

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To. Erica J. Borggren, Acting Secretary

From. Omer Osman, Director

Date: 9/11/2014

Re. ILL 133 Bridge Replacement, Contract Number 74350, Coles County  
{November 21, 2014 Letting}

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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

Contract Number 74350  
Coles 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.

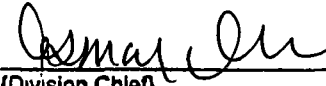
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

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

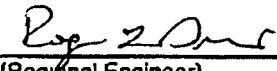
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, etc.).

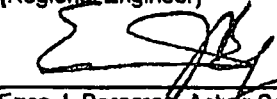
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows.

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  11/12/14  
(Division Chief) (Date)

Agreed  10/29/14  
(Bureau of Design & Environment) (Date)

Agreed  10/16/14  
(Regional Engineer) (Date)

Approved:  11/14/14  
Enca J Borggren, Acting Secretary 1 (Date)

FHWA concurrence in the PLA for the above mentioned contract

Thomas G. Echikson 10/14/2014  
FHWA Chief Counsel (see 10/9 approval memo re 74350)

  
Sarah Kurmann,  
Executive Assistant

**Attachment A:**

Justification for the use of Project Labor Agreement on Contract # 74350, Coles 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 \$4,090,000.

The work on this project is located on IL 133 1.5 miles west of Oakland over the Embarras River. The average daily traffic at this location is 2,050 with 9% (185) trucks. In order to complete the IL 133 Bridge Replacement 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 a complete bridge replacement over the Embarras River. The work will include new piers in the river and in the flood plain, new structural steel along with a new concrete deck. With the large number of different construction trades involved in the bridge replacement on this section of roadway, IDOT feels the use of a Project Labor Agreement is necessary to avoid any labor related delays.

The bridge work involves various construction sequences creating numerous traffic control challenges. The bridge will be constructed under a complete road closure. Therefore a detour will be used to move the traveling public around the closure. The contractor will need a reliable work force to complete the work in a timely manner and to maintain safe travel for the traveling public through the signed detour. 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.

The posted speed limit is 55 MPH. Once the projects limits are under construction the speed limit will remain 55 MPH due to using a 30 minute detour route. Based on user cost of \$10.00/hour for passenger vehicles and \$20.00/hour for trucks, a user cost of \$10,990/day will incur due to any work stoppages. Based on the adverse travel due to construction detour, IDOT feels the use of a Project Labor Agreement is necessary.

Item 4 & 5: There is a firm completion date of October 1, 2015 for the project. The project will need to be completed in one construction season to avoid any lane closures during the winter season. To meet these completion dates the contractor will need an accelerated work schedule, so avoiding any possible labor issues 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.

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

Operators Local 956 Ex. 4-30-2015

Iron Workers Local 46 Ex. 5-1-2016

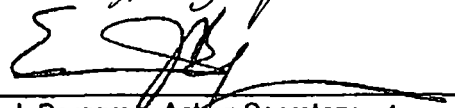
Concrete Finishers Local 143 Ex. 3-31-2016

Execution Page

Illinois Department of Transportation

  
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Omer M. Osman, Director of Highways

  
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Michael A. Forti, Chief Counsel

  
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Erica J. Borggren, Acting Secretary 1

11/14/14  
\_\_\_\_\_  
(Date)

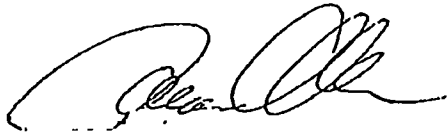
  
Sarah Kurmann,  
Executive Assistant

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

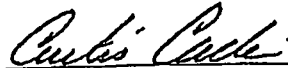
  
\_\_\_\_\_  
Michael T. Parrigan

10-27-14  
\_\_\_\_\_  
(Date)

List Union Locals:



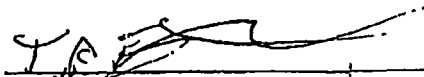
Jim Allen  
Bricklayers



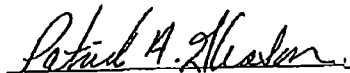
Curtis Cade  
United Association

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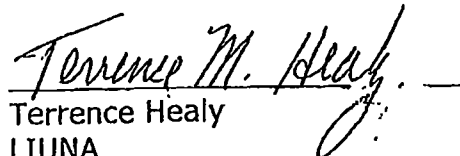
Ed Christensen, Elevator  
Constructors



Terry Fitzmaurice  
Painters



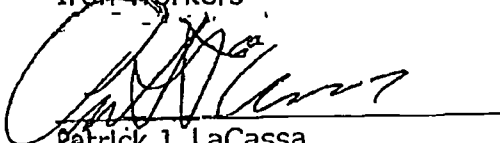
Pat Gleason  
Teamsters



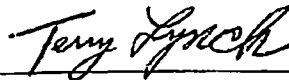
Terrence M. Healy  
LIUNA



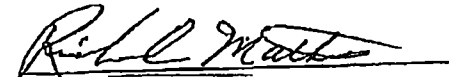
David Beard  
Iron Workers



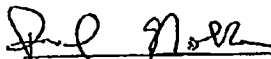
Patrick J. LaCassa  
OPCMIA



Terry Lynch  
Heat & Frost Insulators & Allied  
Workers



Richard Mathis  
Roofers



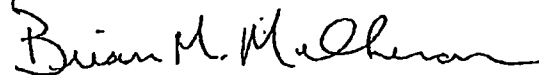
Paul Noble  
IBEW



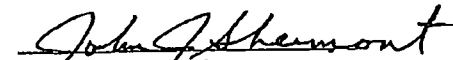
Robert Paddock  
IUOE



Gary Perlinar Jr.  
Carpenters



Brian Mulheran  
Sheet Metal Workers



John Skermont  
Boilermakers

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