

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Acting Secretary

From: William R. Frey, Interim Director

Date: November 28, 2011

Re: FAP Rte. 103 (IL-15, Contract Number 76884, St. Clair County
{January 20, 2012 Letting}

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.
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.

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: William R. Frey 12/13/11
{Division Chief } AAW (Date)

Agreed: Scott Sox 12/12/11
{Bureau of Design & Environment} (Date)

Agreed: Tommy J... 12/7/11
{Regional Engineer} (Date)

Approved: Ann L. Schneider 12/14/11
Ann L. Schneider, Secretary of Transportation (Date)

FHWA concurrence in the PLA for the above mentioned contract.

Gregory G. Nadeau	12/1/2011
FHWA Deputy Administrator	(see attached approval page)

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAP 103 (IL-15), CONTRACT NUMBER 76884, ST. CLAIR COUNTY WHICH INVOLVES THE REPLACEMENT OF THE STRUCTURES CARRYING IL-15 OVER THE ICG RR AND IL-13.

ITEM 2: This project is federally funded.

ITEM 3: Estimated project cost is \$18,900,000. The project length is approximately 0.45 miles.

The overall project scope consists of:

- The complete replacement of the Illinois Route 15 dual structures (SN 082-0051, westbound and SN 082-0052, eastbound) that traverse the Illinois Central Gulf Railroad (ICGRR), and Illinois Route 13 (Freeburg Avenue). The existing dual structures along IL Route 15 are eight-span, steel girder bridges.
- The structures require replacement due to the fact that they are exhibiting significant deterioration. The decks, joints, piers and abutments are in poor condition. The bridge decks, piers and abutments are exhibiting cracks, spalls, delamination and exposed reinforcement. The original deck is in an advanced state of deterioration due to saltwater and brine penetrating through the microsilica overlay. Large, full-depth deck failures, with numerous additional potholes have reduced the ride quality throughout the structures. The expansion joints are leaking onto the superstructure and substructure. The structures exhibit a failed steel paint system, rusted bearings and spalled pier caps.
- The proposed design consists of two pairs of structures to span the ICG RR and IL Route 13 individually: one pair for the ICG RR and a second set for IL Route 13. New embankment will be placed between the ICG RR and the IL Route 13 abutments. The following descriptions briefly describe each of the proposed bridges:
 - ICG RR – Dual, two-span structures, 45° skew of structure to abutment, steel girders, MSE wall at west abutments and expansion joints at each abutment.
 - IL Route 13 – Dual, single-span structures, 30° skew of structure to abutment, precast, prestressed concrete girders, MSE walls at each semi-integral abutment.
- The proposed roadway plans call for a raised vertical profile to accommodate the required 23'-6" vertical clearance over the railroad, shorter vertical curves to accommodate drainage on the structures, increased superelevation rates to meet design requirements, and wider shoulders along the roadway and bridges. New, full-depth pavement will be constructed along IL Route 15 where the proposed profile is raised. IL Route 15 will be resurfaced between the full-depth construction and the existing bridge over Richland Creek to the east of the project (approximately from Station 713+70 to Station 723+80).

- All work over the railroad will require coordination with the Canadian National Railroad. Approximately two (2) trains use the ICG RR per day. Traffic along the railroad will be maintained through the duration of construction.
- This work will be stage constructed. Staging will involve the use of crossovers and temporary concrete barrier to place all traffic on either the EB (Stage 1) or WB (Stage 2) lanes. Illinois Route 13 (Freeburg Avenue) will be closed to traffic during the demolition of the existing span over Illinois Route 13. It is anticipated the total detour will be fourteen (14) days duration.

As can be seen by the scope of work and the deteriorated condition of the existing structures described above, any disruption of this project due to labor issues could result in either:

1. Maintaining all traffic on either the EB or WB lanes through the use of crossovers and temporary concrete barrier for a longer period of time than originally anticipated; which may be especially problematic if all traffic is utilizing the existing deteriorated structure during Stage 1.
2. Closing Illinois Route 15 and 13 to all traffic and also potentially closing the ICG RR to all train traffic.

In order to avoid either 1 or 2 above, maintaining a steady workforce is crucial.

It is anticipated that lapsing trade agreements 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 workforce needed for this project can be provided by the union trades involved.

ITEM 4: Due to the deteriorating condition of the existing structures, and the Illinois Department of Transportation's concern that the structures may require closure, this project has to be completed and open without restriction within 645 calendar days. In order to achieve this calendar day completion, it is anticipated that work must continue year-round.

If it becomes necessary, due to deteriorating structure conditions, to close the existing structures before the new structures are able to handle traffic, the adverse travel cost per day would be:

Passenger Veh Operating Cost	= (13,303 veh/day) X (\$0.20/mile) X (0.71 miles) X (0.5)
	= <u>\$945</u>
Single Unit Truck Operating Cost	= (632 veh/day) X (\$0.70/mile) X (0.71 miles) X (0.5)
	= <u>\$157</u>
Multi Unit Operating Cost	= (765 veh/day) X (\$0.90/mile) X (0.71 miles) X (0.5)
	= <u>\$245</u>

ADVERSE TRAVEL COST/DAY = \$1,347

The above calculations are only for roadway vehicular traffic. If the condition of the existing structures is such that they pose a safety hazard to the train traffic utilizing the ICG RR, and it becomes necessary to close the tracks to train traffic for an extended period of time, the Department has no method of quantifying the losses that would be suffered by the railroad industry.

As noted above, any lapsed collective bargaining agreements that would extend the project beyond its completion date would cause significant impacts to the traveling public through adverse travel costs and traffic delays

ITEM 6: The following collective bargaining agreements will expire during the construction of this project:

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

ITEM 8: Any work stoppage will increase the length of time the traveling public will be exposed to the crossover staging for this project. The crossover staging will require that all traffic be placed on either the EB or WB lanes, thus reducing the number of total lanes, and forcing vehicles to be in close proximity to temporary concrete barrier. Labor continuity would minimize the amount of time the traveling public would have to utilize the stage construction, thus reducing the safety concern.

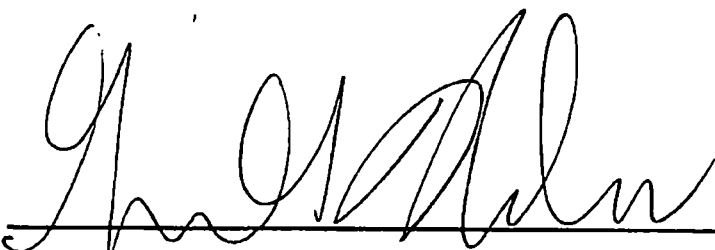
Labor continuity would minimize the potential amount of time that the traveling public would have to find alternate routes should the condition of the existing structures warrant closure prior to placing the new structures into service. This too would reduce the amount of time the traveling public is exposed to a safety concern.

PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



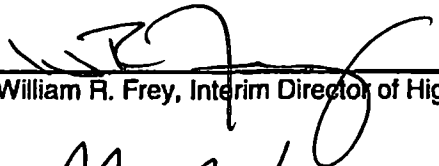
Signature

12/1/11

Date

Execution Page

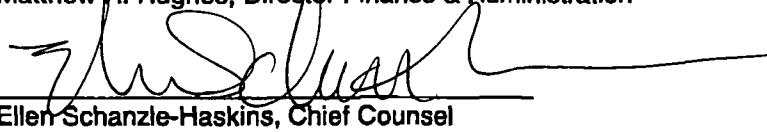
Illinois Department of Transportation



William R. Frey, Interim Director of Highways



Matthew R. Hughes, Director Finance & Administration

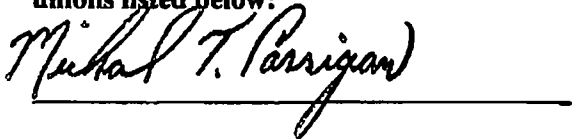
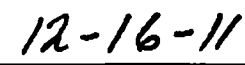


Ellen Schanzle-Haskins, Chief Counsel

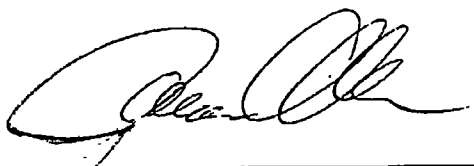
Ann L. Schneider, Secretary (Date)

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

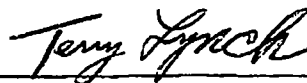
 

(Date)

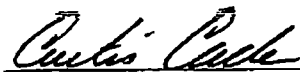
List Union Locals:



Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



Curtis Cade
United Association



Richard Mathis
Roofers

*

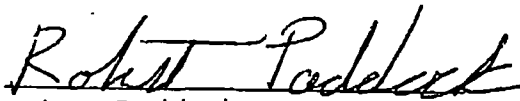
Ed Christensen, Elevator
Constructors



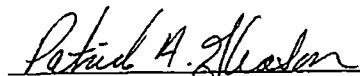
Paul Noble
IBEW



Terry Fitzmaurice
Painters



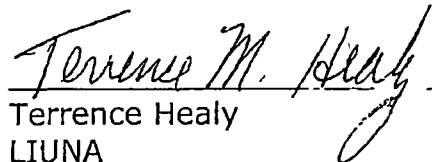
Robert Paddock
IUOE



Pat Gleason
Teamsters



Gary Perinar Jr.
Carpenters



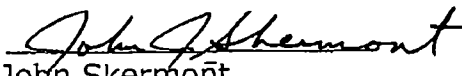
Terrence Healy
LIUNA



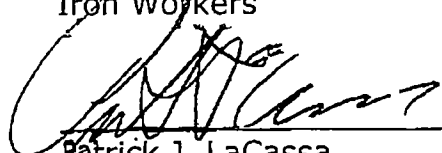
Robert Schneider
Sheet Metal Workers



Tadas Kiciulinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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