

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Gary Hannig, Secretary

From: Christine M. Reed, Director

Date: May 16, 2011

Re: FAI 70 (I-57/70 Reconstruction), Contract Number 74299, Effingham County
{June 17, 2011}

In accordance with Executive Order 2003-13 (Blagojevich), 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).

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.

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.

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.

Attachment A

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.

Attachment A

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.

FAI I-70 (I-57/70 Reconstruction)
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Item

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: *Christ: Reed* 5/20/11
{Division Chief} (Date)

Agreed: *SWNE 5/20/11* 5/20/11
{Bureau of Design & Environment} (Date)

Agreed: *Ry Zomb* 5-20-11
{Regional Engineer} (Date)

Approved: *Gary Hannig by Ann G. Schuider* 5/24/11
Gary Hannig, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.

for *Ann D. Schuider* 5/16/11
Division Administrator - FHWA (Date)

Attachment A:

Justification for the use of Project Labor Agreement on Contract # 74299, Effingham 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 \$35,000,000.~~

This is the Third project in a series of 4 projects to reconstruct and add lanes to the Interstate 57/70 corridor through Effingham which carries 36,000 vehicles daily. This project is located from just south of the Fayette Ave Interchange to 4th St. overpass Road in Effingham. The first project of the mainline reconstruction of I-57/70 is using a Project Labor Agreement. The second project consist of the reconstruction of the Fayette Ave Interchange it is not using a Project Labor Agreement. This second project without the PLA is an overhead structure that if delayed would not adversely impact the mainline Interstate reconstruction. In order to complete the mainline I-57/70 Interstate reconstruction without any Labor issue delays IDOT feels a Project Labor Agreement in necessary for this project.

The project consists of 2.36 miles of pavement reconstruction which includes, furnished and earth excavation, culvert extensions, storm sewers, lime modified soils, stabilized subbase, jointed PCC pavement and shoulders, continuously reinforced pavement and shoulders, polymerized hot-mix asphalt surface course, hot-mix asphalt shoulders, pipe under drains, double face concrete barrier median, overhead sign trusses, lighting, seeding, seismic retrofit, and pavement marking. Also included in this project is a Pedestrian/Bike bridge just north of Fayette Ave. With the large number of different construction trades that will be involved in the reconstruction of this section of roadway, IDOT feels the use of a Project Labor Agreement is necessary to avoid any labor related delays.

The work involved in this project will have to be coordinated with the first two projects to maintain safe travel for the traveling public during all stages of traffic control. The reconstruction work involves various construction sequences creating numerous traffic control challenges. With 36,000 vehicles traveling through the corridor daily it will be essential that the project completion date of September 1, 2013 be meet to correspond with scheduling deadlines for the last (and adjacent) project on the route. It is IDOT 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 65 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 \$9528/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

Item 4: The project is to be constructed during two construction seasons.

Item 5: This project must be completed by the overall completion date of September 1, 2013.

Attachment A:

Item 6: This project will extend beyond the expiration date of the collective bargaining agreements with the following locals.

Carpenters Local 347 – contract expires 6/1/2013

Operators Engineers Local 841 – contract expires 12/31/2012

Laborers Local 1197 – contract expires 3/31/2013

Teamsters Local 50 – contract expires 7/31/2011

Cement Masons Local 143 – contract expires 3/31/2013

Iron Workers Local 380 – contract expires – 6/1/2011

Execution Page

Illinois Department of Transportation


Christine M. Reed, P.E., Director of Highways

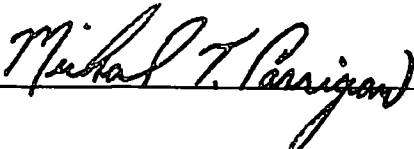

Matthew R. Hughes, Director Finance & Administration


Ellen Schanzle-Haskins, Chief Counsel


Ann L. Schneider, Acting Secretary

10/28/11
(Date)

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


Michael T. Carrigan

10-21-11
(Date)

List Union Locals:

John Thompson
John Thompson, Vice President
Bricklayers

Donald Moss
Donald Moss, Pres-Business Mgr
Cement Masons

Ed Christensen *
Ed Christensen, Director
Elevator Constructors

Eric Dean
Eric Dean, Int'l Representative
Iron Workers

Terry Fitzmaurice
Terry Fitzmaurice, Representative
IUPAT

Terrence M. Healy
Terrence Healy, Int'l Representative
LIUNA

Tony Mroczkowski
Tony Mroczkowski, Representative
Midwestern Distric: UBC

Terry Lynch
Terry Lynch, Int'l Representative
Asbestos Workers

Richard Mathis
Richard Mathis, President
Roofers

Curtis Cade
Curtis Cade, Int'l Representative
Plumbers & Pipe Fitters

Robert Paddock
Robert Paddock, Representative
IUOE State Council

John Skermont
John Skermont, Business Representative
Boilermakers

George Slater
George Slater, President
Sheet Metal State Council

Lonie Stephenson
Lonie Stephenson, Int'l Representative
IBEW

Patrick A. Walker
Patrick A. Walker, Chairman
I. C. Construction of Plumbers &
Construction Division

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