

FAI 90/94 (Interstate 90/94)
At 63rd Street
Contract Number 60J15
Cook County

Item 14

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary
From: Omer Osman, Director of Highways
Date: March 31, 2014
Re: FAI 90/94 - Contract Number 60J15 - Cook County
{Letting June 13, 2014, Completion Date. October 31, 2015}

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). **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

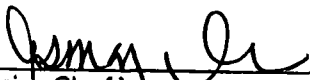
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time,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

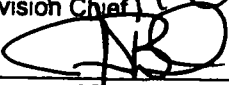
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:


See Attachment A.


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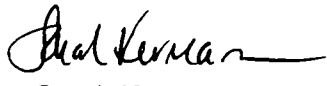
Based upon the identified considerations, we recommend that you approve use of a PLA on this Project. Upon your approval, the Department shall undertake to negotiate in good faith a PLA with the relevant labor organization(s), and shall include in all necessary bid specifications and other documents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

<u>Thomas P. Holian</u> <u>5/06/2014</u> FHWA Acting Chief Counsel (see 5/6 approval memo re 60J15)
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Attachment A:

Justification for use of a Project Labor Agreement for Contract No 60J15 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 \$8,300,000.

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: A detour is proposed for the improvement. The detour routes have been reviewed and approved by the City of Chicago. The detour routes are as follows:

For westbound 63rd Street:

Use northbound Wentworth Avenue – to westbound 59th Street – to southbound Yale Avenue – to 63rd Street

For eastbound 63rd Street:

Use northbound Halsted Street – to eastbound 59th Street – to southbound State Street – to 63rd Street

The use of northbound / southbound streets for the eastbound detour closer to the bridge would be preferred, but all of the streets east of Halsted Street are residential.

The use of southbound Yale Avenue (frontage road) to northbound Wentworth Avenue – to 63rd Street was reviewed, but the left turn movement from southbound Yale Avenue to northbound Wentworth is not feasible; therefore, was not suggested.

The use of southbound Yale Avenue (frontage road) to eastbound Marquette Road – to northbound State Street – to 63rd Street was also reviewed, but there is no left turn (westbound) allowed at State Street & 63rd Street.

The proposed scope of work includes superstructure replacement and substructure repair, traffic signal modernization, improvement to two intersections, and pavement markings to the bridge structure carrying 63rd Street over I-90/94 (Dan Ryan Expressway) The length of the project is approximately 720 feet (0.14 mile)

The prospective completion date for the project is October 31, 2015 Please see the special provisions for the final completion date

Item 8. 63rd Street west of Wells Street/Yale Avenue and east of Wentworth Avenue is a four lane divided roadway. The bridge structure is located over I-90/94 and the Chicago Transit Authority (CTA) Red Line. There is an exit ramp from southbound I-90/94 at the Wells Street intersection A CTA train station entrance and bus stop are located on the north side of the bridge. An entrance ramp to northbound I-90/94 is located just north of the Wentworth Avenue intersection. 63rd Street carries an average daily traffic (ADT) of approximately 11,000 vehicles and runs through a very busy part of the City of Chicago As with any project under construction, some motorists will choose to find an alternate route to avoid driving in a construction zone With a detour in place and due to the limited network of east-west routes in the City that provide on and off ramps to the expressway, 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 63rd Street

Item 12: The project extends through one construction season. 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: Trades and Contract Duration

Chicago Regional Council of Carpenters, Cook, Lake & DuPage Counties, Local 54	June 1, 2010 to May 31, 2014
Construction and General Laborers' District Council of Chicago & Vicinity, Road Building Various Local Unions	June 1, 2013 to may 31, 2017
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
Operating Engineers, Heavy, Highway, and Underground, Local 150	May 31, 2013 to May 31 2017
Electricians, Lake County, Local 150	
Inside Agreement	May 31, 2012 to June 2, 2015
Residential Agreement	May 31, 2012 to June 2, 2015
Telecommunication Agreement	May 31, 2012 to June 2, 2015
Electricians 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
Electricians, McHenry and Kane Counties, Local 117	
Inside Agreement	June 4, 2012 to May, 31 2015
Residential Agreement	June 4, 2012 to May, 31 2015
Telecommunication Agreement	June 4, 2012 to May, 31 2015
Electricians Kane County, Local 461	
Inside agreement	June 4 2012 to May 31 2015
Voice data video/telecommunication	June 4 2012 to Sept 28 2014
Residential	Sept 2 2013 to Aug 31, 2015
Electricians, DuPage County, Local 701	
Inside Agreement	June 4, 2012 to May 31, 2015
Residential Agreement	under negotiations
Telecommunication Agreement	June 4, 2012 to Sept 28, 2014

Iron Workers Local 1
Structural

June 1, 2013 to May 31, 2016

Cement Masons,
Cook County, Local 502

June 1, 2013 to May 31, 2017

Teamsters, Will County, Local 179

June 1, 2010 to May 31, 2012
(New contract still under
negotiations as of March 31, 2014)

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:



Michael J. Carrigan

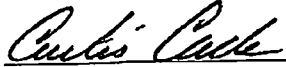
May 14, 2014

(Date)

List Union Locals:



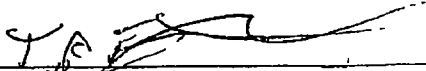
Jim Allen
Bricklayers



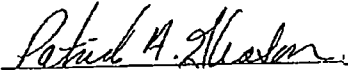
Curtis Cade
United Association

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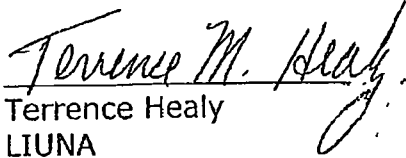
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



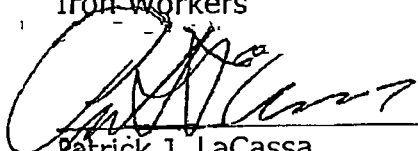
Pat Gleason
Teamsters



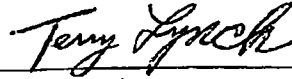
Terrence Healy
LIUNA



David Beard
Iron Workers



Patrick J. LaCassa
OPCMIA




Terry Lynch
Heat & Frost Insulators & Allied
Workers



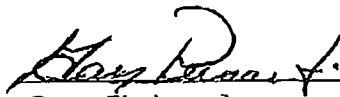
Richard Mathis
Roofers



Paul Noble
IBEW



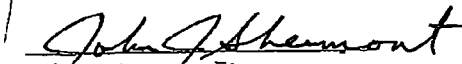
Robert Paddock
IUOE



Gary Perinar Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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