

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director of Highways

Date:

Re: FAP 336, IL Route 31, Contract Number 62537, McHenry County  
{December 23, 2012}

April 27, 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).

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: William R. Frey 4/11/12  
{Division Chief} AAW (Date)

Agreed: [Signature] 3/30/12  
{Bureau of Design & Environment} (Date)

Agreed: [Signature] OK 2-7-12  
{Regional Engineer} (Date)

Approved: Ann L. Schneider 4/11/12  
Ann L. Schneider, Secretary (Date)

Susan Wolfsberger

By Susan Wolfsberger,  
AA II

FHWA concurrence in the PLA for the above mentioned contract.

Gregory G. Nadeau	1/27/2012
FHWA Deputy Administrator	(see attached approval page)



Attachment A:

Justification for use of Project Labor agreement for contract 62537, McHenry County; the use of a Project labor Agreement for this project is consistent with all State and Local statutory and regulatory requirements.

Item 2: This project is federally funded.

Item 3: Estimated project cost is \$12,050,000

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. This project also includes sanitary sewer relocation and watermain improvements; hence any delay more than intended in the project duration due to labor issues will cause additional concerns for the municipality to provide the public services. Lapsing trade contracts duration 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:

- Construction Anticipated Start Date: May 1, 2012
- Construction Anticipated Completion Date: July 12, 2013

Item 5: This project is scheduled to be constructed in two construction seasons under multi stages.

- Phase 1: IL Route 31 will be widened on the east side and IL Route 176 will be widened on the north side.
- Phase 2: IL Route 31 will be widened on the west side and IL Route 176 will be widened on the south side.
- Phase 3: The median on IL Route 31 and IL Route 176 will be constructed.
- Phase 4: The final asphalt pavement surface will be placed at the construction limit transitions, and pavement markings will be placed. The parkways will be restored.

Item 6: 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 Iron Workers. Most of the labor contracts listed below are expected to expire during the project's timeframe, and the project will not be completed without their participation. The scope includes re-alignment of the intersection, reconstruction, storm sewer

installation with detention basins, building demolition, sanitary and watermain relocation. Contract 62537 requires an aggressive schedule to ensure the project completed in two construction seasons. The targeted completion date of July 12, 2013 will extend beyond the union contract for several of the labor groups who will be working on this project.

The union contract expiration dates are as follows

*Collective Bargaining Agreements*

- |  |                        |
|--|------------------------|
| 1. Chicago Regional Council of Carpenters                                    |                        |
| • Cook, Lake & DuPage Counties   | 6-1-10 to 5-31-14      |
| 2. Cement Masons   |                        |
| • Local 502 Cook 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      |
| 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      |
| 6. Technical Engineers, Local 130  | 6-1-10 to 5-31-13      |
| 7. Electricians,   |                        |
| • Cook, Local 134  | 6-6-2011 to 6-1-2014   |
| • McHenry, Lake, Kane, DuPage.<br>Local 117, 150, 461, 701                   |                        |
| • Inside Agreement   | 5-31-2010 to 6-3-2012  |
| • Residential Agreement  | 10-31-2011 to 9-2-2012 |
| • Telecommunication Agreement  | 6-1-2009 to 6-3-2012   |
| 8. Ironworkers   |                        |
| • Structural   | 6-1-09 to 5-31-12      |

Item 8: One lane in each direction will be provided throughout the stage construction. There are numerous businesses near the intersections. If there is any disruption to the contract it will have additional impact to the local businesses should customers choose to shop elsewhere due to the need to navigate through a construction zone. Each stage necessitates the use of temporary pavement. The intersection geometry for the project is non-standard, which Illinois Route 31 runs north and south, Illinois Route 176 runs west of the intersection and northeast of Illinois Route 31. The traffic utilizing the northeast leg has no good alternate route. It is very likely that travelers who drive through the intersection in a daily basis will continue to do so even when there are reduced lanes. Any impacts to the completion date due to a labors strike would increase the amount of time that travelers are required to drive through a construction zone raising concerns in safety.

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

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

Ellen Schanzle-Haskins  
Ellen Schanzle-Haskins, Chief Counsel

Ann L. Schneider  
Ann L. Schneider, Secretary

4/11/12  
(Date)

Susan Wolfsberger

By Susan Wolfsberger,  
AA II

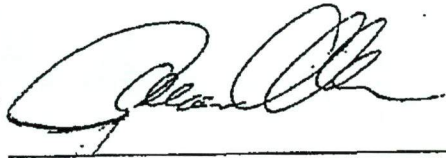
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:

Michael J. Carrigan

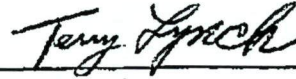
March 28, 2012

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

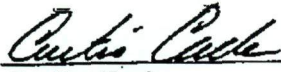
List Union Locals:



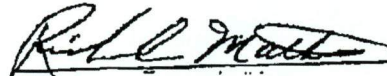
Jim Allen  
Bricklayers



Terry Lynch  
Heat & Frost Insulators & Allied  
Workers



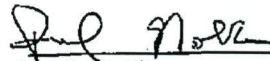
Curtis Cade  
United Association



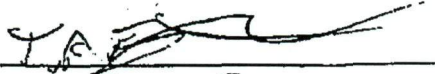
Richard Mathis  
Roofers

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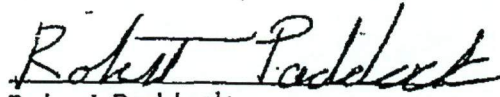
Ed Christensen, Elevator  
Constructors



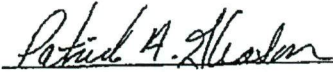
Paul Noble  
IBEW



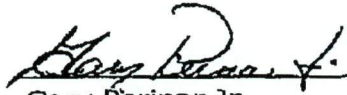
Terry Fitzmaurice  
Painters



Robert Paddock  
IUOE



Pat Gleason  
Teamsters



Gary Perinar Jr.  
Carpenters



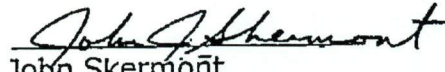
Terrence Healy  
LIUNA



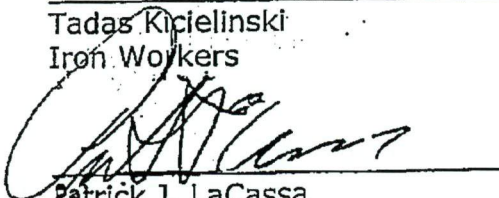
Robert Schneider  
Sheet Metal Workers



Tadas Kiciulinski  
Iron Workers



John Skermont  
Boilermakers



Patrick J. LaCassa  
OPCMIA

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