

IDOT PROJECT LABOR AGREEMENT DETERMINATION

Item 88

To: Ann L. Schneider, Secretary

From: Bill Frey, Acting Director

Date: February 16, 2012

Re: ILL 34 Contract: 78290
{June 15, 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.

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.

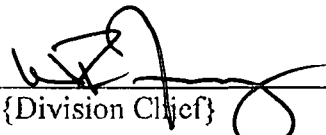
5) There is a firm construction completion date established for the Project thereby increasing the adverse consequences of any work stoppage or other labor disruption.

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.


- 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:
See Attachment.
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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 be binding upon all contractors and their employees.

Agreed:  4/12/12
{Division Chief} (Date)

Agreed:  5/30/12
{Bureau of Design & Environment} (Date)

Agreed: Omer Osman 4/5/12
{Regional Engineer} (Date)

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

FHWA concurrence in the above mentioned contract

Gregory G. Nadeau	5/01/2012
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for use of Project Labor Agreement on Contract # 78290, Saline 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 includes Federal funds.

Item 3: Estimated project cost is \$3,000,000.

The proposed project includes 1.9 miles of pavement removal and replacement on IL 34 north of Harrisburg. IL 34 will be closed to through traffic for approximately 6 weeks during construction of the new pavement. Accelerated production rates will be required for the contractor to meet this deadline. A PLA would help ensure that one trade dispute would not shut down the project during this critical closure period.

Item 5: The Contract includes an interim completion date requiring that IL 34 be open to two lanes of traffic by September 1, 2012.

Item 12: In addition, user delay costs and adverse travel costs will be incurred by motorists during the 6 week closure period. Motorists using the detour will be delayed 15 minutes over the regular route. Using a user delay cost of \$15.65 per hour for passenger vehicles and \$26.05 per hour for trucks, and a cost of \$0.20 per mile for passenger vehicles and \$0.90 per mile for trucks the following daily costs are calculated:

ILL 34 User Delay Costs

Trucks – 900 trucks/day 0.25 hours delay/vehicle x \$26.05 = \$ 5860 per day

Passenger Vehicles – 3,500 cars/day 0.25 hours delay/vehicle x \$15.65 = \$13,700 per day

Total user delay cost for work stoppage = \$19,560 per day

IL 34 Adverse Mileage Costs

Trucks – 900 trucks/day 7 miles adverse travel /vehicle x \$0.90 = \$5,670 per day

Passenger Vehicles – 3500 cars/day 7 miles adverse travel /vehicle x \$0.20 = \$4900 per day

Total user delay cost for work stoppage = \$10,570 per day

Total Delay Costs plus Adverse Mileage Costs = \$10,570 + \$19,560 = \$30,130 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

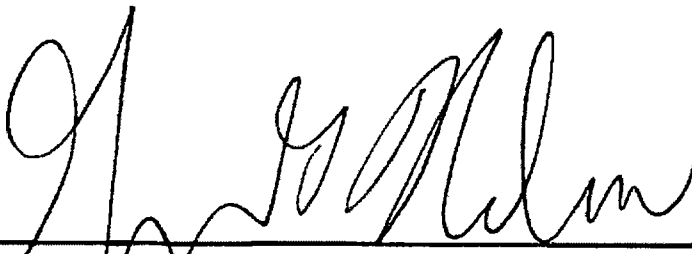
The trades that will be used on this project include but are not limited to the following: Laborers, Carpenters, Operators, Teamsters, Cement Masons, Electricians, and Ironworkers.

PLA Request

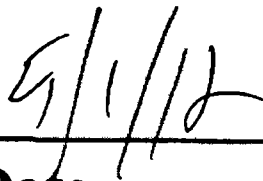
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:

A handwritten signature in black ink, appearing to read "John G. Adams", written over a horizontal line.

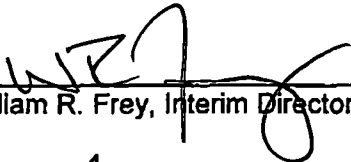
Signature

A handwritten date "5/1/12" in black ink, written over a horizontal line.

Date

Execution Page

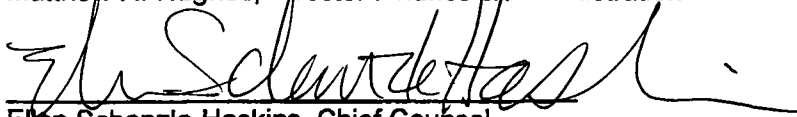
Illinois Department of Transportation



William R. Frey, Interim Director of Highways




Matthew R. Hughes, Director Finance & Administration



Ellen Schanzle-Haskins, Chief Counsel

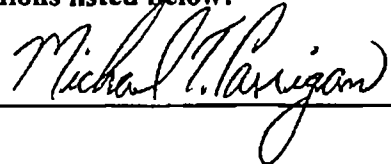


Ann L. Schneider, Secretary



(Date)

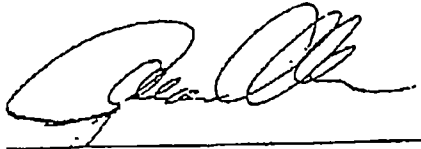
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



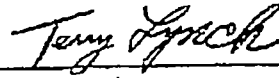
May 17, 2012

(Date)

List Union Locals:



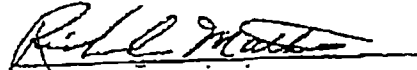
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



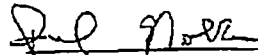
Curtis Cade
United Association



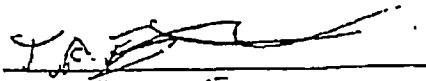
Richard Mathis
Roofers

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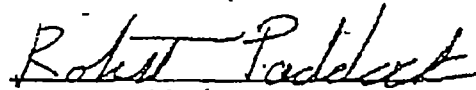
Ed Christensen, Elevator
Constructors



Paul Noble
IBEW



Terry Fitzmaurice
Painters



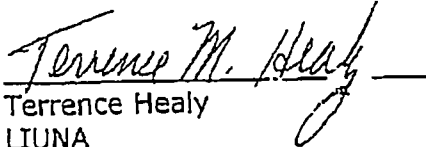
Robert Paddock
IUOE



Pat Gleason
Teamsters



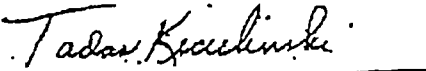
Gary Perinar Jr.
Carpenters



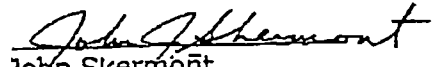
Terrence Healy
LIUNA



Robert Schneider
Sheet Metal Workers



Tadas Kicelinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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