

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

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To Ann L. Schneider, Secretary

From Omer Osman, Director

Date April 22, 2014

Re FAU 7975 (Carpenter Street), Contract No. 93617, Sangamon County  
{June 13, 2014 State Letting}

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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

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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

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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  6/11/14  
Omer Osman, Director of Highways – Chief Engineer (Date)

Agreed  5/21/2014  
John Baranzelli, Acting Bureau Chief of Design & Environment (Date)

Agreed  5-21-14  
Roger L. Driskell, Deputy Director of Highways – Region 4 Engineer (Date)

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

  
Sarah Kurmann,  
Executive Assistant

FRA concurrence in the PLA for the above mentioned contract

Catherine Dobbs Digitally signed by Catherine Dobbs  
DN: cn=Catherine Dobbs, o=U.S. Department of Justice, email=C.Dobbs@FRA.DHS.GOV  
Federal Rail Administration (Date)

Attachment A

**Justification for use of Project Labor Agreement  
on Contract No. 93617, Sangamon County.**

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

- Item 1:** This is a City of Springfield project, but State Let The city will provide Phase I, II, and III Engineering and handle the other aspects of the project The city has requested this project include a PLA
- Item 2:** Just an FYI – ICC Order T13-0098 will provide Grade Crossing Protection Funds (GCPF) for various stages of this project, including construction District 6 is providing State funds to cover construction to be performed on 9<sup>th</sup> Street (Business 55) The remainder of the funds will be provided by the city as local funds The city will seek reimbursement from the Federal Rail Administration (FRA) for part of the city's share The city recently received a TIGER Grant from the FRA and is currently working on the grant agreement with FRA
- Item 3:** The estimate construction cost for this project is \$13,900,000
- Any disruption in the continuity of this project due to the labor issues would result in delayed deadlines that would cause safety concerns for the traveling public and movement of rail freight. 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 Project Labor Agreement
- Item 4&5:** The project is being completed over three construction seasons (240 working days), requiring an aggressive schedule to minimize safety concern and delays to the traveling public and movement of rail freight Scheduling of the closure of adjacent grade crossings is to minimize impacts to the traveling public. Carpenter Street serves as one of the major thorough fares to the two area hospitals
- Item 6:** Below is a list of the major trade Unions anticipated to work on this project and their labor agreement expiration dates

Teamsters 916 – 04/30/14  
Laborers 477 – 04/30/14  
Iron Workers – 04/30/16  
Operators 965 – 04/30/16  
Carpenters 270 – 04/30/14

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**Item 8:** Any disruption to the contractor's schedule due to labor issues may present great inconvenience to the traveling public and rail freight movement. This project is being constructed following a strict sequence of work over three construction seasons which in addition to the inconvenience to the traveling public and movement of rail freight, increases first responders response time, posing potential health and safety issues.

Execution Page

Illinois Department of Transportation


  
\_\_\_\_\_  
Omer Osman, Director of Highways

  
\_\_\_\_\_  
Tony Small, Director of Finance & Administration

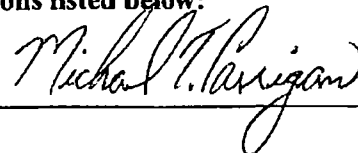
  
\_\_\_\_\_  
Michael A. Forti, Chief Counsel

  
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Ann L. Schneider, Secretary

6/12/14  
(Date)

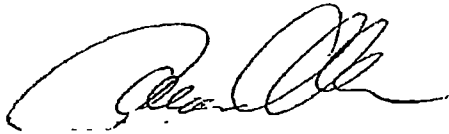
  
Sarah Kurmann,  
Executive Assistant

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

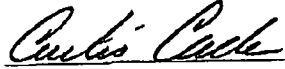
  
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May 14, 2014  
(Date)

List Union Locals:



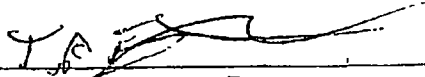
Jim Allen  
Bricklayers



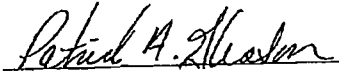
Curtis Cade  
United Association

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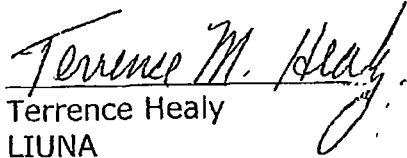
Ed Christensen, Elevator  
Constructors



Terry Fitzmaurice  
Painters



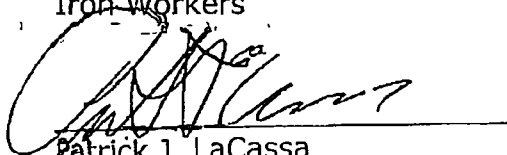
Pat Gleason  
Teamsters



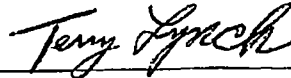
Terrence Healy  
LIUNA



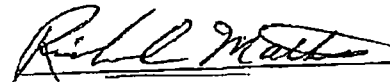
David Beard  
Iron Workers



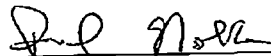
Patrick J. LaCassa  
OPCMIA



Terry Lynch  
Heat & Frost Insulators & Allied  
Workers

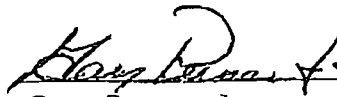


Richard Mathis  
Roofers



Paul Noble  
IBEW

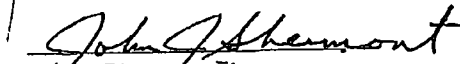
Robert Paddock  
IUOE



Gary Perinar Jr.  
Carpenters



Brian Mulheran  
Sheet Metal Workers



John Skermonit  
Boilermakers

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