

Contract Number 78182
Williamson County

#157

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director



Date: November 22, 2011

Re: I-57 Contract No: 78182, , Region 5, District 9, Williamson County
{January 20, 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).
- 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.

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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.

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.

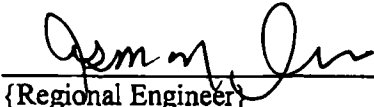
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, 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:  12/2/11
{Division Chief} (Date)

Agreed:  12/1/11
{Bureau of Design & Environment} (Date)

Agreed:  11/30/11
{Regional Engineer} (Date)

Approved:  12/5/11
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract
Gregory G. Nadeau 11/22/2011
FHWA Deputy Administrator (see attached approval page)

Attachment A:

Justification for use of Project Labor Agreement on Contract # 78182, Williamson 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 \$45,000,000.

The project involves total reconstruction of the I-57/ILL 13 cloverleaf interchange to a Single Point Urban Interchange configuration and also includes a grade raise of the I-57 bridges over ILL 13. The existing traffic volumes are very high on both routes (I-57 - 33,700 ADT and ILL 13 - 38,000 ADT). Since no suitable detours are available the complete reconstruction of the existing bridges and ramps must be conducted under traffic. To accomplish this, the plans include 5 separate stages and construction of a temporary diamond interchange to maintain the turning movements between the routes. Also, multiple operations will be working concurrently (earthwork, demolition, steel erection, concrete pours, paving, electrical work, etc) and subsequent stages depend upon the timely completion of prior stages. A delay in any one of these functions could jeopardize the progress and completion of the entire project. A PLA would help ensure that one trade dispute would not shut down all phases of the project.

Item 4: The duration of the contract will span 3 construction seasons (Spring 2012 to July of 2014).

Item 5: The contract includes an interim completion date of July 1, 2013 and a final completion date of July 1, 2014.

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

Operators union - March 31, 2013

Laborers union - March 31, 2013

Teamsters Union - expired July 31, 2011, negotiations are ongoing

Iron Workers union - May 1, 2014

Item 8: In order to maintain traffic during construction, lane closures, temporary pavement, lane shifts, narrow lanes, narrow shoulders and uneven pavement will all be required on both I-57 and ILL 13. Due to the high traffic volumes on both routes and the high speeds on I-57 these temporary conditions, while necessary during construction, pose a safety hazard to the traveling public. This hazard can be mitigated by minimizing the time that these temporary conditions are in place.

Item 12: In addition, user delay costs would be incurred from traffic operating at reduced speeds due to lane closures, lane shifts and reduced speed zones on I-57 and lane shifts, lane closures and temporary signals on ILL 13. 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:

I-57

Trucks – 9300 trucks/day .015 hours delay/vehicle x \$26.05 = \$3,634 per day

Passenger Vehicles – 24,400 cars/day .015 hours delay/vehicle x \$15.65 = \$5,728 per day

ILL 13

Trucks – 2250 trucks/day 0.05 hours delay/vehicle x \$26.05 = \$2,931 per day

Passenger Vehicles – 35,750 cars/day 0.05 hours delay/vehicle x \$15.65 = \$27,974 per day

Total user-delay cost for work stoppage = \$40,267 per day

Traffic counts from IDOT 2011 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, and Ironworkers.

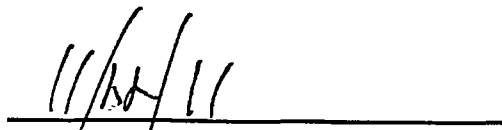
PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:


Signature

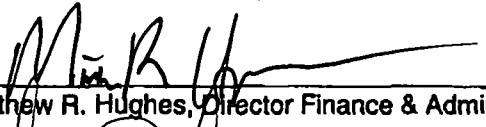

Date

Execution Page

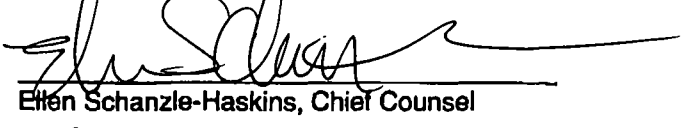
Illinois Department of Transportation



William R. Frey, Interim Director of Highways



Matthew R. Hughes, Director Finance & Administration



Ellen Schanzle-Haskins, Chief Counsel



Ann L. Schneider, Secretary

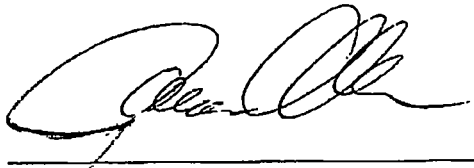
1/13/12
(Date)

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

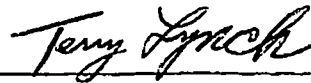


12-16-11
(Date)

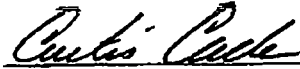
List Union Locals:



Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



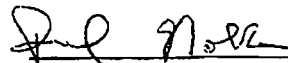
Curtis Cade
United Association



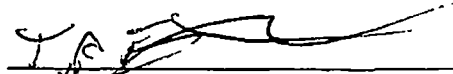
Richard Mathis
Roofers

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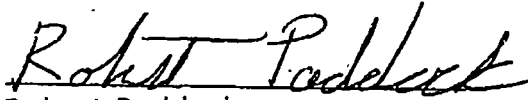
Ed Christensen, Elevator
Constructors



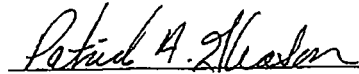
Paul Noble
IBEW



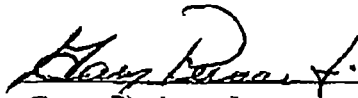
Terry Fitzmaurice
Painters



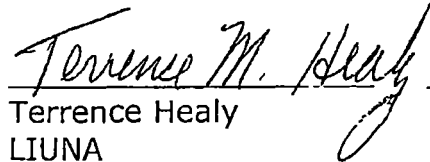
Robert Paddock
IUOE



Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



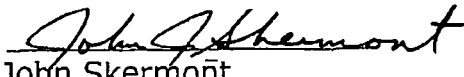
Terrence Healy
LIUNA



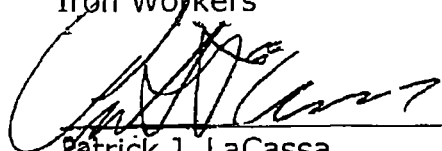
Robert Schneider
Sheet Metal Workers



Tadas Kiciulinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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