

FAP-600 (IL-159)  
Contract Number 76830  
Madison/St. Clair Counties  
ITEM 344

### IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Gary Hannig, Secretary

From: Christine M. Reed, Director

Date: January 21, 2010

Re: FAP-600 (IL-159), Contract Number 76830, Madison/St. Clair Counties  
{March 5, 2010 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).  
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.

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.

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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: Christ M Reed 2/18/10  
{Division Chief} (Date)

Agreed: Scott Smith 2/4/10  
{Bureau of Design & Environment} (Date)

Agreed: Myka Kamui 2/8/10  
{Regional Engineer} (Date)

Approved: Gary Hannig 2-19-10  
Gary Hannig, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.

[Signature] 2/3/2010  
Division Administrator FHWA (Date)

**ATTACHMENT A:**

**JUSTIFICATION FOR USE OF PROJECT LABOR AGREEMENT ON FAP-600 (IL-159), CONTRACT NUMBER 76830, MADISON/ST. CLAIR COUNTIES WHICH IS LOCATED ON IL ROUTE 159 FROM NORTH SOUTH MORRISON AVENUE NORTH OF CHURCH STREET IN COLLINSVILLE, IL.**

**ITEM 2:** This project is federally funded.

**ITEM 3:** Estimated project cost is \$8,900,000. The project length is approximately 1.02 miles.

The overall project scope consists of:

- Widening and resurfacing IL-159 from the existing 2 or 3-lane pavement to a proposed 5-lane pavement.
- Closed drainage system with sidewalks.
- Removal of a triple box culvert and its replacement with a double box culvert.
- Construction of retaining walls at the new double box culvert and at three additional locations.
- Relocation of existing water mains and sanitary sewer on behalf of the city of Collinsville.

As can be seen by the scope of work above, any disruption in the continuity of this project due to labor issues would result in delays in construction sequencing which may result in completed portions of the project remaining closed to the traveling public due to the inability to gain access through incomplete portions delayed by a work stoppage.

It is anticipated that lapsing trade agreements through any of the above stages of work on this project would be addressed through the use of a Project Labor Agreement. It is the Illinois Department of Transportation's finding that the workforce needed for this project can be provided by the union trades involved.

**ITEM 4:** This project is anticipated to take 210 working days to complete and will be staged over two or three construction seasons, dependent upon utility relocations. Although utility relocations may delay the start of the project, once underway, potential utility adjustments will have no bearing on the project's staging.

All phases of this project have and will utilize the Context Sensitive Solution (CSS) process. During the Phase I process, the Community Advisory Group identified a need for operational and safety improvements to this section of IL-159. The large number of side road intersections and private and commercial entrances, coupled with the roadway operating above capacity, are the predominant geometric reasons for a need for improvement. IL-159 has been improved to five-lane sections both north and south of this project, thus this section of IL-159 creates a "bottle neck". The reduced number of lanes, the increased frequency of sideroads, the reduced speed, and the increased percentage of local traffic volume within this urban section (as

compared to the less densely urbanized sections to the north and south along IL-159 that have already been improved to five-lanes) all work in conjunction to reduce the capacity of the roadway and increase congestion within this section. (The current ADT for this section of IL-159 is 26,150.)

The existing Level of Services for this roadway during the peak hours are LOS E (PM) and LOS D (AM). Once the improvement is completed, the facility will have a LOS B and LOS A respectively. Currently, during peak hours, traffic will back up from 450' to 900' in the peak hours and causes substantial delay to the traveling motorist. Once the improvement is completed, the queues of traffic will be reduced significantly to 150' to 200'. Based on a \$15/hourly vehicle user cost, a user cost of \$1222/day during the peak hours will be incurred by the traveling public.

To add to the congestion within this section, this project will be constructed utilizing stage construction and will require three stages to complete. In order to maintain one lane of traffic in each direction, the use of temporary pavements and temporary connectors will be necessary throughout, which - if left in place for an extended period of time due to a work stoppage - can result in increased safety concerns for the traveling public.

**ITEM 6:** The following collective bargaining agreements will expire during the construction of this project:

- |                           |               |
|---------------------------|---------------|
| • Cement Masons 90        | Exp. 07/31/12 |
| • IBEW 309 (Lineman)      | Exp. 12/05/10 |
| • IBEW 309 (Wireman)      | Exp. 08/28/11 |
| • Iron Workers 392        | Exp. 08/01/10 |
| • Laborers 100            | Exp. 07/31/10 |
| • Operating Engineers 520 | Exp. 07/31/12 |
| • Teamsters 50            | Exp. 04/30/10 |
| • *Carpenters 169         | Exp. 05/01/13 |

\*Only if delays force work beyond the estimated completion.

**ITEM 8:** As can be seen by the discussion of the overall project scope above, this project will be challenging to manage. The consultant has suggested three construction stages. Each stage will require temporary pavements and/or temporary connectors, which will result in "weaving" conditions in all three stages. Labor continuity would minimize the amount of time the traveling public would be exposed to the "weaving".

Any work stoppage will increase the length of time the traveling public would be required to utilize the complex staging necessary for this project. Labor continuity would minimize the amount of time the traveling public would have to utilize the stage construction, thus reducing the length of the safety concern.

Intersection Delay Summary								
	Church Street				Morrison Avenue			
	AM	**Queue	PM	**Queue	AM	**Queue	PM	**Queue
Project Completed	21.4 s (C)	200' SB	24.9 s (C)	250' NB	12.3 s (B)	150' SB	19.1 s (B)	225' SB
Construction	40.2 s (D)	450' SB	145.7 s (F)	900' NB	18.0 s (B)	425' SB	25.7 s (C)	450' SB

User Cost:

Construction vs. Project Completed

Church StreetAM:  $40.2 \text{ sec} \cdot 21.4 \text{ sec} = 18.8 \text{ sec/veh} \cdot 1480 \text{ vehicles} = 27,824 \text{ sec} = 7.73 \text{ hrs}$ PM:  $145.7 \text{ sec} - 24.9 \text{ sec} = 120.8 \text{ sec/veh} \cdot 1990 \text{ vehicles} = 240,392 \text{ sec} = 66.78 \text{ hrs}$  $7.73 \text{ hrs} + 66.78 \text{ hrs} = 74.51 \text{ hrs}$  $74.5 \text{ hrs} \cdot \$15.00/\text{hr} = \$1,118$ Morrison AvenueAM:  $18.0 \text{ sec} - 12.3 \text{ sec} = 5.7 \text{ sec/veh} \cdot 1770 \text{ vehicles} = 10,089 \text{ sec} = 2.80 \text{ hrs}$ PM:  $25.7 \text{ sec} - 19.1 \text{ sec} = 6.6 \text{ sec/veh} \cdot 2240 \text{ vehicles} = 14,784 \text{ sec} = 4.1 \text{ hrs}$  $2.80 \text{ hrs} + 4.1 \text{ hrs} = 6.9 \text{ hrs}$  $6.9 \text{ hrs} \cdot \$15/\text{hr} = \$104/\text{day}$ Total =  $\$1,118 + \$104 = \$1,222/\text{day}$ Morrison Avenue to Church Street - 1.0 mile Segment

## Construction LOS:

LOS E PM

LOS D AM

## Project Completed LOS:

LOS B PM

LOS A AM

AM:  $152.64 \text{ sec} - 141.12 = 11.52 \text{ sec/veh} \cdot 990 \text{ vehicles} = 3.168 \text{ hrs}$ PM:  $196.92 \text{ sec} - 177.84 \text{ sec} = 19.08 \text{ sec/veh} \cdot 1730 \text{ vehicles} = 9.169 \text{ hrs}$  $3.168 \text{ hrs} + 9.169 \text{ hrs} = 12.337 \text{ hrs}$  $12.337 \text{ hrs} \cdot \$15/\text{hr} = \$185/\text{day}$ Morrison Avenue to Church Street - 1.0 mile SegmentAM:  $152.64 \text{ sec} - 79.92 \text{ sec} = 72.72 \text{ sec/veh} \cdot 990 \text{ vehicles} = 20 \text{ hrs}$ PM:  $196.92 \text{ sec} - 79.92 \text{ sec} = 117 \text{ sec/veh} \cdot 1730 \text{ vehicles} = 56.225 \text{ hrs}$  $20 \text{ hrs} + 56.225 \text{ hrs} = 76.225 \text{ hrs}$  $76.225 \text{ hrs} \cdot \$15/\text{hr} = \$1,143/\text{day}$ 

\*\* Queue shown above is for the leg with the longest queue