

ITEM # 129
FAP-310 (IL-255)
Contract Number 76323
Madison County

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Gary Hannig, Secretary

From: Christine M. Reed, Director

Date: January 13, 2010

Re: FAP-310 (IL-255), Contract Number 76323, Madison County
{March 5, 2010 Letting}

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.
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.

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.

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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:

SEE ATTACHMENT A

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: Christ: M. Deed 2/3/10
{Division Chief} (Date)

Agreed: Scott Smith 2/1/10
{Bureau of Design & Environment} (Date)

Agreed: Myra K. Amici 1/29/10
{Regional Engineer} (Date)

Approved: Gary Hannig 2-5-10
Gary Hannig, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.

Thomas R. Stoner 1/27/2010
Division Administrator FHWA (Date)

ATTACHMENT A:**JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON CONTRACT NUMBER 76323, MADISON COUNTY, WHICH IS THE EXTENSION OF IL-255 ON NEW ALIGNMENT FROM SEMINARY ROAD TO US-67 IN GODFREY, IL.**

ITEM 2: This project is federally funded.

ITEM 3: Estimated project cost is \$22,000,000. The project length is approximately 3.45 miles.

The overall project scope consists of constructing:

- 3.45 miles of 4-lane divided highway on new alignment (IL-255).
- Diamond interchanges at Humbert Road and IL-111 consisting of 2.54 miles of ramp pavement.
- A triple 10 ft X 9 ft cast-in-place box culvert 475 ft in length at Rock Creek.

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 lead to a considerable delay in the overall completion of the project. As it stands, this project will take three full construction seasons. If there is a labor dispute, even if only for a few days, the project could end up with an overall delay of 6 months due to the winter shutdown.

The mainline contract south of this project is complete, and the mainline contract to the north will be underway at the same time as this project, however, the northern contract has significantly less working days. Delays in this contract would result in a 3.45 mile gap in a continuous route that would start as I-255 at the Jefferson Barracks Bridge (Missouri State Line) to I-270, continue as IL-255 from I-270 to US-67 in Godfrey, and end as US-67 from Godfrey to the Madison/Jersey County Line.

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 workforce needed for this project can be provided by the union trades involved.

ITEM 4: This project is anticipated to take 295 working days to complete and will be staged over three entire construction seasons. As stated above, any labor dispute delays would lead to this project continuing on into a fourth construction season, thus leaving a 3.45 mile section of a continuous 4 to 6-lane route from the Jefferson Barracks Bridge (Missouri State Line) to the Madison/Jersey County line incomplete.

It is anticipated that the opening day ADT will be: 18,300 (3% SU, 5% MU). Adverse travel costs of \$132,500/year have been calculated based upon the difference between the proposed 3.45 mile section of IL-255 and the existing 8.21 mile "detour" route to travel from the existing IL-255 terminus at Seminary Rd. to the proposed US-67/IL-111 terminus. However, this adverse

travel cost does not adequately quantify the fact that, at this time, the traveling public must exit IL-255 (a four-lane expressway built to interstate standards) onto Seminary Rd., which is a two-lane local road and travel through stop conditions and several traffic signals (approximately 12 to 15) before reaching their destination.

ITEM 6: The following collective bargaining agreements will expire during the 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
- Teamsters 525 Exp. 04/30/10
- *Carpenters 377 Exp. 05/01/13

*Only if delays force work beyond the estimated completion.

ITEM 12: As stated above, this project is one of two mainline sections that must be completed in order to provide a continuous 4 to 6-lane route from the Jefferson Barracks Bridge (Missouri State Line) to the Madison/Jersey County Line (approximately 52 miles in length). The mainline section to the north will be Let at the same time as this project. The northern section has less working days than this contract, thus, this contract is the controlling factor in providing this continuous route.

With 295 working days, this contract will utilize three full construction seasons. If this contract is delayed by a labor dispute, it could very easily move into a fourth construction season, thus adding a minimum of 6 months to the overall contract completion.