

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Acting Secretary
From: Paul Loete, Director of Highways Project Implementation
Date: 10/21/2019
Re: I-55 & I-55 BUS, Contract Number 72G57, Logan County
{January 17, 2020 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). 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.
- 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:
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: _____
{Division Chief} (Date)

Agreed: [Signature] 12/11/2019
{Bureau of Design & Environment} (Date)

Agreed: [Signature] 10/21/19
{Regional Engineer} (Date)

Approved: [Signature] 1-9-20
Omer Osman, Acting Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

[Signature] 2019.11.22 15:52:55 -06'00'
FHWA (Date)

Attachment A

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

This project consists of furnishing all equipment, labor, and material necessary for pavement patching, HMA surface removal to bare concrete, SMA binder and surface courses, HMA shoulders, aggregate shoulders, shoulder rumble strips, guardrail replacement, structure repairs, pavement markings, and all other miscellaneous work required to complete improvements on I-55 and I-55 BUS in Logan County.

Item 2: The project is both state and federally funded.

Item 3: The estimate cost for this project is \$21,800,000.

Any disruption in the continuity of this project due to the labor issues would result in delayed deadlines that would cause safety concerns for the traveling public. 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 project has a completion date of September 30, 2020. This completion date includes completing bridge repairs and roadway resurfacing activities within the project limits.

Item 6: The time required to complete the Project is expected to extend beyond the union contract expiration dates as shown below:

Collective Bargaining Agreements:	Trades and Contract Duration
International Brotherhood of Teamsters	
Local 916	July 1, 2015 to June 30, 2019

Item 8: Any disruption to the contractor's schedule due to labor issues may present safety concerns to the motoring public. Traffic control left in place for an extended period of time, especially over the winter months, may contribute to additional exposure to crashes through the work zone, due to the inherent risk of driver inattention to lane changes, etc. that will be in place during stage construction. The average daily traffic for this section of I-55 is 31,500, 32% of which is truck traffic.

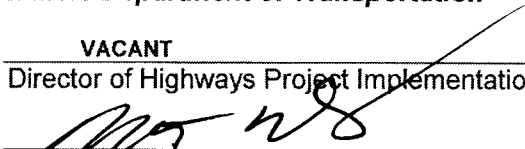
Item 12: This project is expected to take one construction season to complete. The trades expected to be used on this project include, but shall not be limited to, teamsters, laborers, carpenters, cement finishers, operators, and iron workers. Any stoppage due to labor disputes will jeopardize the September 30, 2020 completion date which will result in additional inconvenience to the traveling public and increase user delay costs.

Execution Page

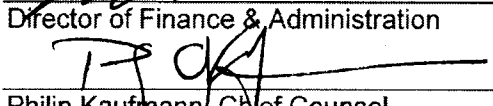
Illinois Department of Transportation

VACANT

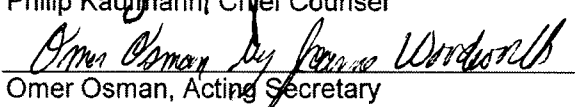
Director of Highways Project Implementation



Director of Finance & Administration



Philip Kaufmann, Chief Counsel

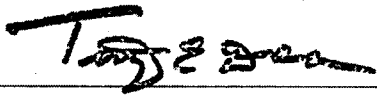


Omer Osman, Acting Secretary

 1-9-20


(Date)

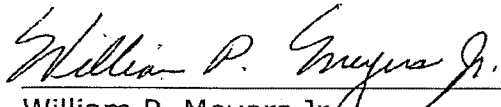
**Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the
Unions listed below:**

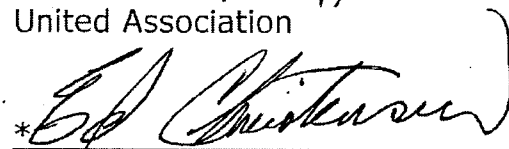


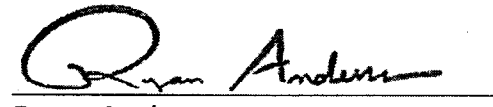
12-9-19
(Date)

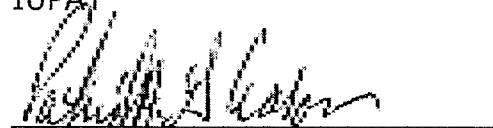
List Unions:

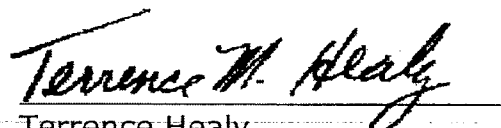

Jim Allen
Bricklayers

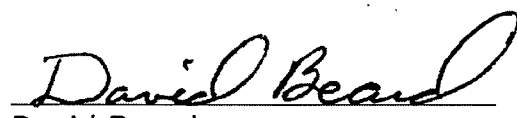

William P. Meyers Jr.
United Association

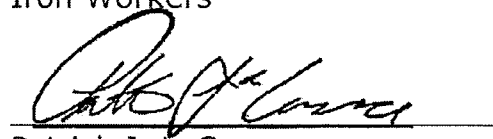

*Ed Christensen
Elevator Constructors

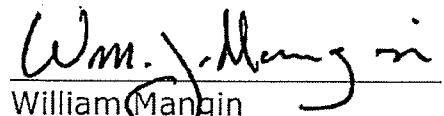

Ryan Anderson
IUPAT

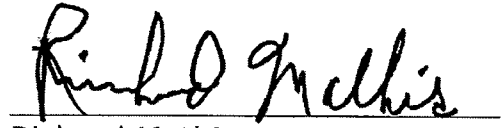

Pat Gleason
Teamsters

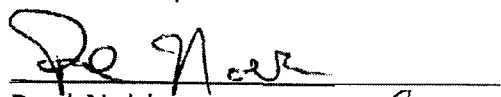

Terrence M. Healy
LIUNA

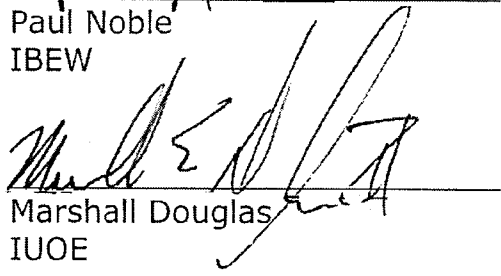

David Beard
Iron Workers

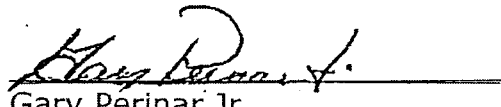

Patrick J. LaCassa
OPCMIA

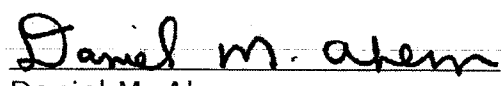

William Mangin
Heat & Frost Insulators & Allied
Workers

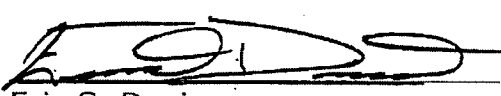

Richard Mathis
Roofers


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