

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Acting Secretary
From: Jeffrey P. Myers, Region Four Engineer
Date: 1/31/2020
Re: I-55, Contract Number 72G46, Sangamon County
{April 24, 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.
- 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: _____
{Division Chief} (Date)

Agreed: [Signature] 4/9/2020
{Bureau of Design & Environment} (Date)

Agreed: [Signature] 1/31/2020
{Regional Engineer} (Date)

Approved: [Signature] 4/20/20
Omer Osman, Acting Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

[Signature] 2020.03.19 16:38:02 -05'00'
FHWA (Date)

Attachment A

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

Project Description: This work on this project will include patching, hot-mix asphalt removal and resurfacing on mainline and shoulders, aggregate shoulders, installation of shoulder rumble strips, pavement markings, parapet wall repairs, and bridge joint repairs.

Item 3: The estimate cost for this project is \$19,675,000.

Item 8: Any disruption to the contractor's schedule due to labor issues may result in an increase in the duration of the project. Traffic control left in place for extended periods of time, especially over the winter months, may contribute to additional exposure to crashes through the work zone, due to the inherent risk associated with reducing the number of thru lanes, traffic merging, and lane shifts. The District desires to minimize the length of time the traffic control is in place during construction, thereby minimizing the potential risks to the motoring public.

Execution Page

Illinois Department of Transportation

VACANT

Director of Highways Project Implementation



4-16-20

Director of Finance & Administration



4/15/20

Philip Kaufmann, Chief Counsel



4/20/20

Omer Osman, Acting Secretary

(Date)

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



4-1-20

(Date)

List Unions:

International Brotherhood of Teamsters, Local 916

Laborers' International Union of North America, Local 477

United Brotherhood of Carpenters, Local 270

International Union of Operating Engineers, Local 965

International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers, Local 46

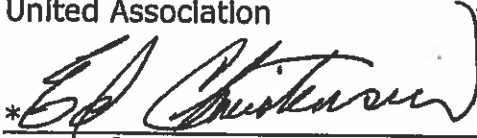
Operative Plasterers and Cement Masons, Local 18



Jim Allen
Bricklayers



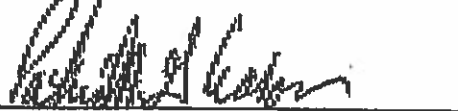
William P. Meyers Jr.
United Association



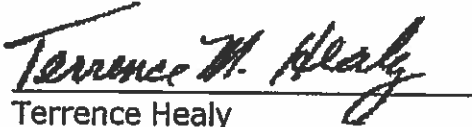
Ed Christensen
Elevator Constructors



Ryan Anderson
IUPAT



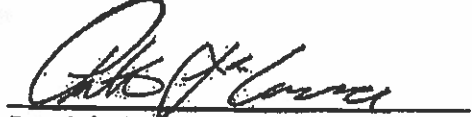
Pat Gleason
Teamsters



Terrence Healy
LIUNA




David Beard
Iron Workers



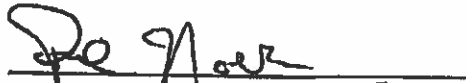
Patrick J. LaCassa
OPCMIA



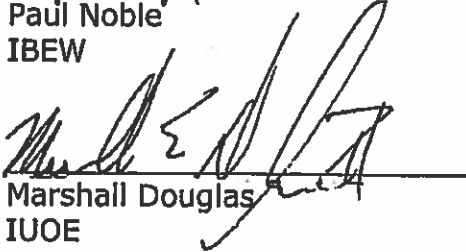
William Mangin
Heat & Frost Insulators & Allied
Workers



Richard Mathis
Roofers



Paul Noble
IBEW



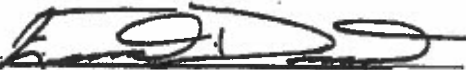
Marshall Douglas
IUOE



Gary Perlinar Jr.
Carpenters



Daniel M. Ahern
Sheet Metal Workers



Eric S. Davis
Boilermakers

*Elevator Constructors master agreement language
must be attached to PLA

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