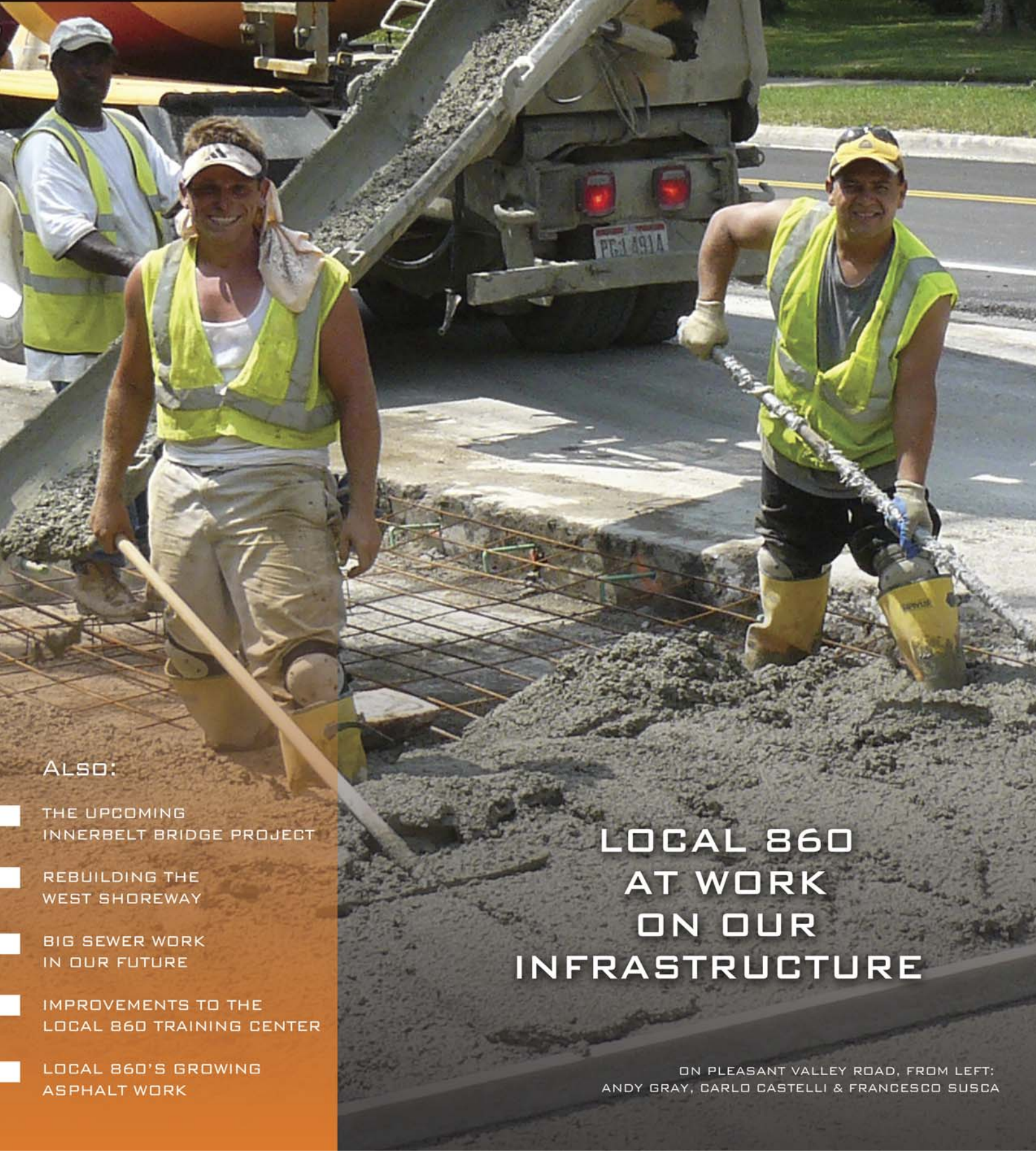


860

CLEVELAND

EXPRESS

DEDICATED TO ENSURING LABOR MAINTAINS ITS PROPER PLACE IN THE WORLD



ALSO:

THE UPCOMING
INNERBELT BRIDGE PROJECT

REBUILDING THE
WEST SHOREWAY

BIG SEWER WORK
IN OUR FUTURE

IMPROVEMENTS TO THE
LOCAL 860 TRAINING CENTER

LOCAL 860'S GROWING
ASPHALT WORK

LOCAL 860 AT WORK ON OUR INFRASTRUCTURE

ON PLEASANT VALLEY ROAD, FROM LEFT:
ANDY GRAY, CARLO CASTELLI & FRANCESCO SUSCA

“EVERYONE TALKS ABOUT THE INFRASTRUCTURE, BUT....”

A Message from Anthony D. Liberatore, Jr.



MARK TWAIN FAMOUSLY SAID: “Everyone talks about the weather, but nobody does anything about it.” If he were alive today, he could say, “Everyone talks about the infrastructure, but nobody does anything about it!”

The truth is simple, but frightful: America’s infrastructure is crumbling and our way of life, even our national defense, is endangered as a result. See the article in this issue on Americans’ concern about our infrastructure.

Not long ago, the History Channel did a well-documented two-hour special on the nation’s infrastructure. It graphically showed sewers, water systems, dams, bridges and other essential parts of America and few local, state or federal agencies doing anything more than putting Band Aids on a patient that needs a major surgery.

Northeast Ohio is not exempt from this crisis. As we have shown in the *Express* in the past and are once again showing in this issue, the Cleveland Water Department main arteries are clogged and rupturing. This happened on Public Square in midwinter, and it happened again at University Circle this summer, crippling ready access to important institutions, including hospitals.

And this is only the tip of the iceberg.

How does this impact Local 860? Since our formation in 1937, we have furnished the private contractors who do this work with well-trained and productive men and women who build and repair the infrastructure in Northeast Ohio.

Thus is it in our self-interest and the interest of our entire community to urge our government leaders to fund reconstruction of the infrastructure and fast-track these critical projects.

While too often government does not act until confronted with a crisis, there is some light at the end of the tunnel in Greater Cleveland, and thus good news for Local 860.

Next year, ODOT will begin building the first of two Innerbelt Bridges, and this means Local 860 members will have work there for years to come. At the Northeast Ohio Regional Sewer District, they have many billions of dollars in improvements on the drawing board. This includes the Easterly Tunnel, featured in this issue, which is ready to start next year.

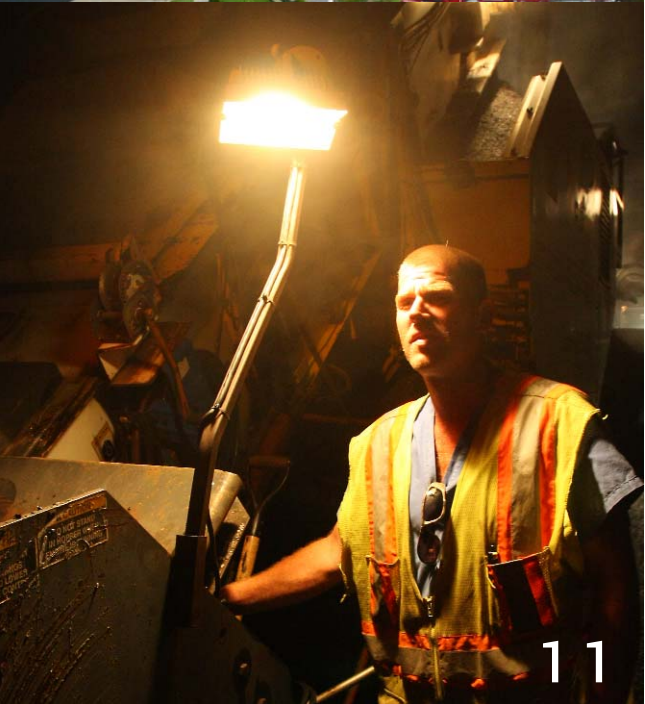
And that means our men and women on the job. In these difficult times, it is important that the government understands that nothing is as important as a strong infrastructure. And we are ready to meet that need.

Sincerely,

Anthony D. Liberatore, Jr.



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860 EXPRESS

FALL 2010 • VOLUME 7 • ISSUE 3

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Americans Want the Infrastructure Rebuilt



PR NEWSWIRE – THE RESULTS OF A NEW NATIONAL CLARUS POLL show that large majorities of voters nationwide believe building infrastructure is necessary to a healthy, growing economy and would “create a significant number of new jobs.”

The poll also revealed important public misconceptions about the 2009 economic stimulus package. Most voters are under the mistaken impression that a much greater amount of the stimulus package's funding was dedicated to transportation infrastructure than was actually the case.

Even though only 3.4 percent of the federal stimulus funding in last year's \$800 billion package was specifically dedicated to highways, roads and bridges, 65 percent of voters believe it was three times greater than that. At the same time, 69 percent of voters think that at least 25 percent of the stimulus package should have been used to create jobs by building and improving highways, roads and bridges – which would be eight times more than it actually was.

“Because much of the buzz around the stimulus focused on ‘shovel-ready’ public-works projects that would put people back to work rebuilding the nation's infrastructure, many voters believe that's where a major portion of the money went,” said Dennis Slater, President of the Association of Equipment Manufacturers, the group that commissioned the poll. “But only a small part of the stimulus was used for that purpose. Voters aren't very happy about that because they understand the link between rebuilding infrastructure and creating jobs and a healthy economy.”

The poll's margin of error was +/- 3.1 percent. For more information, go to ClarusRG.com.

Highlights of the poll:

- 88 percent of voters nationwide believe that having “modern, safe and efficient” infrastructure is “necessary” to a healthy, growing economy.
- Two-thirds of voters (67 percent) agree that, “Given current economic conditions, it's a good time to build and repair America's roads and bridges.”
- Over two-thirds of the national electorate believe investing “more money into building and improving roads, bridges and other public works projects – such as sewer, water, and flood control systems” would...
 - o “make America a more desirable place to live and work” (71 percent)
 - o “create a significant number of new jobs in the United States” (68 percent)
 - o “help America build a stronger economy for future generations” (67 percent)
 - o “help American farmers and manufacturers get their products to customers quicker and at less cost” (67 percent)
- Even though only 3.4 percent of the 2009 stimulus funding was dedicated to highways, roads and bridges, 65 percent of voters believe that at least 10 percent and 41 percent of voters believe that at least 25 percent of stimulus funding was dedicated to this purpose.
- 69 percent of voters think that at least 25 percent of the stimulus package should have been used for highways, roads and bridges (that's 8 times more than was actually the case).
- 39 percent of voters think that at least HALF of the stimulus package should have been used for this purpose (that's over 15 times more than was actually the case).
- Voters are negative in their assessment of the job Congress is doing on major infrastructure issues:
 - o 72 percent give Congress negative marks on “repairing and replacing unsafe roads and bridges”
 - o 65 percent give Congress negative marks on “repairing and replacing outdated water, sewer, and drainage systems”
 - o 68 percent give Congress negative marks on “improving flood control and levee systems to protect from hurricanes and storms” (37 percent rated Congress “poor” and 31 percent “only fair”). ■



A Local 860 Bonus

Moving an Interceptor Sewer For the Innerbelt Bridge

WORK WILL BEGIN NEXT SUMMER ON THE NEW INNERBELT BRIDGE. Meanwhile, ODOT has contracted with the Northeast Ohio Regional Sewer District (NEORS) to move the Walworth Run Interceptor on the west side of the Cuyahoga River where the Bridge foundation will be erected.

This special \$9.1-million task will begin this fall and last until next July, with upwards of 15 Local 860 members on the job. They will help to construct a 1,200-foot, 60-inch diameter sanitary sewer from West 14th Street and Fairfield Avenue north to Abbey Avenue and east on Abbey to West 11th Street and north along West 11th Street to University Road.

While most of the work will be accomplished by tunneling, the construction of the access shafts will require lane closures on portions of West 14th and the closure of portions of Abbey and West 11th. ■



Bridging a Big Gap

NO INFRASTRUCTURE PROJECT HAS SO DOMINATED THE LOCAL HEADLINES as the proposed construction of two new Innerbelt bridges across the Cuyahoga River confectioning Interstates 90 and 71. At the same time, no project has had more economic and transportation promise for our community, and of course, for Laborers' Local 860 as these two bridges.

Along with other Innerbelt work, they promised to keep Local 860 members employed for at least 20 years and cost more than \$1 billion. All told, the Innerbelt reconstruction is the largest infrastructure project undertaken in the history of the Ohio Department of Transportation.

So what is their status? ODOT selected three teams to submit proposals, which included preliminary designs and pricing for the first of the two bridges.

In September, ODOT awarded the contract to Walsh Construction of Chicago and HNTB, a Kansas City-based engineering firm. The *Plain Dealer* described their design as featuring "lacy, open steel connecting piers to the truss." HNTB is also managing the planning process for the nearby Opportunity Corridor.

In their bid, Walsh and HNTB promised to finish construction of the five-lane bridge in late 2013, a year earlier than planned, because of its design-build process, which requires 65 percent of the design to be completed once ground is broken next year. The firms will be penalized financially if they do not finish on time.

The winning bid of \$288 million is a sizable \$163 million less than initially estimated and \$15 million less than the second-place bidder.

Savings will be applied to the second bridge. When the new I-90 Innerbelt Bridge opens in 2013, it will carry eastbound and westbound traffic until the current Bridge is placed in 2016.



Left: the HNTB winning design proposal for the new Innerbelt Bridge. This page shows other design proposals.

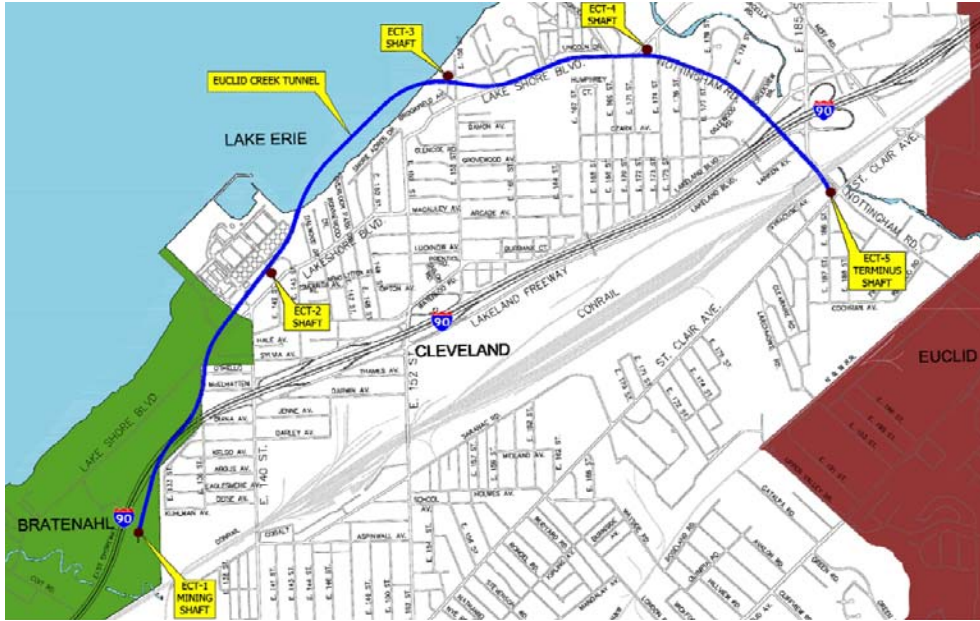


Work on the second bridge will begin in 2014. The next segment of the project will be the so-called Central Interchange area, where I-77 approaches I-90 and along I-90 between the Innerbelt Bridge and East 22nd Street. That work, according to the schedule, will take place from 2017 to 2020. Work on the improvements to the approaches to I-77 and I-71 will take place from 2021 to 2027.

The project will finish up with the flattening of Dead Man's Curve from 2022-2027, followed by reconfiguration of the so-called Trench Area from 2028 to 2033.

"The Innerbelt is the most important transportation project in Cleveland history," says Tony Liberatore. "It is critical for the safety of our community and our nation. And it is fundamental to Laborers' Local 860. Our men and women are among the best-trained workers in America, and we are prepared to meet this enormous challenge just as we have met and fulfilled every project: with commitment and dedication to our profession." ■

The route of the new Euclid Creek Tunnel.



Local 860 Will Build the Enormous Euclid Creek Tunnel and Pump Station

BEGINNING NEXT YEAR, Local 860 members will be working fulltime on what is one of the most ambitious pollution-reduction infrastructure projects in the United States.

It is the \$200-million Euclid Creek Storage Tunnel and \$150-million Pump Station and together they should keep our members on the job at least until 2016. The Tunnel, which will start next year, and the Pump Station, expected to start in 2012 or 2013, are parts of a larger underground tunnel project under construction by the Northeast Ohio Regional Sewer District (NEORSD) to drastically reduce the Combined Sewer Overflows (CSOs).

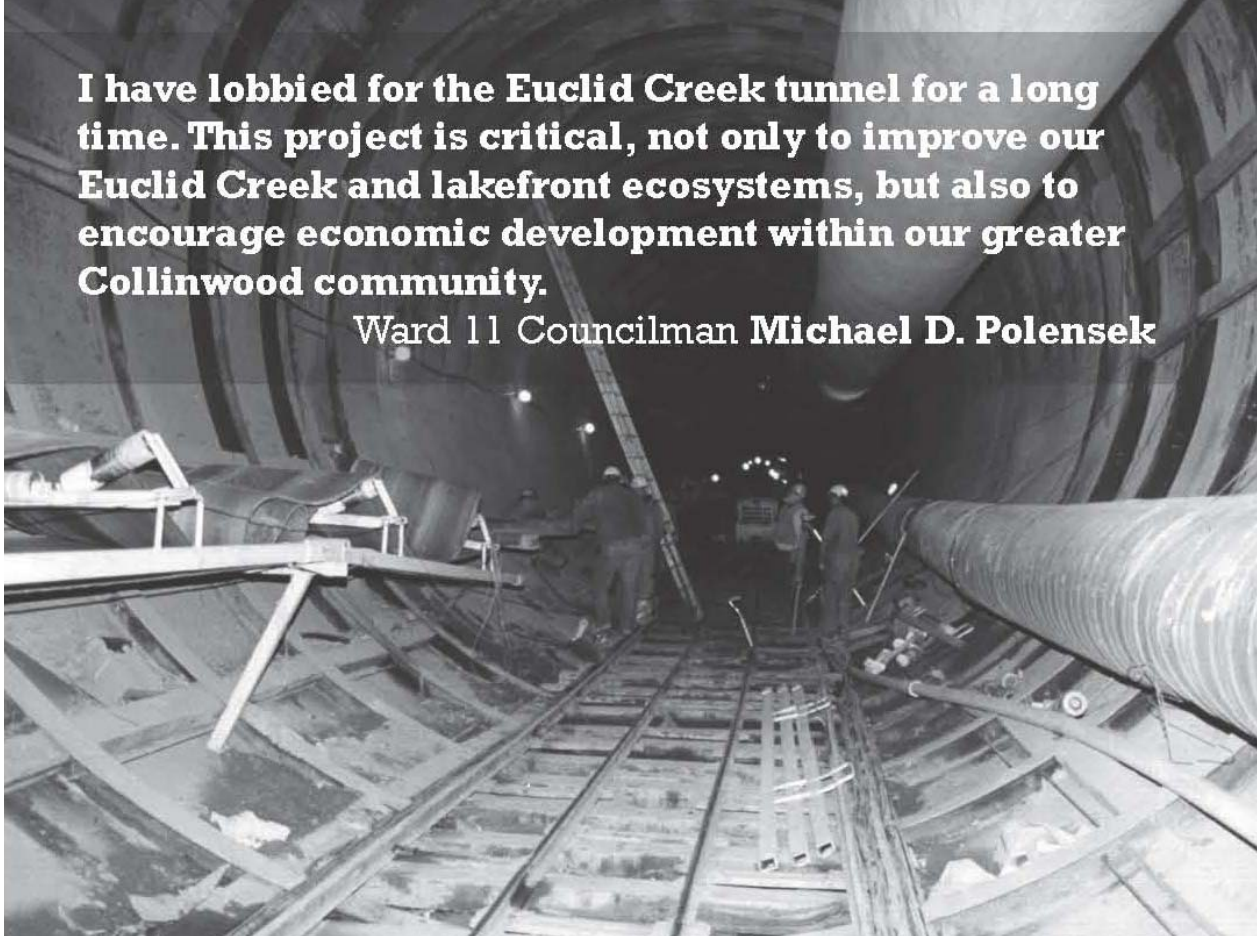
These CSOs include stormwater and residential and industrial wastes. During large storms, much of this overflows into area waterways, including Lake Erie. When finished, the Tunnel and Pump Station should curtail this environmental nightmare.

The Tunnel will start in Bratenahl south of the East Shoreway and continue under Lake Erie for 2,000 feet, pass under the shoreline at East 152nd Street, then head southeast and end at St. Clair Avenue in Collinwood.

Constructed some 220 feet below ground, the Tunnel will be 18,000 feet long – more than three miles – with a diameter of 24 feet. It will have the capacity to hold 70 million

I have lobbied for the Euclid Creek tunnel for a long time. This project is critical, not only to improve our Euclid Creek and lakefront ecosystems, but also to encourage economic development within our greater Collinwood community.

Ward 11 Councilman **Michael D. Polensek**



“Another of the District’s projects, the Mill Creek Tunnel, can store up to 77 million gallons of overflow from the Mill Creek Interceptor (which serves 12 communities, including Cleveland, Cuyahoga Heights and Garfield Heights). Thanks to the Mill Creek Tunnel, annual CSO from the Interceptor will be reduced by 97%.” - NEORSD

gallons of combined stormwater and wastewater, which will be pumped to the Easterly Wastewater Treatment Plant.

In addition to the Tunnel and Pump Station, NEORSD will build a large mining shaft, five drop shafts and several maintenance access shafts.

“Our well-trained members are able to provide quality work on this crucial infrastructure project,” says Tony Liberatore. “We know how important The Euclid Creek Tunnel is to Local 860 and to the entire community, and we are ready for it.”

Meanwhile, Local 860 members are already engaged in a variety of work for NEORSD, including the \$150-million Renewable Energy Facility at the Southerly Wastewater Treatment Center in Cuyahoga Heights.

The Treatment Center, one of the most advanced biosolid (sewage sludge) projects in America, is expected to keep Local 860 working there through 2013.

Lakefront West Project Work Has Begun



WORK HAS STARTED on the first of two phases on the \$70-million Lakefront West Project that will improve the connection between Cleveland's West Side and downtown along Lake Erie. The Project will transform the West Shoreway between West Boulevard and the Main Avenue Bridge into a landscaped boulevard.

The first undertaking is the \$2.75 million Phase I – the rehabilitation of the pedestrian underpasses at Lake Avenue and

Rendering of the completed project

West 76th Street – which began this summer and will continue through the spring of next year. The contractor for this phase is Stevens Painton Corporation of Middleburg Heights.

ODOT also will extend a path from a tunnel exit at Edgewater Park to existing paths.

Also in the overall plan are improvements for the West 73rd Street and West 25th/28th Street intersections. Construction on these should start in 2013.

While Phase II has not been scheduled yet, it will include diminishing the speed to 35 miles per hour, adding a landscaped median and improving ramps and the roadway along the new boulevard. ■



Working on Rt. 2 in Mentor, James Rick Simon of The Shelly Company.

The Nightlife is Our Life

THE SAFETY OF OUR MEMBERS IS NUMBER ONE AT LOCAL 860. That commitment becomes even more evident at night during the busy highway construction season. This is the time when traffic volume supposedly is the lowest and road construction not as annoying to drivers.

But last year, Greg Wood, a Local 860 line striping foreman, was seriously injured by an out-of-control driver on I-77. This summer, a pavement tester – not an 860 member – was killed by a driver at night on I-271 in Twinsburg. That is why we stress the importance of Local 860 safety training classes, because we know the dangers of highway work, especially at night.

It is also why we asked photographer Bill Rieter to visit some of our night work sites in late summer to show how hard Local 860 members work while facing unique after-dark challenges. ■ – *Tony Liberatore*

More night work photos on next two pages.

Photos by
William Rieter



Shaun McGrath
on Rt. 2 in Mentor,
The Shelly Company



271 Express Lanes, The Shelly Company



Inspector C.T.
on Rt. 2 in Mentor,
The Shelly Company



271 Express Lanes, The Shelly Company



271 Express Lanes, The Shelly Company



Rob Miller on Rt. 2, Painesville Township
Karvo Paving



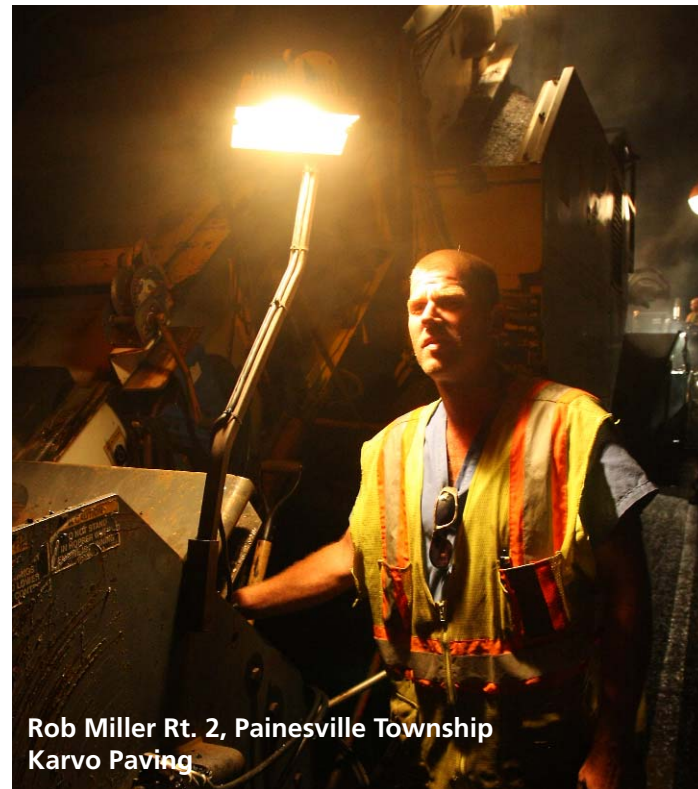
271 Express Lanes, The Shelly Company



Raymond Hilger Rt. 2, Painesville Township
Karvo Paving



Mark Olivo, Jr.
on Rt. 2 in Painesville Township,
Karvo Paving



Rob Miller Rt. 2, Painesville Township
Karvo Paving

ODOT Continues to Hold Opportunity Corridor Public Meetings



ODOT LAST YEAR REVIVED its study of the Opportunity Corridor by holding two large public meetings followed by a series of smaller meetings with key constituents to explain details of this ambitious project.

The Opportunity Corridor is important to Local 860 – perhaps not now, but surely in years to come when work on it actually begins.

The Opportunity Corridor will be a new three-mile boulevard that connects the eastern end of I-490 at East 55th Street to University Circle at the south end of East 105th Street near Quincy Avenue.

The project grew out of the Cleveland Innerbelt Study that began in 2000. While funding is not guaranteed, the Corridor has the support of the region's political, business and civic leaders.

The Corridor – projected to cost upward of \$400 million – would serve many purposes. First, it would speed up West Side and South Side traffic to and from University Circle and its important academic institutions, including the Cleveland Clinic, which must now use Carnegie, Chester and Euclid Avenues.

Opportunity Corridor also would serve as a catalyst for economic development in the area, which is known as the Forgotten Triangle, because of dilapidated housing and storefronts.

For Local 860, the Corridor would mean years of work for many members.

To spur on the project, ODOT has formed a Steering Committee of civic and neighborhood representatives and retained the engineering firm of HNTB to study the alternative routes and environmental issues. Meanwhile, HNTB and ODOT are continuing to hold public meetings to gather input from residents and businesses in the area.

The Corridor follows ODOT's 14-step Project Development Process (PDP), which outlines the progression from concept through completion. ODOT has completed the planning study phase of this project and is currently developing and assessing the final two feasible alternatives routes.

In this process, ODOT must consider how many homes and businesses might have to be razed to make the Corridor a reality. While there is no timetable for the Corridor, we intend to keep you informed of the progress, because this community lifeline is also a Local 860 lifeline. ■



A Local 860 Project

Clevelanders Grateful That the New Fulton Road Bridge Has Finally Opened

This summer, after four years of work, much of it by Local 860 members, the new 1,583-foot Fulton Road Bridge finally opened.

The opening of the \$48-million Bridge, which unites the North Side to the South Side of Old Brooklyn, was marked by speeches, a ribbon cutting, and the release of a dove.

Local 860 members who had worked on the construction also were in attendance with ODOT and Metroparks Zoo representatives. The arched bridge – virtually a replica of the old one built in 1932 – spans the zoo.

So deteriorated had become the old Bridge that in 1997 three metal nets were installed to protect the zoo from falling concrete. The Bridge was closed in 2006 and demolished in 2007. The new span has four lanes and a bike lane and sidewalk on each side.

“When you see a successful infrastructure project in Northeast Ohio, Local 860 had a hand in building it,” observes Tony Liberatore. ■



Upgrading the
Training Center roof

New Roof on the Training Center Will Enhance Program Capabilities

THIS SUMMER, the Local 860 Training Center was reinforced with the installation of a state-of-the-art insulated roof.

“The new roof will make the Training Center cooler in summer and warmer in winter and expand our ability to offer more classes,” says Tony Liberatore. “It also will extend the life of the roof and building and protect our investment in this useful structure.”

“We have the best Training Center of any local union in Northeast Ohio,” adds Liberatore. “Any member can receive training for virtually any skill that will improve his or her ability to find or keep a job.”

To learn what training classes will be offered this fall and winter, please call John Perri, the Local 860 Training and Apprenticeship Coordinator, at extension 115. ■



Training Classes Not to be Missed!

THE TRAINING SEASON is rapidly coming upon us again! We are expanding our schedule with some new classes. These include:

- OSHA 40 (Hazwoper)
- Confined Space
- Piping for fresh and waste water plants.

Also, the regular classes for the 2010-2011 training season are:

- STP
- STP refresher class
- OSHA 30
- Plastic Pipe Fusion
- ODOT Flagging

- Traffic Control Supervisor
- Excavation Safety & Soil Identification
- Pipeline Safety
- Commercial Driver's License (CDL).

Many members have called the Local asking, "Why wasn't I notified about the available classes?" There are three ways you are notified: The *860 Express*, monthly union meetings and the training schedule from the statewide Drexel J. Thrash Training Center web site: www.ohiolaborerstraining.com.

We are now registering for the 2010-2011 training season. Please call Training Coordinator John Perri at 216.432.1022, ext.115 to sign up.

Remember, the better trained you are, the more employable you are! ■



Frank Spelich and The Carron Paving Company crew at work in Mayfield Heights on East Miner Road



Ronyak Paving, Inc.

Asphalt Paving Is a Big Part Of Local 860 Work

LOCAL 860 MEMBERS not only handle the reconstruction of our Interstates, done largely with concrete; we are regularly working on state and local roads, which are paved predominantly with asphalt.

In this edition of the *860 Express*, we have photographs of talented and hardworking members on asphalt jobs throughout Northeast Ohio.

Asphalt is popular because it is a relatively low-cost

building material, which saves time and money. Moreover, it dries fast so that roads will not be blocked or closed for long during construction.

The smooth finish of asphalt is a safety feature, as asphalt can withstand the harshest weathers and the heaviest traffic while offering drivers skid resistance and good visual distinction between road markings.

Asphalt is recyclable. Asphalt roads can be dug up and the material reused again and again. This helps to preserve natural resources. “All of these attributes make asphalt popular,” says Tony Liberatore. “And Local 860 provides the skilled workers who can handle any asphalt job in Northeast Ohio.” ■



Vincent Kormos



Danny Justus



Sinatra Wilson



Robert Palumbo



Robin Loze



Robin Loze and Vincent Kormos



Sherman Perkins



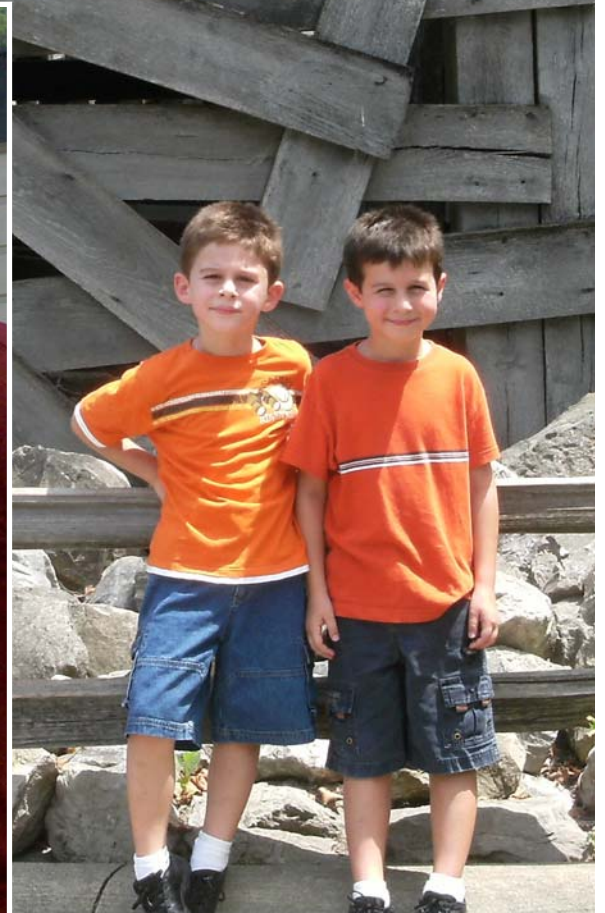
The East Shoreway looking west from East 55th Street – another successful Local 860 paving project

LOCAL 860 AT
CEDAR POINT –
SUMMER 2010





LOCAL 860 AT
CEDAR POINT –
SUMMER 2010





LOCAL 860 AT
CEDAR POINT –
SUMMER 2010





Dear Local 860,
My family would like to thank you for the time and effort put into planning the Cedar Point picnic. Thank you that our family could all be together and enjoy each other's company at such a great place. We thank you for caring for our families. It blesses our hearts.

The Charles J. Tribuzzo Family



Stay Informed: Possible Changes to Your Insurance Fund

THE OLDC-OCA INSURANCE FUND will be conducting a Dependent Eligibility Verification Audit (DEVA). This is a process that will confirm that only eligible dependents (children, spouses, etc.) are enrolled in your insurance plan.

The audit will only affect Local 860 members with enrolled dependents. If you do not have enrolled dependents, you are not required to do anything.

If you haven't already, you will be soon receiving a letter from a company named Secova. They are an independent firm specializing in dependent validation and have been contracted to perform this audit. Their initial letter to members will explain the audit process and define the terms of eligibility for dependents. If at this time you are aware of an ineligible dependent on your plan, you should call Secova to have them removed.

The remainder of the audit schedule is as follows:

- Late September: Verification packet will be mailed. Please complete the forms and submit them to Secova via mail, fax or internet.
- Mid October – Mid November: Secova will contact members who have not responded.
- November 22, 2010: Document submission deadline.
- Late November – Late December: Members will have the opportunity to appeal the removal of any dependents.

Many members might view this as a unnecessary, but rest assured that this audit is a necessary step in ensuring the future of our Insurance Fund. Your understanding and cooperation is greatly appreciated.

Please do not call the Fund Office or Local 860 about this audit. If you have any questions about this audit, call Secova at (888)886-9460. They will be able to answer all questions.

VOTING SCHEDULE

Oct. 3 Application for absentee ballots
 Oct. 4 Voter registration deadline
 Nov. 2 Election Day 6:30 a.m. to 7:30 p.m.

REGISTRATION in person or by mail
 at the County Board of Elections
 or online

<http://www.sos.state.oh.us/SOS/voter.aspx>

20th Annual Scholarship Dinner

THE 20TH ANNUAL Matthew J. DeLuca/Dominic Olivo Scholarship Fund Dinner and Reverse Raffle this summer at Casa Di Borally was a success. Each year this event provides college scholarship funds to children of Local 860 members. To date, more than \$650,000 has been distributed. Award winners must meet academic requirements along with submitting an essay. "Local 860 recognizes the importance of education and also in helping members' families," says Tony Liberatore.



Contact Us

LABORERS' LOCAL 860

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Business Representative

David Pasqualone
(ext. 103)

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Mallory Jackson
(ext. 105)



Mark Olivo
(ext. 106)



Lenny Rizzo
(ext. 107)

Secretaries
(ext. 0)

TRAINING AND APPRENTICESHIP COORDINATOR



John Perri
(ext. 115)

860 EXPRESS

LABORERS' INTERNATIONAL UNION
OF NORTH AMERICA, LOCAL 860

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UPCOMING EVENTS



NOVEMBER 20-21, 2010

CHRISTMAS LIGHTING AND GIFT DISTRIBUTION

Gifts will be distributed from 9 a.m. to 3 p.m. on Saturday, November 20th and Sunday, November 21st.

FEBRUARY 18-20, 2011

FAMILY WEEKEND AT KALAHARI INDOOR WATER PARK

Registration forms will be in the Winter newsletter.