

## IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Acting Secretary

From: Kensil A. Garnett, Region 3 Engineer

Date: 12/10/2020

Re: FAP Route 310 (US 67) Resurfacing/Rehabilitation Project, Contract Number 68636,  
Warren / Mercer Counties

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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).
- 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.

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:

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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:  1/21/21  
{Regional Engineer} (Date)

Agreed:   
{Division Chief} (Date)

Agreed:  2/9/21  
{Bureau of Design & Environment} (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 12:15:41 -06'00'  
FHWA (Date)

Execution Page

**Illinois Department of Transportation**

VACANT  
\_\_\_\_\_  
Director of Highways Project Implementation

  
\_\_\_\_\_  
Director of Finance & Administration

Philip Kaufmann, Chief Counsel  
\_\_\_\_\_  
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)

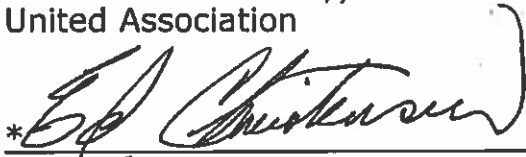
List Unions:



Jim Allen  
Bricklayers



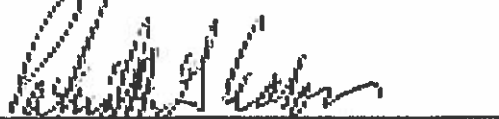
William P. Meyers Jr.  
United Association



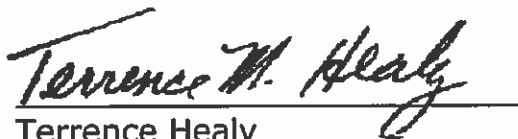
Ed Christensen  
Elevator Constructors



Ryan Anderson  
IUPAT



Pat Gleason  
Teamsters



Terrence Healy  
LIUNA



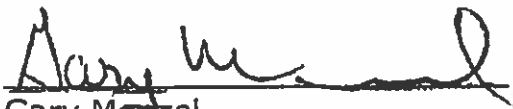
David Beard  
Iron Workers



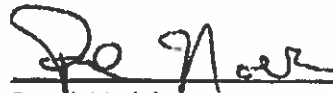
Kevin J. Farley  
OPCMIA



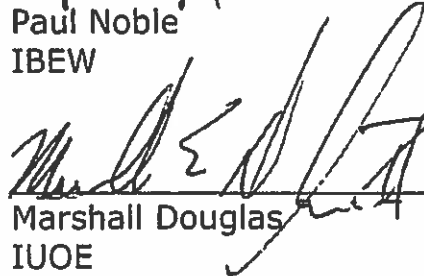
William Mangin  
Heat & Frost Insulators & Allied  
Workers



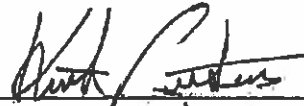
Gary Menzel  
Roofers & Waterproofers



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**

**Justification for use of project Labor Agreement on Contract 68636,  
 Warren / Mercer Counties:**

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 located on FAP Route 310 (US 67) from west of Tom's Creek on US 67/IL 135 to south of 270<sup>th</sup> Avenue/CH 3 in Warren and Mercer Counties. The project consists of resurfacing and rehabilitation of the existing pavement including vertical curve adjustments, shoulder widening, guardrail replacement, and culvert extensions. The "Y" intersection at the north end of the project along with the horizontal curve on US 67 will be rebuilt and IL 135 will tee into the new US 67 curve. Turn lanes will be constructed on both US 67 and IL 135.

**Item 3:** The estimated project cost is \$16.5 million. Challenging logistics for this project include:

- The project will be constructed with staged construction (lane closures). Temporary lane width reductions within in the construction zone are allowed with adequate notice and proper signage. Temporary barrier wall is required for separation and routing of traffic.
- Multiple culvert replacements under US 67, including pavement over the culvert, are required to be completed in one day and all lanes of traffic shall be open during non-working hours unless otherwise shown on the staging plans.
- There will be a winter shutdown which will require the Contractor to schedule their work operations to have all lanes open to traffic, all shoulders open, no temporary barrier walls in place, no drop-offs and all temporary pavement markings to be in place by November 30, 2021.

**Item 4:** The project is to be completed in 144 working days which will span more than one construction season.

**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.

<b>Local Trade</b>	<b>Current Contract Term</b>
Cement Masons Local 18	May 1, 2020 thru <b>April 30, 2022</b>
Iron Workers 577	June 1, 2020 thru <b>May 31, 2021</b>
Laborers Local 165	
Operating Engineers 649	April 1, 2019 thru <b>April 31, 2021</b>
Teamsters 627	
Carpenters 270	May 1, 2020 thru <b>April 30, 2021</b>