

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Gary Hannig, Secretary

From: Christine M. Reed, Director

Date: July 9, 2010

Re: FAI 55, Contract Number 76C93, Madison County  
{Letting - September 17, 2010}

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SECRETARY  
IDOT

In accordance with Executive Order 2003-13 (Blagojevich), 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 too binding upon all contractors and their employees.

Agreed: *Quintin Reed* 8/5/10  
{Division Chief} (Date)

Agreed: *Scott Smith*  
{Bureau of Design & Environment} (Date)

Agreed: *My G. Lanni* 8/2/10  
{Regional Engineer} (Date)

Approved: *Gary Hannig* 8/9/10  
Gary Hannig, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.  
*Sharon R. Stone* 7/29/2010  
Division Administrator FHWA (Date)

**ATTACHMENT A:**

**JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAI 55, CONTRACT NUMBER 76C93, MADISON COUNTY, WHICH IS LOCATED ON INTERSTATE 55 FROM APPROXIMATELY 0.3 MILES NORTH OF FAI 70/270 TO APPROXIMATELY 1.3 MILES NORTH OF IL 140.**

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**ITEM 2:** This project is 80% federally funded.

**ITEM 3:** Estimated project cost is \$30,000,000. The project length is approximately 11.3 miles.

The overall project scope consists of:

- Milling all of the resurfacing off, rubblizing the existing concrete pavement, and 11.5 inches of hot-mix asphalt (HMA) resurfacing on FAI 55.
- Patching and resurfacing the ramps at the IL 143 and IL 140 interchange.
- Drainage improvements at the FAI 55/IL 140 interchange and drainage repairs throughout the project limits
- Updating the guardrail and relocating the cable barrier within the project limits.
- The contract plans divide the work into three phases which consist of pre-stage, stage, and post stage construction. The Contractor has been given an aggressive number of calendar days to complete the stage construction and completion date for the entire project.
- Along with a challenging completion days and date, stage construction along with daily lane closures will be utilized to complete the work. The project is separated into three phases. Daily lanes closures will be utilized in the first and third stages while stage construction will be utilized in the second stage. During stage construction the traffic will be reduced from two lanes to one lane traffic.

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.

**ATTACHMENT A (con't):**

**ITEM 5:** This project is divided into pre-stage, stage, and post stage construction. Each stage is unique and has challenging completion dates or days. It is expected that the Contractor will work multiple shifts and possibly seven days a week to complete the stage and post stage construction work to finish the project on time.

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During the pre-stage work, the Contractor has until April 30, 2011, to complete the work utilizing daily lane closures. The pre-stage work consists of installing pipe underdrains, remove and replace a portion of the shoulder for stage construction, and pushing 362 feet of 54 inch diameter drainage pipe under IL 140.

During stage construction, the Contractor will have 80 lane closure days to complete this phase. Traffic will be maintained through eight separate stages of construction in which traffic will be reduced from two lanes to one lane. The stage construction work consists of removing the existing hot-mix asphalt (HMA) surface down to the original concrete pavement, rubblizing the original concrete pavement, placing all HMA binder and polymerized binder lifts on the rubblized pavement and placing HMA shoulder material on adjacent shoulders, removing and replacing concrete pavement in the areas under the overhead structures at the IL 140 and IL 143 interchanges, including constructing 148 feet of an 8' x 3' precast box culvert, and placing associated striping and traffic control items.

During stage construction, a disruption in work force would cause the potential for a lane to be closed until work force resumes work. Based on user cost of \$12/hour for vehicles and \$24/hour for trucks, the user cost of \$8994/day will incur with any work stoppages.

During the post stage construction, the Contractor has until November 15, 2010 to complete the remaining items in the contract. Traffic will be maintained through daily lane closures. The post stage work consists of drainage repairs, high strength cable median barrier, shoulder construction, patching ramps, placing the final HMA surface course, resurfacing the ramps, guardrail, and pavement marking.

**ATTACHMENT A (con't):**

**ITEM 6:** This project requires three separate completion dates and times. The pre-stage has a completion date of April 30, 2011, the stage construction has 80 calendars days, and the post stage has a completion date of November 15, 2011.

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The following collective bargaining agreements will expire during the letting process and construction of this project:

- \*Cement Masons 90                      Exp. 07/31/12
- IBEW 649 (Lineman)                      Exp. 12/05/10
- IBEW 649 (Wireman)                      Exp. 01/04/11
- Iron Workers 392                      Exp. 08/01/10
- Laborers 218 (Alton)                      Exp. 07/31/10
- Operating Engineers 520                      Exp. 07/31/12
- \*Carpenters 377                      Exp. 05/01/13
- \*\*Teamsters 525                      Exp. 04/30/10

\*Only if delays force work beyond the estimated completion.

\*\*Currently under negotiations and utilizing existing contract

**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 phases of construction stages. The last two stages are expected to require the contractor to work multiple shifts and possibly seven days a week to complete the work on time. In addition, it is expected the Contractor will use temporary median crossovers to gain access to his work sites. Through the eight stages of construction and the daily lane closures, the Contractor will be constantly moving his operation causing lane closures at different locations throughout these stages. 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.