

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director

Date: June 25, 2012

Re: FAI 94 (Interstate 94/US Route 41), Contract Number 60L77, Lake County

{August 3, 2012 letting, Completion date October 31, 2013}

In accordance with Executive Order 2010-03 (Quinn), 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). See attachment A
- 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. See Attachment A
- 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. 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. See Attachment A
- 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. 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:

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: William R. Frey 7/19/12
{Division Chief} AAW (Date)

Agreed: [Signature] 7/3/12
{Bureau of Design & Environment} (Date)

Agreed: [Signature] 6/28/12
{Regional Engineer} (Date)

Approved: Ann L. Schneider 7/23/12
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

Gregory G. Nadeau	6/26/2012
FHWA Deputy Administrator	(see attached approval page)

**FAI 94 (Interstate 94/US 41)
Contract no. 60L77
Lake County
Attachment A**

Justification for use of Project Labor Agreement for contract no. 60L77 in Lake County; the use of a PLA for this project is consistent with all State and Local statutory and regulatory requirements.

Item 1: This project is federally funded.

Item 4: This project is scheduled to be constructed in two (2) construction seasons. The nature of the work involves interstate widening and reconstruction, including the reconstruction of the structure carrying Illinois Route 173 over Interstate 94. The existing roadway is the last remaining section of I-94 that has not been widened; the Illinois State Toll Highway Authority has completed work to the south which provides four through lanes, the fourth lane adds in/drops off at the Illinois Route 173 interchange. The Wisconsin Department of Transportation has completed reconstruction of the Interstate north of the border with the fourth lane addition/drop off at the Russell Road interchange. Without this additional lane there are times when the roadway is not sufficient to handle the current traffic volumes, this contributes to safety issues (crashes which can be attributed to the lack of adequate geometry) and increased travel delay. Although there will be a maintenance of traffic plan that utilizes the shoulders thereby allowing three through lanes of traffic, there will be sub-stages which shift traffic and modify how ramps at each of the interchanges tie into the mainline, failure to complete the work in the timeframe outlined in the original contract will cause increased usage of shifts which are usually the most dangerous areas for motorists and worked in an interstate construction zone.

Item 5: The targeted completion date for this project is October 13, 2013 and will go beyond some of the union contract expiration dates. Failure to complete this contract will cause this bottleneck in the link between Illinois and Wisconsin to still exist.

Item 6: The targeted completion date for this project is October 31, 2013 and will go beyond the union contract expiration dates.

Collective Bargaining Agreements

Chicago Regional Council of Carpenters

Cook, Lake & DuPage Counties 06-01-10 to 05-31-14

Current Masons

Local 502 Cook County 06-01-10 to 05-31-13

Construction and General Laborer's District Council of Chicago & Vicinity

Road Building 06-01-10 to 05-31-13

Operating Engineers, Local 150

Heavy, Highway & Underground 06-01-10 to 05-31-13

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Attachment A
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Teamsters Joint Council No. 25	06-01-09 to 05-31-12
Technical Engineers, Local 150	06-01-10 to 05-31-13

Item 8: The project includes the widening and reconstruction of Interstate 94 to provide a minimum four through lane section, the reconstruction of Illinois Route 173 (Rosecrans Road) including SN 049-0535 and interchange ramp reconstruction at Illinois Route 173. The work includes pavement and shoulder removal; earthwork; placing PCC pavement and HMA shoulders; installation and removal of temporary pavement for the maintenance of traffic; storm sewer removal and replacement; pavement markings; and signing improvements; installation of new roadway lighting; including underpass lighting; conversion of the temporary traffic signal to a permanent traffic signal at the Illinois Route 173 interchange; erosion control measures; final landscaping including tree planting and all incidental and collateral work necessary to complete the project as shown on the plans.

This project needs to be coordinated with the Illinois State Toll Highway Authority (ISTHA) to the south, the Wisconsin Department of Transportation (WisDOT) to the north in addition, the Lake County Division of Transportation (LCDOT) operates traffic monitoring facilities along Illinois Route 173 so coordination is require with their staff during construction.

The maintenance of traffic for the mainline for mainline Interstate 94 will be completed using three stages plus a prestage.

Prestage: work will be completed in order to place traffic in stage 1A and 1B and includes but not limited to temporary pavement construction, signing and pavement marking.

Stage 1A: Traffic will be shifted to the inside utilizing the existing shoulder or temporary pavement to maintain three through lanes in each direction. Traffic on Ramps A and B to be shifted in order to reconstruct one half of the ramp.

Stage 1B: Traffic on the mainline to remain in the same location; traffic on the ramps shifted to the new pavement to reconstruct the remaining half of the ramp.

Stage 2A: south of US Route 41; three lanes of traffic on existing pavement, Ramps A and B open to traffic.; North of US Route 41, traffic shifted to the outside new lanes and shoulder, still maintaining three through lanes of traffic.

Stage 2B; traffic shifted to build the gore for SB US Route 41.

Stage 3: Traffic split with the contractor working in the middle to reconstruct the final lanes of mainline pavement; one lane shifted to the inside shoulder, two lanes shifted to the outside shoulder and adjacent lane of through pavement.

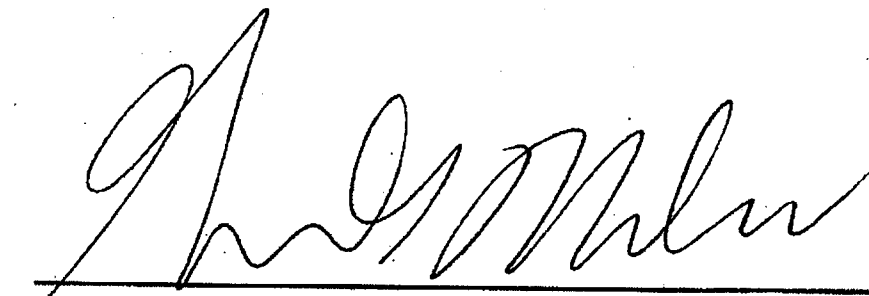
The only good alternate route for Interstate 94 is US Route 41; while there are areas where this is a parallel route it is not so for this area of the county. US Route 41 merges with Interstate 41 within the limits of this project. Work on this project will have impacts to the motoring public for the region. Some traffic will divert to surface roads in an attempt to bypass delays due to construction; the major east/west road which may be used for linkage is Illinois Route 173 which will also be under construction at the interchange with Interstate 94. Russell Road heads east from Interstate 94 but only has connection on the west to the frontage road which heads to the north; the southern link is to US Route 41. Therefore, it is our best interest to ensure that the project be completed by the proposed completion date.

PLA Request

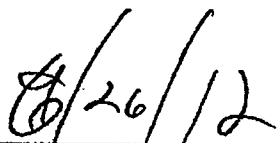
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature



Date

Execution Page

Illinois Department of Transportation

William R. Frey AAW
William R. Frey, P.E., Interim Director of Highways

Matthew R. Hughes T. Hall
Matthew R. Hughes, Director Finance & Administration

Eileen Schanzle-Haskins
Eileen Schanzle-Haskins, Chief Counsel

Ann L. Schneider 7/23/12
Ann L. Schneider, Secretary (Date)

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


Michael T. Parrigan June 29, 2012

(Date)

List Union Locals:




Jim Allen
Bricklayers



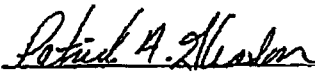
Curtis Cade
United Association

*

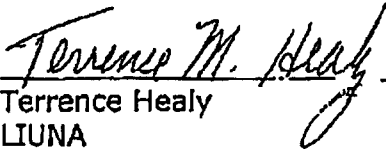
Ed Christensen, Elevator
Constructors



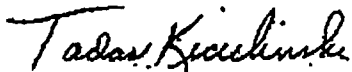
Terry Fitzmaurice
Painters



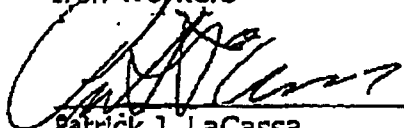
Pat Gleason
Teamsters



Terrence Healy
LIUNA



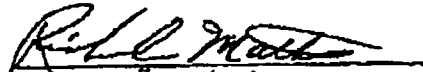
Tadas Kicielinski
Iron Workers



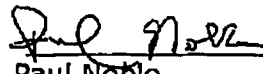
Patrick J. LaCassa
OPCMIA



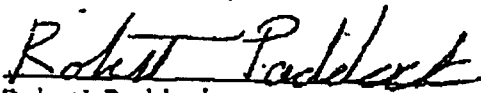
Terry Lynch
Heat & Frost Insulators & Allied
Workers



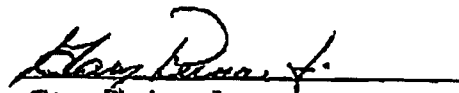
Richard Mathis
Roofers



Paul Noble
IBEW



Robert Paddock
IUOE



Gary Perinar Jr.
Carpenters



Robert Schneider
Sheet Metal Workers



John Skermont
Boilermakers

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