

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Erica J. Borggren, Acting Secretary

From: Omer Osman, Director

Date: September 9, 2014

Re: I-57, Contract Number:78380 - 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 78380  
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.

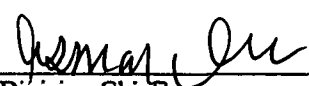
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

10) Use of a PLA on the Project is not expected to have a material adverse effect on the competitive bidding process.

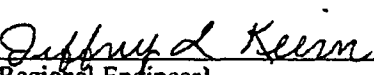
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, 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:  4/12/14  
{Division Chief} (Date)

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

Agreed:  9/12/14  
{Regional Engineer} (Date)

Approved:  11/14/14  
Erica Borggren, Acting Secretary <sup>1</sup> (Date)



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 78380)

**Attachment A:**

**Justification for use of Project Labor Agreement on Contract # 78380, 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 is funded with State only funds (Capital Bill).

**Item 3:** This is a major project with an estimated cost of \$30,000,000 requiring 25 separate work stages to complete. The project involves reconstruction of the existing pavement by rubblizing and overlaying with Hot Mix Asphalt. Due to the high traffic volumes present excessive delays and queueing are possible during lane closures. Once the contractor has started rubblizing operations both traffic lanes cannot be reopened until a segment has been fully repaved. It is imperative then, that once rubblizing starts the work effort must continue uninterrupted until traffic can be restored.

**Item 4:** This project has 150 working days.

**Item 5:** This project has an interim completion date deadline for Stages 1 through 4.

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

Laborers – will expire March 31, 2016.

Operators – will expire March 31, 2016.

**Item 8:** The construction staging for this project will include lane closures and edge drop offs. Additionally, due to very high traffic volumes on I-57 traffic backups may occur. 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 – 11,600 trucks/day 0.1 hours delay/vehicle x \$26.05 = \$ 30,218 per day

Passenger Vehicles – 17,400 cars/day 0.1 hours delay/vehicle x \$15.65 = \$ 27,231 per day

Total user delay cost for work stoppage = \$ 57,449 per day

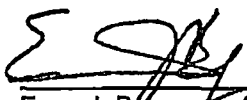
*Traffic counts from IDOT 2013 statewide counts. User delay costs from "Life Cycle Cost Analysis in Pavement Design", FHWA, September 1998, adjusted to 2009 Consumer Price Index. The trades that will be used on this project include but are not limited to the following. Laborers, Carpenters, Operators, Teamsters, Cement Masons, and Ironworkers.*

Execution Page

Illinois Department of Transportation

  
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Omer M. Osman, Director of Highways

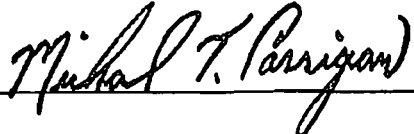
  
\_\_\_\_\_  
Michael A. Fort, Chief Counsel

  
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Erica J. Borggren, Acting Secretary

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

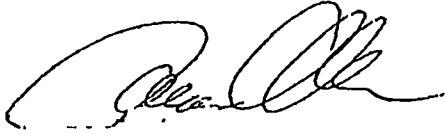
  
\_\_\_\_\_  
Sarah Kurmann,  
Executive Assistant

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

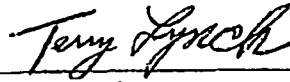
  
\_\_\_\_\_  
Michael T. Parrigan

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

List Union Locals:



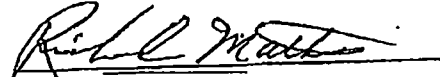
Jim Allen  
Bricklayers



Terry Lynch  
Heat & Frost Insulators & Allied  
Workers



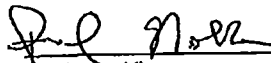
Curtis Cade  
United Association



Richard Mathis  
Roofers

\*

Ed Christensen, Elevator  
Constructors



Paul Noble  
IBEW



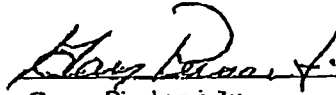
Terry Fitzmaurice  
Painters



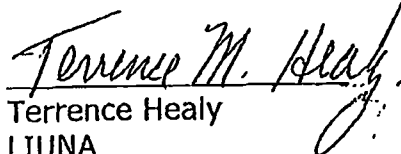
Robert Paddock  
IUOE



Pat Gleason  
Teamsters



Gary Perlinar Jr.  
Carpenters



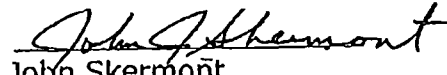
Terrence Healy  
LIUNA



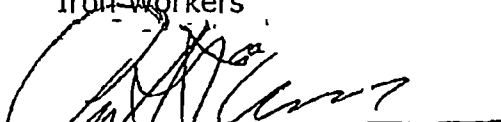
Brian Mulheran  
Sheet Metal Workers



David Beard  
Iron Workers



John Skermont  
Boilermakers



Patrick J. LaCassa  
OPCMIA

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