

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date: December 1, 2011

Re: FAP 823 IL 15 Bridge Replacements, Contract Number 74216, Wayne County
{January 20, 2012}

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.

FAP 825 (IL 15 Bridge Replacements)
Contract Number 74216
Wayne County
Item

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: William R. Frey 12/13/11
{Division Chief} AAW (Date)

Agreed: Scott Smith 12/12/11
{Bureau of Design & Environment} (Date)

Agreed: Regina Z. Outh 12-7-11
{Regional Engineer} (Date)

Approved: Ann L. Schneider 12/14/11
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	12/11/2011
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for the use of Project Labor Agreement on Contract # 74216, Wayne 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 \$3,890,000.

The work on this project is located on FAP 823 Marked Route IL 15 in Wayne County 3.0 miles and 3.5 miles west of the Edwards County Line. The average daily traffic at this location is 3,350 with 8.6% (290) trucks. In order to complete the IL 15 Bridge Replacement 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 removing and replacing an existing steel beam structure and a concrete deck structure. The new bridges will consist of a steel beam structure and a concrete beam structure. At both locations the bridge and roadway approaches will be raised. Work will consist of concrete structures, structural steel, rebar, concrete deck, bridge approach and earth work. With the large number of different construction trades that will be involved in the Bridge Replacements, IDOT feels the use of a Project Labor Agreement is necessary to avoid any labor related delays.

The Bridge Replacement work involves traffic signals and construction will include two construction stages creating numerous traffic stops during the duration of the project. 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 project limits are under construction traffic signals will be placed at each structure. We will assume the length for a vehicle to slow down and stop for the light, go through the construction zone then to get make to the speed limit is a half mile, so for two structures it would be a mile. With no construction zone in place, traveling the same mile would take about one minute. With the signals up at each bridge one could assume that it would take one and a half minutes to get through each half mile, so it would take a total of 3 minutes to get through the two structures. Based on user cost of \$10.00/hour for passenger vehicles and \$20.00/hour for trucks, a user cost of \$1,213/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 155 working days to complete the project. The duration of this project will be at least 2 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: 74216 IL 15 Bridge Replacement
ADT: 3350

Detour cost calculation procedure

	Passenger Car	B/C Truck
Cost per hour:	\$10.00	\$20.00
Time to drive existing route at free-flow speed in minutes:	1	1
Time to drive detour route in minutes:	3	3
Average AADT of full section:	3060	290
Duration of Closure in days	155	155
Calculated values:		
Delay (minutes):	2	2
Delay (hours):	0.033333333	0.033333333
Cost per Vehicle:	\$0.33	\$0.67
Cost per day per closure:	\$1,020.00	\$193.33
Total Cost for closure duration:	\$158,100.00	\$29,966.67
Total Cost for all vehicles:	\$188,066.67	
Average cost per day	\$1,213.33	

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

Spreadsheet protection password: CONSTRUCTION

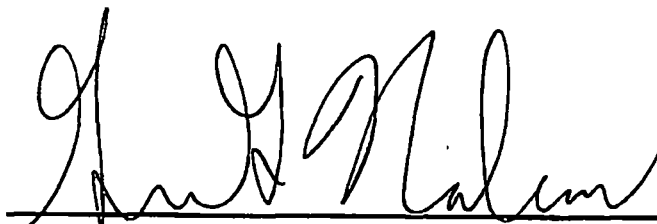
See Contact Reynaldo Stargell in the Office of Traffic Engineering for the latest adjustment factor based on the CPI :
<ftp://ftp.bls.gov/pub/special.requests/cpi/cpi.ai.txt>

PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature

12/1/11

Date

Execution Page

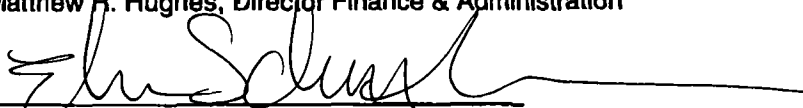
Illinois Department of Transportation



William R. Frey, Interim Director of Highways



Matthew R. Hughes, Director Finance & Administration



Ellen Schanzle-Haskins, Chief Counsel



Ann L. Schneider, Secretary



(Date)

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

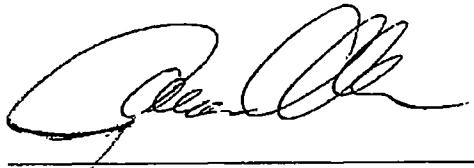


Michael T. Carrigan

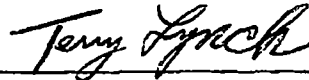


(Date)

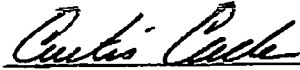
List Union Locals:



Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



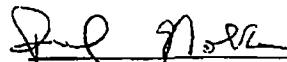
Curtis Cade
United Association



Richard Mathis
Roofers

*

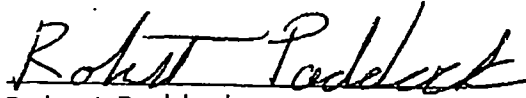
Ed Christensen, Elevator
Constructors



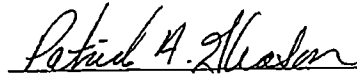
Paul Noble
IBEW



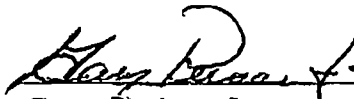
Terry Fitzmaurice
Painters



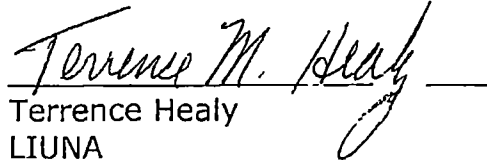
Robert Paddock
IUOE



Pat Gleason
Teamsters




Gary Perinar Jr.
Carpenters



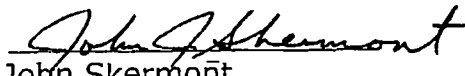
Terrence Healy
LIUNA



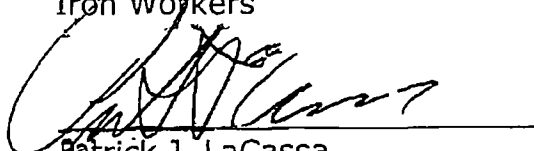
Robert Schneider
Sheet Metal Workers



Tadas Kicielinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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