IDOT PROJECT LABOR AGREEMENT DETERMINATION

10:	Ann L. Schneider, Secretary
From:	William R. Frey, Interim Director
Date:	March 29, 2012
Re:	FAP 116, IL 130 Resurfacing, Contract Number 74247, Edwards County
	{June 15, 2012}
labor a	ordance with Executive Order 2010-03 (Quinn), it is recommended that a project greement (PLA) be utilized for the above-captioned Project. This mendation is based on the considerations indicated below.
) The Project is being awarded and administered by IDOT (i.e., not by another mental agency).
2 funds).	The Project is being constructed using state or local funds only (i.e., no federal
make i	The overall size, scope, sequencing, logistics or other aspects of the Project t particularly challenging to manage, and use of a PLA is expected to help assure construction work is performed properly and efficiently under the circumstances.
constru	The duration of construction activity on the Project is expected to exceed one action season (i.e., 110 or more working days), or the nature of the Project results ightened need for labor force continuity and stability over a substantial period of
	There is a firm construction completion date established for the Project thereby ing the adverse consequences of any work stoppage or other labor disruption.
expirat likely t	The time required to complete the Project is expected to extend beyond the ion date of one or more existing collective bargaining agreements covering trades o be involved in the Project, thereby increasing the likelihood of work stoppage(s) r labor disruption(s) during construction of the Project.
dispute the Pro	In the absence of a PLA, there is an increased likelihood of jurisdictional as among unions or of conflict between unionized and non-unionized workers on ject that could have a potentially material adverse effect on the time, cost, or of work performed on the Project.

[]	_8) Thi	is proje	ect presents	s specific	safety	concerns	to the	e traveling	public	and a	PLA,
will	ensure	labor	force conti	nuity and	stabili	ty, decrea	sing t	he length	of the s	afety	
conc	ern.										

- [8] 9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.
- [8]_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.).
- 0_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:

{Division Chief

(Date)

Agreed:

{Bureau of Design & Environment}

(Date)

Agreed:

(Regional Engineer)

4.35-12

{Regional Enginee

(Date)

Approved:

Ann I Schneider

Coorotor

(Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	4/23/2012 .
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for the use of Project Labor Agreement on Contract # 74247, Edwards County

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

Item 2: This project is federally funded with a state match.

Item 3: The Estimated Cost of this Project is \$5,100,000.

The work on this project is located on FAP 116, Marked Route IL 130 from the Richland County Line to Pine St. in Albion. The average daily traffic at this location is 4,800 with 20% (950) trucks. In order to complete the IL 130 Resurfacing project without any adverse traffic delays for the traveling public or delays in commerce, IDOT feels a Project Labor Agreement in necessary for this project.

The work on this project consists of resurfacing 13.0 miles of IL Rte 130 with 2 ½ inches of Hot Mix Asphalt, full and partial depth pavement patching, milling, and guardrail replacement. With the large number of different construction trades that will be involved in the rehabilitation of this section of roadway, IDOT feels the use of a Project Labor Agreement is necessary to avoid any labor related delays.

The resurfacing and guardrail replacement work involves various construction sequences creating numerous traffic control challenges. The contractor will need a reliable work force to complete the work in a timely manner which will maintain safe travel for the traveling public during all stages of traffic control. It is IDOT's findings that the large skilled workforce needed to meet all the challenges with this project can be provided by the union trades involved and is a necessary requirement for a Project Labor Agreement.

With no construction in the project limits the speed limit is 55 MPH. Once the projects limits are under construction the speed limit will be 45 MPH. Based on user cost of \$10.00/hour for passenger vehicles and \$20.00/hour for trucks, a user cost of \$930/day will incur due to any work stoppages. Based on the adverse travel due to construction zones, IDOT feels the use of a Project Labor Agreement is necessary to avoid any Labor related delays.

<u>Item 4:</u> There are 100 working days to complete the project. With its duration and the type of work included, this project will go into two construction seasons, so avoiding any possible labor issue would be a benefit to the project. A Project Labor Agreement would ensure the stability of the work force allowing the work to be completed in the time allotted.

<u>Item 6:</u> This project could extend beyond the expiration date of the collective bargaining agreements with the following locals.

Operators Local 841 – contract expires 12/31/2012 Laborers Local 1197 – contract expires 4/01/2013 Concrete Finisher Local 143 – contract expires 3/31/2013 Iron Workers Local 46 – contract expires 4/30/2013 Carpenters Local 643 – contract expires 4/30/2012 Teamsters Local 50 – contract expires 6/30/2012

PLA Request

,	
	Approval of Project Labor Agreement
	Disapproval of Project Labor Agreement
Reason	for disapproval:

Signature

Date

Execution Page

Illinois Department of Transportation		
571		
William R. Frey, Interim Director of Highways		
Min R 16		
Matthew R. Hughes, Director Finance & Adminis	stration	
5/wdlax		
Ellen Schanzle-Haskins, Chief Counsel		
an d. Sehreidu	0-12-12 (Date)	
Ann L. Schneider, Secretary	(Date)	
Illinois AFL-CIO Statewide Project Labor Agunions listed below:	May 17, 2012	ng the local
	(Date)	
List Union Locals:		

Jim Allen Bricklayers Curtis Cade United Association Ed Christensen, Elevator Constructors Terry Fitzmaurice Painters Pat Gleason Teamsters LIUNA adar Kecelinike Tadas Kiçielinski Iron Workers LaCassa

Terry Lynch
Heat & Frost Insulators & Allled
Workers

Richard Mathis
Roofers

Paul Noble
IBEW

Robert Paddock
IUOE

Gary Perinar Jr. Carpenters

Robert Schneider Sheet Metal Workers

John Skermönt Bollermakers

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

OPCMIA