

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: March 20, 2014

Re: FAP690/FAS819/FAP322 (IL177), Contract Number 76G61, Washington County
{April 25, 2014 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.

FAP-690/FAS-819/FAP-322 (IL-177)
Contract Number 76G61
Washington 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.

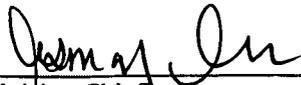
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

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

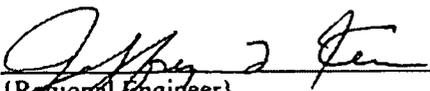
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time,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

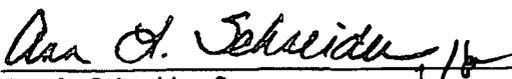
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

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 76G61)	

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAP-690/FAS-819/FAP-322 (IL-177), CONTRACT NUMBER 76G61, WASHINGTON COUNTY WHICH INVOLVES THE 3P RESURFACING OF IL-177: (1) 0.2 MI. EAST OF WATERWORKS RD. TO IL-127, AND (2) FROM 0.3 MI. WEST OF US-51 TO THE JEFFERSON CO. LINE INCLUDING ALL THE RAMPS OF THE IL-177/US-51 INTERCHANGE. THE LENGTH OF THIS PROJECT IS APPROXIMATELY 9.86 MILES.

ITEM 2: This project is federally funded.

ITEM 3: Estimated project cost is \$2,800,000. The project length is approximately 9.86 miles.

The overall project scope consists of:

- Location 1: HMA surface removal (i.e. milling) (2 ½ inches in depth) and single-lift resurfacing (2 ½ inches in depth) of approximately 1.3 miles of IL-177, consisting of two (2), twelve to fifteen (12-15) foot lanes with four (4) foot HMA shoulders. Also HMA surface removal (1 ½ inches in depth) and two-lift resurfacing (2 ¼ inches in depth) of approximately 8.1 miles of IL-177 consisting of two (2), twelve (12) foot lanes and proposed three (3) foot HMA shoulders.
- Location 2: HMA surface removal (varying from 1 ½ to 2 ¼ inches in depth) and two-lift resurfacing (2 ¼ inches in depth) of approximately 0.4 miles of IL-177 at the US-51 interchange, consisting of two (2), twelve to fifteen (12-15) foot lanes and HMA shoulders a minimum of ten (10) foot in width. Also included are all four (4) ramps of the interchange.
- 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:

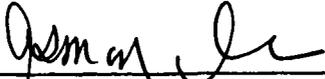
1. Maintaining traffic indefinitely on pavement which has been milled a depth varying from 1 ½ to 2 ½ inches. The exposure of milled pavement for an indefinite length of time could result in increased pavement failures, both partial and full-depth.
2. Extension of this contract beyond the 70 working day completion date, perhaps well into calendar year 2015, which could result in increased pavement failures due to exposure of milled pavement over the winter period. The current schedule provides enough time so that the milling and resurfacing would be complete prior to the end of the 2014 construction season.

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.

Execution Page

Illinois Department of Transportation



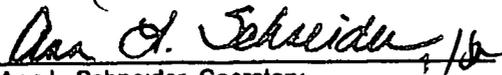
Omer Osman, Director of Highways



Tony Small, Director of Finance & Administration



Michael A. Forti, Chief Counsel

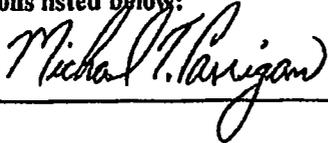


Ann L. Schneider, Secretary

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:



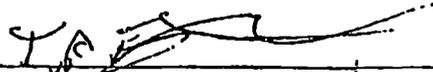
Jim Allen
Bricklayers



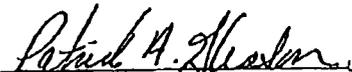
Curtis Cade
United Association

*

Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



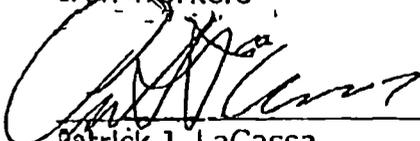
Pat Gleason
Teamsters



Terrence Healy
LIUNA



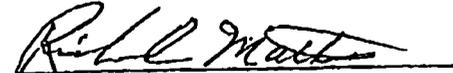
David Beard
Iron Workers



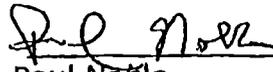
Patrick J. LaCassa
OPCMIA



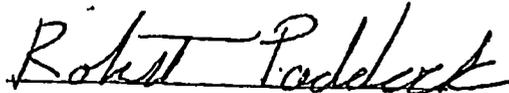
Terry Lynch
Heat & Frost Insulators & Allied
Workers



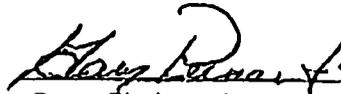
Richard Mathis
Roofers



Paul Noble
IBEW



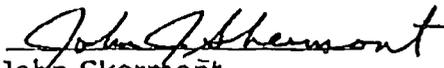
Robert Paddock
IUOE



Gary Perlner Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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