

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date: August 22, 2012

Re: FAI Route 39 & FAP Route 301, Contract Number 64H76, Lee, Ogle & Winnebago 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.

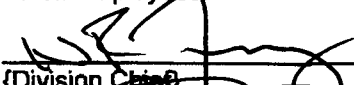
5) There is a firm construction completion date established for the Project thereby increasing the adverse consequences of any work stoppage or other labor disruption.


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.

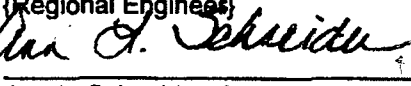
- 8) This Project presents specific safety concerns to the traveling public and a PLA will ensure labor force continuity and stability, decreasing the length of the safety concern (See Attachment A).
- 9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or 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:

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:  8/31/12
 {Division Chief} (Date)

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

Agreed:  7/10/12
 {Regional Engineer} (Date)

Approved:  8-31-12
 Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above-mentioned contract

Gregory G. Nadeau	8/14/2012
FHWA Deputy Administrator	(see attached approval page)

FAI Route 39 (I-39) & FAP Route 301 (US 20)
Contract #64H76
Lee, Ogle & Winnebago Counties

Attachment A

Justification for use of Project Labor Agreement (PLA) on Contract #64H76, Lee, Ogle & Winnebago Counties

The use of a PLA on 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 \$2,200,000

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 PLA. 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 PLA.

Item 5: The project will require 60 working days. There is no firm completion date.

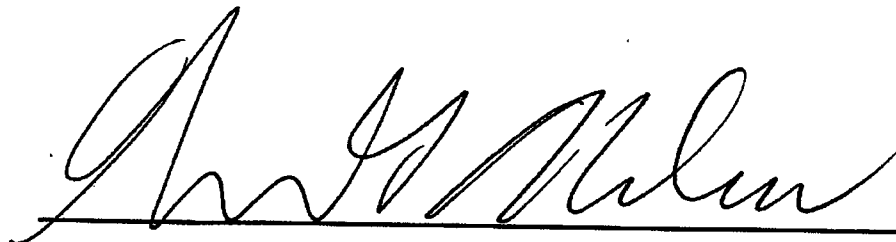
Item 8: Any disruption to the contractor's schedule due to labor issues may result in the delay of the project completion date and lengthen the time for closure of the shoulders. The mainline will be kept open to one-lane traffic in each direction at all times during working hours and all lanes will be kept open during non-working hours. In addition, existing speed limit will be reduced during working hours. The shoulder will be closed during non-working hours until the safety protection upgrades are completed at the bridge piers and sign foundations.

PLA Request

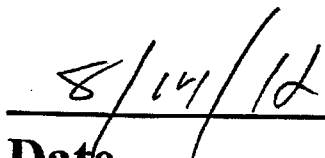
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature


Date

Execution Page

Illinois Department of Transportation



William R. Frey, Interim Director of Highways



Matthew R. Hughes, Director Finance & Administration



Ellen Schanzle-Haskins, Chief Counsel



Ann L. Schneider, Secretary

8-31-12

(Date)

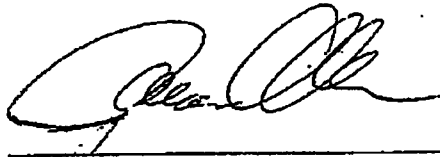
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



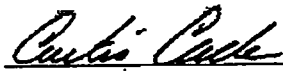
August 22, 2012

(Date)

List Union Locals:



Jim Allen
Bricklayers



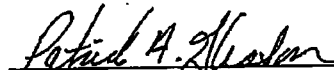
Curtis Cade
United Association

*

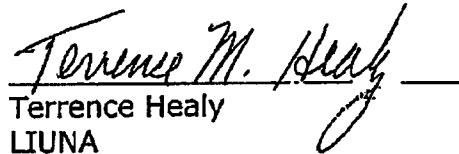
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



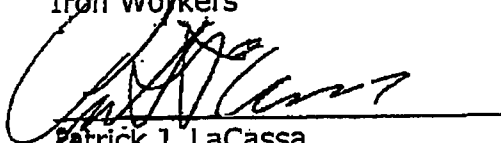
Pat Gleason
Teamsters



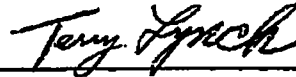
Terrence Healy
LIUNA



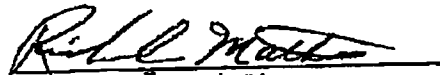
Tadas Kiciulinski
Iron Workers



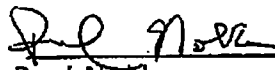
Patrick J. LaCassa
OPCMIA



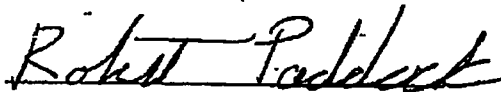
Terry Lynch
Heat & Frost Insulators & Allied
Workers



Richard Mathis
Roofers



Paul Noble
IBEW



Robert Paddock
IUOE



Gary Perinar Jr.
Carpenters



Robert Schneider
Sheet Metal Workers



John Skermont
Boilermakers

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