

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: May 22, 2013

Re: FAI 70 (1-57/70 Reconstruction, Contract Number 74295, Effingham County  
{August 2, 2013}

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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.

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.

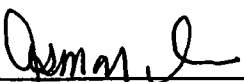
10) Use of a PLA on the Project is not expected to have a material adverse effect on the competitive bidding process.

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 ).

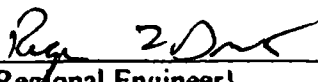
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

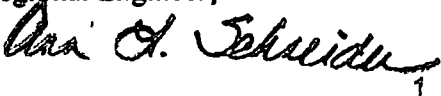
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Based upon the identified considerations, we recommend that you approve use of a PLA on this Project. Upon your approval, the Department shall undertake to negotiate in good faith a PLA with the relevant labor organization(s), and shall include in 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:  9/4/13  
{Division Chief} (Date)

Agreed:  8/22/2013  
{Bureau of Design & Environment} (Date)

Agreed:  8/27/13  
{Regional Engineer} (Date)

Approved:  9/5/13  
Ann L. Schneider, Secretary (Date)

 By Sarah Kurmann,  
Executive Assistant

FHWA concurrence in the PLA for the above mentioned contract

<u>Gregory G. Nadeau</u>	<u>6/18/2013</u>
FHWA Deputy Administrator	(see attached approval page)

**Attachment A:**

Justification for the use of Project Labor Agreement on Contract # 74295, Effingham 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 \$60,534,000.

This is the Fourth project in a series of 4 projects to reconstruct and add lanes to the Interstate 57/70 corridor through Effingham which carries 34,300 vehicles daily, with 47% trucks. This 4<sup>th</sup> project is located from 4<sup>th</sup> St. to I-57 northeast of Effingham. The first project of the mainline reconstruction of I-57/70 used a Project Labor Agreement. The second project consists of the reconstruction of the Fayette Ave Interchange and is not using a Project Labor Agreement. This second project is an overhead structure over the mainline of I-57/70, without the PLA if delayed would not adversely impact the mainline Interstate reconstruction. The third project of the mainline reconstruction of I-57/70 is using a Project Labor Agreement. In order to be consistent along the mainline I-57/70 Interstate reconstruction and to avoid any Labor issue delays, IDOT feels a Project Labor Agreement is necessary for this project.

The project consists of 2.75 miles of pavement reconstruction which includes, furnished and earth excavation, culvert extensions, storm sewers, lime modified soils, stabilized subbase, jointed PCC pavement and shoulders, continuously reinforced pavement and shoulders, polymerized hot-mix asphalt surface course, hot-mix asphalt shoulders, pipe under drains, double face concrete barrier median, overhead sign trusses, lighting, seeding, replacement of two structures, rehabilitation of three structures and pavement marking. With the large number of different construction trades that will be involved in the reconstruction of this section of roadway, IDOT feels the use of a Project Labor Agreement is necessary to avoid any labor related delays.

The work involved in this project will have to be coordinated with the prior three projects to maintain safe travel for the traveling public during all stages of traffic control. The reconstruction work involves various construction sequences creating numerous traffic control challenges. With 34,300 vehicles traveling through the corridor daily it will be essential that the project be completed within the 255 working days allotted for the project. It is IDOT 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 65 MPH. Once the projects limits are under construction the speed limit will be 55 MPH. Based on user cost of \$10.00/hour for passenger vehicles and \$20.00/hour for trucks, a user cost of \$5,588/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: The project is to be constructed during two construction seasons with 255 working days.

**Attachment A:**

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

Carpenters Local 347 – contract expires 6/1/2013

Operators Engineers Local (841) – contract expires 12-31-2015

Laborers Local 1197 – contract expires 4/31/2018

Teamsters Local 46 – contract expires 4-30-2014

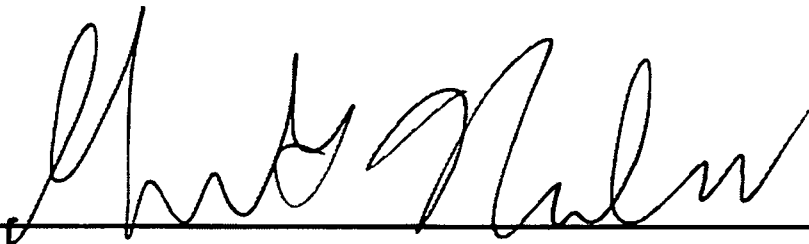
Iron Workers Local 22 – contract expires – 5-31-2013

**PLA Request**

**Approval of Project Labor Agreement**

**Disapproval of Project Labor Agreement**

**Reason for disapproval:**

  
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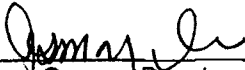
**Signature**

6/18/13  
\_\_\_\_\_

**Date**


Execution Page

Illinois Department of Transportation


  
\_\_\_\_\_  
Omer Osman, Director of Highways

  
\_\_\_\_\_  
Matthew R. Hughes, Director Finance & Administration

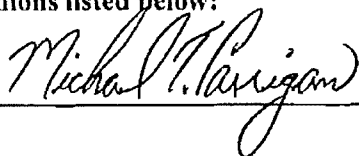
  
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Michael A. Forti, Chief Counsel

  
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Ann L. Schneider, Secretary

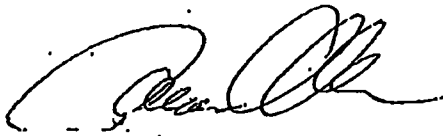
9/5/13  
\_\_\_\_\_  
(Date)

  
\_\_\_\_\_  
By Sarah Kurmann,  
Executive Assistant

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

  
\_\_\_\_\_  
August 19, 2013  
\_\_\_\_\_  
(Date)

List Union Locals:



Jim Allen  
Bricklayers



Curtis Cade  
United Association

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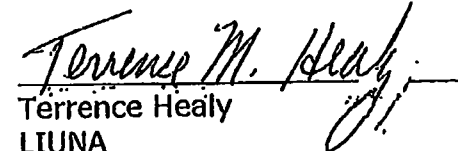
Ed Christensen, Elevator  
Constructors



Terry Fitzmaurice  
Painters



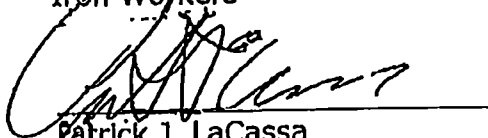
Pat Gleason  
Teamsters



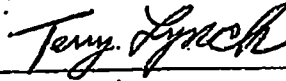
Terrence Healy  
LIUNA



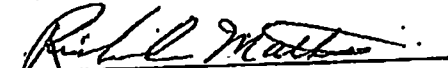
Tadas Kicielewski  
Iron Workers



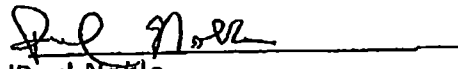
Patrick J. LaCassa  
OPCMIA



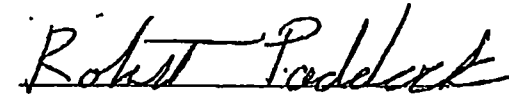
Terry Lynch  
Heat & Frost Insulators & Allied  
Workers



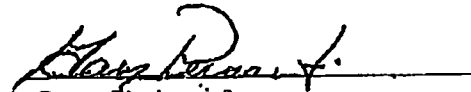
Richard Mathis  
Roofers



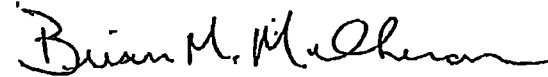
Paul Noble  
IBEW



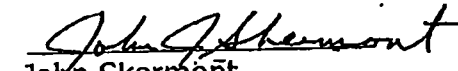
Robert Paddock  
IUOE



Gary Perlnar Jr.  
Carpenters



Brian Mulheran  
Sheet Metal Workers



John Skermont  
Boilermakers

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