

ITEM# 13

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: April 5, 2013

Re: FAI 94/90 at Ohio Street, Contract Number 60F63, Cook County
{June 14, 2013 Letting/Completion Date. October 31, 2014}

In accordance with the Project Labor Agreement Act (30 ILCS 571), 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.

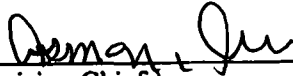
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project

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:  5/22/13
{Division Chief} (Date)

Agreed:  5/20/13
{Bureau of Design & Environment} (Date)

Agreed:  5-13-13
{Regional Engineer} (Date)

Approved:  5/24/13
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory Nadeau, Deputy Administrator of FHWA
See Approval Dated 5/09/13

ATTACHMENT A:

Justification for use of a Project Labor Agreement for Contract No 60F63 in Cook County

The use of a Project Labor Agreement on this project is consistent with all State and Local statutory and regulatory requirements

Item 3 Estimated project contract cost is \$ 12,530,000

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 that would occur 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 necessary requirement for a Project Labor Agreement.

Item 4. This project is scheduled to be constructed in two (2) construction seasons under multiple stages. The nature of the work involves removal and replacement of the existing Ohio Feeder/Ontario St. outbound ramp/bridge structure over I-90 and replacement with dual proposed bridge structures with retaining walls between both structures, existing approach roadway ramps will be reconstructed and underpass lighting will be removed and replaced in the City of Chicago.

Item 5 This project is scheduled to be constructed in two (2) construction seasons under multiple stages with a Completion Date of October 31, 2014. The sequences are as follows:

- I 94/90 and Ramp A, C & D Stage 1 Work in this stage consist of placing temporary signage, construction of a portion of Pier 1 and Pier 2 for structure 016-1322/016-1323 in the median of I-90/94, constructing the substructure for structure 016-2573/016-1323 work in this stage also includes temporary lighting, abutment extension, abutment repairs, MSE wall construction and temporary soil retention system installation.
- I 94/90 Stage II – Work in this stage consists of placing temporary signage, removing the SN 016-1003 superstructure unit 2 over the reversible lanes and EB I-90/94 via self-propelled mobile transport (SPMT) equipment, constructing the remaining portions of Pier 1 and Pier 2 for SN 016-1322 in the median of I- 90/94.

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- I 94/90 and Ramp A, C & D Stage III. Work in this stage will consist of placing temporary signage, construction of the remaining portion of Pier 1 and Pier 2 for structure 016-1322/016-1323 in the median of I-94/90, reconstructing the EB and WB I-90/94 shoulder and portion of Ramp C entrance and Gore. All remaining work on structure 016-2573/016-1323 and MSE walls will be completed in this stage.

Item 6 The targeted completion date of this contract is October 31, 2014 and this date falls beyond the union contract expiration date as shown below

Collective Bargaining Agreements

- Chicago Regional Council of Carpenters
 - Local 54 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 Various Local Unions 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
 - Local 330 (Elgin) still being negotiated
Under extension agreement
 - Teamsters Local 179 still being negotiated
- Technical Engineers, Local 130 6-1-10 to 5-31-13
- Electricians,
 - Cook, Local 134 6-6-2011 to 6-1-2014

Will. Local 176

Inside & Service/Maintenance 6-1-2012 to 5-31-2014
VDB Agreement 6-1-2012 to 5-31-2013

• McHenry, Lake, Kane, DuPage

Local 117

- Inside Agreement 6-4-2012 to 5-31-2013
- Residential Agreement 9-03-2012 to 9-2-2013
- Telecommunication Agreement 6-4-2012 to 8-31-2014

Local 150

- Inside Agreement 6-4-2012 to 6-2-2013
- Residential Agreement 6-4-2012 to 6-2-2013
- Telecommunication Agreement 6-4-2012 to 6-2-2013

Local 461

- Inside Agreement 6-4-2012 to 6-2-2013
- Residential Agreement 6-1-2012 to 5-31-2013
- Telecommunication Agreement 6-4-2012 to 6-2-2013

Local 701

- Inside Agreement 6-4-2012 to 6-3-2013
- Residential Agreement still being negotiated
- Telecommunication Agreement 6-4-2012 to 6-3-2013

8 Ironworkers Local 1

- Structural

still being negotiated
Extension on agreements

Item 8 - I-94/90 is an Interstate which has an ADT of 109,010 vehicles and Ramps within the project limits have an ADT of 23,230. There are no good alternate routes under the Department's jurisdiction to which this traffic can defer during construction therefore traffic is likely to continue to use I-90/94 and these Ramps even when there are delays due to reduced lanes during construction. Any disruption to the contractor's schedule due to labor issues may result in additional hardship on the travelling public if the amount of time they have to deal with lane reductions is increased.

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Item 12 - The project is planned to be completed in two construction seasons which does not allow for any delays by the work force involved in the project. The trades expected to be used on this project include but are not limited to laborers, carpenters, masons, operators, electricians and ironworkers. Any work stoppage due to expiration of contracts or strikes will jeopardize the completion of the construction resulting in inconvenience to the motoring public, safety concerns and increased delays.

PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



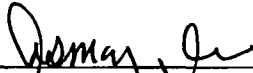
Signature

5/9/13

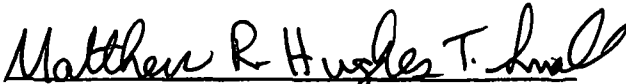
Date

Execution Page

Illinois Department of Transportation



Omer Osman, Director of Highways



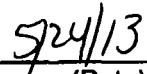
Matthew R. Hughes, Director of Finance & Administration



Michael A. Forti, Chief Counsel

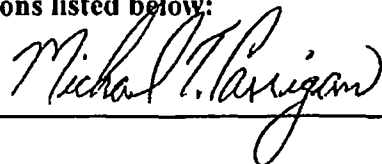


Ann L. Schneider, Secretary



(Date)

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



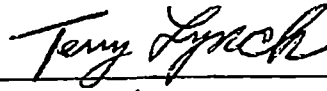
May 20, 2013

(Date)

List Union Locals:



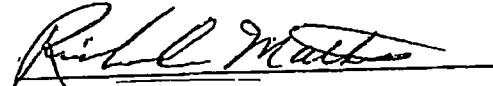
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



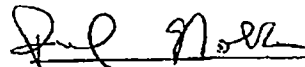
Curtis Cade
United Association



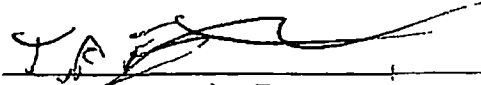
Richard Mathis
Roofers

*

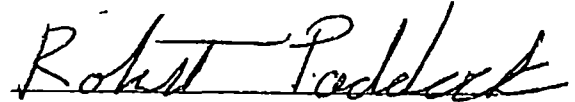
Ed Christensen, Elevator
Constructors



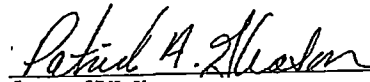
Paul Noble
IBEW



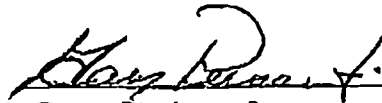
Terry Fitzmaurice
Painters



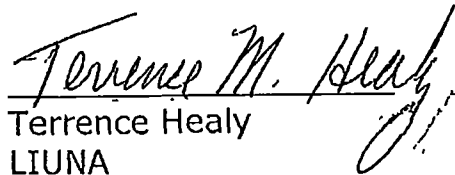
Robert Paddock
IUOE



Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



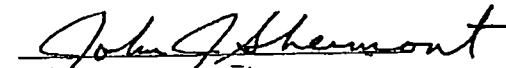
Terrence Healy
LIUNA



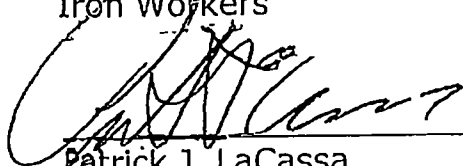
Brian Mulheran
Sheet Metal Workers



Tadas Kicielinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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