

FAI 90/94/290
Circle Interchange – NW Flyover
Contract Number: 60W28
Cook County

Item 1

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: April 1, 2014

Re: FAI 90/94/290 Circle Interchange – NW Flyover, Contract #: 60W28, Cook County
{June 13, 2014 Letting/Completion Date: June 30, 2016}

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

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)

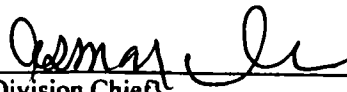
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

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: (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. (See Attachment A)

Agreed:  6/11/14
{Division Chief} (Date)

Agreed:  5/16/2014
{Bureau of Design & Environment} (Date)

Agreed:  5-6-14
{Regional Engineer} (Date)

Approved:  6/12/14
Ann L. Schneider, Secretary (Date)


Sarah Kurmann,
Executive Assistant

FHWA concurrence in the PLA for the above mentioned contract.

Thomas P. Holian	5/06/2014
FHWA Acting Chief Counsel (see 5/6 approval memo re 60W28)	

Attachment A:

Justification for use of a Project Labor Agreement for Contract No 60W28 within 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. The estimated project cost is \$46,000,000

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 first stage of 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 union trades involved and is a necessary requirement for a Project Labor Agreement.

Item 4 This project is scheduled to begin in summer 2014 and carry through the winter into the next construction seasons of 2015 and 2016. It is estimated that it will be complete in summer 2016. Multiple detour routes will be posted and vehicular traffic will be required to use alternate routes during construction since several expressway entrance ramps will be impacted by the proposed construction of this project and is of utmost importance to provide detour routes to motorists to bypass the work zones. The scope of the work includes construction of a new flyover ramp from NB I-90/94 (Dan Ryan Expressway) to WB I-290 (Eisenhower Expressway), construction of 5 concrete retaining walls, lighting and surveillance. The specific final completion date for this project is listed in the Special Provisions.

Item 5 The proposed NW Flyover Ramp will be constructed under live traffic while minimizing lane closures/lane restrictions to I-90/94 and I-290. In order to construct the project, the existing NE Ramp (inbound Dan Ryan Expressway to inbound Congress Parkway) and C-D roadway will be closed to traffic for the duration of the project and traffic will be directed to various detour routes as follows.

- **Detour #1: Morgan Street Exit Ramp Closure at I-290 WB**
This will be a full detour, utilizing Jackson Boulevard for local traffic and turnarounds at Ashland Avenue for traffic wanting to exit at Morgan Street of I-90/94/290
- **Detour #2: Ramp NE (WB I-90/94 to EB Congress Parkway)**
This will be a full detour, utilizing Jefferson Street and Harrison Street to direct both local traffic and traffic heading northbound on I-90/94
- **Detour #3: Roosevelt Rd. Entrance Ramp Closure to NW/Ramp NE C-D Rd.**
This will be a full detour, utilizing eastbound and westbound Roosevelt Road. Travelers intending on going eastbound will take eastbound Roosevelt Road to northbound Jefferson Street, then take eastbound Harrison Street to northbound Wells Street in order to return to eastbound Congress Parkway. Travelers intending on going westbound will take

westbound Roosevelt Road to northbound Ashland Avenue to access westbound I-290

**FAI 90/94/290
Circle Interchange – NW Flyover
Contract Number: 60W28
Cook County**

- **Detour #4: Taylor Street Entrance Ramp Closure to WB I-90/94**
This is a full detour, utilizing northbound Jefferson Street to westbound Adams Street in order to access northbound I-90/94

Some lane restrictions are also expected near the project termination points to allow for pavement widening and tie-ins to I-90/94 NB and I-290 WB. All lane restrictions will be performed using lane widths no less than 11 feet in width, minimum. Nightly lane closures and restrictions will be required to insure the expedited completion of this project.

Item 6: The targeted completion date of this contract falls beyond the union contract expiration dates as shown below

COLLECTIVE BARGAINING AGREEMENTS: Trades and Contract Duration

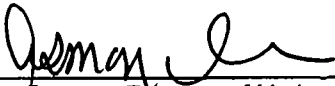
Chicago Regional Council of Carpenters, Cook, Lake & DuPage Counties, Local 54	June 1, 2010 to May 31, 2014
Teamsters Joint Council No. 25, Local 330	July 1, 2012 to June 30, 2015
Technical Engineers, Local 130	June 1, 2013 to May 31, 2014
Electricians Cook, Local 134	May 30, 2011 June 1, 2014
Iron Workers Local 1 Structural	June 1, 2013 to May 31, 2016

Item 8: FAI 90/94/290 is an Interstate. The current NW Ramp has an anticipated 2040 ADT of 36,000 vehicles per day. I-90/94 is an Interstate within the project limits and has an ADT of 90,000. While detours are being posted, it will be on routes that are already congested. There are no good alternate routes under the Department's jurisdiction to which traffic can defer during construction; therefore, traffic is likely to continue to use I-90/94 and nearby congested 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 and the posted detour is increased.

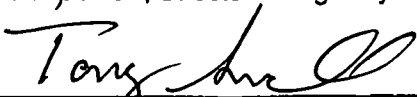
Item 12: The project extends beyond one construction season. The trades expected to be used on this project include but are not limited to laborers, carpenters, masons, operators, electricians and ironworkers. Any work stoppage due to expiration of contracts or strikes will jeopardize the completion of the construction, resulting in inconvenience to the motoring public, safety concerns and increased delays.

Execution Page

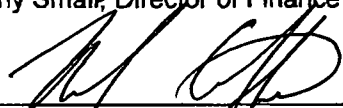
Illinois Department of Transportation



Omer Osman, Director of Highways



Tony Small, Director of Finance & Administration



Michael A. Forti, Chief Counsel

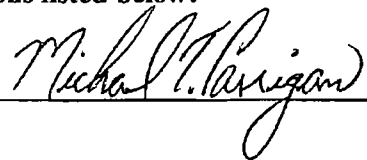


Ann L. Schneider, Secretary

6/12/14
(Date)

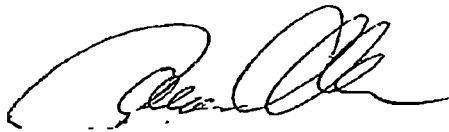

Sarah Kurmann,
Executive Assistant

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

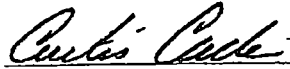


May 14, 2014
(Date)

List Union Locals:



Jim Allen
Bricklayers



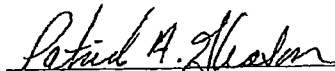
Curtis Cade
United Association

*

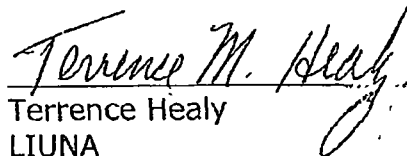
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



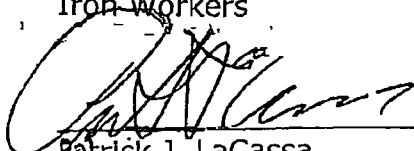
Pat Gleason
Teamsters



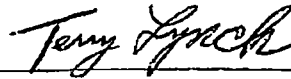
Terrence Healy
LIUNA



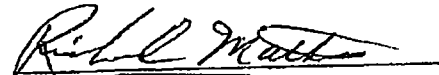
David Beard
Iron Workers



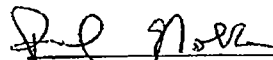
Patrick J. LaCassa
OPCMIA



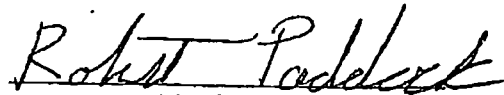
Terry Lynch
Heat & Frost Insulators & Allied
Workers



Richard Mathis
Roofers




Paul Noble
IBEW



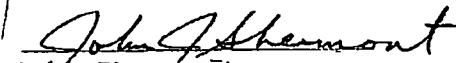
Robert Paddock
IUOE



Gary Perinar Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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