

FAP Route 734 (IL 2)
Contract #64813
Winnebago County

IDOT PROJECT LABOR AGREEMENT DETERMINATION

Item # 217

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 government agency).
- 2) The Project is being constructed using state or local funds only (i.e., no federal funds) (See Attachment A).
- 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 (See Attachment A).
- 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 (See Attachment A).
- 5) There is a firm construction completion date (November 18, 2013) established for the Project thereby increasing the adverse consequences of any work stoppage or other labor disruption (See Attachment A).
- 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 (See Attachment A).
- 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 (See Attachment A).
- 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:
See Attachment A

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: Christ H Reed 6/16/11
(Division Chief) (Date)

Agreed: Santosh 6/16/11
(Bureau of Design & Environment) (Date)

Agreed: [Signature] 6/16/11
(Regional Engineer) (Date)

Approved: Gary Hannig 6/16/11
Gary Hannig, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.

[Signature] 6/14/2011
Division Administrator FHWA (Date)

Attachment A

Justification for use of Project Labor Agreement (PLA) on Contract #64813, 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 \$30,000,000

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

In Stage I, the existing traffic shall be maintained on the existing IL 2 roadway. The new expressway lanes will be constructed on new alignment to the west of existing lanes along with the two structures over Mud Creek. The embankment adjacent to Mud Creek has to be allowed to settle for six months before any paving is done.

In Stage II, traffic shall be shifted to the newly constructed lanes to the west of the existing lanes and part of the existing pavement will be removed. In this stage the proposed 4 lanes will be transitioned to match the 2 lanes of existing IL 2.

Also, all crossroads and frontage roads will be constructed, including Latham Road, utilizing a road closure and a local detour route. The Latham Road closure, including both legs, are limited to 90 consecutive calendar days for each leg.

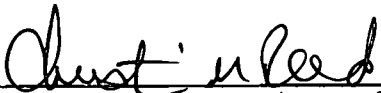
Item 5: Completion Date is November 18, 2013

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

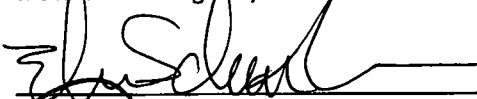
Item 8: Any disruption to the contractor's schedule due to labor issues may result in the delay of the project completion date and lengthen the time for the local detour to be in place. Also, the longer the Project is under construction, the more adverse travel the public will suffer.

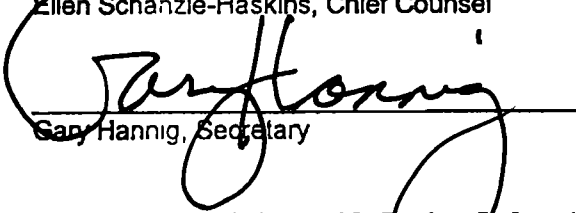
Execution Page

Illinois Department of Transportation


Christine M. Reed, P.E., Director of Highways

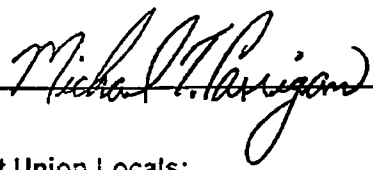

Matthew R. Hughes, Director Finance & Administration


Ellen Schanzle-Haskins, Chief Counsel


Gary Hannig, Secretary

6/16/11
(Date)

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


Michael P. Perrigan

May 25, 2011
(Date)

List Union Locals:

John Thompson
John Thompson, Vice President
Bricklayers

Donald Moss
Donald Moss, Pres-Business Mgr
Cement Masons

Ed Christensen *
Ed Christensen, Director
Elevator Constructors

Eric Dean
Eric Dean, Int'l Representative
Iron Workers

Terry Fitzmaurice
Terry Fitzmaurice, Representative
IUPAT U.E.T.

Terrence M. Healy
Terrence Healy, Int'l Representative
LIUNA

Tony Mroczkiewicz
Tony Mroczkiewicz, Representative
Midwestern District UBC

Terry Lynch
Terry Lynch, Int'l Representative
Asbestos Workers

Richard Mathis
Richard Mathis, President
Roofers

Curtis Cade
Curtis Cade, Int'l Representative
Plumbers & Pipe Fitters

Robert Paddock
Robert Paddock, Representative
IUOE State Council

John Skermont
John Skermont, Business Representative
Boilermakers

George Slater
George Slater, President
Sheet Metal State Council

Lonnie Stephenson
Lonnie Stephenson, Int'l Representative
IBEW

Pat Gleason
Pat Gleason, Chairman
IL Conference of Teamsters &
Construction Division

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