

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Gary Hannig, Secretary

From: Christine M. Reed, Director

Date: April 8, 2011

Re: FAI 55 (I-55), Contract 60999, Cook County
{Letting June 17, 2011 completion date 10-31-2012}

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.
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.

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.

MAY 23 2011

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:
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: Just M. Reed 5/25/11
{Division Chief} (Date)

Agreed: Gary Mannig 5/24/11
{Bureau of Design & Environment} (Date)

Agreed: Dr. Oll 5-18-11
{Regional Engineer} (Date)

Approved: Gary Mannig by Ann L. Schneider 5/25/11
Gary Mannig, Secretary Bv: Ann L. Schneider (Date)
Chief Operating Officer

FHWA concurrence in the PLA for the above mentioned contract.

for [Signature] 5/16/11
Division Administrator FHWA (Date)

MAY 23 2011

Attachment A:

Justification for use of project Labor Agreement for contract 60999, Cook County; the use of a project Labor Agreement for 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 \$40,570,000

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 duration 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 the union trades involved and is a necessary requirement for a Project Labor Agreement.

Item 5: This project is scheduled to be constructed in two construction seasons under multi stages.

Central Avenue Staging:

Pre-Stage: Close inside lane, construct median X-over, Install temporary signals, and Install detour signing.

Stage 1: Place traffic on west side of Central Ave. Construct east side of Central Ave.

Inbound entrance ramp and outbound exit ramp will be closed to ramp traffic and will be detoured south Central Ave to east 47th Street to north Cicero Ave to Inbound I-55 and Outbound exit north Cicero Ave. to east Pershing to Central Ave.

Stage 2: Place traffic newly east side of Central Ave. Construct west side of Central Ave.

Inbound exit ramp and will be detoured inbound I-55 to exit north Cicero Ave. to east Pershing to north or south Central Ave or exit south Cicero Ave. to west 47th Street to north or south Central Ave. outbound entrance ramp will be closed to ramp traffic ramp will be detoured via north Central Ave. to east Pershing Rd. to south Cicero Ave. to entrance ramp of outbound I-55 or south Central Ave. to east 47th Street to north Cicero to entrance ramp of outbound to entrance ramp of outbound I-55.

Interstate 55 Staging:

Pre-stage: Construct median x-over north and south of Central Avenue.

Stage 1: Three lanes will be maintained along I-55 in each direction during this stage utilizing the cross-over placed in the pre-stage; four lanes driving on the outbound pavement, three lanes for outbound + one lane for inbound and two lanes on inbound pavement.

Stage 2: Three lanes will be maintained along I-55 in each direction during this stage utilizing the cross-over placed in the pre-stage; four lanes driving on the inbound pavement, three lanes for inbound + one lane for the outbound and two lanes on the outbound pavement.

Stage 3: The traffic is be switched again to allow work on the ramps. In this stage it will match the staging in Stage 1.

Stage 4: The traffic is be switched again to allow work on the ramps. In this stage it will match the staging in Stage 2.

Item 8: Inside and outside shoulders along I-55 will be closed in order to maintain three lanes of through traffic in each direction. If there is any disruption to the contract the shoulders would need to be closed longer than necessary. With high traffic volumes including a high truck percentage, it is very important to minimize the amount of time for these

closures. Shoulder availability for disabled vehicles plays an important role in keeping traffic moving.

The greatest impact to the traffic will be due to the closure of the ramps to Central Avenue. The current condition and configuration of the ramp structures will not allow stage construction therefore the ramps must be closed and the traffic using these ramps will need to be detoured. Addition of this traffic to the detour routes will add additional volume to roads which are already congested; this will present added concern for safety on the adjacent routes as more volume represents more opportunity for crashes and delays.

Item 12: The construction project will impact the traffic along the Interstate as well as to traffic travelling to and from the overhead cross-street (Central). In the event of a labor shut down there will be additional user delays to the Interstate travelers but there will also be an impact to arterial travelers on Central Avenue as well as to travelers on the adjacent arterials with interchanges with I-55; Harlem Avenue and Cicero Avenue.

The user delays costs for Interstate traffic can be quantified by taking into account the reduction of the signed speed limit within the project work zone.

Posted speed 55 mph existing, to be reduced to 45 mph during construction.

Of note is the current operating speed: a check of the hourly speeds taken from surveillance loops on April 7, 2011 found that for inbound (northbound) I-55 the speed ranges during 17 hours of the day average the posted speed or higher (avg = 61 mph); the exception was for the hours between 7:00 am and 1:00 pm (avg = 35 mph).

For outbound (southbound) traffic the speed ranges for the entire day average near the posted speed limit; an average for the entire day is 53 mph.

User delay cost from stage construction (reduction from 55 mph to 45 mph through the 1.0 mile work zone) will result in 0.001818 hour of travel time lost per vehicle. Using a cost of \$15.65 per hour user delay cost for passenger vehicles, the following daily delay costs are calculated

Passenger Vehicles: $160,724 \text{ cars/day} * 0.003636 \text{ hour delay/vehicle} * \$15.65/\text{hour of delay} = \4575 day

Total user delay cost for work stoppage while stage construction in place = **\$9145/day**

Traffic counts from IDOT 2010 ADT statewide counts User delay costs from "Life Cycle Cost Analysis in Pavement Design", FHWA, September 1998, adjusted to 2009 Consumer Price Index.

The greater impacts will be felt by travelers on Central Avenue; especially those who utilize the interchange since a detour is required for the ramp reconstruction. These travelers will be using alternate routes that are already congested. There are several different alternatives drivers choose to deal with a closure beyond following a posted detour, these include: carpooling, adjustment in travel time, telecommuting, use of public transportation or an array of alternate routes depending on the origin and destination of their travel. The Department has never been able to easily quantify a cost for the delays experienced when a detour is used because of these varied options and the fact that some users will vary what they do day to day or week to week. Previous project in the District have shown that once a project gets underway that after a period of time at the onset of the stage change, traffic will reach some kind of equilibrium but as in other projects we believe that the delays from construction are not just born by the route under construction. Since Harlem Avenue and Cicero Avenue are the closest parallel routes they will clearly see an increase in use and these are already routes that experience delays. Any delay in the time to complete the work will clearly have an impact on the surrounding region not just the one mile of I-55 and this segment of Central Avenue.

Although the only labor contract currently scheduled to expire during this project timeframe is the Teamsters joint council 25, the project will not be completed without their participation. The trades that will be used on this project include but are not limited to the following: Laborers, Carpenters, Operators, Teamsters, Cement Masons, Electricians and Ironworkers.

Contract 60999 is a big project and requires an aggressive schedule to ensure the project is completed in two construction seasons.

The union contract expiration dates are as follows:

Collective Bargaining Agreements

Chicago Regional Council of Carpenters

Cook, Lake & DuPage Counties 6-1-10 to 5-31-14

Cement Masons

Local 502 Cook County 6-1-10 to 5-31-13

Construction and General Laborers' District Council of Chicago & Vicinity

Road Building 6-1-10 to 5-31-13

Operating Engineers, Local 150

Heavy, Highway & Underground 6-1-10 to 5-31-13

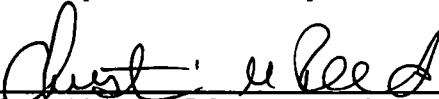
Teamsters Joint Council No. 25 6-1-09 to 5-31-12

Technical Engineers, Local 130 6-1-10 to 5-31-13

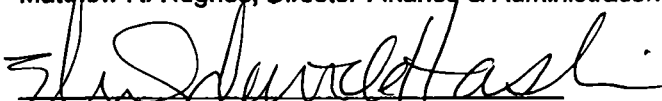
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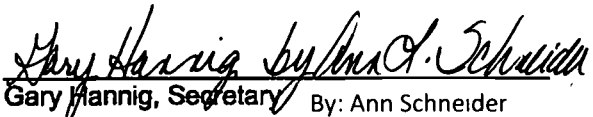
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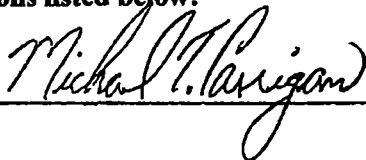

Christine M. Reed, P.E., Director of Highways


Matthew R. Hughes, Director Finance & Administration


Ellen Schanzle-Haskins, Chief Counsel


Gary Mannig, Secretary By: Ann Schneider 6/3/11
Chief Operating Officer (Date)

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



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 *N.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