

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Erica J Borggren, Acting Secretary
From: Omer Osman, Director
Date: April 3, 2014
Re: FAP 799, Contract Number 76B03, St. Clair County
{Letting - November 21, 2014}

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).
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.

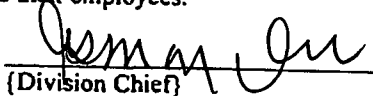
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

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

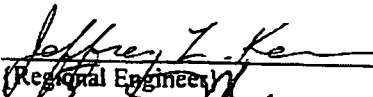
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, 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:  11/12/14
{Division Chief} (Date)

Agreed:  10/29/14
{Bureau of Design & Environment} (Date)

Agreed:  10/16/14
{Regional Engineer} (Date)

Approved:  11/14/14
Erica J. Borggren, Acting Secretary (Date)


Sarah Kurmann,
Executive Assistant

FHWA concurrence in the PLA for the above mentioned contract

Thomas G. Echikson	10/14/2014
FHWA Chief Counsel	(sec 10/9 approval memo re 76B03)

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAP 799 (Illinois Avenue), CONTRACT NUMBER 76B03, ST CLAIR COUNTY, WHICH IS LOCATED ON ILLINOIS AVENUE OVER THE MISSISSIPPI RIVER (MARTIN LUTHER KING JR. BRIDGE SN 082-6001) BETWEEN EAST ST. LOUIS AND ST. LOUIS.

ITEM 2: This project is 80% federally funded.

ITEMS 3 and 4: Estimated project cost is \$15,000,000. The project length is approximately 2.9 miles.

The overall project scope consists of:

- Repairs/strengthening to bring all superstructure elements to an HS20 Inventory rating factor of 1.0. Highlights include: gusset plate strengthening/stiffening, floor beam strengthening and/or retrofitting, stringer replacement/strengthening beneath proposed grid deck, stringer /beam strengthening, and cross beam installation.
- Repairs/strengthening to significantly increase controlling substructure HS20 Inventory rating factor. Highlights include: strengthening of existing steel columns and caps.
- Grid deck replacement for approximately 725 feet of the main span bridge. A partially-filled grid deck system with overfill will be made composite with the stringers through the use of shear studs.
- Other minor steel repair to various superstructure, substructure, and bearings.
- Repair or replacement of several deck joints
- Cleaning and painting repair areas and 5' on each side of deck joints in the approach units, clean and paint splash zone, bottom chord, repair areas, 5' on each side of deck joints, and wind transfer device. The existing paint system may contain lead.
- Concrete deck repairs, sealing of concrete deck, and formed concrete repair to concrete pier.
- Repair parapet barrier and concrete median barrier. Highlights include replacement of deteriorated support posts, partial removal of aluminum skin, installation of aluminum skin, and tie rod repair.
- Replacement of navigational lighting and removal of decorative lighting.

ATTACHMENT A: (cont'd.)

- Placement of rip rap around piers in Mississippi river to fill in scour holes.
- The installation of a fence beneath the Illinois approach to limit access and improve safety.
- Repair and replacement of drainage elements including downspouts and joint troughs

The work noted above is to be completed with nightly eastbound closures on the structure and while the structure is closed to traffic. The Contractor shall complete all work as shown on the plans and have all traffic lanes fully open to traffic by November 25, 2015, except for the items related to permanent pavement marking, substructure concrete repairs, slope wall repair, epoxy crack injection, riprap placement, closed drainage installation on Span 13, tree removal, fencing installation, and the removal of any type of temporary work platform(s) constructed by the Contractor.

The Contractor shall complete any remaining work over the railroad tracks/property, remove any type of temporary work platform(s) constructed by the Contractor, and any work requiring lane closures on the Martin Luther King Drive Bridge and the associated roadways by February 15, 2016

An additional 20 working days past the November 25, 2015 completion date will be allowed to complete all remaining items.

In order to complete the work necessary to meet the project deadlines, the Contractor will need to perform multidisciplinary activities utilizing multiple crews concurrently and without interruption seven days a week. Any disruption in the continuity of this project due to labor issues would result in delays in construction sequencing and completion dates; thereby extending the time the structure is closed to traffic.

The structure plays a vital link in the region's transportation system. The timing of the closure has been coordinated with other agencies in the region to allow the necessary rehabilitation of the structure while accommodating other projects in the region. The uninterrupted continuity of this project is necessary to ensure this structure can accommodate additional traffic movements that will be diverted to this structure as a result of other significant bridge projects in the region. A delay in the completion of this project would have an adverse impact on the scheduled upgrades to other significant structures in the region's transportation system.

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 5: The Contractor shall complete all work as shown on the plans and have all traffic lanes fully open to traffic by November 25, 2015, except for the items related to permanent pavement marking, substructure concrete repairs, slope wall repair, epoxy crack injection, riprap placement, closed drainage installation on Span 13, tree removal, fencing installation, and the removal of any type of temporary work platform(s) constructed by the Contractor.

The Contractor shall complete any remaining work over the railroad tracks/property, remove any type of temporary work platform(s) constructed by the Contractor, and any work requiring lane closures on the Martin Luther King Drive Bridge and the associated roadways by February 15, 2016.

An additional 20 working days past the November 25, 2015 completion date will be allowed to complete all remaining items.

During construction, a disruption in work force would cause the potential for the complete closure of the structure to extend beyond the completion date. The adverse travel cost per day would be:

Passenger Veh Operating Cost	= (12,425 veh/day)x(\$0.60/mile)x(1.8 miles)x(.5) = \$6,709.50
Single Unit Truck Operating Cost	= (257 veh/day)x(\$0.93/mile)x(1.8 miles)x(.5) = \$215.11
Multi-Unit Operating Cost	= (838 veh/day)x(\$1.90/mile)x(1.8 miles)x(.5) = \$1,432.98

TOTAL ADVERSE TRAVEL COST/DAY = \$8,357.59

A disruption in work force would levy additional adverse costs on the region as a whole due to the coordinated nature of the regional upgrades to the transportation system. This project precedes other regional projects that are currently under development, therefore the additional adverse costs to the region resulting from a disruption in work force cannot be quantified at this time.

ITEM 6:

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

- Cement Masons 90* Exp. 07/31/2015
- IBEW 309 (Lineman)* Exp. 11/27/2016
- Iron Workers 392* Exp. 07/31/2016
- Laborers DC* Exp. 07/31/2016
- Operating Engineers 520* Exp. 07/31/2015
- Carpenters DC* Exp. 04/30/2018
- Teamsters 50 Exp. 04/30/2014

*Only if delays force work beyond the estimated completion.

Execution Page

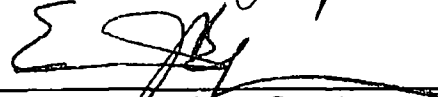
Illinois Department of Transportation



Omer M. Osman, Director of Highways



Michael A. Forti, Chief Counsel

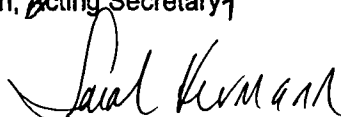


Erica J. Borggren, Acting Secretary

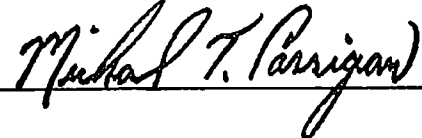
11/14/14

(Date)

Sarah Kurmann,
Executive Assistant



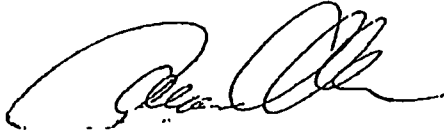
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:



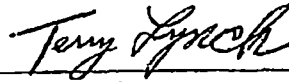
10-27-14

(Date)

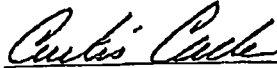
List Union Locals:



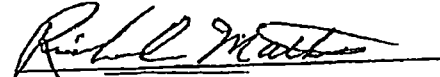
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



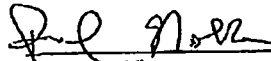
Curtis Cade
United Association



Richard Mathis
Roofers

*

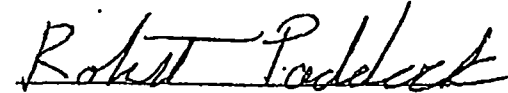
Ed Christensen, Elevator
Constructors



Paul Noble
IBEW



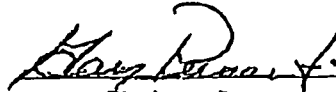
Terry Fitzmaurice
Painters



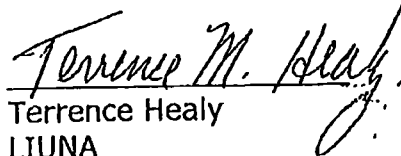
Robert Paddock
IUOE



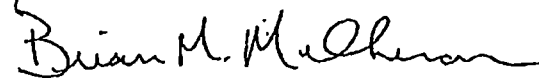
Pat Gleason
Teamsters



Gary Perlinar Jr.
Carpenters



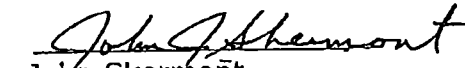
Terrence Healy
LIUNA



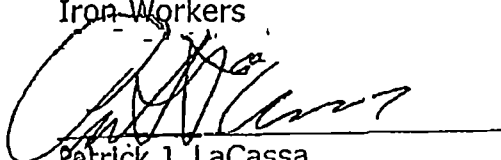
Brian Mulheran
Sheet Metal Workers



David Beard
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

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