

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Acting Secretary

From: Paul Loete, Director of Highways Project Implementation

Date: 10/18/2019

Re: FAI Route 39 (I-39) Resurfacing Project, Contract Number 68E34, Woodford County

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. **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:

{Division Chief} (Date)

Agreed:

J. E. A. etc 12/11/2019
{Bureau of Design & Environment} (Date)

Agreed:

Kennel A Gaunelt KSO 10-18-19
{Regional Engineer} (Date)

Approved:

Omer Osman by Omer Osman 1-9-20
Omer Osman, Acting Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

M. K. S. 2019.11.22 15:56:29 -06'00'
FHWA (Date)

Attachment A

Justification for use of project Labor Agreement on Contract 68E34,
Woodford County:

The use of a project Labor Agreement on this project is consistent with all State and Local statutory regulatory requirements.

Project Description: This project is approximately 4.5 miles in length and consists of Class A and B patching, hot-mix asphalt surface removal, placement of two lifts of binder and stone matrix asphalt surface, minor culvert and drainage improvements, placement of thermoplastic pavement markings along with raised reflective pavement markers, aggregate shoulders, and other related collateral work necessary to complete the project.

Item 6: The time required to complete the project extends beyond the expiration of one or more existing collective bargaining agreements covering trades likely to be involved in the project. The trades that will be used on this project include but are not limited to those listed below. Trade contracts expiring prior to the anticipated construction completion date are indicated with bold font.

<u>Local Trade</u>	<u>Current Contract Term</u>
Cement Masons/Plasterers 18	May 1, 2019 thru April 30, 2020.
Iron Workers 112	May 1, 2019 thru April 30, 2020.
Laborers 996	May 1, 2019 thru April 30, 2020.
Operating Engineers 649	April 1, 2019 thru March 31, 2021.
Teamsters 627	May 1, 2019 thru April 30, 2020.

Item 8: The project allows the maximum length of mainline lane closures to be 4.5 miles to include the full length of the project and allows for four ramps to be closed to traffic for up to two-weeks each. Any disruption to the contractor's schedule due to labor issues may result in an increase in duration of the project. This, in turn, could increase the length of time the traffic control on I-39 will be in place and/or the duration of the required ramp closures and associated usage of detour routes. The district desires to minimize the length of time traffic control is required on I-39 and the length of time for ramp closures are needed in order to reduce the potential for crashes and to improve safety.

Execution Page

Illinois Department of Transportation

VACANT

Director of Highways Project Implementation

Director of Finance & Administration

Philip Kaufmann, Chief Counsel


Omer Osman, Acting Secretary

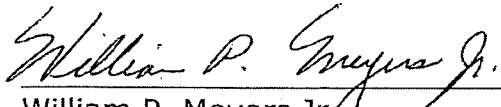
1-9-20
(Date)

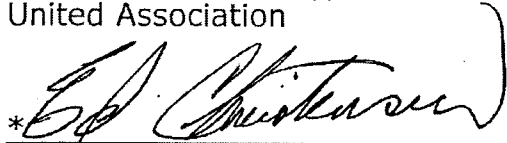
**Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the
Unions listed below:**


12-9-19
(Date)


List Unions:

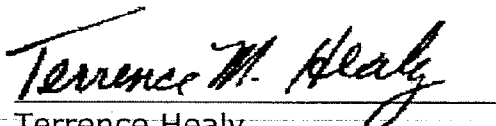

Jim Allen
Bricklayers


William P. Meyers Jr.
United Association

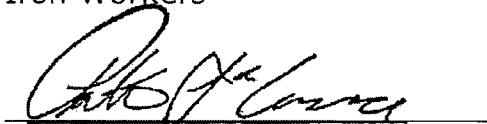

*Ed Christensen
Elevator Constructors

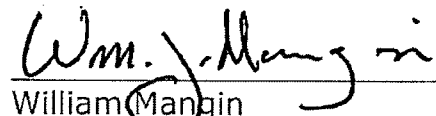

Ryan Anderson
IUPAT

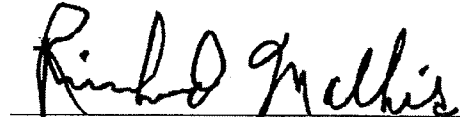

Pat Gleason
Teamsters

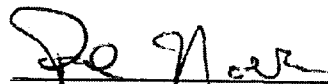

Terrence M. Healy
LIUNA

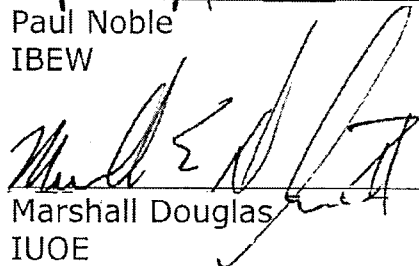

David Beard
Iron Workers

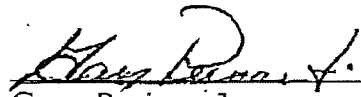

Patrick J. LaCassa
OPCMIA

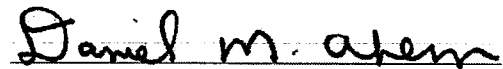

William Mangin
Heat & Frost Insulators & Allied
Workers



Richard Mathis
Roofers


Paul Noble
IBEW


Marshall Douglas
IUOE


Gary Perinar Jr.
Carpenters


Daniel M. Ahern
Sheet Metal Workers


Eric S. Davis
Boilermakers

*Elevator Constructors master agreement language
must be attached to PLA

pmw
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