

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date: August 23, 2012

Re: US 136, Contract Number 90939, Vermilion 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).
- 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.

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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:

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: [Signature] 10/18/12
{Division Chief} (Date)

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

Agreed: [Signature] 10/18/12
{Regional Engineer} (Date)

Approved: Ann L. Schneider 10/24/12
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)

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Attachment A

Justification for use of project Labor Agreement on Contract 90939, Vermilion County:

The use of a project Labor Agreement on this project is consistent with all State and Local statutory regulatory requirements.

Item 2: This project is federally funded.

Item 3: Estimated project cost is \$6,230,000.

Item 4: 140 Working Days

Item 8: During staged construction, traffic will be reduced to one lane in each direction. The current daily traffic along this section of roadway is 20,600. Any disruption to the contractor's schedule due to labor issues may result in extending the time motorists and are exposed to the restricted lane condition.

The trades that will be used on this project include but are not limited to the following: Laborers, Carpenters, Operators, Teamsters, Cement Masons and Electricians.


Carpenters	44
Finishers	143
Iron Workers	380
Laborers	751 and 703
Operators	841
Teamsters	26

PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature

10/1/12

Date

Execution Page

Illinois Department of Transportation



William R. Frey, Interim Director of Highways



Matthew R. Hughes, Director Finance & Administration



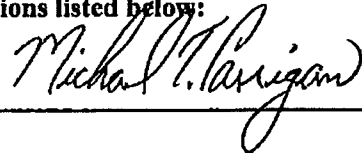
Ellen Schanzle-Haskins, Chief Counsel



Ann L. Schneider, Secretary

10-24-12
(Date)

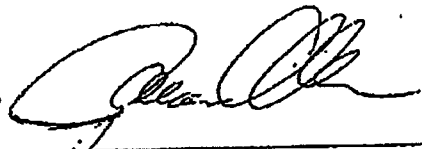
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



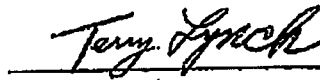
October 16, 2012

(Date)

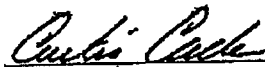
List Union Locals:



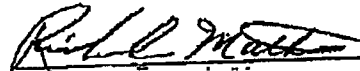
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



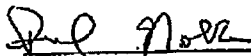
Curtis Cade
United Association




Richard Mathis
Roofers

*

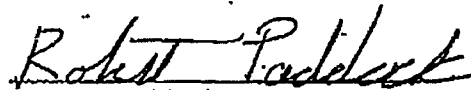
Ed Christensen, Elevator
Constructors



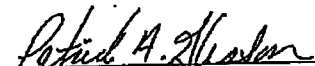
Paul Noble
IBEW



Terry Fitzmaurice
Painters



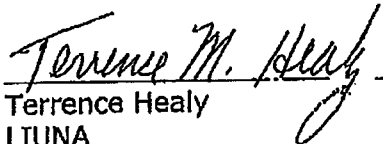
Robert Paddock
IUOE




Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



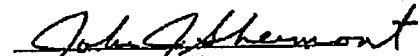
Terrence Healy
LIUNA



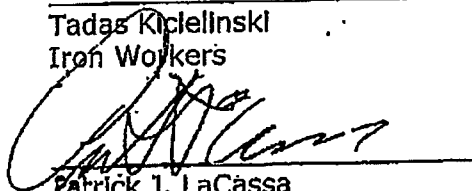
Robert Schneider
Sheet Metal Workers



Tadas Kiciellinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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