

860

CLEVELAND

EXPRESS

DEDICATED TO ENSURING LABOR MAINTAINS ITS PROPER PLACE IN THE WORLD

VOTE NO ON ISSUE 2!

SIGN UP FOR TRAINING

CONSTRUCTING THE INNERBELT BRIDGE

WORKING ON THE HIGHWAY BILL

CEDAR POINT PHOTOS



NEW MEGA-PROJECT: THE EUCLID CREEK TUNNEL

GETTING TO THE TOP; STAYING ON TOP

A Message from Anthony D. Liberatore, Jr.



IT IS HARDER TO STAY ON TOP THAN TO RISE TO THE TOP. Just look at college football. Each year, a new team ascends to a national championship through hard work, dedication and perhaps a touch of luck. The triumph however is normally short-lived because there is another team next season, clawing right behind.

Local 860 is still going strong, providing work and benefits for its members, even after a three-year recession, nine percent unemployment and a record rainfall this year have left 860 undeterred. The crucial infrastructure upgrades of the Innerbelt Bridge reconstruction, resulting from the Bridge's flawed design of 50 years ago, and the NEORS capital improvements, clean water sewage project, have begun after years of planning and litigation.

Our success today does not guarantee success tomorrow. Weather and work cycles are not the only challenges facing Local 860; Congressional gridlock, the debt-ceiling controversy and potential Federal Aviation Administration shutdown threatened work stoppage on federally funded projects over the summer.

At the end of September, the funding for the Highway Funding Reauthorization Bill expired. I monitored the situation and advocated on behalf of 860 members to reauthorize this legislation with our Congressional representatives, as well as Senators Portman and Brown.

WHETHER YOU ARE A DEMOCRAT, REPUBLICAN OR INDEPENDENT, THESE ISSUES AFFECT YOUR WORKING CONDITIONS, WAGES, AND PENSION BENEFITS.

What does all this mean for 860 members?

- We need to Vote NO on Issue 2.
- Our forebears started this Union earning nothing less than a livable wage.
- What we have today was fought for yesterday.
- Our representatives continue to work hard to maintain our good wages and benefits.
- These wages and benefits can only be sustained through constant training, strong work and discipline. And showing up on time and giving eight hours work for eight hours pay.
- It also means participating in union activities, including meetings and working to stop outside forces amassed against unions.
- We need to tell our friends and family to Vote NO on Issue 2.

We cannot divorce ourselves from outside issues that impact our ability to collectively bargain. We must strive to protect our way of life against those big money interests that would have us risk our lives in terrible conditions and work for minimum wage with no benefits.

Many of us would have been unemployed if we did not have our union and the pro-union federal and state laws to protect us. SB 5, an anti-union state bill, is on the ballot this November as State Issue 2. If allowed to stand, it would take away union collective bargaining rights in the public sector, where we have many members, and threaten the strength of all unions.

That is why I urge all members to urge their friends and family and to support the repeal of SB 5 by voting NO on Issue 2. WITH YOUR HELP, LOCAL 860 AND THE UNION MOVEMENT CAN KEEP YOU WORKING AND EARNING A LIVING WAGE.

Sincerely,

A handwritten signature in blue ink that reads "Anthony D. Liberatore, Jr." in a cursive style.

Anthony D. Liberatore, Jr.

860

EXPRESS

LABORERS' INTERNATIONAL UNION
OF NORTH AMERICA, LOCAL 860

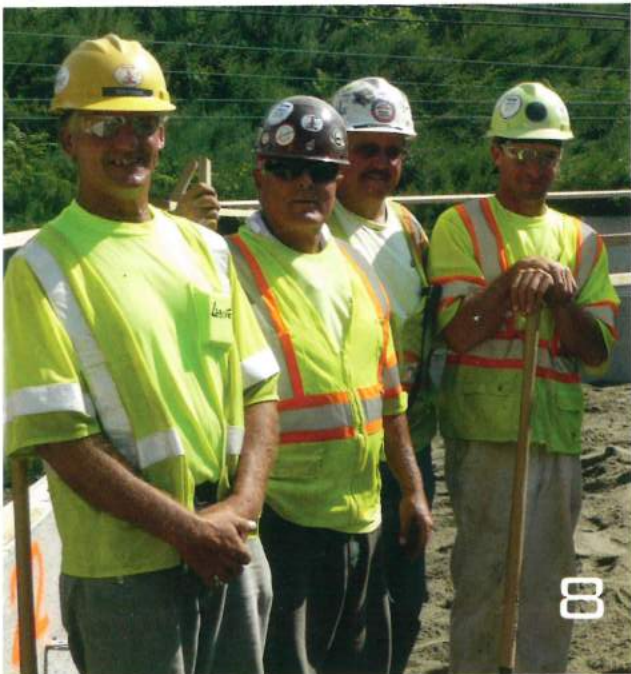
860 EXPRESS

FALL 2011 • VOLUME 8 • ISSUE 4

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Help Make Ohio History:



Progress Ohio helped get Issue 2 on the bal



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OF NORTH AMERICA, LOCAL 860

Visit www.Laborers860.com

Defeat SB 5 in November By Voting **NO** on Issue 2



NEXT YEAR, LOCAL 860 will celebrate its 75th anniversary. That is three quarters of a century helping working men, women and families to build what is surely one of North America's outstanding locals.

The benefits for which we struggled are many, including a livable wage, health care coverage and a retirement covered by workers and employers.

While those 75 years indeed have been hard work, they have brought our Local and organized labor a place at the table to determine our destiny and to better provide for our families. We cannot rest on our laurels.

In fact, many of those objectives for which we toiled are in jeopardy this year when the Ohio General Assembly passed what is known as Senate Bill 5, severely restricting collective bargaining and other rights for public employees in Ohio, including many who are members of our Local.

Thankfully, the legislature's vote is not the final word. In Ohio, our constitution gives us the right to a referendum. That means we can seek a vote of the people to determine whether to uphold this crippling new bill.

In fact, so strongly do most Ohioans oppose SB 5, now Issue 2, that the campaign to get a referendum on it needed only 231,149 valid signatures from 44 counties, but pro-repeal groups backed by 10,000 volunteers this summer delivered 1,298,301 petition signatures to the Ohio Secretary of State.

The effort was led by We Are Ohio, a citizen-driven, community-based, bipartisan coalition that has come together to repeal SB 5, the unfair attack on employee rights and worker safety. We Are Ohio includes public and private sector workers and employees, police officers, firefighters, teachers, nurses, pastors, small business owners, Republicans and Democrats, local elected officials and business leaders, students, moms, dads, family members and your neighbors.

Public polls on SB 5 have shown wide majorities of Ohio voters in favor of repeal – 55 percent to 35 percent in most cases.

This signature gathering campaign forced a referendum on the bill. It actually prevents the bill from going into law until the results of the referendum are certified. As such, if we Vote NO on Issue 2 – and win in November, then the dreaded SB 5 will not become law.

This is not about Democrat or Republican, it is about crippling one's right to join a union and negotiate workplace safety. This defeat will not come without votes from union members, including Local 860 members.

That is why I urge you not only to vote in November, but to urge your family and friends to vote as well. We didn't work for 75 years to see our achievements wiped away in one day. ■



Local 860 Members Urge Legislators to Support the Transportation Bill

LOCAL 860 members were among thousands of Laborers across the country who made volunteer phone calls this summer to U.S. Representatives and U.S. Senators, urging them to reauthorize the Highway Bill.

“This effort shows how deeply we get involved on a local level as well as a national level with political issues that have a deep impact on our lives,” says Tony Liberatore. “These infrastructure jobs are much-needed and will help rebuild not only Greater Cleveland but the entire nation. This bill will have a profound impact on Local 860 and our country’s ability to compete internationally for businesses and jobs.”

Local 860 volunteers – working from a phone bank in our downtown Cleveland Training Center – made impassioned pleas to legislators to support a bill that would sustain and create hundreds of thousands of good jobs across America.

In addition to calling legislators, Local members called fellow members to update them on the status of the bill and to ask them also to contact Congressional representatives. As of October 1st, the transportation bill is in an extension. ■

VOTE NOVEMBER 8TH

Ballot applications are no longer automatically mailed to voters. You **MUST** download an application to vote by mail. Log onto www.laborers860.com or see your field representative for an application.



Local 860 Has Helped Foster Workplace Diversity Through our Support of Hard Hatted Women

LOCAL 860 HAS BEEN HELPING THE CAUSE of Cleveland's Hard Hatted Women. HHW is the only community non-profit organization dedicated to supporting women in high-wage, nontraditional, blue collar careers. 860 leased to the organization our former offices on Prospect Avenue just east of the current headquarters.

Hard Hatted Women began in 1979 when three women – a telephone repair technician, a steelworker and a truck driver – formed a support group for local tradeswomen. The group was volunteer-driven until 1990 when it set up an office and hired an Executive Director. Later, HHW joined the national organization *Tradeswomen Now and Tomorrow* and in 2008 moved into the former Local 860 headquarters, where they have remained until this year.

HHW, which now has 350 members, encourages and prepares women for nontraditional employment through outreach, education, training, support and job placement, while promoting equity in recruitment, training and hiring.

“The vast majority of women we assist are unemployed or low income women in dead-end jobs, a major result of our work is to assist women and their families to escape the cycle of poverty,” says Executive Director Terri Burgess Sandu.

In Northeast Ohio, as in many other regions, many of the drivers of our economic development; advanced manufacturing, biotechnology, clean energy and infrastructure and construction, create jobs in fields where women are less than 3 percent of the workforce. HHW in late summer moved nearby on Euclid Avenue, but has fond feelings for the former Local 860 offices. “We really appreciate what Local 860 did for us,” says Sandu. “The space allowed us to grow. It also made possible our hosting VISTA volunteers, who in their year of national service helped us with various activities.” ■

Innerbelt W.3rd & Commercial
Independence Excavating



WARNING
ALL WORKERS MUST WEAR
HARD HATS AT ALL TIMES
AND MUST BE PROPERLY
TRAINED AND CERTIFIED
TO OPERATE ALL EQUIPMENT
ON THIS SITE.

↑
MEN
BORING
↓

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Innerbelt Bridge – A Firm Foundation

CLEVELANDERS ARE EXCITED ABOUT the construction of the new Westbound Interstate-90 Innerbelt Bridge over the Cuyahoga River, but Local 860 is especially grateful.

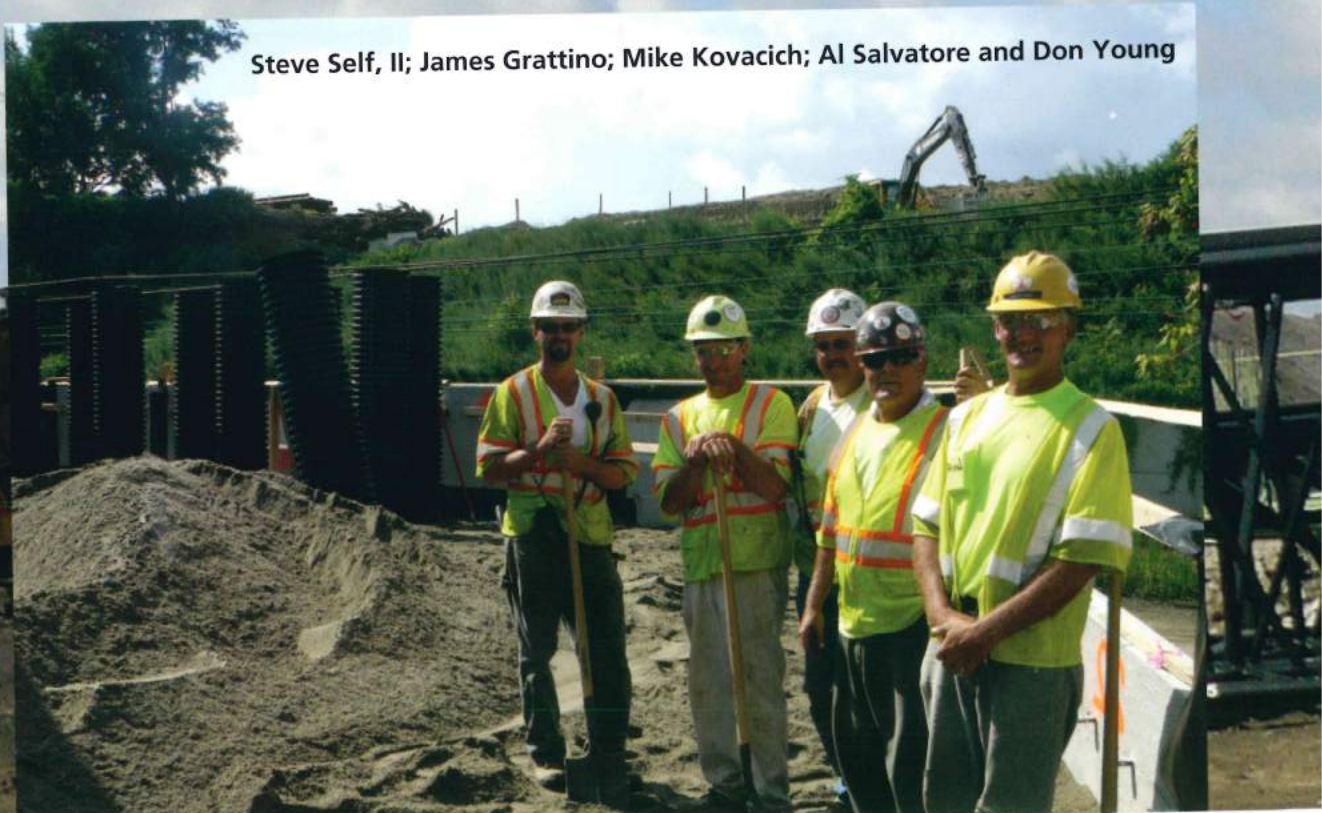
“Many Local 860 members are working on this important community project. The project will continue to provide even more jobs for many years to come,” says Tony Liberatore.

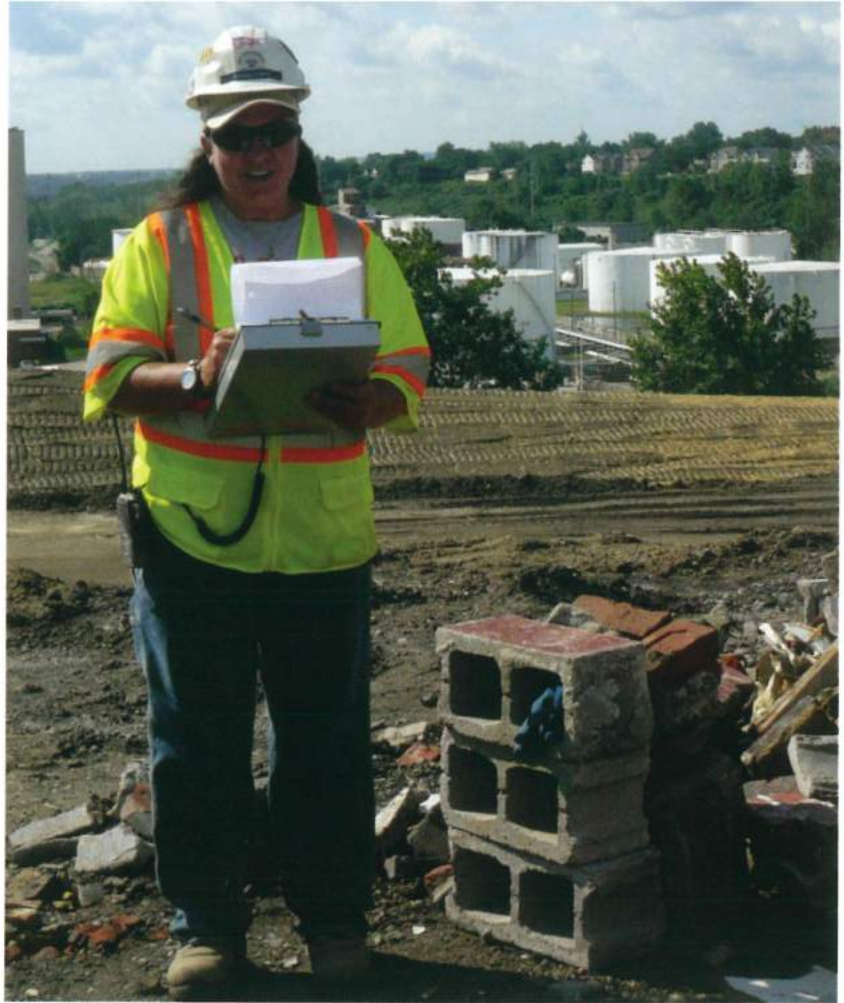
Local 860 members have been involved in virtually every aspect of this nearly \$290-million bridge project, part of a 20-year complete Innerbelt transformation, since ground was broken this spring. The project is due to be completed by the end of 2013.

Our activities included working for Independence Excavating in digging up the earth for the gigantic new piers that will hold the Bridge, and the well-publicized wrecking ball demolition of the landmark Cleveland Cold Storage Building, just north of the existing Innerbelt Bridge.

Removal of the concrete Cold Storage Building not only cleared the path of the Bridge, but also improved the stability of the nearby slope for its piers and even for future green space. ODOT contractors hauled away the rubble to a recycling facility in the Flats, where the rebar is separated and sold to steel mills and concrete used as roadway fill.

Steve Self, II; James Grattino; Mike Kovacich; Al Salvatore and Don Young





Roxanne Dowdy



Victor Burda, E. 9th St. Ramp Expansion, Independence Excavating

“Our members will be on the job for many years to come. We will be doing great work for the community while securing stable jobs for our well-trained members,” says Tony Liberatore.

A stepped-up design-build process will be complete on the westbound Bridge construction by the fall of 2013. The existing Innerbelt Bridge will be demolished and a new eastbound Bridge will be built with Local 860 help.

Local 860 will upgrade the roadway portions of the Innerbelt, including redoing exits and entrances and flattening out Dead Man’s Curve, which ODOT fittingly calls “the Innerbelt Curve.” Meanwhile, Tremont West Development Corporation and the Innerbelt Bridge Project Team are holding monthly construction meetings at Sokolowski’s University Inn in Tremont, near where the Bridge is going up.

“We welcome questions, comments and concerns about the Project,” says Jocelynn Clemings of ODOT, Innerbelt Project Public Information Officer. For more information go to Innerbelt.org or call the Project Hotline at 216.344.0069. ■

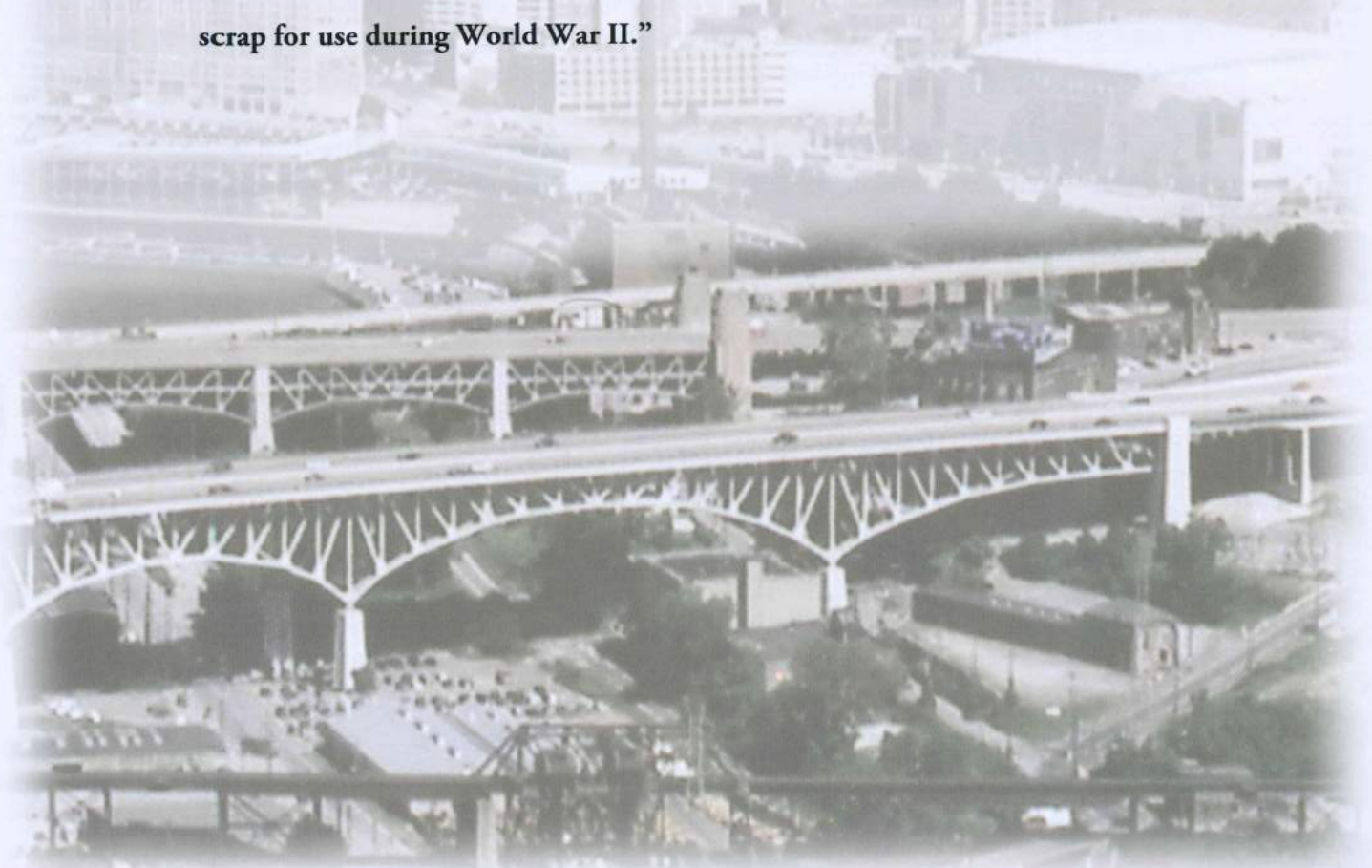


An Innerbelt Bridge History Lesson

HERE IS WHAT THE “CONSTRUCTION CONNECTION,” the official quarterly newsletter of the Bridge Project, has to say about the history of the largest active construction project for 860 members. “The early structure at the same location was opened in 1888 after three years of construction for a cost of \$675,000. The bridge piers were masonry with a steel truss superstructure.

“The first bridge had a swing section to allow high-masted ships to pass. In 1912, the draw section was replaced with an overhead truss. In 1914, the wooden bridge deck was damaged by a fire in the Flats below. The bridge was again carrying traffic by 1915.

“The original bridge continued to serve Cleveland traffic until January 1941, when it was condemned and closed. While efforts were made to preserve the historic structure, it was torn down and the 500 tons of steel were converted to scrap for use during World War II.”





Our Transportation Infrastructure In Critical Condition

A STUDY BY THE AMERICAN SOCIETY FOR CIVIL ENGINEERS (ASCE), composed of the men and women who design our highways, has concluded that the economic cost to America of our decaying transportation infrastructure will be staggering. This includes highways, roads and bridges.

The Society says the cost of failing to invest in the nation's roads and bridges would total \$3.1 trillion in lost economic growth by 2020. The toll of investing only at current levels would be comparable to 877,000 jobs lost.

The report found, deficient and deteriorating surface transportation cost the U.S. \$130 billion in 2010.

"Democrats and Republicans must come together to realize that our nation's economy and security are in danger if they don't invest in our transportation system," adds Tony Liberatore.

The Civil Engineers note that the economy is shortchanged not just by big projects that are left undone, but also by so-called "invisible problems." These include the minivan that hits a pothole and hurts a family's income or a clogged highway that drains away an extra half hour of a trucker's day and drives up his fuel and labor costs.

Congestion is also a worry, 40 percent of Urban interstates are deficient, costing America \$27 billion yearly in lost time and other inefficiencies.

Companies, the report estimates, would underperform by \$240 billion over the next ten years without additional investment and this would add over \$1,000 a year to the average household budget. The ASCE claims the answer to the transportation problem is simple: Invest more and quickly.

"Now the ball is in the court in Washington," says Tony Liberatore, "and I can assure our members I will do everything in my power to convince our elected representatives to invest in our transportation infrastructure." ■

Opportunity Corridor: A Future Opportunity For Laborers' Local 860



WHILE MUCH HAS BEEN WRITTEN about the Opportunity Corridor over the years, the ODOT Project appears to be getting closer to becoming a reality. “Everyone wins with this Project,” says Tony Liberatore. “It will provide numerous Local 860 jobs, stimulate economic neighborhood development and expand the footprint

of University Circle – one of the most dynamic urban areas in America. We were proud to build the Euclid Corridor and we will be just as proud to build this extraordinary thoroughfare.

That doesn’t mean it is “shovel ready.” It is not. In fact, ground might not be broken until 2016. But when it does start, it surely will be one of the most important Local 860 jobs in our history – employing scores of our members!

The purpose of the 2.5-mile Corridor is to improve the transportation system and economy between the end of I-490 at East 55th Street, east to University Circle.

ODOT held four public meetings this summer along the Opportunity Corridor to explain the Project’s scope and how it will impact residents and business owners, noting that with the help of the Federal Highway Administration, the Greater Cleveland Partnership, and the City of Cleveland, it has completed engineering, traffic and environmental studies.

During the meetings, Project leaders described the recommended preferred alternative of the specific alignments through the East Side neighborhood that they have studied. They described the proposed Corridor as a four-lane “boulevard” and said it was not an extension of I-490. The speed limit, they said, will be 35 mph.

ODOT solicited and received public input, not only on alignment possibilities, but also ideas for design elements, such as pedestrian and bicycle paths, benches and even a landscaped median that will double to manage stormwater runoff.

The plan calls for upward of 60 homes and businesses that will be affected for the new roadway. might needed demolishing for the new roadway, ODOT is looking at ways to avoid and minimize such impacts with demolitions and closings.

That Corridor will relieve traffic on Carnegie, Euclid and Chester between downtown and University Circle, while spurring economic development in the Corridor neighborhood at University Circle. ■



Danny Trinemeyer,
Oksim Harris,
Woody Sorrentino,
Mike Piccirillo,
Tony DiSanto,
Angelo Piccirillo and
Dominic Tomaro

Renewable Energy Benefits Greater Cleveland and Local 860 Go Green



Southerly Wastewater Treatment Plant,
Renewable Energy Facility, Kokosing
Construction Co.

WHILE LOCAL 860 MEMBERS are beginning to work on the gigantic tunnels that will clean Lake Erie and local rivers of stormwater runoff, our members also continue to work on the innovative and exciting \$170 million Renewable Energy Project at Southerly Wastewater Treatment Plant in Cuyahoga Heights.

The Project will burn sewage waste to produce renewable energy that will help power the treatment plant. Local 860 contractors last year began installing massive new furnaces at the plant off East 49th Street.

The trio of more efficient incinerators will end up using 95 percent less natural gas to operate, emit 72 percent less air pollution and produce about 25 percent of the Southerly plant's electricity by their completion in 2013.

The new system is expected to earn certification from the U.S. Green Building Council, which administers the LEEDS program as a carbon-neutral facility – meaning that it prevents more carbon from entering the atmosphere than it gives off.

“This is one of the first wastewater renewable energy facilities in America,” says Kellie Rotunno, NEORSD director of engineering and construction. “Most sewage treatment plants burn dried-out waste sludge, but we are one of the first to use that burning to generate electricity.”

Ninety percent of all sewage waste in Northeast Ohio goes through the Southerly plant. The \$22 million dollar renewable energy components should pay for itself in a little over a decade. ■



Training for Life: Sign Up Now!

IT IS THAT TIME AGAIN: training season. The Local 860 Training Center offers job opportunities for Laborers who take this cost-free advanced training.

Among the classes this fall and winter will be:

- STP – Safety Training Passport
- OSHA 30
- Traffic Control Supervisor
- Flagging and Traffic Control
- Plastic Pipe Fusion
- Commercial Driver's License (CDL)
- Pipeline Safety
- Excavation Safety and Soil Identification
- Field Rigging
- OSHA 40 Refresher
- Scaffold User

Local 860 members need to have the STP updated every five years per our contract with contractors. Same holds true for Traffic Control Supervisor.

CHECK YOUR CARDS! Field Rigging training is a must to work on any jobs with cranes or rigging. OSHA will be looking for training cards and **THIS TRAINING COULD SAVE YOUR JOB AND LIFE!**

For more information, please contact John Perri at 216-432-1022, ext. 115. Sign up early so we can schedule you for January and February. ■

Euclid Creek Tunnel

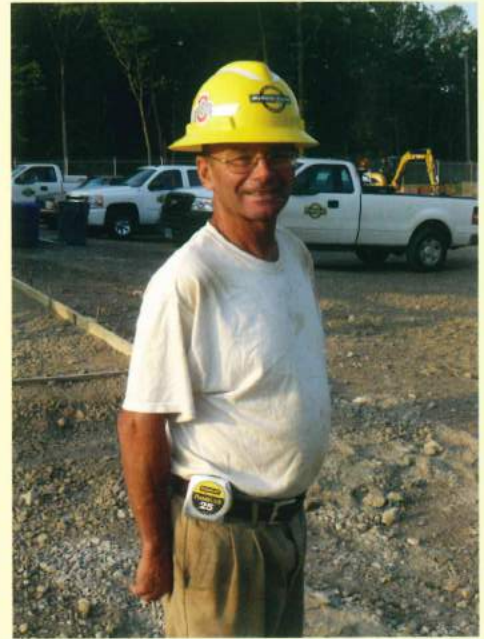
McNally-Kiewit workers



Mike Charlton, Jason Velik and Rick Dixon



Walt Minor



Terry Holderbaum



Mike Parmigian

It's Starting to Look Up From Down in the Sewer

U.S. DISTRICT JUDGE Donald C. Nugent approved Project Clean Lake, the \$3-billion, 25-year plan of the Northeast Ohio Regional Sewer District (NEORS) to reduce combined sewer overflows into Lake Erie and the Cuyahoga and other local rivers.

"This is a winner for everyone involved," says Tony Liberatore. "It will heighten the quality of life with a cleaner, greener community. And it means continued employment for our well-trained, well-paid members of Local 860 who will do the majority of this challenging work."

The plan, worked out with the U.S. Environmental Protection Agency, U.S. Department of Justice, and Ohio EPA, will reduce untreated combined sewer discharges from 4.5 billion gallons per year to less than 500 million gallons per

year. When fully complete in 25 years, over 90 percent of the water flowing into the combined sewer system will be treated.

In the spring, the District broke ground at the Easterly Wastewater Treatment Plant for one of the initial parts of Project Clean Lake – the \$198-million Euclid Creek Tunnel.

The Euclid Creek Tunnel is the first leg of the Easterly Combined Sewer Overflow Tunnel System. When finished in four years, the Euclid Tunnel will be from 190 to 220 feet underground, ■



Ernest Jordan

Franco Gianfagna and Chuck Bennett

Matt Szaraz, Giuliano Maddamma and Victor Zitiello

18,000 feet long (over three miles!), 24 feet wide and hold up to 60 million gallons of combined wastewater that now rushes into Lake Erie and the rivers when it rains.

The Euclid Creek Tunnel is similar to the Mill Creek Tunnel, another masterpiece which Local 860 also built. It stores 75 million gallons of combined sewage for treatment at the Southerly Plant.

In addition to the Euclid Creek Tunnel, six more storage tunnels are to be built as part of Project Clean Lake, including the Big Creek Tunnel, Dugway Tunnel, Shoreline Tunnel, Doan Valley Tunnel, Southerly Tunnel and Westerly Tunnel.

Next year the NEORSD will also begin work on an \$86-million deep pump dewatering station for the Euclid Tunnel, which will be complete when the Tunnel itself is complete. This will allow the captured water from the tunnel to be pumped back into Easterly Plant.

“We have one of the greatest treasures in the country, our Great Lake Erie,” says Cleveland Councilman Mike Polensek, whose East Ward abuts Lake Erie and who campaigned for years for the project.

In June, the Sewer District Board of Trustees passed a rate increase to cover Project Clean Lake construction and other maintenance and operations costs. The rates will be in effect from January 2012 through December 2016. The average District customer will pay a sewer increase of about 13 percent per year – an additional \$14 per quarter.

As the work got underway on the Euclid Tunnel, Local 860 crews working for the joint venture contractor, McNally-Kiewit, were engaged in the tough process of boring the main tunnel shaft, which should be complete this fall.

“After nearly two decades of planning and negotiations, the Sewer District is proud to finally be breaking ground on Project Clean Lake,” says Kellie Rotunno, Director of Engineering Construction for the NEORSD. “Over the next 25 years, projects like the Euclid Creek Tunnel will create important construction jobs for Northeast Ohio, while improving the water quality of our local waterways and Lake Erie.” ■

Around Town

Wrapping Up Another Great Summer Season

Cedar Ave., E. 22nd - E.55th
Terrace Construction



Ron Rastetter and Jeff Schafer



Rudy Drewniak and Jimmy Anderson

Mill Creek Tunnel

Headlands Contracting & Tunneling



Photos
by Anna Matisak

Tim Clarke, Ryan Taylor, Todd Marek and Don Dietz

Pearl and Denison, AT&T Utility Work

Cook Paving & Construction



Tommy Manganilla and Keith Naugle



Frank Walter

Pearl and Denison, CPP Brooklyn-Brighton Bridge

Cook Paving & Construction



Chuck Barcik



John Amato

Around Town

University Heights Water Main Replacement, Glendon Rd.

Longo Construction



Mike Nagy, Pasquale Francescone, Victor Garcia and Jose Rodriguez

Water Relining Project, Acacia

Utilicon Corp.



Joe Plesnicar, Sr., Michael Glenn and Joe Plesnicar, Jr.

University Heights, Silsby Rd.

A & J Cement



Tom Fistek

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Richmond Heights Rd. Rehab
CA Agresta Construction Co.



Gary Johnson



Julio Maldonado, Thomas Johnson and Jose Ortiz



Steve Plummer



Michael Duffy, Joe Miceli, Jr. and Joe Miceli, Sr.

Around Town

Northwood Water Main Replacement

Terrace Construction



Todd Lavo and Ryan O'Hara



Eric Feron

Shaker Heights Water Main Replacement, Avalon Rd.

Terrace Construction



Mike DiFranco, Don Caruso and Adam Hahn

Shaker Heights Water Main Replacement, Chalfant Rd.

Terrace Construction



Joe Houghtland, Rik Luzader, Jamie Soto and John Lascko



Rene Escobar

Visit www.Laborers860.com

Monticello Road Resurfacing

Burton Scot Excavating



Phil Muttillo and Tony Howze



Ron Blair, Reinaldo Marquez, Jerrold Williams and Jimmy Spelic

Ridgeview Rd. Rehab, Wickliffe

TC Construction



Carmine Pollice and Dominic Colosimo on the machine



Chris Moneyppenny and David Ferrante



Raffaele Colecchia and Mike Orani



Rocky Ranallo

Around Town

City of Euclid, Water Main Replacement

Utilicon Corp.



Bill "Wags" Wagner, Brian Rini, Scott Osborne, Greg Pereksta, Jr. and Derek Giachetti



Randy Jenkins, Matt Lewis, Trent McCallough and Earl Yankie

Easterly Wastewater Treatment Plant

Marous Brothers Construction



Scott Wald and Jason Metz

City of Parma, Columbia Gas Pipeline Replacement

Miller Pipeline



Mike Adkins and Mark Adkins

Broadview Rd. Concrete Work

Fabrizi Trucking



Kiel Lozier, Mike Stoner and Todd Creamer



Jeremy Amels



Graziano DiPadova

Dodd Road Bridge

JD Williamson



Ryan Gold

City of Parma, Columbia Gas Pipeline Replacement

Northern Pipeline



Bill Hunt and Forrest Hunt

Terry Long

Around Town

Hillside Rd., Brecksville

Karvo Paving



Theodore Button

GeoTech Services



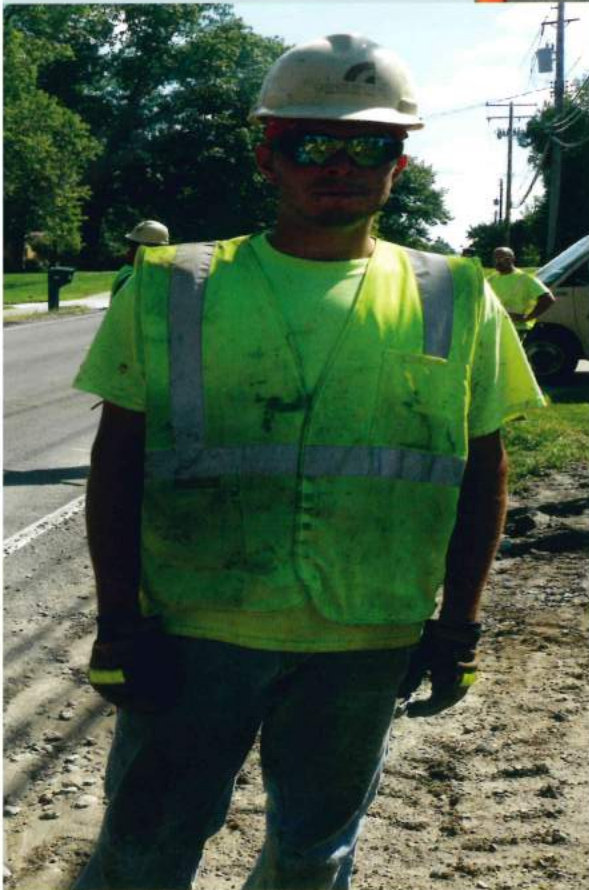
Kathy Bayles

Dominion Gas Main Replacement

Don Wartko Construction



Bill Collum and Kevin Pramik



Rob Stubbs

Canal Rd. Aqueduct Rehab

ABCON, Inc.



Leroy Seals Matt Studer

Euclid Creek Tunnel

Ballast Fence



Sean Kelly, Kenneth Allen, Dennis Reaser, Floyd Swain and Joe Galfidi

9-Mile

Marous Brothers Construction



Gary Dmitruk

McNally Construction



Lee Roberts and Reginald Palmer

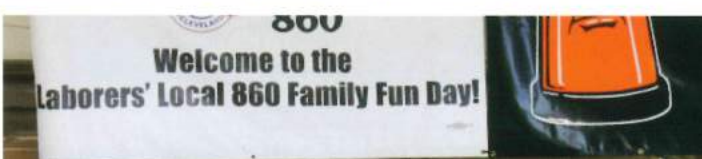
Moretrench Construction



Michael Duffy and Maurice Barrett

CEDAR POINT



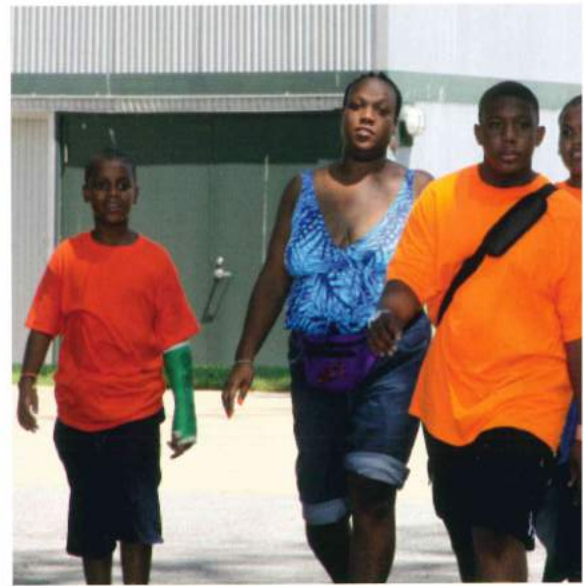


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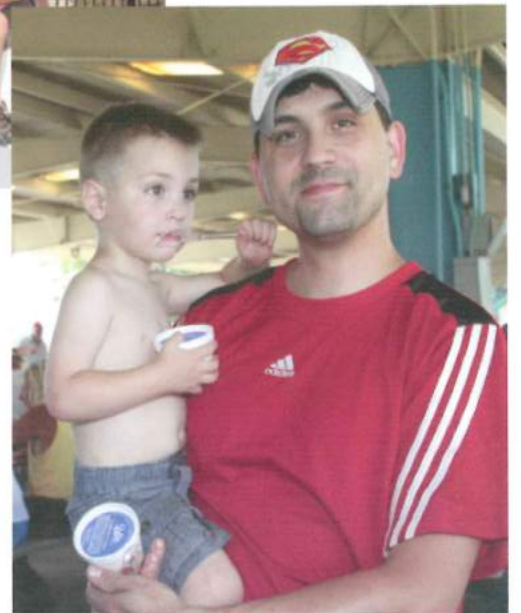


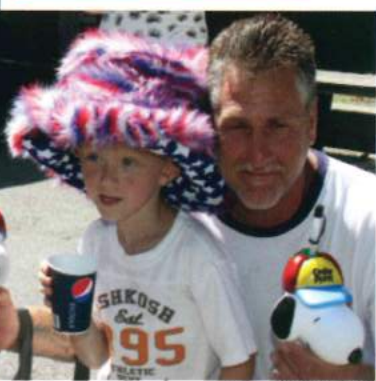
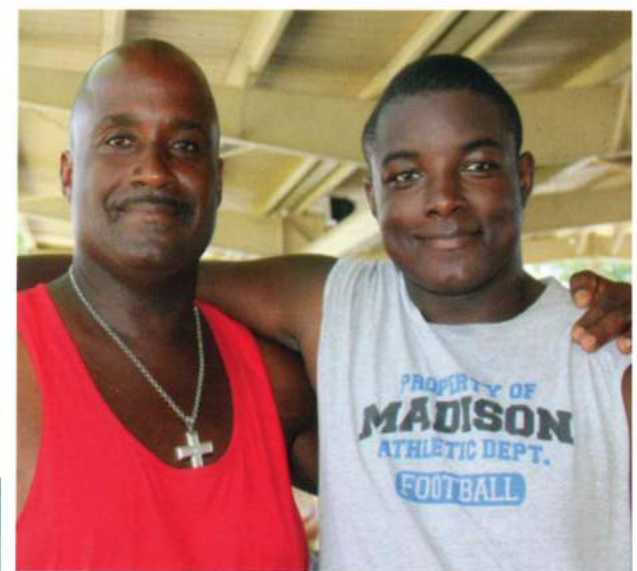
CEDAR POINT





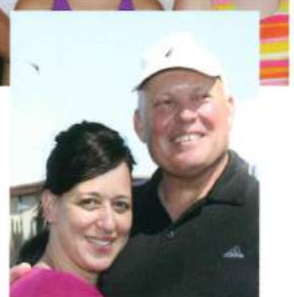
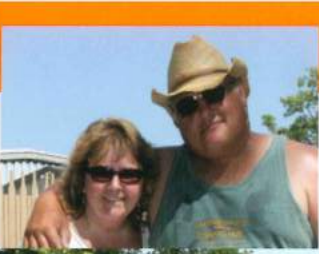
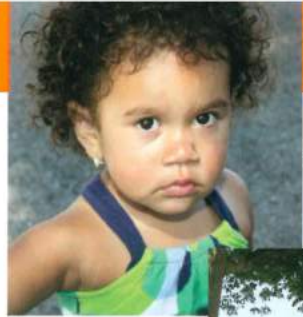
CEDAR POINT





CEDAR POINT





A New Definition for “Shovel Ready”? We Hope So!

THIS SUMMER THE WHITE HOUSE announced a program to stimulate the economy in six cities across the country by working directly with local officials. One of the cities was Cleveland

Under the “Strong Cities, Strong Communities” initiative, a team of representatives from various federal agencies will help these cities cut red tape and get quick action on critical issues.

While Cleveland will not necessarily receive new infusions of federal money, the program will encourage government collaboration with businesses and foundations to make more efficient use of federal funds. Other cities in the pilot program are Detroit; New Orleans; Memphis; Fresno, California; and Chester, Pennsylvania.

Ron Sims, deputy secretary of HUD, said during a news conference with Mayor Frank Jackson and U.S. Representatives Marcia Fudge and Dennis Kucinich that the program will begin this year.

At Local 860, we take a “wait and see” attitude, hoping that officials listen to us about using available dollars for infrastructure projects. These are not only desperately needed in our community, they will help put to work well-trained, well-paid members of Local 860. ■



Family Day at Cleveland Browns Stadium



Anti-Union Legislation



It's Official
VOTE NO on Issue 2 against SB 5 on Nov. 8
SPREAD THE WORD!

Local 860 Website: Check it Regularly
www.Laborers860.com

AS I HAVE written in the *Express*, it is important for Local 860 members to understand how to use the Internet. Increasingly, we are communicating important information to members by way of email and through our website, www.laborers860.com.

If you hope to understand what is happening at your union, including benefits, training, and future job possibilities, you need to check out our website and make sure you have an email address so you can communicate with us...and the big world beyond.

As you can see in the above photo of our website blog, I try to provide timely information here that impacts our members and their families. Get online now! John Perri is scheduling a class, contact him to find out more.

– Tony Liberatore

INFRASTRUCTURE:
The 860 BLOG

Visit www.Laborers860.com

Contact Us

LABORERS' LOCAL 860

3334 PROSPECT AVENUE
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www.laborers860.com



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(ext. 100)

TRAINING AND APPRENTICESHIP COORDINATOR



John Perri
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860

EXPRESS

LABORERS' INTERNATIONAL UNION
OF NORTH AMERICA, LOCAL 860

LABORERS' INTERNATIONAL UNION
OF NORTH AMERICA, LOCAL 860

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CLEVELAND, OH 44115-2616



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UPCOMING EVENTS



**GIFT DISTRIBUTION
NOVEMBER 19-20, 2011**

Gifts will be distributed from 9 a.m. to 3 p.m.
on Saturday, November 19th and Sunday, November 20th.

**FAMILY WEEKEND AT KALAHARI
INDOOR WATER PARK
FEBRUARY 10-12, 2012**

Registration forms will be in the Winter newsletter.



It's Official
VOTE NO on Issue 2 against SB 5 on Nov. 8
SPREAD THE WORD!