

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Ann L. Schneider, Secretary  
From: Omer Osman, Director  
Date: February 11, 2014  
Re: IL 34. Contract Number 78401. Saline 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

Contract Number 78401  
Saline County  
Item

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 )

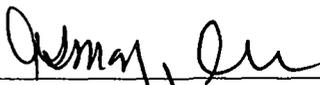
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows.

---

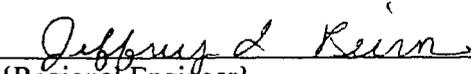
See Attachment.

---

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:  4/09/14  
{Division Chief} (Date)

Agreed.  4/3/2014  
{Bureau of Design & Environment} (Date)

Agreed:  2/11/14  
{Regional Engineer} (Date)

Approved:  4/14/14  
Ann L. Schneider, Secretary (Date)

  
Sarah Kurmann,  
Executive Assistant

FHWA concurrence in the PLA for the above mentioned contract

Fred R. Wagner	3/24/2014
FHWA Chief Counsel (see 3/24 approval memorandum re 78401)	

**Attachment A:**

**Justification for use of Project Labor Agreement on Contract # 78401, Saline 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 includes Federal funds.

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

The proposed project includes 2.8 miles of pavement removal and replacement on the southbound/eastbound lane of IL 34 north of Harrisburg. The northbound/westbound lane of IL 34 will be closed to through traffic for 40 days during construction of the new pavement. Accelerated production rates will be required for the contractor to meet this deadline. A PLA would help ensure that a trade dispute would not shut down the project during this critical closure period.

**Item 5:** The Contract includes an interim completion date requiring that IL 34 be open to two lanes of traffic by August 10, 2014. The completion date for all work is October 1, 2014.

**Item 6:** The following Union Contracts will expire during the construction of this contract:

Iron Workers – will expire March 31, 2014

Teamsters – will expire 4/30/2014

**Item 8:** In order to maintain traffic during construction, lane closures, temporary pavement, lane shifts, narrow lanes, narrow shoulders, uneven pavement and one-way traffic will all be required on IL 34. 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.

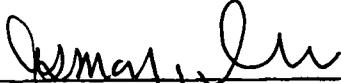
**Item 12:** In addition, user delay costs and adverse travel costs will be incurred by motorists during the 40 day closure period. Motorists using the detour will be delayed approximately 30 minutes and will have approximately 10 miles of adverse travel when compared to the regular route. Motorists traveling through the one way workzone will be delayed approximately 5 minutes. 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:

**ILL 34 User Delay Costs**

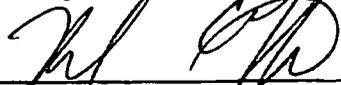
Trucks – 900 trucks/day 0.08 hours delay/vehicle x \$26.05 = \$1,875 per day

Execution Page

Illinois Department of Transportation

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

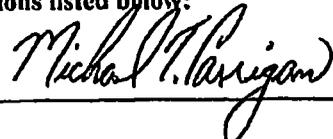
  
\_\_\_\_\_  
Tony Small, Director of Finance & Administration

  
\_\_\_\_\_  
Michael A. Forti, Chief Counsel

 4/14/14  
\_\_\_\_\_  
Ann L. Schneider, Secretary (Date)

  
Sarah Kurmann,  
Executive Assistant

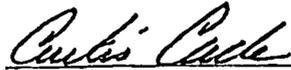
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:

  
\_\_\_\_\_  
March 27, 2014  
(Date)

List Union Locals:



Jim Allen  
Bricklayers



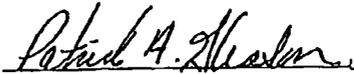
Curtis Cade  
United Association

\*

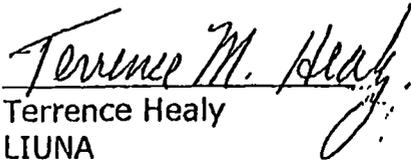
Ed Christensen, Elevator  
Constructors



Terry Fitzmaurice  
Painters



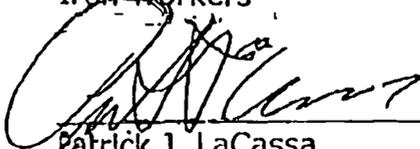
Pat Gleason  
Teamsters



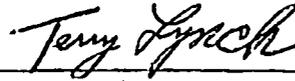
Terrence Healy  
LIUNA



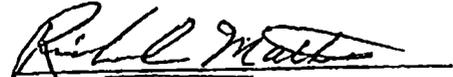
David Beard  
Iron Workers



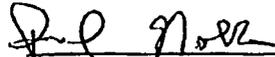
Patrick J. LaCassa  
OPCMIA



Terry Lynch  
Heat & Frost Insulators & Allied  
Workers



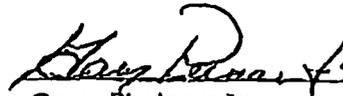
Richard Mathis  
Roofers



Paul Noble  
IBEW



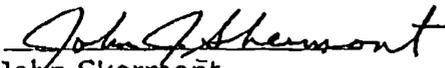
Robert Paddock  
IUOE



Gary Perlner Jr.  
Carpenters



Brian Mulheran  
Sheet Metal Workers



John Skermon  
Boilermakers

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