

FAS RTE. 752/749 (IL-3)
Contract Number 76789
Jersey County
Item 100

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Enca J. Borggren, Acting Secretary

From: Omer Osman, Director

Date: 9/9/2014

Re: FAS Rte. 752/749 (IL-3), Contract Number 76789, Jersey County

{November 21, 2014 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.

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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 be binding upon all contractors and their employees.

Agreed: Asman Ju 4/12/14
(Division Chief) (Date)

Agreed: [Signature] 10/29/14
(Bureau of Design & Environment) (Date)

Agreed: Jeffrey L. Kern 10/16/14
(Regional Engineer) (Date)

Approved: [Signature] 11/14/14
Enca J. Borggren, Acting Secretary 1 (Date)

FHWA concurrence in the PLA for the above mentioned contract

Thomas G. Echikson	10/14/2014
FHWA Chief Counsel	(see 10/9 approval memo re 76789)

[Signature]

Sarah Kurmann,
Executive Assistant

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAS RTE. 752/749 (IL-3), CONTRACT NUMBER 76789, JERSEY COUNTY WHICH INVOLVES THE 3R WIDENING AND RESURFACING OF IL ROUTE 3 FROM GRAFTON HILLS ROAD TO IL 109 IN RURAL JERSEY COUNTY. THE LENGTH OF THE PROJECT IS APPROXIMATELY 6.16 MILES.

ITEM 2: This project is federally funded.

ITEM 3: Estimated project cost is \$10,600,000. The project length is approximately 6.16 miles.

The overall project scope consists of:

- Widening and resurfacing the existing two (2) lanes of IL-3 from the existing nine to eleven (9-11) foot lane widths to proposed twelve (12) foot lane widths.
- Addition of three (3) foot wide hot-mix asphalt shoulders and an aggregate shoulder wedge.
- Earth excavation to provide drainage ditches along the entire route.
- Other drainage improvements including installing numerous entrance culverts and replacing or extending crossroad box culverts.
- Reconstruction of private, utility, commercial, and field entrances.
- Installing guardrail.

Any disruption in the continuity of this project due to labor issues could result in the following:

1. 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. This would also pose an inconvenience to farming operations along the route.
2. Erosion control measures are being implemented along the entire route and throughout the duration of the construction project. Any disruption in installing or maintaining the appropriate erosion control treatments could result in storm runoff polluting the many waterways throughout the project and harm to the environment.
3. A disruption in work resulting in traffic driving on milled pavement coupled with pavement deterioration from exposure to weather for an extended period of time may result in pavement failure or damage to the surface on which the new surface is to be

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placed. This may result in the need for subsequent surface preparation and pavement patching and its associated costs before resurfacing can proceed.

4. Another concern is the closure of two side roads being extended because of a disruption. The current agreement between IDOT and the local agencies stipulate that the closures and detours utilizing local routes would not extend past a four (4) week period. An extended closure may result in excessive damage to the local roads caused by heavy vehicular traffic for which the local roads were not designed and liability to the State of Illinois.

In order to avoid the above, maintaining a steady workforce is necessary.

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.

ITEM 4: This project is anticipated to take 220 working days to complete and will be staged over two 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.

During the Phase I process, a need for operational and safety improvements to this section of IL-3 was identified. The existing roadway cross-section, inadequate by current standards, poses limitations on the line of sight at side roads and entrances. The roadway also lacks shoulders and drainage ditches.

This project will be constructed utilizing stage construction at twelve (12) crossroad culverts which will require two stages to complete. In order to maintain one lane of traffic in each direction, the use of temporary pavements or widening will be necessary at various locations, 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 649 (Lineman) Exp. 12/01/16
- Iron Workers 392 Exp. 07/31/16
- Laborers D. C. Exp. 07/31/16
- Operating Engineers 520 Exp. 07/31/15

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 two construction stages for work at

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twelve (12) of the crossroad culverts and limiting closures to two locations at the same time. Most locations will require temporary pavements and/or widening, which will result in "weaving" conditions in both stages. Labor continuity would minimize the amount of time the traveling public would be exposed to the "weaving".

Another concern is trenches cut for pavement patching, widening, shoulders, and culvert replacements and extensions, and uneven driving lanes due to the resurfacing operations. Removal of pavement to be patched will create holes ten (10) inches in depth. Excavation for the widening and shoulders along the travelled way will typically result in a drop off of eight to nine (8-9) inches. Drop offs at crossroad culverts vary up to twenty (20) feet at some locations. The sequence of removal and replacing of the existing surface will produce uneven lanes for which motorists will need to exercise caution in changing lanes in addition to tolerating the rough ride. Although drop offs greater than three (3) inches are typically protected with barricades or concrete barrier, construction crews are needed to monitor the safety devices to ensure they remain in place.

Any work stoppage will increase the length of time the traveling public would be required to utilize the complex staging necessary for this project and risk safety due to drop offs. Labor continuity would minimize the amount of time the traveling public would have to utilize the stage construction, tolerate rough riding services, and risk driving off the edge of the roadway, thus reducing the length of the safety concern.

Execution Page

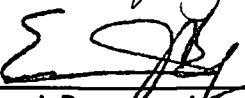
Illinois Department of Transportation



Omer M. Osman, Director of Highways



Michael A. Fort, Chief Counsel



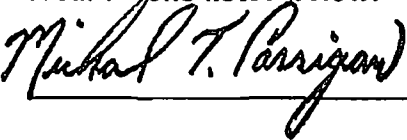
Enca J. Borggren, Acting Secretary

11/14/14

(Date)


Sarah Kurmann,
Executive Assistant

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

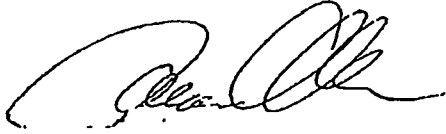


Michael T. Parrigan

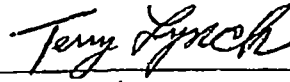
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(Date)

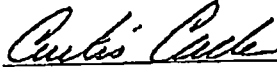
List Union Locals:



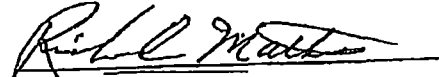
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



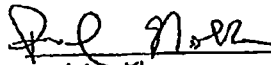
Curtis Cade
United Association



Richard Mathis
Roofers

*

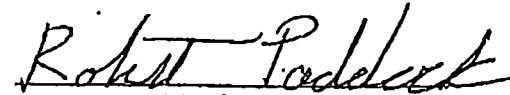
Ed Christensen, Elevator
Constructors



Paul Noble
IBEW



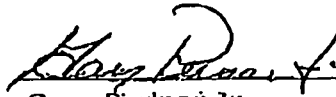
Terry Fitzmaurice
Painters



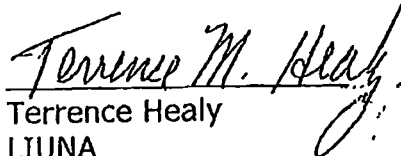
Robert Paddock
IUOE



Pat Gleason
Teamsters



Gary Perlnar Jr.
Carpenters



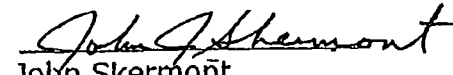
Terrence Healy
LIUNA



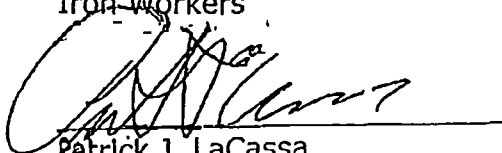
Brian Mulheran
Sheet Metal Workers



David Beard
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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