

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: Omer Osman, Director

Date: September 3, 2013

Re: FAI 64 (I-64), Contract Number 76D22, St. Clair County

{Letting - November 8, 2013}

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.

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

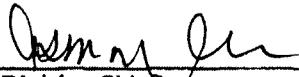
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project

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

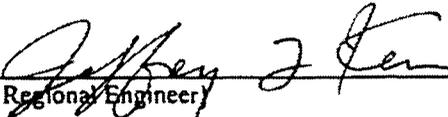
11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, etc.).

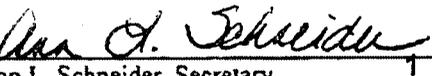
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

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 to binding upon all contractors and their employees

Agreed:  10/31/13
{Division Chief} (Date)

Agreed:  10/16/13
{Bureau of Design & Environment} (Date)

Agreed:  10/10/13
{Regional Engineer} (Date)

Approved:  11/1/13
Ann L. Schneider, Secretary (Date)


By Sarah Kurmann,
Executive Assistant

FHWA concurrence in the PLA for the above mentioned contract

<u>Gregory G. Nadeau</u> <u>9/26/2013</u>
FHWA Deputy Administrator (see attached approval page)

ATTACHMENT A:

JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAI 64, CONTRACT NUMBER 76D22, ST. CLAIR COUNTY, WHICH IS LOCATED ON INTERSTATE 64 FROM APPROXIMATELY 18th STREET TO APPROXIMATELY 0.7 MILES EAST OF IL ROUTE 111.

ITEM 2: This project is 90% federally funded.

ITEM 3: Estimated project cost is \$16,400,000. The project length is approximately 3 miles with ADT of 68,000. The project has a completion date of October 31, 2014.

The overall project scope consists of:

- Pavement patching throughout the project limits.
- Milling the existing 3-1/4" to 5" bituminous overlay off the continuously reinforced concrete pavement and resurfacing with 4-1/4" to 5" hot-mix asphalt.
- Existing bituminous shoulders will be resurfaced with 1-1/2" to 2-1/2" hot-mix asphalt.
- Riprap in the median.
- All guardrail and cable barrier will be upgraded.
- Directional signs will be upgraded.
- Fourteen bridges will get repairs requiring stage construction.
- With a challenging completion date, stage construction along with daily lane closures will be utilized to complete the work. Daily lanes closures will not be allowed during peak hours. The contractor will not be allowed to conduct any type of operation in the open lanes or any type of operation that would impede the flow of traffic during peak hours.

Peak hours are defined as:

1 - Lane Closure:

WB 6am – 10am, 3pm – 7pm

EB 3pm – 8pm

2 - Lane Closure:

WB 6am – 9pm

EB 7am – 10pm

ATTACHMENT A (con't):

Any disruption in the continuity of this project due to labor issues would result in delays in construction and completion date. As a result, incomplete portions of the project remaining closed to the traveling public and extended completion date may cause additional traffic delays due to delays by a work stoppage.

It is anticipated that lapsing trade agreements through any of the 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 has until October 31, 2014 to complete all items in the contract. It is expected that the Contractor will work multiple shifts and possibly seven days a week to complete all work in the project.

During stage construction, a disruption in work force would cause the potential for a lane to be closed until work force resumes work. The adverse travel cost per day would be:

Passenger Veh Operating Cost	=(67967veh/day)x(\$0.20/mile)x(3miles)x(0.5) =\$20,390
Single Unit Truck Operating Cost	=(1971veh/day)x(\$0.70/mile)x(3miles)x(0.5) =\$2,070
Multi Unit Operating Cost	=(6660veh/day)x(\$0.90/mile)x(3miles)x(0.5) =\$8,991

TOTAL ADVERSE TRAVEL COST/DAY = \$31,451

When stage construction is not in progress traffic will be maintained through daily lane closures, except during peak hours. This work consists of drainage repairs, high strength cable median barrier, shoulder construction, patching, resurfacing, guardrail, and pavement marking.

ITEM 6: This project has a completion date of November 21, 2012.

The following is a list of all the collective bargaining agreements and their contract expiration dates:

Local	Current Contract Expiration
• Carpenters D.C.	Exp. 04/30/2018
• Cement Masons 90	Exp. 07/31/2015
• IBEW 309 (lineman)	Exp. 08/30/2015
• Iron Workers 392	Exp. 07/31/2016
• Laborers D.C.	Exp. 07/31/2016
• Operating Engineers 520	Exp. 07/31/2015
• Teamsters 50	Exp. 04/30/2014

ATTACHMENT A (con't):

ITEM 8: Due to the overall project scope and high ADT, this project will be challenging to manage. The contractor will need to work multiple shifts and possibly seven days a week during phases of the construction to complete the work on time. Due to no lane closures during peak hours, outside of stage construction, it is expected the contractor will have to work at night. The contractor will be constantly moving his operation causing lane closures at different locations throughout the construction of the project. Labor continuity would minimize the amount of time the traveling public would be exposed to the various lane closures and median crossover conditions.

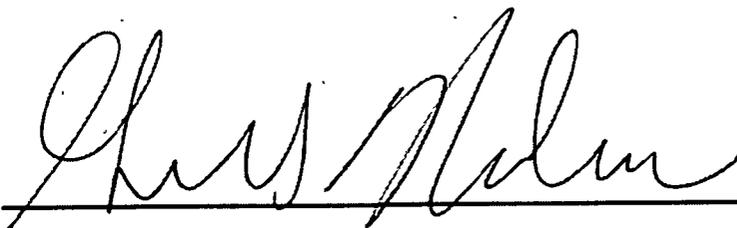
Any work stoppage will increase the length of time the traveling public would be required to utilize the staging and lane closures necessary for this project. Labor continuity would minimize the amount of time the traveling public would have to utilize the stage construction, thus reducing the length of the safety concern.

PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



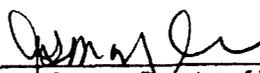
Signature

9/26/13

Date

Execution Page

Illinois Department of Transportation



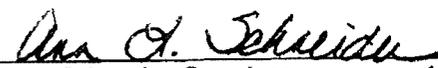
Omer Osman, Director of Highways



Tony Small, Acting Director of Finance & Administration

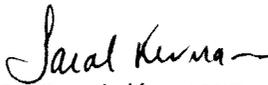


Michael A. Forti, Chief Counsel

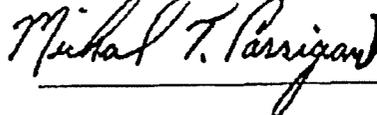


Ann L. Schneider, Secretary 1

11/1/13

(Date) 
By Sarah Kurmann,
Executive Assistant

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



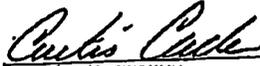
10-10-13

(Date)

List Union Locals:



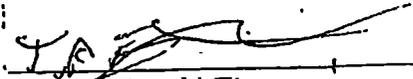
Jim Allen
Bricklayers



Curtis Cade
United Association

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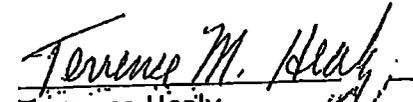
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



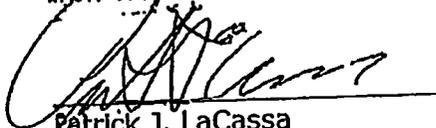
Pat Gleason
Teamsters



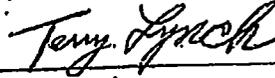
Terrence Healy
LIUNA



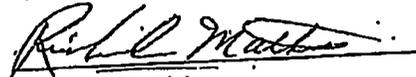
Tadas Kicelinski
Iron Workers



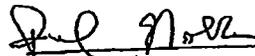
Patrick J. LaCassa
OPCMIA



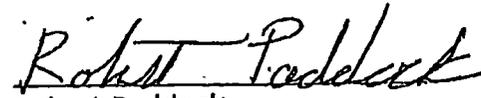
Terry Lynch
Heat & Frost Insulators & Allied
Workers



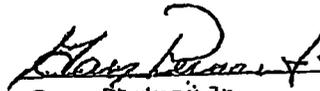
Richard Mathis
Roofers



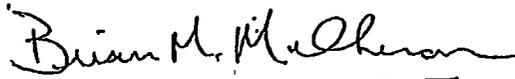
Paul Noble
IBEW



Robert Paddock
IUOE



Gary Perlinar Jr.
Carpenters



Brian Mulheran
Sheet Metal Workers



John Skermont
Boilermakers

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