


IDOT PROJECT LABOR AGREEMENT DETERMINATION

#144

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director of Highways



Date: November 2, 2011

Re: FAP 307 (IL 64), Contract No. 62410, Kane and DuPage Counties
{Letting: January 20, 2012; Completion Date: August 31, 2013}

In accordance with Executive Order 2003-13 (Blagojevich), 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.

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.

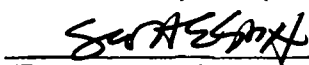
10) Use of a PLA on the Project is not expected to have a material adverse effect on the competitive bidding process.


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:  12/2/11
{Division Chief} (Date)

Agreed:  12/5/11
{Bureau of Design & Environment} (Date)

Agreed:  12-5-11
{Regional Engineer} (Date)

Approved:  12/6/11
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.

Gregory G. Nadeau	11/22/2011
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for use of a Project Labor Agreement on Contract No. 62410 within Kane and DuPage Counties.

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 \$37,445,000.

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 involves the reconstruction of IL 64 to provide for three lanes and an outside PCC shoulder in each direction separated by a 30-foot wide median. The bridge carrying IL 64 over the EJ&E Railroad and UP Railroad will be widened and reconstructed. The length of the project is 3.5 miles.

During Stage 1, the outside lane and PCC shoulder will be reconstructed. Vehicular traffic will be maintained on the existing two lanes in each direction through the work zone. At the bridge, the outside retaining walls, outside lane and shoulder of the bridge will be reconstructed. Vehicular traffic will be maintained on the existing two lanes in each direction on the bridge.

During Stage 2, the inside two lanes and 30-foot wide median will be reconstructed. Vehicular traffic will be maintained on the newly constructed outside lane and PCC shoulder in each direction. At the bridge, the inside two lanes and median will be reconstructed. Vehicular traffic will be maintained on the newly constructed outside lane and shoulder.

The completion date for the project is August 31, 2013.

Item 8: Any disruption to the contractor's schedule due to labor issues may result in additional hardship on the traveling public. IL 64 is a major east-west route through Kane and DuPage County and handles approximately 37,000 to 45,000 vehicles per day. The corridor already experiences severe congestion. IL 64 to the west of the project leads

to one of the few bridges over the Fox River. A disruption in the schedule due to labor issue will cause the traveling public to use the local street system, thus increasing the concern for safety through the surrounding neighborhoods.

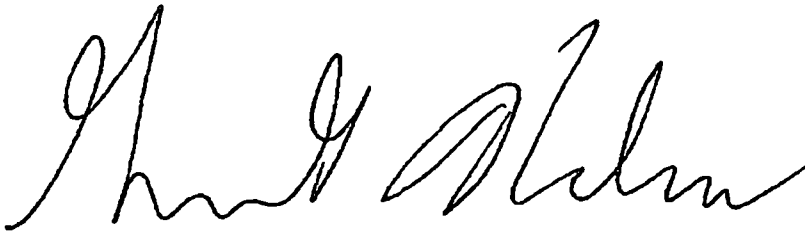
Item 12: The project extends through two construction seasons. The trades that are expected to be used on this project include but are not limited to be the following: Laborers, Carpenters, Operators, Teamsters, Cement Masons, Electricians and Ironworkers. Any work stoppage due to expiring union contracts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

PLA Request

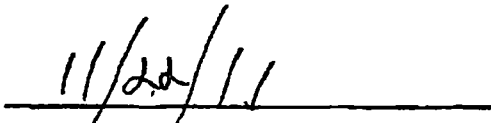
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:

A handwritten signature in cursive script, appearing to read "Anthony Nelson", written over a horizontal line.

Signature

A handwritten date "11/22/11" written over a horizontal line.


Date

Execution Page

Illinois Department of Transportation


William R. Frey, Interim Director of Highways

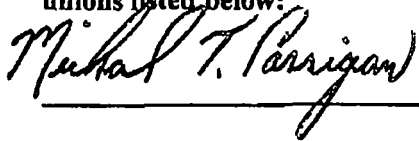

Matthew R. Hughes, Director Finance & Administration


Ellen Schanzle-Haskins, Chief Counsel


Ann L. Schneider, Secretary

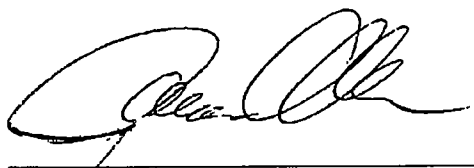
1/13/12
(Date)

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

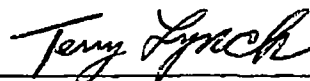

Michael T. Parrigan

12-16-11
(Date)

List Union Locals:



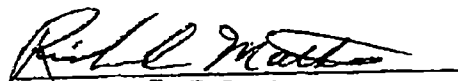
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



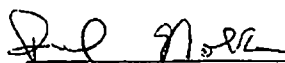
Curtis Cade
United Association



Richard Mathis
Roofers

*

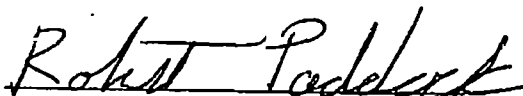
Ed Christensen, Elevator
Constructors



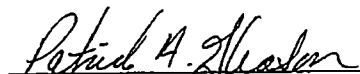
Paul Noble
IBEW



Terry Fitzmaurice
Painters



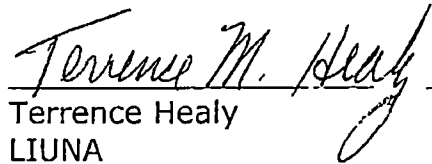
Robert Paddock
IUOE



Pat Gleason
Teamsters



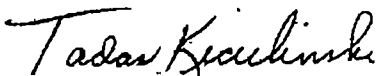
Gary Perinar Jr.
Carpenters



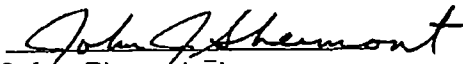
Terrence Healy
LIUNA



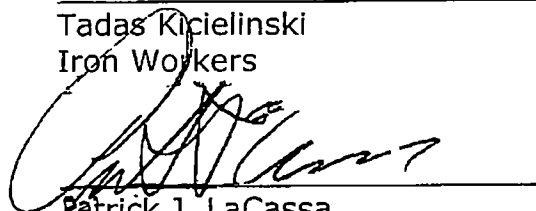
Robert Schneider
Sheet Metal Workers



Tadas Kiciulinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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