

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Acting Secretary

From: Kensil A. Garnett, Region 3 Engineer

Date: 3/19/2021

Re: FAI Route 474 (I-474) Resurfacing Project, Contract Number 68C45, Peoria 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.

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:  03/19/21
{Regional Engineer} (Date)

Agreed:  _____
{Division Chief} (Date)

Agreed:  5/20/21
{Bureau of Design & Environment} (Date)

Approved:  06/02/21
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: 2021.05.07 12:33:36 -05'00'

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 8.0 miles in length along Interstate 474 from Interstate 74 to the Illinois River in Peoria County and includes about 6.0 miles of ramp pavement at the interchanges of Interstate 474 with Maxwell Road, Airport Road, and US Route 24. Improvements consist of Class A patching, expansion joint replacement, hot-mix asphalt (HMA) surface removal, placement of hot-mix asphalt (HMA) binder and stone matrix asphalt (SMA) surface, culvert and drainage improvements, guardrail replacement, placement of pavement markings along with raised reflective pavement markers, aggregate shoulders, electrical improvements, structural repairs, and other related collateral work necessary to complete the project as shown in the plans.

Item 3: The estimated project cost is \$22 million. This section of the interstate carries up to 33,400 vehicles per day and is classified as a significant route. The sequencing and logistics of the project makes it particularly challenging to manage in that the project includes work on the mainline plus fourteen ramps. The project has restrictions on the duration that ramps can be closed, and an interim completion date for all work on the ramps. Contractor coordination is required between this contract and two other projects in the area one of which has a signed detour routes using roadway segments within the limits of this project. Also, there are working hours restrictions for mainline work during the 2022 construction season in effort to reduce peak hour delays.

Item 5: The project has a completion date of October 15, 2022 plus 15 working days to complete electrical work, landscaping, rumble strips, seeding, striping, raised reflective pavement markers (RRPM), punch list items and clean-up. The roadway and all ramps must be open to traffic on or before October 15, 2022. This completion date is based on an expedited work schedule. In addition, certain work is required to be completed by an interim completion date of November 20, 2021, including specific mainline paving sections and all ramp paving, so that these areas can be utilized for a marked detour route for a nearby 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	May 1, 2020 thru April 30, 2021.
Iron Workers 112	May 1, 2020 thru April 30, 2021.
Laborers 165	May 1, 2020 thru April 30, 2023.
Operating Engineers 649	April 1, 2020 thru March 31, 2021.
Electricians 34	March 1, 2020 thru February 28, 2021.
Teamsters 627	May 1, 2020 thru April 30, 2021.

Item 8: A total of fourteen width restriction signs will be required for this project. 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-474 and the ramps 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.

Execution Page

Illinois Department of Transportation

VACANT

Director of Highways Project Implementation



Director of Finance & Administration



Margaret van Dijk, Acting Chief Counsel



Omer Osman, Acting Secretary



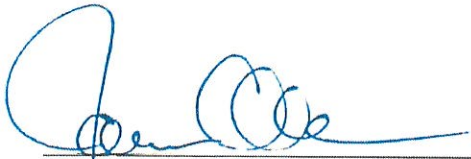
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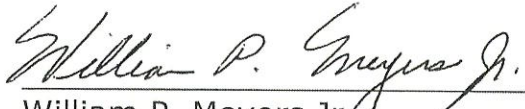
Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the Unions listed below:




(Date)

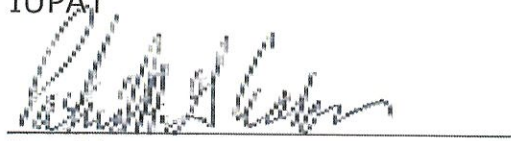
List Unions:

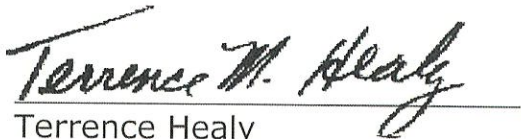

Jim Allen
Bricklayers


William P. Meyers Jr.
United Association


*Ed Christensen
Elevator Constructors


Ryan Anderson
IUPAT

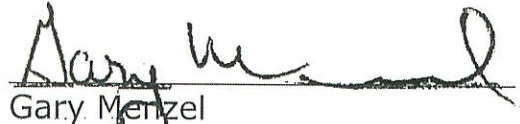

Pat Gleason
Teamsters

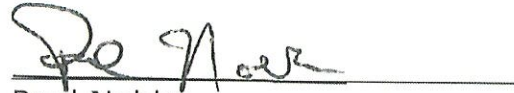

Terrence Healy
LIUNA


David Beard
Iron Workers

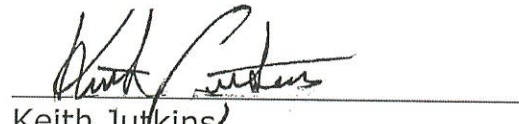

Kevin J. Farley
OPCMIA

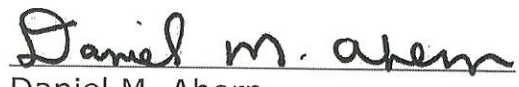

William Mangin
Heat & Frost Insulators & Allied
Workers



Gary Menzel
Roofers & Waterproofers


Paul Noble
IBEW


Robert Paddock
IUOE


Keith Jutkins
Carpenters


Daniel M. Ahern
Sheet Metal Workers


Eric S. Davis
Boilermakers

*Elevator Constructors master agreement language
must be attached to PLA