

FAI Route 74 I-74 Bridge Superstructure Replacement

Contract No. 68E35

Knox County

Item Click here to enter text.

Fed. Proj. No NHPP-NQ29(512)

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Secretary

From: Kensil A. Garnett, Region 3 Engineer

Date: 3/25/2024

Re: FAI Route 74, I-74 Bridge Superstructure Replacement Project, Contract Number 68E35, Knox 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. **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. **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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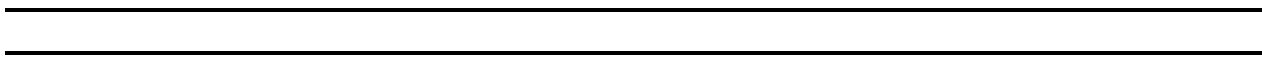
8) This project presents specific safety concerns to the traveling public and a PLA, will ensure labor force continuity and stability, decreasing the length of the safety concern.

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: *Kensil A. Garnett* 032624
Kensil A. Garnett, Region 3 Engineer (Date)

Agreed: DocuSigned by: *Steph M Trava* 6/11/2024 | 8:47 AM CDT
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{Division Chief} (Date)

Agreed: DocuSigned by: *Joe A. CE* 6/6/2024 | 4:00 PM CDT
A3AD8055B4AA490...
{Bureau of Design & Environment} (Date)

Approved: DocuSigned by: *Omer Osman* 6/12/2024 | 9:28 AM CDT
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Omer Osman, Secretary (Date)

FHWA concurrence in the PLA for the above-mentioned contract

MICHAEL W SMART Digitally signed by MICHAEL W SMART
Date: 2024.05.07 15:24:27 -05'00'

FHWA (Date)

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Attachment A

Justification for use of project Labor Agreement on Contract **68E35**,
Knox County:

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

Project Description

The work on this project is located on Interstate 74 (I-74) in Knox County, approximately 8 miles east of US 150 / IL 97 in Knox County and includes superstructure replacement of the following structures:

- S.N. 048-0051 Westbound I-74 over Spoon River & Knox Road 1800 E (TR 238A)
- S.N. 048-0052 Eastbound I-74 over Spoon River & Knox Road 1800 E (TR 238A)

Work will be performed utilizing cross overs and will include the removal and replacement of bridge decks, steel superstructures, bearings, approach slabs, slopewalls, roadway approaches and connectors, joint replacement, aggregate shoulders, guardrail, and all collateral work to complete the project.

Item 3: The estimated project cost is \$9.3 million. The challenging logistics for this project include staged construction, interim completion dates, working restrictions, and width restrictions.

- Pre-Stage: Construct temporary pavement and related items required for Stage 1 crossovers.
- Stage 1: Remove the eastbound structure and construct bridge, expansion joints, slopewalls, and pavement connector for bridge approach slab. Remove temporary pavement and related items for the Stage 1 crossovers. Construct temporary pavement and related items for the Stage 2 crossovers within the I-74 median.
- Stage 2: Remove the westbound structure and construct bridge, expansion joints, slopewalls, and pavement connector for bridge approach slab. Remove temporary pavement and related items for the Stage 2 crossover. Construct guardrail and associated items.

Working Restrictions include:

- The Contractor shall only be allowed to close TR 238A (Knox Road 1800 E) beneath I-74 for 2- 5 days per stage as specified in the contract.
- Eight (8) width restriction signs will be required for this project.
- The Contractor shall have 7 calendar days from the time of guardrail removal to install the temporary or proposed guardrail and terminal end sections installed.
- The project includes the use of restricted-use materials in the embankment.

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- The Contractor shall construct the emergency cross over improvements and resurface the cross over near the river while adjacent passing lane on either side is closed for mainline improvements.

Items 4 and 5: The Contractor shall have 280 working days to complete all work within this contract, including the following interim completion dates:

- Pre-Stage: Complete all work and return traffic to original lane configurations in each direction with all lanes open by November 22, 2024.
- Stage 1: Complete all work and return traffic to original lane configurations in each direction with all lanes open by November 21, 2025.
- Stage 2: Complete all work and return traffic to original lane configurations in each direction with all lanes open by November 20, 2026.

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 Expiration Date</u>
Cement Masons 18	April 30, 2027
Laborers 309	April 30, 2027
Iron Workers 111	June 30, 2027
Operating Engineers 150	March 31, 2028
Electricians 145	May 31, 2025

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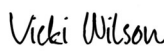
Execution Page

Illinois Department of Transportation

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Director of Highways Project Implementation

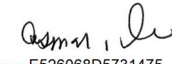
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Director of Finance & Administration

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Michael S. Prater, Chief Counsel

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6/12/2024 | 9:28 AM CDT

Omer Osman, Secretary

(Date)

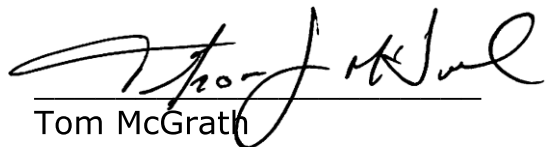
**Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the
Unions listed below:**



05/29/2024
(Date)



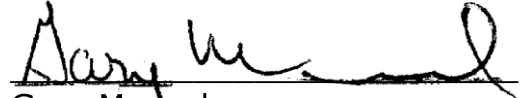
Mike Volpentesta
Bricklayers



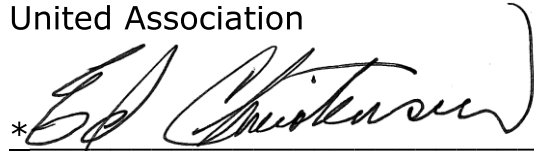
Tom McGrath
Heat & Frost Insulators & Allied
Workers



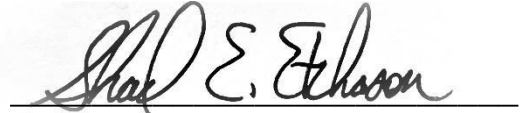
Evan Wooding
United Association



Gary Menzel
Roofers & Waterproofers



*Ed Christensen
Elevator Constructors



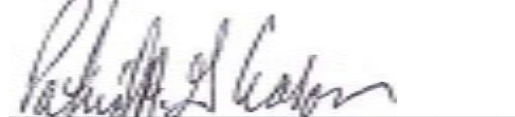
Shad Etchason
IBEW



Ryan Anderson
IUPAT



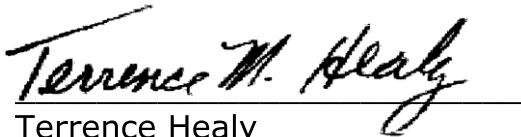
Michael R Kresge
IUOE



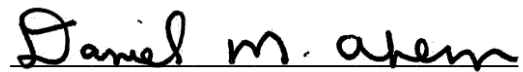
Pat Gleason
Teamsters



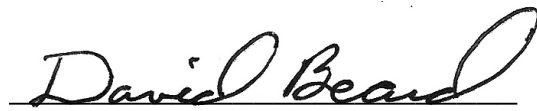
Ron Culbertson
Carpenters



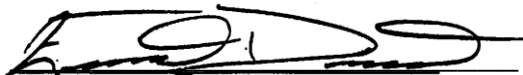
Terrence Healy
LIUNA




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