

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: March 5, 2013

Re: FAP Rte. 600 (IL-159), Contract Number 76B85, Madison County

{April 26, 2013 Letting}

In accordance with the Project Labor Agreement Act (30 ILCS 571), 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.

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.

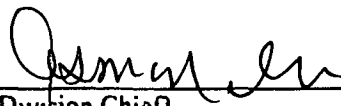
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project

10) Use of a PLA on the Project is not expected to have a material adverse effect on the competitive bidding process.

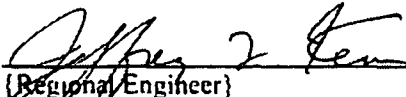
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, 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  5/15/13
{Division Chief} (Date)

Agreed.  5-7-13
{Bureau of Design & Environment} (Date)

Agreed  3/26/13
{Regional Engineer} (Date)

Approved  5/16/13
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	3/06/2013
FHWA Deputy Administrator	(see attached approval page)

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAP-600 (IL-159), CONTRACT NUMBER 76B85, MADISON COUNTY WHICH IS LOCATED ON IL ROUTE 159 FROM 0.3 MILES SOUTH OF BELTLINE RD. TO JOHNSON ST. IN COLLINSVILLE, IL.

ITEM 2: This project is federally funded

ITEM 3: Estimated project cost is \$11,500,000. The project length is approximately 1.32 miles

The overall project scope consists of.

- Widening and resurfacing IL-159 from the existing three (3)-lane pavement to a proposed four (4)-lane pavement from Johnson St. to Wickliffe Ave and a five (5)-lane pavement from Wickliffe Ave to Mounds Ave.
- Closed drainage system with sidewalks.
- Construction of two (2) retaining walls.
- Modification of the traffic signals located at Wickliffe Ave and a new traffic signal installation at Park/Spring St
- Relocation of existing water mains and sanitary sewer on behalf of the city of Collinsville

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 which may result in completed portions of the project remaining closed to the traveling public due to the inability to gain access through incomplete portions delayed 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 4: This project is anticipated to take 305 working days to complete and will be staged over three construction seasons, dependent upon utility relocations. Although utility relocations may delay the start of the project, once underway, potential utility adjustments will have no bearing on the project's staging.

All phases of this project have and will utilize the Context Sensitive Solution (CSS) process. During the Phase I process, the Community Advisory Group identified a need for operational and safety improvements to this section of IL-159. The large number of side road intersections

and private and commercial entrances, coupled with the roadway operating above capacity, are the predominant geometric reasons for a need for improvement. IL-159 has been improved to five-lane sections both north and south of this project, thus this section of IL-159 creates a "bottle neck". The reduced number of lanes, the increased frequency of sideroads, the reduced speed, and the increased percentage of local traffic volume within this urban section (as compared to the less densely urbanized sections to the north and south along IL-159 that have already been improved to five-lanes) all work in conjunction to reduce the capacity of the roadway and increase congestion within this section. (The current ADT for this section of IL-159 is 20,900.)

To add to the congestion within this section, this project will be constructed utilizing stage construction and will require three stages to complete. In order to maintain one lane of traffic in each direction, the use of temporary pavements and temporary connectors will be necessary throughout, which - if left in place for an extended period of time due to a work stoppage - can result in increased safety concerns for the traveling public.

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

- Cement Masons 90 Exp 07/31/15
- IBEW 309 (Lineman) Exp. 12/01/13
- Iron Workers 392 Exp 07/31/13
- Laborers D. C Exp. 07/31/13
- Operating Engineers 520 Exp. 07/31/15
- Teamsters 525 Exp 07/31/14
- Carpenters D. C Exp 04/30/13

ITEM 8: As can be seen by the discussion of the overall project scope above, this project will be challenging to manage. The consultant has suggested three construction stages. Each stage will require temporary pavements and/or temporary connectors, which will result in "weaving" conditions in all three stages. Labor continuity would minimize the amount of time the traveling public would be exposed to the "weaving".

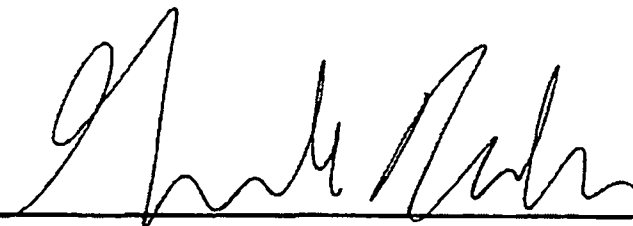
Any work stoppage will increase the length of time the traveling public would be required to utilize the complex staging necessary for this project. Labor continuity would minimize the amount of time the traveling public would have to utilize the stage construction, thus reducing the length of the safety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

PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature

3/6/13

Execution Page

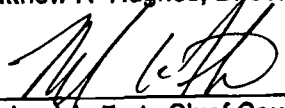
Illinois Department of Transportation



Omer Osman, Director of Highways



Matthew R. Hughes, Director Finance & Administration



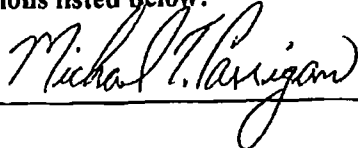
Michael A. Forti, Chief Counsel



Ann L. Schneider, Secretary

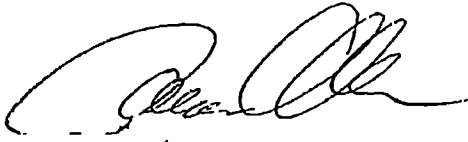
5/14/13
(Date)

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

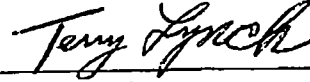


April 5, 2013
(Date)

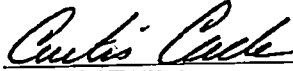
List Union Locals:



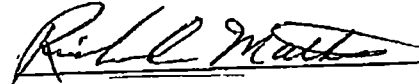
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



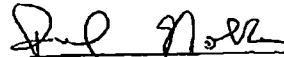
Curtis Cade
United Association



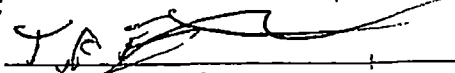
Richard Mathis
Roofers

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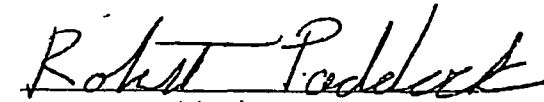
Ed Christensen, Elevator
Constructors



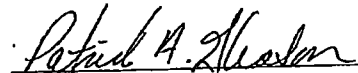
Paul Noble
IBEW



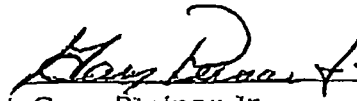
Terry Fitzmaurice
Painters



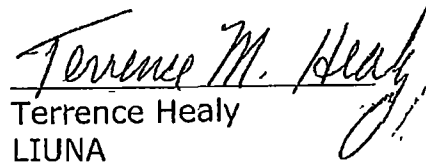
Robert Paddock
IUOE



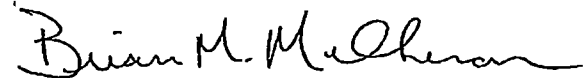
Pat Gleason
Teamsters



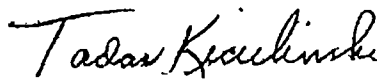
Gary Perinar Jr.
Carpenters



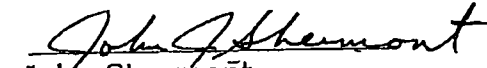
Terrence Healy
LIUNA



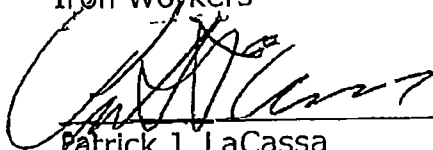
Brian Mulheran
Sheet Metal Workers



Tadas Kiciellinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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