

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: November 1, 2013

Re: FAI Rte. 255 (I-255), Contract Number 76F10, Madison County

{January 17, 2014 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.

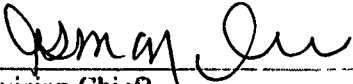
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project

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

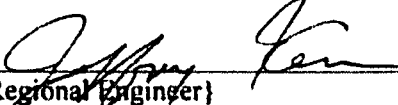
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, 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:  1/10/14
{Division Chief} (Date)

Agreed:  12/12/13
{Bureau of Design & Environment} (Date)

Agreed:  11/1/13
{Regional Engineer} (Date)

Approved:  1/15/14
Ann L. Schneider, Secretary (Date)



FHWA concurrence in the PLA for the above mentioned contract

Sarah Kurmann
Executive Assistant

Gregory G. Nadeau	11/26/2013
FHWA Deputy Administrator	(see attached approval page)

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAI RTE. 255 (I-255), CONTRACT NUMBER 76F10, MADISON COUNTY WHICH INVOLVES RESURFACING, RAMP REPAIR, AND MINOR BRIDGE REPAIR OF I-255 FROM 0.6 MILES NORTH OF HORSESHOE LAKE ROAD TO FAI RTE. 270 (I-270). THE LENGTH OF THIS PROJECT IS APPROXIMATELY 4.50 MILES.

ITEM 2: This project is federally funded.

ITEM 3: Estimated project cost is \$17,500,000. The project length is approximately 4.50 miles.

The overall project scope consists of:

- Two-lift resurfacing (4 inches total) of approximately 4.50 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 IL Rte. 162 interchange, Ramps 1, 2, 4, 6, 7, and 8 plus the CD lanes at the I-270 interchange, and, 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, shoulder repair, selective patching, installation of one lift of HMA, and the installation of Stage 1 traffic control devices. For this pre-stage, a minimum of two (2) lanes of traffic in each direction will be maintained.

Stage 1 Construction will include shifting traffic to the median side of the NB and SB roadways and conducting Stage 1 bridge repairs. 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 and conducting Stage 2 bridge repairs. 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. For this post-stage, a minimum of two (2) lanes of traffic in each direction will be maintained.

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, 2014 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, 2014 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:

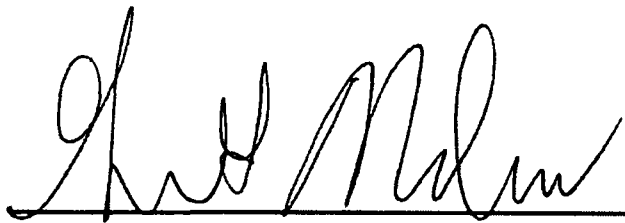
<u>Local</u>	<u>Current Contract</u> <u>Expiration</u>
Cement Masons 90	07/31/2015
IBEW 309 (Lineman)	08/30/2015
Operating Engineers 520	07/31/2015
Teamsters 525	04/30/2014

PLA Request

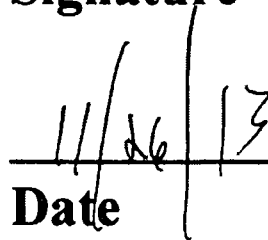
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature



Date

Execution Page

Illinois Department of Transportation

Omer Osman 11/10/14
Omer Osman, Director of Highways

Tony Small 11/9/14
Tony Small, Acting Director of Finance & Administration

Michael A. Forti 11/7/14
Michael A. Forti, Chief Counsel

Ann L. Schneider 11/8
Ann L. Schneider, Secretary

11/15/14
(Date)

Sarah Kurmann Sarah Kurmann
Executive Assistant

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

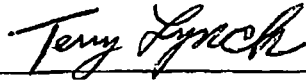
Michael T. Corrigan

12-10-13
(Date)

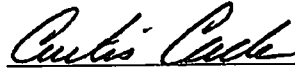
List Union Locals:



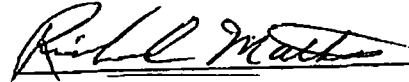
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



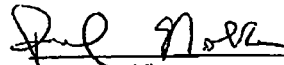
Curtis Cade
United Association



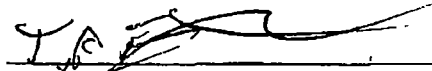
Richard Mathis
Roofers

*

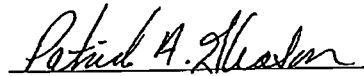
Ed Christensen, Elevator
Constructors



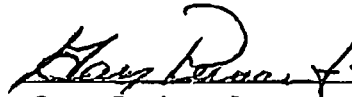
Paul Noble
IBEW



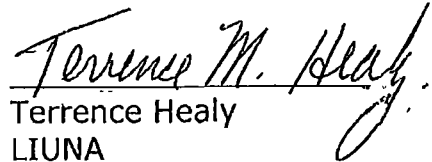
Terry Fitzmaurice
Painters



Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



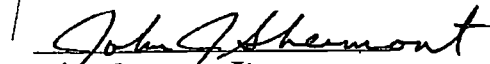
Terrence Healy
LIUNA



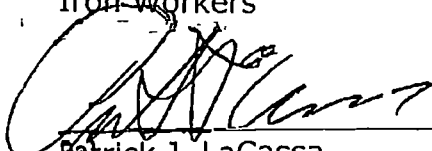
Brian Mulheran
Sheet Metal Workers



David Beard
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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