

## IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Acting Secretary  
From: Jeffrey P. Myers, Region Four Engineer  
Date: 12/11/2020  
Re: I-72, Contract Number 72L66, Pike County  
{March 5, 2021 Letting}

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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.  
**(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.

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:  2/9/21  
{Bureau of Design & Environment} (Date)

Agreed:  12/11/2020  
{Regional Engineer} (Date)

Approved:  2/10/21  
Omer Osman, Acting Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

**MICHAEL W SMART** Digitally signed by MICHAEL W SMART  
Date: 2021.01.12 12:04:07 -06'00'

\_\_\_\_\_  
FHWA (Date)

Execution Page

**Illinois Department of Transportation**

VACANT

Director of Highways Project Implementation

Director of Finance & Administration

Philip Kaufmann, Chief Counsel

Omer Osman, Acting Secretary

2/10/21  
(Date)

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

  
02/05/2021  
(Date)

List Unions:

International Brotherhood of Teamsters, Local 916


Laborers' International Union of North America, Local 477

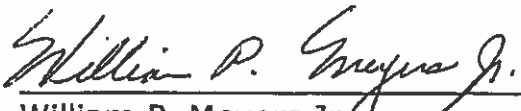
United Brotherhood of Carpenters, Local 270

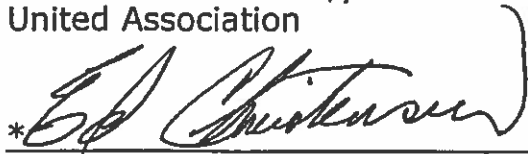
International Union of Operating Engineers, Local 965


International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers, Local 46

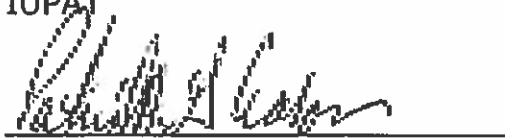
Operative Plasterers and Cement Masons, Local 18

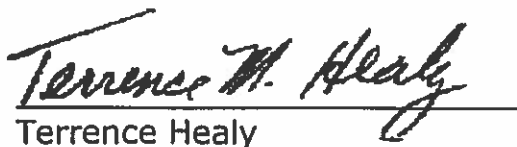
  
Jim Allen  
Bricklayers

  
William P. Meyers Jr.  
United Association


  
\*Ed Christensen  
Elevator Constructors


  
Ryan Anderson  
IUPAT

  
Pat Gleason  
Teamsters

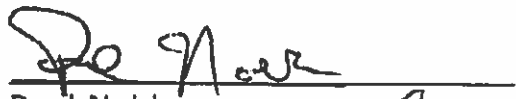
  
Terrence Healy  
LIUNA

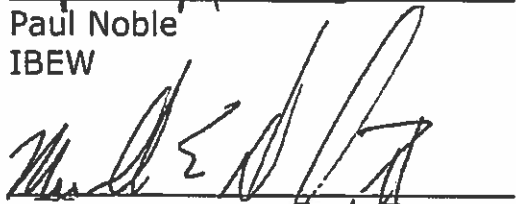
  
David Beard  
Iron Workers

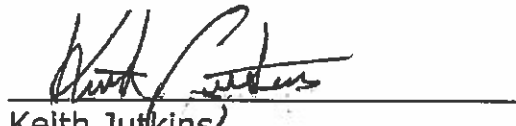
  
Kevin J. Farley  
OPCMIA

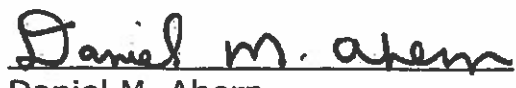
  
William Mangin  
Heat & Frost Insulators & Allied  
Workers


  
Gary Menzel  
Roofers & Waterproofers

  
Paul Noble  
IBEW

  
Marshall Douglas  
IUOE

  
Keith Jutkins  
Carpenters

  
Daniel M. Ahern  
Sheet Metal Workers

  
Eric S. Davis  
Boilermakers

\*Elevator Constructors master agreement language  
must be attached to PLA

**Attachment A**

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

**Project Description:** The proposed improvement shall consist of earth excavation widening, subbase granular material, replacing existing pipe underdrains, HMA shoulder removal and replacement, HMA surface removal, HMA overlay, aggregate shoulders, shoulder rumble strips, guardrail replacement, structure repairs, pavement markings, and all other miscellaneous work required to complete the project.

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

**Item 3:** The estimated cost for this project is \$12,600,000.

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 4:** This project is expected to take 95 working days to complete. Any disruption in the labor force has the potential for delaying the project into a second construction season.

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

<u>Collective Bargaining Agreements:</u>	<u>Trades and Contract Duration</u>
United Brotherhood of Carpenters, Local 270	August 1, 2016 to April 30, 2021
Laborers' International Union of North America, Local 477	May 1, 2016 to April 30, 2021

**Item 8:** Any disruption in the contractor's schedule due to labor issues may result in an increase in the duration of the project. Traffic control left in place for extended periods of time, especially over the winter months, may contribute to additional exposure to crashes through the work zone, due to the inherent risk associated with reducing the number of thru lanes, traffic merging, and lane shifts. The District desires to minimize the length of time the traffic control is in place during construction, thereby minimizing the potential risks to the motoring public.

**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 completion of the project in one construction season which will result in additional inconvenience to the traveling public and increased user delay costs.