

FAI 90 (I-90)
Contract Number 60M79
Cook County

#103

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary
From: William R. Frey, Interim Director of Highways
Date: November 18, 2011
Re: FAI 90 (I-90), Contract 60M79, Cook County
{Letting January 20, 2012}



In accordance with Executive Order 2003-13 (Blagojevich), it is recommended that a project labor agreement (PLA) be utilized for the above-captioned Project. This recommendation is based on the considerations indicated below.

- 1) The Project is being awarded and administered by IDOT (i.e., not by another governmental agency).
- 2) The Project is being constructed using state or local funds only (i.e., no federal funds).
- 3) The overall size, scope, sequencing, logistics or other aspects of the Project make it particularly challenging to manage, and use of a PLA is expected to help assure that the construction work is performed properly and efficiently under the circumstances.
- 4) The duration of construction activity on the Project is expected to exceed one construction season (i.e., 110 or more working days), or the nature of the Project results in a heightened need for labor force continuity and stability over a substantial period of time.
- 5) There is a firm construction completion date established for the Project thereby increasing the adverse consequences of any work stoppage or other labor disruption.
- 6) The time required to complete the Project is expected to extend beyond the expiration date of one or more existing collective bargaining agreements covering trades likely to be involved in the Project, thereby increasing the likelihood of work stoppage(s) or other labor disruption(s) during construction of the Project.
- 7) In the absence of a PLA, there is an increased likelihood of jurisdictional disputes among unions or of conflict between unionized and non-unionized workers on the Project that could have a potentially material adverse effect on the time, cost, or quality of work performed on the Project.

8) This project presents specific safety concerns to the traveling public and a PLA, will ensure labor force continuity and stability, decreasing the length of the safety concern.

9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

10) Use of a PLA on the Project is not expected to have a material adverse effect on the competitive bidding process.

11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, etc.).

12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:
See Attachment A.

Based upon the identified considerations, we recommend that you approve use of a PLA on this Project. Upon your approval, the Department shall undertake to negotiate in good faith a PLA with the relevant labor organization(s), and shall include in all necessary bid specifications and other documents information regarding the actual or form of PLA that is to binding upon all contractors and their employees.

Agreed: [Signature] 12/6/11
{Division Chief} (Date)

Agreed: [Signature] 12/5/11
{Bureau of Design & Environment} (Date)

Agreed: [Signature] 12-5-11
{Regional Engineer} (Date)

Approved: [Signature] 12/6/11
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.

Gregory G. Nadeau	11/28/2011
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for use of project Labor Agreement for contract 60M79, Cook County; the use of a project Labor Agreement for this project is consistent with all State and Local statutory and regulatory requirements.

Item 1: This project is federally funded

Item 2: Estimated project cost is \$3,400,000

Item 3: Any disruption in the continuity of this project due to labor issues would result in delayed deadlines that would cause safety concerns for the traveling public. Lapsing trade contracts on this project would be addressed through the use of a Project Labor Agreement. It is the Illinois Department of Transportation's finding that the large skilled workforce needed for this project can be provided by the union trades involved and is necessary requirement for a Project Labor Agreement.

Item 4: This project is scheduled to be constructed in one construction season under multi stages.

Stage 1:

1. Setup traffic control on the eastbound and westbound traffic lanes on the Kennedy Expressway. Maintain three lanes of traffic in each direction and close the outside shoulders. Place temporary concrete barrier along the outside shoulder for the entire duration of construction.
2. Setup Oriole Avenue Detour.
3. Higgins Road, Bryn Mawr Avenue, Oriole Avenue:
 - a. Higgins Road (west leg), move eastbound traffic onto the north half of pavement. Provide two 10'-0" lanes of traffic; one traffic lane each for the eastbound and westbound traffic.
 - b. Higgins Road (east leg), move westbound traffic onto the south half of the pavement. Provide two 10'-0" lanes of traffic; one traffic lane each for the eastbound and westbound traffic.
 - c. On Bryn Mawr Avenue move traffic to north half of pavement as shown in the plans. Provide one 10'-0" lane.
 - d. On Oriole Avenue south and North of Bridge shift traffic to the north half of the pavement, provide two 10'-0" lanes of traffic; one traffic lane each for the northbound and southbound traffic.
 - e. Mill and resurface the east half of Oriole Avenue from the beginning of project to the end of project.
 - f. Perform improvements on the south side of Higgins Road (west leg) and north side of Higgins Road (east leg).
 - g. East and west sidewalk on the bridge shall be closed to pedestrian traffic.
 - h. Widen and resurface south side of Bryn Mawr Avenue.

Stage 2:

1. On Higgins Road (East leg) move traffic onto the north half of pavement, with one lane of traffic in each of the eastbound and westbound directions. Traffic control on Higgins Road (west leg) shall remain the same as in Stage 1.
2. On the west side of Oriole Avenue north of the bridge, perform pavement widening and resurfacing. Mill and resurface the south side of the east and west legs of Higgins Road.

Stage 3:

1. Close two lanes of traffic on Higgins Road (west leg) following the Maintenance of Traffic Plans. Provide two 10'-0" lanes of traffic; one traffic lane each for the eastbound and westbound traffic.
2. On the west leg of Higgins Road contract the parking lane improvements, and resurface north half of roadway.
3. Perform improvement on north side of Bryn Mawr.
4. Complete all improvement including landscaping and pavement marking.
5. Remove all traffic control on the Kennedy Expressway and within project limits. All lanes of traffic shall return to the normal traffic pattern.

Item 5: The greatest impact to the traffic will be due to the closure of the Oriole Avenue bridge over I-90.

Item 6: The construction project will impact the traffic along the Interstate as well to traffic traveling along Higgins Road and Oriole Avenue. In the event of a labor shut down there will be additional user delays to travelers.

The greater impact will be felt by travelers on Higgins Avenue and Oriole Avenue due to the requirement of a detour for the bridge super structure replacement. These travelers will be using alternate routes that are already congested. There are several different alternatives drivers choose to deal with the closure beyond following the posted detour, these include: carpooling, adjustment in travel time, telecommuting, use of public transportation or an array of alternate routes depending on the origin and destination of their travel. The Department has never been able to easily quantify a cost for the delays experienced when a detour is used because of these varied options and the fact that some users will vary what they do day to day or week to week. Previous projects in the District have shown that once a project gets underway that after a period of time at the onset of the stage change, traffic will reach some kind of equilibrium but as in other projects we believe that the delays from construction are not just born by the route under construction. Any delay in the time to complete the work will clearly have an impact on the surrounding region.

In addition, there is a school located north of the Interstate on Talcott Avenue. The suggested MOT has been designed to have the least impact possible to the teachers and parents who drive here and the pedestrian traffic crossing the Oriole Avenue bridge each day.

Although the only labor contracts currently scheduled to expire during this project timeframe is the Teamsters Joint Council 25, the project will not be completed without their participation. The trades that will be used on this project include but are not limited

to the following: Laborers, Carpenters, Operators, Teamsters, Cement Masons, Electricians and Ironworkers.

Contract 60M79 is a project on an aggressive schedule to ensure the project is completed by August 20, 2012.

The union contract expiration dates are as follows:

Collective Bargaining Agreements

Chicago Regional Council of Carpenters

Cook, Lake & DuPage counties 6-1-10 to 5-31-14

Cement masons

Local 502 Cook county 6-1-10 to 5-31-13

Construction and General Laborers' District Council of Chicago & Vicinity

Road Building 6-1-10- to 5-31-13

Operating Engineers, Local 150

Heavy, Highway & Underground 6-1-10 to 5-31-13

Teamsters Joint Council No. 25 6-1-09 to 5-31-12


Technical Engineers, Local 130 6-1-10 to 5-31-13

PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



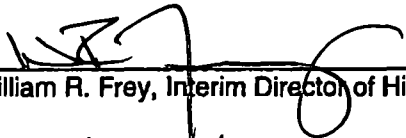
Signature

11/20/11

Date

Execution Page

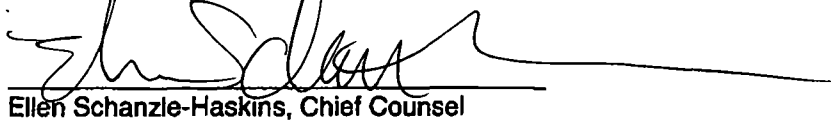
Illinois Department of Transportation




William R. Frey, Interim Director of Highways



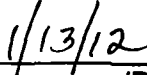
Matthew R. Hughes, Director Finance & Administration



Ellen Schanzle-Haskins, Chief Counsel

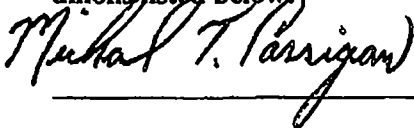



Ann L. Schneider, Secretary



(Date)

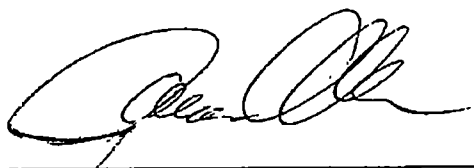
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



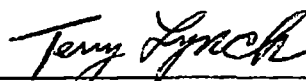


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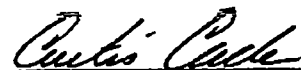
List Union Locals:



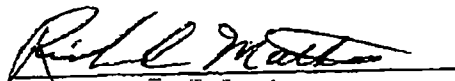
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



Curtis Cade
United Association



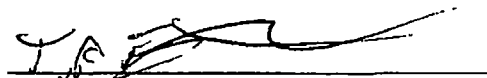
Richard Mathis
Roofers

*

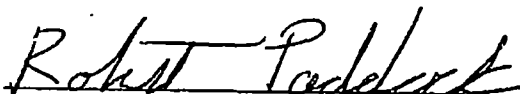
Ed Christensen, Elevator
Constructors



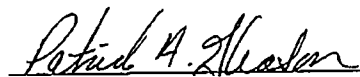
Paul Noble
IBEW



Terry Fitzmaurice
Painters



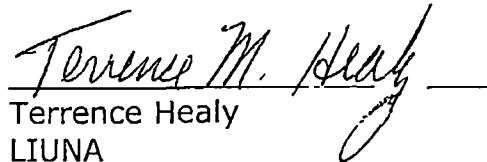
Robert Paddock
IUOE



Pat Gleason
Teamsters



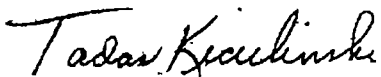
Gary Perinar Jr.
Carpenters



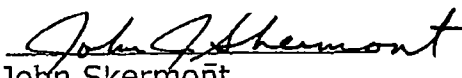
Terrence Healy
LIUNA



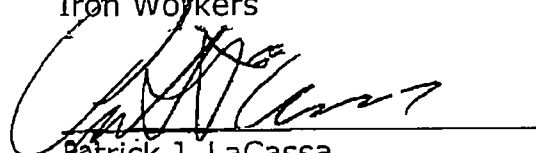
Robert Schneider
Sheet Metal Workers



Tadas Kiciulinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

*only if Elevator Constructors master agreement
language is attached to PLA