

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Acting Secretary

From: Keith Roberts, Acting Region 5 Engineer

Date: May 13, 2020

Re: FAI 57 (Marion interchange to Johnston City interchange), Contract Number 78787,
Williamson County
Fed. Proj. No. Q18X(185)
{July 31, 2020 Letting}

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.

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.

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

Agreed: [Signature] 7/2/2020
(Bureau of Design & Environment) (Date)

Agreed: [Signature] 05-15-20
(Regional Engineer) (Date)

Approved: [Signature] 9/21/20
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: 2020.06.08 14:25:35 -05'00'
Division Administrator FHWA (Date)

ATTACHMENT A:

Project has 90 working days.

ITEM 3: Estimated project cost is \$9,000,000. The project consists of resurfacing and pavement replacement of 5.75 miles of I-57. I-57 is one of the busiest routes in District 9 with 38,000 ADT and 35.4% trucks. With this level of traffic, work will be completed at night using staged traffic control. A PLA would help ensure that a trade dispute would not shut down the project causing unnecessary traffic delays.

ITEM 6: Operating Engineers Local 318 expires 4/1/21

ITEM 8: In order to maintain traffic during construction, lane closures, lane shifts, narrow lanes, narrow shoulders and uneven pavement will all be required on I-57. Due to the high traffic volumes and high speeds these temporary conditions, while necessary during construction, pose a safety hazard to the traveling public. This hazard can be mitigated by minimizing the time that these temporary conditions are in place.

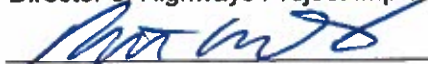
FAI 57 (I-57)
Contract No. 78787
Williamson County
Item 55
Fed. Proj. No. Q18X(185)

Execution Page


Illinois Department of Transportation

VACANT

Director of Highways Project Implementation



Director of Finance & Administration



Phillip Kaufmann, 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)

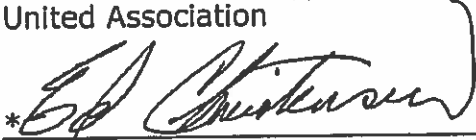
List Unions:



Jim Allen
Bricklayers



William P. Meyers Jr.
United Association



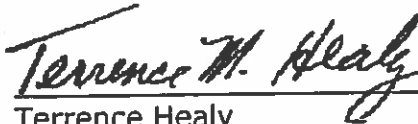
Ed Christensen
Elevator Constructors



Ryan Anderson
IUPAT



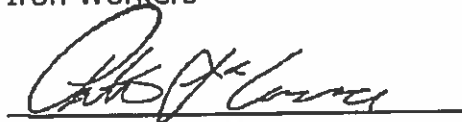
Pat Gleason
Teamsters



Terrence Healy
LIUNA



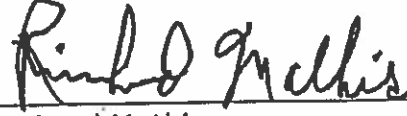
David Beard
Iron Workers



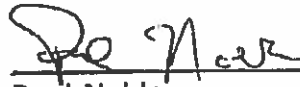
Patrick J. LaCassa
OPCMIA



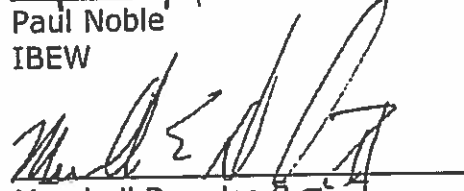
William Mangin
Heat & Frost Insulators & Allied
Workers



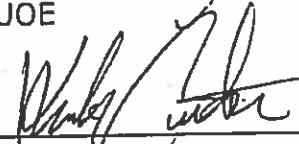
Richard Mathis
Roofers



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