

FAP Route 5 (US BR 20)  
Contract Number 64E76  
Stephenson County  
Item 12

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date: August 29, 2012

Re: US BR 20 over CC&P Railroad in Freeport, Contract Number 64E76,  
Stephenson County

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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.
- 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: WPA 10/18/12  
{Division Chief} (Date)

Agreed: AB 10/18/12  
{Bureau of Design & Environment} (Date)

Agreed: Eric S. Therkelsen 8-28-12  
{Regional Engineer} (Date)

Approved: Ann L. Schneider 10/23/12  
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	10/01/2012
FHWA Deputy Administrator	(see attached approval page)

**FAP Route 5 (US BR 20) over CC&P Railroad  
Contract #64E76  
Stephenson County**

**Attachment A**

Justification for use of Project Labor Agreement (PLA) on Contract #64E76, Stephenson County

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 \$2,700,000

This project involves the full replacement of a 4-lane deck on existing piers and abutments.

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 because of lane closures. Lapsing trade contracts during 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 112 working days. There is no firm completion date. This project will require an entire construction season and must be open (all lanes) by the end of 2013.

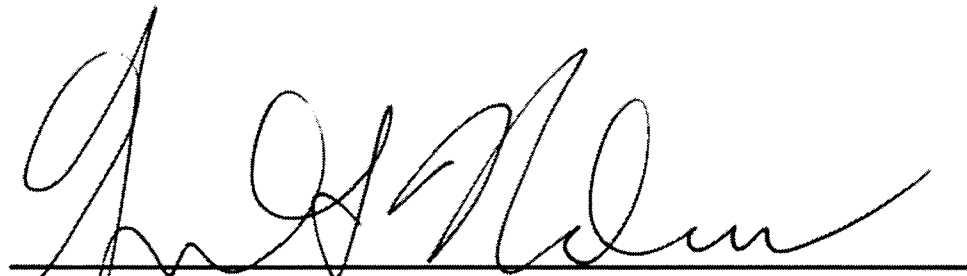
**Item 8:** Any disruption to the contractor's schedule due to labor issues may result in the delay of the project completion date and lengthen the time for lane closures across the bridge. The mainline will be kept open to one-lane traffic in each direction at all times, but lanes will be narrowed and a concrete barrier wall will be required to separate the work area from traffic. There will be added safety concerns for both workers and the motoring public, due to increased exposure, if labor force instability were to delay the project and increase its duration.


**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

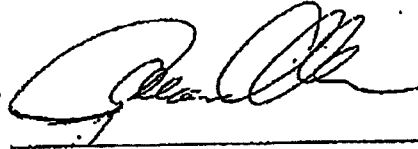
10/23/12  
\_\_\_\_\_  
(Date)

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

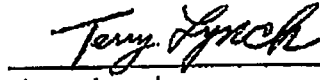
  
\_\_\_\_\_  
Michael T. Corrigan

October 16, 2012  
\_\_\_\_\_  
(Date)

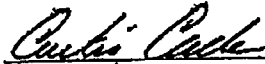
List Union Locals:



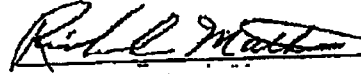
Jim Allen  
Bricklayers



Terry Lynch  
Heat & Frost Insulators & Allied  
Workers



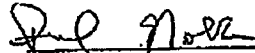
Curtis Cade  
United Association



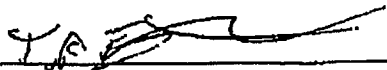
Richard Mathis  
Roofers

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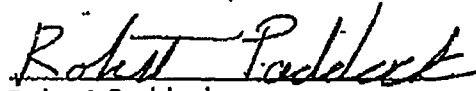
Ed Christensen, Elevator  
Constructors



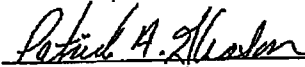
Paul Noble  
IBEW



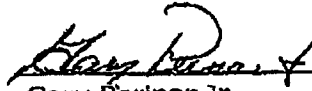
Terry Fitzmaurice  
Painters



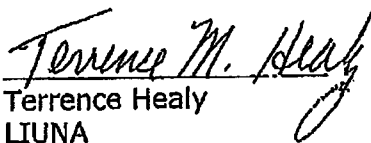
Robert Paddock  
IUOE



Pat Gleason  
Teamsters



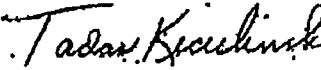
Gary Perinar Jr.  
Carpenters



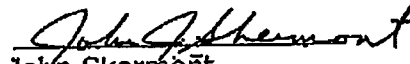
Terrence Healy  
LIUNA



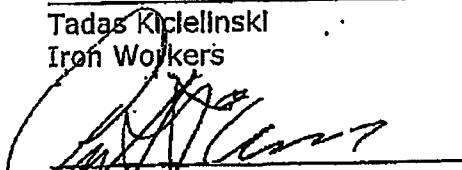
Robert Schneider  
Sheet Metal Workers



Tadas Kiciulinski  
Iron Workers



John Skermont  
Boilermakers



Patrick J. LaCassa  
OPCMIA

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