

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: March 27, 2013

Re: IL 1, Contract Number 94977, Lawrence County

{April 26, 2013}

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.

IL 1 - Resurfacing
Contract Number 94977
Lawrence 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:

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 be binding upon all contractors and their employees.

Agreed: James J. [Signature] 4/18/13
(Division Chief) (Date)

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

Agreed: Reggie Z. Smith 3.27.13
(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	12/04/2012
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for the use of Project Labor Agreement on Contract # 94977, Lawrence 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 federally funded with a state match

Item 3: The Estimated Cost of this Project is \$3,600,000.

The work on this project is located on IL Route 1 from the Crawford Co Line to 0.2 miles south of US 50 north of Lawrenceville. The average daily traffic at this location is 4,270 with 13% (550) trucks. In order to complete the mainline IL 1 resurfacing project without any adverse traffic delays for the traveling public or delays in commerce, IDOT feels a Project Labor Agreement is necessary for this project.

The work on this project consists of 8.0 miles of 1/2" milling, 1-1/2" HMA surface course, 3/4" HMA binder course, pavement patching, pavement marking and any other work necessary to complete this project. With the large number of different construction trades that will be involved in the resurfacing of this section of roadway, IDOT feels the use of a Project Labor Agreement is necessary to avoid any labor related delays.

The resurfacing work involves various construction sequences creating numerous traffic control challenges. The contractor will need a reliable work force to complete the work in a timely manner which will maintain safe travel for the traveling public during all stages of traffic control. It is IDOT's findings that the large skilled workforce needed to meet all the challenges with this project can be provided by the union trades involved and is a necessary requirement for a Project Labor Agreement.

With no construction in the project limits the speed limit is 55 MPH. Once the project limits are under construction the speed limit will be 45 MPH. Based on user cost of \$10.00/hour for passenger vehicles and \$20.00/hour for trucks, a user cost of \$870/day will incur due to any work stoppages. Based on the adverse travel due to construction zones, IDOT feels the use of a Project Labor Agreement is necessary to avoid any labor related delays.

Item 4: There are 80 working days to complete the project. This is close to a full construction season, so any labor issue could cause the project to continue into a second construction season. A Project Labor Agreement would ensure the stability of the work force allowing the work to be completed in the time allotted.

Item 6: This project could extend beyond the expiration date of the collective bargaining agreements with the following locals

Operators Local 841 – contract expires 12-31-2012

Laborers Local 1197 – contract expires 4-30-2013

Iron Workers Local 46 – contract expires 4-30-2013

Concrete Finisher Local 143 – contract expires 3-31-2013

Work Zone User cost calculations		
		11/2/2012
Project Number: 94977 IL 1 - Resurfacing		
CRS: 4.4		
Detour cost calculation procedure		
	Passenger Car	B/C Truck
Cost per hour:	\$10.00	\$20.00
Length of work zone in miles:	4	4
Length of Detour in miles:	4	4
Free flow speed (normal 85% speed) in mph:	55	55
Detour zone speed (85%) in mph:	45	45
Average AADT of full section:	4270	550
Duration of Closure in days	80	80
Calculated values:		
Travel time in free flow (secs):	261.8181818	261.8181818
Travel Time in detour (secs):	320	320
Delay (secs)	58	58
Delay (hours)	0 016161616	0 016161616
Cost per Vehicle	\$0 16	\$0.32
Cost per day per closure.	\$690.10	\$177 78
Total Cost for closure duration	\$55,208.08	\$14,222 22
Total Cost for all vehicles:	\$69,430.30	
Average cost per day	\$867.88	

The Average cost per day is the MAXIMUM that may be used as incentive / disincentive

Spreadsheet protection password CONSTRUCTION

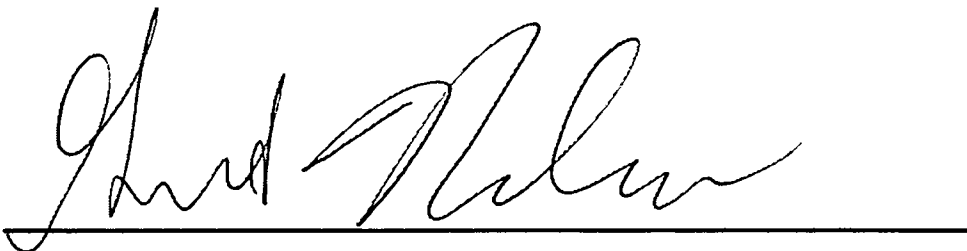
See Contact Reynaldo Stargell in the Office of Traffic Engineering for the latest adjustment factor based on the CPI [ftp://ftp.bls.gov/pub/special requests/cpi/cpi1.txt](ftp://ftp.bls.gov/pub/special%20requests/cpi/cpi1.txt)

PLA Request

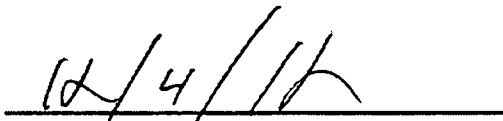
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



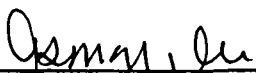
Signature



Date

Execution Page

Illinois Department of Transportation



Omer Osman, Director of Highways



Matthew R Hughes, Director Finance & Administration



Michael A Forti, Chief Counsel

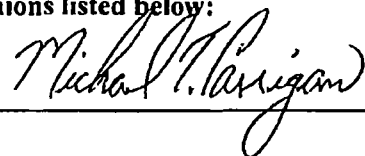


Ann L. Schneider, Secretary

4/18/13

(Date)

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



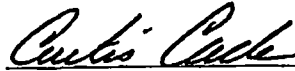
April 5, 2013

(Date)

List Union Locals:



Jim Allen
Bricklayers



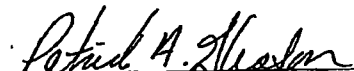
Curtis Cade
United Association

*

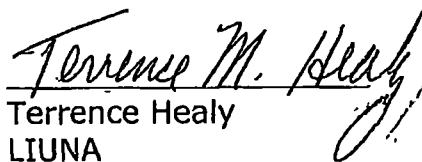
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



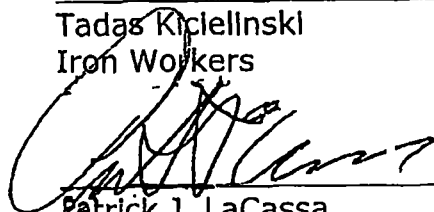
Pat Gleason
Teamsters



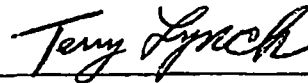
Terrence Healy
LIUNA



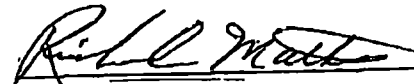
Tadas Kiciellinski
Iron Workers



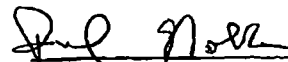
Patrick J. LaCassa
OPCMIA



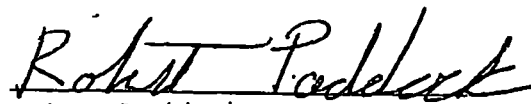
Terry Lynch
Heat & Frost Insulators & Allied
Workers



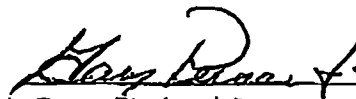
Richard Mathis
Roofers



Paul Noble
IBEW



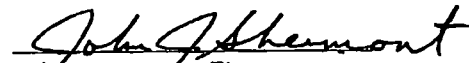
Robert Paddock
IUOE



Gary Perinar Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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