

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: April 3, 2013

Re: IL 130 Resurfacing, Contract Number 74409, Richland County

{June 14, 2013}

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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

IL 150 - Resurfacing  
Contract Number 74409  
Richland County  
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

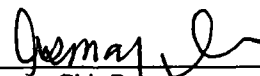
10) Use of a PLA on the Project is not expected to have a material adverse effect on the competitive bidding process

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.)

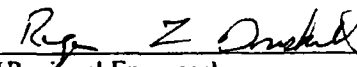
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

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\_\_\_\_\_  
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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  5/22/13  
{Division Chief} (Date)

Agreed  5/20/2013  
{Bureau of Design & Environment} (Date)

Agreed  5-21-13  
{Regional Engineer} (Date)

Approved  5/24/13  
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory Nadeau, Deputy Administrator of FHWA  
See Approval Dated 5/09/13

**Attachment A:**

Justification for the use of Project Labor Agreement on Contract # 74409, Richland 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 \$4,800,000.

The work on this project is located on IL 130 from US 50 in Olney south to the Edwards Co Line. The average daily traffic at this location is 4,100 with 19% (780) trucks. In order to complete the mainline ILL Route 130 resurfacing project without any adverse traffic delays for the traveling public or delays in commerce, IDOT feels a Project Labor Agreement is necessary for this project.

The work on this project consists of 10.8 miles of 1/2" milling, 1-1/2" HMA surface course, 3/4" HMA binder course, pavement patching, structure repairs, pavement marking and any other work necessary to complete this project. With the large number of different construction trades that will be involved in the resurfacing 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 bridge 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 \$457/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 5: There are 95 working days to complete the project. This job is on a June letting which is a late letting to utilize the entire construction season, so any labor issue could cause the project to continue into a second construction season. A Project Labor Agreement would ensure the stability of the work force allowing the work to be completed in the time allotted.

Item 6: This project could extend beyond the expiration date of several collective bargaining agreements listed with the following locals:

Operators Engineers Local (841) – contract expires 12-31-2015

Laborers Local (1197) – contract expires 4-30-2013

Teamsters Local (135) – contract expires 4-30-2014

Cement Masons Local (143) – contract expires 3-31-2016

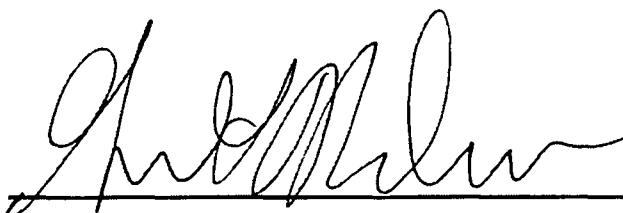
Iron Workers Local (46) – contract expires 4-30-2013

**PLA Request**

**Approval of Project Labor Agreement**

**Disapproval of Project Labor Agreement**

**Reason for disapproval:**

  
\_\_\_\_\_

**Signature**

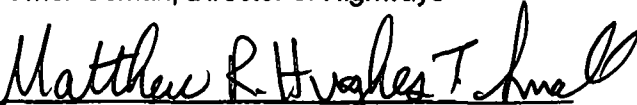
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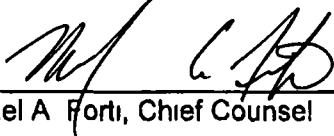
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**Execution Page**

**Illinois Department of Transportation**

  
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Omer Osman, Director of Highways

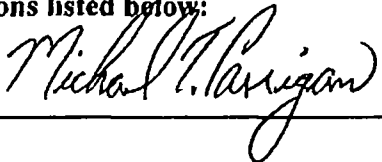
  
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Matthew R. Hughes, Director of Finance & Administration

  
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Michael A. Forti, Chief Counsel

  
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Ann L. Schneider, Secretary

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5/24/13  
(Date)

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

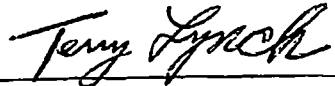
  
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May 20, 2013  
(Date)

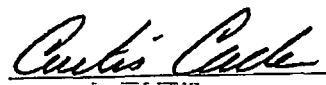
**List Union Locals:**



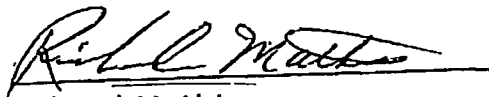
Jim Allen  
Bricklayers



Terry Lynch  
Heat & Frost Insulators & Allied  
Workers

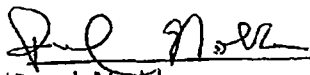


Curtis Cade  
United Association



Richard Mathis  
Roofers

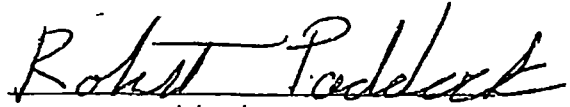
\*  
Ed Christensen, Elevator  
Constructors



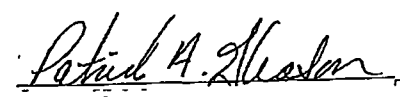
Paul Noble  
IBEW



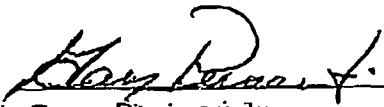
Terry Fitzmaurice  
Painters



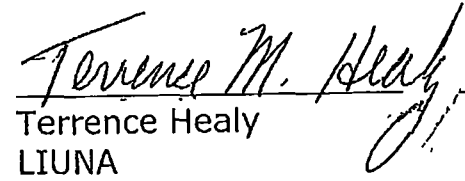
Robert Paddock  
IUOE



Pat Gleason  
Teamsters



Gary Perinar Jr.  
Carpenters



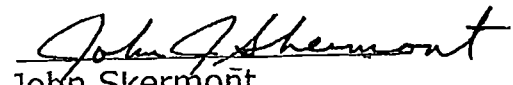
Terrence Healy  
LIUNA



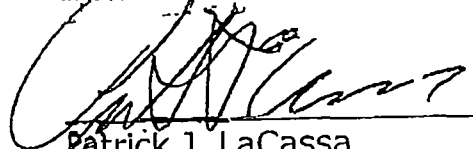
Brian Mulheran  
Sheet Metal Workers



Tadas Kicielinski  
Iron Workers



John Skermont  
Boilermakers



Patrick J. LaCassa  
OPCMIA

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