

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: December 24, 2012

Re: FAS 858 (Roots Rd), Contract Number 76409, Randolph County


{March 8, 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

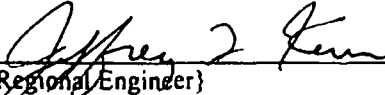
- 1) The Project is being awarded and administered by IDOT (i.e., not by another governmental agency).
- 2) The Project is being constructed using state or local funds only (i.e., no federal funds). SEE ATTACHMENT A
- 3) The overall size, scope, sequencing, logistics or other aspects of the Project make 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. SEE ATTACHMENT A
- 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. SEE ATTACHMENT A
- 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. SEE ATTACHMENT A
- 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. SEE ATTACHMENT A
- 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. SEE ATTACHMENT A
- 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 be binding upon all contractors and their employees.

Agreed  4/18/13
{Division Chief} (Date)

Agreed  4/9/2013
{Bureau of Design & Environment} (Date)

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

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

FHWA concurrence in the PLA for the above mentioned contract

<u>Gregory G. Nadeau</u>	<u>1/31/2013</u>
FHWA Deputy Administrator	(see attached approval page)

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAS RTE 858 (ROOTS RD), CONTRACT NUMBER 76409, RANDOLPH COUNTY WHICH INVOLVES A DECK OVERLAY AND JOINT REPAIRS OF SN 079-0019 OVER KASKASKIA RIVER AND THE REPLACEMENT OF THE DECK OF SN 079-0020 OVER UP RAILROAD.

ITEM2: This project is federally funded

ITEM 3: Estimated project cost is \$3,300,000.00 The project length is approximately 0.35 miles

The overall project scope consists of:

- SN 079-0019 – The proposed improvement includes a deck overlay and joint repairs on SN 079-0019 over Kaskaskia River. Remove and replace the Navigation Lighting System on SN 079-0019.
- SN 079-0020 – The proposed improvement includes the replacement of the deck of SN 079-0020 over UP Railroad. The proposed roadway grade will be raised to approximately 2 ½" (0.21 ft) to match the existing roadway
- Roots Road will be closed during the deck and joint repairs of SN 079-0019 and the deck replacement of SN 079-0020. In the approved detour report, the following local and marked routes are recommended for the road closure. Illinois Route 3, Illinois Route 155, and County Route 7.

Closing Roots Rd is needed because stage construction is not feasible. As can be seen, any disruption of this project due to labor issues could result in a longer closure time.

In order to avoid a longer closure, maintaining a steady workforce is crucial.

ITEM 4: It is anticipated the lapsing trade agreements on this project would be addressed through the use of a Project Labor Agreement. It is the Illinois Department of Transportation finding that the workforce needed for this project can be provided by the union trades involved.

ITEM 5: This project has seventy five (75) working days. Based on a March 8, 2013 letting, this project has a computed completion date of September 18, 2013.

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

<u>Local Union</u>	<u>Current Contract Expiration</u>
Carpenters D.C. (618-277-2033)	04/30/2013
Iron Workers 392 (618-874-0313)	07/31/2013
Laborers D.C (618-234-2704)	07/31/2013
IBEW 309 (lineman) (618-345-5112)	12/01/2013
Cement Masons 90 (618-667-2562)	07/31/2015

ITEM 8: Any work stoppage will increase the length of time the traveling public and local resident will be exposed to roadway closures and detour for this project

Labor continuity would allow the project to stay on schedule. Therefore, minimize the potential amount of time that the traveling public would have to find alternate routes.

PLA Request

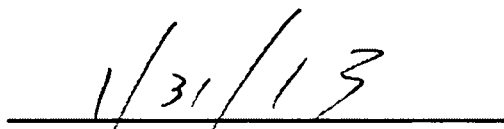
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:




Signature



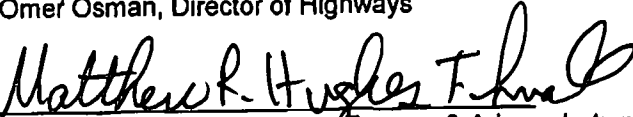
Date

Execution Page

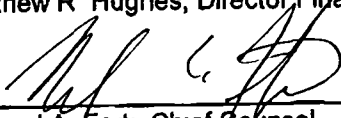
Illinois Department of Transportation



Omer Osman, Director of Highways



Matthew R. Hughes, Director Finance & Administration



Michael A. Forti, Chief Counsel

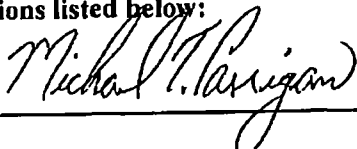


Ann L. Schneider, Secretary

4/18/13

(Date)

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



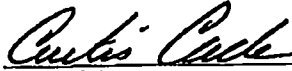
April 5, 2013

(Date)

List Union Locals:




Jim Allen
Bricklayers



Curtis Cade
United Association

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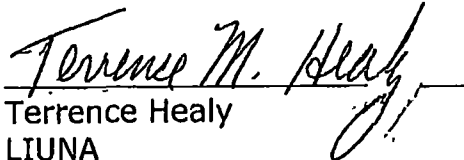
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



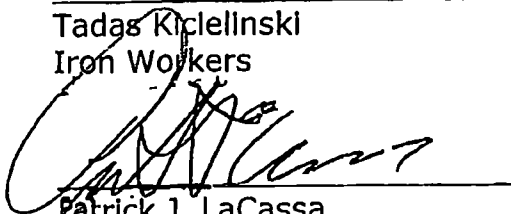
Pat Gleason
Teamsters



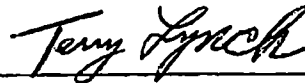
Terrence Healy
LIUNA



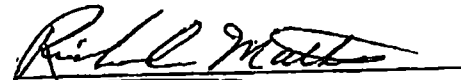
Tadas Kicielewski
Iron Workers



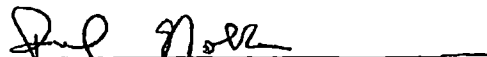
Patrick J. LaCassa
OPCMIA



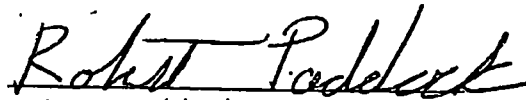
Terry Lynch
Heat & Frost Insulators & Allied
Workers



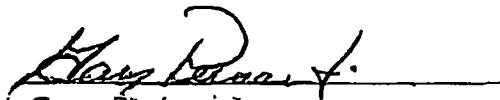
Richard Mathis
Roofers



Paul Noble
IBEW



Robert Paddock
IUOE



Gary Perina Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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