

FAI 57 (I-57)
Contract No. 78885
Jefferson County
Fed. Proj. No. NHPP-9IGU(899)
Item [Click here to enter text.](#)

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Secretary

From: Kirk Brown, Region 5 Engineer

Date: 2/6/2024

Re: I-57, Contract Number 78885, Jefferson County

Addition of a third lane on I-57 northbound and southbound in Jefferson County from directly north of the Atchison Creek Bridge, near MP 85 to the I-64 South Tri-level interchange south of Mt. Vernon, Dual replacement of SN 041-003(004) over Dodd’s Creek and repairs to CN 041-0005(06) over Casey Fork Creek. 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).
- 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.

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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:

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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:  DocuSigned by:
378BBFFA56604D7 6/11/2024 | 8:47 AM CDT
{Division Chief} (Date)

Agreed:  DocuSigned by:
A3AD6055B4AA490... 6/6/2024 | 4:00 PM CDT
{Bureau of Design & Environment} (Date)

Agreed: Kirk H. Brown Feb 6, 2024
{Regional Engineer} (Date)

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

FHWA concurrence in the PLA for the above mentioned contract

MICHAEL W
SMART
FHWA (Date)
 Digitally signed by MICHAEL W SMART
Date: 2024.03.11 14:33:54 -05'00'

ATTACHMENT A:

This improvement begins directly north of the Atchison Creek Bridge, near MP 85, and extends north to the I-64 South Tri-Level interchange south of Mt. Vernon. The project involves expanding approximately 6.38 miles of Interstate 57 by adding an additional lane in each direction, installing a median barrier, resurfacing the existing lanes, adding storm sewers & drainage structures, updating pavement markings & deficient guardrails, installing raised reflectors, modifying a DMS structure to accommodate median concrete barrier, removal and replacement of two sign structures and rumble strips. The proposed work includes earthwork, HMA or PCC pavement, HMA resurfacing, erosion control, traffic control & protection, guardrail, underdrains, drainage, pavement markings, signage, and rumble strips. Work also includes removal and replacement of existing dual structures SN 041-0003(004) (Proposed SN 041-0119(120) over Dodd's Creek as well as repairs to dual structures SN 041-0005(006) over Casey Fork Creek including expansion joint replacement, latex concrete overlays and drainage scupper adjustment.

Programmed amount is \$48,660,000

#3: This project is an interstate add lane project involving multiple stages and construction seasons. An adjacent project will be on a letting in FY 2025. Work related to this project will be accelerated to minimize conflicts with the adjacent contract and to the travelling public.

#4 – This project is expected to exceed one construction season.

#5 – Project has a June 30, 2027 completion date

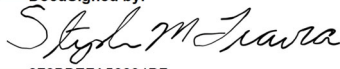
#6 - Laborers 1197 exp 3-31-25
Operators 520 exp 7-31-24
Finishers 143 exp 4-30-25
Teamsters 50 exp 12-31-26
Carpenters 662 exp 4-30-28
IBEW 72 exp 1-4-26

#8 – In order to maintain traffic during construction, lane closures, lane shifts, narrow lanes, narrow shoulders and uneven pavement will all be required. Due to the high traffic volumes 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.

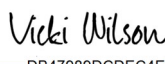
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Execution Page

Illinois Department of Transportation

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Director of Highways Project Implementation

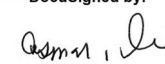
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Director of Finance & Administration

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Michael S. Prater, Chief Counsel

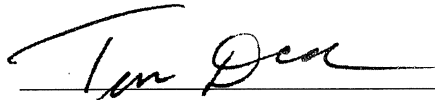
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6/12/2024 | 9:28 AM CDT

Omer Osman, Secretary

(Date)

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



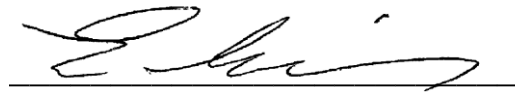
05/29/2024
(Date)



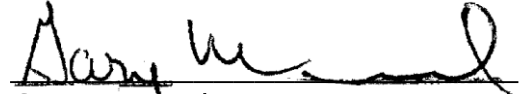
Mike Volpentesta
Bricklayers



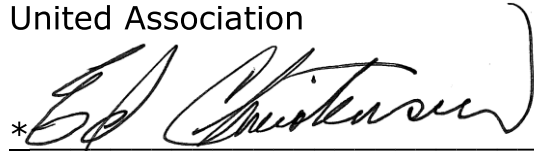
Tom McGrath
Heat & Frost Insulators & Allied
Workers



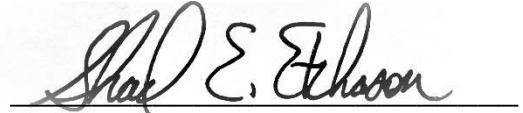
Evan Wooding
United Association



Gary Menzel
Roofers & Waterproofers



*Ed Christensen
Elevator Constructors



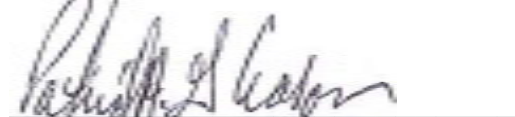
Shad Etchason
IBEW



Ryan Anderson
IUPAT



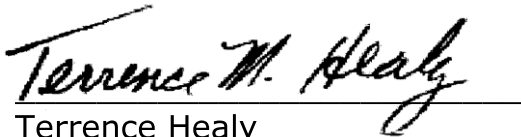
Michael R Kresge
IUOE



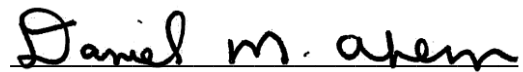
Pat Gleason
Teamsters



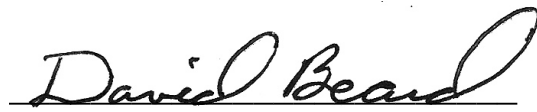
Ron Culbertson
Carpenters



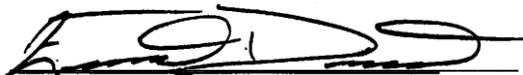
Terrence Healy
LIUNA



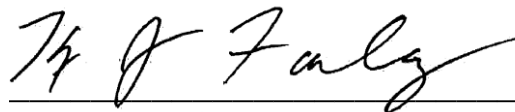
Daniel M. Ahern
Sheet Metal Workers



David Beard
Iron Workers



Eric S. Davis
Boilermakers



Kevin J. Farley
OPCMIA

*Elevator Constructors master agreement language
must be attached to PLA