

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To. Ann L. Schneider, Secretary

From. William R. Frey, Interim Director

Date. December 3, 2012

Re: FAI Rte. 255 (I-255), Contract Number 76A89, Madison County

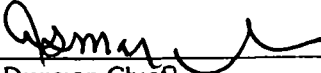
{January 18, 2013 Letting}


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.

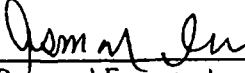
- 1) The Project is being awarded and administered by IDOT (i.e., not by another governmental agency).
- 2) The Project is being constructed using state or local funds only (i.e., no federal funds).
- 3) The overall size, scope, sequencing, logistics or other aspects of the Project make it particularly 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.

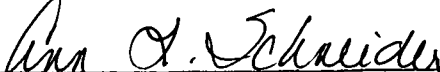
- 8) This project presents specific safety concerns to the traveling public and a PLA. will ensure labor force continuity and stability. decreasing the length of the safety concern
- 9) Use of a PLA is expected to result in improved access to skilled labor. improved efficiency. or improved safety performance 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  (Date) _____
{Division Chief}

Agreed  12/19/2012 (Date) _____
{Bureau of Design & Environment}

Agreed  12/14/12 (Date) _____
{Regional Engineer}

Approved  (Date) _____
Ann L. Schneider, Secretary

FHWA concurrence in the PLA for the above mentioned contract

Gregory G Nadeau	12/04/2012
FHWA Deputy Administrator	(see attached approval page)

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAI RTE. 255 (I-255), CONTRACT NUMBER 76A89, MADISON COUNTY WHICH INVOLVES RESURFACING, RAMP REPAIR, AND MINOR BRIDGE REPAIR OF I-255 FROM COLLINSVILLE ROAD TO 0.6 MILES NORTH OF HORSESHOE LAKE ROAD. THE LENGTH OF THIS PROJECT IS APPROXIMATELY 2.79 MILES.

ITEM 2: This project is federally funded.

ITEM 3: Estimated project cost is \$18,700,000. The project length is approximately 2.79 miles

The overall project scope consists of:

- Two-lift resurfacing (4 inches total) of approximately 2.79 miles of I-255 in Madison County. I-255 in this section consists of three (3), twelve (12) foot lanes with ten (10) foot wide inside and outside shoulders. Also included in this project is the repair and resurfacing of the ramps at the Collinsville Road, FAI-55/70, and Horseshoe Lake Road interchanges and the minor repairs to structures within the project limits.
- This work will be stage constructed. Suggested staging will involve two (2) stages, and a pre- and post-stage:

Pre-Stage Construction will include widening for temporary pavements for Stage 1 and the installation of Stage 1 traffic control devices.

Stage 1 Construction will include shifting traffic to the median side of the NB and SB roadways, Stage 1 bridge repairs, shoulder repairs, pavement patching, and the first lift of HMA. All Stage 1 work will be done maintaining one (1) lane of traffic in each direction.

Stage 2 Construction will include shifting traffic to the outside of the NB and SB roadways, Stage 2 bridge repairs, shoulder repairs, pavement patching, and the first lift of HMA. All Stage 2 work will be done maintaining one (1) lane of traffic in each direction.

Post-Stage Construction will include all remaining items necessary to complete construction, which includes the final lift of HMA, final adjustment of guardrail, and temporary and final pavement markings.

Although this project may not be complicated with regard to the scope of work, any disruption of this project due to labor issues could result in either

1. Maintaining traffic indefinitely on only one (1) lane in each direction (Stage 1 or 2) (The Department has recognized that maintaining one (1) lane of traffic will result in traffic back-ups and - through use of a completion date - has tried to minimize the length of time for this situation.)

2. Allowing an open lane of traffic next to guard rail that does not meet NSHRP guidelines. This project has a significant amount of guard rail that must be replaced and then re-set as the HMA lifts are placed

In order to avoid either 1 or 2 above, maintaining a steady workforce is necessary.

It is anticipated that lapsing trade agreements on this project would be addressed through the use of a Project Labor Agreement. It is the Illinois Department of Transportation's finding that the workforce needed for this project can be provided by the union trades involved.

ITEM 4: The project has a Completion Date of November 1, 2013 to complete Stage 2 Construction plus an additional 30 working days to complete the final lift of HMA, pavement marking, and miscellaneous off-road items.

ITEM 5: The project has a Completion Date of November 1, 2013 to complete Stage 2 Construction plus an additional 30 working days to complete the final lift of HMA, pavement marking, and miscellaneous off-road items.

ITEM 6: The following collective bargaining agreements will expire during the construction of this project:

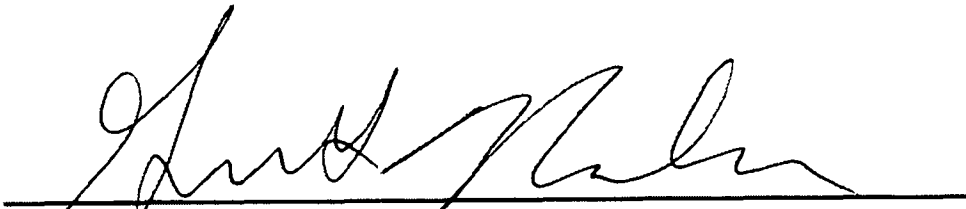
<u>Local</u>	<u>Current Contract Expiration</u>
Carpenters D.C	04/30/2013
IBEW 309 (Lineman)	12/01/2013
Iron Workers 392	07/31/2013
Laborers D C	07/31/2013
Teamsters 525	04/30/2014

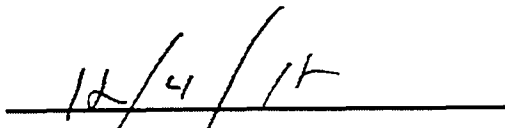
PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:


Signature

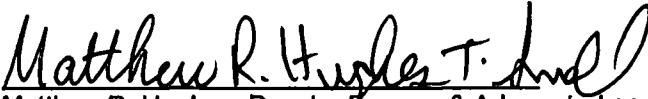

Date

Execution Page

Illinois Department of Transportation

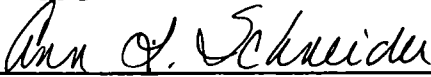


Omer M. Osman, P.E. Director of Highways, Chief Engineer



Matthew R. Hughes, Director Finance & Administration

Michael A. Forti, Chief Counsel



Ann L. Schneider, Secretary

1/9/13

(Date)

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




December 13, 2012

(Date)

List Union Locals:

Execution Page

Illinois Department of Transportation



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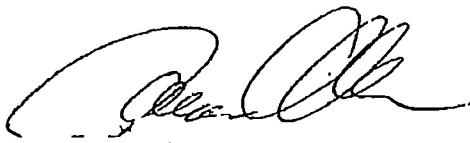
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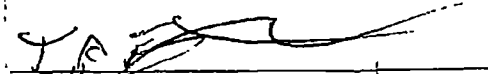
Jim Allen
Bricklayers



Curtis Cade
United Association

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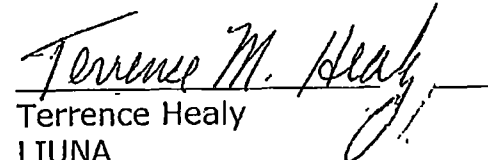
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



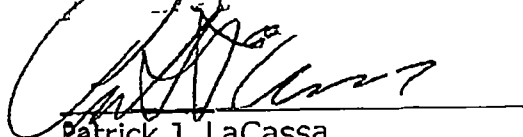
Pat Gleason
Teamsters



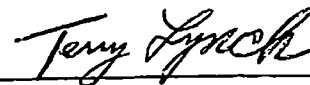
Terrence Healy
LIUNA




Tadas Kicelinski
Iron Workers



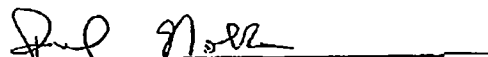
Patrick J. LaCassa
OPCMIA



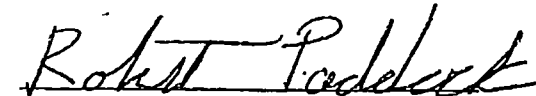
Terry Lynch
Heat & Frost Insulators & Allied
Workers



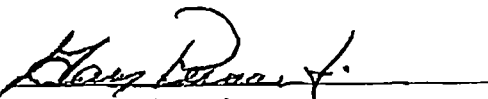
Richard Mathis
Roofers



Paul Noble
IBEW



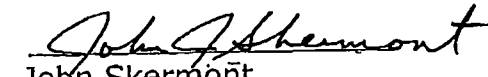
Robert Paddock
IUOE



Gary Perinar Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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