

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date: December 1, 2011

Re: FAP 95 IL 33 Reconstruction, Contract Number 94437, Jasper County

{January 20, 2012}

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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.
- 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.).

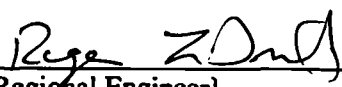
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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:  2/23/12  
{Division Chief} (Date)

Agreed:  2/14/2012  
{Bureau of Design & Environment} (Date)

Agreed:  12-7-11  
{Regional Engineer} (Date)

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

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	12/1/2011
FHWA Deputy Administrator	(see attached approval page)

**Attachment A:**

Justification for the use of Project Labor Agreement on Contract # 94437, Jasper 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 \$15,000,000.

The work on this project is located on FAP 95 Marked Route IL 33 from the Effingham-Jasper County Line to West Ave. in Newton. The average daily traffic at this location is 5,200 with 15% (780) trucks. In order to complete the IL 33 Reconstruction/Rehabilitation 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 reconstruction/rehabilitating 11.3 miles of IL Rte 33 by widening the existing pavement to provide left turn lanes, adjusting the profile grade, installing new curb and gutter, and storm sewers through Newton, IL, removing and replacing the bridge over the West Fork of the Big Muddy Creek, and other miscellaneous items. C.I.P.S. Road, P.R.1000N Road and Bogota Road will be relocated and all other adjacent side roads will be rehabilitated. With the large number of different construction trades that will be involved in the rehabilitation of this section of roadway, IDOT feels the use of a Project Labor Agreement is necessary to avoid any labor related delays.

The rehabilitation 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 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 projects 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 \$966/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 285 working days to complete the project. The duration of this project could go into three construction seasons, so avoiding any possible labor issue would be a benefit to the projects. 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 will 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 4/1/2013  
Iron Workers Local 46 – contract expires – 4/30/2013  
Concrete Finisher Local 143 – contract expires 3/31/2013  
Carpenters Local 643 – contract expires 4/30/2012  
Teamsters Local 50 – contract expires 6/30/2012

## Work Zone User cost calculations

12/1/2011

**Project Number:** 94437 IL33 Reconstruction  
**CRS:** 5200

### Detour cost calculation procedure

	Passenger Car	B/C Truck
<b>Cost per hour:</b>	\$10.00	\$20.00
<b>Length of work zone in miles:</b>	.4	.4
<b>Length of Detour in miles:</b>	.4	.4
<b>Free flow speed (normal 85% speed) in mph:</b>	55	55
<b>Detour zone speed (85%) in mph:</b>	45	45
<b>Average AADT of full section:</b>	4420	780
<b>Duration of Closure in days</b>	286	285
<b>Calculated values:</b>		
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:	\$714.34	\$252.12
Total Cost for closure duration:	\$203,587.88	\$71,854.55
<b>Total Cost for all vehicles:</b>	<b>\$275,442.42</b>	
<b>Average cost per day</b>	<b>\$966.46</b>	

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

Spreadsheet protection password: CONSTRUCTION

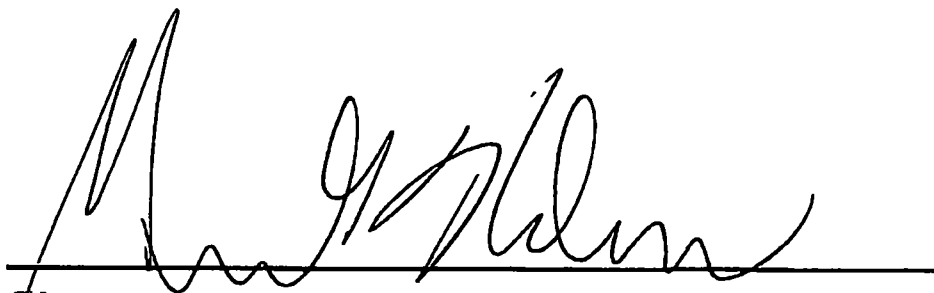
See Contact Reynaldo Stargell in the Office of Traffic Engineering for the latest adjustment factor based on the CPI : <ftp://ftp.bis.gov/pub/special.requests/cpi/cpi.txt>

**PLA Request**

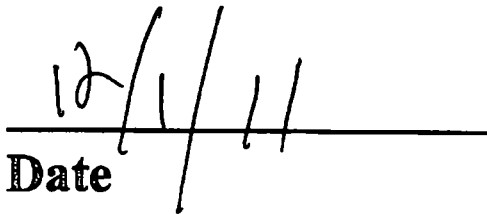
**Approval of Project Labor Agreement**

**Disapproval of Project Labor Agreement**

**Reason for disapproval:**



**Signature**



**Date**

**Execution Page**

**Illinois Department of Transportation**

  
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William R. Frey, Interim Director of Highways

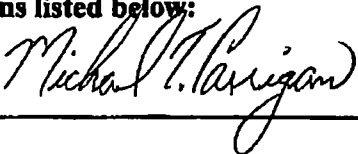
  
\_\_\_\_\_  
Matthew R. Hughes, Director Finance & Administration

  
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Ellen Schanzle-Haskins, Chief Counsel

  
\_\_\_\_\_  
Ann L. Schneider, Secretary

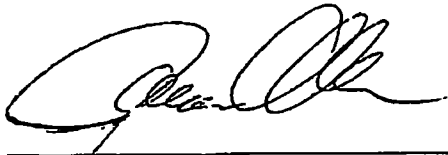
2/23/12  
\_\_\_\_\_  
(Date)

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

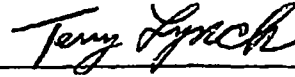
  
\_\_\_\_\_

February 10, 2012  
\_\_\_\_\_  
(Date)

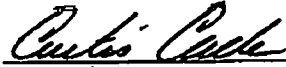
**List Union Locals:**



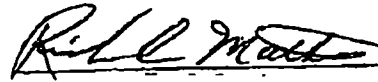
Jim Allen  
Bricklayers



Terry Lynch  
Heat & Frost Insulators & Allied  
Workers



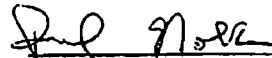
Curtis Cade  
United Association



Richard Mathis  
Roofers

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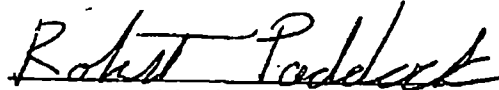
Ed Christensen, Elevator  
Constructors



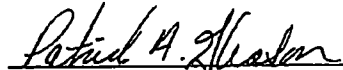
Paul Noble  
IBEW




Terry Fitzmaurice  
Painters



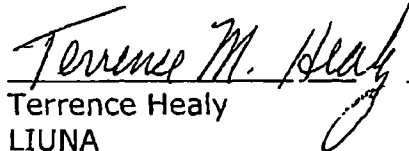
Robert Paddock  
IUOE



Pat Gleason  
Teamsters



Gary Perinar Jr.  
Carpenters



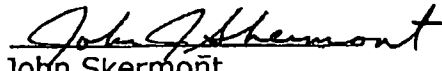
Terrence Healy  
LIUNA



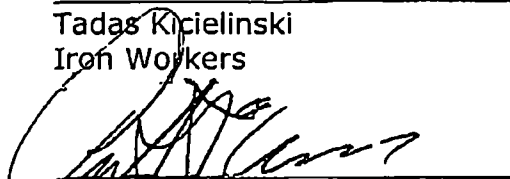
Robert Schneider  
Sheet Metal Workers



Tadas Kicieliniski  
Iron Workers



John Skermont  
Boilermakers



Patrick J. LaCassa  
OPCMIA

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

