

Release Summary Sheet

Contract (PO) Number: 15878

Release Number: 26

Specification Number: 58904

Name of Contractor: MQ SEWER & WATER CONTRACTORS

City Department: CHICAGO DEPARTMENT OF TRANSPORTATION

Title of Contract: CDOT-JOC REPAIR, RECONSTRUCTION AND REHABILITATION OF
FLAT WORK/SITE WORK AND STRUCTURES

Dollar Amount of Release: \$2,097,639.65

Release Description: CDOT-JOC REPAIR, RECONSTRUCTION & REHABILITATION OF
FLAT WORK SPACE, SITE WORK SPACE & STRUCTURES

Procurement Services Contact Person: LYLIANIS RODRIGUEZ

Vendor Number: 528125

Submission Date:

**CITY OF CHICAGO
BLANKET RELEASE**

Original (Department)

Furnish the supplies and/or services described below in conformance with conditions set forth herein and in your offer

RELEASE DATE	PURCHASE ORDER	RELEASE NUMBER	SPECIFICATION NUMBER	VENDOR NUMBER	SITE NAME	DELIVERY DATE	PAGE NUMBER
1/27/2010	15878	26	58904	528125	A		1

DELIVER TO: 84-A06

A06
BUREAU OF BRIDGES AND TRANSIT
30 N. LASALLE ST - STE 500
CHICAGO ILLINOIS 60602-2570
Chicago, IL

ORDERED FROM:

MQ SEWER & WATER CONTRACTORS
INC. D/B/A MQ CONSTRUCTION CO
665 ROPPOLO LANE (EFT)
ELK GROVE VILLAGE, IL 60007

DELIVERY CHARGES to be PREPAID
TITLE TO PASS ON DELIVERY

CONTACT: 744-0647

PO DESCRIPTION: CDOT-JOC REPAIR, RECONSTRUCTION AND REHABILITATION OF FLAT WORK/SITE WORK AND STRUCTURES

BLANKET RELEASE

THIS SIGNED RELEASE IS YOUR AUTHORITY TO FURNISH THE SPECIFIED SUPPLIES AND /OR SERVICES IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF THE BLANKET AGREEMENT NUMBER: 15878

THIS PURCHASE IS FOR DEPARTMENT: 84 - CHICAGO DEPARTMENT OF TRANSPORTATION

SUBMIT THE ORIGINAL INVOICE TO: A04
BUREAU OF ADMINISTRATION AND PLANNING
CHICAGO ILLINOIS 60602-2570, IL

2010 FEB -1 PM 2:13

PO Line	Ship Line	COMMODITY INFORMATION	QUANTITY	UOM	UNIT COST	TOTAL COST						
1	1	96875 CDOT-JOC REPAIR, RECONSTRUCTION & REHABILITATION OF FLAT WORK SPACE, SITE WORK SPACE & STRUCTURES	#####	USD	1.00	2,097,639.65						
REQ# 47913; 09-84-9-042; S CANAL BRIDGE OVER CHICAGO RIVER; SOUTH BRANCH; PO# 15878												
	Dist	BFY	FUND	COST CTR	APPR	ACCNT	ACTV	PROJECT	RPT CAT	GENRL	FUTR	
	1	010	0989	0842125	9005	220540	TF04	00000000	000000	00000	0000	1,958,047.00
	2	010	0310	0842155	6629	220540	0000	00000000	000000	00000	0000	139,592.65
SHIPMENT TOTAL:												2,097,639.65

RELEASE TOTAL: 2,097,639.65

APPROVAL:

SIGNATURE _____ DATE 2/1/10
RS 2/1

SIGNATURE _____ DATE 2/1/10

Payment on this order will be made upon receipt of an original vendor invoice form referencing this order. Submit the original invoice to the department referenced above.

Mark all packages and papers with the purchase number.

Any deliveries containing overshipments will be reflected unless otherwise authorized in this purchase.

This purchase is subject to the City of Chicago General Conditions for Supplies, Work, or Professional Consulting Services; Special Conditions, Disclosure Ownership, Acceptance Page, as applicable, which are attached hereto or incorporated herein by reference.



City of Chicago
 Department of Transportation
 30 North LaSalle Street
 Chicago, IL 60602

To: Department of Transportation

Date: January 21, 2010

Sub-Order Total: 2,097,639.65

Disclosure of Retained Parties

A. Definitions and Disclosure Requirements

- As used herein, the term "Contractor" means a person or entity who has any contract lease with the City of Chicago.
- Pursuant to Executive Order 97-1, every city contract and lease must be accompanied by a disclosure statement providing certain information and attorneys, lobbyists, accountants, consultants, subcontractors, and other persons whom the contractor has retained or expects to retain with respect to the contract or lease. In particular, the contractor must disclose the name of each such person, his or her business address, the nature of the relationship, and the amount of fees paid or estimated to be paid.
- The Contractor is not required to disclose employees who are paid solely through the Contractor's regular payroll.
- "Lobbyist" means any person (a) who for compensation or on behalf of any person other than himself undertakes to influence any legislative or administrative action, or (b) any part or whose duties as an employee of another includes undertaking to influence any legislative or administrative action.

B. Certification

Contractor hereby certifies as follows:

- This Disclosure relates to the following transaction:

Project name: 09-84-9-042 Canal St. Bridge Rehabilitation
 Specification, loan or other identifying number: 58904

- Name of Contractor: MQ Construction

- EACH AND EVERY attorney, lobbyist, accountant, consultant, subcontractor, or other person retained or anticipated to be retained by the Contractor with respect to or in connection with the contract or lease is listed below (attach additional pages if necessary):

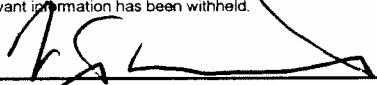
Name	BUSINESS ADDRESS	MBE WBE or Non	RelationShip (attorney, lobbyist, subcontractor, etc.)	FEE (indicate whether paid or estimated)
Crown Painting, Inc.	10124 W. 187th St. Mokena, IL, 60448	Non	Subcontractor	\$81,500.00 Est.
Metropolitan Steel, Inc.	1931 East 177th Street Lansing, IL, 60438	MBE	Subcontractor	\$1,306,000.00 Est.
Midwest Fence Corporation	900 N. Kedzie Ave. Chicago, IL, 60651	Non	Subcontractor	\$25,000.00 Est.
La Grange Crane Service, Inc.		WBE	Subcontractor	\$150,000.00 Est.
JEM Traffic Control Services	1724 W. Lake St. Chicago, IL,	Non	Subcontractor	\$11,200.00 Est.
MQ Construction	665 Roppolo Lane Elk Grove Village, IL, 60007	Non	Subcontractor	\$308,339.65 Est.
Brandenburg Industrial Service Company	2625 S. Loomis St. Chicago, IL, 60608	Non	Subcontractor	\$215,600.00 Est.

CHECK HERE IF NO SUCH PERSONS HAVE BEEN RETAINED OR ARE ANTICIPATED TO BE RETAINED _____

4. The Contractor Understands and agrees that the city may rely on the information provided herein and that providing any false incomplete or inaccurate information shall constitute default under the contract and may result in termination of the contract or lease

5. The Contractor understands and agrees that in any case in which the Contractor is uncertain whether a disclosure is required under the Executive order, the Contractor must either ask the city whether disclosure is required or make the disclosure.

Under the Penalties of perjury, I certify that I am authorized to execute this Disclosure on behalf of the Contractor that the information disclosed herein is true and complete, and that no relevant information has been withheld.



Signature

1/21/10

Date

VITO QUARANTA

PRESIDENT

Name (Type or Print)

Title

Subscribed and sworn to before me

this 21st day of Jul 20 11

Laura A. Halicke

Notary Public Signature





City of Chicago
Richard M. Daley, Mayor

Department of Transportation

Thomas G. Byrne
Commissioner

John Yonan, P.E.
Deputy Commissioner

Division of Engineering
30 North LaSalle Street
Suite 400
Chicago, Illinois 60602-2570
(312) 744-3520
(312) 744-6438 (FAX)

www.cityofchicago.org/transportation

November 24 2009

Ms. Jamie L. Rhee
Chief Procurement Officer
Department of Procurement Services
City Hall, Room 403
121 North LaSalle Street
Chicago, IL 60602

Attn: Carolyn Johnson
City JOC Manager

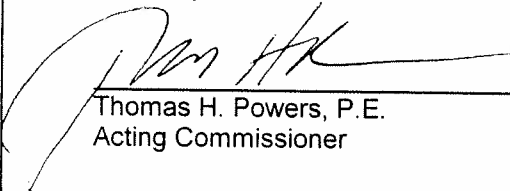
Re: JOC Project Number: 09-84-9-042
Project Title: S. Canal St. Bridge over Chicago River - South Branch - Floor Beams Rehabilitation
Estimated Cost: \$2,000,000.00
P.O. Number: MQ Construction Company - 15878
Funding Source: TIF Fund

Dear Ms. Rhee:

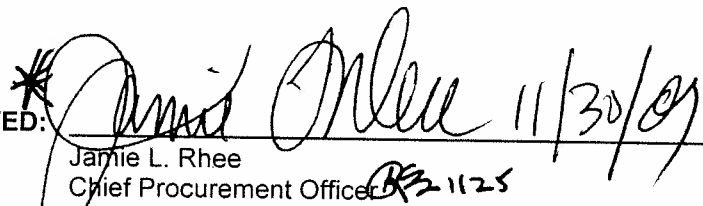
We request that the above referenced project be contracted under the Job Order Contracting (JOC) Method. Attachment A describes the scope of work and the appropriateness for using JOC for this project.

If you concur with our recommendation, please sign below and return a copy for our files.

Sincerely,


Thomas H. Powers, P.E.
Acting Commissioner

09 NOV 24 PM 4:27

APPROVED:  11/30/09
Jamie L. Rhee
Chief Procurement Officer *RS 1125*

Approved: file
jlm

Approved: RS *RS* 11/24/09

Reviewed by: Lou Langone *LL* 11/24/09

* MBE AND WBE GOALS MUST BE MET FOR THIS PROJECT.





Chicago Department of Transportation (CDOT)

Attachment A

Utilizing JOC For City Construction Projects

Project Number: 09-84-9-042

Department: Transportation

Project Manager: Emilie Becq-Giraudon

Telephone #: (312) 742-0326

For all Proposed JOC Projects, Please complete Items 1 and 2 below. As appropriate, Complete items 3,4 and 5. Attach to MOA (JOC Approval Letter)

1. Please describe the major features of this project.

Recent inspections of the South Canal Street Bascule Bridge have shown that multiple structural components of the bridge present severe corrosion and significant deterioration. The severity of the problems was reported by Collins Engineers to CDOT in June 2009 during their five year underwater inspection. Large holes through heavily corroded parts of the bridge can be observed most notably on the floor beams of the bridge. The floor beams are critical structural components of the bridge, which means that their failure would lead to the collapse of the bridge deck into the river, and serious damage to the rest of the bridge. Their current condition presents a significant public safety concern. The project includes the repairs of Floor Beams 0-0 and the complete replacement of Floor Beams 2-2 to 14-14, on both leafs of the bridge. Floor beams 2-2 to 14-14 are heavily corroded, exhibit significant section losses and have large holes developing in their webs. The project also includes the complete replacement of the lateral bracing system, which is heavily deteriorated, the replacement of some deteriorated stringers, and some selected truss repairs. The floor beams are deteriorated to the extent that the current bridge condition presents a significant public safety concern. Due to the safety concerns, CDOT requested permission from Jim Klein of the IDOT Bridge Office, and IDOT agreed to post a weight restriction on the bridge. Since July 1, 2009, the bridge is posted at a 10 tons weight limit down from the legal limit of 40 tons. Despite the current weight limit, the condition of the bridge is so critical that there is concern that structural elements of the bridge may fail if repairs are not performed as soon as possible. Some pictures showing the condition of the bridge have been attached to this request. In addition, due to the Wacker Drive reconstruction project scheduled to start April 15, 2009, other arterial streets will receive additional traffic resulting from Wacker Drive closure and detours. Canal Street is a needed route to help alleviate traffic congestion and carry commercial truck traffic to relieve the burden on other arterial streets. Therefore, Canal Street Bridge has to be rehabilitated as soon as possible, in order to handle additional traffic and reduce traffic congestion in and around the Central Business District. All work shall be performed under full bridge closure within five months or less. The scope of work is too large for City forces to perform. CDOT does not have enough iron workers to properly staff a crew to keep up with routine maintenance and repairs projects, and other emergencies, while completing the rehabilitation as soon as possible. These items are not covered by an existing term agreement.

2. Please explain why this project could not be bid using the city's traditional bid process and the need to use JOC Procurement system.

CDOT was made aware of the severity of the problems by Collins Engineers during their five-year underwater inspection of the bridge in June 2009 (see attached photos showing the current condition of the bridge). The bridge has been posted with a weight limit of 10 tons since July 1, 2009. CDOT In-House staff worked on the design phase of the required repairs from June 2009 to November 2009. Floor beams are critical members of the bridge, and their design and fabrication is a careful, complex and lengthy process. As a consequence, CDOT In-House staff was only able to establish the scope of work, and submit this request upon completion of the design phase recently. Therefore, this request for JOC could not be submitted sooner. The lateral bracing has already been fabricated by CDOT, and is available at the CDOT iron shop. CDOT In-House staff completed the floor beams design, prepared the design plans, and is currently reviewing the shop drawings for the remainder of the materials. Fabrication of these materials is scheduled to start December 15, 2009, and delivery is scheduled on March 1, 2010. Due to the following reasons, the traditional bid process was not chosen: a) The contractor will only provide labor and equipment. All materials will be procured by CDOT. During construction, all materials delivery will be coordinated by CDOT; additional material procurement, and other construction issues will be addressed by CDOT in coordination with the resident engineer and the contractor. b) CDOT plans to promptly start the rehabilitation work upon materials delivery on March 1, 2010, as this is an emergency situation, since the bridge is in such critical condition that it presents a major public safety concern. Trying to handle the repairs through the City's traditional bid process would mean that this work could not start for several months, causing major problems due to the rerouting of traffic resulting from Wacker Drive closure.

3. **If the project is a one trade project, please provide additional explanation of why it would be in the city's best interest to do the project under JOC:**

See additional details in attachment.

4. **If it is anticipated that over 25% of the project will consist of Non-prepriced items, please provide an explanation on why JOC should be used.**

N/A

5. **If some elements of the proposed JOC project scope of work are covered by city term agreements, explain why they are included in this JOC project instead of being procured through the term agreements.**

N/A

Additional Details to Attachment A

3. If the project is a one trade project, please provide additional explanation of why it would be in the City's best interested to do the project under JOC.

The majority of the work shall be performed by iron workers. In addition, a hoisting engineer will be required to operate a crane that will be on a barge. The scope of the repairs is beyond the current manpower of the City iron workers forces. Our crews are severely understaffed, and are constantly mobilized for unforeseeable emergencies, which then receive the highest priority. Currently, CDOT crews can barely keep up with basic routine maintenance projects. When an emergency occurs, CDOT crews are removed from the project they are currently assigned to in order to be dispatched to the emergency. The crews are reassigned to their current project once the emergency is taken care off. This results in constant disruption and delay of current repair projects. As a consequence, the start and length of construction would be contingent upon whether City crews are available or not. Under these conditions, construction could neither be guaranteed to start on March 1, 2010, nor guaranteed to be completed within five months. This would require a closure of the bridge for an undetermined period of time; it would not only negatively impact all traffic on Canal Street, but also impact traffic on other arterial streets, that will be already handling the additional traffic from the detour resulting from Wacker Drive reconstruction project.

TO: Lou Langone
Director of Administration
Chicago Department of Transportation

FROM: Emilie Becq-Giraudon
Project Manager
Division of Project Development

RE: JOC Project Number: 09-84-9-042
Project Title: S. Canal St. Bridge over Chicago River - South Branch - Floor Beams Rehabilitation
Estimated Cost: \$ 0.00
P.O. Number: E-9-144
Contractor: MQ Construction Company
Funding Source: TIF Fund

DATE: November 24, 2009

Division of Project Development recommends the above referenced project be contracted under Job Order Contracting (JOC) method.

Description of JOC Project:

Recent inspections of the South Canal Street Bascule Bridge have shown that multiple structural components of the bridge present severe corrosion and significant deterioration. The severity of the problems was reported by Collins Engineers to CDOT in June 2009 during their five year underwater inspection. Large holes through heavily corroded parts of the bridge can be observed most notably on the floor beams of the bridge. The floor beams are critical structural components of the bridge, which means that their failure would lead to the collapse of the bridge deck into the river, and serious damage to the rest of the bridge. Their current condition presents a significant public safety concern. The project includes the repairs of Floor Beams 0-0 and the complete replacement of Floor Beams 2-2 to 14-14, on both leafs of the bridge. Floor beams 2-2 to 14-14 are heavily corroded, exhibit significant section losses and have large holes developing in their webs. The project also includes the complete replacement of the lateral bracing system, which is heavily deteriorated, the replacement of some deteriorated stringers, and some selected truss repairs. The floor beams are deteriorated to the extent that the current bridge condition presents a significant public safety concern. Due to the safety concerns, CDOT requested permission from Jim Klein of the IDOT Bridge Office, and IDOT agreed to post a weight restriction on the bridge. Since July 1, 2009, the bridge is posted at a 10 tons weight limit down from the legal limit of 40 tons. Despite the current weight limit, the condition of the bridge is so critical that there is concern that structural elements of the bridge may fail if repairs are not performed as soon as possible. Some pictures showing the condition of the bridge have been attached to this request. In addition, due to the Wacker Drive reconstruction project scheduled to start April 15, 2009, other arterial streets will receive additional traffic resulting from Wacker Drive closure and detours. Canal Street is a needed route to help alleviate traffic congestion and carry commercial truck traffic to relieve the burden on other arterial streets. Therefore, Canal Street Bridge has to be rehabilitated as soon as possible, in order to handle additional traffic and reduce traffic congestion in and around the Central Business District. All work shall be performed under full bridge closure within five months or less. The scope of work is too large for City forces to perform. CDOT does not have enough iron workers to properly staff a crew to keep up with routine maintenance and repairs projects, and other emergencies, while completing the rehabilitation as soon as possible. These items are not covered by an existing term agreement.

Is this additional work on an existing JOC Project - Yes or No:

No, this is a new JOC

Has the work been completed for this JOC Project? - Yes or No:

No, work has not started. We just recently developed a scope of work.

Method of Selection for JOC Contractor:

MQ was selected based on their current position as the current CDOT low-bid JOC contract.

Prior approval to start JOC work:

No.

Did work start prior to submission of Memorandum of Authorization - (MOA):

No.