

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date: March 29, 2012

Re: FAP 828, 773 (IL 121 Resurfacing), Contract Number 74252, Cumberland County
{April 27, 2012}

In accordance with Executive Order 2010-03 (Quinn), 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.

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: William R. Frey 4/11/12
{Division Chief} AAW (Date)

Agreed: [Signature] 3/30/12
{Bureau of Design & Environment} (Date)

Agreed: Reg = [Signature] 2-6-12
{Regional Engineer} (Date)

Approved: Ann L. Schneider 4/11/12
Ann L. Schneider, Acting Secretary (Date)

Susan Wolfsberger By Susan Wolfsberger,

FHWA concurrence in the PLA for the above mentioned contract AA II

Gregory G. Nadeau	1/27/2012
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for the use of Project Labor Agreement on Contract # 74252, Cumberland 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 \$5,840,000.

The work on this project is located on FAP 828,773 Marked Route IL 121 from its intersection with US 45 to just west of the square in Toledo. The average daily traffic at this location is 2,100 with 10% (210) trucks. In order to complete the IL 121 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 resurfacing 13.0 miles of IL Rte 121 with 2 ¼ inches of Hot Mix Asphalt, full and partial depth pavement patching, Milling, and culvert replacements. With the large number of different construction trades that will be involved in the rehabilitation 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 culvert replacement 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 \$407/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 4: There are 85 working days to complete the project. With its duration and the type of work included, this project could go into two construction seasons, so avoiding any possible labor issue would be a benefit to the projects. 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 841 – contract expires 12/31/2012
Laborers Local 159 – contract expires 4/30/2013
Concrete Finisher Local 143 – contract expires 3/31/2013
Carpenters Local 347 – contract expires 5/31/2013
Teamsters Local 26 – contract expires 6/30/2012

PLA Request

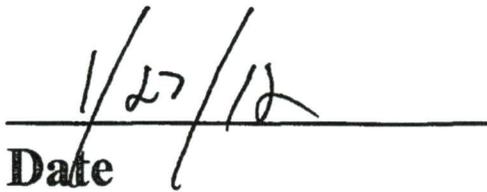
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature



Date

Execution Page

Illinois Department of Transportation

William R. Frey *AW*

William R. Frey, P.E., Interim Director of Highways

Matthew R. Hughes *AW*

Matthew R. Hughes, Director Finance & Administration

Ellen Schanzle-Haskins

Ellen Schanzle-Haskins, Chief Counsel

Ann L. Schneider *2*

Ann L. Schneider, Secretary

4/4/12
(Date)

Susan Wolfsberger

By Susan Wolfsberger,
AA II

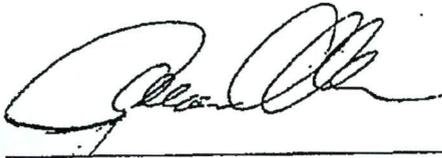
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:

Michael J. Parrigan

March 28, 2012

(Date)

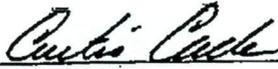
List Union Locals:



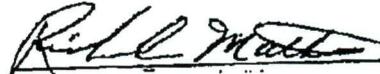
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



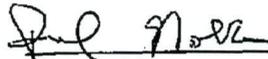
Curtis Cade
United Association



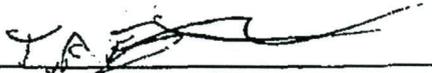
Richard Mathis
Roofers

*

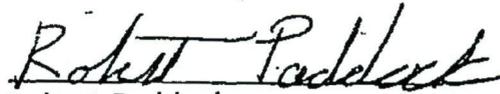
Ed Christensen, Elevator
Constructors



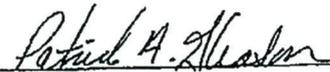
Paul Noble
IBEW



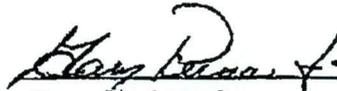
Terry Fitzmaurice
Painters



Robert Paddock
IUOE



Pat Gleason
Teamsters



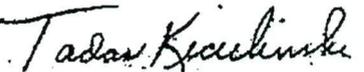
Gary Perinar Jr.
Carpenters



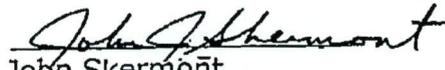
Terrence Healy
LIUNA



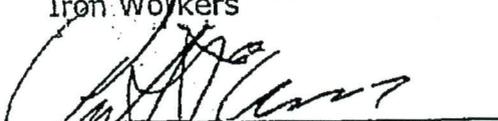
Robert Schneider
Sheet Metal Workers



Tadas Kicielinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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