

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: March 13, 2014

Re: FAP 327A, Contract Number 76F28, Marion County

{US 50 from 0.1 miles east of US 51 to 0.2 miles east of Baldrige Ln}

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.
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.

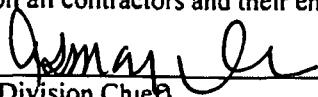
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

10) Use of a PLA on the Project is not expected to have a material adverse effect on the competitive bidding process

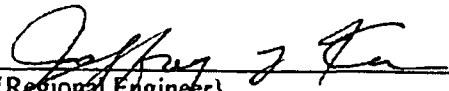
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, etc.).

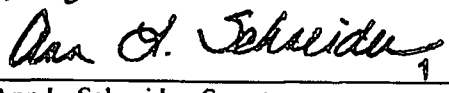
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

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:  6/11/14
{Division Chief} (Date)

Agreed:  5/14/2014
{Bureau of Design & Environment} (Date)

Agreed:  5/6/14
{Regional Engineer} (Date)

Approved:  6/12/14
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract


Sarah Kurmann,
Executive Assistant

Thomas P. Holian	5/06/2014
FHWA Acting Chief Counsel (see 5/6 approval memo re 76F28)	

IDOT Project Labor Agreement Determination

Contract Number 76F28

Attachment A

Item #3: This project requires guardrail replacement, box culvert replacement, patching, milling and resurfacing on US 50 from 0.1 miles east of US 51 to 0.2 miles east of Baldrige Ln in Salem. The project length is 6.44 miles

Item #4 This project is currently estimated to require 110 working days and work will extend into the 2015 construction year

Item #6: The following collective bargaining agreements expire before the end of the project:

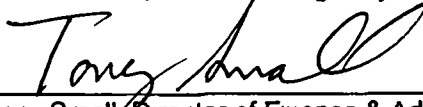
<u>Local Union</u>	<u>Expiration Date</u>
Sheet Metal Workers Local 268	06/30/2015
Bricklayers & Allied Craftworkers	04/31/2014
Murphysboro Chapter of Local # 8	
CBA	12/31/2014
Ironworkers Local #782	04/30/2014
Jurisdiction of Ironworkers Local	04/30/2014
#782 in Southern Illinois	
IBEW Agreement for Inside Wireman	08/31/2014
Heat and Frost Insulators Local 37	04/31/2015

Execution Page

Illinois Department of Transportation




Omer Osman, Director of Highways



Tony Small, Director of Finance & Administration



Michael A. Forti, Chief Counsel



Ann L. Schneider, Secretary

6/12/14
(Date)



Sarah Kurmann,
Executive Assistant

Illinois AFL-CIO Statewide Project Labor Agreement Committee, repre:
unions listed below:

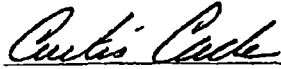


May 14, 2014
(Date)

List Union Locals:



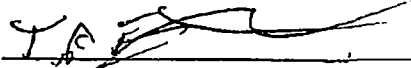
Jim Allen
Bricklayers



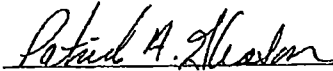
Curtis Cade
United Association

*

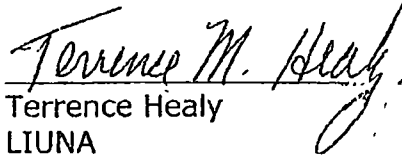
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



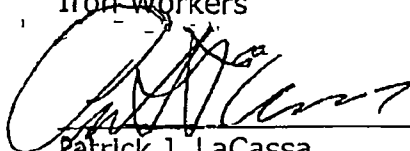
Pat Gleason
Teamsters



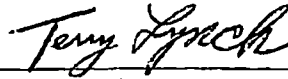
Terrence Healy
LIUNA



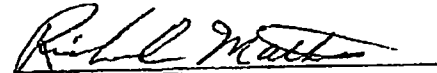
David Beard
Iron Workers



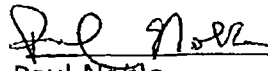
Patrick J. LaCassa
OPCMIA



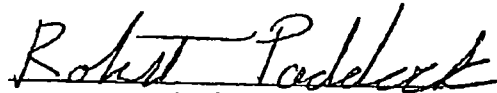
Terry Lynch
Heat & Frost Insulators & Allied
Workers



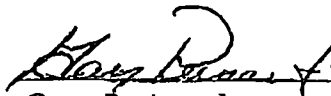
Richard Mathis
Roofers



Paul Noble
IBEW



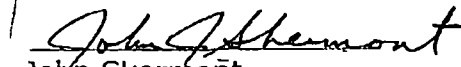
Robert Paddock
IUOE



Gary Perlinar Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermon
Boilermakers

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