

**IDOT PROJECT LABOR AGREEMENT DETERMINATION**

To: Omer Osman, Acting Secretary  
From: Masood Ahmad, Region 2 Engineer  
Date: 6/17/2020  
Re: US 20 BUS, Contract Number 64L14, Winnebago County  
{US 20 BUS from Mid America Dr to Buckley Dr in Rockford}

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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 (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: N/A  
{Division Chief} (Date)

Agreed: [Signature] 8/27/2020  
{Bureau of Design & Environment} (Date)

Agreed: [Signature] 06/19/2020  
{Regional Engineer} (Date)

Approved: [Signature] 9/08/20  
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: 2020.08.10 13:43:23 -05'00'  
\_\_\_\_\_  
FHWA (Date)

FAP 517 (US 20 BUS)  
Contract No. 64L14  
Winnebago County  
Item 60  
Fed. Proj. No. V51F(659)

Execution Page

**Illinois Department of Transportation**

VACANT  
\_\_\_\_\_  
Director of Highways Project Implementation

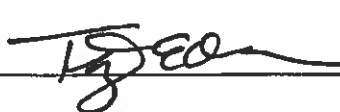
  
\_\_\_\_\_  
Director of Finance & Administration

  
\_\_\_\_\_  
Philip Kaufmann, Chief Counsel

  
\_\_\_\_\_  
Omer Osman, Acting Secretary


  
9/08/20  
(Date)

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

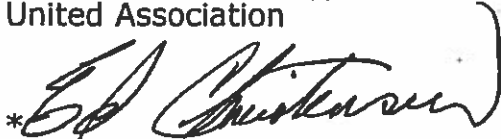
  
\_\_\_\_\_  
Aug. 25, 2020  
(Date)


List Unions:

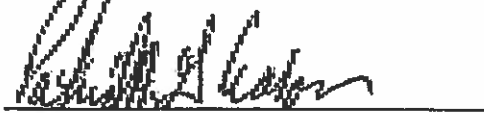
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- Operator #150
- Carpenter #166
- Teamster #325
- Cement Finisher #382
- Iron Worker #498
- Carpenter #792
- Millwright #2158

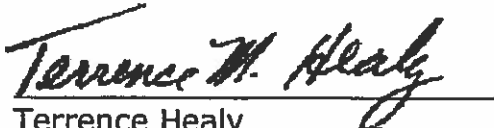
  
Jim Allen  
Bricklayers


  
William P. Meyers Jr.  
United Association

  
\*Ed Christensen  
Elevator Constructors


  
Ryan Anderson  
IUPAT

  
Pat Gleason  
Teamsters


  
Terrence Healy  
LIUNA

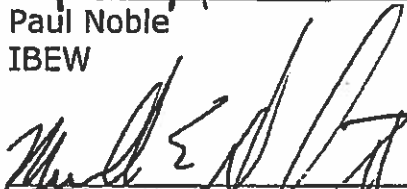
  
David Beard  
Iron Workers

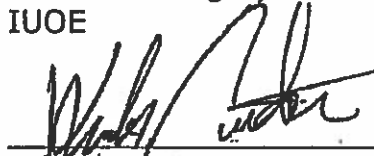
  
Kevin J. Farley  
OPCMIA


  
William Mangin  
Heat & Frost Insulators & Allied  
Workers


  
Gary Menzel  
Roofers & Waterproofers

  
Paul Noble  
IBEW

  
Marshall Douglas  
IUOE

  
Keith Jenkins  
Carpenters

  
Daniel M. Ahern  
Sheet Metal Workers

  
Eric S. Davis  
Boilermakers

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

**Attachment A**

The use of a Project Labor Agreement (PLA) for Contract 64L14 is consistent with all State and Local statutory and regulatory requirements.

**Project Description:** This project consists of intersection reconstruction, hot-mix asphalt overlay and traffic signal modernization for US 20 Business Route from Mid America Drive to Buckley Drive in Rockford. Also included is pavement patching, storm sewer, curb and gutter, and tree replacement.

**Item 3:**

This project includes both state and federal funding and the programmed cost for the project is \$6,200,000. 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 September 2020 and pre-stage work is expected to occur in the fall of 2020. The project schedule indicates 100 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 traveling public to additional hazards.

**Item 6:**

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

Laborers Local #32	4/30/2021
Carpenters Local #166	4/30/2021
Teamsters Local #325	6/1/2021
Iron Workers Local #498	5/31/2021

**Item 8:**

The proposed work will require daily lane closures with hourly and weekend restrictions. 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.