

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To Ann L. Schneider, Secretary

From: Omer Osman, Director

Date. May 8, 2013

Re. FAI 80, Contract Number 66873, Grundy County

{June 14, 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).
- 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.

Attachment A:

Justification for use of Project Labor Agreement on Contract #66873, Grundy 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 \$6,300,000

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 140 working days and will require two construction seasons with limited interruption to complete all work.

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

Operators	5/31/2013
Teamsters	expired
Cement Masons	5/31/2013
Carpenters	5/31/2014
Ironworkers	5/31/2014
Laborers	5/31/2013

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 I-80 and longer closure of Minooka Road. 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.

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.

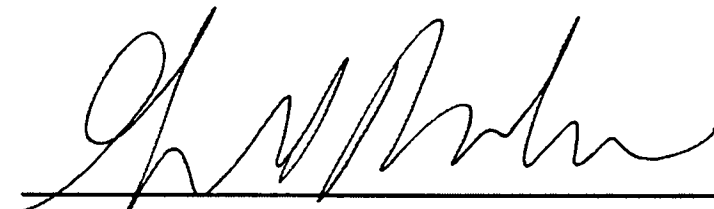
The trades that will be used on this project include but are not limited to the following: Laborers, Carpenters, Operators, Teamsters, Cement Masons, and Iron Workers.

PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



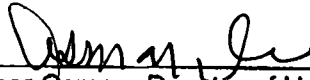
Signature

5/9/13

Date

Execution Page

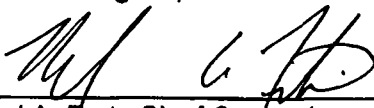
Illinois Department of Transportation



Omer Osman, Director of Highways



Matthew R. Hughes, Director Finance & Administration



Michael A. Forti, Chief Counsel

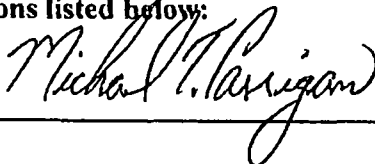


Ann L. Schneider, Secretary

5/24/13

(Date)

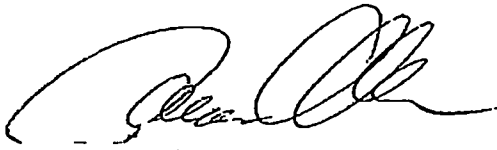
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



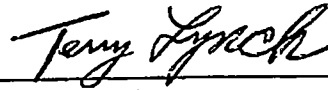
May 20, 2013

(Date)

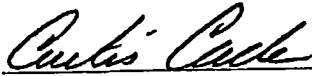
List Union Locals:



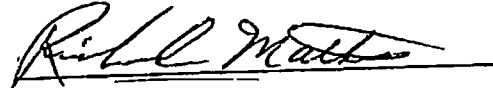
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



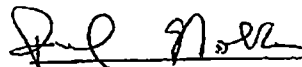
Curtis Cade
United Association



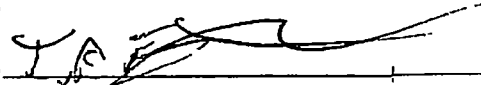
Richard Mathis
Roofers

*

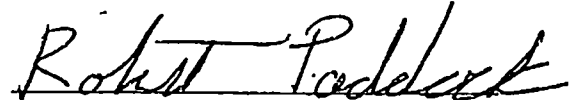
Ed Christensen, Elevator
Constructors



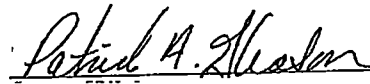
Paul Noble
IBEW



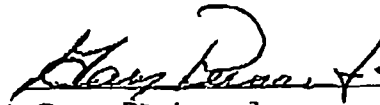
Terry Fitzmaurice
Painters



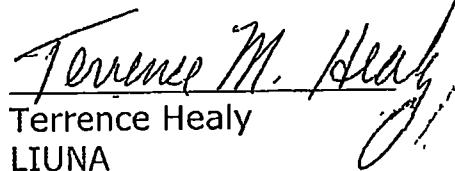
Robert Paddock
IUOE



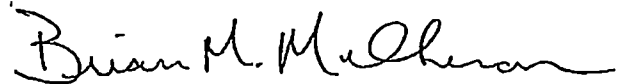
Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



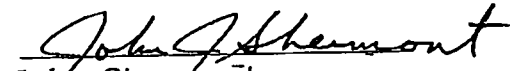
Terrence Healy
LIUNA



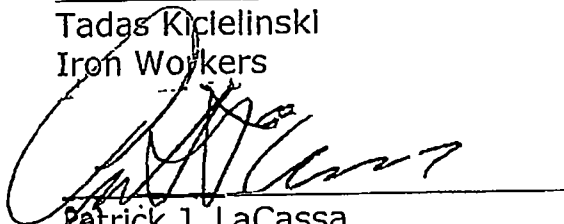
Brian Mulheran
Sheet Metal Workers



Tadas Kiciulinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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