

FAP 335 (IL Route 176)
Contract Number 62187
Lake County

IDOT PROJECT LABOR AGREEMENT DETERMINATION

#23

To: Ann L. Schneider, Secretary

From: William R. Frey, Interim Director of Highways



Date: November 23, 2011

Re: FAP 335 - Contract Number 62187 - Lake County
{Letting: January 20, 2012 ; Completion Date: October 31, 2012}

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). *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.
- 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. *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: [Signature] 12/4/11
{Division Chief} (Date)

Agreed: [Signature] 12/5/11
{Bureau of Design & Environment} (Date)

Agreed: [Signature] 12-5-11
{Regional Engineer} (Date)

Approved: [Signature] 12/6/11
Ann L. Schneider, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.

Gregory G. Nadeau	11/28/2011
FHWA Deputy Administrator	(see attached approval page)

Attachment A:

Justification for use of a Project Labor Agreement for Contract No. 62187 within Lake County.

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

Item 2: This project is federally funded.

Item 3: The estimate project cost is \$4,370,000.

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 construction of the project would be addressed through the 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 5: The completion date for the project is October 31, 2012.

The proposed scope of work includes the removal and replacement of the three existing box culverts. The improvement also includes roadway reconstruction with a new vertical profile, installing new guardrails, drainage improvement, and landscaping.

During the Pre-Stage, the existing aggregate shoulder and trees on the south side of IL Route 176 will be removed and temporary pavement will be placed. Vehicular traffic of IL Route 176 will still be maintained as one lane in each direction utilizing the existing pavement.

During Stage 1, vehicular traffic of Illinois Route 176 will be maintained with one lane in each direction, utilizing the existing eastbound lane and temporary pavement. The culverts and the westbound roadway on the north side of IL Route 176 will be reconstructed during this stage. Temporary pavement will also be placed on the north side, at the end of this stage when the north half of IL Route 176 is complete.

During Stage 2, vehicular traffic of Illinois Route 176 will be maintained with one lane in each direction utilizing the newly constructed pavement of the westbound lane and temporary pavement. During this stage, the temporary pavement on the south side will be removed and the eastbound lane of IL 176 will be reconstructed to meet the new vertical grade change.

During Stage 3, vehicular traffic of Illinois Route 176 will be maintained with one lane in each direction utilizing the newly constructed pavement of both eastbound and westbound lanes. During this stage, the temporary pavement on the south side of Illinois Route 176 will be removed and the hot-mix asphalt surface course will be placed. Vehicular traffic during the placement of the surface course will be maintained utilizing lane closures governed by traffic control standards.

Item 8: Illinois Route 176 is a major east-west route through Lake County and handles approximately 24,000 vehicles per day. Any disruption to the contractor's schedule due to labor issues may result in additional hardship on the traveling public. This project utilizes temporary pavement for vehicular traffic control. The traveling public is required to make a lane shift entering and leaving the construction zone during stages 1 and 2. Although one travel lane will be maintained during construction activities, the motoring public will be required to make driving maneuvers that they are not subject to do on a regular basis. Any work delay during stages 1 and 2 may cause further delay as travel times through work zones usually are higher than normal.

As with any project under construction, some motorists will choose to find an alternate route to avoid driving in a construction zone. Due to the limited network of east-west routes in this area, there are no easily accessible, uncongested alternate routes. Therefore, additional volume added to adjacent routes raises concerns for safety and delay on those routes, as well as Illinois Route 176.

Item 12: The project extends through one construction season. The trades that are expected to be used on this project include but are not limited to be the following: Laborers, Carpenters, Operators, Teamsters, Cement Masons, Electricians and Ironworkers. Any work stoppage due to expiring union contracts will have major impacts to the construction schedule and the timely completion of the project.

PLA Request

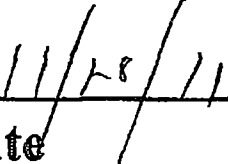
Approval of Project Labor Agreement

Disapproval of Project Labor Agreement

Reason for disapproval:



Signature



Date

Execution Page

Illinois Department of Transportation



William R. Frey, Interim Director of Highways



Matthew R. Hughes, Director Finance & Administration



Ellen Schanzle-Haskins, Chief Counsel



Ann L. Schneider, Secretary



(Date)

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

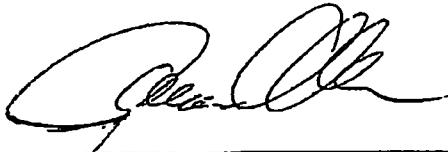


Michael J. Parrigan

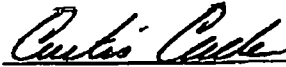
February 10, 2012

(Date)

List Union Locals:



Jim Allen
Bricklayers



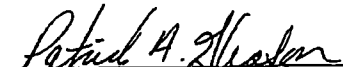
Curtis Cade
United Association

*

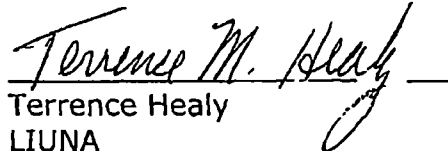
Ed Christensen, Elevator
Constructors



Terry Fitzmaurice
Painters



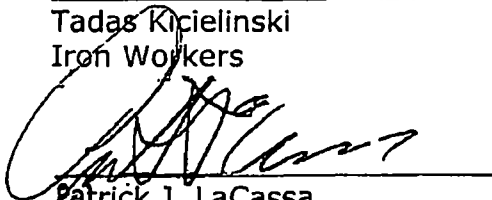
Pat Gleason
Teamsters



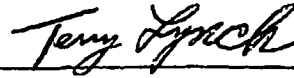
Terrence Healy
LIUNA



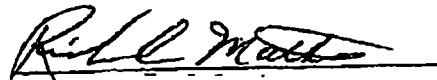
Tadas Kiciulinski
Iron Workers



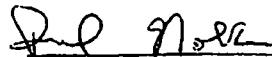
Patrick J. LaCassa
OPCMIA



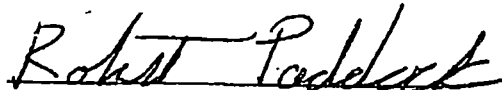
Terry Lynch
Heat & Frost Insulators & Allied
Workers



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