

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: December 20, 2012

Re: FAP Route 338, Contract Number 60R30, DuPage County
{March 8, 2013}

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). **{See Attachment A}**

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. **{See Attachment A}**

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

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: *James G. [Signature]* 2-27-13
{Division Chief } (Date)

Agreed: *JDR [Signature]* 2-14-13
{Bureau of Design & Environment} (Date)

Agreed: *[Signature]* 2-6-13
{Regional Engineer} (Date)

Approved: *Ann L. Schneider [Signature]* 2/28/13
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	1/31/2013
FHWA Deputy Administrator	(see attached approval page)

ATTACHMENT A:

The use of a Project Labor Agreement for Contract 60R30 is consistent with all State and Local statutory and regulatory requirements.

Item 2: This project includes State and Federal funds.

Item 3: Estimated project contract cost is \$29,950,000.

Any disruption in the continuity of this project due to labor issues would result in delayed deadlines that would cause safety concerns for the travelling public. Lapsing trade contracts during 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 5: Contract completion date is November 01, 2014. The work shall be done in four stages. The Pre-stage will consist of raised median and island removal as well as temporary pavement placement. Two lanes in each direction shall be maintained during this stage. Stage One will consist of working in the Southbound lanes while shifting all traffic onto the Northbound lanes. Two lanes in each direction shall be maintained during this stage except in the location of the railroad crossing which will have one lane in each direction. Stage Two will consist of working in median while shifting all traffic onto the Northbound and Southbound lanes. Two lanes in each direction shall be maintained during this stage except in the location of the railroad crossing where two Southbound and one Northbound lane are to be open for traffic. Stage Three consists of working in both the median and the Northbound lanes. Two lanes in each direction are to be maintained. Stage Four consists of median work and any other remaining work that needs to be completed with at least two lanes being open to traffic in each direction. The final configuration will be three lanes in each direction.

Item 8: This project is located in a suburban section of the District which is experiencing rapid growth. The IL 59 corridor experiences heavy vehicle and truck volume as well as contains an important highway connection. There are no good close alternative routes for motorists in this area for use. Should a strike of any kind occur which resulted in a work stoppage, motorists would be required to drive through the construction zone for a longer period of time than what is planned in the contract. While we use all the current standards and devices for our maintenance of traffic, the work zone can be a dangerous place for drivers. Therefore, use of a PLA will ensure we complete the job in a timely manner, the safest for all motorists who travel this route.

Item 12: The union contract expiration dates are as follows:

Collective Bargaining Agreements

- Chicago Regional Council of Carpenters

- Local 54 Cook, Lake & DuPage Counties 6-1-10 to 5-31-14
- Cement Masons
 - Local 502 Cook County 6-1-10 to 5-31-13
- Construction and General Laborers' District Council of Chicago & Vicinity
 - Road Building Various Local Unions 6-1-10 to 5-31-13
- Operating Engineers, Local 150
 - Heavy, Highway & Underground 6-1-10 to 5-31-13
- Teamsters Joint Council No. 25
 - Local 330 (Elgin) still being negotiated
Under extension agreement
 - Teamsters Local 179 still being negotiated
- Technical Engineers, Local 130 6-1-10 to 5-31-13
- Electricians,
 - Cook, Local 134 6-6-2011 to 6-1-2014
 - Will, Local 176
 - Inside & Service/Maintenance 6-1-2012 to 5-31-2014
 - VDB Agreement 6-1-2012 to 5-31-2013
 - McHenry, Lake, Kane, DuPage.
 - Local 117
 - Inside Agreement 6-4-2012 to 5-31-2013
 - Residential Agreement 9-03-2012 to 9-2-2013
 - Telecommunication Agreement 6-4-2012 to 8-31-2014
 - Local 150
 - Inside Agreement 6-4-2012 to 6-2-2013
 - Residential Agreement 6-4-2012 to 6-2-2013
 - Telecommunication Agreement 6-4-2012 to 6-2-2013
 - Local 461
 - Inside Agreement 6-4-2012 to 6-2-2013
 - Residential Agreement 6-1-2012 to 5-31-2013
 - Telecommunication Agreement 6-4-2012 to 6-2-2013
 - Local 701
 - Inside Agreement 6-4-2012 to 6-3-2013
 - Residential Agreement still being negotiated
 - Telecommunication Agreement 6-4-2012 to 6-3-2013

8. Ironworkers Local 1

- Structural

still being negotiated
Extension on agreements

PLA Request

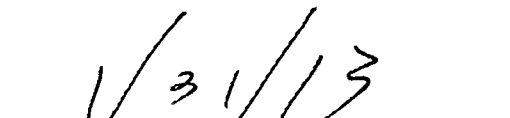
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature



Date

Execution Page

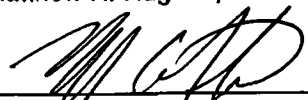
Illinois Department of Transportation



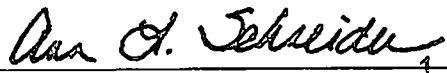
Omer Osman, Director of Highways



Matthew R. Hughes, Director Finance & Administration



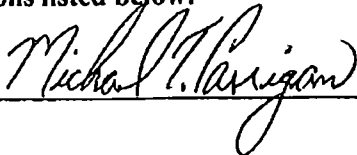
Michael A. Forti, Chief Counsel



Ann L. Schneider, Secretary

2/28/13
(Date)

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

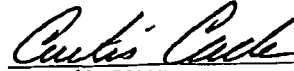


February 13, 2013
(Date)

List Union Locals:



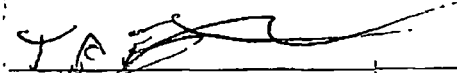
Jim Allen
Bricklayers



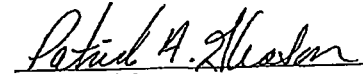
Curtis Cade
United Association

*

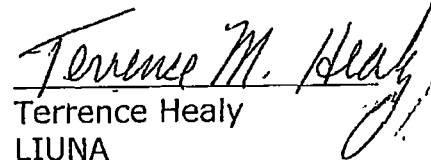
Ed Christensen, Elevator
Constructors




Terry Fitzmaurice
Painters



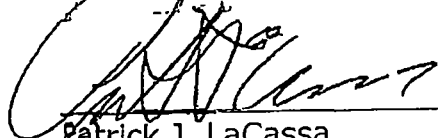
Pat Gleason
Teamsters



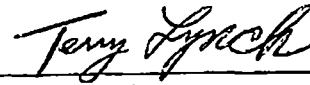
Terrence Healy
LIUNA



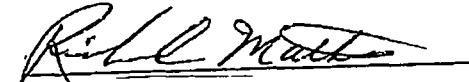
Tadas Kiciulinski
Iron Workers



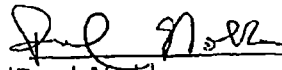
Patrick J. LaCassa
OPCMIA



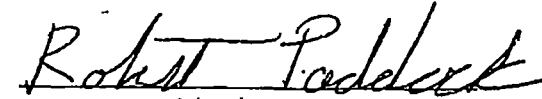
Terry Lynch
Heat & Frost Insulators & Allied
Workers



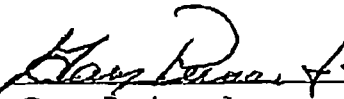
Richard Mathis
Roofers



Paul Noble
IBEW



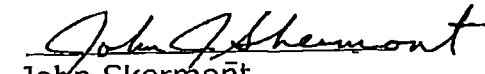
Robert Paddock
IUOE



Gary Perinar Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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