

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Erca J Borggren, Acting Secretary

From: Omer Osman, Director

Date: May 21, 2014

Re: FAP Route 754 (IL 76), Contract Number 64H90, Boone County
{14.53 miles of HMA resurfacing, patching and milling on IL 76 from the
Wisconsin State Line to US Business 20, north of Belvidere}

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.
- 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 (See Attachment A)

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)

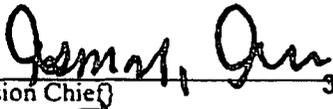
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

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

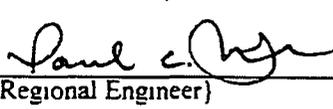
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, 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  8/4/14
{Division Chief} AAW (Date)

Agreed  7/21/2014
{Bureau of Design & Environment} (Date)

Agreed  6/27/14
{Regional Engineer} (Date)

Approved  8/7/14
Erica J Borggren, Acting Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

Thomas P Holian	6/18/2014
FHWA Acting Chief Counsel (see 6/18 approval memo re 64H90)	

FAP Route 754 (IL 76)
Contract Number 64H90
Boone County

14.53 miles of HMA resurfacing, patching and milling on IL 76 from
the Wisconsin State Line to US Business Route 20 north of Belvidere

Attachment A

Justification for use of Project Labor Agreement (PLA) on Contract 64H90, Boone County.

The use of 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 cost is \$4,164,000

It is anticipated that, if any labor conflicts arise during construction of this project, it will result in delays to motorists and also not completing the project on time. It is the belief of the Department of Transportation that the large skilled workforce needed to complete this project can be provided by union trades involved and is a necessary requirement of a PLA.

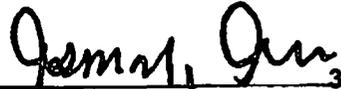
Item 4: This project will be completed by utilizing the Traffic Control and Protection Standards

Existing IL 76 consists of a two lane highway. The existing roadway is 22' and variable in width with 4-8' shoulders on both sides of the roadway. The proposed improvement consists of 14.53 miles of HMA resurfacing, patching and milling. There will also be some safety improvement that consists of the installation of flashing beacons at various locations, the milling of centerline rumble strips at a couple locations, and some guardrail improvement at one location. It is anticipated that the work on this project will be started this year, but due to the late letting schedule, it may not be completed this year. If it is not completed, it will be shut down for the winter months. and then completed in 2015. This project will require 75 working days.

Item 8: In the case of any disruption to the Contractor's schedule of work due to labor issues, the project schedule will be negatively affected. This would delay the installation of flashing beacons, the centerline rumble strips, and the guardrail improvement. This would greatly impact safety and potentially increase traffic delays in that area. especially if left over the winter months. This will contribute exposure to crashes through the work zone due to inherent risk of driver attention to possible uneven lanes.

Execution Page

Illinois Department of Transportation



Omer Osman, Director of Highways AAW



Tony Small, Director of Finance & Administration



Michael A. Forti, Chief Counsel

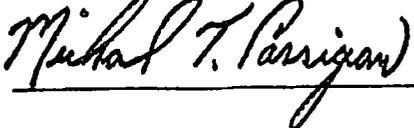


Erica J. Borggren, Acting Secretary

8/17/14

(Date)

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



Michael T. Parrigan

7-16-14

(Date)

List Union Locals:



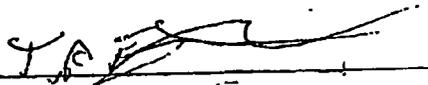
Jim Allen
Bricklayers



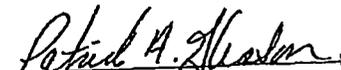
Curtis Cade
United Association

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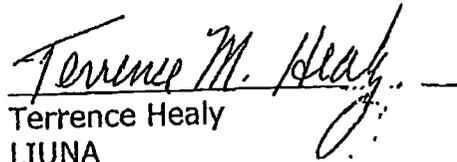
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



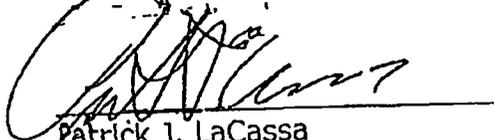
Pat Gleason
Teamsters



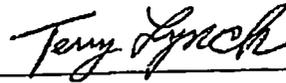
Terrence Healy
LIUNA



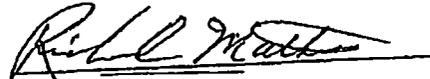
David Beard
Iron Workers



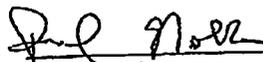
Patrick J. LaCassa
OPCMIA



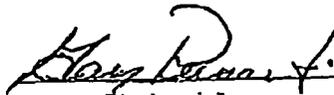
Terry Lynch
Heat & Frost Insulators & Allied
Workers



Richard Mathis
Roofers



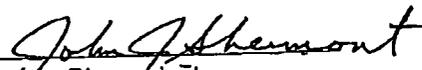
Paul Noble
IBEW



Gary Perlnar Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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