

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: May 6, 2014

Re: FAI 39, Contract Number 70A28, McLean County

{June 13, 2014}

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.

FAI 39
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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.

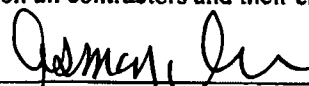
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

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

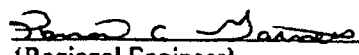
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time,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

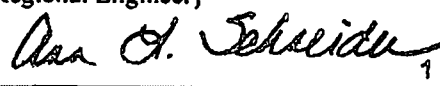
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

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:  6/11/14
{Division Chief} (Date)

Agreed  5/16/2014
{Bureau of Design & Environment} (Date)

Agreed:  050614
{Regional Engineer} (Date)

Approved.  6/12/14
Ann L. Schneider, Secretary (Date)


Sarah Kurmann,
Executive Assistant

FHWA concurrence in the PLA for the above mentioned contract

Thomas P. Holian	5/06/2014
FHWA Acting Chief Counsel (see 5/6 approval memo re 70A28)	

**Contract Number 70A28
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Attachment A

Justification for use of project Labor Agreement on Contract 70A20, McLean 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 \$11,340,000

Item 5: December 5, 2014 plus 15 working days.

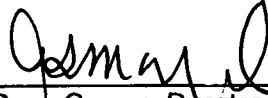
Item 8: Any disruption to the contractor's schedule due to labor issues may result in an increase in duration of the project. This, in turn, would increase the length of time the traffic control on I-39 will be in place. The construction on I-39 will be staged with one lane open at all times. The traffic control on I-39 consists of a single lane closures with temporary concrete barriers on the pavement placed near the lane lines for both stages resulting in decreased lane widths throughout the project limits. The reduced lane width increases the potential for crashes when compared to the existing lane width.

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

Carpenters	63
Finishers	18
Iron Workers	380
Laborers	362
Operators	649
Teamsters	26

Execution Page

Illinois Department of Transportation




Omer Osman, Director of Highways



Tony Small, Director of Finance & Administration



Michael A. Forti, Chief Counsel



Ann L. Schneider, Secretary

6/12/14

(Date)


Sarah Kurmann,
Executive Assistant

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




Michael P. Parigan

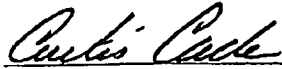
May 14, 2014

(Date)

List Union Locals:



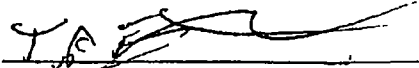
Jim Allen
Bricklayers



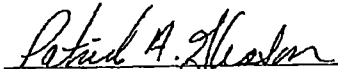
Curtis Cade
United Association

*

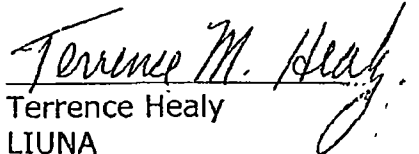
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



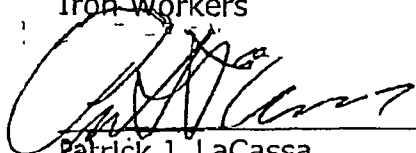
Pat Gleason
Teamsters



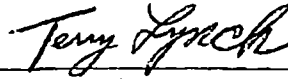
Terrence Healy
LIUNA



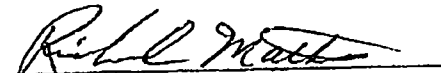
David Beard
Iron Workers



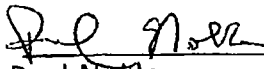
Patrick J. LaCassa
OPCMIA



Terry Lynch
Heat & Frost Insulators & Allied
Workers



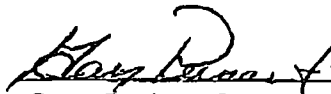
Richard Mathis
Roofers



Paul Noble
IBEW



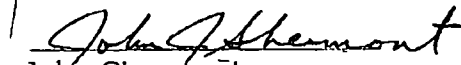
Robert Paddock
IUOE



Gary Perlinar Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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