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IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Acting Secretary

From: Christine M. Reed, Director

Date: October 25, 2011

Re: FAP 399 (IL ROUTE 8) Contract 68370, January 20, 2012 Letting
{ }

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 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.

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.

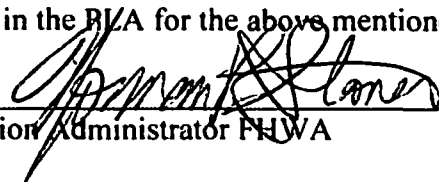
Agreed:  11/30/11
{Division Chief} (Date)

Agreed:  11/29/11
{Bureau of Design & Environment} (Date)

Agreed:  11/26/11
{Regional Engineer} (Date)

Approved:  11/30/11
Ann L. Schneider, ~~Secretary~~ Secretary (Date)

FHWA concurrence in the R/A for the above mentioned contract.

 11/15/2011
Division Administrator FHWA (Date)

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Attachment A:

Justification for use of project Labor Agreement on Contract # 68370, Tazewell County, January 20, 2012 Letting

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 \$19,118,000

Item 4: The project is being constructed over two construction seasons. The construction deadline is November 15, 2013. The project has three construction stages with two pre-stages.

In Pre-Stages A and B, the proposed cross road storm sewer will be constructed and existing lanes supplemented with temporary pavement will be used for traffic. The storm sewer will be constructed one half length at a time and traffic diverted in each stage.

In Stage I, the two westbound lanes will be constructed and the existing westbound lane will be removed. Construction of the new storm sewer system will be included in this stage and traffic will occupy the eastbound lane, center turn lane and, in some areas, temporary pavement.

In Stage 1A through 1D, North School Street construction will be completed. The southbound lanes will be constructed in Stage 1A, the center lane will be constructed in Stage 1B and the northbound lanes will be constructed in Stages 1C and 1D.

Work in Pre-Stages A and B, Stage 1 and Stages 1A through 1D will be constructed in the first construction season.

In Stage II, the center lane will be constructed and the westbound traffic will occupy the new westbound lane and the eastbound traffic will occupy the existing eastbound lane.

In Stage III, the two eastbound lanes will be constructed. Traffic will occupy the new westbound lanes and the new center turn lane as needed.

All work is to be completed by November 15, 2013.

Item 8:

Any disruption to the contractor's schedule due to labor issues may result in a winter shutdown condition where existing traffic cannot be moved to the new westbound lanes. This may result in a decrease in safety due to use of temporary pavement and the continued use of the crossover at the east end of the project.

Item 12:

In addition, user delay costs would be incurred from traffic operating at reduced speeds if construction was delayed past the deadline. Stage construction speeds are reduced during construction from 40 mph to 30 mph for the entire length of the project except the east 500 feet which is reduced from 45 mph to 35 mph. The reduction in speed causes 0.0112 hours of time lost per vehicle. Using a cost of \$15.65 per hour of user delay for passenger vehicles and \$26.05 per hour of user delay for trucks, the following delay costs are calculated:

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Trucks – 1445 trucks/day * 0.0112 hours/vehicle * \$26.05/hour of delay = \$422/day

Passenger vehicles – 13,000 cars/day * 0.0112 hours/vehicle * \$15.65/hour of delay = \$2278/day

Total user delay cost for work stoppage while construction staging is in place = \$2,699/day

Traffic counts from IDOT 2009 statewide counts

The trades that will be used on this project include but are not limited to the following: Laborers, Carpenters, Operators, Teamsters, Cement Masons and Electricians.

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

<i>Carpenters</i>	<i>183</i>	<i>4/30/2012</i>
<i>Finishers</i>	<i>18</i>	<i>4/30/2012</i>
<i>Iron Workers</i>	<i>112</i>	<i>4/30/2012</i>
<i>Laborers (Peoria)</i>	<i>165</i>	<i>4/30/2013</i>
<i>Laborers (Tazewell)</i>	<i>231</i>	<i>4/30/2012</i>
<i>Teamsters</i>	<i>627</i>	<i>8/30/2012</i>

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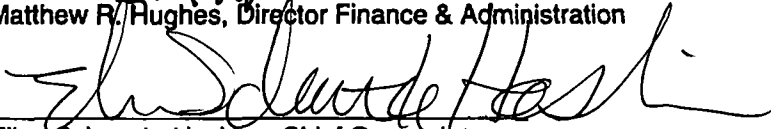
Illinois Department of Transportation




William R. Frey, Interim Director of Highways



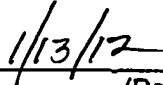
Matthew R. Hughes, Director Finance & Administration



Ellen Schanzle-Haskins, Chief Counsel

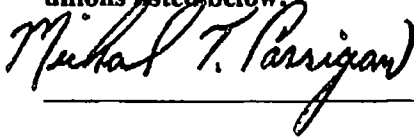


Ann L. Schneider, Secretary

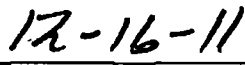


(Date)

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

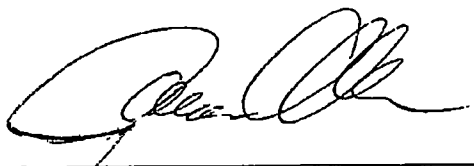


Michael T. Parrigan

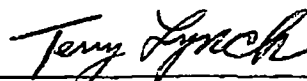


(Date)

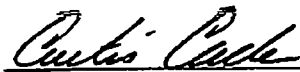
List Union Locals:



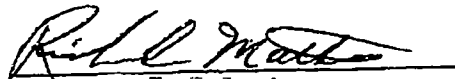
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



Curtis Cade
United Association



Richard Mathis
Roofers

*

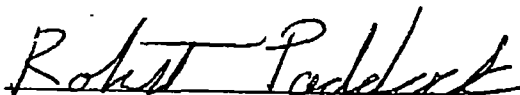
Ed Christensen, Elevator
Constructors



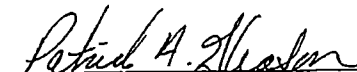
Paul Noble
IBEW



Terry Fitzmaurice
Painters



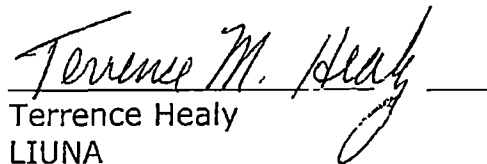
Robert Paddock
IUOE



Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



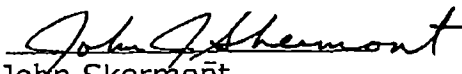
Terrence Healy
LIUNA



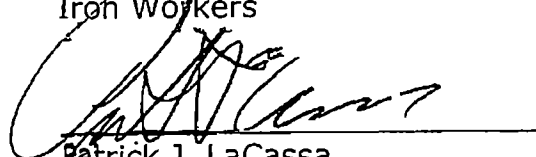
Robert Schneider
Sheet Metal Workers



Tadas Kiciulinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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