

IDOT PROJECT LABOR AGREEMENT DETERMINATION

# 38

To: Ann L. Schneider, Secretary  
From: William R. Frey, Acting Director of Highways  
Date:  
Re: FAP 310 (US 67), Contract Number 68691  
{December 22, 2011}

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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

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

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 310 (US 67)  
Contract Number 68691  
McDonough County

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

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 binding upon all contractors and their employees.

Agreed: [Signature] 2/23/12  
{Division Chief} (Date)

Agreed: [Signature] 2/14/2012  
{Bureau of Design & Environment} (Date)

Agreed: [Signature] 02/04/12  
{Regional Engineer} (Date)

Approved: Ann L. Schneider 2/23/12  
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:**

**Justification for use of Project Labor Agreement for Contract 68691, McDonough 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:** The estimated project cost is \$2,700.00.

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 jeopardize the completion of work required in the first season of the contract to enable all lanes to be open to traffic by winter shutdown. The lapsing trade contracts would be addressed through the use of a Project Labor Agreement. It is the Illinois Department of Transportation's finding that the skilled workforce needed to replace the structures and other work can be provided by the union trades involved and is a necessary requirement for a Project Labor Agreement.

**Item 4:** This project is being staged over one full construction season and a majority of the following construction season.

In Stage I, median crossovers will be constructed, the structure in the southbound lane will be replaced, adjacent township road will be realigned and reconstructed, southbound lanes and shoulders will be constructed to the proposed profile grade raise and safety and drainage items completed. Southbound traffic will be diverted to the northbound lanes and structure with one lane of traffic moving in each direction on the northbound lanes and structure. Work will be completed to provide for all lanes open both northbound and southbound during winter shutdown. The completion of this work will be no later than November 16, 2012.

Winter Shutdown, no on-roadway work from November 17, 2012 through March 31, 2013.

Stage II, the structure in the northbound lane will be replaced, adjacent frontage road reconstructed, northbound lanes and shoulders will be constructed to the proposed profile grade raise and safety and drainage items completed.

Stage III, remove the median crossovers and perform all collateral work required to complete the project.

**Item 8:** Any disruption to the contractors schedule due to labor issues may result in the diversion to one lane traffic in each direction on the open structure being in place past the November staged traffic deadline. This diversion, if left into or through the winter months, may contribute to additional possibilities of crashes through the work zone. This can be attributed to the possible hazardous road conditions, driver uncertainty with the crossover lane changes, and oncoming traffic due to the diversion that will be in place during stage construction.

**Item 12:** User delay costs would be incurred from traffic operating at a reduced speed due to the diversion being in operation longer than anticipated. User delay cost from staged construction would be realized from the reduced speed limit from 65 to 45 mph through the 0.23 mile work zone. The reduction in speed would result in 0.002 hours of travel time lost per vehicle. Using a cost of \$15.65/hr user delay cost for passenger vehicles and \$26.05/hr for trucks, the following delay costs are calculated:

Trucks – 700 trucks/day\*0.002 hr reduction/vehicle\*\$26.05/hr of delay = \$36/day.

Passenger vehicles – 7050 veh/day\*0.002 hr reduction/vehicle\*\$15.65/hr of delay = \$221/day.

Total user delay cost for work stoppage while construction staging is in place is \$257/day.

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

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

Finishers union April 30, 2012

Laborers union April 30, 2012

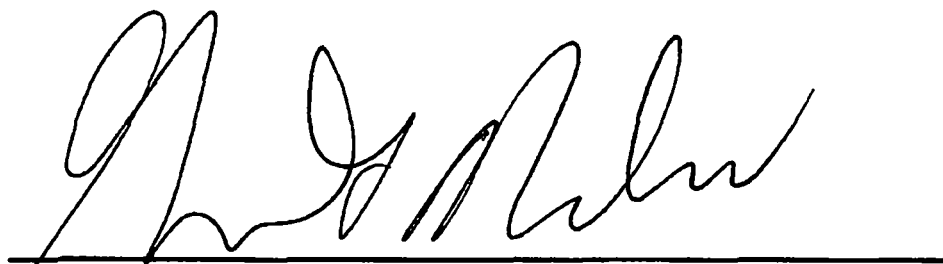
Teamsters union August 30, 2012

**PLA Request**

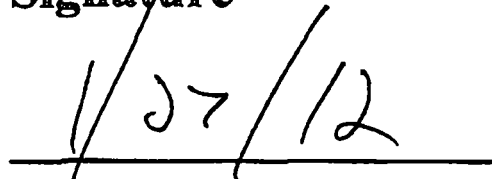
**Approval of Project Labor Agreement**

**Disapproval of Project Labor Agreement**

**Reason for disapproval:**

A handwritten signature in black ink, appearing to be "R. J. Nelson", written over a horizontal line.

**Signature**

A handwritten date "1/27/12" written over a horizontal line.

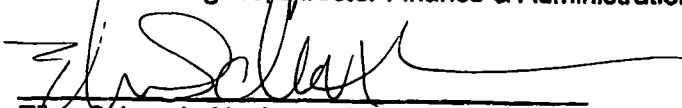
**Date**

**Execution Page**

**Illinois Department of Transportation**

  
\_\_\_\_\_  
William R. Frey, Interim Director of Highways

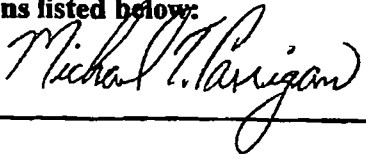
  
\_\_\_\_\_  
Matthew R. Hughes, Director Finance & Administration

  
\_\_\_\_\_  
Effen Schanzle-Haskins, Chief Counsel

  
\_\_\_\_\_  
Ann L. Schneider, Secretary

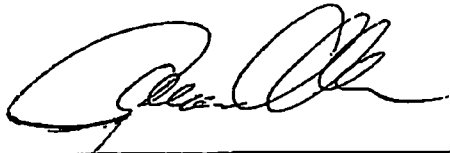
2/23/12  
(Date)

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

  
\_\_\_\_\_

February 10, 2012  
\_\_\_\_\_  
(Date)

**List Union Locals:**

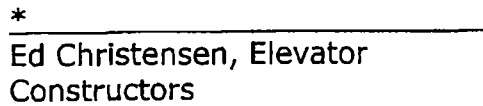


Jim Allen  
Bricklayers



Curtis Cade  
United Association

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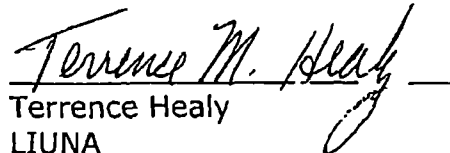
Ed Christensen, Elevator  
Constructors



Terry Fitzmaurice  
Painters



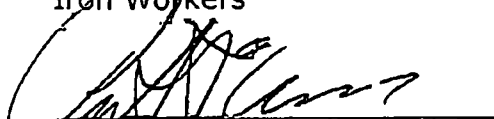
Pat Gleason  
Teamsters



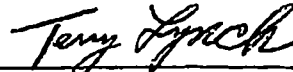
Terrence Healy  
LIUNA



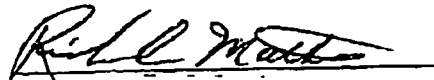
Tadas Kicieliniski  
Iron Workers



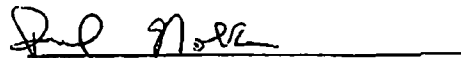
Patrick J. LaCassa  
OPCMIA



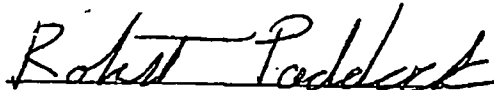
Terry Lynch  
Heat & Frost Insulators & Allied  
Workers



Richard Mathis  
Roofers



Paul Noble  
IBEW



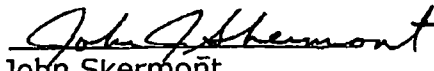
Robert Paddock  
IUOE



Gary Perinar Jr.  
Carpenters



Robert Schneider  
Sheet Metal Workers



John Skermont  
Boilermakers

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