

#55

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Bill Frey, Acting Director

Date: January 3, 2012

Re: ILL 13 Contract: 98859
{March 9, 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.

Contract Number 98859
Williamson 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.

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.

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.

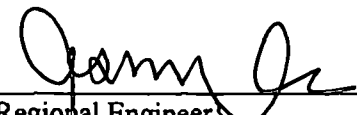
Agreed:


{Division Chief } 2/23/12
(Date)

Agreed:


{Bureau of Design & Environment} 2/14/2012
(Date)

Agreed:


{Regional Engineer} 2/2/12
(Date)

Approved:


Ann L. Schneider, Secretary 2/23/12
(Date)

FHWA concurrence in the PLA for the above mentioned contract.

Gregory G. Nadeau	1/26/2012
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for use of Project Labor Agreement on Contract # 98859, 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 is a Capital Bill Project which may include Federal Funds.

Item 3: Estimated project cost is \$41,000,000.

The proposed project consists of constructing new dual mainline grade separation structures to carry IL Route 13 over the BNSF Railway and includes adding a third lane in each direction on IL Route 13. The existing ILL 13 traffic volumes are very high (33,200 ADT) and since no suitable detours are available the construction of the new overpass must be conducted under traffic. To accomplish this, the plans include 14 separate stages with varying temporary lane closures and restrictions to turning movements. Also, multiple operations will be working concurrently (earthwork, MSE wall erection, 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 Summer of 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 ILL 13. Due to the high traffic volume on IL 13 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. 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:

ILL 13

Trucks – 2000 trucks/day 0.05 hours delay/vehicle x \$26.05 = \$2,605 per day

Passenger Vehicles – 33,200 cars/day 0.05 hours delay/vehicle x \$15.65 = \$26,000 per day

Total user delay cost for work stoppage = \$28,605 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

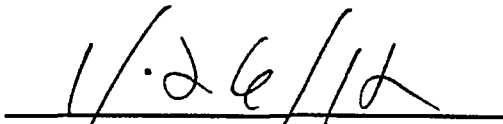
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature



Date

Execution Page

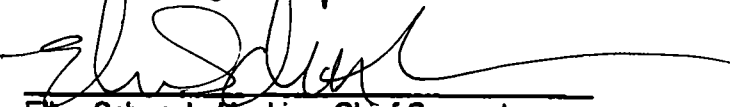
Illinois Department of Transportation



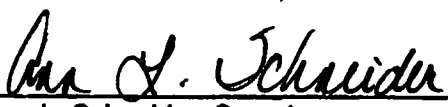
William R. Frey, Interim Director of Highways



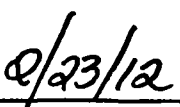
Matthew R. Hughes, Director Finance & Administration



Ellen Schanzle-Haskins, Chief Counsel

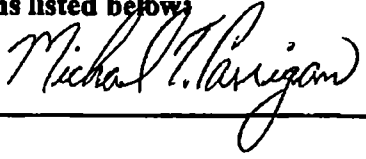


Ann L. Schneider, Secretary



(Date)

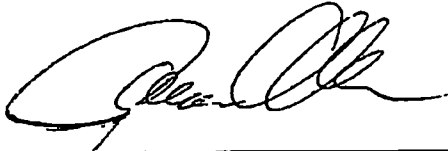
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



February 10, 2012

(Date)

List Union Locals:



Jim Allen
Bricklayers



Curtis Cade
United Association

*

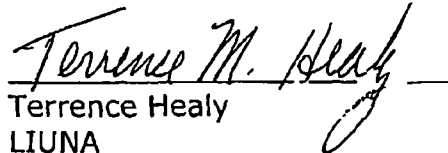
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



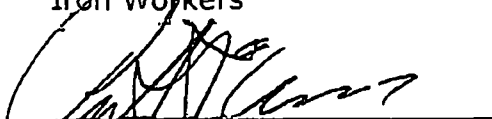
Pat Gleason
Teamsters



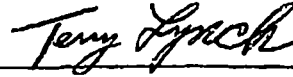
Terrence Healy
LIUNA



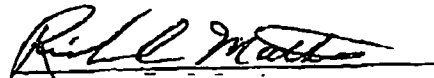
Tadas Kiciulinski
Iron Workers



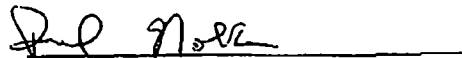
Patrick J. LaCassa
OPCMIA



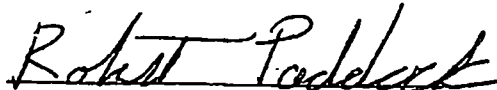
Terry Lynch
Heat & Frost Insulators & Allied
Workers



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