

Contract Number 78437
Jefferson County
Item 116

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Erica Borggren, Acting Secretary

From: Omer Osman, Director

Date: September 11, 2014

Re: I-57, Contract Number.78437 Jefferson County

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.

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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:
See Attachment.

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: Asman, Jr 11/12/14
{Division Chief} (Date)

Agreed: [Signature] 10/29/14
{Bureau of Design & Environment} (Date)

Agreed: Sarah Kurmann 11/12/14
{Regional Engineer} (Date)

Approved: E. Borggren 11/14/14
Erica Borggren Acting Secretary 1 (Date)

Sarah Kurmann
Sarah Kurmann,
Executive Assistant

FHWA concurrence in the PLA for the above mentioned contract

Thomas G. Echikson	10/14/2014
FHWA Chief Counsel	(see 10/9 approval memo re 78437)

Attachment A:

Justification for use of Project Labor Agreement on Contract # 78437, Jefferson 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 funded with State only funding (Capital Bill).

Item 3: Estimated project cost is \$8,000,000.

This project involves patching, milling and resurfacing the northbound and southbound lanes of I-57 for 5.1 miles. Safety improvements such as tree clearing and guardrail removal and replacement will also be included.

Item 8: The construction staging for this project will include lane closures and edge drop offs. These temporary conditions, while necessary during construction, pose a safety hazard to the traveling public. This hazard can be mitigated by minimizing the time that these temporary conditions are in place.

Item 12: In addition, user delay costs will be incurred by motorists during the construction period. Using a user delay cost of \$15.65 per hour for passenger vehicles and \$26.05 per hour for trucks, and a cost of \$0.20 per mile for passenger vehicles and \$0.90 per mile for trucks the following daily costs are calculated:

I-57 User Delay Costs

Trucks – 7,200 trucks/day 0.05 hours delay/vehicle x \$26.05 = \$ 9378 per day

Passenger Vehicles – 10,800 cars/day 0.05 hours delay/vehicle x \$15.65 = \$ 8451 per day

Total user delay cost for work stoppage = \$ 17829 per day

Traffic counts from IDOT 2013 statewide counts. User delay costs from "Life Cycle Cost Analysis in Pavement Design", FHWA, September 1998, adjusted to 2009 Consumer Price Index

The trades that will be used on this project include but are not limited to the following: Laborers, Carpenters, Operators, Teamsters, Cement Masons, and Ironworkers.

Execution Page

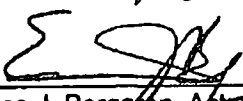
Illinois Department of Transportation



Omer M. Osman, Director of Highways



Michael A. Fort, Chief Counsel



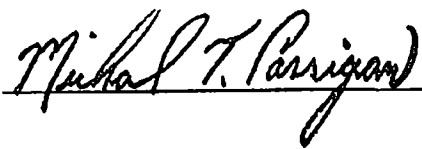
Erica J. Borggren, Acting Secretary

11/14/14

(Date)


Sarah Kurmann,
Executive Assistant

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

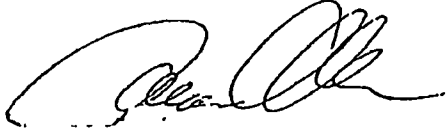


Michael T. Parrigan

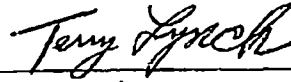
10-27-14

(Date)

List Union Locals:



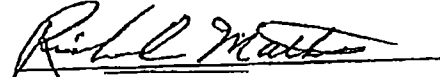
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



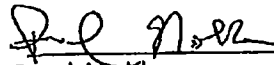
Curtis Cade
United Association



Richard Mathis
Roofers

*

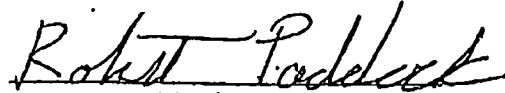
Ed Christensen, Elevator
Constructors



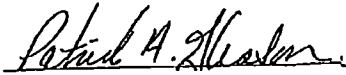
Paul Noble
IBEW



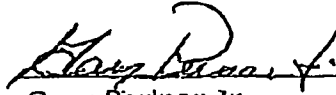
Terry Fitzmaurice
Painters



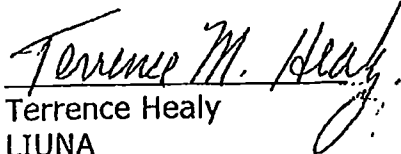
Robert Paddock
IUOE



Pat Gleason
Teamsters



Gary Perlnar Jr.
Carpenters



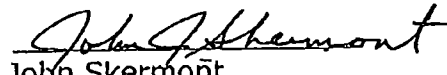
Terrence Healy
LIUNA



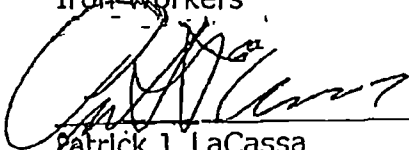
Brian Mulheran
Sheet Metal Workers



David Beard
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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