

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date: August 22, 2012

Re: FAS Route 733 (US 67), Contract Number 76F25, Greene County

{September 21, 2012}

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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.

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.).

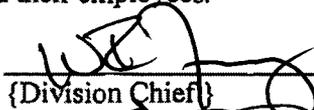
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

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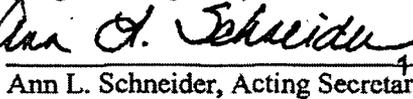
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Based upon the identified considerations, we recommend that you approve use of a PLA on this Project. Upon your approval, the Department shall undertake to negotiate in good faith a PLA with the relevant labor organization(s), and shall include in 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:  8/15/12  
{Regional Engineer} (Date)

Approved:  8-31-12  
Ann L. Schneider, Acting 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)

**ATTACHMENT A:**

**JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAS Rte. 733 (US-67), CONTRACT NUMBER 76F25, GREENE COUNTY WHICH INVOLVES THE 3P RESURFACING OF US-67 FROM TR-13 TO 0.1 MILES NORTH OF McCARTHY AVENUE IN WHITE HALL. THE LENGTH OF THIS PROJECT IS APPROXIMATELY 6.65 MILES.**

**ITEM 2:** This project is federally funded.

**ITEM 3:** Estimated project cost is \$2,400,000. The project length is approximately 6.65 miles.

The overall project scope consists of:

- Bituminous surface removal (i.e. milling) and two-lift resurfacing of approximately 6.65 miles of US-67 in Greene County. US-67 consists of two, twelve (12) foot lanes with varying types of shoulder (i.e. aggregate or curb). In some areas in the villages of White Hall and Roodhouse there are parking lanes which will also be milled and resurfaced as part of this contract.
- This work will be constructed utilizing highway standards for single lane closures with flaggers.

Although this project may not be complicated with regard to the scope of work, any disruption of this project due to labor issues could result in either:

1. Maintaining traffic indefinitely on pavement which has been milled a depth of 2.25 inches. The exposure of milled pavement for an indefinite length of time could result in increased pavement failures, both partial and full-depth.
2. Extension of this contract beyond the 245 Calendar Day completion date well into calendar year 2014.

In order to avoid either 1 or 2 above, maintaining a steady workforce is necessary.

It is anticipated that lapsing trade agreements 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 workforce needed for this project can be provided by the union trades involved.

**ITEM 4:** The project has a "Completion Date Via Calendar Days" of 245 Calendar Days, which computes to 45 Working Days. Depending on weather conditions, the contractor may begin work late this Fall, which will cause the work to extend from calendar year 2012 to calendar year 2013.

**ITEM 5:** This project has an overall "Completion Date Via Calendar Days" of 245 Calendar Days, which computes to 45 Working Days..

**ITEM 6:** The following collective bargaining agreements will expire during the construction of this project:

<u>Local</u>	<u>Current Contract Expiration</u>
Carpenters D.C.	04/30/2013
Cement Masons 90	07/31/2012
IBEW 649 (Lineman)	12/01/2013
Iron Workers 392	07/31/2013
Laborers D.C.	07/31/2013
Operating Engineers 520	07/31/2012
Teamsters 525	04/30/2014

**PLA Request**

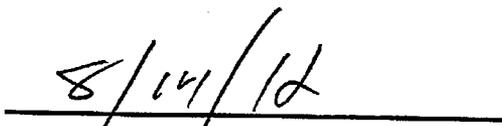
**Approval of Project Labor Agreement**

**Disapproval of Project Labor Agreement**

**Reason for disapproval:**



**Signature**

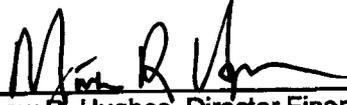


**Date**

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:

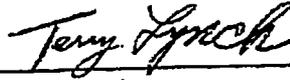
  
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August 22, 2012  
\_\_\_\_\_  
(Date)

List Union Locals:



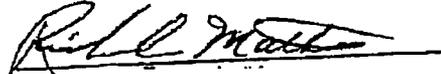
Jim Allen  
Bricklayers



Terry Lynch  
Heat & Frost Insulators & Allied  
Workers



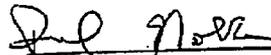
Curtis Cade  
United Association



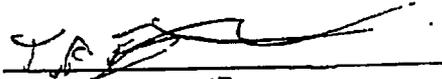
Richard Mathis  
Roofers

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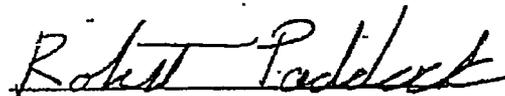
Ed Christensen, Elevator  
Constructors



Paul Noble  
IBEW



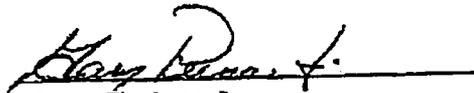
Terry Fitzmaurice  
Painters



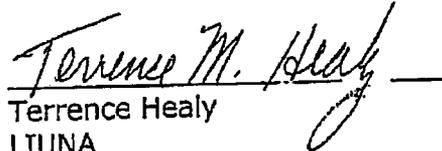
Robert Paddock  
IUOE



Pat Gleason  
Teamsters



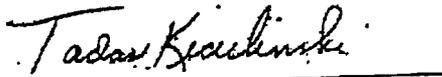
Gary Perinar Jr.  
Carpenters



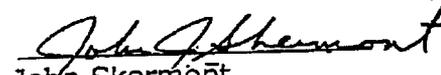
Terrence Healy  
LIUNA



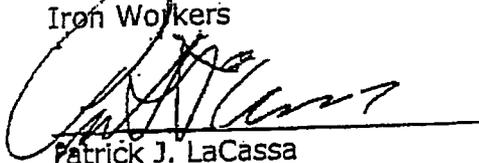
Robert Schneider  
Sheet Metal Workers



Tadas Kicielinski  
Iron Workers



John Skermont  
Boilermakers



Patrick J. LaCassa  
OPCMIA

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