

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: December 24, 2012

Re: FAP Rte. 789 (IL-143), Contract Number 76F27, Madison County
{March 8, 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: *Jerry J. Jones* 3-6-13
{Division Chief} (Date)

Agreed: *JDB* 2-14-13
{Bureau of Design & Environment} (Date)

Agreed *Jeffrey Z...* 2/6/13
{Regional Engineer} (Date)

Approved. *Ann L. Schneider* 3-6-13
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

<u>Gregory G. Nadeau</u>	<u>2/01/2013</u>
FHWA Deputy Administrator	(see attached approval page)

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAS RTE. 789 (IL-143), CONTRACT NUMBER 76F27, MADISON COUNTY WHICH INVOLVES THE 3P RESURFACING OF IL-143 FROM 0.3 MI. EAST OF I-55 TP 0.4 MI. WEST OF I-70. THE LENGTH OF THIS PROJECT IS APPROXIMATELY 7.85 MILES.

ITEM 2: This project is federally funded.

ITEM 3: Estimated project cost is \$2,600,000. The project length is approximately 7.85 miles.

The overall project scope consists of:

- Bituminous surface removal (i.e. milling) and single-lift resurfacing of approximately 7.85 miles of IL-143 in Madison County. US-67 consists of two, twelve (12) foot lanes with four (4) foot shoulder (1' HMA, 3' aggregate wedge). Two structures within the project limits require fascia beam replacements in order to accommodate guardrail upgrades.
- The milling and resurfacing work will be constructed utilizing highway standards for single lane closures with flaggers. The fascia beam replacements will be constructed utilizing stage construction, maintaining one lane of traffic with traffic signals.

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 pavement which has been milled a depth of 0.75 inches. The exposure of milled pavement for an indefinite length of time could result in increased pavement failures, both partial and full-depth.
2. Maintaining one lane of traffic indefinitely on the structures requiring beam replacements.
3. Extension of this contract beyond the 170 Calendar Day completion date well into calendar year 2014.

In order to avoid either 1, 2, or 3 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 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 649 (Lineman)	12/01/2013
Iron Workers 392	07/31/2013
Laborers D.C.	07/31/2013

PLA Request

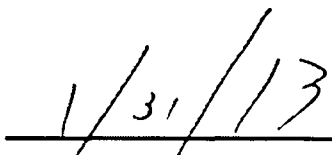
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



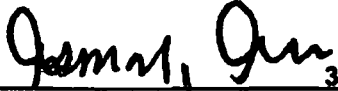
Signature



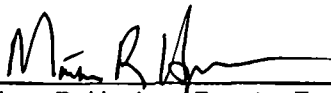
Date

Execution Page

Illinois Department of Transportation



Omer Osman, Director of Highways



Matthew R. Hughes, Director Finance & Administration



Michael A. Forti, Chief Counsel

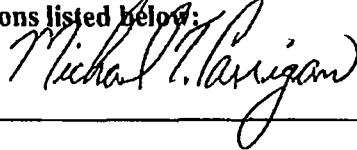


Ann L. Schneider, Secretary

3-6-13

(Date)

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



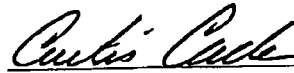
February 13, 2013

(Date)

List Union Locals:



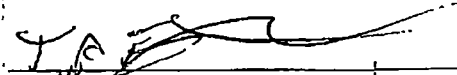
Jim Allen
Bricklayers



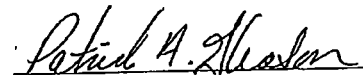
Curtis Cade
United Association

*

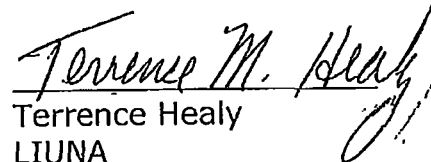
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



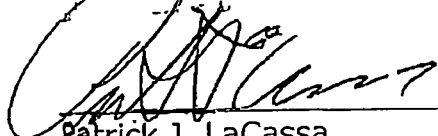
Pat Gleason
Teamsters



Terrence Healy
LIUNA



Tadas Kicelinski
Iron Workers



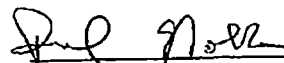
Patrick J. LaCassa
OPCMIA



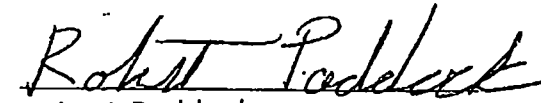
Terry Lynch
Heat & Frost Insulators & Allied
Workers




Richard Mathis
Roofers



Paul Noble
IBEW



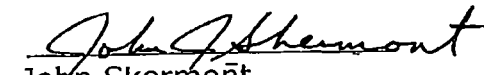
Robert Paddock
IUOE



Gary Perinar Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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