

FAI Route 74 (I 74) Resurfacing
Contract No. 68F11
Tazewell County
Item Click here to enter text.
Fed. Proj. No. NHPP-I326(531)

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Secretary

From: Kensil A. Garnett, Region 3 Engineer

Date: 10/21/2021

Re: FAI Route 74 (I-74) Resurfacing Project, Contract Number 68F11, Tazewell 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. **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.

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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. **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.).

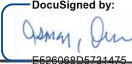
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

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.

Submitted:  10/21/21
{Regional Engineer} (Date)

Agreed: DocuSigned by:  1/3/2022 | 8:57 AM CST
378BBEFA5660407
{Division Chief} (Date)

Agreed: DocuSigned by:  12/27/2021 | 11:25 AM CST
43AD605581AA1400
{Bureau of Design & Environment} (Date)

Approved: DocuSigned by:  1/3/2022 | 9:06 AM CST
6686089D6731475
Omer Osman, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract
MICHAEL W SMART Digitally signed by MICHAEL W SMART
Date: 2021.12.07 12:37:57 -06'00'

FHWA (Date)

Attachment A

**Justification for use of project Labor Agreement on Contract 68C45,
 Peoria 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 6.4 miles in length along Interstate 74 from 0.8 miles east of Morton to the Woodford County line in Tazewell County. The roadway consists of 2-12' travel lanes in both the eastbound and westbound direction with 10' outside shoulders and 4' inside shoulders. Improvements consist of pavement patching, hot-mix asphalt (HMA) surface removal, hot-mix asphalt (HMA) overlay, drainage improvements, guardrail, and all other collateral work necessary to complete the project.

The estimated project cost is \$14 million.

Item 3: This section of the interstate carries up to 26,735 vehicles per day and is classified as a significant route. The project has the following working restrictions that make the sequencing and logistics of the project particularly challenging to manage:

- No work shall be performed on eastbound I-74 pavement from 4:00 p.m. to 6:00 p.m. on weekdays during Stage 2.
- No work shall be performed on westbound I-74 pavement from 6:00 a.m. to 8:00 a.m. on weekdays during Stage 2.
- Once a lane is milled, it shall remain closed to traffic until all proposed hot-mix asphalt lifts have been placed on that lane and the adjacent shoulder.
- The length of lane closure is limited by Article 701.05 of the Standard Specifications.

Item 5: The project has a completion date of November 5, 2022.

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>
Electricians 34	March 1, 2021 thru February 28, 2022.
Operating Engineers 649	April 1, 2021 thru March 31, 2025.
Iron Workers 112	May 1, 2021 thru April 30, 2022.
Laborers 231	May 1, 2021 thru April 30, 2024.
Cement Masons	May 1, 2021 thru April 30, 2022.
Teamsters 627	May 1, 2021 thru April 30, 2022.

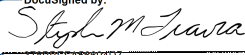
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Item 8: The project requires width restrictions during certain construction stages. Any disruption to the contractor's schedule due to labor issues may result in an increase in duration of the project. This, in turn, could increase the length of time the traffic control on I-74 will be in place and the duration reduced lane widths. The district desires to minimize the length of time traffic control is required for this project and the length of time reduced lane widths are needed to reduce the potential for crashes and to improve safety.

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Execution Page

Illinois Department of Transportation

DocuSigned by:

Director of Highways Project Implementation

DocuSigned by:

Director of Finance & Administration

DocuSigned by:

Yangsu Kim, Chief Counsel

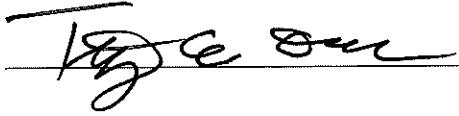
DocuSigned by:

Omer Osman, Secretary

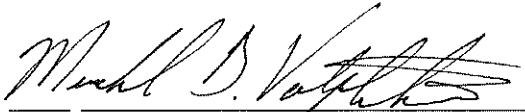
1/3/2022 | 9:06 AM CST

(Date)


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


December 21, 2021
(Date)

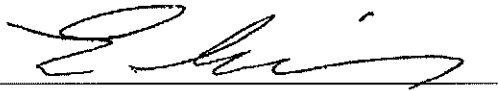
List Unions:



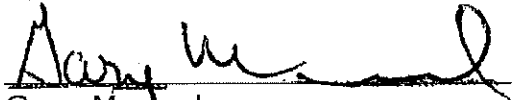
Mike Volpentesta
Bricklayers



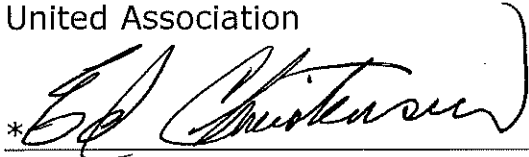
William Mangin
Heat & Frost Insulators & Allied
Workers



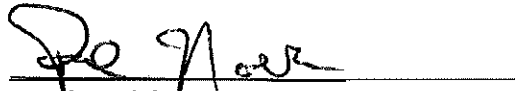
Evan Wooding
United Association



Gary Menzel
Roofers & Waterproofers



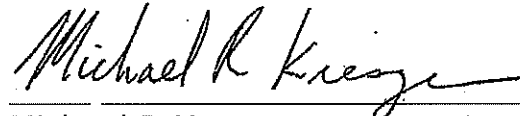
Ed Christensen
Elevator Constructors



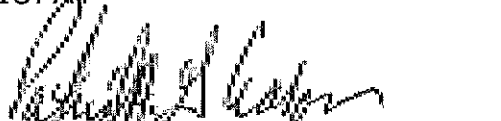
Paul Noble
IBEW



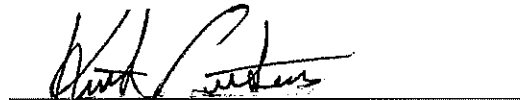
Ryan Anderson
IUPAT



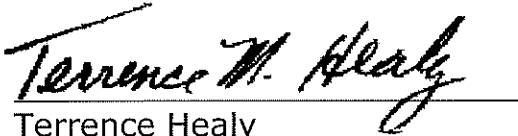
Michael R Kresge
IUOE



Pat Gleason
Teamsters




Keith Jutkins
Carpenters



Terrence Healy
LIUNA



Daniel M. Ahern
Sheet Metal Workers



David Beard
Iron Workers



Eric S. Davis
Boilermakers



Kevin J. Farley
OPCMIA

*Elevator Constructors master agreement language
must be attached to PLA