

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 60I33, Kendall & Kane Counties

{September 21, 2012}

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.

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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:  8/21/12
{Division Chief} (Date)

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

Agreed:  6/28/12
{Regional Engineer} (Date)

Approved:  8-21-12
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	6/26/2012
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for use of a Project Labor Agreement for Contract No. 60I33 within Kendall & Kane 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 \$21,330,000.

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 includes the reconfiguration of the interchange of US Route 30 at Illinois Route 31 to include reconstruction, widening, and overlays of portions of both US Route 30 and Illinois Route 31. Additionally, the ten-span US Route 30 bridge over Illinois Route 31 is to be widened and re-decked, including the replacement of two piers. The at-grade crossing of the BNSF tracks will be moved from Case Street to Watkins Road to align with the new ramp configuration. Three new concrete box culverts will be constructed and two existing culverts will be extended. The project also includes open and closed drainage, traffic signals, landscaping, and all other work necessary to complete the project.

Pre-stage: Temporary pavement widening and shoulders will be placed on westbound US Route 30 to include connection to the existing westbound on and off ramps to Illinois Route 31. Temporary traffic signals will be installed at the temporary westbound ramp connections.

Stage 1: Traffic will shift and utilize the westbound lanes on US Route 30. This will enable to construct the eastbound lanes include bridge and eastbound on and off ramps. Temporary pavement will be placed to connect US Route 30 to the new eastbound on-and off ramps. The medians along Illinois Route 31 will be removed and temporary pavement will be placed. The bridge piers extensions will be constructed in the Illinois Route 31 median. Temporary traffic signals will be installed for the new eastbound ramps and at Case Street for Stage 2 construction.

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Stage 2: Vehicular traffic of US Route 30 will utilize the eastbound lanes and construct the westbound lanes including the bridge and westbound on and off ramps.

Vehicular traffic on Illinois Route 31 will utilize the northbound lanes while the southbound lanes are being widened. Temporary pavement will be placed for staging connections at the ramps and Case Street. Illinois Route 31 is to be widened and resurfaced and traffic will maintain 2 lanes in each direction at all times. Temporary traffic signals will be relocated at the US Route 30 ramp connection for Stage 3. US Route 30 westbound bridge and lanes will be opened.

Stage 3: The median and concrete barrier on US Route 30 will be constructed and the median on Illinois Route 31. Permanent traffic signals and permanent pavement markings will be installed.

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. The US Route 30 bridge over the Fox River approximately carries 30,000 vehicles per day. Illinois Route 31 handles approximately 15,000 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, and limited bridge crossings over the Fox River, 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

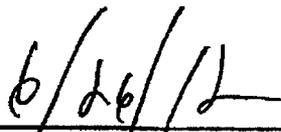
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



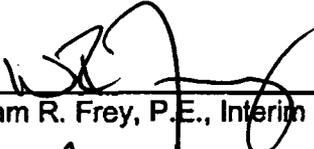
Signature



Date

Execution Page

Illinois Department of Transportation



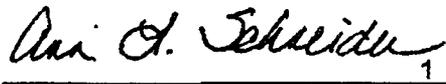
William R. Frey, P.E., Interim Director of Highways



Matthew R. Hughes, Director Finance & Administration



Ellen Schanzle-Haskins, Chief Counsel

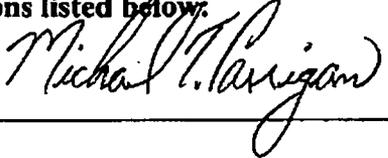


Ann L. Schneider, Secretary



(Date)

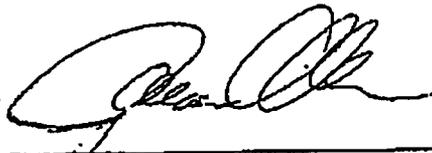
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



June 29, 2012

(Date)

List Union Locals:



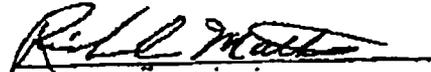
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



Curtis Cade
United Association

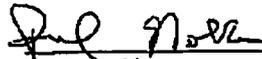


Richard Mathis
Roofers

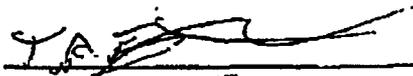
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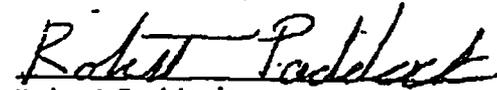
Ed Christensen, Elevator
Constructors



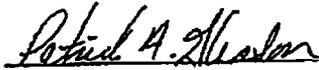
Paul Noble
IBEW



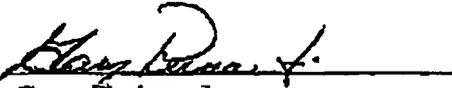
Terry Fitzmaurice
Painters



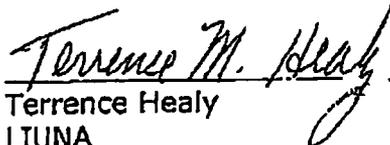
Robert Paddock
IUOE



Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



Terrence Healy
LIUNA



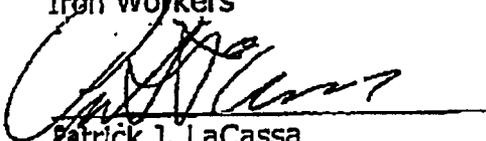
Robert Schneider
Sheet Metal Workers



Tadas Kiciulinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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