

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Gary Hannig, Secretary

From: Christine Reed, Director

Date: JUL 09 2010

Re: FAI 80 (I-80), Contract Number 66408, Item ??, Grundy County,
September 17, 2010

2010 JUL 29 P 1:40
RECEIVED
OFFICE OF THE SECRETARY OF TRANSPORTATION

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.

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.

See Attachment A

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 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: *Christi Reed* 8/11/10
{Division Chief} (Date)

Agreed: *Suttasitt* 8/10/10
{Bureau of Design & Environment} (Date)

Agreed: *Gene F. Ryan* 8/5/10
{Regional Engineer} (Date)

Agreed: *Gary Hannig* 8-11-10
Gary Hannig, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.

Thomas R. Stone 7/29/2010
Division Administrator FHWA (Date)

Attachment A:

Justification for use of Project Labor Agreement on Contract #66408, Grundy 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: Estimated project cost is \$24,000,000

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 contract during the first stage of the project would be addressed through the use of a Project Labor Agreement. 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 Project Labor Agreement.

Item 4: The project is being staged over two construction seasons.

In season one, earthwork will begin for the new ramp roadways as will construction of two new structures to carry the east ramps over Collins Run Creek. Traffic lanes will be reduced in width and concrete barriers will be installed to protect the workers working along the interstate. The Brisbin Road structure over I-80 will be removed and replaced.

In season two, the new pavement for US Route 6, Brisbin Road, and the interstate interchange will be completed.

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

Ironworkers May 30, 2011

Currently expired contracts:

Carpenters
Operators
Laborers

Item 8: Any disruption to the contractor's schedule due to labor issues may result in an increase in the duration of reduced width traffic lanes for the interstate traffic. This additional work zone duration, especially if left over the winter months, may contribute an increase in crashes through the work zone, due to the inherent risk of reduced clearances and speed differentials, etc. that will be in place during stage construction.

Item 12: In addition, user delay costs would be incurred from traffic operating at reduced speeds, due to the work zone being in place for longer than anticipated. User delay cost from the reduction in speed limit from 65 mph to 55 mph through the 1.7 mile work zone will result in 0.005 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 delay costs are calculated:

Trucks: $9,350 \text{ trucks/day} \cdot 0.005 \text{ hours reduction/vehicle} \cdot \$26.05/\text{hour of delay} = \$1,218/\text{day}$

Passenger Vehicles: $29,150 \text{ cars/day} \cdot 0.005 \text{ hours delay/vehicle} \cdot \$15.65/\text{hour of delay} = \$2,281/\text{day}$

...Total user delay cost for users while construction is in place = \$3,499/day

Traffic counts from IDOT GIS ADT 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, Electricians, Ironworkers.