

Peoria St. Bridge at
I-290/Congress Parkway (Circle Interchange)
Contract No. 60W29
Cook County

IDOT PROJECT LABOR AGREEMENT DETERMINATION

Item 117

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: November 1, 2013

Re: Peoria Street Bridge at I-290/Congress Parkway (Circle Interchange),
Contract Number 60W29, Cook County
{January 17, 2014 Letting/Completion Date: May 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).
- 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

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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.

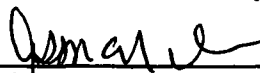
10) Use of a PLA on the Project is not expected to have a material adverse effect on the competitive bidding process.

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.

Agreed:  11/10/14
{Division Chief} (Date)

Agreed:  12/12/13
{Bureau of Design & Environment} (Date)

Agreed:  12-3-13
{Regional Engineer} (Date)

Approved:  1/15/14
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract. 

Sarah Kurmann
Executive Assistant

Gregory G. Nadeau	11/26/2013
FHWA Deputy Administrator	(see attached approval page)

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ATTACHMENT A:

Justification for use of a Project Labor Agreement for Contract No 60W29 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 \$ 17,805,000

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 begin in early spring 2014 and carry through the winter into the next construction season and will be built under total closure of the bridge. The bridge will be reconstructed while being closed to pedestrian traffic. A pedestrian traffic including access to the CTA will be required to use an alternate route and another adjacent CTA station during construction. The scope of the work includes bridge reconstruction, the demolition of the existing CTA brick house located on Peoria St. Bridge and the repurposing of the existing glass atrium building to function as the new stationhouse, roadway lighting, bridge deck and railings.

Item 5: This project is scheduled to be constructed while being closed to pedestrian traffic and access to CTA station with an estimated time of 310 days under total closure with a Prospective completion date of May 31, 2015, see the Special Provisions for the final completion date.

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

Collective Bargaining Agreements

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

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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

under negotiations

Item 8. - Peoria Street Bridge has no vehicles and is a pedestrian bridge with a CTA station. Pedestrians will need to use an alternate route during construction and access to the other CTA station. While alternate pedestrian route and access to other CTA stations is being posted it will be on routes and stations that are already congested. Any disruption to the contractor's schedule due to labor issues may result in additional hardship on the public if the amount of time they have to deal with pedestrian bridge and CTA station closure.

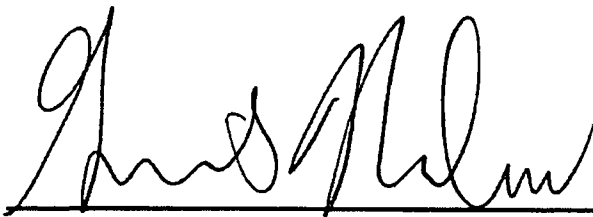
Item 12. - The project is planned to be completed under a very tight schedule (310 days) which does not allow for any delays by the work force involved in the project and the tight schedule has been established because subsequent roadway contracts cannot begin until this work is complete. The trades 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

11/26/13

Date

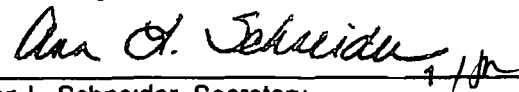
Execution Page


Illinois Department of Transportation

 11/10/14
Omer Osman, Director of Highways

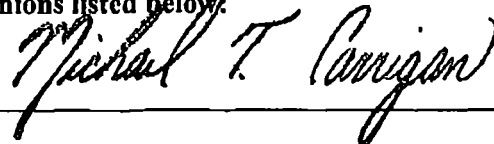
 11/9/14
Tony Small, Acting Director of Finance & Administration

 11/7/14
Michael A. Forti, Chief Counsel

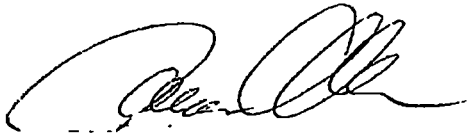
 1/15/14
Ann L. Schneider, Secretary (Date)

 Sarah Kurmann
Executive Assistant

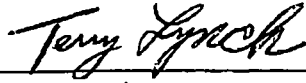
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below.

 12-10-13
(Date)

List Union Locals:



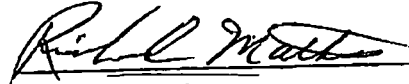
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



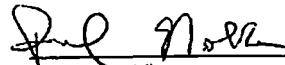
Curtis Cade
United Association



Richard Mathis
Roofers

*

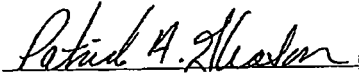
Ed Christensen, Elevator
Constructors



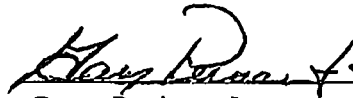
Paul Noble
IBEW



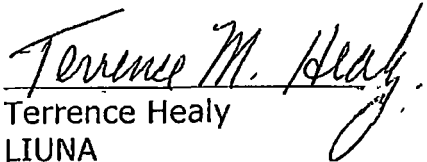
Terry Fitzmaurice
Painters



Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



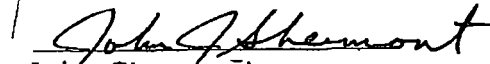
Terrence Healy
LIUNA



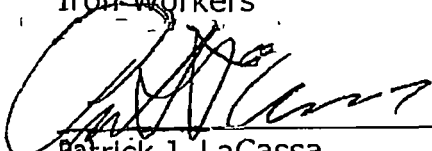
Brian Mulheran
Sheet Metal Workers



David Beard
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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