

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date August 30, 2013

Re: FAP 307, ILRoute 64, Contract Number 60J11, Cook County

{November 8, 2013}

In accordance with Executive Order 2010-03 (Quinn), 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.

- See Attachment A

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.

- See Attachment A

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.

- See Attachment A

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

- See Attachment A

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.

- See Attachment A

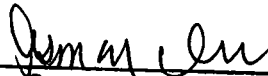
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.


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.).

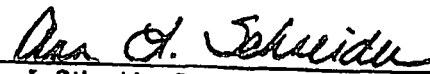

12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

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:  2/24/14
Omer Osman, Division Of Highways (Date)

Agreed:  2/5/2014
John Baranzelli, Bureau of Design and Environment (Date)

Agreed:  1-30-14
John Fortmann, P.E., Region One (Date)

Approved:  2/25/14 
Ann L. Schneider, Secretary (Date) Sarah Kurmann
Executive Assistant

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	9/27/2013
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for use of Project Labor Agreement for Contract 60J11, Cook County,
The use of a Project Labor Agreement for this project is consistent with all State and Local statutory and regulatory requirements

Item 2: This project is federally funded.

Item 3: Estimated project cost is \$ 8,210,000

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 during the 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 a necessary requirement for a Project Labor Agreement.

Item 4:

- Construction Anticipated Start Date: April 1, 2014
- Prospective completion date, June 26, 2015, see Special Provisions for final completion

Item 5: This project is scheduled to be constructed in two construction seasons under multi-stages.

- Phase 1: IL Route 64 will be widened on the north side and Thatcher Avenue will be closed for the bridge construction on the south side. A detour through W. Fullerton Avenue, N. 1st Avenue and Chicago Avenue will be utilized for the closure of Thatcher Avenue. 2 lanes in each direction will be maintained on IL Route 64.
- Phase 2: IL Route 64 will be widened on the south side. Thatcher Avenue will be closed for bridge construction on the north side. A same detour route will be used for the closure.
- Phase 3: Removal of the temporary pavement on the south side of IL Route 64. Sidewalk and parapet wall on the bridge deck will be constructed during this phase.

Item 6: 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 Iron Workers Most of the labor contracts listed below is expected to expire during the project's timeframe, and the project will not be completed without their participation The scope includes removal and replacement of the IL Route 64 bridge Over Des Plaines River including abutments and piers, and roadway and intersection reconstruction of IL Route 64 and Thatcher Avenue with new traffic signals. Contract 60J11 requires an aggressive schedule to ensure the project is completed within two construction seasons. Prospective completion date, June 26, 2015, see special provisions for final completion date (Continued next page)

The union contract expiration dates are as follows.

Collective Bargaining Agreements

Chicago Regional Council of Carpenters	June 1, 2010 to May 31, 2014
Cement Masons	June 1, 2013 to may 31 2017
Construction and General Laborers' District Council of Chicago & Vicinity	June 1, 2013 to may 31, 2017
Operating Engineers, Local 150 Heavy, Highway, and Underground	May 31 st , 2013 to May 31 2017
Teamsters Joint Council No. 25 Local 330	July 1, 2012 to June 30, 2015
Local 179	under negotiations
Technical Engineers, Local 130 Electricians	June 1, 2013 to May 31, 2014
Cook, Local 134	May 30, 2011 June 1, 2014
Will, Local 176	
Inside & Service Maintenance	June 1, 2012 to May 31, 2014
VDV Agreement	June 1, 2013 - May 31, 2016
Local 117	June 4, 2012 to May, 31 2015
Inside Agreement	
Residential Agreement	
Telecommunication Agreement	
Local 150	
Heavy Highway and Underground	May 31, 2013 to May 31 2017
Inside Agreement	current contract could not be verified as of 08/28/13
Residential Agreement	current contract could not be verified as of 08/28/13
Telecommunication Agreement	current contract could not be verified as of 08/28/13
Local 461	
Inside agreement	June 4 2012 to May 31 2015
Voice data video/telecommunication	June 4 2012 to Sept 28 2014
Residential	September 2 2013 to August 31, 2015

Local 701

Inside Agreement

Residential Agreement

Telecommunication Agreement

June 4, 2012 to May 31, 2015
under negotiations

June 4, 2012 to Sept 28, 2014

Iron Workers Local 1

- Structural

June 1, 2013 to May 31, 2016

Item 8: There are several businesses in the NE & SE corners of the intersection. The construction activities will take place in very close proximity of these businesses due to limitations of right of way in the project area. If there is any disruption to the contract it will have additional impacts to these local businesses should customers choose to shop elsewhere due to the extension of increased noise and traffic hazard. Each stage necessitates the use of temporary pavement. It is very likely that travelers who drive through the intersection on a daily basis will continue to do so as IL Route 64 is a major thoroughfare in this area. Any impacts to the completion date due to a labors strike would increase the amount of time that travelers are required to drive through a construction zone raising concerns in safety.

PLA Request

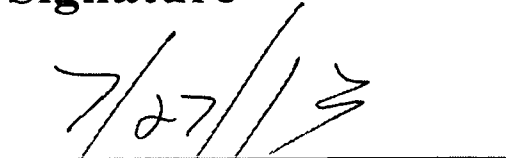
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



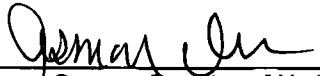
Signature



Date

Execution Page

Illinois Department of Transportation



Omer Osman, Director of Highways



Tony Small, Director of Finance & Administration



Michael A. Forti, Chief Counsel

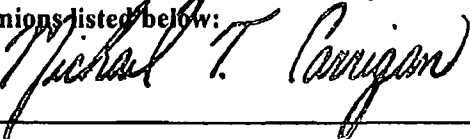


Ann L. Schneider, Secretary

2/25/14
(Date)

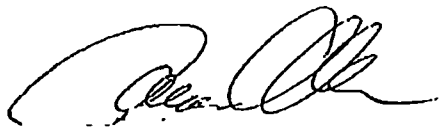

Sarah Kurmann
Executive Assistant

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

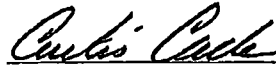


1-28-14
(Date)

List Union Locals:



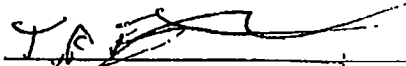
Jim Allen
Bricklayers




Curtis Cade
United Association

*

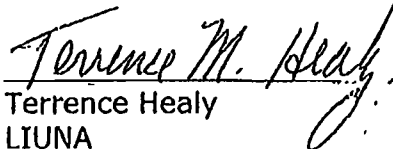
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



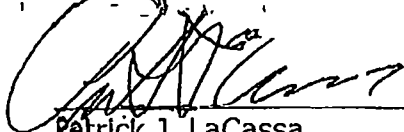
Pat Gleason
Teamsters



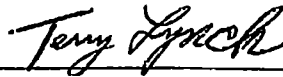
Terrence Healy
LIUNA



David Beard
Iron Workers



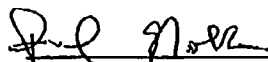
Patrick J. LaCassa
OPCMIA



Terry Lynch
Heat & Frost Insulators & Allied
Workers



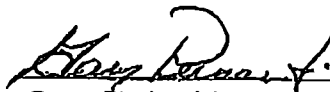
Richard Mathis
Roofers



Paul Noble
IBEW

IUOE abstain from vote to pass project(s).

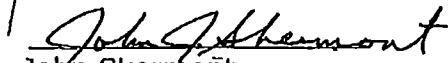
Robert Paddock
IUOE



Gary Perina Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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