

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary
From: William R. Frey, Interim Director
Re: FAP Route 301 (US 20), Contract Number 64C94
Date: December 27, 2011

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.

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: [Signature] 2/4/12
(Division Chief) (Date)

Agreed: [Signature] 2/6/12
(Bureau of Design & Environment) (Date)

Agreed: [Signature] 2/2/12
(Regional Engineer) (Date)

Approved: Ann L. Schneider 2/6/12
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above-mentioned contract

Gregory G. Nadeau	1/27/2012
FHWA Deputy Administrator	(see attached approval page)

Attachment A

Justification for use of Project Labor Agreement (PLA) on Contract #64C94, JoDaviess 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 \$7,039,000

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 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 4: The Project is being staged over two construction seasons. US 20 in this location is an expressway with two lanes in each direction. One lane in each direction will be maintained during construction. The project has two completion dates.

The Interim Completion Date is November 19, 2012 to replace deck for 3 structures. No lane closures shall be allowed between November 19, 2012 and April 9, 2013.

The Final Completion Date on the entire project, including 2 additional structures, is October 1, 2013. The scope of the project includes deck replacement along with repairs to the substructure.

Item 5: Completion Date is October 1, 2013 with an Interim Completion Date for 3 bridges of November 19, 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 and may result in the diversion to one lane traffic being in place past the October staged traffic deadline. This additional diversion, especially if left over the winter months, may contribute to additional exposure to crashes through the work zone due to the inherent risk of driver attention to lane changes, 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 diversion being in place for longer than anticipated. User delay cost from stage construction (reduction from 65 mph to 55 mph through the 5.4 mile work zone) will result in 0.018 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 – 1474 trucks/day x 0.18 hour reduction/vehicle x \$26.05/hours of delay = \$691/day

Passenger Vehicle – 8551 cars/day x 0.18 hour delay/vehicle x \$15.65 hours of delay
= \$2,409/day

Total user delay cost for work stoppage while stage construction in place = \$3100/day

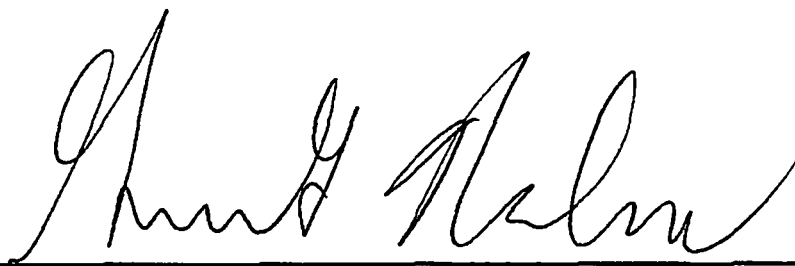
(Traffic count from projected 2012 Average Daily Traffic. User delay costs from "Life Cycle Cost Analysis in Pavement Design", FHWA September 1998 adjusted to 2009 Consumer Price Index.)

PLA Request

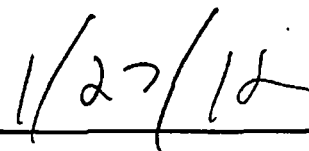
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature



Date

Execution Page

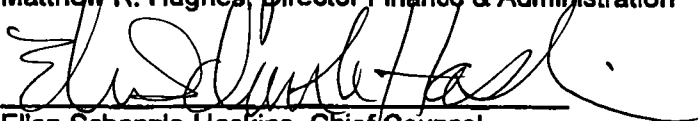
Illinois Department of Transportation



William R. Frey, Interim Director of Highways



Matthew R. Hughes, Director Finance & Administration



Ellen Schanzle-Haskins, Chief Counsel



Ann L. Schneider, Secretary



(Date)

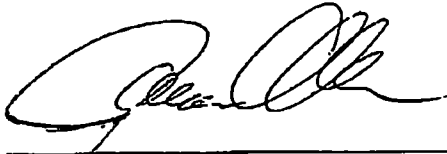
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



February 10, 2012

(Date)

List Union Locals:

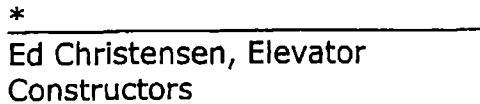


Jim Allen
Bricklayers



Curtis Cade
United Association

*



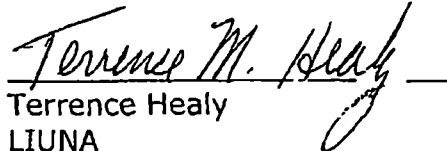
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



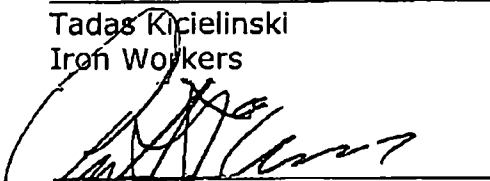
Pat Gleason
Teamsters



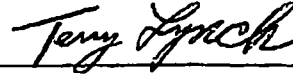
Terrence Healy
LIUNA



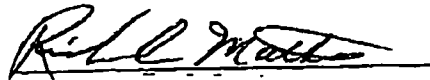
Tadas Kiciulinski
Iron Workers



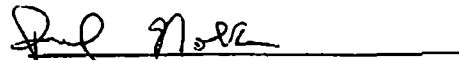
Patrick J. LaCassa
OPCMIA



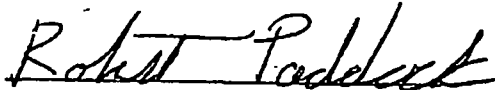
Terry Lynch
Heat & Frost Insulators & Allied
Workers



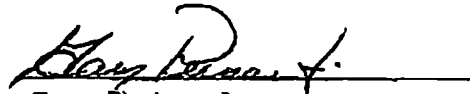
Richard Mathis
Roofers



Paul Noble
IBEW



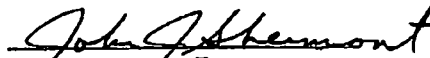
Robert Paddock
IUOE



Gary Perinar Jr.
Carpenters



Robert Schneider
Sheet Metal Workers



John Skermont
Boilermakers

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