

Contract Number 74357  
Moultrie County  
Item 91

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Erica J. Borggren, Acting Secretary

From: Omer Osman, Director

Date: 9/12/2014

Re. ILL 32 Bridge Deck Replacement, Contract Number 74357, Moultrie County  
{November 21, 2014 Letting}

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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.

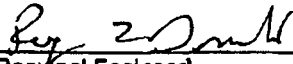
Contract Number 74357  
Moultrie County  
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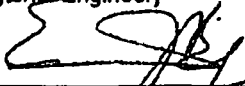
- 8) This project presents specific safety concerns to the traveling public and a PLA, will ensure labor force continuity and stability, decreasing the length of the safety concern.
- 9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance 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:  11/12/14  
(Division Chief) (Date)

Agreed:  10/29/14  
(Bureau of Design & Environment) (Date)

Agreed:  10/16/14  
(Regional Engineer) (Date)

Approved:  11/14/14  
Enca J. Borggren, Acting Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

  
Sarah Kurmann,  
Executive Assistant

Thomas G. Echikson	10/14/2014
FHWA Chief Counsel	(see 10/9 approval memo re 74357)

**Attachment A:**

Justification for the use of Project Labor Agreement on Contract # 74357, Moultrie 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 \$5,800,000.

The work on this project is located on IL 32, 4.0 miles south of Sullivan over Lake Shelbyville. The average daily traffic at this location is 4,200 with 12% (500) trucks. In order to complete the IL 32 Bridge Deck 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 a deck replacement over Lake Shelbyville. The work will include minor pier repair, minor structural steel repair and complete bridge deck removal and replacement. With the large number of different construction trades involved in the bridge deck 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 will be constructed under stage construction. Therefore temporary traffic signals will be utilized for each stage of construction to move the traveling public through the construction zone. The contractor will need a reliable work force to complete the work in a timely manner and to maintain safe travel for the traveling public through the signalized work zone. 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 55 MPH. Once the projects limits are under construction traffic at times will be stopped due to the use of signals. Based on user cost of \$10.00/hour for passenger vehicles and \$20.00/hour for trucks, a user cost of \$1,370/day will incur due to any work stoppages. Based on the adverse travel due to construction zone, IDOT feels the use of a Project Labor Agreement is necessary.

**Item 4 & 5:** There is a firm completion date of November 1, 2015 for the project. The project 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:** With a work stoppage this project could extend beyond the expiration date of the collective bargaining agreements with the following locals.

Iron Workers Local 46 Ex. 5-1-2016

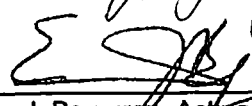
Concrete Finishers Local 143 Ex.3-31-2016

Execution Page

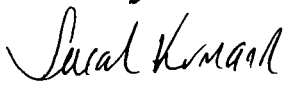
Illinois Department of Transportation

  
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Omer M. Osman, Director of Highways

  
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Michael A. Fort, Chief Counsel

  
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Erica J. Borggren, Acting Secretary

11/14/14  
\_\_\_\_\_  
(Date)

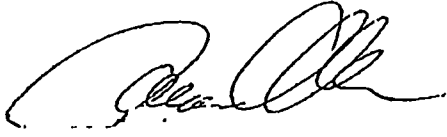
  
Sarah Kurmann,  
Executive Assistant

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

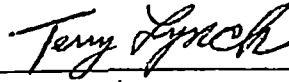
  
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Michael T. Parrigan

10-27-14  
\_\_\_\_\_  
(Date)

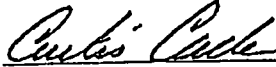
List Union Locals:



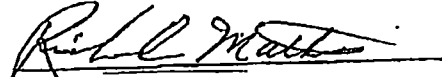
Jim Allen  
Bricklayers



Terry Lynch  
Heat & Frost Insulators & Allied  
Workers



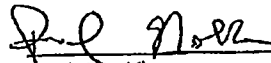
Curtis Cade  
United Association



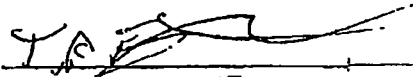
Richard Mathis  
Roofers

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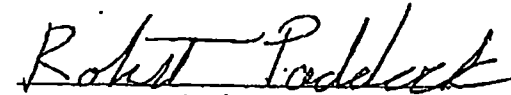
Ed Christensen, Elevator  
Constructors



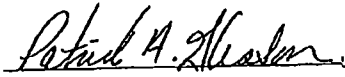
Paul Noble  
IBEW



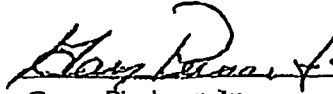
Terry Fitzmaurice  
Painters



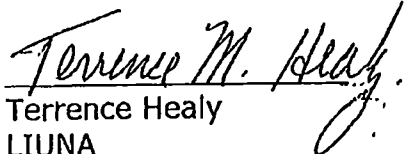
Robert Paddock  
IUOE



Pat Gleason  
Teamsters



Gary Perlnar Jr.  
Carpenters



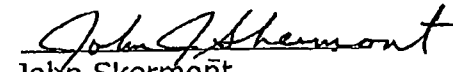
Terrence Healy  
LIUNA



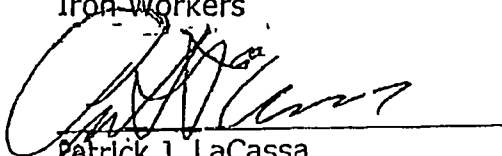
Brian Mulheran  
Sheet Metal Workers



David Beard  
Iron Workers



John Skermont  
Boilermakers



Patrick J. LaCassa  
OPCMIA

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