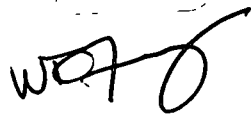


#115

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary of Transportation
From: William R. Frey, Interim Director of Highways
Re: FAI 90 (I-90/I-39), Contract Number 64C29,
Date: November 7, 2011, January 20, 2012 Letting

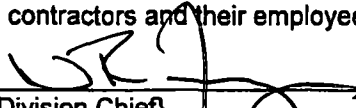


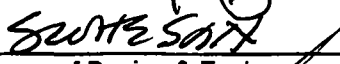
In accordance with Executive Order 2003-13 (Blagojevich), it is recommended that a project labor agreement (PLA) be utilized for the above-captioned Project. This recommendation is based on the considerations indicated below.


- 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:  12/2/11
{Division Chief} (Date)

Agreed:  12/2/11
{Bureau of Design & Environment} (Date)

Agreed:  11/29/11
{Regional Engineer} (Date)

Approved:  12/5/11
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above-mentioned contract

<u>Gregory G. Nadeau</u>	<u>11/22/2011</u>
FHWA Deputy Administrator	(see attached approval page)

Attachment A

Justification for use of Project Labor Agreement (PLA) on Contract #64C29, Winnebago County

The use of a PLA on this project is consistent with all State and Local statutory and regulatory requirements.

Item 2: This project is federally funded

Item 3: Estimated project cost is \$48,200,000

Any disruption in the continuity of this project due to labor issues would result in delayed deadlines that would cause safety concerns for the traveling public. Lapsing trade contracts during the first stage of the Project would be addressed through the use of a PLA. It is the Illinois Department of Transportation's finding that the large skilled workforce needed for this Project can be provided by the union trades involved and is a necessary requirement for a PLA.

Item 4: The Project is being staged over two construction seasons. Two lanes in each direction will be maintained during construction, which matches the existing condition. The Visitor Center will be closed for the duration of the reconstruction and widening of the interstate.

In Stage 1, the existing two westbound lanes of I-90 traffic will be shifted on the existing eastbound lanes by utilizing a cross-over and reconstructing the shoulders along with some widening. A temporary barrier wall will be utilized to separate the eastbound and westbound traffic. The cross-over's will be constructed to the west in the State of Wisconsin and barrier walls will be removed to the east along I-90. The interstate east of Rockton Road is under the jurisdiction of the Illinois Tollway. The westbound lanes will be reconstructed along with the additional 3rd lane on the inside. The shoulders and the barrier wall will also be completed in this stage, along with the construction of the bridge at Dry Run Creek. Additionally, we will be replacing a box culvert and reconstructing the northeast on ramp from Rockton Road to westbound I-90. During the winter shut down, westbound traffic will be back on the newly constructed lanes along I-90.

In Stage 2, the existing two eastbound lanes of I-90 traffic will be shifted onto the new westbound lanes and, as above, cross-overs will be used to shift the traffic. A temporary barrier wall will be placed in the middle to separate the eastbound and westbound traffic. The two existing lanes will be replaced along with construction of the 3rd lane and the shoulders. The bridge at Dry Creek will be removed and reconstructed. The northwest off ramp from eastbound I-90 to Rockton Road will be reconstructed. All the trusses and signs will also be replaced.

Item 5: Completion Date is November 18, 2013

Item 7: In the case of PLA disputes, the local detour limitation and the completion date of the Project will be in jeopardy.

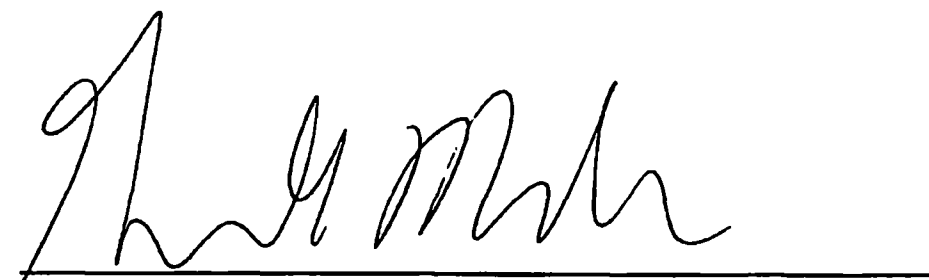
Item 8: Any disruption to the contractor's schedule due to labor issues may result in the delay of the Project completion date and may lengthen the time cross-overs are used under the jurisdiction of the Illinois Tollway and Wisconsin DOT. Additionally, there will be no access to the Illinois Visitor Welcome Center while the Project is under construction.

PLA Request

Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature

11/22/11

Date

Execution Page

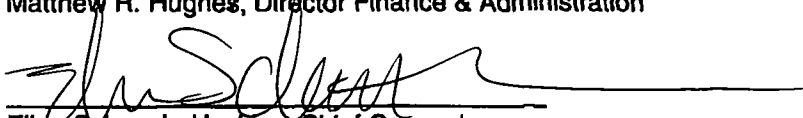
Illinois Department of Transportation




William R. Frey, Interim Director of Highways



Matthew R. Hughes, Director Finance & Administration



Ellen Schanzle-Haskins, Chief Counsel

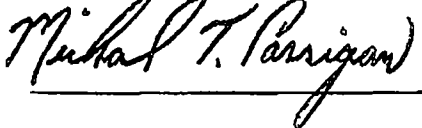


Ann L. Schneider, Secretary

1/13/12

(Date)

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

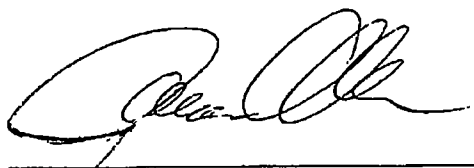


Michael T. Parrigan

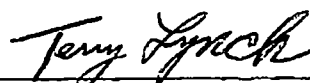
12-16-11

(Date)

List Union Locals:



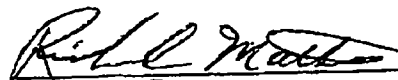
Jim Allen
Bricklayers



Terry Lynch
Heat & Frost Insulators & Allied
Workers



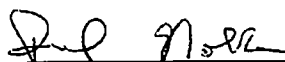
Curtis Cade
United Association



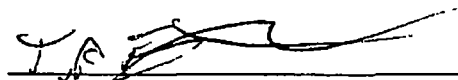
Richard Mathis
Roofers

*

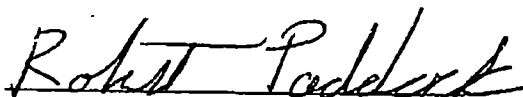
Ed Christensen, Elevator
Constructors



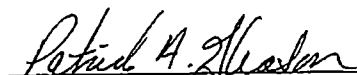
Paul Noble
IBEW



Terry Fitzmaurice
Painters



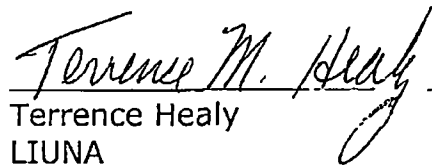
Robert Paddock
IUOE



Pat Gleason
Teamsters



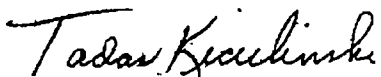
Gary Perinar Jr.
Carpenters



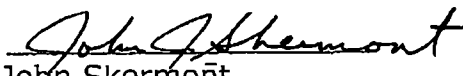
Terrence Healy
LIUNA



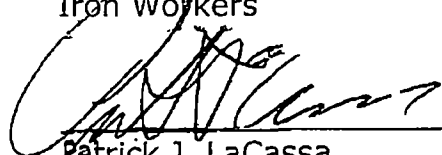
Robert Schneider
Sheet Metal Workers



Tadas Kiciulinski
Iron Workers



John Skermont
Boilermakers



Patrick J. LaCassa
OPCMIA

*only if Elevator Constructors master agreement
language is attached to PLA