal accidents
- Injuries/accident rates
- Absenteeism/extra sick leave
- Loss of production

Additional problem areas can include:

- Tardiness/sleeping on the job
- After-effects of substance use (hangover, withdrawal) affecting job performance
- Poor decision making
- Loss of efficiency
- Theft
- Lower morale of co-workers
- Increased likelihood of having trouble with co-workers/supervisors or tasks
- Preoccupation with obtaining and using substances while at work, interfering with attention and concentration
- Illegal activities at work including selling illicit drugs to other employees
- Higher turnover
- Disciplinary procedures

In addition, family members living with someone's alcoholism or drug use may also suffer significant job performance related problems including absenteeism, lack of focus, increased health-related problems.

Two specific kinds of drinking behaviour significantly contribute to the level of work-performance problems – drinking right before or during working hours (including drinking at lunch and at company functions), and heavy drinking the night before that results in hangovers at work the next day.

And it isn't just alcoholics who can generate problems in the workplace. Research has shown that the majority of alcohol-related work-performance problems are associated with nondependent drinkers who may occasionally drink too much – not exclusively by alcohol-dependent employees.

Level of Risk

There is always a level of risk when using any drug, including prescription or over-the-counter medications. Drug reactions vary from person to person. If you are taking a drug you haven't had before, you won't know

how it will affect you. It's important to follow your doctor's advice when taking prescription drugs and discuss any side-effects and how this might impact your work.

The effects of prescription drugs such as benzodiazepines (e.g. Xanax®) can have an impact on your work and you should discuss these with your doctor. Long-term use in particular may become problematic.

Work can be an important and effective place to address alcoholism and other drug issues by establishing or promoting programs focused on improving health. Many individuals and families face a host of difficulties closely associated with problem drinking and drug use, and these problems quite often spill over into the workplace.

Employers Make a Positive Difference

By encouraging and supporting treatment, employers can dramatically assist in reducing the negative impact of alcoholism and addiction in the workplace, at the same time reducing costs and increasing productivity.

Research has demonstrated that alcohol and drug treatment pays for itself in reduced healthcare costs that begin as soon as people begin recovery.

Employers with a successful drug free work place report improvements in morale and productivity and decreases in absenteeism, accidents, downtime, turnover and theft.

Employers with longstanding programs also report better health status among employees and family members and decreased use of medical benefits by these same groups.

Some facts about alcohol in the workplace:

- Workers with alcohol problems are 2.7 times more likely than workers without drinking problems to have injury-related absences.

continued on page 18

NOTICE TO MEMBERS

Due to IRS regulations, a portion of your administrative dues are not deductible on your 2016 income tax return (filing period 2017). In accordance with Local 18 Bylaws this amount is used for promoting, preserving, supporting and combating legislative initiatives affecting collective bargaining and union membership rights.

If you pay 3.0% administrative dues, then 16.7% of your total administrative dues are not deductible.

If you pay 2.0% administrative dues, then 25% of your total administrative dues are not deductible.

Your regular dues are not related to lobbying and therefore are 100% deductible.

Health 4U

continued from page 6

Water is the best option for staying hydrated. Other drinks and foods can help you stay hydrated, but some may add extra calories from sugar to your diet.

Drinks like fruit and vegetable juices, milk and herbal teas can contribute to the amount of water you get each day. Even caffeinated drinks (for example, coffee, tea and soda) can contribute to your daily water intake. A moderate amount of caffeine is not harmful for most people. This is about the amount in two or four 8-ounce cups of coffee.

For most people, water is all that is needed to maintain good hydration. However, if you are planning on exercising at a high intensity for longer than an hour, a sports drink may be helpful. It contains carbohydrates and electrolytes that can increase your energy and help your body absorb water.

Choose a sports drink wisely. They are often high in calories from added sugar and may contain high levels of sodium. Also, check the serving size. One bottle may contain several servings. If you drink the entire bottle, you may need to double or triple the amounts given on the Nutrition Facts label. Some sports drinks contain caffeine. If you use a sports drink that contains caffeine, be careful not to get too much caffeine in your diet.

Sports drinks are not the same as energy drinks. Energy drinks usually contain large amounts of caffeine and other stimulants that your body doesn't need. Most of these drinks are also high in added sugar.

When you're feeling hungry, drink water. Thirst is often confused with hunger. True hunger will not be satisfied by drinking water. Drinking water may also contribute to a healthy weight-loss plan. Some research suggests that drinking water can help you feel full.

Workers should be encouraged to choose water over soda and other drinks containing caffeine and high sugar content. These drinks may lead to dehydration. Drinks with some flavoring added may be more palatable to workers and as a result, improve hydration.

"If you get thirsty, you're already dehydrated," according to Dr. John Batson, a sports medicine physician and a volunteer with the American Heart Association.

(Material in this article adapted from the American Heart Association, FamilyDoctor.org., American Academy of Family Physicians, Health.com and EHS Today, among others.)

The information contained in the above article is for educational purposes only and should not be relied upon as medical advice. It has not been designed to replace a physician's medical assessment and medical judgment.

New rule levels union/company organizing requirements

A new Labor Department rule requires employers to report when they “engage third-party consultants in crafting and delivering anti-union messages to workers” and it is already being met with some controversy.

U.S. Labor Secretary Thomas E. Perez said the rule is aimed at addressing a “lack of transparency” in the so-called persuader agreements employers hold with such consultants, who are hired to influence the outcome of union organizing campaigns. The rule, which was published late in March in the Federal Register, takes effect in July. Unions are currently required to report their spending relating to such organizing.

“Workers should know who is behind an anti-union message,” Perez said in a news release. “It’s a matter of basic fairness. This new rule will allow workers to know whether the messages they’re hearing are coming directly from their employer or from a paid, third-party consultant.

“Full disclosure of persuader agreements gives workers the information they need to make informed choices about how they pursue their rights to organize and bargain collectively,” he said. “As in all elections, more information means better decisions.”

The new rule has proven somewhat controversial. Unions like it, agreeing with the Labor Department that the rule creates more transparency. But many in the business community say adhering to the rule will put an unnecessary burden on employers. Of concern to many of them is the tightening of an exemption that limits what employers are required to report when they seek advice from such consultants.

The U.S. Chamber of Commerce said it is against the new rule because it requires “new and complicated reporting for attorneys, consultants and other professionals who advise employers about certain labor matters.”

“By expanding reporting requirements and making it more difficult to comply, the goal of the persuader rule is to discourage attorneys from offering labor relations services,” stated a Chamber news release. “Ultimately, this will limit employer access to counsel and stifle employer speech, thereby providing more opportunities for unions to catch unsuspecting employers mistakenly running afoul of complicated labor laws.”

Teamsters General President Jim Hoffa disagrees.

“This is a modest rule change,” he said in a news release. “It will increase transparency about company activities and will not be a heavy burden to firms who have to file. The form is only two-pages long, which pales in comparison to the hundreds of pages of financial disclosure forms unions fill out.”

On the other hand, the National Retail Federation does not like the new rule, citing it is pro-union.


“Once again, the Obama administration is bowing to labor unions and eliminating a well-established, clear test in favor of an ambiguous and open-ended standard that will lead to confusion for America’s employers,” said David French, NRF’s senior vice president for government relations.


The AFL-CIO disagrees, saying the new rule


was aimed at encouraging employers to act fairly during union organizing campaigns.

“This long-awaited rule will increase transparency about employers’ activities when they hire outside third parties to do their union busting,” said AFL-CIO President Richard Trumka. “It takes great courage for working people to come together to form a union. Working men and women deserve to know who their employer is hiring and exactly how much they are spending to discourage workers from forming a union.”


Cruz supports national RTW Law


Republican presidential candidate Ted Cruz said during a radio interview that he supports national Right-to-Work  legislation, a type of anti-labor law that Wisconsin passed last year in an effort to cripple the state’s unions.

The Texas senator, who was leading in the Wisconsin polls at the time, said in an interview on WTMJ radio in Milwaukee that such laws are a “fundamental right,” according to the Associated Press. Right-to-Work  laws are designed to severely weaken unions by forcing them to provide services without payment from workers.

Cruz said during the interview that supporting a Right-to-Work  law will show that government “sides with the working men and women of this country.” He added that Wisconsin’s law restricting unions “is exactly what we need to do in Washington.”


Wisconsin Governor signed law


Wisconsin Gov. Scott Walker (R), who has endorsed Cruz, signed a Right-to-Work  law last year, despite staunch opposition from local activists and workers. The law made Wisconsin the 25th state in the country with such legislation on the books.

While Republicans argue the laws free workers from union dues and make businesses more competitive, studies have shown that all workers, regardless of whether or not they belong to a union, lose an average of \$1,500 a year in wages as a result of these laws, and workers are less likely to receive benefits like health insurance or pensions. States with Right-to-Work  laws also tend to see less upward mobility than the rest of the country.

Before Walker signed Wisconsin’s law in March, 2015, former state Senate Majority Leader Dale Schultz (R) said the law was “going to hurt Wisconsin employers terribly in the long run, as the workforce gets more angry.”

Democrats in the state also attempted to stall the legislation, but it eventually passed the Republican-controlled state legislature.

Meanwhile, Ohio Gov. John Kasich (R) has said on the campaign trail that he believes Ohio doesn’t need a Right-to-Work  law. Though Kasich is hardly an advocate for unions, he has perhaps recognized the unpopularity of such laws. Michigan passed such a law in 2012, and Gov. Rick Snyder (R) saw his approval ratings plummet after he signed the bill.

Walker – who also faced sharp public backlash after he signed a law that virtually ended collective-bargaining rights for most public sector unions – dropped out of the Republican presidential race last September. He had also called for Right-to-Work  legislation on the national level, saying during one of his final campaign events: “We must take on the big-government union bosses in Washington – just like I took them on in Wisconsin.”

In the radio interview, Cruz said he was “inspired” by Walker’s stand against unions.

(See related article on page 4 which points out Wisconsin has lost 10,000 jobs in the recent past.)

Publications Available

The following publications are available through your District Office upon request.

1. International Union of Operating Engineers Constitution
2. Local 18 Bylaws
3. U.S. Department of Labor Publications
 - A. Election of Officers of Labor Organizations
 - B. Rights & Responsibilities Under the LMRDA

District 2 *continued from page 9*

terchange (SPUI). The SPUI is an interchange where the arterial and ramp entrances/exits are controlled by a single traffic signal. This can be more efficient than a standard interchange and takes up less space.

The work includes building a new two-span pre-stressed concrete I-beam bridge with reinforced concrete deck adjacent to the current bridge. This project will also include installing new lighting, traffic control and retaining walls.

Beaver Excavating is working on construction of the McCord Rd. railroad grade separation in Holland which calls for realigning the current railroad position to a newly constructed parallel track approximately 80 feet off the original alignment to allow construction of more than 65% of the underpass.

Once that stage is completed, train traffic will be returned to its original alignment allowing Beaver Excavating to finish the remainder of its work on the underpass. The roundabout on the north and south sides of the underpass has been completed and is now in use.

The south side of McCord Rd. has been excavated and the MSE walls have been completed. The north side of the road has been excavated and Beaver Excavating is working on piling for the MSE walls. The pump station is under construction, and when complete will divert water from the underpass into the storm sewer system.

Relocation of Cedar Point Road

Underground Utilities has been awarded the relocation of Cedar Point Rd./DuPont Rd. in Oregon. This project includes clearing and grubbing, excavating approximately 24,000 cubic yards of dirt, 26,500 cubic yards of embankment, 56,000 square yards of cement stabilized sub-grade and various storm sewer from six through 48 inches.

Edward Kelly & Sons has been awarded the Highland Phase 2 Improvement project. This consists of constructing approximately 2,800 linear feet of four-inch sanitary sewer and force main sewer beginning near the intersection of Hill Ave. and Fearing Blvd. to the end of Shasta Dr. at Highland Park.

It also includes construction of a pump station, a six-foot diameter wet well and valve vault, electrical and control work and site improvements.

The project also contains alternate bids for manhole replacement, approximately 710 linear feet of 33-inch sanitary sewer lining and a diesel standby generator.

Black & Veatch was awarded the Oregon Clean Energy Project (OCEP) which includes construction of a new 800 megawatt natural gas-fired power plant which will feature two



BEAVER EXCAVATING building an MSE wall on its I-75 reconstruction in Lima.

modern gas turbines and one steam turbine. This new construction will utilize the latest technology and environmental controls.

George Gradel is currently installing the underground utilities. Mosser Construction is performing the foundation concrete work. Berkel & Company has finished installing 1,150 auger cast piles. Azco Integrated Construction is currently on site installing the structural steel for the steam turbine building, combustion turbine building and pipe racks. Burkhalter Rigging is transporting all gas turbine motors from the Toledo Port to the job site.

Mosser Construction continues working on the water treatment plant raw water improvements which consist of expanding the capacity of the low service pump station, replacing raw water pumps and chemical feed systems and installing a standby generator. Helms & Sons has completed construction of a 13.4 million gallon raw storage pond, flow control vault and a pumping station. Speer Bros. installed approximately four miles of 24-inch diameter raw water line and appurtenances along with a meter vault at the OCEP site.

Crestline Paving & Excavating is currently working on the Arlington Ave. roadway reclamation in Toledo, milling 1.57 miles of pavement from Byrne Rd. to Detroit Ave., installing a bike path along Arlington Ave. from Byrne Rd. to Detroit Ave., shifting a portion of the road to make room for the bike path, minor drainage improvements and installing a new water line from Byrne Rd. to West Medical Loop.

Mosser Construction has begun Phase I of the Heather Downs Pump Station renovation which includes a new power house and

equipment. New soft starters for the existing pumps will also be installed, along with building electrical and mechanical systems.

Salenbien Trucking & Excavating was recently awarded the Reynolds Rd. water main replacement in front of the District 2 Union Hall. This includes replacing approximately 1,500 feet of eight-inch water line from Southwyck Blvd. to Glendale Ave.

Kokosing Construction has begun construction of a 36.3 million gallon CSO basin at the Joe E. Brown Park on Manhattan Ave. in Toledo. There are still 10,000 yards of dirt left to remove for the basin. Approximately 5,500 tons of rebar and 8,000 feet of reinforced concrete pipe and 45,000 yards of concrete will make up the four cells and four bays plus a pump station. Hardman Construction has returned to finish the drilling and in-

continued on page 15



WORKING for Underground Utilities on a water line project in Portage is **Mike Gerber**.

District 2 *continued from page 14*

stallation of 300 auger cast pilings. This project started in January, 2015 and is projected to be completed in June, 2017.

B&J Concrete and Construction was awarded the Douglas Rd. reconstruction of .51 miles of pavement from Kenwood Blvd. to Central Ave. This reconstruction includes removing and replacing the current pavement, curbs and gutters, drive approaches and making minor drainage improvements.

The BP Husky Oregon plant spring turnaround will be the largest turnaround in the history of this plant. It will be a joint venture between a crude oil company from Canada and BP Husky.

The turnaround will peak at 2,500 building trade craftsmen with a May 9, 2016 scheduled oil out date and maintenance scheduled to began on May 16, 2016.

Nooter Construction will be responsible for completion of construction activities in units FCC 1 and 2, carbon monoxide boiler and the crude/vac furnace. RMF's work scope includes

concrete, electrical installation, valve replacements, pipe installation, rotating equipment maintenance and alignment, general clean-up and support. AECOM's work focus will be the secondary absorber tower in the Unsaturated gas plant, which will include removal of tray beds and internal welding and possible extended discovery work to the tray locations in the tower.

In Ottawa County, Mosser Construction continues construction on the Lightner Rd. bridge, widening and replacing the existing concrete deck with a four-span continuous steel beam with reinforced concrete deck, land clearing and grubbing, replacing pavement and guardrails. Ebony will perform the grinding and paving, U.S. Utilities will perform the electrical work and K&R Excavating & Landscaping will perform the landscaping and seeding.

Also in Ottawa County, Vernon Nagel was

awarded the Portage River South Road C.R. 18 embankment rehabilitation including reconstruction of the approach embankments on the south side of the Portage River within the Ohio Turnpike overpass, replacing guardrails and drainage improvements.

The reconstruction portion of the project involves reconstruction of 2.56 miles of Portage River South Road from the Ottawa/Sandusky County line to the Elmore city limits milling 1.5 feet of existing deteriorated asphalt concrete surface course, extensive base repairs, surface courses and pavement markings. This project is to be completed by September 2016.

Thanks to the members of Local 18 who attended the Labor History and Steward Refresher classes and to the Executive and Advisory boards for their continued support. We need everyone working together to keep this local strong!



SLIDE REPAIR (left) is being handled by Scott Fehring (D-4/5) for Kokosing. (Above) Nick Berry is operating a drill rig for Toledo Caisson Drilling which is working for Kokosing next to the CSX RR on I-75 in Wood County.



WORKING for Jeffers in Lima are Ed Gortner (left) and Phil Batianis (right).



RUNNING a Link Belt 118 crane is Doug Marihugh working for Miller Brothers Construction on a bridge rehab over the Ottawa River.

Additional D-2 photos on page 21

State DOTs using drones to improve safety, collect data and cut costs

A growing number of state departments of transportation, including the Ohio DOT according to a survey, are leveraging innovative drone technology to creatively improve safety, reduce traffic congestion and save money.

According to a March survey by the American Association of State Highway and Transportation Officials, 33 state departments of transportation have or are exploring, researching, testing or using unmanned aerial vehicles, drones, to inspect bridges and assist with clearing vehicle crashes, among other innovative applications.

AASHTO's latest poll comes on the heels of a joint survey of members of the AASHTO Standing Committee on Aviation and the Standing Committee on Highways conducted in the summer of 2015, which documented growing interest in drone technology.

In an AASHTO Transportation TV special report, Michigan DOT Engineer of Operations and Maintenance Steven J. Cook says UAVs are a safe, reliable and cost-effective way to monitor traffic flows, obtain photos from inside confined spaces and gather data on bridge conditions.

"Our first study looked at the viability (of UAVs) and what we found out is that the unmanned aerial vehicle provided a mechanism

to keep our workers out of harm's way," Cook said. "A traditional bridge inspection for example typically involves setting up work zones, detouring traffic and using heavy equipment. The UAVs can get in and get out quickly, capturing data in near real-time and causing less distraction and inconvenience to drivers."

"We've been looking into drones for some time at the Minnesota Department of Transportation," says Cassandra Isackson, Dir. of Aeronautics at MnDOT. "In addition to operating the highway system MnDOT is in charge of aviation as well, so we've been looking at drones from the perspective of commercial operators, businesses, everyone out there using them. The highway side of MnDOT has been exploring them for potential cost savings for things like bridge inspections, surveying, and aerial photography."

Minnesota DOT tested a single UAV in its Unmanned Aerial Vehicle Bridge Inspection Demonstration Project, which conducted safety inspections at four bridges located across the state. And in 2015 the University of Vermont, working in conjunction with the Vermont Agency of Transportation, used a USDOT grant to study the use of drones to monitor rivers to prevent flooding and damage to roadways.

AASHTO's March survey found that 17 state DOTs – Alabama, Connecticut, Delaware, Idaho, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Michigan, New York, Ohio, Oregon, South Carolina, Tennessee, Vermont and Washington had studied or used drones; while 16 state DOTs – Alaska, Colorado, California, Florida, Georgia, Hawaii, Iowa, Illinois, Kansas, Mississippi, New Hampshire, New Mexico, Nevada, North Dakota, Pennsylvania and West Virginia – were either exploring drone usage, assisting in the development of drone policies or supporting drone research.

KOH

continued from page 4

Work[⚠] was passed, and then a referendum petition was circulated to repeal the state's prevailing wage. It wasn't the governor who stopped the petition drive, it was thrown out due to rampant fraudulent, duplicate and invalid signatures.

In Columbus recently members have reported hearing radio ads promoting Right-to-Work[⚠] and asking union members to support the National Right-to-Work[⚠] Foundation. KOH is closely monitoring these ads and will respond if the effort takes hold.

We do have good news in Ohio where at this time it appears that State Rep. Barbara Sears' bill to make major cuts to Ohio Unemployment Compensation Program has run out of steam in its current form.

The bill would have put Ohio DEAD LAST in comparison to other states' unemployment programs. The Sears Bill would have cut benefits from 26 weeks to just 12.

Keep Ohio's Heritage continues to make changes to our billboards across the state and maintain our campaign to educate politicians, Chambers of Commerce officials and business owners across the state about the good things that Local 18 members do. We explain to them that we work to better our communities by assisting in Habitat For Humanity Projects, donating to local causes, working for Fisher House, assisting cities and church groups by building athletic fields, helping the Boy Scouts and Girl Scouts with camp projects, and many others too numerous to list.

We appreciate the positive responses we get from our members, and if you have any tips about petition drives promoting Right-to-Work[⚠], or if you have suggestions on other ways we can get the word out about how bad Right-to-Work[⚠] is for the middle class, please contact Local 18 Headquarters, or your district office.

Candidates agree on something – poor infrastructure

You don't need to look hard to see America's infrastructure is crumbling

It's something even the presidential candidates agree on – Bernie Sanders, Ted Cruz, John Kasich, Hillary Clinton and Donald Trump have all said that America needs to fix its roads and bridges, and invest in the physical framework of the United States.

So with so much agreement, why isn't anything happening?

"The problem is actually not money," says Philip K. Howard, chair and founder of Common Good, a nonpartisan reform coalition. "Most infrastructure projects pay for themselves. Studies of this issue show you can finance them; there are all kinds of private-public partnerships now that can finance them."

Rather than money, Howard says the complexity of the American infrastructure funding system is to blame for our decaying roads and decrepit bridges. So, in a way, it is all about the money.

"The problem is that we have so much process, ironically, so much environmental review that we can't do projects that are good for the environment," he says. "We need to get our act together."

Howard says delays in approving American infrastructure projects cost the United States much more in the long run, adding that re-designing the infrastructure approval process could save money, time and the environment.

"We've been studying a new tunnel on the Hudson River that's going to cost \$20 billion," Howard says. "We have to have this new tunnel – if we don't have the tunnel, one of the old tunnels, because it's been damaged and it's 100 years old, will have to close down and it will be an environmental disaster."

In this case, if a new tunnel can be built in a more timely manner, the existing tunnel under the Hudson River will not have to shut down, therefore avoiding massive congestion delays that can damage the environment when stretched out over years or months.

"If we can approve that tunnel so the shovels can be in the ground next year, which is realistic, it will cost about 25% less and be better for the environment," Howard says. "But no one at the moment has the authority to do that."

In the United States, no governmental body has the ability to outright approve

continued on page 18

Labor History classes draw large, active crowds



DISTRICT 2 Labor History class after session at Cygnet training site.



D-4/5 BUSINESS REP Jason Baker leads the D-1 Labor History class.



PRESIDENT Tom Byers speaks to the class in attendance at the Guernsey County Fairgrounds.



SPECIAL REP Michael Bertolone meets with D-4/5 attendees.



ATTENDEES at D-6 class watch "The Inheritance," a film depicting the struggle of newcomers to this country and carrying through to the civil rights movement.



BUSINESS MANAGER Rick Dalton handles presentation at D-3 class.

ORGANIZING REPORT



by **Gary Siesel** Director of Organizing

Organizing contractors who do Local 18 work in our jurisdiction continues every day. The Local 18 Labor History classes that are given across the state (every year,

in every district) are to remind us of our beginnings with "Organizing" as a key component in growing and maintaining our membership.

As one of the films shown in these classes points out, "Every generation has to win the fight again." Brothers and Sisters, the fight for the survival of our Union does continue and this administration maintains that commitment.

First time contract negotiations have concluded with Meigs County EMS and there are now more than 40 new members in our 18S group. Urban Services Group (Federal building's maintenance in Cleveland), another group that sought representation and was organized by Local 18, is now in negotiations to secure an agreement. This type of organizing (bottom up) is sometimes a long process but if not done, unions will go away. Let our agents or organizers know of any individuals or groups who want to become members and be represented by Local 18.

Following is the newest group of signatory contractors:

- Advanced Distributed Generation
- Appalachian American Enterprises
- Allard Excavation LLC
- Berco Industrial, Inc.

- Burkhart Concrete Pumping
- D.L. Smith Concrete, LLC
- Global Outdoor Solutions LLC
- Miller Industrial Service Teams, Inc.
- Phillips Oil Co. of Central Ohio, Inc.
- Precise Pile Driving, Inc.
- Raito, Inc.
- Shoreline Construction
- Simpson & Brown
- Terra Contracting Services, LLC
- WO Grubb Steel Erection, Inc.

Here is a relevant quote that goes along with the fight that Unions will have to contend with as long as there are individuals who don't want us to stick together.

"In our glorious fight for civil rights, we must guard against being fooled by false slogans, such as 'right to work.' It is a law to rob us of our civil rights and job rights. It is supported by Southern segregationists who are trying to keep us from achieving our civil rights and our right of equal job opportunity. Its purpose is to destroy labor unions and the freedom of collective bargaining by which unions have improved wages and working conditions of everyone. Wherever these laws have been passed, wages are lower, job opportunities are fewer and there are no civil rights. We do not intend to let them do this to us. We demand this fraud be stopped."

Martin Luther King, Jr., speaking to support sanitation workers on strike for union recognition in Memphis, Apr. 3, 1968.

Thank you to all our members, active and retired, who support this organization, OUR UNION.

District 4/5 moves into new office building

On May 14, District 4/5 will move into new facilities at 3860 Towne Blvd., in Middletown, OH 45005.

Beginning in June, the District 4/5 advisory board and membership meetings will be held at the new location. Also beginning in June,

District 4 and District 5 retirees will begin meeting together at the new facility. The date of the first District 4/5 retiree meeting is June 22.

Starting Monday, May 16, members who need to come to the District 4/5 office should come to the new Middletown location.



MRO

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- A hospital emergency department study showed that 35% of patients with an occupational injury were at-risk drinkers.
- Breathalyzer tests detected alcohol in 16% of emergency room patients injured at work.
- Analyses of workplace fatalities showed that at least 11% of the victims had been drinking.
- Large federal surveys show that 24% of workers report drinking during the workday at least once in the past year.
- One-fifth of workers and managers across a wide range of industries and company sizes report that a co-worker's on or off the job drinking jeopardized their own productivity and safety.

Candidates agree

continued from page 16

infrastructure projects – not even the President. Even upgrades to bridges, roads, tunnels and other vital infrastructure must go through a lengthy, sometimes years-long approval process that requires the validation of multiple governmental agencies.

"There's no such thing as shovel-ready projects," President Barack Obama said back in 2010.

"We need an executive order just to do what's obvious – get the shovel in the ground," says Howard.

He adds: "But we have to be committed to making choices that actually affect some people for the greater good, and that's kind of what government is all about. But we've created such a kind of jungle of red tape around each project that literally no one is in charge."

This story was first published as an interview on PRI's The Takeaway, a public radio program that invites listeners to be part of the conversation.

OFFICIAL NOTICE

In accordance with the authority vested in me as President of Local 18 and its branches, I am calling the Semi-Annual State Meeting of the membership on Sunday, June 26, 2016 at 10:00 a.m. at a new location – the Hilton Columbus/Polaris, 8700 Lyra Drive.

The Executive Board will meet on Saturday, June 25 at 1:00 p.m. at the Columbus District Office, 1188 Dublin Road, Columbus, Ohio.

We urge all members to make every effort to attend.

Tom Byers
President

Local 18 once again Premier Sponsor of OOGA meeting



GREETING visitors to OOGA's annual winter meeting in Columbus are Shops Business Rep Ron Krohn (left) and Special Rep Michael Bertolone (right).

For the fourth consecutive year, Local 18 was a Premier Sponsor of the Ohio Oil and Gas Association (OOGA) Annual Winter Meeting March 16-18 in Columbus.

Local 18 was one of the more than 70 exhibitors with a trade show booth at the event. The booth provided the union another great opportunity to promote the union and its training program to the oil and gas industry as well as show its continued support for the industry, which in turn, supports jobs for Local 18 members.

Once Local 18 learned about the potential and numerous job possibilities Utica Shale could provide, it began doing whatever it took to pursue everything related to it. The oil

and gas industry constantly faces opposition in many forms and Local 18 will continue to support the industry.

This meeting provided many new contacts for Local 18 as well as opportunities to grow the relationships already in existence. There is no telling what the future holds when it comes to oil and natural gas exploration in Ohio.

Regardless of what that future holds, as long as the oil and gas industry is active in Ohio, Local 18's goal will remain to capture as much of the work as possible for the membership.

Local 18's most recent opportunity to network and promote the union to the industry was April 26 and 27 at the Ohio Valley Oil and Gas Expo in St. Clairsville.

Utopia East construction expected in fall

The Kinder Morgan Utopia East Pipeline Project is on track and construction is expected to begin later this year.

The pipeline is a 12-inch line transporting ethane from Harrison County to Fulton County. It will enter Wayne County in Paint Township, pass through Salt Creek and Franklin, Wooster and Plain Townships, exiting the county in Chester Township.

Most likely, the work on the pipeline will begin this fall, said Allen Fore, vice president of public affairs for Kinder Morgan. Initially, the work will consist of clearing the land above the route. He said obstacles such as trees need to either be cut down or trimmed to make space for construction and ensure endangered species, such as the Indiana Bat, are cleared from the area.

Work on the project is able to move forward because the pipeline has filed the necessary permits with the proper regulatory authorities, namely the U.S. Army Corps of Engineers, Fore said. "There is a lot that goes into that."

Other agencies involved in regulating the Utopia East Pipeline, and other intrastate

pipelines like it, are the United States Fish and Wildlife Service, the Advisory Council on Historic Preservation, Ohio Department of Natural Resources, Ohio Environmental Protection Agency and the Ohio State Historic Preservation Office. The Federal Energy Regulatory Commission does not serve as the regulatory authority as it is an intrastate line.

As the project moves forward, the company will continue to have conversations with landowners and negotiate contracts for easements. Fore said at this point most of the landowners along the way have signed easement contracts with the pipeline company, adding the landowners who are still negotiating are getting into "granular" level. Fore said conversations will likely be "ongoing" and "congruent with construction."

Through the conversations with the Ohio Farm Bureau, Fore said Kinder Morgan was able to develop its Agricultural Impact Mitigation Agreement. The AIMA is a baseline document which lays out how the company will treat agricultural land and has been the key to the company's positive track record.

Initial results positive on Clifton Sandstone

A Texas-based company is pleased with its initial results in drilling horizontal wells for oil in the often-drilled Clinton Sandstone in Stark and two other counties.

The results from the shallow rock formation look promising, although EnerVest Operating is still fine-tuning the drilling, said Barry Lay, senior vice president and general manager of the company's Appalachian North Asset Team.

The company has completed seven smaller experimental wells in the Clinton Sandstone, he said recently. Five of the wells are in Stark County, and one each in Carroll and Tuscarawas counties.

Those horizontal wells are producing more than vertical-only wells, and that's good news, he said.

Serious drilling in the Clinton Sandstone is unlikely until commodity prices rise, he said. Company executives, however, "still believe that Clinton drilling is a good option," he said.

The new wells, with 2,000-foot laterals, each cost about \$1.8 million and each could produce an estimated \$7 million to \$10 million in revenue, Lay said. The \$1.8 million cost is far more than the \$400,000 it costs to drill a vertical-only well, he said.

That revenue is a huge increase from the \$1 million typically derived from vertical-only wells in the Clinton Sandstone, he said in the company's most-detailed report about the drilling that was announced in 2014.

Some see the Clinton Sandstone as being a new source of income for Ohio drillers and landowners. The new horizontal wells could help small drillers unable to fund expensive Utica Shale drilling to tap into a new Ohio energy source.

Clinton sandstone is found under 25 counties in eastern Ohio including those in the Akron-Canton-Cleveland area and it has been drilled for 100 years. The wells have been straight vertical holes into the formation that is 3,000 to 4,600 feet below the surface.

Ohio already has about 63,000 producing wells, more than half tapping Clinton sandstone. Three-fourths of the oil and gas produced in Ohio from 1985-2009 came from Clinton, according to the Ohio Oil and Gas Association.

EnerVest Operating, part of Houston-based EnerVest Ltd., saw the horizontal wells as a new way to tap into the Clinton Sandstone and decided to test its plan in what's called the East Canton Well Field where large quantities of oil remain underground, despite heavy drilling.

The field was discovered in 1947 and has about 3,000 active wells on 214,000 acres. The area is believed to be home to 1.5 billion barrels

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Interstate system celebrates 60 years

June 29, 2016 marks the 60th anniversary of the Federal Highway Act of 1956 and construction of the Interstate Highway System.

The Federal Aid Highway Act of 1956, spearheaded by President Dwight D. Eisenhower, forever transformed how American motorists travel. By creating the Interstate Highway system of nearly 50,000 miles of endless, interconnected roadway, Americans could easily get from coast to coast, border to border without ever leaving the highway.

The initial concept of the Interstate Highway System was first proposed in the mid 1920s then again by Eleanor Roosevelt in post WWII 1945 as a means to employ the thousands of returning soldiers. The concept was shelved by Harry S. Truman, but revived by the outspoken and newly elected "Ike" in 1953 and approved and implemented in 1956.

Although travel is all about getting off the beaten path and seeing out of the way places, getting from one place to another by automobile became a lot easier 60 years ago when President Dwight Eisenhower signed the Interstate Highway Act of 1956.

Interstates changed the way people travel in this country.

Until that time, roadways in the U.S. were a mish-mash of construction techniques and materials, a crazy collection of names and signs, roadways that would cross one state only to stop at the state line and bottleneck around an urban area. There was no consistent funding method or means of oversight.

Need for a national highway system

Dwight Eisenhower recognized the mess not only as a hindrance to economic growth in this country, but also a national security risk. During his service in WWII, he was impressed with Germany's comprehensive road system that allowed the military to move unencumbered about the country. The Cold War and its threat of nuclear war were reason enough for a good set of roadways to be built in the United States to quickly evacuate major cities in case of attack.

The Interstate Highway Act did something that no transportation law had yet done – it created a source of funding by adding a federal tax to gasoline sales. Eisenhower signed the law on June 29, 1956. There are now have nearly 47,000 miles of interstate in this country.

Several places claim the "first section of highway," but it leaves a lot open for interpretation. Long before the Interstate Highway Act, the Pennsylvania Turnpike included 160 paved miles of I-70 and I-76 that remain today.

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France is ahead of the curve – or the circle

The country is among the world's leaders in circular intersections, or roundabouts. Every 45th intersection in France is a roundabout, whereas the United States lags far behind with one per 1,118 intersections – or about 4,800 nationwide.

That's a real problem because researchers say roundabouts can save lives. According to data by the American Insurance Institute for Highway Safety, "roundabouts reduced injury crashes by 75% at intersections where stop signs or signals were previously used for traffic control." Apart from preventing cars from crashing into each other, roundabouts also saved the lives of countless pedestrians.

Curved intersections

Why is that? First, curved intersections "eliminate" the possibility of deadly head-on collisions.

Second, the nature of roundabouts forces drivers to reduce their speeds as they approach them. And third, "because traffic is constantly flowing through the intersection, drivers don't have the incentive to speed up to try and 'beat the light,' like they might at a

traditional intersection," according to Washington state's DOT.

Despite all that, the United States is vastly outperformed in the number of circular intersections compared with many European nations. Britain, for instance, has about 10 times as many roundabouts relative to the number of total intersections, according to an analysis by geospatial designer Damien Saunder that is based on data from 2014.

"I came across the idea because I'm an Australian living in (southern California) and after moving to the U.S. I rarely had to navigate any roundabouts," Saunder said. "In Australia we have roundabouts everywhere."

What keeps Americans on a straight course regarding street intersections is most likely culture and experience. As Zachary Crockett, a writer at the data analyzing company Priceconomics, explains, "the circular traffic intersections in the U.S. are feared, avoided, and even loathed, often without good reason.

"It seems that every time traffic engineers propose to build a new one, there is protest and uproar," Crockett writes.

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The Credit Union is a not-for-profit organization!

Gas tax is in trouble, and USDOT wants to find an alternative

The Federal Highway Administration is planning to fund state efforts to find an alternative revenue source for transportation projects. The movement to come up with an alternative to the gas tax has just become \$15 million bigger.

That's how much the FHWA is offering to states in grant money, according to a recent statement. The money will be available to either state agencies or groups of state agencies that are proposing user-based systems for collecting revenue that can bolster transportation budgets.

The basic concept is to tax people for how much they use the roads instead of how much gasoline they buy. That's a big deal because the Highway Trust Fund, the federal recipient of gasoline taxes, has faced financial jeopardy for years and required congressional intervention to stay solvent.

The price of gas, and thus the amount of tax revenue from the product, is subject to unpredictable fluctuations. On top of that, cars are getting more fuel efficient. According to the University of Michigan Transportation Research Institute, the average miles per gallon of vehicles sold in the U.S. has risen from 20.8 in October, 2007 to 25.2 in February, 2016.

Meanwhile, cities, states and the federal

government are putting their weight behind programs meant to get people to stop using so much gas. That ties in with national and international carbon emission reduction goals like the Clean Transportation Plan. As people start driving more electric and hydrogen fuel cell vehicles, they will contribute less revenue toward gas-dependent transportation budgets while still using the roads.

Some states have already begun experimenting with "road use charge" programs. Though there are different approaches to figuring out how far participants drive, a common approach is to have volunteers plug devices into their car's standard computer ports. Those then report mileage back to the state so it can learn how to best design a program to charge people for how much they use the roads.

The Federal Highway Administration grant will go to either refine existing pilot projects or help launch new ones, but either way the department wants to fund large-scale efforts.

However, there's a catch – the administration will only fund projects that can help out the Highway Trust Fund.

"The mechanism would ultimately need to demonstrate that it could effectively collect

federal user fee revenue and be scalable nationally, but it could also be used to collect state user fee revenue," Transportation Department spokesperson Nancy Singer wrote in an email. "It should be noted that during the demonstration, federal user fee revenue would not actually be collected; rather, the pilot approach would demonstrate how it could be collected."

The department plans on handing out the first round of funding this year, with another \$80 million available between fiscal years 2017 and 2020.

Sandstone

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of oil. An estimated 105 million barrels of oil have been recovered but estimates are that 93 percent of the oil remains underground.

The shallow horizontal wells can be drilled in 20 to 25 days, although his company has encountered problems in drilling its seven wells, Lay said. The rock is especially hard and has broken countless bits during drilling, he said.

Additional District 2 photos



WORKING at Pro-Medica headquarters in downtown Toledo is Michael Parron working for All Aspects Contracting (right).

RUNNING a GPS dozer for Miller Brothers at the new Defiance High School project is Michael Riegsecker (left).



WORKING on a hydro excavation gas line replacement is Levi Crooks, on the job for Miller Pipeline (right).



NORTHERN CLEARING using an excavator to feed the horizontal grinding machine (left).



Credit Union celebrates 54 years of helping members

The Ohio Operating Engineers Federal Credit Union held its 54th annual meeting on March 12 at Local 18 headquarters with 67 guests of all ages in attendance to enjoy a good catered lunch.

There were door prizes and plenty of entertainment for the youngsters, including a reptile show, face painting, a caricaturist and the annual piñata break.



THESE kids (below right) knew what was on their "bucket list" – goodies from the piñata. (Left) Marissa Dubin from Realm of the Reptile shows off a tortoise. (Right) Face painting was handled by QT Pie and Whipples.



Public employees *continued from page 5*

those where workers can't be forced to join unions or contribute to them.

Defenders of the current system contended that so-called "right to work" laws, in states mostly led by Republicans, lead to inferior education and public services. Average test scores are lower for students in those states on fourth- and eighth-grade math and reading proficiency tests. A brief filed by 21 states led by Democrats said fair-share fees lead to improved government efficiency and labor peace, because states can negotiate with just one union and strikes are more easily averted.

Moreover, a brief submitted on behalf of public safety unions said a defeat "risks setting in motion a union 'death spiral' – as membership drops, the union will have to increase dues to cover its expenses, which will create further incentives for additional workers to quit the union."

The high court's 1977 ruling in *Abood v. Detroit Board of Education* upholding union payments by non-members was unanimous, but the current court had moved away from it.

While neither case overruled *Abood*, the trend appeared clear. Justice Samuel Alito wrote in 2014 for the court's conservative majority that except in rare circumstances, "No person in this country may be compelled to subsidize speech by a third party that he or she does not wish to support."

In the end, however, Alito needed Scalia's fifth vote, and the leader of the court's conservative bloc died before he could provide it.

District 1 retirees plan picnic

District 1 retirees are invited to attend a Thursday, June 30 picnic at the Richfield training site, beginning at 11 a.m. and ending at 3 p.m.

Attendees are asked to provide a side dish and/or a dessert for the picnic. Local 18 will supply drinks and the staff of the Richfield training site will provide hamburgers and hot

dogs for participants to enjoy. Retirees can enjoy themselves indoors or outdoors.

Recent Club 18 contributors

\$218.01
Timothy Samblanet,
Dist. 6

\$200.00
Douglas McQueen,
Dist. 4/5

\$149.15
Christopher Krosnick,
Dist. 4/5

\$118.00
Rustin Shreiner, Dist. 6

\$103.18
Warren Wright, Dist. 3

\$100.00
Lawrence Colonel, Dist. 4/5

\$99.99
Al Visintainer, Dist. 3

\$30.00
Curtis Brand, Dist. 1

\$28.18
John Burdock, Dist. 6

\$25.00
Arthur Magazine, Dist. 1

\$11.00
Thomas Zumbro, Dist. 3



DISTRICT 1 Retiree Club Chairman Steve Mayor (center) introduces state chairman Harold Pflager (right) at a recent meeting. Chapter secretary Ann Orlando is at left.

Interstate

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Missouri was the first state to award construction contracts under the new law for what are now parts of I-70 near St. Louis and I-44 that replaced Route 66.

When the entire 424-mile stretch of I-70 in Kansas was finished in June, 1970, it was the longest continuous segment of Interstate highway to be completed by any state. Missouri, Kansas and Pennsylvania were leaders in the initiative.

Ohio's role

In Ohio, in spite of opposition from business owners on U.S. Rt. 20, concerned it would turn their areas into ghost towns, work began on the first segment of the Ohio Turnpike, between Youngstown and the Pennsylvania state line in 1953. It opened on December 1 and would become an integral part of the Interstate system.

Work really "kicked in" in 1954, when the following equipment was being used on the job during double shifts. There were 518 dozers, 368 scrapers, 731 haul trucks, 99 graders, 21 loaders, 79 roller/compactors, 131 cranes, 65 pavers, 29 mixers and 17 batch plants on site. The entire 241-mile turnpike opened in 1955 – two years before President Eisenhower promoted the interstate highway concept.

Pension benefits go to 14

Fourteen members have qualified for retirement benefits. They include:

District 1

James A. Spelich; Gary L. Timm and Andrew Wulff, Joint & Survivor's (normal retirements).

District 2

Steve R. Bertock (early retirement); Douglas S. Doblinger, Joint & Survivor (early retirement) and Christopher S. Hatt, Joint & Survivor (normal retirement).

District 3

Rodney A. Edwards, Joint & Survivor (normal retirement).

District 4/5

Jo Rachele Arnett and Ross A. Chaney, Joint & Survivor's (early retirements) and Michael E. Shinkle and Calvin H. Todd, Joint & Survivor's (normal retirements).

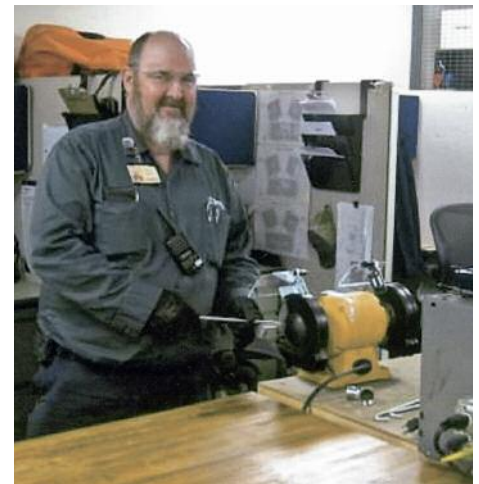
District 6

Terry A. Correll, Joint & Survivor (early retirement) and Terry M. Aughinbaugh and Robert R. Stonebraker, Joint & Survivor's (normal retirements).

Local 18S members on varied jobs



WORKING for Aqua Ohio in Westerville are Mark Jones and Jeffrey Ward (l-r) both D-2. (Below left) Andrew Dietz is operating an excavator on a wastewater project for the city of Shelby. (Below) Carl Kennedy working for CBRE in Columbus.



PEP'S Club 18

Yes, I would like to do my part to support candidates and issues that help promote work for Local 18.

"To comply with federal law, we must use best efforts to obtain, maintain and submit the name, mailing address, occupation and name of employer of individuals whose contributions exceed \$200 per calendar year."

Name: _____ Reg. No: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ District: _____

\$18.00 \$50.00 \$100.00 other \$ _____

\$ _____

Money Clip (\$100.00 minimum contribution)

Contributions or gifts to PEP's Club 18 are not deductible as charitable contributions for federal income tax purposes. Forms and contributions should be sent to P.E.P. Local 18
3515 Prospect Avenue, Cleveland, OH 44115.

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Send Form 3579 and correspondences to above address

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ODOT emphasizing road worker safety

With ODOT spending millions of dollars on roads this year, officials want to emphasize the safety of road workers.

Last year despite signage and safety efforts, 6,000 accidents took place in Ohio work zones, placing greater emphasis on work zone safety this year.

Something drivers will see a lot of are variable speed limit signs. They'll be present mostly on four-way highways when workers are present. It's a digital message sign that works like a flashing sign in school zones. When workers are not present the speed limit will go back to normal.

Local 18 Calendar Retiree Calendar

continued from page 1

MAY

- 11** Retirees' State Board mtg.,
Culmination of picnic plans –
Columbus District Office,
10:30 a.m.
- 19** Dist. 2 mtg. Speaker:
Rep. from
Mercy Health Partners
- 25** Dist. 5 mtg.
- 26** Dist. 1 mtg.

JUNE

- 1** Dist. 3 Potluck Union Hall, Noon
- 16** Dist. 2 mtg. Speaker:
Rep from OH Consumers Council
- 22** **Dist. 4/5 mtg. –
3860 Towne Blvd. –
Middletown (New location)**
- 22** Dist. 6 Board mtg. Union Hall,
10:30 a.m.
- 30** Dist. 1 Picnic – Richfield
Training Site, 11 a.m. start
More information on page 22