

FAP 587 (US 34) & FAS 1265 (OR 34)

Contract No. 66K85

LaSalle County

Item [Click here to enter text.](#)

Fed. Proj. P3L7(051)

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Secretary

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

Date: 3/21/2024

Re: FAP 587 (US 34) & FAS 1265 (OR 34), Contract Number 66K85, Lasalle County

{Bridge Replacement on US 34, Milling & Resurfacing with Paved Shoulders on OR 34}

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.).

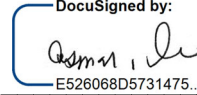
12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

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:  6/11/2024 | 8:47 AM CDT
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{Division Chief} (Date)

Agreed:  6/6/2024 | 4:00 PM CDT
A3AD8065B4AA490...
{Bureau of Design & Environment} (Date)

Agreed:  03-21-2024
MMS
{Regional Engineer} (Date)

Approved:  6/12/2024 | 9:28 AM CDT
E526068D5731475...
Omer Osman, Secretary (Date)

FHWA concurrence in the PLA for the above-mentioned contract

MICHAEL W

SMART

_ FHWA

Digitally signed by MICHAEL W SMART

Date: 2024.05.07 15:24:00

-05'00'

(Date)

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List Unions:

Expiration date:

Cement Masons Local 11

May 31, 2027

Laborer's Local 393

April 30, 2026

Operators Local 150

May 31, 2024

Teamsters Local 722

April 30, 2025

Carpenters Local 174

April 30, 2025

Ironworkers Local 444

May 31, 2026

Attachment A

Justification for use of Project Labor Agreement on Contract 66K85 LaSalle County:

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

Project Description:

This is a bridge replacement project to replace a structure on US 34 near Earlville. There will be milling and resurfacing on US 34 as well as on OR 34. Shoulders will also be widened on OR 34 to allow it to be used as a detour route during construction of the structure.

Item 3&4:

Estimated project cost is \$7,800,000 with a duration of 120 working days. Any disruption in the continuity of this project due to labor issues would result in the delay of deadlines which would cause safety concerns for the travelling public. This project requires rehabilitation of OR 34 to serve as a detour and this work must also be coordinated with work proposed by the City of Earlville along OR 34. Lapsing trade contracts during the project duration would be addressed through use of a Project Labor Agreement. It is the Illinois Department of Transportation's finding that the large skilled workforce needed for this project can be provided by union trades involved and is a necessary requirement for a Project Labor Agreement

Item 6:

The contract calls for 120 working days which will require multiple construction seasons. The targeted completion timeframe of the contract falls beyond some of the union contract expiration dates:

See List of Unions and Expiration Dates

Item 8:

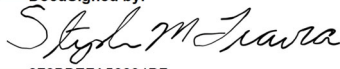
Replacement of the bridge on US 34 will be done using a detour on OR 34 through the town of Earlville. Project delays due to labor disputes could prolong the time that traffic is rerouted through town, creating a safety concern.

Item 9:

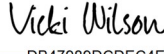
The use of a PLA on this project will result in improved access to skilled labor, improved efficiency and improved safety performance because it will assist in coordinating the labor forces of seven separate trade unions that may be involved in its construction efforts.

Execution Page

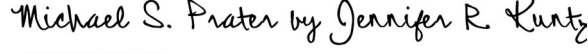
Illinois Department of Transportation

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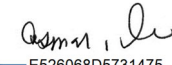
Director of Highways Project Implementation

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Director of Finance & Administration

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Michael S. Prater, Chief Counsel

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Omer Osman, Secretary

6/12/2024 | 9:28 AM CDT

(Date)

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



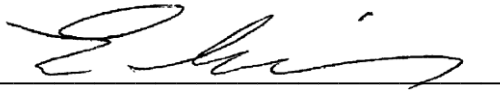
05/29/2024
(Date)



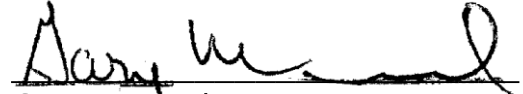
Mike Volpentesta
Bricklayers



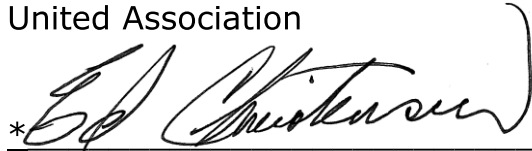
Tom McGrath
Heat & Frost Insulators & Allied
Workers



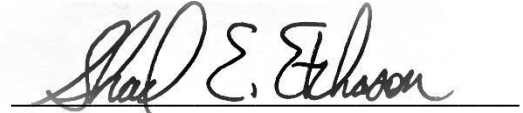
Evan Wooding
United Association



Gary Menzel
Roofers & Waterproofers



*Ed Christensen
Elevator Constructors



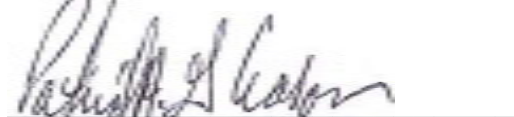
Shad Etchason
IBEW



Ryan Anderson
IUPAT



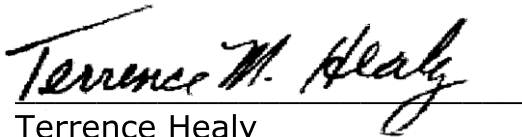
Michael R Kresge
IUOE



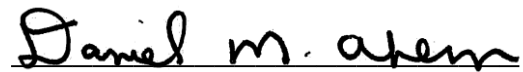
Pat Gleason
Teamsters




Ron Culbertson
Carpenters



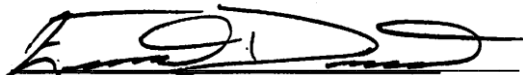
Terrence Healy
LIUNA



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