

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Erica J Borggren, Acting Secretary  
From: Omer Osman, Director  
Date: April 1, 2014  
Re: I-70 Resurfacing, Contract Number 74386, Cumberland 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.



**Attachment A:**

**Justification for the use of Project Labor Agreement on Contract # 74386, Cumberland 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 \$5,700,000

The work on this project is located on FAI Route 70 from the Effingham County Line to 7.5 miles east. The average daily traffic at this location is 18,700 with 54% (10,100) trucks. In order to complete the mainline I-70 Interstate 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 7.5 miles of 2" milling, 2" HMA surface course inlay, 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 70 MPH. Once the projects limits are under construction the speed limit will be 55 MPH. Based on user cost of \$10.00/hour for passenger vehicles and \$20.00/hour for trucks, a user cost of \$4,490/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 5:** There is a completion date of November 21, 2014 for this project. This project needs to be completed during the 2014 construction season, so another project within this project's limits involving the replacement of two structure can begin the following year. 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- 31-2015

Teamsters Local 26 - Contract Expires 4-30-2014

<b>Work Zone User cost calculations</b>		
		4/7/2014
<b>Project Number: 74386 I-70 Resurfacing</b>		
<b>CRS: 5.7</b>		
<b>Detour cost calculation procedure</b>		
	<b>Passenger Car</b>	<b>B/C Truck</b>
<b>Cost per hour:</b>	<b>\$10.00</b>	<b>\$20.00</b>
<b>Length of work zone in miles:</b>	<b>4</b>	<b>4</b>
<b>Length of Detour in miles:</b>	<b>4</b>	<b>4</b>
<b>Free flow speed (normal 85% speed) in mph:</b>	<b>70</b>	<b>70</b>
<b>Detour zone speed (85%) in mph:</b>	<b>55</b>	<b>55</b>
<b>Average AADT of full section:</b>	<b>8600</b>	<b>10100</b>
<b>Duration of Closure in days</b>	<b>100</b>	<b>100</b>
<b>Calculated values:</b>		
Travel time in free flow (secs)	205 7142857	205 7142857
Travel Time in detour (secs)	262	262
Delay (secs)	56	56
Delay (hours)	0 015584416	0 015584416
Cost per Vehicle:	\$0 16	\$0 31
Cost per day per closure:	\$1,340 26	\$3,148 05
Total Cost for closure duration:	\$134,025.97	\$314,805 19
<b>Total Cost for all vehicles:</b>	<b>\$448,831.17</b>	
<b>Average cost per day</b>	<b>\$4,488.31</b>	

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/cpia1.txt](ftp://ftp.bls.gov/pub/special_requests/cpi/cpia1.txt)


Execution Page

Illinois Department of Transportation

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

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

  
\_\_\_\_\_  
Michael A (Forti), Chief Counsel

  
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Erica J Borggren, Acting Secretary

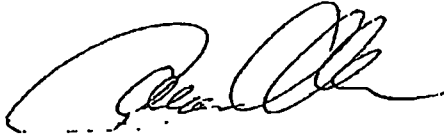
8/17/14  
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(Date)

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

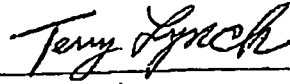
  
\_\_\_\_\_  
Michael T. Parrigan

7-16-14  
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(Date)

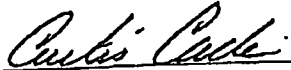
List Union Locals:



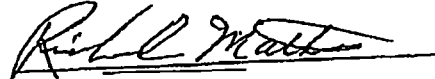
Jim Allen  
Bricklayers



Terry Lynch  
Heat & Frost Insulators & Allied  
Workers



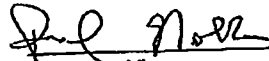
Curtls Cade  
United Association



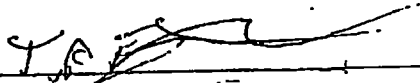
Richard Mathis  
Roofers

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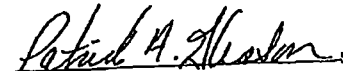
Ed Christensen, Elevator  
Constructors



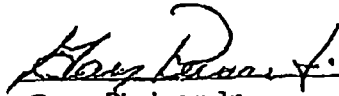
Paul Noble  
IBEW



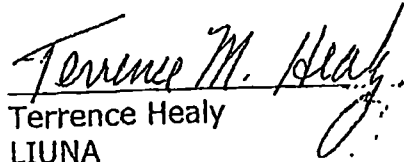
Terry Fitzmaurice  
Painters



Pat Gleason  
Teamsters



Gary Perinar Jr.  
Carpenters



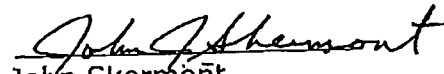
Terrence M. Healy  
LIUNA



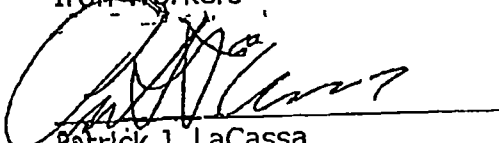
Brian Mulheran  
Sheet Metal Workers



David Beard  
Iron Workers



John Skermont  
Boilermakers



Patrick J. LaCassa  
OPCMIA

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