

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date: December 3, 2012

Re: FAP 311, Contract Number 66420, Kendall County

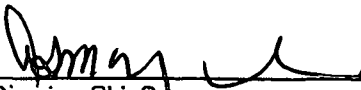
{January 18, 2013 letting}

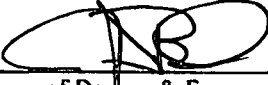
In accordance with the Project Labor Agreement Act (30 ILCS 571), it is recommended that a project labor agreement (PLA) be utilized for the above-captioned Project. This recommendation is based on the considerations indicated below

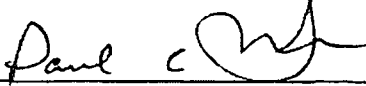
- 1) The Project is being awarded and administered by IDOT (i.e., not by another governmental agency).
- 2) The Project is being constructed using state or local funds only (i.e., no federal funds).
- 3) The overall size, scope, sequencing, logistics or other aspects of the Project make it particularly 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.

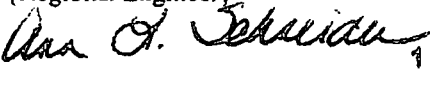
- 8) This project presents specific safety concerns to the traveling public and a PLA. will ensure labor force continuity and stability, decreasing the length of the safety concern
- 9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance 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:

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.  (Date)
 {Division Chief}

Agreed  12/19/2012 (Date)
 {Bureau of Design & Environment}

Agreed:  12/7/12 (Date)
 {Regional Engineer}

Approved.  11-13 (Date)
 Ann L. Schneider, Secretary

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	12/03/2012
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for use of Project Labor Agreement on Contract #66420, Kendall County

Item 1: 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 cost is \$24,000,000

Any disruption in the continuity of this project due to labor issues would result in delayed deadlines that would cause safety concerns for the traveling public. Lapsing trade contract during any 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 the union trades involved and is a necessary requirement for a Project Labor Agreement.

Item 4: The duration of the project has been estimated at 250 working days and will require effectively all of three construction season with limited interruption to complete all work

Item 6: The following union contracts are scheduled to expire during the construction of this contract:

Operators	05/31/2013
Teamsters	already expired
Cement Masons	05/31/2013
Carpenters	05/31/2014
Laborers	05/31/2013
Electricians	03/31/2014

Item 8: Any disruption to the contractor's schedule due to labor issues may result in an increase in the duration of reduced width traffic lanes for IL 71. This additional work zone duration may contribute to an increase in crashes through the work zone due to the inherent risk associated with reduced clearances, speed differentials, and etc that will be in place during stage construction

Item 12: If the duration of the contract increases then additional user delay costs would be incurred from traffic operating at reduced speeds due to the work zone being in place for longer than anticipated. Additionally, construction of other highway improvements currently under development in the area could be delayed in consideration of potential traffic impacts

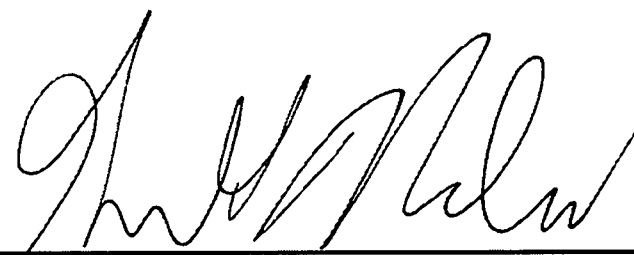
The trades that will be used on this project include but are not limited to the following: Laborers, Carpenters, Operators, Teamsters, Cement Masons, Electricians, and Ironworkers

PLA Request

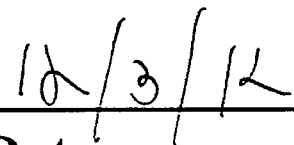
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



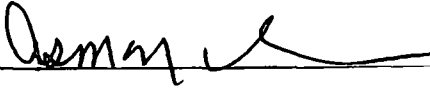
Signature



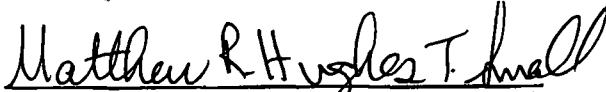
Date

Execution Page

Illinois Department of Transportation

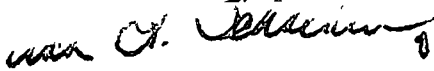


Omer M. Osman, P.E. Director of Highways, Chief Engineer



Matthew R. Hughes, Director Finance & Administration

Michael A. Forti, Chief Counsel



Ann L. Schneider, Secretary

1-14-13
(Date)

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



December 13, 2012
(Date)

List Union Locals:

Execution Page

Illinois Department of Transportation

Omer M. Osman, P.E. Director of Highways, Chief Engineer

Matthew R. Hughes, Director Finance & Administration



Michael A. Forti, Chief Counsel

Ann L. Schneider, Secretary

(Date)

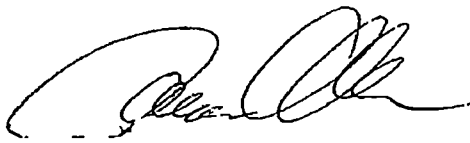
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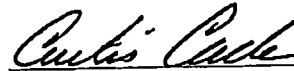
December 13, 2012

(Date)

List Union Locals:



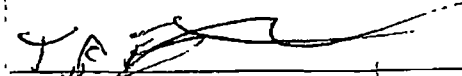
Jim Allen
Bricklayers



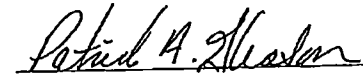
Curtis Cade
United Association

*

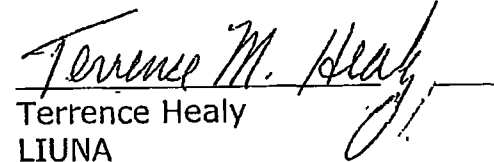
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



Pat Gleason
Teamsters



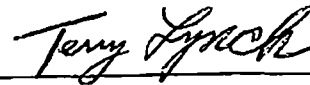
Terrence Healy
LIUNA



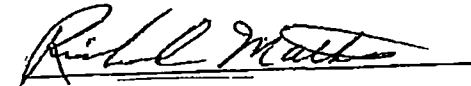
Tadas Kicelinski
Iron Workers



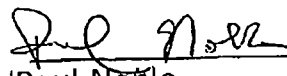
Patrick J. LaCassa
OPCMIA



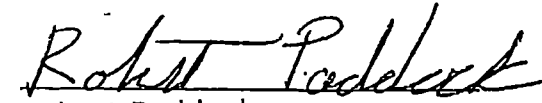
Terry Lynch
Heat & Frost Insulators & Allied
Workers



Richard Mathis
Roofers



Paul Noble
IBEW



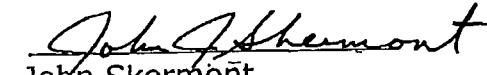
Robert Paddock
IUOE



Gary Perinar Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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