

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: Fayette 13, 2014

Re: FAI 70 (I-70) Bridge Replacement, Contract Number 74175, Fayette County

{April 25, 2014}

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

FAI-70 (I-70) Bridge Replacement
Contract Number 74175
Fayette 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.

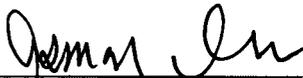
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

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

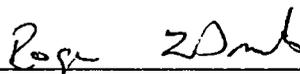
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, 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:  4/09/14
{Division Chief} (Date)

Agreed:  4/3/2014
{Bureau of Design & Environment} (Date)

Agreed:  3-27-14
{Regional Engineer} (Date)

Approved:  4/14/14
Ann L. Schneider, Secretary (Date)


Sarah Kurmann,
Executive Assistant

FHWA concurrence in the PLA for the above mentioned contract

Fred R. Wagner	3/24/2014
FHWA Chief Counsel (see 3/24 approval memorandum re 74175)	

Attachment A:

Justification for the use of Project Labor Agreement on Contract # 74175, Fayette 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 \$47,520,000.

The work on this project is located on FAI 70, marked route I-70 0.5 miles east of US 51 in Vandalia. The average daily traffic at this location is 20,200 with 40% (8,080) trucks. In order to complete the I-70 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 the complete bridge replacement of 2 interstate structures. The work will include new piers in the river and in the flood plain, new structural steel along with new concrete decks. The project will also include bituminous resurfacing and base course to build crossovers. With the large number of different construction trades that will be 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 work will be done with crossovers having both directions of traffic on one side of the interstate but separated by barrier wall. The contractor will need a reliable work force to complete the work in a timely manner to 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.

The posted speed limit is 65 MPH. Once the project limits are under construction the speed limit will be 55 MPH while no workers are present. Based on user cost of \$10.00/hour for passenger vehicles and \$20.00/hour for trucks, a user cost of \$554/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.

Item 4 & 5: There are two interim completion dates, November 17, 2014 for pre-stage I, November 16, 2015 for stage I and a firm completion date of November 14, 2016 for the project. Each Stage 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 520, Ex. 6-31-2015

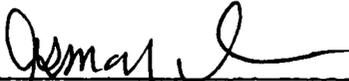
Laborers Local 1197, Ex. 4-31-2016

Concrete Finishers Local 143, Ex. 3-31-2016

Teamsters Local 50, Ex. 4-30-2014

Execution Page

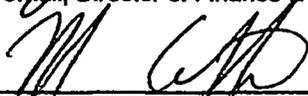
Illinois Department of Transportation



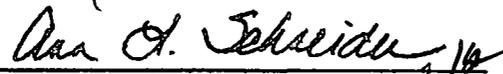
Omer Osman, Director of Highways



Tony Small, Director of Finance & Administration



Michael A. Forti, Chief Counsel

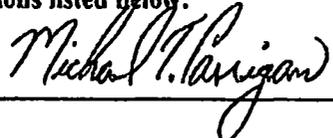


Ann L. Schneider, Secretary

4/14/14
(Date)


Sarah Kurmann,
Executive Assistant

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



March 27, 2014
(Date)

List Union Locals:



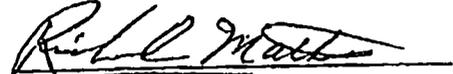
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



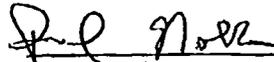
Curtis Cade
United Association



Richard Mathis
Roofers

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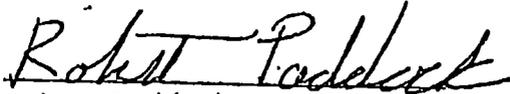
Ed Christensen, Elevator
Constructors



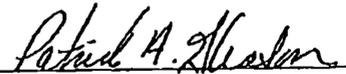
Paul Noble
IBEW



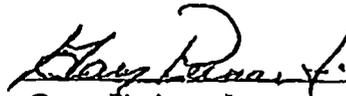
Terry Fitzmaurice
Painters



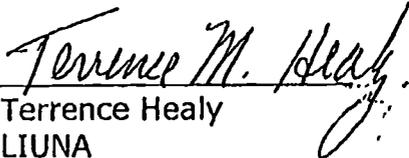
Robert Paddock
IUOE



Pat Gleason
Teamsters



Gary Perlinar Jr.
Carpenters



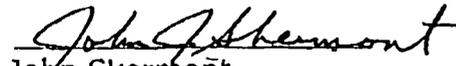
Terrence Healy
LIUNA



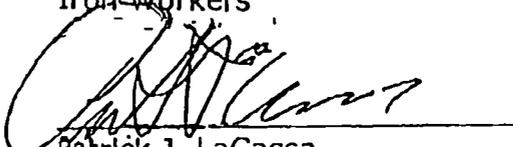
Brian Mulheran
Sheet Metal Workers



David Beard
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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