

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Secretary

From: Stephen Travia, Director of Highways Project Implementation
Chief Engineer

Date: 3/11/2022

Re: I-24 bridge replacements (064-0017 & 064-0018 over Bear Creek)
{June 17, 2022 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.
- 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.

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:  6/4/2022 | 7:31 AM CDT
0049D50ACE154A8...
{Division Chief} (Date)

Agreed:  6/3/2022 | 12:45 PM CDT
A3AD6055B4AA490...
{Bureau of Design & Environment} (Date)

Agreed:  3/11/22
{ Stephen Travia, Director } (Date)

Approved:  6/7/2022 | 12:20 PM CDT
E526068D5731475...
Omer Osman, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

MICHAEL W SMART Digitally signed by MICHAEL W SMART
Date: 2022.05.11 13:36:44 -05'00'
Division Administrator FHWA (Date)

ATTACHMENT A:

This project involves the complete removal and replacement of dual, three-span, steel beam bridges with three-span, rolled steel beam bridges. The structures will be built with stage construction by using temporary median crossovers, temporary concrete barrier, and running traffic head to head. Other improvements include milling, HMA resurfacing, HMA shoulders, and guardrail. Program amount is \$7,200,000

#4 – Project has 175 working days

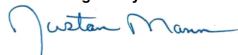
#5 – Project has a completion date of November 15, 2024

#8 – In order to maintain traffic during construction, lane closures, lane shifts, running traffic head to head separated by temporary concrete barrier and uneven pavement will all be required. 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.

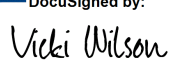
FAI 332 (I-24)
Contract No. 78685
Massac County
Fed Proj No. NHPP-NHS-AE4L (503)
Item _____

Execution Page

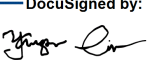
Illinois Department of Transportation

DocuSigned by:

0049D50ACE154A8...

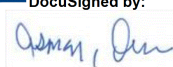
Director of Highways Project Implementation

DocuSigned by:

DB47989DCDEC4E2

Director of Finance & Administration

DocuSigned by:

3E75EBA609554F5

Yangsu Kim, Chief Counsel

DocuSigned by:

E526068D5731475

6/7/2022 | 12:20 PM CDT

Omer Osman, Secretary

(Date)

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

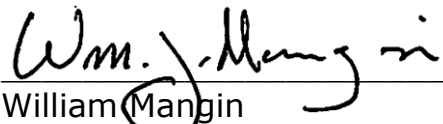


05/25/22
(Date)

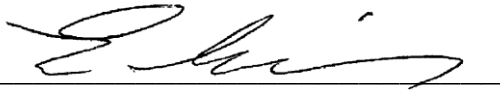
List Unions:



Mike Volpentesta
Bricklayers



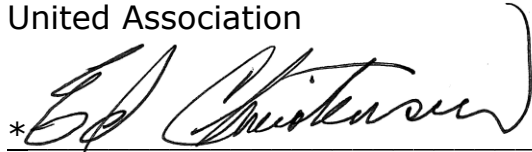
William Mangin
Heat & Frost Insulators & Allied
Workers



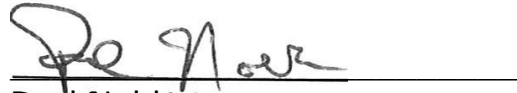
Evan Wooding
United Association



Gary Menzel
Roofers & Waterproofers




*Ed Christensen
Elevator Constructors



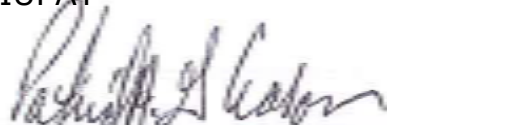
Paul Noble
IBEW



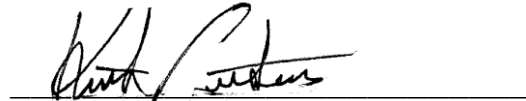
Ryan Anderson
IUPAT



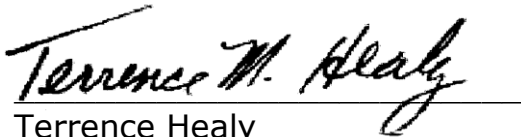
Michael R Kresge
IUOE



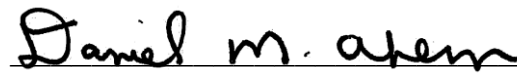
Pat Gleason
Teamsters




Keith Jutkins
Carpenters



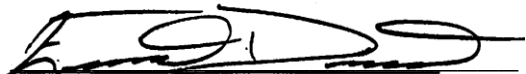
Terrence Healy
LIUNA



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