

**FAI 39 (I-39)
Section 4HBR-3
Contract No. 64G68
Winnebago County
Fed. Proj. No. Q71K(050)**

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Secretary
From: Masood Ahmad, Region 2 Engineer
Date: August 8, 2022
Re: I-39 Contract Number 64G68, Winnebago County
{Perryville Road over I-39 southeast Rockford}

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.

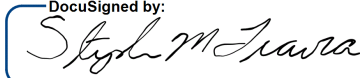
9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the project.

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.).

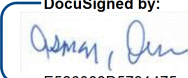
12) There are other material considerations favoring or disfavoring use of a PLA on this project as follows:

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:  11/1/2022 | 5:04 PM CDT
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{Division Chief} (Date)

Agreed:  11/1/2022 | 12:50 PM CDT
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{Bureau of Design & Environment} (Date)

Agreed:  08-08-2022
{Regional Engineer} (Date)

Approved:  11/3/2022 | 1:05 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: 2022.10.14 13:47:01 -05'00'
FHWA (Date)

Attachment A

The use of a Project Labor Agreement (PLA) for Contract 64G68 is consistent with all State and Local statutory and regulatory requirements.

Project Description: The proposed improvement (SN 101-0206) replaces the existing structure with a two-span, web plate girder bridge having a proposed structure length of 357'-0" and a width of 48'-6" out to out, carrying two 12 ft. lanes and 8 ft. shoulders. The proposed minimum vertical clearance over I-39 is 17'- 7", exceeding the required minimum of 16'-9" to allow for structure widening if Perryville Road is expanded to four lanes in the future.

Item 3:

This project includes both state and federal funding and the programmed cost for the project is \$5,000,000. 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 November 2022 and work is expected to begin in the summer of 2022. The project schedule indicates 135 working days. Any labor issues could put the project at risk of exceeding the required timeframes and exposing workers and the travelling 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>	Location	Classification	<u>Contract Expiration</u>
32	ROCKFORD	LABORER	4/30/2024
150	ROCKFORD	OPERATOR	5/31/2024
166	ILLINOIS	CARPENTER	4/30/2025
325	ROCKFORD	TEAMSTER	5/31/2025
382	ROCKFORD	CEMENT FINISHER	5/31/2025
587	DIXON	CEMENT FINISHER	5/31/2025
498	ROCKFORD	IRON WORKER	5/31/2023
727	DIXON	LABORER	4/30/2024
790	DIXON	CARPENTER	4/30/2025

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Item 8:

The proposed work will require road closures with marked detours. Redirection of traffic will cause an increase in traffic volumes on the marked detour route. 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 urbanized area.


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

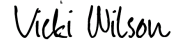
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Execution Page

Illinois Department of Transportation

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Director of Highways Project Implementation

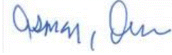
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Director of Finance & Administration

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Yangsu Kim, Chief Counsel

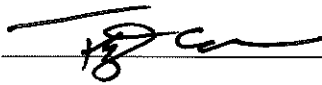
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Omer Osman, Secretary

11/3/2022 | 1:05 PM CDT

(Date)

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

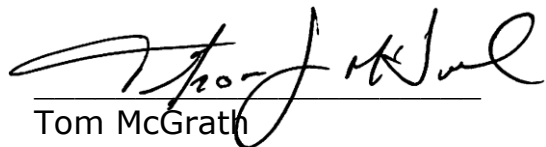


10/27/2022
(Date)

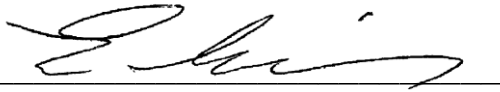
List Unions:



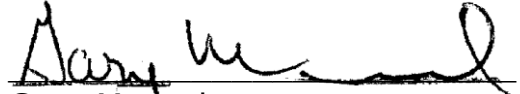
Mike Volpentesta
Bricklayers



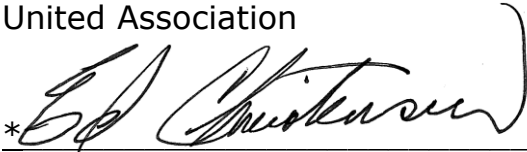
Tom McGrath
Heat & Frost Insulators & Allied
Workers



Evan Wooding
United Association



Gary Menzel
Roofers & Waterproofers



*Ed Christensen
Elevator Constructors



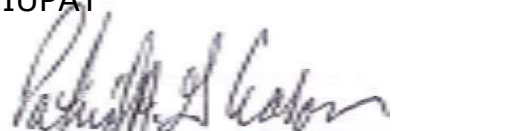
Shad Etchason
IBEW



Ryan Anderson
IUPAT



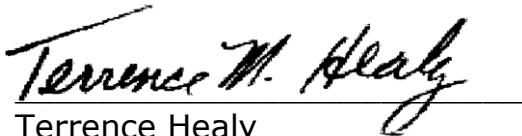
Michael R Kresge
IUOE



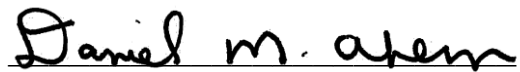
Pat Gleason
Teamsters



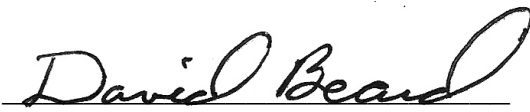
Ron Culbertson
Carpenters



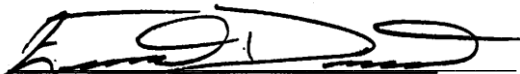
Terrence Healy
LIUNA



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