

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date:

Re: FAI 74 and FAI 155, Contract Number 68620, Tazewell County

{August 20, 2012}

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). See attachment.
- 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. See attachment.
- 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

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:  10/18/12
{Division Chief} (Date)

Agreed:  10/18/12
{Bureau of Design & Environment} (Date)

Agreed:  10/10/12
{Regional Engineer} (Date)

Approved:  10-24-12
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	10/01/2012
FHWA Deputy Administrator	(see attached approval page)

Attachment:

Justification for use of a Project Labor Agreement for contract 68914, Tazewell 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 \$85,000,000.

Any disruption in the continuity of this project due to labor issues would result in delayed deadlines of key stages of completion of the project that would cause safety concerns for the traveling public and jeopardize the necessary work that needs to be completed by the end of each construction season. This project will extend through 2 winter shutdown seasons (2013 – 2014 and 2014 - 2015). Specific stages of work with specific work items need to be completed by the end of each construction season to ensure that a safe roadway with the required number of lanes open on I-74 and I-155 are provided through the winter shutdown period. The lapsing of 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 for this project can be provided by the union trades involved and is a necessary requirement for a Project Labor Agreement.

Item 4: The project has a completion date of July 15, 2015 with the addition of 15 working days available after the completion date. The additional working days are provided for the contractor to complete any remaining off roadway work.

Item 6: The trades that will be used on this project include, but are not limited to: Laborers, Operators, Teamsters, Electricians, Carpenters.

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

Operators union March 31, 2014.

Item 8: Any disruption to the contractors schedule due to labor issues may result in the I-74 and I-155 roadways not being open to 2 lane – 2 way traffic in each roadway direction for the winter shutdown period during the 2013 – 2014 and 2014 – 2015 winter shutdown periods. The result of not having all lanes in all directions open during the winter shutdown period would be extensive traffic backups in inclement weather, construction traffic control items (barrels, barricades, cones, signing) present adjacent to the traveled way, minimal opportunity or area for snow clearance and storage from the roadway, and narrowed travel lanes for the commuting public. Each would pose a significant safety issue for motorists during the winter shutdown period.

Item 12: User delay costs would be incurred from traffic operating at a reduced speed due to the lane restrictions being in operation longer than anticipated. Speed limit reductions from 65 mph to 45 mph would be realized for roadway lengths of up to 3 miles on both the eastbound and westbound lanes of I-74 and up to 1 ½ miles on the northbound and southbound lanes of I-155. The reduction in speed would result in 0.02 hours of travel time lost per vehicle on I-74 and 0.01 hours of travel time lost per vehicle on I-155. 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:

I-74

Passenger Vehicles - 48,650 veh/day * 0.02 hr reduction/vehicle * \$15.65/hr of delay = \$15,227/day.

Trucks - 7550 veh/day * 0.02 hr reduction/vehicle * \$26.05/hr of delay = \$3,934/day.

I-155

Passenger Vehicles – 19,000 veh/day * 0.01 hr reduction/vehicle * \$15.65/hr of delay = \$2,794/day

Trucks – 3000 veh/day * 0.01 hr reduction/vehicle * \$26.05/hr of delay = \$782/day.

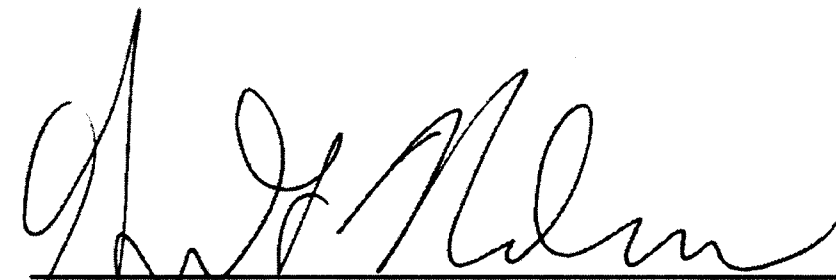
**** The calculations represent a construction zone left with traffic control and speed reduction in place during work stoppage on both I-74 and I-155.**

PLA Request

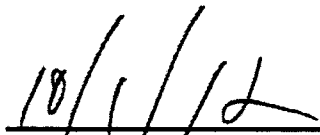
Approval of Project Labor Agreement

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

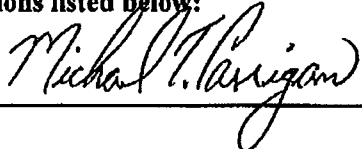


Ann L. Schneider, Secretary



(Date)

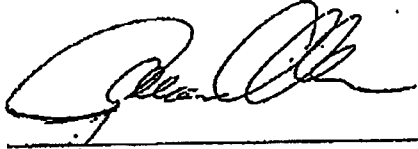
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



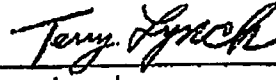
October 16, 2012

(Date)

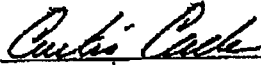
List Union Locals:



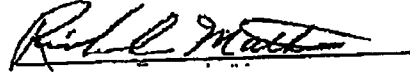
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



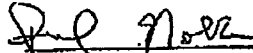
Curtis Cade
United Association



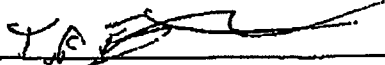
Richard Mathis
Roofers

*

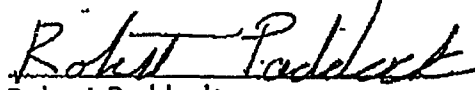
Ed Christensen, Elevator
Constructors



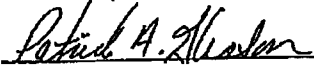
Paul Noble
IBEW



Terry Fitzmaurice
Painters



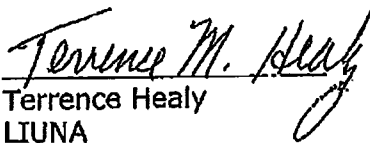
Robert Paddock
IUOE



Pat Gleason
Teamsters



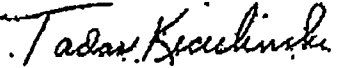
Gary Perinar Jr.
Carpenters




Terrence Healy
LIUNA



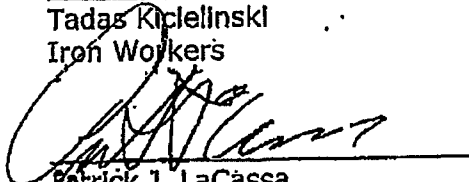
Robert Schneider
Sheet Metal Workers



Tadas Kicelinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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