

FAP 301 (US 20) Section 43N
Contract No. 64P26
JoDaviess County
Item Click here to enter text.
Fed. Proj. No. 9BKM(310)

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Secretary

From: Trisha Thompson, Region 2 Engineer

Date: March 14, 2024

Re: US 20/Barge Terminal Road, Contract Number 64P26, JoDaviess County
{Intersections of Barge Terminal and Frentress Lake Road}

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:  7/27/2024 | 3:01 PM CDT
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{Division Chief} (Date)

Agreed:  7/23/2024 | 5:12 PM CDT
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{Bureau of Design & Environment} (Date)

Agreed:  3/14/2024
{Regional Engineer} (Date)

Approved:  7/31/2024 | 8:38 AM 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: 2024.05.07 15:19:07 -05'00'

FHWA (Date)

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Attachment A

The use of a Project Labor Agreement (PLA) for Contract 64P41 is consistent with all State and Local statutory and regulatory requirements.

Project Description:

Reconstruction of the intersection at US 20 and Barge Terminal Road. Left Turn Lane added on Eastbound US 20 at the intersection of US 20 and Frenress Lake Road. Reconstruction of Eastbound US 20 from 0.3 mi East to 0.6 mi East of Barge Terminal Road

Item 3:

This project includes both state and federal funding and the programmed cost for the project is \$14,000,000. 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 June 2024 and work is expected to begin in the spring of 2025. The project schedule indicates 110 working days for the reconstruction of the Barge Terminal Road intersection and US 20 with a substantial completion date of November 19, 2025. Any labor issues could put the project at risk of exceeding the required timeframes and exposing workers and the travelling public to additional hazards.

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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>
309	MOLINE	LABORER	12/31/2024
544	MOLINE	CEMENT FINISHER	12/31/2024
325	ROCKFORD	TEAMSTER	5/31/2025
587	DIXON	CEMENT FINISHER	5/31/2025
727	DIXON	LOBORER	4/30/2024
790	DIXON	CARPENTER	4/30/2025
32	ROCKFORD	LABORER	5/31/2024
150	ROCKFORD	OPERATOR	5/31/2025
2158	ROCKFORD	MILLWRIGHT	4/30/2025
382	ROCKFORD	CEMENT FINISHER	5/31/2025
498	ROCKFORD	IRON WORKER	5/31/2026
792	ROCKFORD	CARPENTER	4/30/2025

Item 8:

The proposed work will require multiple stages to construct and reduced lanes. Redirection of traffic during staging will result in longer traffic queues and delays. In addition, the volume of the mainline section being staged will impact 14,000 vehicles daily. 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 section of US 20.

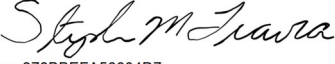
Item 9:

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 fourteen 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

DocuSigned by:

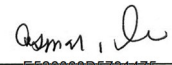
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Director of Finance & Administration

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Michael S. Prater, Chief Counsel

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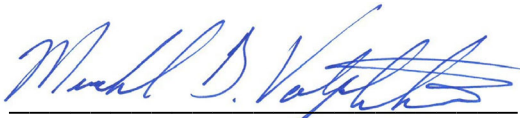
Omer Osman, Secretary

7/31/2024 | 8:38 AM CDT
(Date)

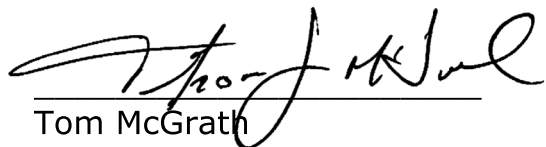
**Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the
Unions listed below:**



05/29/2024
(Date)



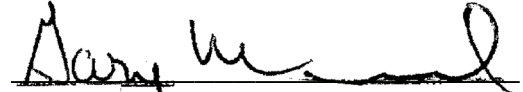
Mike Volpentesta
Bricklayers



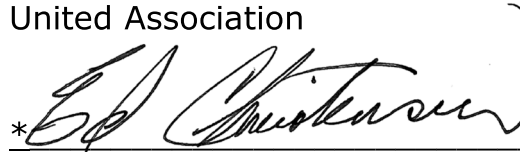
Tom McGrath
Heat & Frost Insulators & Allied
Workers



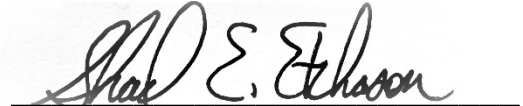
Evan Wooding
United Association



Gary Menzel
Roofers & Waterproofers



*Ed Christensen
Elevator Constructors



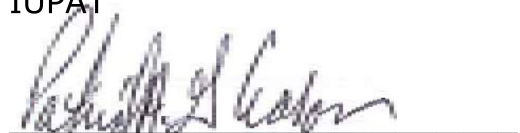
Shad Etchason
IBEW



Ryan Anderson
IUPAT



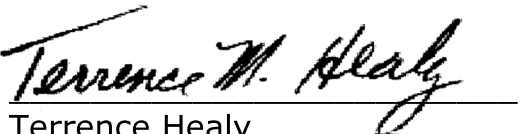
Michael R Kresge
IUOE



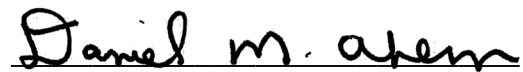
Pat Gleason
Teamsters



Anthony Guida
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