

Contract Number 64815
Rock Island County
ITEM# 139

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Gary Hannig, Secretary

From: Christine M. Reed, Director

Date: September 21, 2010 First submitted to FHWA August 26, 2010

Re: FAI 280 (I-280), Section 81-1(B-1, HB, HB-2, VB, VB-1)R, Rock Island
County8
{I-280, Mississippi River to Airport Road}

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).
- 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.
- 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.

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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.

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: *Justin Reed* 10/6/10
{Division Chief } (Date)

Agreed: *Scott Esch* 9/30/10
{Bureau of Design & Environment} (Date)

Agreed: *George Flynn* 9/28/2010
{Regional Engineer} (Date)

Approved: *Gary Hannig* 10-6-10
Gary Hannig, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract.

Arman K. Stoner 9/21/2010
Division Administrator FHWA (Date)

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Attachment A to IDOT Project Labor Agreement Determination on Contract # 64815

Item #1: IDOT will administer the contract.

Item #2: this project is federally funded.

Item #3: Estimated Project cost is \$23,100,000

Item #4: This project is staged over 2 construction seasons.

Item #5: Completion date is November 1, 2011 for the first season of work. Completion date for the 2nd construction season is October 1, 2012.

In stage one, five structures in the eastbound lanes will be replaced or rehabilitated with two-way traffic being diverted to the westbound lanes (one in each direction) and the two ILL 92 structures over I-280 will be replaced using staged construction. The completion date for this work is November 1, 2011.

In stage two, the five structures in the westbound lanes will be replaced or rehabilitated with two-way traffic being diverted to the eastbound lanes (one in each direction). The completion date for this work is October 1, 2012.

Pre-Stage work will consist of closing the inside lanes in order to construct median cross-overs and deck patching on the west-bound lanes; switching lane closures to the outside shoulders to patch outside westbound decks; and removal of barriers to resurface westbound decks. This pre-stage work is necessary to allow the westbound decks to handle head to head traffic in 2011 during stage one. As you can see in the attach photo, these decks are rated poor with advanced deterioration. It is estimated that 20 emergency patching operations (involving night closures) have taken place this year.

A work stoppage would force at least an additional construction season to the overall contract, and necessitate the continued emergency lane closures to keep the interstate open to traffic. This completion date contract is on an extremely accelerated schedule in order to complete the work in 2 construction seasons.

Failure to meet completion deadlines will also adversely affect the interstate construction schedule for the entire Quad City area in both Illinois and Iowa.

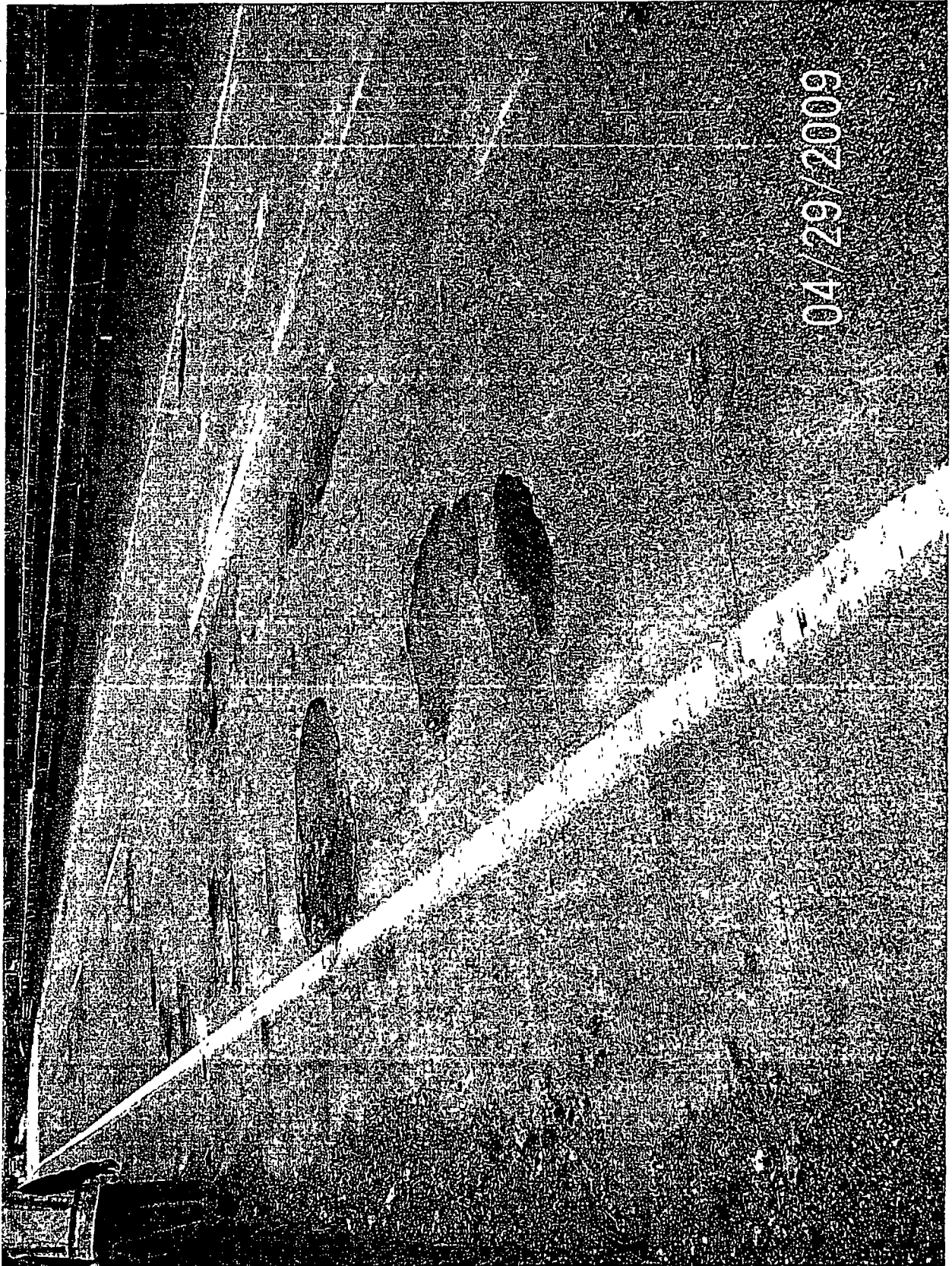
Item #8: Any disruption to the Contractor's schedule due to labor issues may result in necessitating non-economical emergency structure repairs or partial closure of the interstate.

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