

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: December 18, 2013

Re: FAS 903/FAU 9588 (Herrin Road), Contract Number:78277, 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.

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.

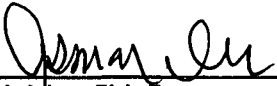
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

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

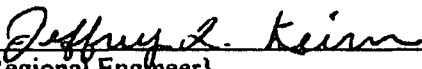
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, 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:  2/24/14
{Division Chief} (Date)

Agreed:  2/5/2014
{Bureau of Design & Environment} (Date)

Agreed:  12/18/13
{Regional Engineer} (Date)

Approved:  2/25/14
Ann L. Schneider, Secretary (Date)


Sarah Kurmann
Executive Assistant

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	1/23/2014
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for use of Project Labor Agreement on Contract # 78277, 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 includes Federal funds

Item 4: This project has 210 working days

Item 3: This project includes the construction of a new at grade crossing with the Burlington Northern Santa Fe Railroad. Removal of the existing BNSF crossing with Herrin Road is also included. The crossing removal and construction will require railroad flaggers and extensive coordination with BNSF personnel. A disruption in work could increase flagging costs and disrupt the coordination of work effort between the IDOT contractor and railroad forces.

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

Teamsters – will expire April 30, 2014.

Iron Workers – will expire March 31, 2014.

Operators – will expire 3/31/2016

Laborers – will expire 3/31/2016

Item 8: The construction staging for this project will include lane closures and edge drop offs. 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

Herrin Road User Delay Costs

Trucks – 330 trucks/day 0.05 hours delay/vehicle x \$26.05 = \$ 4,300 per day

Passenger Vehicles – 6,600 cars/day 0.05 hours delay/vehicle x \$15.65 = \$ 5,165 per day

Total user delay cost for work stoppage = \$ 9,465 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, and Ironworkers.

PLA Request


Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



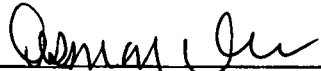
Signature



Date

Execution Page

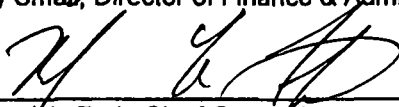
Illinois Department of Transportation



Omer Osman, Director of Highways



Tony Small, Director of Finance & Administration



Michael A. Forti, Chief Counsel

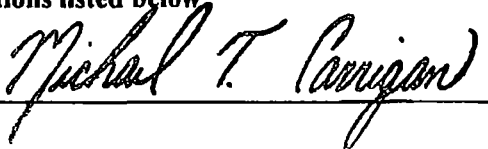


Ann L. Schneider, Secretary

2/25/14
(Date)

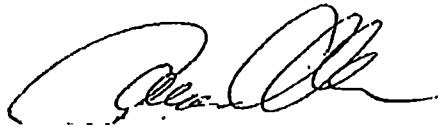

Sarah Kurmann
Executive Assistant

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

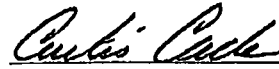


1-28-14
(Date)

List Union Locals:



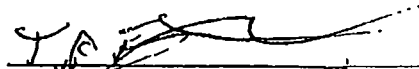
Jim Allen
Bricklayers



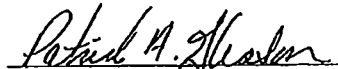
Curtis Cade
United Association

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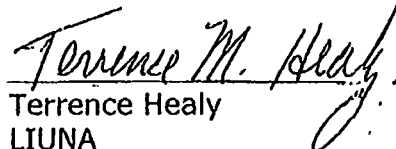
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



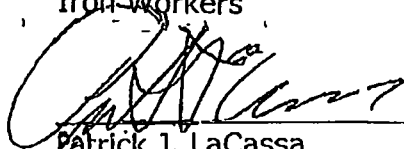
Pat Gleason
Teamsters



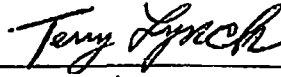
Terrence Healy
LIUNA



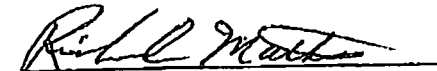
David Beard
Iron Workers



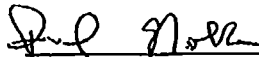
Patrick J. LaCassa
OPCMIA



Terry Lynch
Heat & Frost Insulators & Allied
Workers



Richard Mathis
Roofers



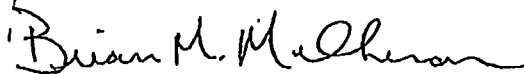
Paul Noble
IBEW

IUOE abstain from vote to pass project(s).

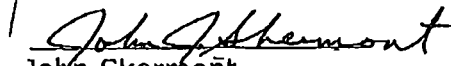
Robert Paddock
IUOE



Gary Perlinar Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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