

FAP 34 (IL 97)
Contract No. 72282
Sangamon County
Item _____
Fed. Proj. No. STP-BR-LKHZ(389)

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Secretary
From: Director of Highways Project Implementation
Date: 1/31/2024
Re: IL 97, Contract Number 72282, Sangamon County
{April 26, 2024 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). (See Attachment A)
- 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. (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. (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:  4/17/2024 | 7:11 AM CDT
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{Division Chief} (Date)

Agreed:  4/12/2024 | 4:16 PM CDT
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{Bureau of Design & Environment} (Date)

Agreed:  01/31/2024
{Regional Engineer} (Date)

Approved:  4/18/2024 | 1:52 PM CDT
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Omer Osman, Secretary (Date)

FHWA concurrence in the PLA for the above-mentioned contract
MICHAEL W SMART Digitally signed by MICHAEL W SMART
Date: 2024.03.11 14:30:43 -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:

The work on this project consists of furnishing all labor, materials, and equipment required for HMA surface removal, HMA binder and surface, HMA shoulders, aggregate wedge shoulders, pavement markings, guardrail replacement, concrete gutter replacement, entrance reconstruction, bridge deck overlay and substructure repairs, and all other appurtenant and collateral work, as shown in the plans and specified in the contract documents.

Item 3: The estimate cost for this project is \$5,500,000.

Any disruption in the continuity of this project due to the labor issues would result in delayed deadlines that would cause safety concerns for the traveling public. It is the Illinois Department of Transportation’s finding that the large skilled workforce needed for this project can be provided by the union trades involved and is a necessary requirement for a Project Labor Agreement.

Item 4: The duration of construction activity on the Project is expected to exceed one construction season. This will be a working day contract estimated at 105 working days. With an anticipated start date of June 15th, it is anticipated to extend into the 2025 construction season.

Item 6: The time required to complete the Project is expected to extend beyond the union contract expiration dates as shown below:

Collective Bargaining Agreements: Trades and Contract Duration

International Brotherhood of Teamsters July 1, 2019 to June 30, 2023
Local 916

United Brotherhood of Carpenters, Local 270 May 15, 2020 to April 30, 2024

Laborers’ International Union of North America, May 1, 2021 to April 30, 2025
Local 477

International Association of Bridge, Structural, May 1, 2022 to April 30, 2025
Ornamental and Reinforcing Iron Workers,
Local 46

Operative Plasterers and Cement Masons, May 1, 2022 to April 30, 2025
Local 18 (Heavy Highways)

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Item 8: Any disruption to the contractor's schedule due to labor issues may present safety concerns to the motoring public. Traffic control left in place for an extended period of time, especially over the winter months, may contribute to additional exposure to crashes through the work zone, due to the inherent risk of driver inattention to lane changes, etc. that will be in place during stage construction. The average daily traffic for this section of IL 97 is 4,142 vehicles per day (vpd) with truck traffic accounting for 4.5%.

List Union Locals:

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 (Heavy Highways)

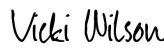
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Execution Page

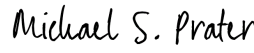
Illinois Department of Transportation

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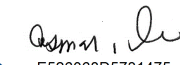
Director of Highways Project Implementation

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Director of Finance & Administration

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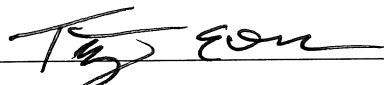
Michael S. Prater, Acting Chief Counsel

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Omer Osman, Secretary

4/18/2024 | 1:52 PM CDT
(Date)

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



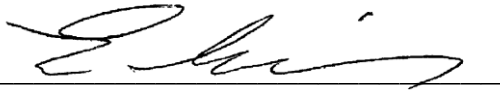
04/11/2024
(Date)



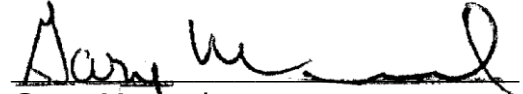
Mike Volpentesta
Bricklayers



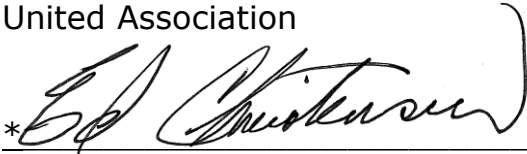
Tom McGrath
Heat & Frost Insulators & Allied
Workers



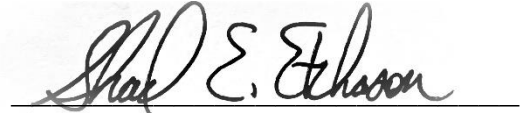
Evan Wooding
United Association



Gary Menzel
Roofers & Waterproofers



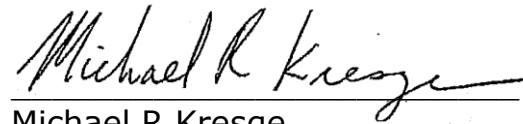
*Ed Christensen
Elevator Constructors



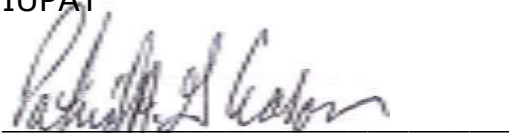
Shad Etchason
IBEW



Ryan Anderson
IUPAT



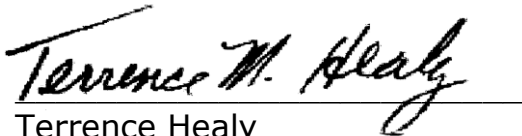
Michael R Kresge
IUOE



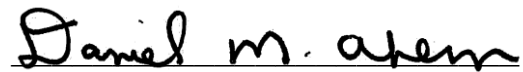
Pat Gleason
Teamsters



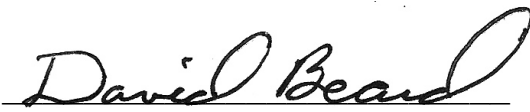
Ron Culbertson
Carpenters



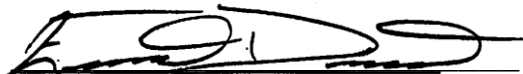
Terrence Healy
LIUNA



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