

LABORERS' INTERNATIONAL UNION
OF NORTH AMERICA, LOCAL 860

SPRING 2009 / VOLUME 6 • ISSUE 1

860

CLEVELAND

EXPRESS

DEDICATED TO ENSURING LABOR MAINTAINS ITS PROPER PLACE IN THE WORLD



ALSO:

LOCAL 860 MEMBERS:
CLEVELAND'S
'SPECIAL FORCES'

RENEWING OUR
INFRASTRUCTURE

THE COMING GASLINE
REPLACEMENT WORK

HAVE YOU SEEN
OUR INNERBELT SIGN?

LOCAL 860 WORKERS REBUILD THE HISTORIC FULTON ROAD BRIDGE

TIM MCSWEENEY, KEVIN EDWARDS AND RENÉE DOTSON

LABORERS' LOCAL 860: CLEVELAND'S INFRASTRUCTURE SPECIAL FORCES

A Message from Anthony D. Liberatore, Jr.



AS THE SPRING CONSTRUCTION SEASON BEGINS IN EARNEST, it is time to remind the public that Local 860 is Greater Cleveland's Infrastructure Special Forces.

In fact, I often wonder what Northeast Ohio would do without Local 860. Of course, it is a moot point, because without the well-trained manpower that we supply, there would be no water, sewers, roads or gas. Perhaps no community as we know it today!

Beyond our day-to-day work, consider what Local 860 men and women have done just in recent months to make Greater Cleveland a better place to live: We completed the Euclid Corridor, a modern urban public transportation system that has gained international attention. We also finished a new roadway on the far west side linking I-480 to I-90, an accomplishment that brought welcome relief to a traffic nightmare.

While we helped make these projects successful, our members – employed by quality contractors – responded to huge water main cave-ins on Public Square and on Hamilton Avenue. These eruptions flooded vital thoroughfares. The destruction would have been much worse if contractors did not have skilled Local 860 members doing the challenging repair work.

Beyond dealing with water line emergencies, Local 860 members were called upon last fall to clean out methane gas in pipes at the City View Shopping Center.

At the same time, Local 860 members are engaged at the Kirtland Pump Station, refurbishing massive Water Department electric pumps that pull water from Lake Erie and send it gushing to the Baldwin Reservoir. Some of the old machinery dates to the early 20th century.

Upcoming projects make the future look bright, but we must stay vigilant. That is why Local 860 recently put up a billboard near the Innerbelt on Chester Avenue urging government officials to stop talking and start working on the Innerbelt.

Sisters and Brothers, your union has never taken a back seat in our industry, and soon you will see our safety message as well. As the spring construction season develops, I challenge everyone to make 2009 the safest year yet.





4

860 EXPRESS

SPRING 2009 • VOLUME 6 • ISSUE 1

CONTENTS

4 America's Infrastructure
Renewal Hits Home

8 Dominion East Ohio
Pipeline Project Heading Our Way

12 *On the Cover:*
860 Members
Help Build
Fulton Road Bridge

16 Easterly Interceptor
Rehabilitation

17 Local 860 Kalahari Weekend
Offered Something for Everyone

18 News Bits
• Our Thought-Provoking
Innerbelt Sign
• Leon Bibb Interviews
Tony Liberatore
• Contact Us

20 Upcoming Events



8



12

PHOTOS BY
WILLIAM RIETER



America's Infrastructure Renewal: How Should it Help Laborers' Local 860 Continue to Prosper?



THE IMMEDIATE GOOD NEWS IS THAT THE OBAMA ADMINISTRATION and Congress have big plans for modernizing America's faltering infrastructure

Moreover, Governor Ted Strickland recently appointed Ronald Richard, president of the prestigious Cleveland Foundation, as the so-called statewide "infrastructure czar" to prioritize state funding of capital projects.

While we do not know the extent of the infrastructure reconstruction, we do know that the work of Local 860 members will become increasingly critical in the coming years.

In short, the membership of Local 860 should benefit substantially from the implementation of these overdue programs.

Work is expected to continue for many years on locals sewers, including the Southerly Treatment Plant, left, and our highways, including the Innerbelt, above.



Already a number of infrastructure projects are underway here in Greater Cleveland, such as the widening of Ohio Route 2 in Lake County and widening of I-77 south of I-480, which will mean many highway jobs throughout the coming construction season. Likewise, we have ongoing work at the three Northeast Ohio Regional Sewer District wastewater plants and 300 miles of pipes and interceptors. Of course, our work continues with the Cleveland Department of Water.

But that is just in the present. What about the future? Based on signals from Washington, Columbus and Cleveland, much more good work is coming.

If Mayor Frank Jackson's appeal to state authorities is successful, Local 860 in the near future will take the lead in reconfiguring the West Shoreway into a beautiful boulevard and, more critically, reconstruct the Innerbelt and build a new Innerbelt Bridge.

In the coming months, our men and women also will begin installing new natural-gas distribution lines as part of the Dominion East Ohio Pipeline Infrastructure Replacement Program.

Other Local 860 projects are also on the horizon, although they have not attracted much attention, such as overdue reconstruction of dilapidated railroad bridges. Moreover, NEORS D wants to create a separate taxing district to handle storm-sewer reconstruction throughout our area to meet federally mandated standards. When it materializes later this year or early next year, it will mean even more Local 860 sewer jobs.

Regarding a more immediate project that has dominated the news, ODOT announced its intention to pursue one of two options for the Innerbelt Bridge: a \$210 million rehabilitation of the existing bridge and then the \$300-million construction of a new five-lane bridge to the north.



Work will be coming to the Cuyahoga County Airport in the future.

Upon completion of the new bridge, ODOT would then reconfigure the existing bridge from eight to five lanes for an additional \$65 million. Option two calls for construction of a \$300-million new bridge and then rehabilitating the current bridge for \$250 million.

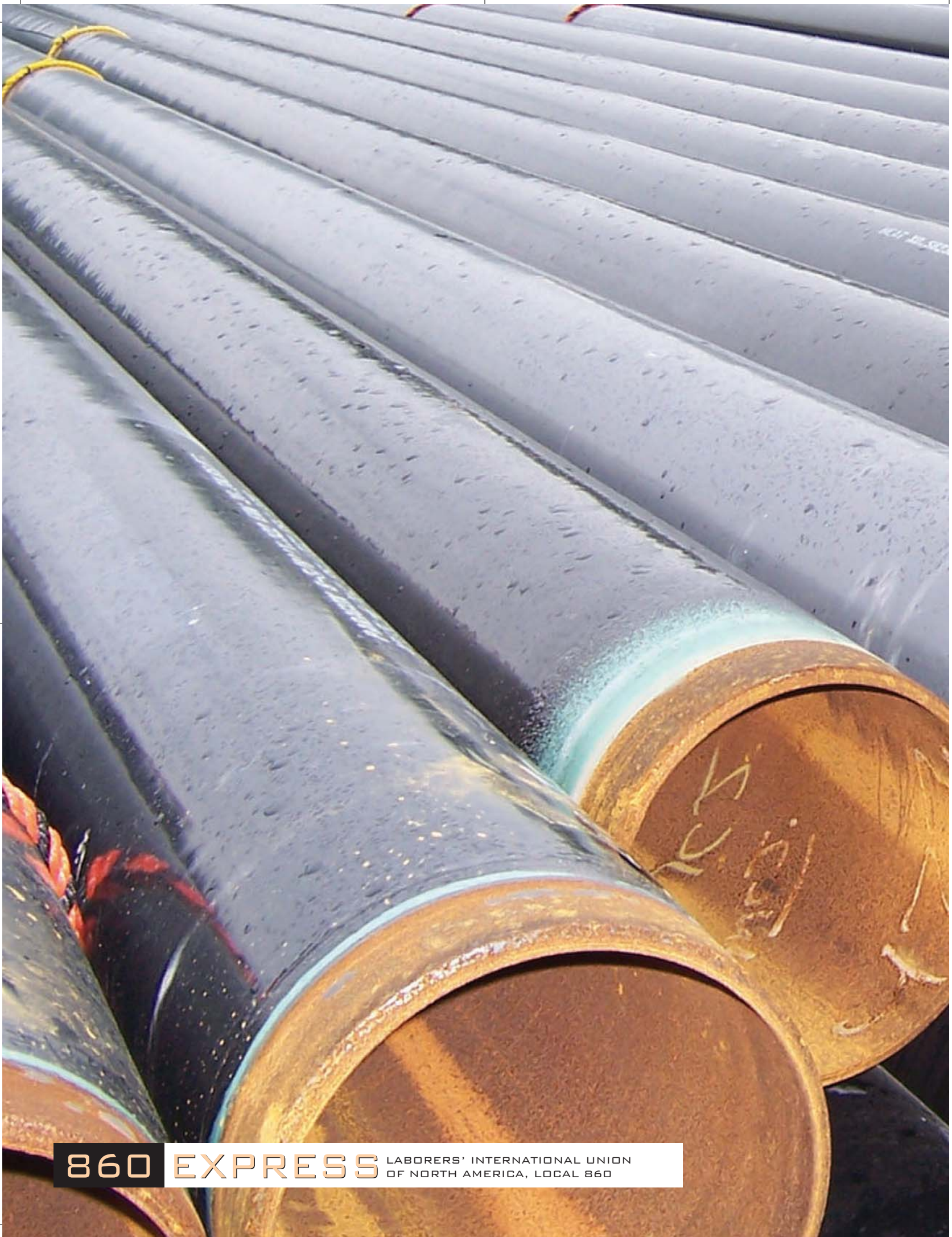
While the bridge work is scheduled to begin next year and go through 2015, we are still waiting for ODOT's timetable for rebuilding the rest of the Innerbelt, including Dead Man's Curve. All told, this project could surpass \$1 billion!

And we cannot forget about our airport expansion work. Mayor Jackson recently cut the ribbon to open the \$44-million runway extension at Hopkins Airport, which at 10,000 feet will be more accommodating to international flights.

Almost at the same time, the Cuyahoga County Commissioners approved the extension of the runway at the Cuyahoga County Airport from 5,000 feet to 6,000 feet, along with relocating parts of Bishop and Richmond roads. Although the financing and actual work is years away, Local 860 will be there when the time comes.

It goes without saying that we have to wait and see about all the infrastructure specifics. Whatever the news, however, it should be good. ■

Left and top: The Innerbelt today and during construction in the late 1950s.



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Dominion East Ohio Pipeline Project To Create Local 860 Jobs



WHILE THERE HAS BEEN MUCH SPECULATION about various new infrastructure projects for Northeast Ohio, one such project appears ready to take off.

That is the plan of Dominion East Ohio to spend \$2.7 billion in its pipeline infrastructure improvement program. While this is a statewide effort that will take up to 25 years, a third of the work will be in Cuyahoga, Lake and Geauga counties – the region served by Local 860.

The Public Utilities Commission of Ohio made the project possible by granting Dominion a slight rate increase late last year.

“This work by private contractors should provide many good jobs in the coming years,” says Business Manager Tony Liberatore. “To make sure that our members are current on the necessary skills that will lead to long-term work, the Local will offer pipe fusion classes at our new training center behind our union hall.”

Dominion is likewise upbeat about the program and estimates it could generate some \$4.4 billion in economic activity, 75 percent of which should be in Northeast Ohio. Moreover, Dominion says the work will create 3,000 new jobs statewide over the life of the program. Of course, many of these should go to members of Local 860.

Major pipeline stored by Dominion in preparation for its major infrastructure replacement program.

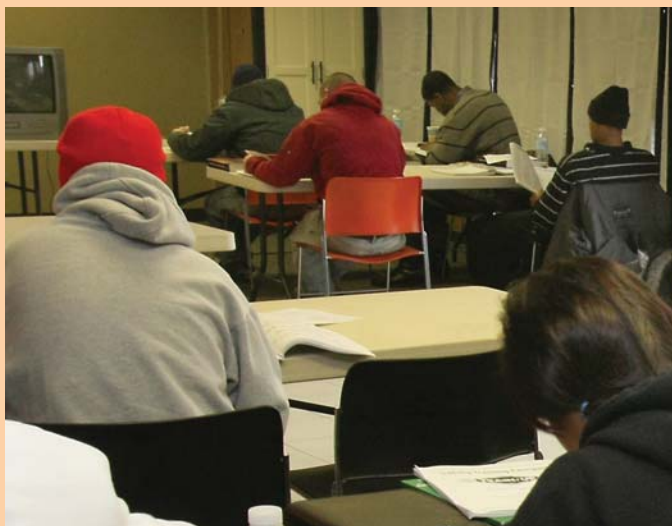
Columbia Gas of Ohio Also Making Big Plans

Columbia Gas of Ohio, which serves a sizable part of western Cuyahoga County, announced in 2007 that it also has plans to invest upwards of \$70 million annually to replace its pipeline infrastructure throughout the state.

Some of that work could begin later this year, which likewise would mean long-term work for Local 860.

Communities in Cuyahoga County served by Columbia include Bay Village, Berea, Middleburg Heights, North Royalton, Parma, Parma Heights, Strongsville and Westlake.

"This significant long-term investment in the integrity of our infrastructure will enhance our customers' safety, improve reliability, create many new jobs and support economic development statewide," said Columbia Gas of Ohio President Jack Partridge in a news release announcing the company's plans.



Gas pipeline fusion training class at our union hall.

According to Robert W. Varley, Managing Director, State and Local affairs – Midwest for Dominion, the initial contracts for Northeast Ohio work will be bid later this year. These will include various 20-inch anticorrosion steel distribution pipes that transport gas along the main rights-of-way into Greater Cleveland.

"We are determining which work we can begin without much delay," says Varley. He acknowledges that some suburban work may have to wait because Dominion must inform the community months in advance of the company's construction schedule.

When the program is complete, Dominion hopes to install 4,100 miles of new pipeline in Ohio, about 20 percent of the company's infrastructure. Until now, Dominion has replaced only about 40 miles of pipeline per year.

Most of the old pipe, made of bare steel, cast iron, wrought iron and copper, will be replaced with pipe made of advanced composite materials. Some of the pipes are more than 100 years old, while the majority dates to the 1950s.

"There is great opportunity for members who are well trained," says Tony Liberatore. "That's why Local 860 will continue our pipeline fusion classes," ■



Rich Weinrich



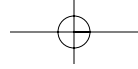
John Howells III

Ongoing Distribution Pipeline Work A Foretaste of a Much Bigger Program

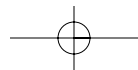
Dominion East Ohio has big plans for a multi-billion dollar gas pipeline infrastructure makeover in the coming years.

Meanwhile, the company is using various contractors to install plastic distribution pipe in Northeast Ohio, replacing old steel lines that in some areas are beginning to leak.

In Euclid, Bill Hawk Inc. of Massillon has been installing new lines. A handful of Local 860 members were working hard on that job, including John Howells III and Rich Weinrich.



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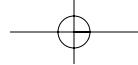
Local 860 Members Help to Build the New Fulton Road Bridge Over the Cleveland Metroparks Zoo



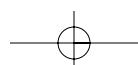
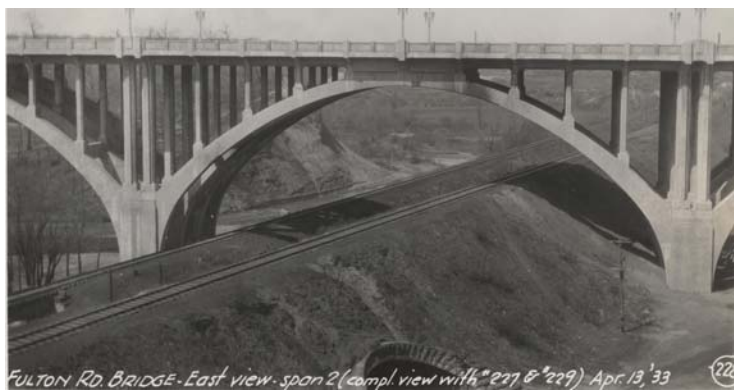
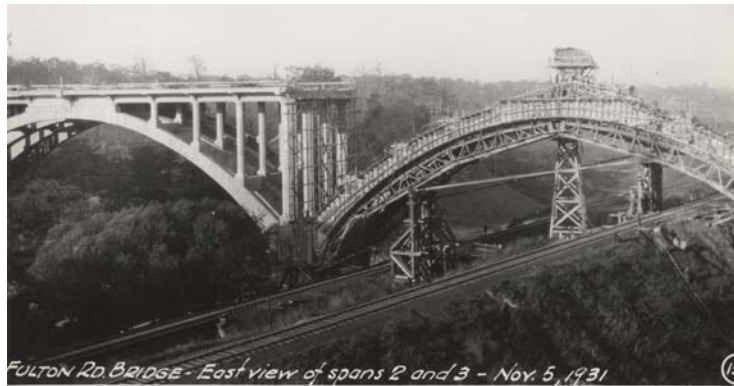
THE FULTON ROAD BRIDGE CAME OUT OF THE GROUND IN 1932, a wonder for its time and surely one of the most aesthetically pleasing bridges in America.

By the turn of the 21st century, however, the famous arched bridge had dramatically deteriorated. It was so bad, in fact, that traffic engineers closed all but two lanes on the Bridge, which crosses over the Cleveland Metroparks Zoo and Big Creek more than 100 feet below and connects Fulton Parkway on the south and Denison Avenue on the north.

Engineers determined that structural age and long-term exposure to deicing chemicals had made the bridge a poor candidate for rehabilitation. In its final days, the Cuyahoga County Engineers' office was forced to erect enormous sacks to catch falling concrete that could have periled the Zoo. ■



The original Fulton Road Bridge engineering team in 1931 and, below, the bridge under construction then and now, right.



After holding several public meetings, County Engineer Robert C. Klaiber, Jr. and his consultants agreed to replace the bridge with a new structure with the original design. The only new aspects were the use of modern materials and techniques.

The bridge was closed in late 2006 and demolished in the spring of 2007 with plastic explosives. Since then, Kokosing Construction of Fredericktown, Ohio has been erecting a new Fulton Road Bridge with the help of Local 860 members, led by job steward Tim McSweeney.

“The construction process is unique,” says McSweeney. “It is a combination of poured concrete and precast arches, which are formed in a West Virginia factory and trucked to Cleveland and set in place with a huge crane.” While Local 860 members move forward with the distinctive construction process, traffic has been detoured to nearby streets.

The replacement bridge, expected to cost upwards \$50 million in county, state and federal funds, will open in the spring of 2010, somewhat later than expected, because of the engineering challenges of the precast arches. “Once again, it will be one of the most beautiful bridges in America,” says McSweeney. ■



Mike Flachbart



Local 860 Finishing Easterly Interceptor Rehabilitation



Tony Liberatore with Nick Furness

SINCE EARLY LAST FALL, TRIAD ENGINEERING & CONTRACTING has been rehabilitating and repairing of an old section of a Northeast Ohio Regional Sewer District interceptor sewer, which runs from downtown along the Shoreway into the Easterly Treatment Plant on Lakeshore Boulevard. The job, which employed four Local 860 members, is expected to finish this spring, according to Cliff Kassouf, president of Triad.

Workers dug a deep shaft at East 53rd Street near the Shoreway to get access to the broken 100-foot section of the brick sewer. Because the sewer was embedded some 80 years ago and made of brick, the sewer was relined with new concrete. ■



Building the shaft leading into the interceptor



Local 860 Kalahari Weekend Offered Something for Everyone



THE KALAHARI RESORT IN SANDUSKY is America's largest indoor water park, larger than 3 1/2 football fields. Once again this winter, Local 860 members and their families enjoyed a special Kalahari weekend, staying in some 130 rooms subsidized by the union.

“Almost 600 of us in the extended Local 860 family braved the terrible February weather to come to Kalahari,” says Tony Liberatore proudly. “No one was disappointed with this fun get-away, which is an example of how our union supports its members.”

Children and adults enjoyed stand-up surfing, boogie boarding and FlowRiders, where 50,000 gallons of water each minute flow under you to create a five-foot ocean-like wave. And that was just part of what Kalahari offered, as parents and kids splashed inside while outside the winter weather raged.

“The Kalahari weekend is in such demand that I advise 860 members to be sure to make their reservations for next year as soon as reservation forms are available late this year,” reminds Liberatore. ■





Sign of Things to Come?

WHEN BUSINESS MANAGER TONY LIBERATORE decided in midwinter to put up a large billboard on Chester Avenue, near the Innerbelt north entrance, he knew it would attract attention.

But admittedly, he didn't know how much attention. Elected officials are talking about it. So are Local 860 members. Even ODOT employees. Moreover, the media has caught on. WEWS-TV5, for one, has done a couple of stories about it.

The billboard pleads: "Put Our Tax Dollars to Work. Rebuild the Innerbelt NOW!"

"In 2000, ODOT began a public planning process to rebuild the Innerbelt," says Liberatore. "The project will make Dead Man's Curve safer. Even more important, it will replace the Innerbelt Bridge, which is a safety hazard. Yet, almost a decade later, no work has been started.

"The public has a right to demand: 'What are ODOT and the Federal Highway Administration waiting for?' It is too serious to delay any longer – both for the economy and the safety of our community."

Liberatore also points out that rebuilding the Innerbelt would mean numerous long-term jobs for Local 860. "We just cannot stand by and not make our feelings known," he says. "That would be wrong." ■



The rusting Innerbelt Bridge



TV-5's Leon Bibb Interviews Tony Liberatore and Apprentice Langston Martin

FOR THE SECOND CONSECUTIVE YEAR, Leon Bibb, host of the TV-5 Sunday morning Kaleidoscope show, interviewed Tony Liberatore about the activities of the Local 860. Topics of discussion were the prospects for Local 860 jobs through a renewed infrastructure program and the Local's model Apprenticeship Program.

Accompanying Liberatore was Langston Martin, an Apprentice who this year finished training courses at our statewide Drexel J. Thrash Training Center and took additional classes at the union hall on Prospect Avenue.

Martin, who works for Great Lakes Construction, explained the opportunities for long-term employment that the Apprenticeship Program provides.

Meanwhile, Liberatore stressed the importance of providing employers well-trained employees for infrastructure work that will be increasingly challenging in the coming years. The interview aired on March 8th. ■

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UPCOMING EVENTS



AUGUST 22

Local 860 Night at Progressive Field. Indians vs. Seattle Mariners

2 1/2 hour all-you-can-eat-buffet, before the game.

Special post-game entertainment will include the popular Rock 'N Blast Show, a mixture of great rock music and outstanding fireworks.