

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Omer Osman, Acting Secretary

From: Masood Ahmad, Region 2 Engineer

Date: 2/23/2021

Re: US 20, Contract Number 64M18, Winnebago County

{US 20 from Falconer Road to Simpson Road}

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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 (160 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:

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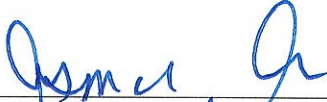
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Based upon the identified considerations, we recommend that you approve use of a PLA on this Project. Upon your approval, the Department shall undertake to negotiate in good faith a PLA with the relevant labor organization(s), and shall include in 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:   
{Division Chief} (Date)

Agreed:  5/20/21  
{Bureau of Design & Environment} (Date)

Agreed:  03/19/2021  
{Regional Engineer} (Date)

Approved:  6/02/21  
Omer Osman, Acting Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract  
**MICHAEL W SMART** Digitally signed by MICHAEL W SMART  
Date: 2021.05.07 12:40:06 -05'00'  
\_\_\_\_\_  
FHWA (Date)

**Attachment A**

The use of a Project Labor Agreement (PLA) for Contract 64M18 is consistent with all State and Local statutory and regulatory requirements.

Project Description: This project consists of hot-mix asphalt resurfacing of US 20 from Falconer Road to Simpson Road. Also included is pavement patching, cold milling, cross over removal, superelevation correction, and guardrail reconstruction.

**Item 3:**

This project includes both state and federal funding and the programmed cost for the project is \$14.5 Million. 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. 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 4:**

This project is scheduled to be let in June 2021 and work is expected to begin in the summer of 2020. The project specifies 160 working days which indicates that the work will extend into the 2022 construction season. Any labor issues could put the project at risk of exceeding the required timeframes and exposing workers and the traveling public to additional hazards.

**Item 6:**

The targeted completion timeframe of the contract falls beyond the union contract expiration dates noted below:

<u>Local</u>	<u>Location</u>	<u>Classification</u>	<u>Contract Expiration</u>
32	ROCKFORD	LABORER	4/30/2021
150	ROCKFORD	OPERATOR	5/31/2022
166	ILLINOIS	CARPENTER	4/30/2021
325	ROCKFORD	TEAMSTER	6/1/2021
382	ROCKFORD	CEMENT FINISHER	5/31/2022
498	ROCKFORD	IRONWORKER	5/31/2021
792	ROCKFORD	CARPENTER	5/31/2022

Item 8:

The proposed work will require lane closures throughout grinding and resurfacing operations. Hourly restrictions and night work will be required for other various stages of work due to high traffic volumes that would cause significant queues and delays with daytime lane closures. Ramps will be closed for work in areas where widths will not allow for staging. Anticipated queues and delays through the project limits are anticipated to be significant and an Exception to Compliance was required as a part of the Transportation Management Plan development.

Delays in work due to labor disputes would jeopardize the completion schedule for the project and unnecessarily increase the duration of construction operations in this highly-traveled corridor.

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 eight separate trade unions that may be involved in its construction efforts.

Execution Page

**Illinois Department of Transportation**

VACANT

Director of Highways Project Implementation


Director of Finance & Administration

Margaret van Dijk, Acting Chief Counsel

Omer Osman, Acting Secretary

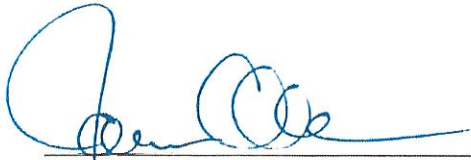
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**Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the  
Unions listed below:**

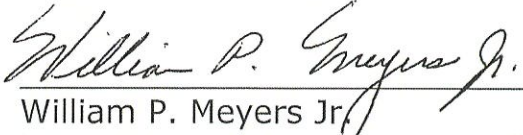


5/14/2021  
(Date)

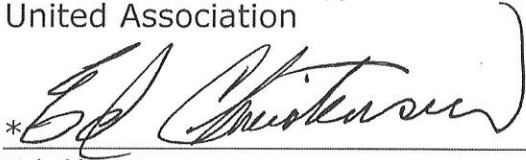
List Unions:



Jim Allen  
Bricklayers




William P. Meyers Jr.  
United Association



\*Ed Christensen  
Elevator Constructors



Ryan Anderson  
IUPAT



Pat Gleason  
Teamsters



Terrence Healy  
LIUNA



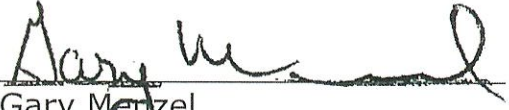
David Beard  
Iron Workers



Kevin J. Farley  
OPCMIA



William Mangin  
Heat & Frost Insulators & Allied  
Workers



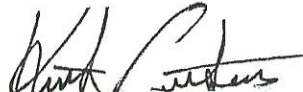
Gary Menzel  
Roofers & Waterproofers



Paul Noble  
IBEW




Robert Paddock  
IUOE



Keith Jutkins  
Carpenters



Daniel M. Ahern  
Sheet Metal Workers



Eric S. Davis  
Boilermakers

\*Elevator Constructors master agreement language  
must be attached to PLA