

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Acting Secretary

From: Kensil A. Garnett, Region 3 Engineer

Date: 6/3/2020

Re: FAI Route 74 (I-74) Resurfacing Project, Contract Number 68F15, 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. **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:

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:  06032020
{Regional Engineer} (Date)

Agreed: N/A
{Division Chief} (Date)

Agreed:  7/2/2020
{Bureau of Design & Environment} (Date)

Approved:  7/21/20
Omer Osman, Acting Secretary (Date)

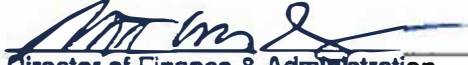
FHWA concurrence in the PLA for the above mentioned contract
MICHAEL W SMART Digitally signed by MICHAEL W SMART
Date: 2020.06.24 10:01:39 -05'00'
FHWA (Date)

Execution Page

Illinois Department of Transportation

VACANT

Director of Highways Project Implementation



Director of Finance & Administration



Philip Kaufman, Chief Counsel



Omer Osman, Acting Secretary

7/21/20
(Date)

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



07/06/2020
(Date)

List Unions:

Attachment A

Justification for use of project Labor Agreement on Contract 68F15, 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 located along I-74 from just west of Kickapoo/Edwards Road to 0.7 mile east of I-474 in Peoria County. This project is approximately 5.75 miles in length and consists of Class B patching, partial depth patching, longitudinal joint repair, hot-mix asphalt surface removal, placement of 5" hot-mix asphalt, minor culvert and drainage improvements, placement of thermoplastic pavement markings, along with raised reflective pavement markers, aggregate shoulders, and other related collateral work necessary to complete the project as shown in the plans and as described herein.

Item 3: The estimated project cost is \$15.0 million. This project is immediately adjacent to another resurfacing project on I-74 (Contract 68A83) that will also be bid in June 2020. There is potential for work on both contracts to be done during the same time frame and will therefore require cooperation between two contractors to assure traffic control, work zone access, and ramp closures are well coordinated. In addition, there are several working restrictions imposed on the contractor including:

- o The Contractor shall complete all longitudinal joint repair and partial depth patching and full-depth patching on eastbound and westbound I-74 on or before November 14, 2020.
- o Four (4) weekend closures will be allowed for resurfacing Ramp 2 and Ramp 4. The Contractor may close the ramps Friday at 7:00 P.M. and must have the ramps open when work is stopped or by 6:00 A.M. Monday morning, whichever comes first. An expedited schedule shall be implemented to keep these closures to a minimum.
- o There shall be a minimum gap of 2 miles between lane closures; this includes closures included with Contract 68A83.
- o The Contractor will be allowed to keep a lane closed over the weekend if patching overlay related work requiring a lane closure will be performed on Saturday or Sunday.

The use of a PLA is expected to help assure that the construction work is performed properly and efficiently under the above circumstances.

Item 4: The project is to be completed in 145 working days.

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/Plasterers 18	May 1, 2019 thru April 30, 2022.
Iron Workers 112	May 1, 2019 thru April 30, 2022.
Laborers 996	May 1, 2020 thru April 30, 2025.
Operating Engineers 649	April 1, 2020 thru March 31, 2025.
Teamsters 627	May 1, 2020 thru April 30, 2022

**FAI Route 74 (I-74) Resurfacing
Contract No. 68F15
Peoria County
Item 72
Fed. Proj. No. NHPP-W6GE(514)**

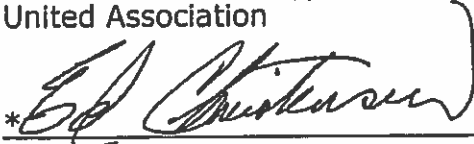
Item 8: The project allows for temporary lane width reductions within in the construction zone with adequate notice and proper signage. Any disruption to the contractor's schedule due to labor issues may result in an increase in duration of the project. This, in turn, could increase the length of time the traffic control on I-74 will be in place and the duration of reduced lane widths. The district desires to minimize the length of time traffic control is required on I-74 and the length of time reduced lane widths are needed to reduce the potential for crashes and to improve safety.



Jim Allen
Bricklayers



William P. Meyers Jr.
United Association



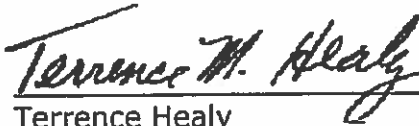
Ed Christensen
Elevator Constructors



Ryan Anderson
IUPAT



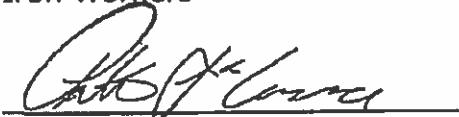
Pat Gleason
Teamsters



Terrence Healy
LIUNA



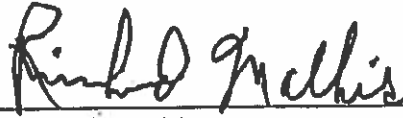
David Beard
Iron Workers



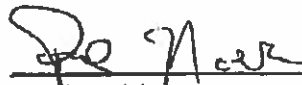
Patrick J. LaCassa
OPCMIA



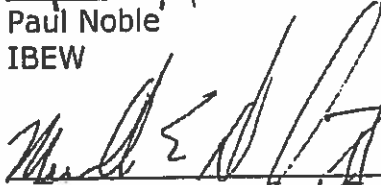
William Mangin
Heat & Frost Insulators & Allied
Workers




Richard Mathis
Roofers



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

pmw
iluna#362