

IDOT PROJECT LABOR AGREEMENT DETERMINATION

Item 15

To: Ann L. Schneider, Secretary
From: William R. Frey, Interim Director of Highways
Date: March 28, 2012
Re: FAI Route 57, Contract Number 60T40, Will County
{June 15, 2012}

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. {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 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:  cd/12/12
{Division Chief} (Date)

Agreed:  5/30/12
{Bureau of Design & Environment} (Date)

Agreed:  5-7-12
{Regional Engineer} (Date)

Approved:  6-12-12
Ann L. Schneider, Secretary 1 (Date)

FHWA concurrence in the PLA for the above mentioned contract.

Gregory G. Nadeau	4/23/2012
FHWA Deputy Administrator	(see attached approval page)

ATTACHMENT A:

The use of a Project Labor Agreement for Contract 60T40 is consistent with all State and Local statutory and regulatory requirements.

Item 2: This project includes State and Federal funds.

Item 3: Estimated project cost is \$6,000,000.

Any disruption in the continuity of this project due to labor issues would result in delayed deadlines that would cause safety concerns for the travelling public. Lapsing trade contracts 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 a necessary requirement for a Project Labor Agreement.

Item 5: Contract completion date is September 1, 2013. This completion date is key to avoid any delays for the scheduled follow-on contract, which will include all remaining activities associated with construction of the interchange ramps, reconstruction and widening of Stuenkel Road and associated intersections, construction of drainage improvements, detention areas, and compensatory storage areas, and ancillary work.

Item 8: Inside and outside shoulders along I-57 will be closed in order to maintain two lanes of through traffic in each direction. In addition, during construction of the bridge pier, the travel lanes will be narrowed to 11' in one direction. If there is any disruption to the contract, the lane width reductions and the shoulder closures would need to be in place longer than necessary. With high traffic volumes including a high truck percentage, it is important to minimize the amount of time for these closures and lane width reductions.

Item 12: The union contract expiration dates are as follows:

Collective Bargaining Agreements

1. Chicago Regional Council of Carpenters
 - Cook, Lake, Will & DuPage Counties 6-1-10 to 5-31-14
2. Cement Masons
 - Cook & Will County 6-1-10 to 5-31-13
3. Construction and General Laborers' District Council of Chicago & Vicinity
 - Road Building 6-1-10 to 5-31-13

Collective Bargaining Agreements (continued)

4. Operating Engineers, Local 150
 - Heavy, Highway & Underground 6-1-10 to 5-31-13
5. Teamsters Joint Council No. 25 6-1-09 to 5-31-12

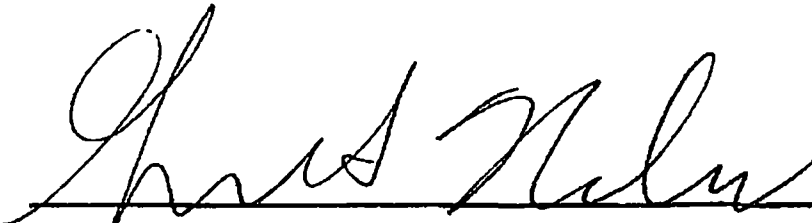
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|--|--------------------|
| 6. Technical Engineers, Local 130 | 6-1-10 to 5-31-13 |
| 7. Electricians | |
| • Cook, Local 134 | 6-6-11 to 6-1-14 |
| • Will, Local 176 | 8-1-11 to 5-31-12 |
| | |
| • McHenry, Lake, Kane, DuPage.
Local 117, 150, 461, 701 | |
| • Inside Agreement | 5-31-10 to 6-3-12 |
| • Residential Agreement | 10-31-11 to 9-2-12 |
| • Telecommunication Agreement | 6-1-09 to 6-3-12 |
| | |
| 8. Ironworkers | |
| • Structural | 6-1-09 to 5-31-12 |

PLA Request

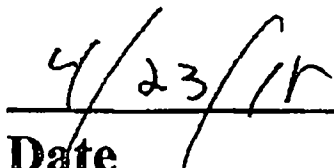
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



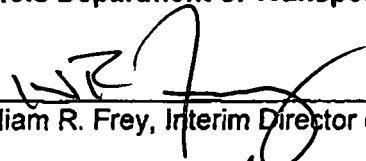
Signature



Date

Execution Page

Illinois Department of Transportation




William R. Frey, Interim Director of Highways



Matthew R. Hughes, Director Finance & Administration



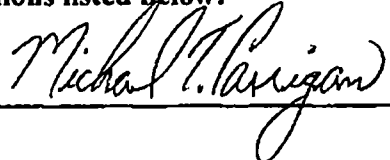
Ellen Schanzle-Haskins, Chief Counsel



Ann L. Schneider, Secretary

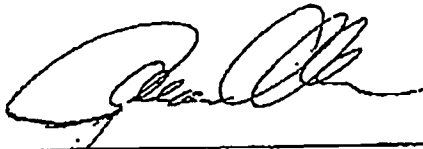
6-12-12
(Date)

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

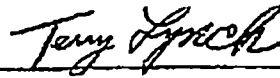


May 17, 2012
(Date)

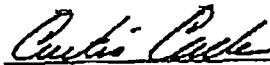
List Union Locals:



Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



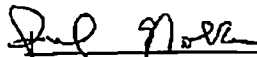
Curtis Cade
United Association



Richard Mathis
Roofers

*

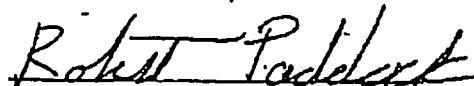
Ed Christensen, Elevator
Constructors



Paul Noble
IBEW



Terry Fitzmaurice
Painters



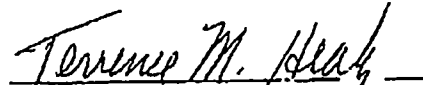
Robert Paddock
IUOE



Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



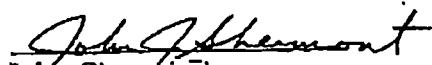
Terrence Healy
LIUNA



Robert Schneider
Sheet Metal Workers



Tadas Kicieliniski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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