

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: April 3, 2013

Re: FAP Route 517 (US Bus 20), Contract Number 64G97, Boone County

{US Bus 20 from Bonus Ave. to Lawrenceville Rd. in Belvidere}

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). (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. (See Attachment A)
- 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. (See Attachment A)

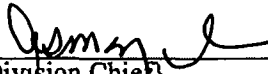
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

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

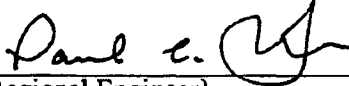
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, 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:  5/22/13
{Division Chief} (Date)

Agreed:  5/20/2013
{Bureau of Design & Environment} (Date)

Agreed:  4/5/13.
{Regional Engineer} (Date)

Approved:  5/24/13
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory Nadeau, Deputy Administrator of FHWA See Approval Dated 5/09/13
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US Bus 20 from Bonus Ave. to Lawrenceville Rd. in Belvidere

Attachment A

Justification for use of Project Labor Agreement (PLA) on contract 64G97, Boone 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 \$4,120,000

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. Lapsing trade contracts during the first stage of 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 4: The Project is scheduled for completion using 100 working days and, due to the letting being late in the fiscal year, could possibly be constructed in two construction seasons

The project utilizes safety funds because of the high number of accidents in this segment due to the deficient horizontal curve. The existing roadway consists of one lane in each direction; the proposed will be 2 lanes northbound and 1 lane southbound separated by a barrier wall. All the widening will be done on the west side of the existing highway.

The staging is set up to shift traffic over to the new constructed shoulders on the east side and maintain one lane in each direction. All the widening will be completed on the west side by maintaining traffic on the existing northbound lane and shoulder.

Any disruption to the continuity of this project due to labor issues, after the staging is in place for widening to the west side in a high accident location, would cause safety concerns for the traveling public.

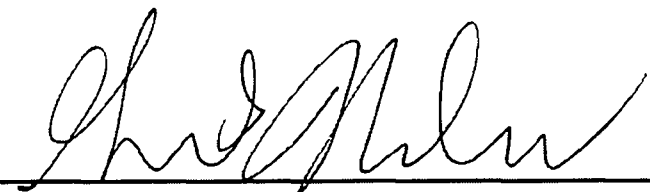
Item 8: Any disruption to the contractor's schedule due to labor issues may result in the delay of the project and may result in maintaining 2 lanes of traffic on the existing shoulder in a high accident segment. If this is left over the winter months, it may contribute to additional exposure to crashes through the work zone due to the inherent risk of driver attention to lane changes, etc. that will be in place during stage construction.

PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



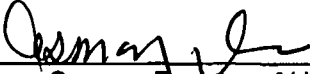
Signature



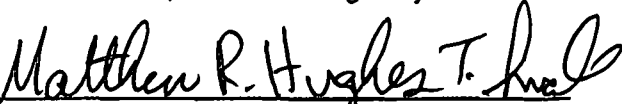
Date

Execution Page

Illinois Department of Transportation




Omer Osman, Director of Highways



Matthew R. Hughes, Director of Finance & Administration



Michael A. Fort, Chief Counsel

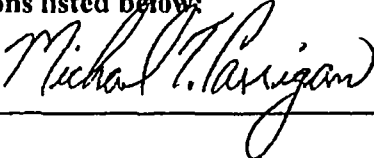


Ann L. Schneider, Secretary

5/24/13

(Date)

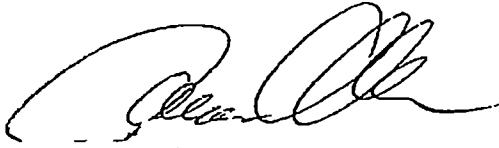
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



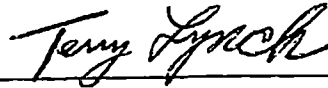
May 20, 2013

(Date)

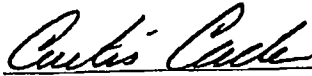
List Union Locals:



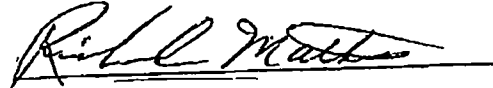
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



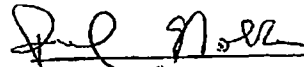
Curtis Cade
United Association



Richard Mathis
Roofers

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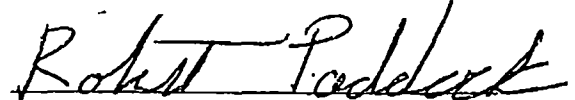
Ed Christensen, Elevator
Constructors



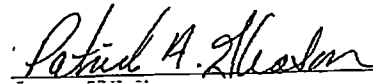
Paul Noble
IBEW



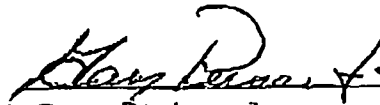
Terry Fitzmaurice
Painters



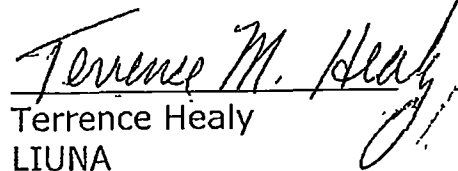
Robert Paddock
IUOE




Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



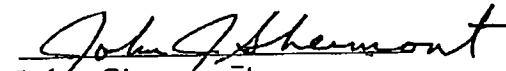
Terrence Healy
LIUNA



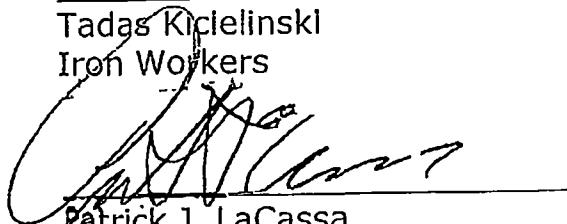
Brian Mulheran
Sheet Metal Workers



Tadas Kicieliniski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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