

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date: August 22, 2012

Re: FAP 349, Contract Number 60I32, Kendall County

{September 21, 2012}

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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.
- 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.
- 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:  8/31/12  
{Division Chief} (Date)

Agreed:  8/22/12  
{Bureau of Design & Environment} (Date)

Agreed:  8/15/12  
{Regional Engineer} (Date)

Approved:  8-31-12  
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	8/14/2012
FHWA Deputy Administrator	(see attached approval page)

**Attachment A:**

Justification for use of a Project Labor Agreement for Contract No. 60I32 within Kendall 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 \$25,478,000.

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 consists of the reconstruction of US Route 30 (F.A.P. 349) to a five-lane urban cross section with barrier curb and gutter and a center median, and the replacement of the single structure carrying US Route 30 over Waubensee Creek. The project will include pavement removal, structure removal, jointed PCC pavement, PCC sidewalk, landscaped medians, permanent street lighting, modernization of traffic signals, noise abatement walls and all other work necessary to complete the project.

Pre-stage: Temporary widening will be placed on the south edge of the roadway on US Route 30. Existing center medians will be removed and will be replaced with Temporary pavement. The existing traffic signals will be removed and temporary traffic signals will be installed with interconnect.

During Stage 1, traffic along US Route 30 will be maintained on the south half of the roadway utilizing the existing southern lane and temporary pavement to maintain 2-way traffic. The north half of the mainline will be constructed of the proposed pavement.

During Stage 2, vehicular traffic of US Route 30 will use the northern most lanes while the southern half is constructed. The mainline traffic will maintain 2-way traffic.

During Stage 3, vehicular traffic for eastbound US Route 30 will utilize the southernmost pavement lane and the westbound traffic will utilize the northernmost lane to allow construction of the center median areas.

**FAP 349 (US Route 30)  
Contract Number 60I32  
Kendall County**

The completion date for the project is August 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. US Route 30 is a major east-west route through Kane and Kendall Counties connecting US Route 34 and Illinois Route 31. US Route 30 handles approximately 25,000 vehicles per day.

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 US Route 30.

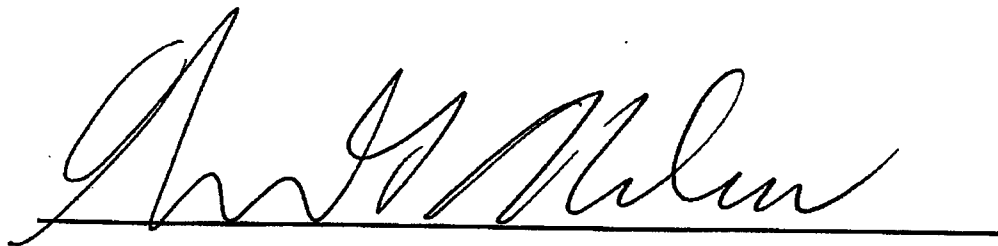
*Item 12:* The project extends through two construction seasons. The trades that are expected to be used on this project include but are not limited to be the following: Laborers, Carpenters, Operators, Teamsters, Cement Masons, Electricians and Ironworkers. Any work stoppage due to expiring union contracts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

**PLA Request**

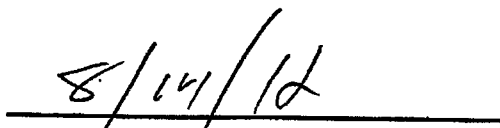
**Approval of Project Labor Agreement**

**Disapproval of Project Labor Agreement**

**Reason for disapproval:**




**Signature**



**Date**


Execution Page

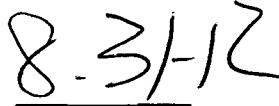
Illinois Department of Transportation

  
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William R. Frey, P.E., Interim Director of Highways

  
\_\_\_\_\_  
Matthew R. Hughes, Director Finance & Administration

  
\_\_\_\_\_  
Ellen Schanzle-Haskins, Chief Counsel

  
\_\_\_\_\_  
Ann L. Schneider, Secretary

  
\_\_\_\_\_  
(Date)

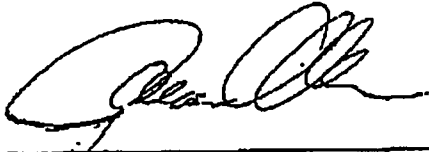
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:

  
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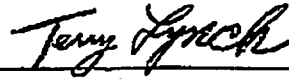
June 29, 2012

\_\_\_\_\_  
(Date)


List Union Locals:



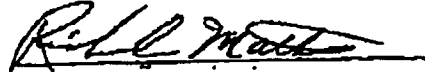
Jim Allen  
Bricklayers



Terry Lynch  
Heat & Frost Insulators & Allied  
Workers



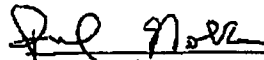
Curtis Cade  
United Association



Richard Mathis  
Roofers

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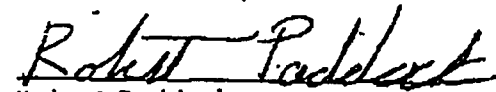
Ed Christensen, Elevator  
Constructors



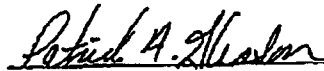
Paul Noble  
IBEW



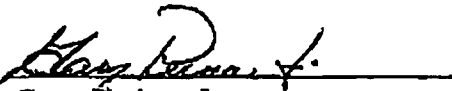
Terry Fitzmaurice  
Painters



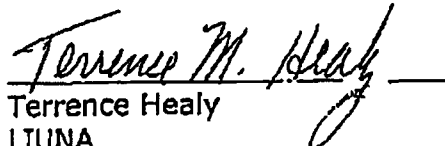
Robert Paddock  
IUOE



Pat Gleason  
Teamsters



Gary Perinar Jr.  
Carpenters



Terrence Healy  
LIUNA



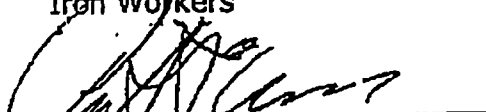
Robert Schneider  
Sheet Metal Workers



Tadas Kicilinski  
Iron Workers



John Skermont  
Boilermakers



Patrick J. LaCassa  
OPCMIA

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