

860

CLEVELAND

EXPRESS

DEDICATED TO ENSURING LABOR MAINTAINS ITS PROPER PLACE IN THE WORLD

HOMETOWN HERO

LOCAL 860'S MIKE CHARLTON ATTEMPTING TO BREAK A WORLD SPEED RECORD



TONY LIBERATORE AND MIKE CHARLTON WITH ASLAN

CLEVELAND INNERBELT
PROMISES YEARS OF WORK
FOR LOCAL 860

ODOT'S BONNIE TEEUWEN
DISCUSSES THE IMPACT
OF THE INNERBELT

FOCUSED ON WORKER SAFETY
THROUGH THE CSU
TRANSPORTATION CENTER

THE NEW LOCAL 860
TRAINING CENTER

THE INNERBELT: LIGHT AT THE END OF THE TUNNEL

A Message from Anthony D. Liberatore, Jr.



DRIVE ALONG CHESTER AVENUE NEAR THE INNERBELT ENTRANCE AND YOU WILL SEE THE HUGE SIGN that Laborers' Local 860 erected to display our frustration that rebuilding the Innerbelt has been stalled for years.

But things are beginning to happen, and we like to think that Governor Ted Strickland, the Ohio Department of Transportation (ODOT) and the Federal Highway Administration took our sign seriously.

In any case, they are taking seriously the public demand that ODOT get on with the billion dollar reconstruction. In fact, ODOT held a Public Hearing in the spring to present specifics of its Innerbelt plan. Hundreds showed up, many to voice their annoyance at the delay or with irritation about the design of the new bridge.

Field Representative Mallory Jackson expressed Local 860's, adding that our members are well prepared for the coming work. I join Mallory in giving credit to ODOT District 12 Deputy Director Bonnie Teeuwen and Innerbelt Project Manager Craig Hebebrand for advancing the Project when it seemed on its last legs.

That is why we asked Bonnie to write an article for the *Express* about her expectations for Innerbelt reconstruction, which will have a powerful impact on Laborers' Local 860 employment over the next decade and even beyond.

Planning for the new \$465-million Innerbelt Bridge, which includes \$200 million in stimulus funds, is already underway. Construction will start next year and finish in 2012 or 2013. It will be expedited as a design-build project. Only a third of the design will be completed when ODOT breaks ground. The rest will be done as the bridge is built.

The new bridge – just north of the present bridge – will carry traffic westbound. It will not have a cable-stay design, because ice from cables on similar bridges has fallen perilously to the pavement below.

The current bridge will carry all traffic until the new bridge is completed. Then the new bridge will handle all traffic until the existing bridge is rehabilitated or replaced. When both bridges are opened, they will each have five lanes.

But Innerbelt reconstruction is not limited to the bridges. Both the trench area and Dead Man's Curve will be reconfigured and repaved. All told, ODOT estimates it will be a \$1.25 billion undertaking over the next decade and beyond – one of the largest infrastructure renovations in Cleveland history.

Details and timetables will become further apparent in the future. Meanwhile, we are encouraged to see it finally showing life.

In closing, I want to remind everyone to practice safety on the job and at home. You are protecting your well being and your family's as well.

* * *

MIKE CHARLTON: A LOCAL 860 CHAMPION

I urge members to read the story on Page 10 about our Local 860 brother Mike Charlton. Mike is an extraordinary man who has overcome enormous obstacles to chase a dream that few of us can even imagine. He symbolizes the promised achievement that our union guarantees any member who seeks his or her fullest potential. We proudly support Mike and wish him Godspeed in his quest to be the best in the world.



RETIREE ANNOUNCEMENT

To further benefit and address our retirees' needs, Local 860 is in the process of creating a Retiree Council. Look for future information on this important endeavor.



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SUMMER 2009 • VOLUME 6 • ISSUE 2

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PHOTOS BY
WILLIAM RIETER

ODOT is Investing Greatly in the Local 860 Region



OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 12 • 5500 TRANSPORTATION BLVD. • GARFIELD HEIGHTS, OHIO 44125-5396 • (216) 581-2100
TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR • BONITA G. TEEUWEN, P.E. DISTRICT DEPUTY DIRECTOR

Dear Members of the Laborers Union Local 860,

The Ohio Department of Transportation (ODOT) and District 12 are embarking on the largest transportation investment in state history. It is an exciting and rewarding time to be in the transportation industry and we are especially pleased to have the support of members of Laborers' Local 860.

During the 2009 construction season, ODOT will invest more than \$1.9 billion statewide. These investments are highlighted by \$774 million in transportation stimulus funds allocated through the American Recovery and Reinvestment Act.

District 12's Cuyahoga, Lake and Geauga counties – the same jurisdiction as Local 860 – currently have nearly \$484 million invested in over 60 active construction projects.

The largest project in the Northeast Ohio region, and in the state, will be the construction of a new westbound Innerbelt Bridge to carry Interstate 90 traffic through downtown Cleveland. The estimated \$465 million project to complete the new bridge and its connections is the first step in the Cleveland Innerbelt Plan – a plan to invest over a billion dollars in Cleveland to improve and modernize our highway system.

The existing 50-year-old Innerbelt Bridge stands as a reminder that our infrastructure is aging. Many of Cleveland's roads and bridges were built during the construction boom of the 1950s and are nearing the end of their useful lives. Local 860 members know that our infrastructure is deteriorating and improvements are necessary to meet the needs of our communities.

Addressing these infrastructure concerns will create jobs while positioning Ohio and Greater Cleveland for long-term economic growth and stability. We look forward to working with the Obama administration and the legislative branch to increase funding for transportation in our great state.

We thank you for your support and continued dedication to moving Ohio into a prosperous new world.

Sincerely,

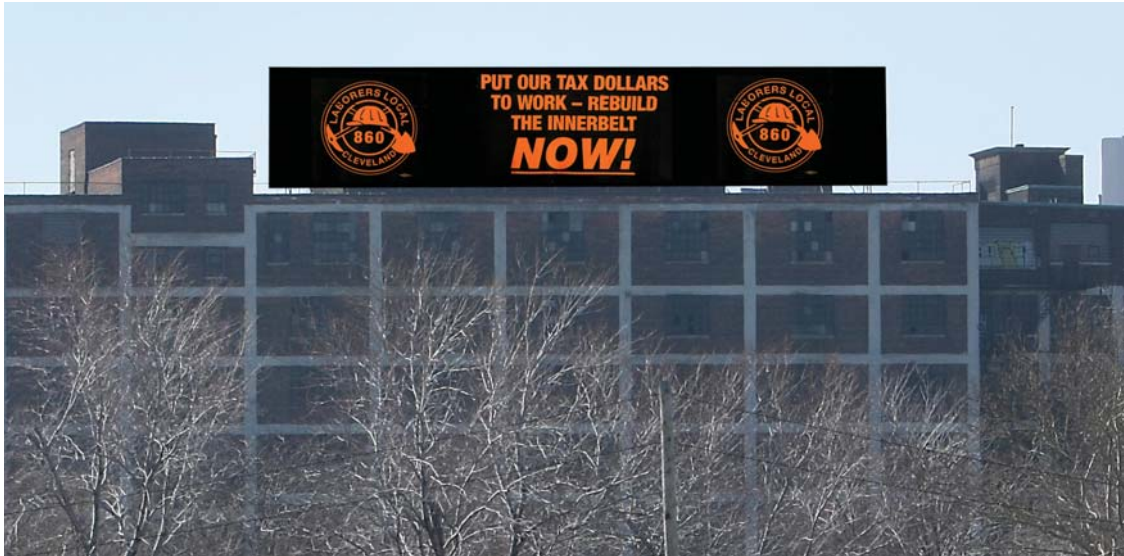
A handwritten signature in black ink that reads "Bonita G. Teeuwen".

Bonita G. Teeuwen, P.E.
Deputy Director, ODOT District 12

ODOT District 12 Deputy Director Bonnie Teeuwen meets with Local 860 Field Representatives at the ODOT spring transportation kick-off. From left: Mallory Jackson, Lenny Rizzo, and Mark Olivo.



The Cleveland Innerbelt Bridge.



The Local 860 billboard calls for rebuilding the Innerbelt.

The Stimulus Will Impact Local 860, but It Will Take Some Time

THE MEDIA HAS BOMBARDED US WITH STORIES about how the American Recovery and Reinvestment Act – commonly known as The Stimulus – will pump billions of dollars into the economy to revitalize the infrastructure.

We also know that Ohio will reap some \$775 million in stimulus funds. A good share of this will be spent in the coming years in the three counties served by Local 860, and it will be above our regular infrastructure work.

But the truth is that such money takes time to flow down to the job. Even with such appropriations, there is still a lot of government bureaucracy that slows things down.

This means that even after specific projects are designated for stimulus funds, government agencies do not receive the appropriated federal funds overnight. Once they do get the checks, moreover, these agencies need more time to conduct planning, design, engineering and even environmental studies.

Then they must announce the projects for public bid. This bidding process takes more time. Once the bidder is selected, there is a gap before contractors actually start work.

It doesn't happen overnight.

Nonetheless, there is much regular highway, sewer, and water work this year, but we will have to wait for the stimulus projects to start. This is out of our control. They will, however eventually start, and Local 860 members will be major beneficiaries.

On the facing page, there is a list of the water and sewer projects that, according to the Ohio Environmental Protection Agency, will get stimulus funding in the coming years in our region of Cuyahoga, Lake and Geauga counties. ■

— Anthony D. Liberatore, Jr.

Stimulus Funds To Help Water and Sewer Upgrades in Local 860's Jurisdiction

THE OHIO EPA RECENTLY RELEASED THE FOLLOWING LIST OF WATER AND SEWER PROJECTS SCHEDULED FOR STIMULUS FUNDS

Northeast Ohio water and sewer projects

The Ohio EPA on Thursday released its list of projects getting some of the \$280 million Ohio received in federal stimulus money for water and sewer upgrades.

Sewer projects

Cuyahoga County

Regional Sewer District	Train Avenue and Mill Creek projects	\$5,000,000
County sanitary engineer	Sewer linings	\$53,575
Brook Park	Smith/Hummel Road sanitary sewer	\$1,432,850
Euclid	Dill Road sewers	\$1,425,000
Moreland Hills	Abandon wastewater treatment plants	\$525,250
Lakewood	Various wastewater treatment plant improvements	\$820,000
Parma	Sanitary sewer improvement projects	\$1,662,604
Rocky River	Elmwood sewers/treatment plant floor repairs	\$485,000
Solon	Electric service upgrade	\$1,325,000

Geauga County

Chardon	Wilson Mills Road sanitary sewer	\$434,805
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Lake County

Kirtland	Temple View pump station	\$403,200
Timberlake	Rehabilitate sanitary sewers	\$678,000
Wickliffe	Elm Street sanitary sewer lining	\$173,500
Willoughby	Vine Orchard sanitary sewer lining	\$1,212,750

Green projects

Cuyahoga County

Regional Sewer District	Southerly Wastewater treatment center lift station	\$5,000,000
Solon	Anaerobic digester facility upgrade	\$1,547,861
Solon	Sulfur Springs restoration project	\$250,000

Water projects

Cleveland water department	Baldwin plant reservoir	\$5,000,000
Geauga	Manchester Farms wells	\$60,000

SOURCE: Ohio EPA

The Cleveland State University Transportation Center: A Worthy Cause Focused on Protecting The Lives of Local 860 Members



The UTC Board of Directors, from left to right front row: Steve Duffy, CSU; Bruce Owens, Plastic Safety Systems; Tom McGlynn, 3M; Brian Blayney, ODOT. Standing left to right: Tony Liberatore; Mark Potnick, OCA; George Palko, Great Lakes Construction; Professor Nigamanth Sridhar, CSU; Diane Burrowbridge, CSU.

THERE IS NO CAUSE MORE IMPORTANT TO LABORERS' LOCAL 860 THAN PROTECTING THE SAFETY OF OUR MEMBERS. One way we pursue this objective is through our involvement with the University Transportation Center (UTC) at Cleveland State University, whose mission is "Highway Work Zone Safety and Efficiency."

The UTC is headed by Stephen F. Duffy, Ph.D., chairman of the Department of Civil and Environmental Engineering.

The scholarly Dr. Duffy has a worldwide reputation for designing components fabricated from ceramic materials, but he also has another passion which he calls transportation engineering, and we call safety.

To that end, he has raised more than \$1.5 million in federal, state and private funds to support the UTC, which since its founding in 2005 has become one of the best-known transportation centers in America.

Tony Liberatore has been on the Advisory Board since its launch, and this spring Local 860 hosted a Board meeting and luncheon only a few days after a member of the Laborers' Union in Akron was seriously injured by an intoxicated motorist while working on I-77.

"The overall safety of America's highways has steadily improved over the years," says Liberatore. "Yet, these same highways show disturbing safety trends during construction. In fact, work zone deaths have increased 37.5 percent nationally since 1995."

Liberatore cites further disconcerting facts: Since 2000, more than 1,000 people have been killed in highway work zones and some 37,000 are injured every year.

"Because of increased highway work in the ensuing years, work zones are likely to be as frequent as every 30 to 40 miles on the Interstate system, and that means construction personnel will be at greater risk," says Dr. Duffy.



Tony Liberatore with Stephen F. Duffy, Ph.D., chairman of the CSU Department of Civil and Environmental Engineering.

Among the goals of the Cleveland State UTC is finding new engineering designs for road construction to reduce safety hazards. “It is not enough merely to repair our nation’s infrastructure,” insists Dr. Duffy. “We must protect those working on these highways.”

The UTC utilizes a high-tech simulator, housed in the basement of CSU’s Stillwell Hall, which is the front half of a Ford Focus. Attached to a motion platform and synchronized with a bank of computers, the Focus provides the “driver” with a virtual reality of the work zone on television screens surrounding the car. The experience is like simulated pilot training.

“We model existing configurations of local highways with test subjects simulating driving through work zones,” says Dr. Duffy. “The goal is to find the safest configuration for barrels and barricades in a work zone.”

While such studies can take years to conclude, the UTC is also taking its efforts to the streets. With the help of a private contractor, the UTC has placed radar sensors on various local work zone barrels and cones, which can track vehicle paths and trajectories.

“Through our simulator and hands-on highway work, we hope to get a better understanding of how the placement of barrels and cones can increase worker safety by decreasing vehicle accidents,” says Dr. Duffy.

Dr. Duffy stresses the importance of Local 860’s involvement with the Cleveland State UTC and notes that only one other UTC in the country has a labor leader on its Advisory Board.

“My commitment is to find more and better ways to make our highways safer for Local 860 men and women,” says Liberatore. ■



SUCCESS STORY: In recognition of Local 860 members who have made uncommon achievements in their professional lives, The *Express* engages in a feature column to recognize such outstanding men and women. Please send a letter to Business Manager Anthony D. Liberatore, Jr. if you have a suggestion for an upcoming profile.

SUCCESS STORY

Local 860's Mike Charlton Focused on Breaking a World Speed Record



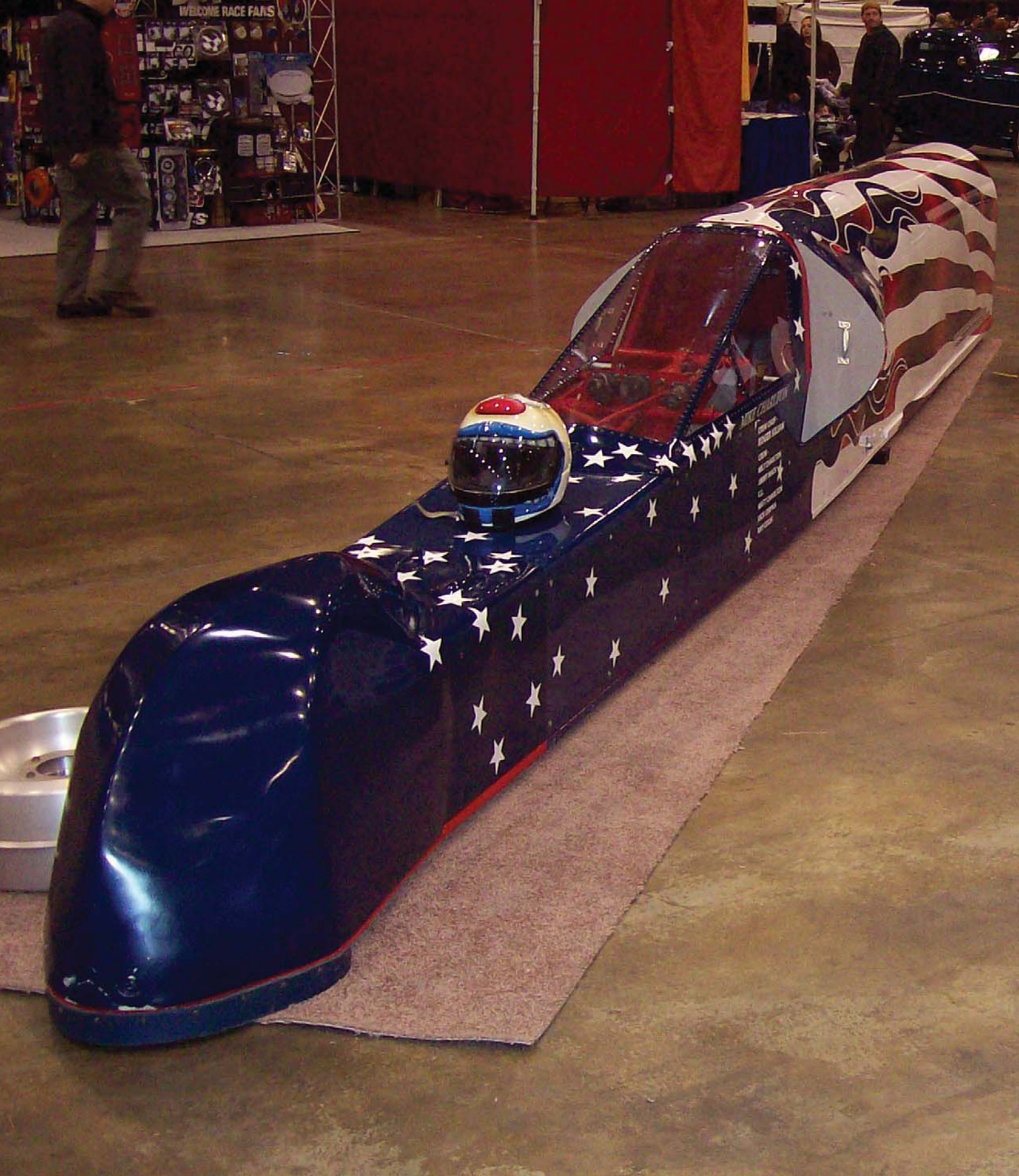
LOCAL 860'S MIKE CHARLTON LEADS A DOUBLE LIFE. By day, he is a mild-mannered employee of The Kasouf Company on Cleveland's West Side, using his extraordinary mechanical skills to reconstruct mining and tunneling machinery.

By night, on weekends and during virtually every other waking hour, Charlton unremittingly pursues his dream: to break the world two-wheel motorcycle speed record of 360 miles per hour.

"In many ways I am doing this for my late father, Milton, who was my inspiration and support," says Charlton, who engages in his quixotic pastime

in a small garage behind his Eastlake home that is overstuffed with tools and automobile hardware.

Helping him realize this quest is Local 860, which has contributed traveling expenses in return for the union logo appearing on the side of the futuristic-looking motorcycle, which is more aptly called a jet bike. "We believe in supporting our union brother to realize an attainable lifelong dream and, at the same time, gain notoriety for the Local," says Tony Liberatore.



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EXPRESS

LABORERS' INTERNATIONAL UNION
OF NORTH AMERICA, LOCAL 860



Special aluminum wheels for the jet bike.

One of eight children, Charlton grew up in Eastlake working in his father's automobile repair garage. He learned much about cars and drag racing from his father.

"When I was just a child, my dad took me to a drag race at Thompson Raceway Park in Geauga County," recalls Charlton. "I knew then that I wanted to race cars."

After graduation from Eastlake North High School, Charlton encountered some legal trouble. He started drinking heavily. A brief imprisonment led him to quit drinking and turn his life around. His old ways behind him, the opportunities materialized for daily work and weekend drag racing.

A good friend, Dominic Olivo, former Business Manager of Local 860, saw the potential in Charlton and, in 1990, helped to find him a job with Kassouf.

Established in 1922, The Kassouf Company has evolved into a national leader in the design and construction of complex underground facilities, including major sewer interceptors.

As a loyal Local 860 member for almost 20 years, Charlton, now 46 years old, has dug and welded sewer tunnels throughout Greater Cleveland.

"I am indebted to Local 860 for helping me find employment, and showing me that a secure job comes with constant training and a strong work ethic," says Charlton, who regularly attends the monthly union meeting. "Success is a direct result of showing up each day, showing initiative and working hard. The main thing is to do what you are supposed to do."

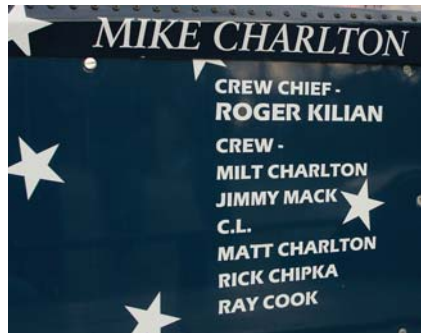
In 1995, Charlton built a bike powered with a V-8 Chevrolet engine. It regularly exceeds 180 miles per hour in less than eight seconds. On occasion it has gone over 200. Recently, Charlton upgraded the engine to 1,000 horsepower.

Charlton calls this cycle *QuasiMoto*, "The World's Fastest V-8 Drag Bike." He named it for the ungainly but kindly character, Quasimodo, in the novel *The Hunchback of Notre Dame*.

In 2000, as his pastime was gathering steam, he met and married Kay, who has become his biggest booster. "She is naturally uneasy about the danger involved," admits Charlton, "but she understands why I do this and supports me 100 percent."

Prompted by his love of jet engines, Charlton in 2003 put together a second vehicle: *American Thunder*. This jet-powered semi-truck surges to more than 190 miles per hour, also





in less than eight seconds. So powerful is *American Thunder* that it burns 30 gallons of diesel fuel in a fleeting quarter mile.

Over the years, Charlton and his partner Roger Kilian have towed *QuasiMoto* and *American Thunder* across North America to more than 40 tracks, where the fire-spewing truck and faster-than-a-speeding-bullet motorcycle are often the main draw on summer weekends.

Charlton and Kilian accomplish their maintenance in Charlton's tiny garage. When not racing, they keep both vehicles parked outside in Charlton's short gravel driveway.

Unlike better financed dragsters, however, Charlton does not have a million-dollar corporate sponsor. The money he earns from *QuasiMoto* and *American Thunder* is largely channeled into the business.

The story should happily end there with Mike Charlton simply showcasing his motorcycle and truck from Canada to Florida.

But it doesn't.

Charlton has long imagined breaking the world speed record for a two-wheel cycle, set only last year at 360 miles per hour by a California racer with a seven-figure budget, a host of corporate sponsors and a skilled team of mechanics and engineers.

Undaunted by such high-priced competition, Charlton spends his off-hours in his smoky garage – he is trying mightily to curtail his cigarette habit – building his marvel. He calls this third machine *Aslan*, after the Great Lion, the central character in *The Chronicles of Narnia*, a series of fantasy novels written by the celebrated Christian author C.S. Lewis.

"I love to read and have read most of Lewis's works," says Charlton. "They are inspirational."

When finished in the coming months, the jet bike *Aslan* will turn out to be 22 feet long, two feet wide, three feet high, with a skeleton of reinforced steel. Charlton and friend Rick Chipka designed *Aslan's* wheels of solid aluminum and Jed Industries, Inc. of Grand River manufactured them.

Charlton points out that rubber wheels would fly apart at such incredible speed. Moreover, aluminum will better grip the sandy Salt Flats in Utah, where the annual competition – sanctioned by the Swiss-based *Fédération Internationale de Motocyclisme* – takes place.



Aslan's lion-like heart is the engine built by General Electric for a Lear Jet, which Charlton purchased some years ago and overhauled. Although only three feet long and 18 inches in diameter, the reconfigured engine has 8,000 horsepower and exceeds 100,000 rotations per minute. On the Salt Flats, *Aslan's* wheels will spin at 9,000 r.p.m.

During the official competition, the bikes race some ten miles: the first four miles to gather speed, the fifth mile when the actual speed is timed and the last five miles to slow down with the help of two built-in parachutes. Drivers wear crash helmets and fire-retardant suits and are strapped in by harness.

Skill and preparation aside, it will take more than the \$35,000 that Charlton and Kilian have raised to get *Aslan* to the Utah starting line. To that end, Charlton has set up a website, mikecharlton.com, which highlights his activities. Moreover, videos of his drag racing exploits are gaining increasing popularity on YouTube.

He also is soliciting other donations, including \$40 from individuals whose names will be stenciled on the car.

Charlton is not worried about getting to Utah. Because he proudly labors with minimal funding in a claustrophobic garage in a blue-collar suburb of Northeast Ohio, he is even more determined to show what he can do. "Everyone should follow their dreams," he says. "I am trying to do that. I'll do my best and trust God for the results." ■



“If You Build It, They Will Come.”

Local 860’s New Training Center



Dan Thompson

IT MIGHT NOT BE A FIELD OF DREAMS AND RESEMBLE A HOLLYWOOD SET, but Tony Liberatore and Local 860 have built one of the best training facilities of any union in Ohio.

And, as a result, they are coming.

From last fall through the spring, more than 450 Local 860 members took training classes, including pipe fusion, asbestos removal, Commercial Driver’s License and the ODOT-mandated Safety, Training and Passport (STP), in the rehabilitated complex.

“That is an astounding six times more than took classes the previous season,” says Tony Liberatore, who notes that the Training Center in the fall will add classes in Measurements and Leveling Instruments and an Introduction to Transits.

The new 14,000-square-foot Training Center is adjacent to the union hall. The Center encloses several new classrooms and a spacious garage in the rear with the potential to become a “lab” for welding classes. The Local also has rented separate space on the west side of the building to an insurance consultant.

The Training Center was converted from a warehouse/commercial building purchased in 2008.





**Marcello Castelli
and Gary Dimitrui, right**

While we have used some of it over the last year, we have taken further steps to make it even better.

Throughout the late spring into the summer, Ramella Construction, which renovated Southworth, cleaned up the Training Center front façade and added a large sign that proudly broadcasts our name.

Getting approval for this historic overhaul took time. Under terms of the City of Cleveland Storefront Renovation Program, which contributed \$25,000, the new storefront glass and protective canvas awnings had to resemble the original look of the one-time commercial building, built in the 1950s/60s era.

Meanwhile, we are also upgrading the parking and adding new lighting and landscaping, all of which complements the Southworth Mansion union hall restoration.

Because the Laborers' Local 860 complex is in the Upper Prospect Historic District, the union needed design approval from the Cleveland Historic Landmarks Commission for the renovation, as well as a building permit.

The most distinctive feature is a sustainable "green" roof, on top of which a large Local 860 medallion sign will be installed.

"Tony Liberatore is leading the way in green building," says architect Scott Dimit, who designed the reconstruction.

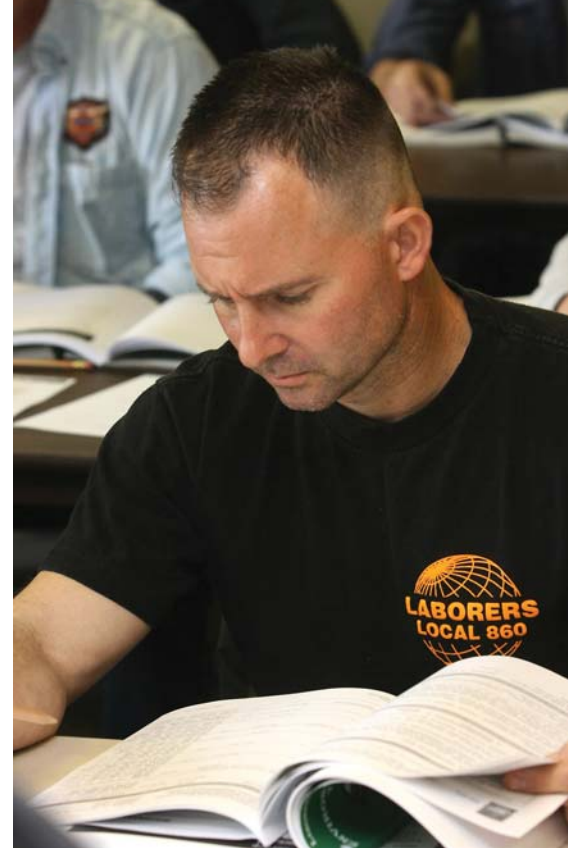
The Training Center roof will be a natural green filter,



Larry Miller



Rendering of the new Local 860 Training Center by Architect Scott Dimit



Greg Karp



Larry Turner

covered with sedum, a turf-like planting that is increasingly used in the United States and Europe.

“The turf layer will help the membrane roofing last longer than a conventional roof while enhancing the environment and retaining storm water run-off,” adds Dimit.

The Local has also converted the carriage house and stables behind union hall into one of the most modern and attractive training facilities in Cleveland, complete with a kitchen.

The carriage house is where William Palmer Southworth, who built the home in 1880, kept his horses. Groomsmen lived on the second floor, now our meeting room.

“We are excited by the continued investment of Local 860 in MidTown,” says Jim Haviland, executive director of MidTown Cleveland, the neighborhood association that helped the Local qualify for Cleveland Storefront Renovation Program funds. “The renovation will be a wonderful complement to Southworth and help create a campus setting in the historic Prospect Avenue district.” ■

Our Motto: Safety First!

AT LOCAL
ALWAYS LOOK for ways
to improve the safety of
our men and women.

That is why, as
construction began this
year, we again erected 35
large billboards around Greater Cleveland, including at
major work sites.

As Bud the Barrel stares down at drivers, our big and
bold black and orange message warns them: "Road Work
Season. Caution in Work Zones."

"This is an effective way to caution drivers in work
zones to slow down," observes Tony Liberatore. "After all,
nothing is more important than the lives of our Local 860
brothers and sisters." ■



Contact Us

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OF NORTH AMERICA, LOCAL 860

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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.