

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To Ann L. Schneider, Secretary
From Omer Osman, Director
Date April 4, 2013
Re IL 13, Contract Number 78258, Williamson County
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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 78258
Williamson 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

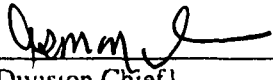
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

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

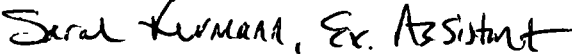
Based upon the identified considerations, we recommend that you approve use of a PLA on this Project. Upon your approval, the Department shall undertake to negotiate in good faith a PLA with the relevant labor organization(s), and shall include in all necessary bid specifications and other documents information regarding the actual or form of PLA that is to binding upon all contractors and their employees

Agreed.  6/03/13
{ Division Chief } (Date)

Agreed  5/20/2013
{ Bureau of Design & Environment } (Date)

Agreed  4/4/13
{ Regional Engineer } (Date)

Approved  6/4/13
Ann L. Schneider, Secretary (Date)


Sarah Korman, Ex. Assistant

FHWA concurrence in the PLA for the above mentioned contract

Gregory Nadeau, Deputy Administrator of FHWA
See Approval Dated 5/09/13

Attachment A:

Justification for use of Project Labor Agreement on Contract # 78258, Williamson 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 may include Federal Funds

Item 3: Estimated project cost is \$10,000,000

The proposed project consists of construction of an additional lane to EB and WB IL 13, geometric improvements at three intersections and construction of a new diamond interchange and overpass structure at Wolf Creek Road. The existing ILL 13 traffic volumes are very high (27,300 ADT) and since no suitable detours are available the construction of the project must be conducted under traffic. To accomplish this, the plans include multiple stages with varying temporary lane closures and restrictions to turning movements. During some of these stages access to adjacent sideroads will be partially restricted or closed. Also, multiple operations will be working concurrently (earthwork, concrete pours, paving, structure work, etc) and subsequent stages depend upon the timely completion of prior stages. A delay in any one of these functions could jeopardize the progress and completion of the entire project. A PLA would help ensure that one trade dispute would not shut down all phases of the project.

Item 4: The project has 225 working days

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

Operators union – expired March 31, 2013, negotiations are ongoing

Iron Workers – will expire March 31, 2014

Item 8: In order to maintain traffic during construction, lane closures, temporary pavement, lane shifts, narrow lanes, narrow shoulders and uneven pavement will all be required on ILL 13. Due to the high traffic volume on IL 13 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 would be incurred from traffic operating at reduced speeds due to lane closures, lane shifts and reduced speed zones. Using a cost of \$15.65 per hour user delay cost for passenger vehicles and \$26.05 per hour user delay cost for trucks, the following daily delay costs are calculated:

ILL 13

Trucks – 1900 trucks/day 0.05 hours delay/vehicle x \$26.05 = \$2475 per day

Passenger Vehicles – 24,800 cars/day 0.05 hours delay/vehicle x \$15.65 = \$19,400 per day

Total user delay cost for work stoppage = \$21,875 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

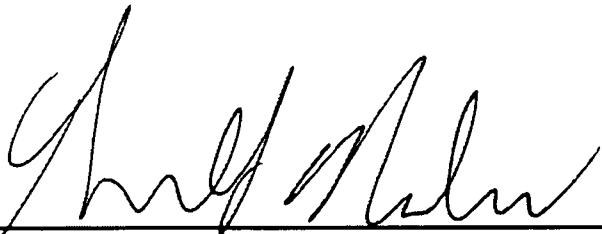
The trades that will be used on this project include but are not limited to the following. Laborers, Carpenters, Operators, Teamsters, Cement Masons, Electricians, and Ironworkers

PLA Request


Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



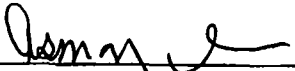
Signature



Date

Execution Page

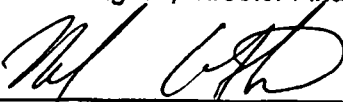
Illinois Department of Transportation



Omer Osman, Director of Highways



Matthew R. Hughes, Director Finance & Administration



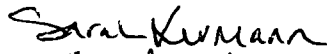
Michael A. Eorti, Chief Counsel



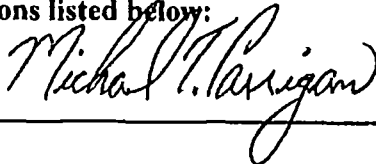
Ann L. Schneider, Secretary

6/4/13

(Date)


Sarah Kumann
Ex. Assistant

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

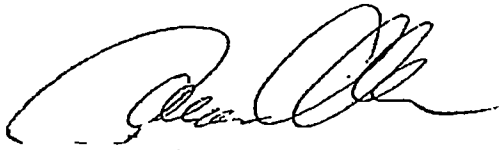


Michael T. Carrigan

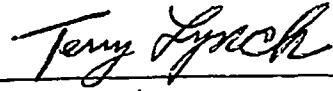
May 20, 2013

(Date)

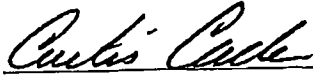
List Union Locals:



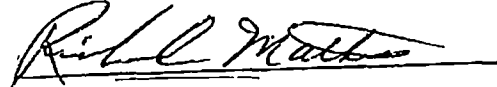
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



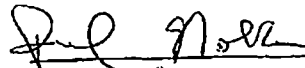
Curtis Cade
United Association



Richard Mathis
Roofers

*

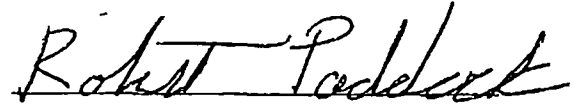
Ed Christensen, Elevator
Constructors



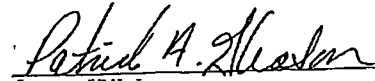
Paul Noble
IBEW



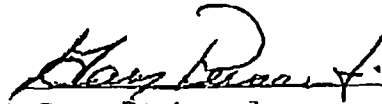
Terry Fitzmaurice
Painters



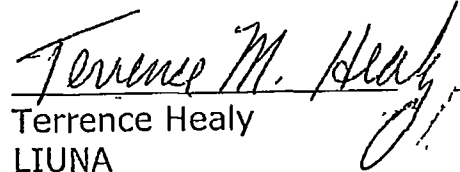
Robert Paddock
IUOE



Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



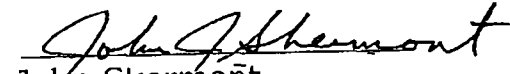
Terrence Healy
LIUNA



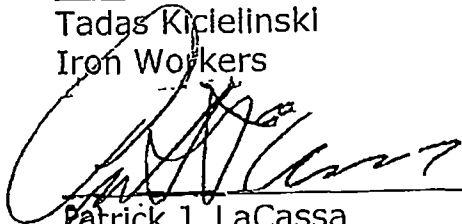
Brian Mulheran
Sheet Metal Workers



Tadas Kicieliniski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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