Contract Number 76415
St. Clair County
Item 91

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Acting Secretary

From: William R. Frey, Interim Director

Date: December 5, 2011

Re: FAI 64, Contract Number 76415, St. Clair County

{Letting January 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 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.

☒ 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

☐ 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:

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: _____ 12/14/11
{Division Chief} (Date)

Agreed: _____ 12/14/11
{Bureau of Design & Environment} (Date)

Agreed: _____ 12/13/11
{Regional Engineer} (Date)

Approved: _____ 12/19/11
Ann L. Schneider, Secretary of Transportation (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	12/7/2011
FHWA Deputy Administrator	(see attached approval page)

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAI 64, CONTRACT NUMBER 76415, ST. CLAIR COUNTY, WHICH IS LOCATED ON INTERSTATE 64 FROM APPROXIMATELY 0.7 MILES EAST OF IL ROUTE 111 TO APPROXIMATELY 0.3 MILES WEST OF IL 157.

ITEM 2: This project is 90% federally funded.

ITEM 3: Estimated project cost is $12,000,000. The project length is approximately 1.77 miles with ADT of 89,000.

The overall project scope consists of:

- Pavement patching throughout the project limits.
- Milling ½" of the existing continuously reinforced concrete pavement and resurfacing with 4-1/4" hot-mix asphalt.
- Existing bituminous shoulders will be resurfaced with 3-3/4" hot-mix asphalt.
- Drainage improvements throughout the project limits.
- All guardrail and cable barrier will be upgraded.
- All directional signs will be upgraded.
- Five bridges will be overlaid. Two sets of bridges are just west of the FAI interchange and will required stage construction. Stage construction will be divided into two stages each having two phases. The first phase of each of the two stages, the traffic will be reduced to two lanes of traffic on the mainline. During the second phase of each of the two stages, the traffic will be reduced to three lanes of traffic on the mainline. The Contractor has been given an aggressive number of calendar days to complete the first phase for each of the two stages along with a completion date for the entire project.

  With a challenging completion days and date, stage construction along with daily lane closures will be utilized to complete the work. During the two stages construction, there will not be any other lane closures allowed on the remainder of the project. Daily lanes closures will be utilized when stage construction is not in progress. However, daily lanes closures will not be allowed during peak hours. The contractor will not be allowed to conduct any type of operation in the open lanes or any type of operation that would impede the flow of traffic during peak hours.

ATTACHMENT A (con't):

Peak hours are defined as:

1 - Lane Closure:
WB 6am – 10am, 3pm – 7pm
EB 3pm – 8pm
2 - Lane Closure:
WB 6am – 9pm
EB 7am – 10pm

As can be seen by the scope of work above, any disruption in the continuity of this project due to labor issues would result in delays in construction sequencing and completion dates. As a result, incomplete portions of the project remaining closed to the traveling public and extended completion dates may cause additional traffic delays due to delays by a work stoppage.

It is anticipated that lapsing trade agreements through any of the above stages of work on this project would be addressed through the use of a Project Labor Agreement. It is the Illinois Department of Transportation's finding that the large 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 5: The Contractor has until November 21, 2012 to complete all items in the contract. This includes each of the two stage constructions. It is expected that the Contractor will work multiple shifts and possibly seven days a week to complete all work in the project.

The stage construction work consists of bridge repairs on two sets of bridges east of the I-64 and I-255 Interchange. The Contractor will have a limited number of calendar days to complete the first phase of each stage. Completing the first phase of each of the two stages will get the traffic opened back up from two lanes to three lanes on the mainline. The second phase of each of the two stages will have three lanes opened to traffic on the mainline.

During stage construction, a disruption in work force would cause the potential for a lane to be closed until work force resumes work. The adverse travel cost per day would be:

Passenger Veh Operating Cost	=(77875veh/day)x($0.20/mile)x(1.77miles)x(0.5) =$13,784
Single Unit Truck Operating Cost	=(2492veh/day)x($0.70/mile)x(1.77miles)x(0.5) =$1,544
Multi Unit Operating Cost	=(8633veh/day)x($0.90/mile)x(1.77miles)x(0.5) =$6,876

TOTAL ADVERSE TRAVEL COST/DAY = $22,204

ATTACHMENT A (con't):

When stage construction is not in progress traffic will be maintained through daily lane closures, except during peak hours. This work consists of drainage repairs, high strength cable median barrier, shoulder construction, patching, resurfacing, guardrail, and pavement marking.

ITEM 6: This project has a completion date of November 21, 2012.

The following is a list of all the collective bargaining agreements and their contract expiration dates:

Local	Current Contract Expiration
• Carpenters D.C.	Exp. 05/01/2013
• Cement Masons 90	Exp. 07/31/2012
• IBEW 309 (lineman)	Exp. 12/01/2013
• Iron Workers 392	Exp. 07/31/2013
• Laborers D.C.	Exp. 07/31/2013
• Operating Engineers 520	Exp. 07/31/2012
• Teamsters 50	Exp. 06/30/2012

ITEM 8: Due to the overall project scope and high ADT, this project will be challenging to manage. The contractor will need to work multiple shifts and possibly seven days a week during phases of the construction to complete the work on time. Due to no lane closures during peak hours, outside of stage construction, it is expected the contractor will have to work at night. The contractor will be constantly moving his operation causing lane closures at different locations throughout the construction of the project. Labor continuity would minimize the amount of time the traveling public would be exposed to the various lane closures and median crossover conditions.

Any work stoppage will increase the length of time the traveling public would be required to utilize the staging and lane closures necessary for this project. Labor continuity would minimize the amount of time the traveling public would have to utilize the stage construction, thus reducing the length of the safety concern.

PLA Request

✓ **Approval of Project Labor Agreement**

____ **Disapproval of Project Labor Agreement**

Reason for disapproval:

Signature

12/7/11

Date

FAI Route 64 (I-64)
St. Clair County
Contract No. 76415
Item 91

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 — 1/13/12 (Date)

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

Michael T. Carrigan — 12-12-11 (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 Kicielinski
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