

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date: March 27, 2012

Re: FAP Rte. 809/FAU Rte. 9251/FAU Rte. 9269 (IL-158), Contract Number 76D06, St. Clair County
{June 15, 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.
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

0 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.).

0 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] 4/12/12
{Division Chief} (Date)

Agreed: [Signature] 5/30/2012
{Bureau of Design & Environment} (Date)

Agreed: [Signature] 4/27/12
{Regional Engineer} (Date)

Approved: Ann L. Schneider 6-17-12
Ann L. Schneider, Acting Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.

Gregory G. Nadeau	4/23/2012
FHWA Deputy Administrator	(see attached approval page)

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAP Rte. 809/FAU Rte. 9251/FAU Rte. 9269 (IL-158), CONTRACT NUMBER 76D06, ST. CLAIR COUNTY WHICH INVOLVES THE CONSTRUCTION OF DUAL ROUNDABOUTS ON IL-158 AT THE IL-15 AND IL-13 INTERSECTIONS, ALSO INCLUDED IS THE CONSTRUCTION OF A DOUBLE 12X12 BOX CULVERT ADJACENT TO THE SOUTHERNMOST ROUNDABOUT.

ITEM 2: This project is federally funded.

ITEM 3: Estimated project cost is \$5,500,000. The project length is approximately 0.26 miles.

The overall project scope consists of:

- The reconstruction of two intersections at the IL Rte. 15 interchange at IL Rte. 158, converting them from signalized intersections to two single lane roundabouts. This project will encompass IL Rte. 158, IL Rte. 13, all ramps to IL Rte. 15, Centreville Ave., and Whiskey Rd..
- The removal of an existing structure (SN 082-0400) with a double 12 ft. X 12 ft. box culvert.
- This work will be stage constructed. Suggested staging will involve three (3) overall stages with numerous sub-stages:

Stage A – Structure removal and replacement with double 12 ft. X 12 ft. box culvert. This stage involves three (3) sub-stages. Stage A will not require any closures, however, the structure and nearby pavements will be constructed under traffic.

Stage B- Construction of the southernmost roundabout. This stage involves three (3) sub-stages. Stage B will require closures of the eastbound IL Rte. 15 exit and entrance ramps. Access to (and from) IL Rte. 158 from eastbound IL Rte. 15 will be via IL Rte. 159. Completion of the southernmost roundabout and placing it in operation is governed by an interim completion date of November 22, 2013.

Stage C – Construction of the northernmost roundabout. This stage involves five (5) sub-stages. Stage C will require closures of the westbound IL Rte. 15 exit and entrance ramps, IL Rte. 13 to the west of the construction area, and IL Rte. 158/IL Rte. 13 to the east of the construction area. Access to (and from) IL Rte. 158 from westbound IL Rte. 15 will be via IL Rte. 159. Access to IL Rte. 13 from the west will be via the "IL Rte. 13 Exit" to the west. Access to IL Rte. 158/IL Rte. 13 from the east will be via IL Rte. 159.

Completion of the northernmost roundabout and placing it in operation (and the overall contract completion) is governed by a completion date of November 21, 2014 (+ 15 working days for non-roadway related items).

As can be seen by the scope of work and the complicated staging sequence described above, any disruption of this project due to labor issues could result in either:

1. Maintaining traffic indefinitely under stage conditions, which may or may not include ramp or road closures with detours.
2. Extension of this contract beyond the November 21, 2014 completion date well into calendar 2015 or even 2016.

In order to avoid either 1 or 2 above, maintaining a steady workforce is crucial. (In order to avoid maintaining traffic indefinitely under stage construction conditions, the department anticipates that - in order for this project to maintain its accelerated schedule - Stage A must be completed by no later than early summer 2013, Stage B by early Fall (but no later than November 22, 2013), and Stage C must commence during the early winter of 2013-2014.)

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: In order to avoid maintaining traffic indefinitely under stage construction conditions, the department anticipates that - in order for this project to maintain its accelerated schedule - Stage A must be completed by no later than early summer 2013, Stage B by early Fall (but no later than November 22, 2013), and Stage C must commence during the early winter of 2013-2014. If any of these stages are delayed, the project schedule will increase by a minimum of nine (9) months.

If it becomes necessary to extend any of the construction stages beyond the seasons specified above, the adverse travel cost per day would be:

$$\begin{aligned} \text{Passenger Veh Operating Cost} &= (8,568 \text{ veh/day}) \times (\$0.20/\text{mile}) \times (2.60 \text{ miles}) \times (0.5) \\ &= \$2,228 \end{aligned}$$

$$\begin{aligned} \text{Single Unit Truck Operating Cost} &= (261 \text{ veh/day}) \times (\$0.70/\text{mile}) \times (2.60 \text{ miles}) \times (0.5) \\ &= \$238 \end{aligned}$$

$$\begin{aligned} \text{Multi Unit Operating Cost} &= (171 \text{ veh/day}) \times (\$0.90/\text{mile}) \times (2.60 \text{ miles}) \times (0.5) \\ &= \$200 \end{aligned}$$

$$\text{!ADVERSE TRAVEL COST/DAY} = \$2,66$$

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 5: This project has an overall completion date of November 21, 2014 + 15 working days for non-roadway related items. This project also has an interim completion date of November 22, 2013 to have the southernmost roundabout completed and in use.

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

	<u>Current Contract</u> Expiration
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	04/30/2012

ITEM 8: Any work stoppage will increase the length of time the traveling public will be exposed to complicated construction staging, ramp and roadway closures, and detours for this project.

In addition, Stage A involves the replacement of the existing deteriorating structure. If a work stoppage should occur during Stage A, opposing traffic would be forced into close proximity to temporary concrete barrier with reduced lane widths for an extended period of time beyond the original intent. Labor continuity would minimize the amount of time the traveling public would have to utilize the stage construction, thus reducing the safety concern.

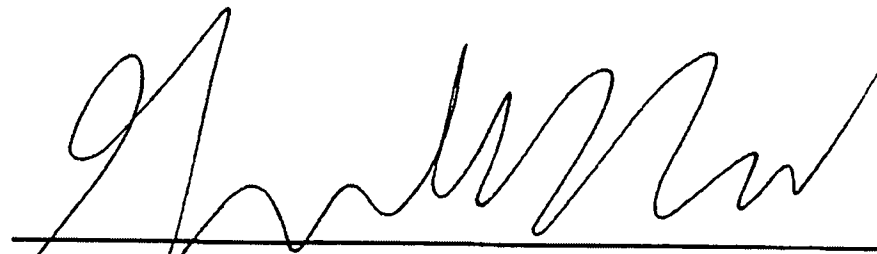
Labor continuity would minimize the potential amount of time that the traveling public would have to find alternate routes should the condition of the existing structure warrant closure prior to placing the new structure into service. This too would reduce the amount of time the traveling public is exposed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

PLA Request

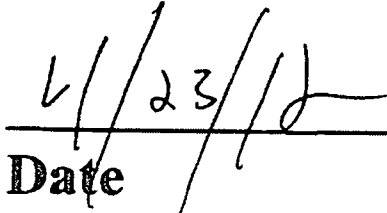
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:




Signature



Date

Execution Page

Illinois Department of Transportation



William R. Frey, Interim Director of Highways



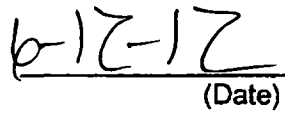
Matthew R. Hughes, Director Finance & Administration



Ellen Schanzle-Haskins, Chief Counsel

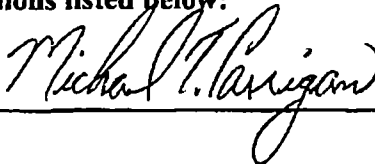


Ann L. Schneider, Secretary



(Date)

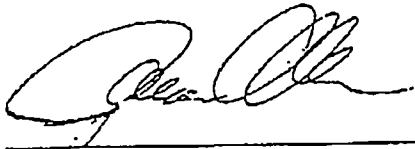
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



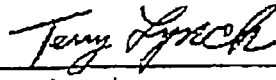
May 17, 2012

(Date)

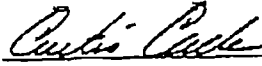
List Union Locals:



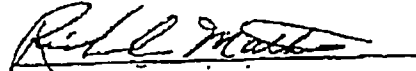
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



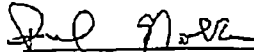
Curtis Cade
United Association



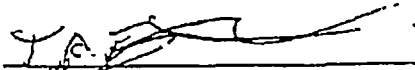
Richard Mathis
Roofers

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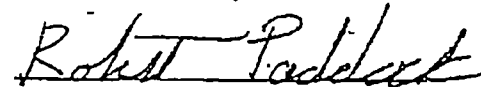
Ed Christensen, Elevator
Constructors



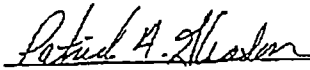
Paul Noble
IBEW



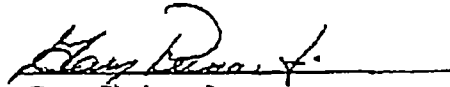
Terry Fitzmaurice
Painters



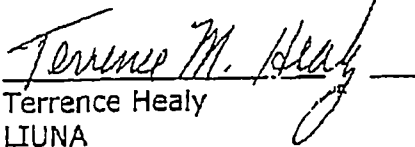
Robert Paddock
IUOE




Pat Gleason
Teamsters



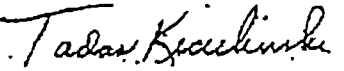
Gary Perinar Jr.
Carpenters



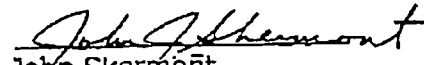
Terrence Healy
LIUNA



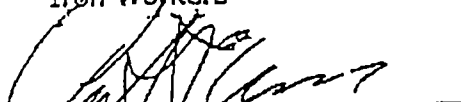
Robert Schneider
Sheet Metal Workers



Tadas Kicellinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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