

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date: August 23, 2012

Re: FAI, I-70 Reconstruction, Contract Number 74416, Cumberland County

{November 9, 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).
- 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.

FAT, I-70 Reconstruction
Contract Number 74416
Cumberland County
Item

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:

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] 10/13/12
{Division Chief} (Date)

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

Agreed: [Signature] 10/5/12
{Regional Engineer} (Date)

Approved: [Signature] 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 A:

Justification for the use of Project Labor Agreement on Contract # 74416, Cumberland 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 with a state match.

Item 3: The Estimated Cost of this Project is \$30,610,000.

The work on this project is located on FAI 70, Marked Route I-70 from 1.5 miles east of IL 130 then east to the Clark County Line. The average daily traffic at this location is 19,100 with 56% (10,825) trucks. In order to complete the I-70 Reconstruction project without any adverse traffic delays for the traveling public or delays in commerce, IDOT feels a Project Labor Agreement is necessary for this project.

The work on this project consists of reconstruction 7.2 miles of 4 lane Interstate pavement. The existing pavement will be rubblized then overlaid with 11.5 inches of Hot Mix Asphalt along with various safety improvements. With the large number of different construction trades that will be involved in the reconstruction of this section of roadway, IDOT feels the use of a Project Labor Agreement is necessary to avoid any labor related delays.

The rubblization and the Hot Mix Asphalt overlay work involve various construction sequences creating numerous traffic control challenges. The 7.2 miles of reconstruction will be done by stage construction so the contractor will need a reliable work force to complete the work in a timely manner to maintain safe travel for the traveling public during all stages of traffic control. It is IDOT's findings that the large skilled workforce needed to meet all the challenges with this project can be provided by the union trades involved and is a necessary requirement for a Project Labor Agreement.

The posted speed limit is 65 MPH. Once the projects limits are under construction the speed limit will be 55 MPH while no workers are present. Based on user cost of \$10.00/hour for passenger vehicles and \$20.00/hour for trucks, a user cost of \$6,026/day will incur due to any work stoppages. Based on the adverse travel due to construction zones, IDOT feels the use of a Project Labor Agreement is necessary to avoid any Labor related delays.

Item 5: There is a firm completion date of November 15, 2012 to complete the project. The project has to be completed in one construction season. To meet this completion date the contractor will need an accelerated work schedule, so avoiding any possible labor issues would be a benefit to the project. A Project Labor Agreement would ensure the stability of the work force allowing the work to be completed in the time allotted.

Item 6: This project could extend beyond the expiration date of the collective bargaining agreements with the following locals.

Labor Local 159 contract expires 4-30-2013

Operators Local 841 contract expires 12-31-2012

Iron Workers Local 46 contract expires 4-30-2013

Concrete Finishers Local 143 contract expires 3-31-2013

Work Zone User cost calculations

8/23/2012

Project Number:
CRS:

No lane closure cost calculation procedure

	Passenger Car	B/C Truck
Cost per hour:	\$19.22	\$51.88
Length of Work zone in miles:	4.2	4.2
Free flow speed (normal 85% speed) in mph:	72	72
Work zone speed (85%) in mph:	62	62
Average AADT of full section:	45000	15000
Duration of Closure in days	300	300
Calculated values:		
Travel time in free flow (secs):	210	210
Travel Time in work zone (secs):	244	244
Delay (secs):	34	34
Delay (hours):	0.009408602	0.009408602
Cost per Vehicle:	\$0.181	\$0.488
Cost per day per closure:	\$8,137.50	\$7,321.77
Total Cost for closure duration:	\$2,441,250.00	\$2,196,532.26
Total Cost for all vehicles:	\$4,637,782.26	
Average cost per day	\$15,459.27	

The Average cost per day is the MAXIMUM that may be used as incentive / disincentive

Spreadsheet protection password: CONSTRUCTION

See Contact Reynaldo Stargell in the Office of Traffic Engineering for the latest adjustment factor based on the CPI : <ftp://ftp.bls.gov/pub/special.requests/cpi/cpi.ai.txt>

Work Zone User cost calculations		
		8/23/2012
Project Number: 74416, I-70 Reconstruction		
CRS: 4.9		
Detour cost calculation procedure		
	Passenger Car	B/C Truck
Cost per hour:	\$10.00	\$20.00
Length of work zone in miles:	7.2	7.2
Length of Detour in miles:	7.2	7.2
Free flow speed (normal 85% speed) in mph:	65	65
Detour zone speed (85%) in mph:	55	55
Average AADT of full section:	8275	10825
Duration of Closure in days	270	270
Calculated values:		
Travel time in free flow (secs):	398.7692308	398.7692308
Travel Time in detour (secs):	471	471
Delay (secs):	73	73
Delay (hours):	0.02013986	0.02013986
Cost per Vehicle:	\$0.20	\$0.40
Cost per day per closure:	\$1,666.57	\$4,360.28
Total Cost for closure duration:	\$449,974.83	\$1,177,275.52
Total Cost for all vehicles:	\$1,627,250.35	
Average cost per day	\$6,026.85	

The Average cost per day is the MAXIMUM that may be used as incentive / disincentive

Spreadsheet protection password: CONSTRUCTION

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Work Zone User cost calculations		8/23/2012
Project Number:		
CRS:		
Detour cost calculation procedure		
Passenger Car	\$19.22	B/C Truck
	4	\$51.88
Time to drive existing route at free-flow speed in minutes:	4	4
Time to drive detour route in minutes:	15	15
Average AADT of full section:	500	20
Duration of Closure in days	20	20
Calculated values:		
Delay (minutes):	11	11
Delay (hours):	0.183333333	0.183333333
Cost per Vehicle:	\$3.52	\$9.51
Cost per day per closure:	\$1,761.83	\$190.23
Total Cost for closure duration:	\$35,236.67	\$3,804.53
Total Cost for all vehicles:	\$39,041.20	
Average cost per day	\$1,952.06	

The Average cost per day is the MAXIMUM that may be used as incentive / disincentive

Spreadsheet protection password: CONSTRUCTION

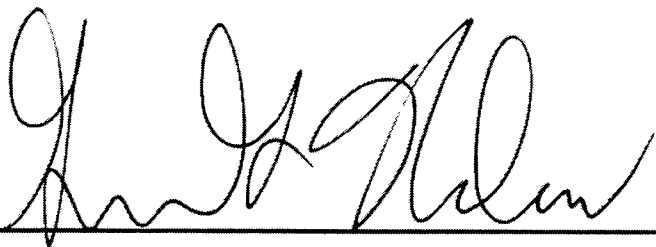
See Contact Reynaldo Stargell in the Office of Traffic Engineering for the latest adjustment factor based on the CPI : http://ftp.bis.gov/pub/special_requests/cpi/cpi.ai.txt

PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature

10/1/12

Date

Execution Page

Illinois Department of Transportation



William R. Frey, Interim Director of Highways



Matthew R. Hughes, Director Finance & Administration



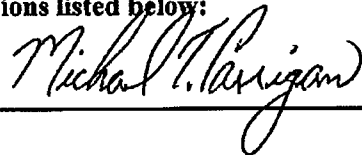
Ellen Schanzle-Haskins, Chief Counsel



Ann L. Schneider, Secretary

10-24-12
(Date)

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

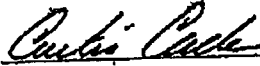


October 16, 2012
(Date)

List Union Locals:



Jim Allen
Bricklayers



Curtis Cade
United Association

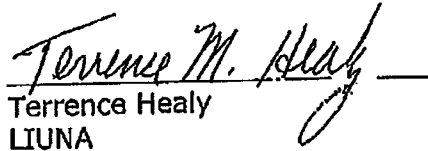
*
Ed Christensen, Elevator
Constructors




Terry Fitzmaurice
Painters



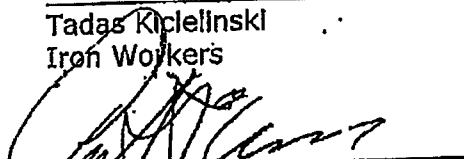
Pat Gleason
Teamsters



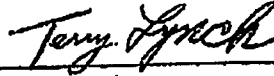
Terrence Healy
LIUNA



Tadas Kicielewski
Iron Workers



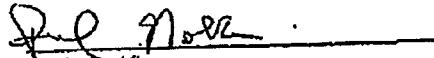
Patrick J. LaCassa
OPCMIA



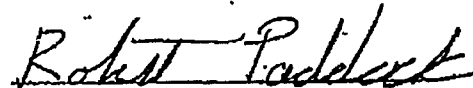
Terry Lynch
Heat & Frost Insulators & Allied
Workers



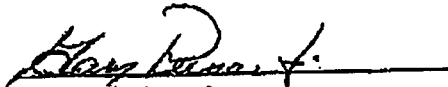
Richard Mathis
Roofers



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