

Item #50

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Gary Hannig, Secretary
From: Christine M. Reed, Director
Date: February 16, 2011
Re: FAI 57/64 (I-57/64) Contract No: 78172, Jefferson County
{April 29, 2011 letting}

In accordance with Executive Order 2010-3 (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). **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. **See Attachment A.**

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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: *John U'Beed* 3/20/11
{Division Chief} (Date)

Agreed: *Scott Smith* 3/23/11
{Bureau of Design & Environment} (Date)

Agreed: *My C. Harris* 3/21/11
{Regional Engineer} (Date)

Approved: *Gary Hannig* 3-28-11
Gary Hannig Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.
Adam K. Stone 3/17/2011
Division Administrator FHWA (Date)

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Attachment A:

Justification for use of Project Labor Agreement on Contract # 78172, Jefferson 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 \$29,300,000.

The project involves the addition of a third lane northbound and southbound and total reconstruction of the existing I-57/64 pavement. The existing traffic volume on I-57/64 is very high with an average daily traffic volume of about 38,000. Since no suitable detours are available the additional lane and complete reconstruction of the existing pavement must be conducted under traffic. To accomplish this, the plans include 6 major stages to maintain traffic. Also, multiple operations will be working concurrently (earthwork, pavement removal, rubblizing, steel placement, concrete pours, guardrail erection, drainage items, 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 project has a contract start date of July 5, 2011 and a completion date of December 1, 2013 so the work is expected to be ongoing through three construction seasons.

Item 5: The project has a completion date of December 1, 2013

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

Operators Union – July 31, 2012

Laborers Union – March 31, 2013

Teamsters Union – May 1, 2013

Carpenters Union – April 30, 2013

Item 8: In order to maintain traffic during reconstruction of the existing pavement, lane shifts, narrow lanes, narrow shoulders and restriction of northbound traffic to one lane during Stage 2 will be required on I-57/64. Due to the existing high traffic volumes and the high speeds on I-57/64 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 shifts, lane closures and reduced speed zones on I-57/64 . 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-57/64

Trucks – 12,500 trucks/day 0.10 hours delay/vehicle x \$26.05 = \$3,256 per day

Passenger Vehicles – 25,500 cars/day .010 hours delay/vehicle x \$15.65 = \$3990 per day

Total user delay costs for a work stoppage while stage construction is in place = \$7,246 per day

Traffic counts from IDOT 2010 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

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Illinois Department of Transportation

Christine M. Reed
Christine M. Reed, P.E., Director of Highways

Matthew R. Hughes
Matthew R. Hughes, Director - Finance & Administration

Ellen Schanzle-Haskins
Ellen Schanzle-Haskins, Chief Counsel

Gary Hannig Ann Schneider 5/6/11
Gary Hannig, Secretary By Ann Schneider, Chief of Operations (Date)

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

Michael P. Parigian

May 2, 2011
(Date)

List Union Locals:

John Thompson
John Thompson, Vice President
Bricklayers

Donald Moss
Donald Moss, Pres-Business Mgr
Cement Masons

Ed Christensen *
Ed Christensen, Director
Elevator Constructors

Eric Dean
Eric Dean, Int'l Representative
Iron Workers

Terry Fitzmaurice
Terry Fitzmaurice, Representative
IUPAT A.C.T.

Terrence M. Healy
Terrence Healy, Int'l Representative
LIUNA

Tony Mroczkiewica
Tony Mroczkiewica, Representative
Midwestern District UBC

Terry Lynch
Terry Lynch, Int'l Representative
Asbestos Workers

Richard Mathis
Richard Mathis, President
Roofers

Curtis Cade
Curtis Cade, Int'l Representative
Plumbers & Pipe Fitters

Robert Paddock
Robert Paddock, Representative
IUOE State Council

John Skermont
John Skermont, Business Representative
Boilermakers

George Slater
George Slater, President
Sheet Metal State Council

Lonnie Stephenson
Lonnie Stephenson, Int'l Representative
IBEW

Pat Gleason
Pat Gleason, Chairman
IL Conference of Teamsters &
Construction Division

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