

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Acting Secretary

From: Paul Loete, Director of Highways Project Implementation

Date: 10/18/2019

Re: IL 251, Contract Number 64L57, Winnebago County

{IL 251 from Wisconsin State Line to S. of Forest Hills Rd. in Machesney Park}

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:

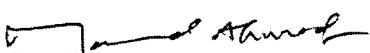
Based upon the identified considerations, we recommend that you approve use of a PLA on this Project. Upon your approval, the Department shall undertake to negotiate in good faith a PLA with the relevant labor organization(s), and shall include in all necessary bid specifications and other documents information regarding the actual or form of PLA that is to binding upon all contractors and their employees.

Agreed: _____ (Date)

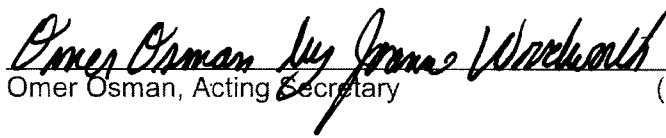
{Division Chief}

Agreed:  12/11/2019 (Date)

{Bureau of Design & Environment}

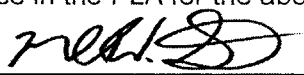
Agreed:  10-18-19 (Date)

{Regional Engineer}

Approved:  1-2-20 (Date)

Omer Osman, Acting Secretary

FHWA concurrence in the PLA for the above mentioned contract

 2019.11.22 15:59:39 -06'00' (Date)

FHWA

Attachment A

The use of a Project Labor Agreement (PLA) for Contract 64L57 is consistent with all State and Local statutory and regulatory requirements.

Project Description: This project consists of hot-mix asphalt resurfacing of IL 251 from the Wisconsin state line to south of Forest Hills Road in Machesney Park. Also included is pavement patching, cold milling, guardrail reconstruction, detector loop replacement and video detection installation.

Item 3:

This project includes both state and federal funding and the programmed cost for the project is \$14,600,000. 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 January 2020 and work is expected to begin in the spring of 2020. The project schedule indicates 110 working days with a need to complete the work within one construction season. 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:

Teamsters Local #325	June 1, 2020
Iron Workers Local #498	May 31, 2020

Item 8:

The proposed work will require daily lane closures with hourly and weekend restrictions. Night work will be required due to high traffic volumes that would cause significant queues and delays with daytime lane closures. Although these proposed timeframe limitations are anticipated to meet safety and mobility goals, queues may still be anticipated during peak hours due to the presence of temporary traffic control devices adjacent to live lanes. 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:

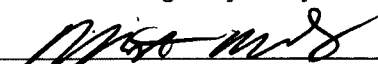
The use of a PLA on this project will result in improved access to skilled labor, improved efficiency and improved safety performance because it will assist in coordinating the labor forces of eight separate trade unions that may be involved in its construction efforts.

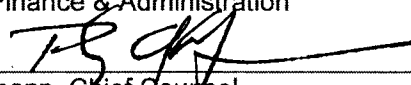
Execution Page

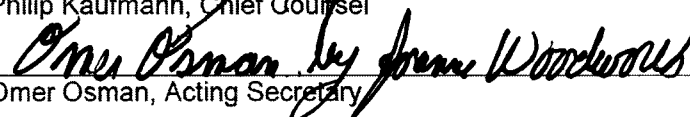
Illinois Department of Transportation

VACANT

Director of Highways Project Implementation



Director of Finance & Administration


Philip Kaufmann, Chief Counsel


Omer Osman, Acting Secretary


 1-2-20
(Date)

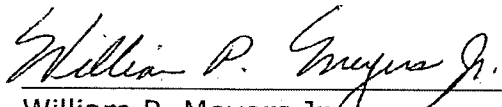
**Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the
Unions listed below:**

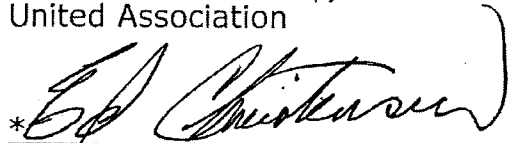
 12-9-19
(Date)

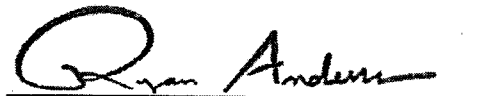
List Unions:

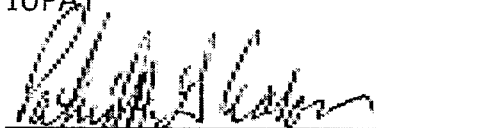
<u>Local</u>	<u>Location</u>	<u>Classification</u>	<u>Contract Expiration</u>
32	ROCKFORD	LABORER	4/30/2021
150	ROCKFORD	OPERATOR	5/31/2022
166	ILLINOIS	CARPENTER	4/30/2021
325	ROCKFORD	TEAMSTER	6/1/2020
382	ROCKFORD	CEMENT FINISHER	5/31/2022
498	ROCKFORD	IRON WORKER	5/31/2020
792	ROCKFORD	CARPENTER	5/31/2022
2158	ROCKFORD	MILLWRIGHT	5/31/2023

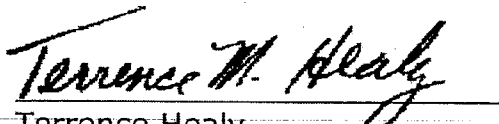

Jim Allen
Bricklayers


William P. Meyers Jr.
United Association

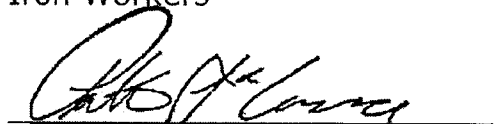

*Ed Christensen
Elevator Constructors

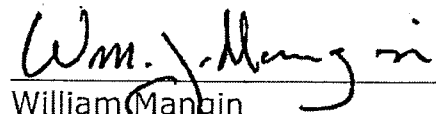

Ryan Anderson
IUPAT

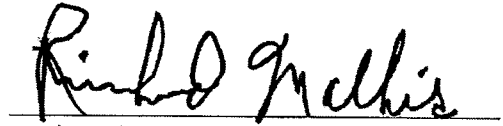

Pat Gleason
Teamsters

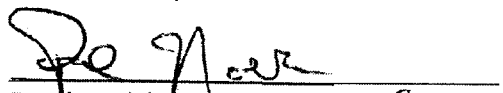

Terrence Healy
LIUNA

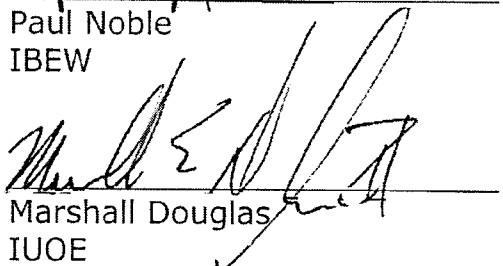

David Beard
Iron Workers

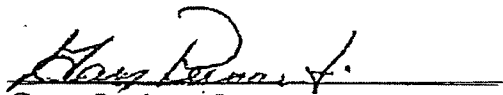

Patrick J. LaCassa
OPCMIA

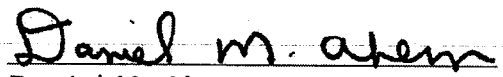

William Mangin
Heat & Frost Insulators & Allied
Workers

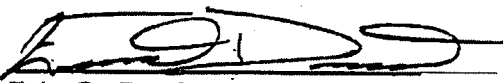

Richard Mathis
Roofers


Paul Noble
IBEW


Marshall Douglas
IUOE


Gary Perinar Jr.
Carpenters


Daniel M. Ahern
Sheet Metal Workers


Eric S. Davis
Boilermakers

*Elevator Constructors master agreement language
must be attached to PLA