

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Acting Secretary

From: Paul Loete, Director of Highways Project Implementation

Date: 8/20/2019

Re: FAI Route 74 (I-74/IL 29) – Murray Baker Bridge, Contract Number 68C89,
Peoria and Tazewell Counties

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.

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: Paul E. [Signature] 10/17/19
{Division Chief} (Date)

Agreed: [Signature] 10/11/19
{Bureau of Design & Environment} (Date)

Agreed: [Signature] 08/20/19
{Regional Engineer} (Date)

Approved: [Signature] 10/27/19
Omer Osman, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

[Signature] 2019.10.02 16:45:25 -05'00'
for the Division Administrator FHWA (Date)

Attachment A

Justification for use of project Labor Agreement on Contract 68C89, Peoria and Tazewell Counties:

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

Project Description: This project consists of the rehabilitation of Structure No. 090-0001 (Murray Baker Bridge). The project includes concrete deck removal and replacement, structural steel repairs, painting, roadway lighting, navigational lighting, decorative lighting, scour counter-measures, and related collateral work necessary to complete the project.

Item 3: The estimated project cost is \$38.5 million. The work is to be completed on an accelerated schedule, with most of the work being completed within a 7-month bridge closure from March 29, 2020 to October 31, 2020. The bridge deck replacement work must be closely coordinated with the lighting and bridge painting work, all within the same closure period.

This project must be completed on schedule to allow the bridge to be reopened to 67,600 average daily traffic. Construction for other major river crossing bridges in the area, including the \$200 million McClugage Bridge replacement, have been scheduled/coordinated to avoid this 7-month closure. The use of a PLA will assure the project will be completed efficiently, will allow the bridge to be reopened to traffic by the deadline, and will allow other area projects to remain on schedule.

Item 5: Date of Completion: The Contractor shall schedule his/her operations so as to complete all work, except as specified below, and open all the I-74 roadway and I-74 ramps to traffic on or before October 31, 2020.

This completion date is based on an expedited work schedule. The Contractor will be allowed 15 working days, after the October 31, 2020, completion date, to complete any remaining seeding, traffic signal, scour countermeasures, and punchlist work not requiring a lane closure on I-74. The Contractor will also be allowed to complete any remaining pavement marking work within these 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>
Carpenters – Local 237	May1, 2019 thru April 30, 2020.
Cement Masons/Plasterers 18	May 1, 2019 thru April 30, 2020.
Electricians – IBEW 34	March 1, 2019 thru February 29, 2020.
Iron Workers 112	May 1, 2019 thru April 30, 2022.
Laborers 165	May 1, 2019 thru April 30, 2022.
Operating Engineers 649	April 1, 2019 thru April 1, 2020.
Painters' 157/District Council 30	July 1, 2018 thru May 31, 2022.

* All crafts listed have yearly wage openers

Execution Page

Illinois Department of Transportation



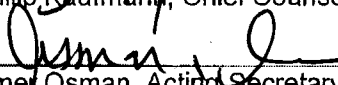
Paul Loete, Director of Highways Project Implementation



Matt Magalis, Director of Finance & Administration



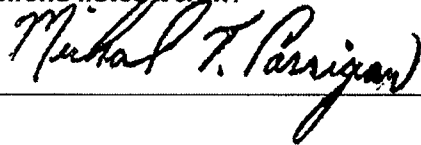
Philip Kaufmann, Chief Counsel



Omer Osman, Acting Secretary

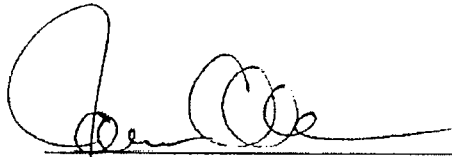
10/29/19
(Date)

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

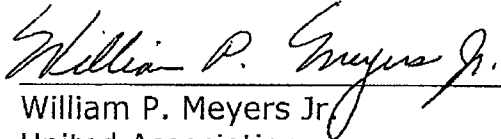


Oct. 10, 2019
(Date)

List Unions:



Jim Allen
Bricklayers



William P. Meyers Jr.
United Association

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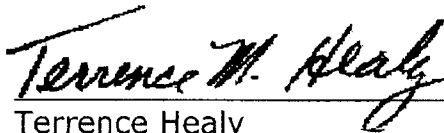
Ed Christensen
Elevator Constructors



Ryan Anderson
IUPAT



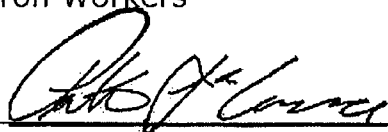
Pat Gleason
Teamsters



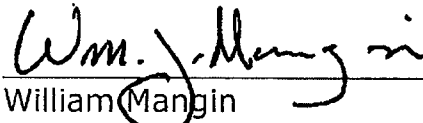
Terrence Healy
LIUNA



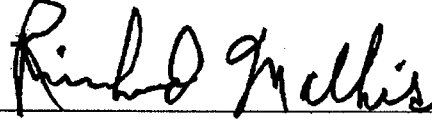
David Beard
Iron Workers



Patrick J. LaCassa
OPCMIA



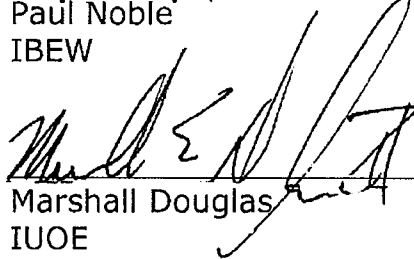
William Mangin
Heat & Frost Insulators & Allied
Workers



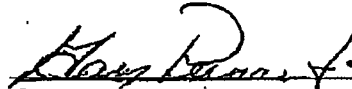
Richard Mathis
Roofers



Paul Noble
IBEW



Marshall Douglas
IUOE



Gary Perinar 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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