

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann Schneider, ~~Acting~~ Secretary
From: Bill Frey, Interim Director 
Date:
Re: FAP 591 (US 34), Contract Number 66985, Item ??, Kendall County
January 20, 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).

See Attachment A

- 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.

- 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.).

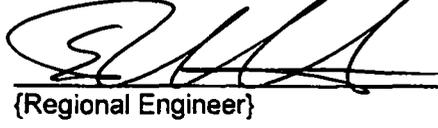
- 12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

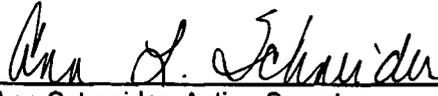
See Attachment A

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

Agreed:  12/2/11
{Bureau of Design & Environment} (Date)

Agreed:  11/30/11
{Regional Engineer} (Date)

Agreed:  12/5/11
Ann Schneider, ~~Acting~~ Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.

Gregory G. Nadeau	11/28/2011
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for use of Project Labor Agreement on Contract #66985, 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 \$15,500,000

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 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 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 225 working days and will require two and one half construction seasons to complete all work

In season one, widening will be placed on the south side of the roadway and traffic will be relocated to the widening to allow reconstruction of the westbound side of US 34. Traffic lanes will be reduced in width and barricades will be installed to protect the workers working along the roadway.

In season two, traffic will be placed on the new pavement and work will resume on reconstructing the two lanes for eastbound US 34. Traffic lanes will be reduced in width and barricades will be installed to protect the workers working along the roadway.

In season three, traffic will be placed on the newly reconstructed pavement and the pavement in the center of the roadway will be constructed.

Item 6: The following union contracts will expire during the construction of this contract:

Operators	May 31, 2012
Teamsters	May 30, 2012
Laborers	May 31, 2013
Electricians	March 31, 2014
Ironworkers	May 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 US 34. This additional work zone duration, especially if left over the winter months, 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. This section of US 34 is considered a significant route by the Bureau of Safety Engineering.

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. The project extends through a commercial area of Plano and any extension of the duration of the contract will disrupt commercial activities in the community.

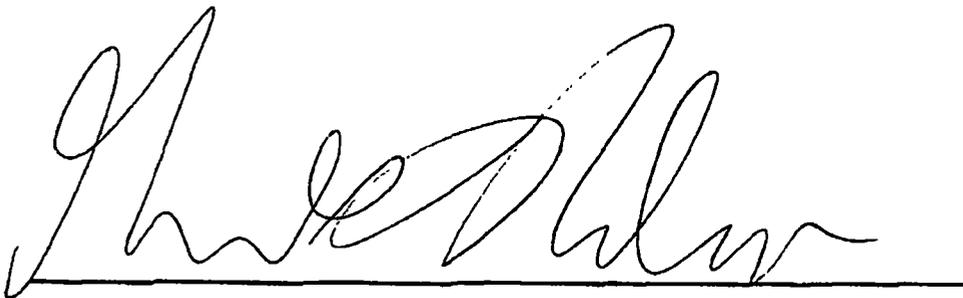
The trades that will be used on this project include but are not limited to the following: Laborers, Carpenters, Operators, Teamsters, Cement Masons, Electricians, Ironworkers.

PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:

A handwritten signature in black ink, appearing to read "John P. [unclear]", written over a horizontal line.

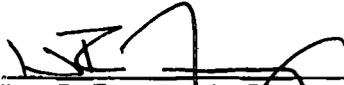
Signature

11/28/11

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

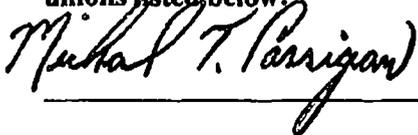


Ann L. Schneider, Secretary

1/13/12

(Date)

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

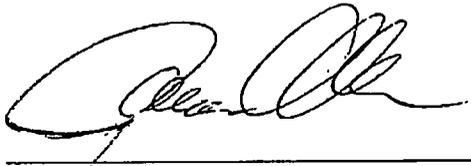


Michael T. Parrigan

12-16-11

(Date)

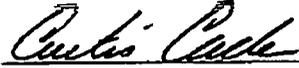
List Union Locals:



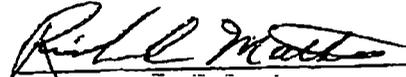
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



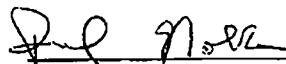
Curtis Cade
United Association



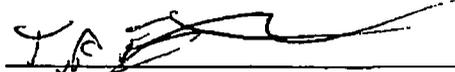
Richard Mathis
Roofers

*

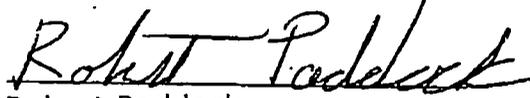
Ed Christensen, Elevator
Constructors



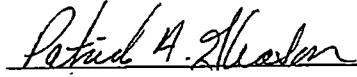
Paul Noble
IBEW



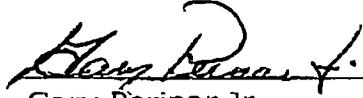
Terry Fitzmaurice
Painters



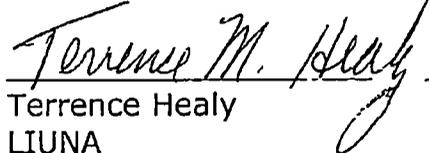
Robert Paddock
IUOE



Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



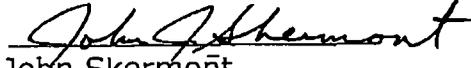
Terrence Healy
LIUNA



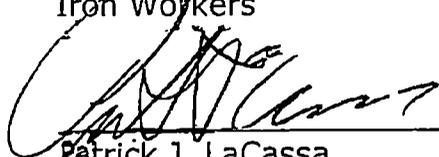
Robert Schneider
Sheet Metal Workers



Tadas Kiciulinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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