

IDOT PROJECT LABOR AGREEMENT DETERMINATION *Item 35*

To: Ann L. Schneider, Secretary
From: William R. Frey, Interim Director
Re: FAI 39 (I-39), Contract Number 64H72
Date: ~~February 16, 2012~~

April 27, 2012 Letting

In accordance with Executive Order 2003-13 (Blagojevich), 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).
See Attachment A
- 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 A
- 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 A
- 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.
See Attachment A
- 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.

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- 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 A
- 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 A

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: William R. Fry 4/11/12
{Division Chief} AAW (Date)

Agreed: [Signature] 3/30/12
{Bureau of Design & Environment} (Date)

Agreed: [Signature] 3/6/12
{Regional Engineer} (Date)

Approved: Ann L. Schneider 4/11/12
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above-mentioned contract

Gregory G. Nadeau	3/01/2012
FHWA Deputy Administrator	(see attached approval page)

By Susan Wolfsberger,
AA II

Attachment A

Justification for use of Project Labor Agreement (PLA) on Contract #64H72, Winnebago County

The use of a PLA on this project is consistent with all State and Local statutory and regulatory requirements.

Item 2: This project is federally funded

Item 3: Estimated project cost is \$2,800,000.00

This project consists of rehabilitation of two twin structures carrying I-39 over the Kishwaukee River located south of Rockford. This project is being staged utilizing existing cross-overs; however, the existing cross-overs need to be upgraded to current standard.

In stage I, the existing two northbound lanes of I-39 traffic will be shifted onto one lane on the southbound bridge by utilizing a cross-over. Temporary concrete barrier will be utilized to separate the northbound and southbound traffic.

In stage II, the existing two southbound lanes of I-39 traffic will be shifted onto one lane on the northbound bridge by utilizing a cross-over. Temporary concrete barrier will be utilized to separate the northbound and southbound traffic.

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 during the first stage of the Project would be addressed through the use of a PLA. It is the Illinois Department of Transportation's finding that the large skilled workforce needed for this Project can be provided by the union trades involved and is a necessary requirement for a PLA.

Item 5: Completion Date is November 20, 2012.

Item 7: In the case of PLA disputes, the completion date of the Project will be in jeopardy.

Item 8: Any disruption to the contractor's schedule due to labor issues may result in the delay of the Project completion date.

Item 12: In addition, user delay costs would be incurred from traffic operating at reduced speeds due to the diversion being in place for longer than anticipated. User delay cost from stage construction (reduction from 65 mph to 55 mph through the 1.0 mile work zone) will result in 0.084 hours of travel time lost per vehicle. Using a cost of \$15.65 per hour user delay cost for passenger vehicles and \$26.05 per hour user delay cost for trucks, the following daily costs are calculated:

Trucks – 9021 trucks/day x 0.084 hour reduction/vehicle x \$26.05/hours of delay =
\$19,780/day

Passenger Vehicle – 29,100 cars/day x 0.08 hour delay/vehicle x \$15.65 hours of delay
= \$36,433/day

Total user delay cost for work stoppage while stage construction in place = \$56,213/day

(Traffic count from projected 2012 Average Daily Traffic. User delay costs from "Life Cycle Cost Analysis in Pavement Design", FHWA September 1998 adjusted to 2009 Consumer Price Index.)

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 AAW

William R. Frey, P.E., Interim Director of Highways

Matthew R. Hughes T. dms

Matthew R. Hughes, Director Finance & Administration

Ellen Schanzle-Haskins

Ellen Schanzle-Haskins, Chief Counsel

Ann L. Schneider

Ann L. Schneider, Secretary

Susan Wolfsberger

4/11/12
(Date)

By Susan Wolfsberger,
AA II

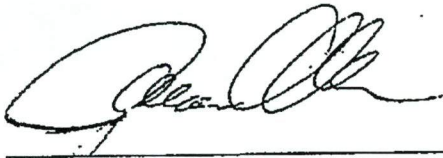
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:

Michael J. Parrigan

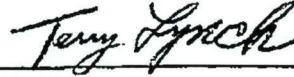
March 28, 2012

(Date)

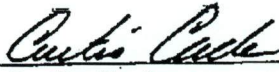
List Union Locals:



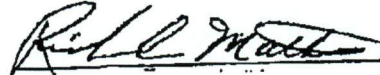
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



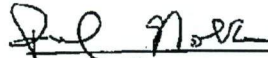
Curtis Cade
United Association



Richard Mathis
Roofers

*

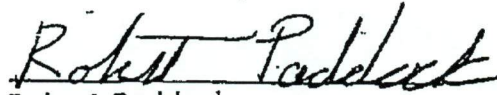
Ed Christensen, Elevator
Constructors



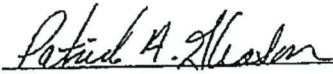
Paul Noble
IBEW



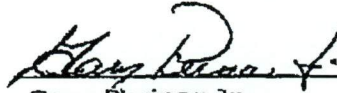
Terry Fitzmaurice
Painters



Robert Paddock
IUOE



Pat Gleason
Teamsters




Gary Perinar Jr.
Carpenters



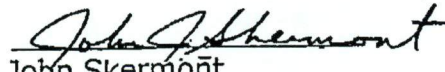
Terrence Healy
LIUNA



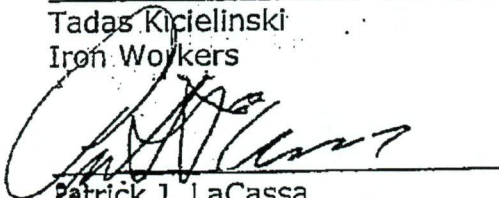
Robert Schneider
Sheet Metal Workers



Tadas Kiciulinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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