

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Acting Secretary

From: William R. Frey, Interim Director

Date: December 5, 2011

Re: FAP 785, Contract Number 76B80, Madison County

{January 20, 2012}

In accordance with Executive Order 2010-03 (Quinn), 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.

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. 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.

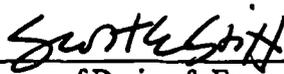
10) Use of a PLA on the Project is not expected to have a material adverse effect on the competitive bidding process.

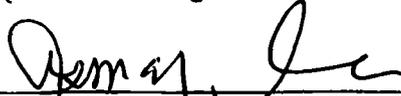
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time,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

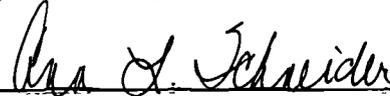
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

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:  12/14/11
{Division Chief} (Date)

Agreed:  12/14/11
{Bureau of Design & Environment} (Date)

Agreed:  12/13/11
{Regional Engineer} (Date)

Approved:  12/19/11
Ann L. Schneider, Secretary of Transportation (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	12/7/2011
FHWA Deputy Administrator	(see attached approval page)

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAP 785, CONTRACT NUMBER 76B80, MADISON COUNTY, WHICH IS LOCATED ON ON IL 140/111 FROM ANNEX STREET IN ALTON TO WILLIAMS STREET IN BETHALTO, JUST WEST OF I-255.

ITEM 2: This project is 80% federally funded.

ITEM 3: Estimated project cost is \$5,300,000. The project length is approximately 4.2 miles.

The overall project scope consists of:

- Hot-mix asphalt overlay and milling for the entire length of the project, except the structures.
- Extensive full-depth and partial depth patching on IL 140/111.
- Installation of a bi-directional turn lane for approximately .6 miles on IL 140/111.
- Updating the guardrail within the project limits.
- Partial intersection reconstruction on IL 140/111 at Fosterburg Road and rock quarry entrance.
- To complete the proposed work on this project will require several overnight lane closures resulting in extended periods of single lane traffic.

As can be seen by the scope of work above, any disruption in the continuity of this project due to labor issues would result in delays in construction and completion dates. As a result, incomplete portions of the project remaining closed to the traveling public and extended completion dates may cause additional traffic delays due to delays by a work stoppage.

It is anticipated that lapsing trade agreements through any of the above stages of work on this 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.

ATTACHMENT A (con't):

ITEM 5: This project includes a Completion Date of November 15, 2012. The estimate of time for the project corresponds to a full construction season assuming a fairly aggressive construction schedule. The Completion Date was determined to ensure the project is completed in one construction season and not expose the driving public to traffic control during the winter driving season.

ITEM 6: This project requires a Completion Date of November 15, 2012.

The following are the collective bargaining agreements with expiration date:

- Cement Masons 90 Exp. 07/31/12
- IBEW 309 (Lineman) Exp. 12/01/13
- Iron Workers 392 Exp. 07/31/13
- Laborers DC Exp. 07/31/13
- Operating Engineers 520 Exp. 07/31/12
- Carpenters DC Exp. 05/01/13
- Teamsters 50 Exp. 06/30/12

ITEM 8: This project will require several overnight lane closures to complete the proposed bi-directional construction, partial intersection reconstruction and full-depth patching. Any work stoppage could increase the time the traveling public is driving through construction zones. Thus potentially exposing the public to pavement drop-offs adjacent to traveled lanes. Labor continuity would minimize the amount of time the traveling public would have to utilize the construction work zones, thus reducing the length of the safety concern.

PLA Request

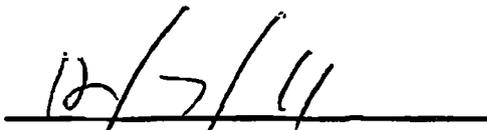
Approval of Project Labor Agreement

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

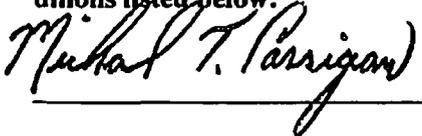


Ann L. Schneider, Secretary

1/13/12

(Date)

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

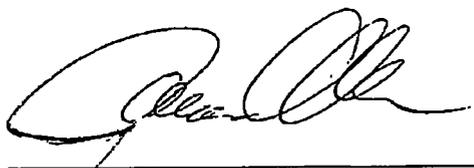


Michael T. Parrigan

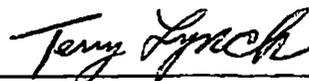
12-16-11

(Date)

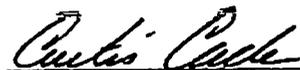
List Union Locals:



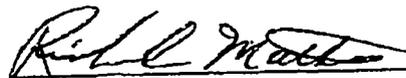
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



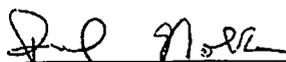
Curtis Cade
United Association



Richard Mathis
Roofers

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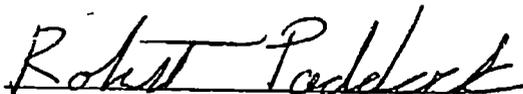
Ed Christensen, Elevator
Constructors



Paul Noble
IBEW



Terry Fitzmaurice
Painters



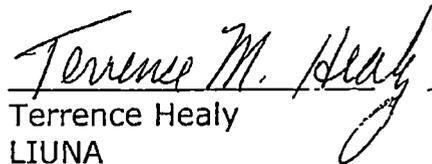
Robert Paddock
IUOE



Pat Gleason
Teamsters



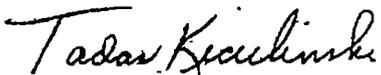
Gary Perinar Jr.
Carpenters



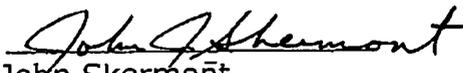
Terrence Healy
LIUNA



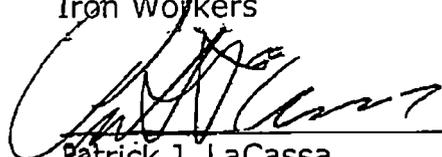
Robert Schneider
Sheet Metal Workers



Tadas Kiciulinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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