

#39

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary
From: Williams R. Frey, Acting Director of Highways
Date:
Re: FAI 155 (I-155), Contract 68914
{December 22, 2011}

In accordance with Executive Order 2010-03 (Quinn), 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.
See attachment
- 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. See attachment
- 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.
See attachment

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: [Signature] 2/20/12
{Division Chief} (Date)

Agreed: [Signature] 2/12/2012
{Bureau of Design & Environment} (Date)

Agreed: [Signature] 02/01/12
{Regional Engineer} (Date)

Approved: Ann L. Schneider 2/23/12
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.

Gregory G. Nadeau	1/26/2012
FHWA Deputy Administrator	(see attached approval page)

Attachment:

Justification for use of Project Labor Agreement for Contract 68914, Tazewell 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.

Item 3: The estimated project cost is \$17,000,000.

Any disruption in the continuity of this project due to labor issues would result in delayed deadlines that would cause safety concerns for the traveling public. Lapsing trade contracts would jeopardize the completion of work required in the first season of the contract. The lapsing trade contracts would be addressed through the use of a Project Labor Agreement. It is the Illinois Department of Transportation's finding that the skilled workforce needed for this project can be provided by the union trades involved and is a necessary requirement for a Project Labor Agreement.

Item 4: This project has a completion date of November 15, 2012 with the addition of 15 working days available for the 2013 construction season. The additional working days are provided for the contractor to complete any remaining off roadway work and permanent pavement striping and markings only.

Item 8: Any disruption to the contractors schedule due to labor issues may result in the roadway resurfacing not being completed by the November 15, 2012 completion date. A major interstate interchange reconstruction project immediately adjacent to this project is scheduled to be let on November 9, 2012. The roadway work on this project will need to be completed prior to work beginning on the interchange reconstruction in order to alleviate traffic slowdowns, backups and potential safety issues both on the 19.5 miles of this project and the interchange reconstruction project.

Item 12: User delay costs would be incurred from traffic operating at a reduced speed due to the lane restrictions being in operation longer than anticipated. Speed limit reductions from 65 mph to 45 mph would be realized for roadway lengths of up to 3 miles at a time along both the northbound and southbound lanes of the project. The reduction in speed would result in 0.02 hours of travel time lost per vehicle. Using a cost of \$15.65/hr user delay cost for passenger vehicles and \$26.05/hr for trucks, the following delay costs are calculated:

Passenger vehicles – $17,225 \text{ veh/day} * 0.02 \text{ hr reduction/vehicle} * \$15.65/\text{hr of delay} = \$5391/\text{day}$.

Trucks – $3,575 \text{ veh/day} * 0.02 \text{ hr reduction/vehicle} * \$26.05/\text{hr of delay} = \$1863/\text{day}$.

****Total user delay cost for work stoppage while construction staging is in place is \$7254/day.**

Traffic counts from IDOT 2010 statewide counts.

****Represents a 3 mile construction zone left with traffic control and speed reduction in place during work stoppage in both the northbound and southbound directions of travel.**

The trades that will be used on this project include but are not limited to: Laborers, Operators, Teamsters.

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

Laborers union April 30, 2012

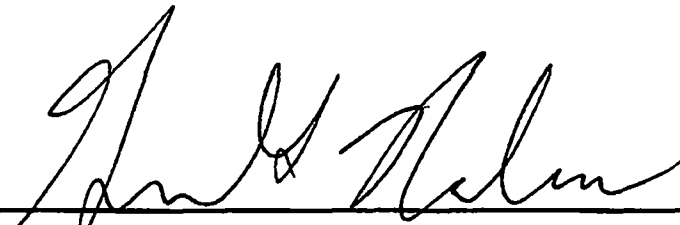
Teamsters union August 30, 2012

PLA Request

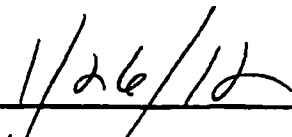
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature



Date

Execution Page

Illinois Department of Transportation



William R. Frey, Interim Director of Highways



Matthew R. Hughes, Director Finance & Administration



Ellen Schanzle-Haskins, Chief Counsel

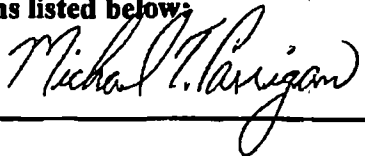


Ann L. Schneider, Secretary

2/23/12

(Date)

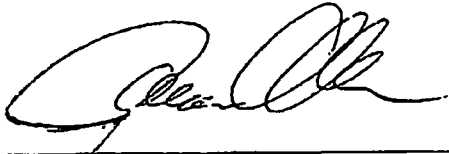
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



February 10, 2012

(Date)

List Union Locals:



Jim Allen
Bricklayers



Curtis Cade
United Association

*

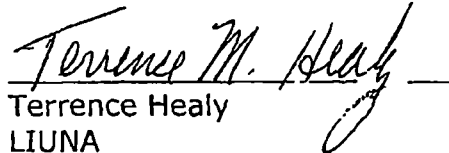
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



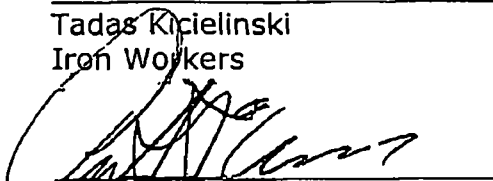
Pat Gleason
Teamsters



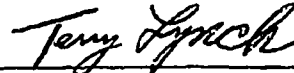
Terrence Healy
LIUNA



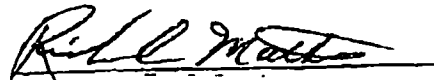
Tadas Kicieliniski
Iron Workers



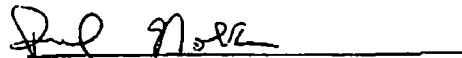
Patrick J. LaCassa
OPCMIA



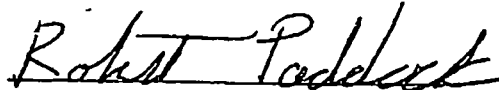
Terry Lynch
Heat & Frost Insulators & Allied
Workers



Richard Mathis
Roofers



Paul Noble
IBEW



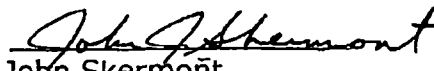
Robert Paddock
IUOE



Gary Perinar Jr.
Carpenters



Robert Schneider
Sheet Metal Workers



John Skermont
Boilermakers

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

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