

Contract Number 78344  
Alexander County  
Item 092

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To Ann L. Schneider, Secretary  
From Omer Osman, Director  
Date. December 31, 2012  
Re: US 51, Contract Number 78344, Alexander County  
{March 8, 2013 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

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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: Asman Jc 4/18/13  
{Division Chief} (Date)

Agreed. [Signature] 4/9/2013  
{Bureau of Design & Environment} (Date)

Agreed. Omar Asmarica 12/31/12  
{Regional Engineer} (Date)

Approved. Ann L Schneider 4/18/13  
Ann L Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	1/31/2013
FHWA Deputy Administrator	(see attached approval page)

**Attachment A:**

**Justification for use of Project Labor Agreement on Contract # 78344, Alexander 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 \$2,000,000

The project involves patching and resurfacing in a congested urban area with many points of private and commercial access. During construction the adjacent residents, businesses and motorists will experience delays, lane closures, edge drop-offs, reduced radii, construction traffic and other various adverse roadway conditions. A PLA would help ensure that one trade dispute would not cause construction delays and additional inconvenience to motorists.

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

Operators union - March 31, 2013

Laborers union - March 31, 2013

Teamsters Union - expired July 31, 2011, negotiations are ongoing

Iron Workers union - May 1, 2014

**Item 8:** This project includes lane closures, lane shifts, edge drop offs and reduced turning radii at intersections. 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, the following daily costs are calculated.

**User Delay Cost**

Trucks – 1,550 trucks/day 0.05 hours delay/vehicle x \$26.05 = \$ 2,000 per day

Passenger Vehicles – 6,450 cars/day 0.05 hours delay/vehicle x \$15.65 = \$ 5,050 per day

Total user delay cost for work stoppage = \$ 7050 per day

*Traffic counts from IDOT 2011 statewide counts. User delay costs from "Life Cycle Cost Analysis in Pavement Design", FHWA, September 1998, adjusted to 2009 Consumer Price Index*

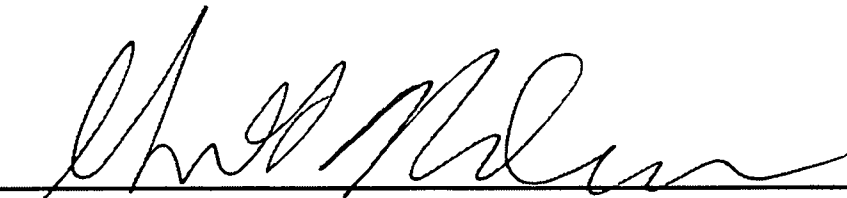
*The trades that will be used on this project include but are not limited to the following: Laborers, Carpenters, Operators, Teamsters, Cement Masons, Electricians, and Ironworkers*

**PLA Request**

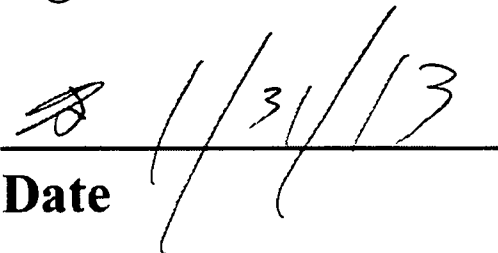
**Approval of Project Labor Agreement**

**Disapproval of Project Labor Agreement**

**Reason for disapproval:**



**Signature**

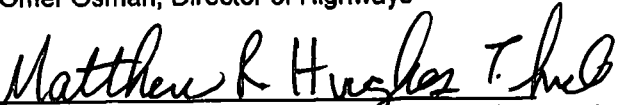


**Date**

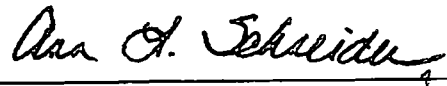
Execution Page

Illinois Department of Transportation

  
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Omer Osman, Director of Highways

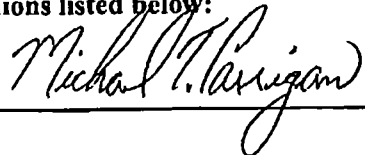
  
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Matthew R. Hughes, Director Finance & Administration

  
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Michael A. Forti, Chief Counsel

  
\_\_\_\_\_  
Ann L. Schneider, Secretary

4/18/13  
(Date)

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

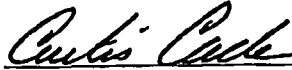
  
\_\_\_\_\_

April 5, 2013  
(Date)

List Union Locals:



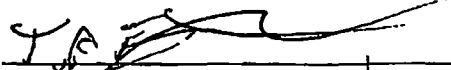
Jim Allen  
Bricklayers



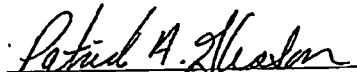
Curtis Cade  
United Association

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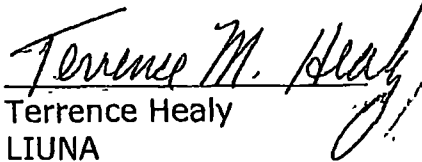
Ed Christensen, Elevator  
Constructors



Terry Fitzmaurice  
Painters



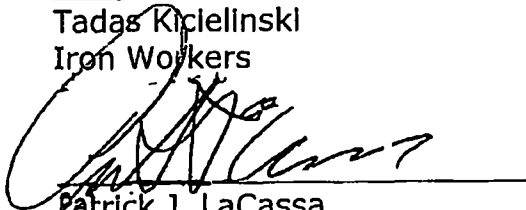
Pat Gleason  
Teamsters



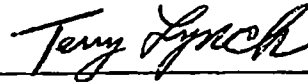
Terrence Healy  
LIUNA



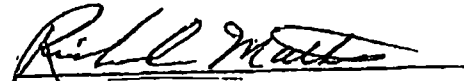
Tadas Kicilinski  
Iron Workers



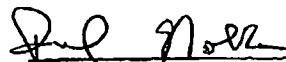
Patrick J. LaCassa  
OPCMIA



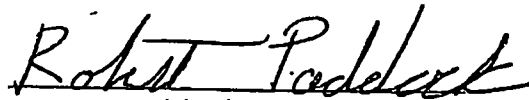
Terry Lynch  
Heat & Frost Insulators & Allied  
Workers



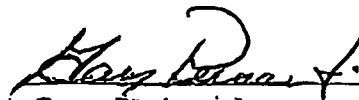
Richard Mathis  
Roofers



Paul Noble  
IBEW



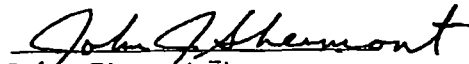
Robert Paddock  
IUOE



Gary Perinar Jr.  
Carpenters



Brian Mulheran  
Sheet Metal Workers



John Skermont  
Boilermakers

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