

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: March 5, 2013

Re: FAP Rte. 103 (IL-13), Contract Number 76E89, St. Clair County

{April 26, 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 Asman Ju 4/18/13
{Division Chief} (Date)

Agreed JBD 4/19/2013
{Bureau of Design & Environment} (Date)

Agreed. Jeffrey J Kern 3/26/13
{Regional Engineer} (Date)

Approved Ann L. Schneider 4/18/13
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

<u>Gregory G Nadeau</u> 3/06/2013 FHWA Deputy Administrator (see attached approval page)

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAP RTE. 103 (IL-13), CONTRACT NUMBER 76E89, ST. CLAIR COUNTY WHICH INVOLVES THE 3P RESURFACING OF IL-13 FROM 0.1 MI. SOUTH OF THE KASKASKIA RIVER TO 0.2 MI. SOUTH OF OLD IL-13. THE LENGTH OF THIS PROJECT IS APPROXIMATELY 3.19 MILES.

ITEM 2: This project is federally funded.

ITEM 3: Estimated project cost is \$2,400,000. The project length is approximately 3.19 miles.

The overall project scope consists of

- Single-lift resurfacing (2.5") of approximately 0.6 miles of IL-13 at its intersection with Van Buren/Keim Rd. which consists of four (4), twelve (12) foot through lanes (separated by a median), variable shoulders up to ten (10) foot in width, and turn lanes twelve (12) foot in width.
- Single-lift resurfacing (2.5") of approximately 1.7 miles of IL-13, which consists of consists of two (2), twelve (12) foot lanes with eight (8) and ten (10) foot HMA shoulders.
- Bituminous surface removal (i.e. milling) (3/4" depth) and single-lift resurfacing (2.25") of approximately 0.9 miles of IL-13, which consists of consists of two (2), twelve (12) foot lanes with eight (8) and ten (10) foot HMA shoulders.
- The milling and resurfacing work will be constructed utilizing highway standards for single lane closures with flaggers.

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. Extension of this contract beyond the 35 working day completion date, perhaps well into calendar year 2014.

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

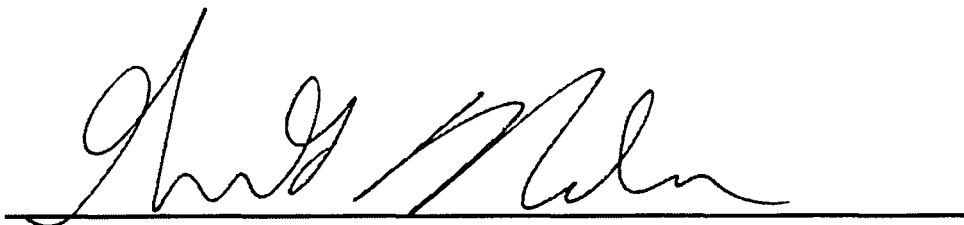
<u>Local</u>	<u>Current Contract Expiration</u>
Carpenters D.C.	04/30/2013
IBEW 309 (Lineman)	12/01/2013
Iron Workers 392	07/31/2013
Laborers D C.	07/31/2013
Teamsters 50	07/31/2014

PLA Request

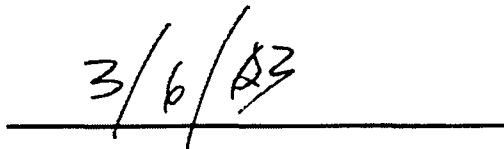
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



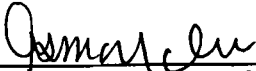
Signature



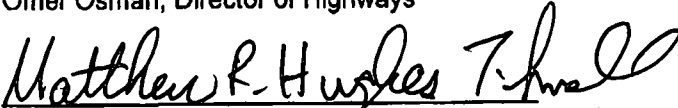
Date

Execution Page

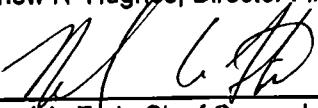
Illinois Department of Transportation




Omer Osman, Director of Highways



Matthew R Hughes, Director Finance & Administration



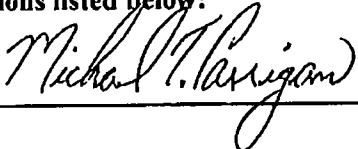
Michael A Forti, Chief Counsel



Ann L. Schneider, Secretary

4/18/13
(Date)

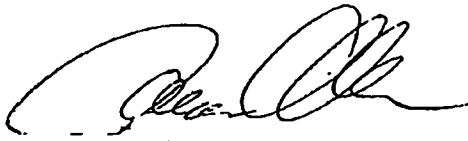
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



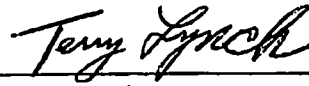
April 5, 2013

(Date)

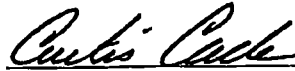
List Union Locals:



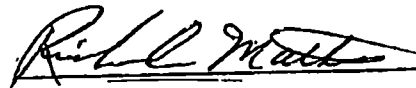
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



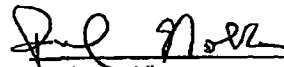
Curtis Cade
United Association



Richard Mathis
Roofers

*

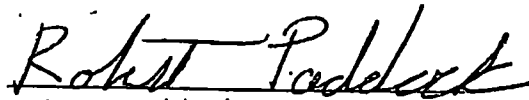
Ed Christensen, Elevator
Constructors



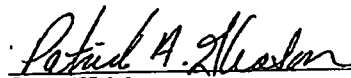
Paul Noble
IBEW



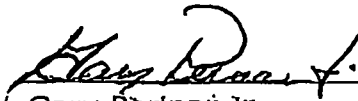
Terry Fitzmaurice
Painters



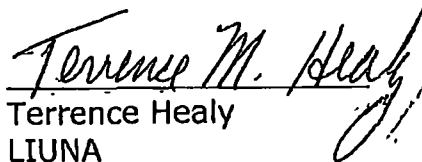
Robert Paddock
IUOE



Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



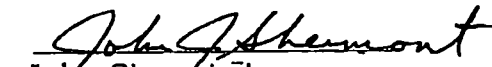
Terrence Healy
LIUNA



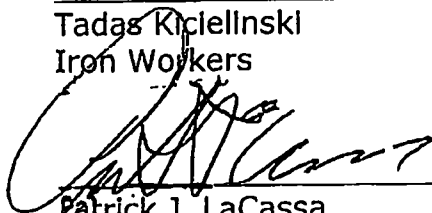
Brian Mulheran
Sheet Metal Workers



Tadas Kiciellinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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