

FAP 305 (Willow Road)
Contract Number 60T35
Cook County

IDOT PROJECT LABOR AGREEMENT DETERMINATION

Item 112

To: Ann L. Schneider, Secretary
From: William R. Frey, Interim Director of Highways
Date: August 24, 2012
Re: FAP 305 - Contract Number 60T35 - Cook County

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). **See Attachment A**
- 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
- 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

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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.

Agreed:  (Date)
(Division Chief)

Agreed:  12/19/2012 (Date)
(Bureau of Design & Environment)

Agreed  12-7-12 (Date)
(Regional Engineer)

Approved:  1/9/13 (Date)
Ann L. Schneider, Secretary

FHWA concurrence in the PLA for the above mentioned contract.

Gregory G. Nadeau	10/01/2012
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for use of a Project Labor Agreement for Contract No 60T35 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 2: This project is federally funded

Item 3: The estimate project cost is \$22,700,000.

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: The project is being staged over two construction seasons.

The proposed scope of work includes widen and reconstruct Willow Road (F A P. 305), from approximately 1000' west of IL Route 43 (Waukegan Road) to Interstate 94 (Edens Expressway), replacement of the bridge structure carrying Willow Road over the Middle Fork of the North Branch of the Chicago River, retaining wall construction, traffic signal modernization, drainage improvements, roadway lighting, and landscaping. The improvement will provide 2 lanes in each direction, with variable width curb medians, and pavement bounded by combination curb and gutter on both sides. The length of the project is approximately 1.80 miles

During Pre-Stage 1, temporary pavement widening will be placed adjacent to the east-bound lane of Willow Road

During Stage 1, the north half of Willow Road will be built. Vehicular traffic of Willow will be maintained utilizing the east-bound lane of Willow Road and temporary pavement widening. One travel lane in each direction and a bi-directional turn lane will be provided through the work zone. Mainline storm sewers and laterals, west-bound thru lanes, right turn lanes, sidewalk, side-street intersections, driveways, and the north half of the bridge structure carrying Willow Road over the Middle Fork of the North Branch of the Chicago River will be constructed during this stage

During Pre-Stage 2, temporary pavement widening will be placed at the proposed median locations along Willow Road

During Stage 2, the south half of Willow Road will be built. Vehicular traffic of Willow Road will be maintained utilizing the newly built west-bound lanes and temporary pavement widening. One travel lane in each direction and a bi-directional turn lane will be provided through the work zone. Mainline storm sewers and laterals, east-bound thru

lanes, right turn lanes, sidewalk, side-street intersections, driveways, and the south half of the bridge structure carrying Willow Road over the Middle Fork of the North Branch of the Chicago River will be constructed during this stage.

During Stage 3, vehicular traffic of Willow Road will be maintained utilizing the newly built east and west-bound lanes. One travel lane and a left turn lane will be provided through the work zone. During this stage, the remaining main line storm sewers, and median will be constructed

The completion date for the project is October 31, 2014

Item 8: Any disruption to the contractor's schedule due to labor issues may result in additional hardship on the traveling public. The corridor already experiences severe congestion due to only one existing travel lane in each direction. Willow Road is a major east-west corridor that connects to Interstate 94 through the municipalities of Northfield, Northbrook, Glenview, and Winnetka. Willow Road handles approximately 32,000 vehicles per day. Any work delay during any stages of construction will significantly increase the safety and delay risks for the motorists as well as the residents who reside along this road.

As with any project under construction, some motorists will choose to find an alternate route to avoid driving in a construction zone. Due to the limited network of east-west routes in this area, there are no easily accessible, uncongested alternate routes. Therefore, additional volume added to adjacent routes raises concerns for safety and delay on those routes as well as Willow Road.

Item 12: The project extends through two construction seasons. The trades that are expected to be used on this project include but are not limited to be the following. Laborers, Carpenters, Operators, Teamsters, Cement Masons, Electricians and Ironworkers. Any work stoppage due to expiring union contracts will have major impacts to the construction schedule and the timely completion of the project.

Collective Bargaining Agreements


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 179	still being negotiated
Technical Engineers, Local 130	6-1-10 to 5-31-13
Electricians,	
• McHenry, Lake, Kane, DuPage	
Local 117	
• Inside Agreement	6-4-2012 to 5-31-2013
Local 150	
• Inside 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
• Telecommunication Agreement	6-4-2012 to 6-2-2013
Local 701	
• Inside Agreement	6-4-2012 to 6-2-2013
• Telecommunication Agreement	6-4-2012 to 6-2-2013
Ironworkers Local 1	
• Structural	Still being negotiated Extension on agreements

PLA Request

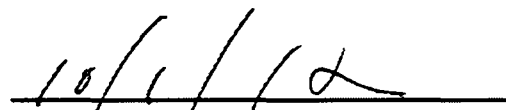
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature



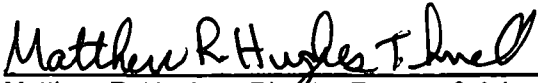
Date

Execution Page

Illinois Department of Transportation



Omer M. Osman, P E Director of Highways, Chief Engineer



Matthew R. Hughes, Director Finance & Administration

Michael A. Forti, Chief Counsel



Ann L. Schneider, Secretary

1/9/13
(Date)

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



December 13, 2012
(Date)

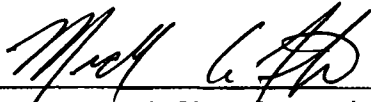
List Union Locals:

Execution Page

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Matthew R. Hughes, Director Finance & Administration



Michael A. Forti, Chief Counsel

Ann L. Schneider, Secretary

(Date)

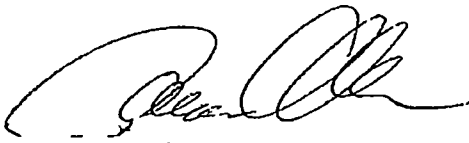
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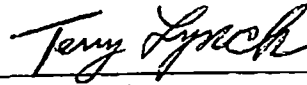
December 13, 2012

(Date)

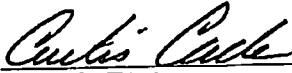
List Union Locals:



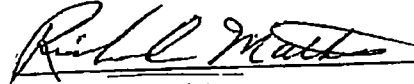
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



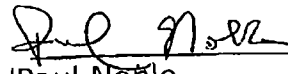
Curtis Cade
United Association



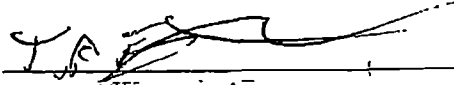
Richard Mathis
Roofers

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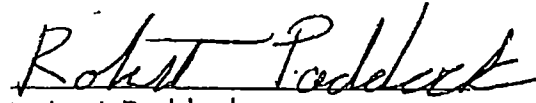
Ed Christensen, Elevator
Constructors



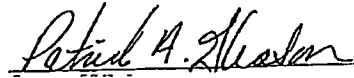
Paul Noble
IBEW



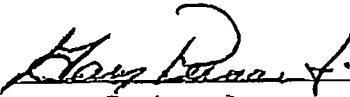
Terry Fitzmaurice
Painters



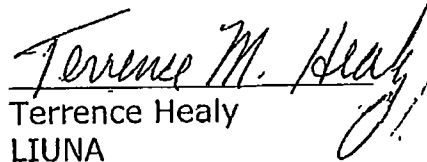
Robert Paddock
IUOE



Pat Gleason
Teamsters



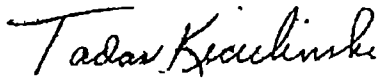
Gary Perinar Jr.
Carpenters



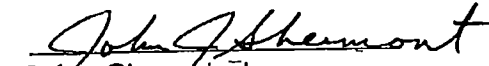
Terrence Healy
LIUNA



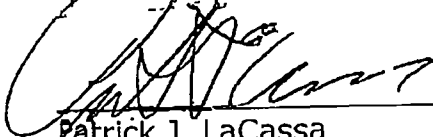
Brian Mulheran
Sheet Metal Workers



Tadas Kicelinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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