

Release Summary Sheet

Contract (PO) Number: 15878

Release Number: 47

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: \$131,881.34

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
10/7/2011	15878	47	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
4323 N. CENTRAL AVE (EFT)

CHICAGO, IL 60634

DELIVERY CHARGES to be PREPAID
TITLE TO PASS ON DELIVERY

CONTACT: 744-8093

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

BLANKET RELEASE

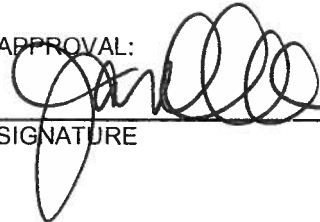
THIS SIGNED RELEASE IS YOUR AUTHORITY TO FURNISH THE SPECIFIED SUPPLIES AND /OR SERVICES IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF THE BLANKET AGREEMENT NUMBER: 15878

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

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	131,881.34	USD	1.00	131,881.34
REQ# 63989; 11-84-9-009; JACKSON PROTECTED BIKE LANE; PO# 15878						
1	011	0215 0842125	9041	220000	0000	00000000 000000 00000 0000
						131,881.34
SHIPMENT TOTAL:						131,881.34
RELEASE TOTAL:						131,881.34


APPROVAL:




SIGNATURE



DATE



SIGNATURE



DATE

Payment on this order will be made upon receipt of an original vendor invoice form referencing this order and associated Receipt(s). Submit the original invoice to the Office of the City Comptroller, Invoice Intake Division, 33 N. LaSalle, Room 700, Chicago, IL 60602.
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: October 03, 2011

Sub-Order Total: 131,881.34

Disclosure of Retained Parties

A. Definitions and Disclosure Requirements

1. As used herein, the term "Contractor" means a person or entity who has any contract lease with the City of Chicago.
2. 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.
3. The Contractor is not required to disclose employees who are paid solely through the Contractor's regular payroll.
4. "Lobbyist" means any person (a) who for compensation or on behalf of any person other than himself undertakes to influence any legislative or administration action, or (b) any part or whose duties as an employee of another include undertaking to influence any legislative or administrative action.

B. Certification

Contractor hereby certifies as follows:

1. This Disclosure relates to the following transaction:

Project name: 11-84-9-009 Jackson Protected Bike Lane
 Specification, loan or other identifying number: 58904

2. Name of Contractor: MQ Construction

3. 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

Name	BUSINESS ADDRESS	MBE WBE or Non	RelationShip (attorney, lobbyist, subcontractor, etc.)	FEE (indicate whether paid or estimated)
Gallagher Asphalt	18100 S. Indiana Ave. Thornton, IL, 60476	Non	Subcontractor	\$83,650.00 Est.
RoadSafe	12225 Disk Drive Romeoville, IL, 60446	Non	Subcontractor	\$32,400.00 Est.
MQ Construction	665 Roppolo Lane Elk Grove Village, IL, 60007	Non	Subcontractor	\$15,831.34 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.

Vito Quaranta

Signature

VITO QUARANTA

Name (Type or Print)

10/3/11


Date

PRESIDENT

Title

Subscribed and sworn to before me

this 1 day of 7 20 11


Notary Public Signature

OFFICIAL SEAL
Laura A. Halicke
Notary Public, State of Illinois
My Commission Expires 1/07/12



CHICAGO DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO

September 13 2011

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: 11-84-9-009
Project Title: Jackson Protected Bike Lane
Estimated Cost: \$198,000.00
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,



Gabe Klein
Commissioner

APPROVED:



Jamie L. Rhee
Chief Procurement Officer

Approved: file
jlm

Reviewed by:: Raymund Sagun 



TO: Raymund Sagun **CHICAGO DEPARTMENT OF TRANSPORTATION**
Director of Administration
Chicago Department of Transportation

CITY OF CHICAGO

FROM: John Yonan
Deputy Commissioner
City of Chicago - Department of Transportation Division of Engineering

Division of Project Development

RE: JOC Project Number: 11-84-9-009
Project Title: Jackson Protected Bike Lane
Estimated Cost: \$198,000.00
P.O. Number: MQ Construction Company - 15878
Contractor: MQ Construction Company
Funding Source: TIF Fund

DATE: September 13, 2011

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

Description of JOC Project:

The Jackson protected bike lane will be 2 miles long, connecting Western Avenue and Halsted Street. The scope of work will include the creation of Chicago's second protected bike lane, an eastbound protected bike lane located immediately adjacent to the south curb between Oakley and Damen and immediately adjacent to the north curb between Damen and Halsted, all within the existing roadway right-of-way.

The parking lane will be relocated away from the curb (where applicable) and separated from the bike lane with a buffer zone and flexible delineator posts, creating a protected space for bicyclists to ride. The flexible delineator posts will be installed at regular intervals between intersections to establish a physical and visible separation between motorists and cyclists. Pavement will be colored green in conflict areas (driveways, alleys, intersections, etc.) to highlight the need for heightened awareness for motorists and bicyclists. This protected bike lane is the first phase of a proposed protected bike lane on Jackson, with Phase II extending east to Jefferson, and Phase III possibly extending further east through Chicago's Loop.

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

No

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

No

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



Chicago Department of Transportation (CDOT)

Attachment A

Utilizing JOC For City Construction Projects

Project Number: 11-84-9-009 Department: Transportation
Project Manager: Mike Amsden Telephone #: (312) 742-2973

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.

The Jackson protected bike lane will be 2 miles long, connecting Western Avenue and Halsted Street. The scope of work will include the creation of Chicago's second protected bike lane, an eastbound protected bike lane located immediately adjacent to the south curb between Oakley and Damen and immediately adjacent to the north curb between Damen and Halsted, all within the existing roadway right-of-way.

The parking lane will be relocated away from the curb (where applicable) and separated from the bike lane with a buffer zone and flexible delineator posts, creating a protected space for bicyclists to ride. The flexible delineator posts will be installed at regular intervals between intersections to establish a physical and visible separation between motorists and cyclists. Pavement will be colored green in conflict areas (driveways, alleys, intersections, etc.) to highlight the need for heightened awareness for motorists and bicyclists. This protected bike lane is the first phase of a proposed protected bike lane on Jackson, with Phase II extending east to Jefferson, and Phase III possibly extending further east through Chicago's Loop.

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.

The contract value associated with the installation of the cycle track makes this project appropriate for Job Order Contracting. This protected bike lane must be installed by the end of October, to demonstrate the new administration's commitment to bicycling infrastructure and to meet the Mayor's goal of installing 2 miles of protected bike lanes this year. The JOC contracting method has been selected in order to meet this timeline.

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:

Multiple Trades will participate

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.

Over 25% of the contract can be attributed to non-prepriced items due to the flexible delineator posts curbs and colored pavement required by the cycle track design. The delineator posts and colored pavement are necessary to visibly separate and safely protect the bike lane from adjacent motorists and are necessary for the project.

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.

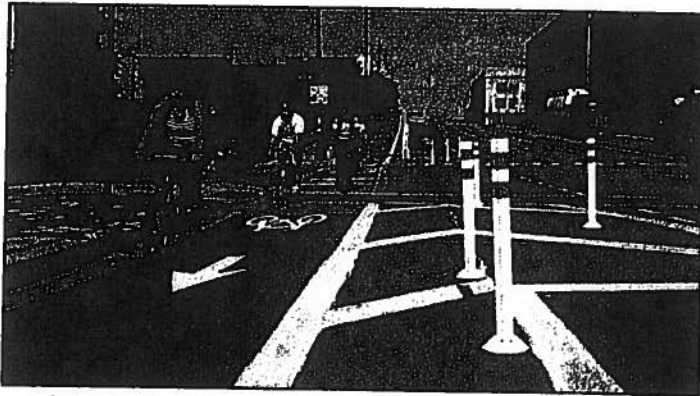
While term agreements exist for standard pavement markings, there are no contracts available that include the custom pavement marking color (green) required by the cycle track design. Additionally, there are no term contracts available that include the flexible delineator posts required to protect bicyclists from moving motor vehicle traffic.

PROTECTED BIKE LANES

Protected bike lanes (cycle tracks) provide bicyclists exclusive space in the roadway by separating bicyclists from motor vehicle traffic with on-street parking, flexposts, and/or raised medians.

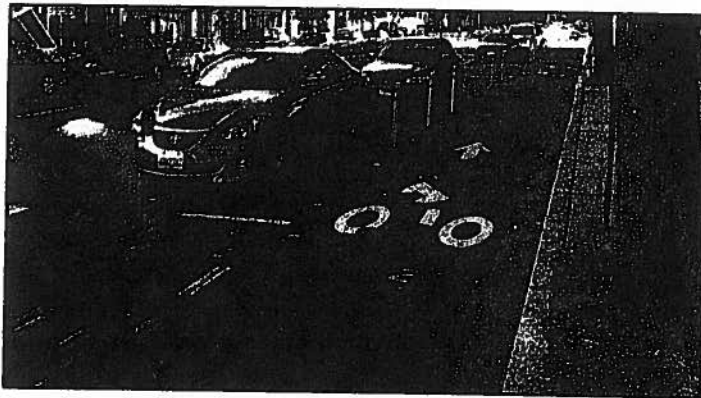
Advantages

- Increases bicyclists' perceived safety and comfort
- Eliminates over-taking crashes with motor vehicles
- Reduces/eliminates dooring crashes
- Prevents double-parking in the bike lane
- Shortens crossing distances for pedestrians
- Encourages more people to ride
- Slower motor vehicle speeds lead to fewer fatal/serious crashes



Chicago – Kinzie Street

- Ridership increased by 60%
- Survey of users post-installation:
 - 86% feel safe or very safe in PBL, only 17% in traditional bike lanes
 - 49% consider driver behavior safer



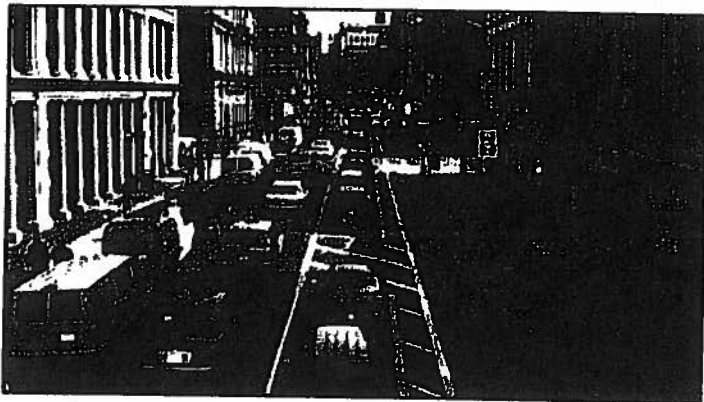
Experiences in Other Cities

Washington D.C.

- Ridership increased by 40%
- Sidewalk riding down 14%
- Average motorist speed 29 mph before, 22 mph after
- 66% of motorists exceed speed limit before, 26% after

New York City

- Ridership increased by 28.5%
- Reportable crashes down 25%
- Average motorist speed 34 mph before, 27 mph after
- 75% of motorists exceed speed limit before, 20% after



Other U.S. Cities with Protected Bike Lanes:
Boulder, CO • Cambridge, MA • Portland, OR • San Francisco, CA



FACT SHEET

Below is a selection of performance facts for protected bike lanes around the United States.

Ridership Increases

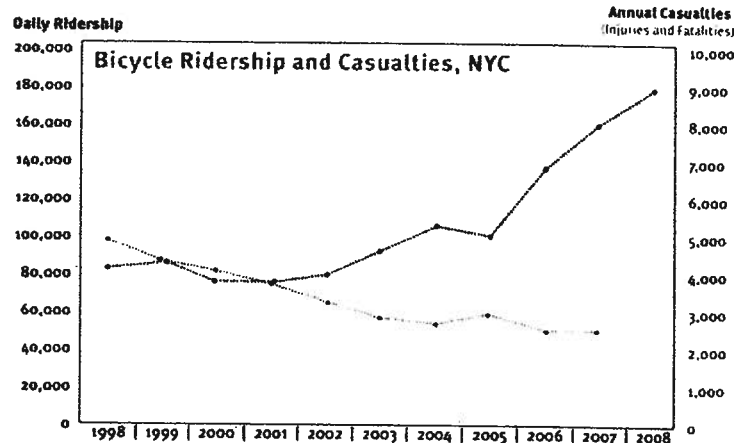
- *Chicago - Kinzie Street*
 - Ridership increase 60%
 - Surveys of users found 40% relocated their route to Kinzie following installation
 - 86% felt safe or very safe vs. 17% in traditional bike lanes
- *New York City - Grand Street*
 - 49% felt driver behavior safer
 - 28.5% ridership increase
- *Washington DC - 15th St NW*
 - 40% ridership increase

Motorist Speed Reduction

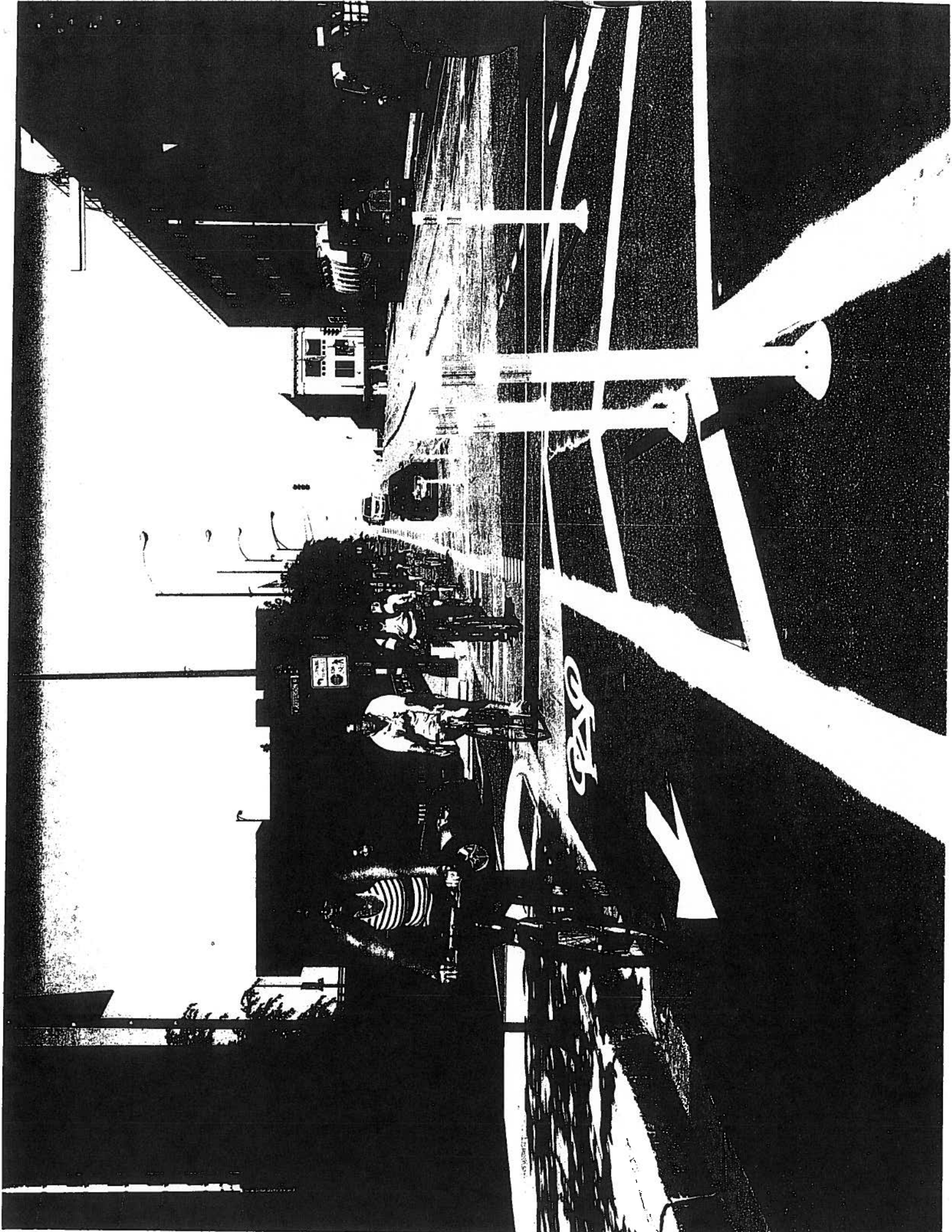
- *Washington DC - 15th St NW*
 - Average motorist speed 29 mph before, 22 mph after
 - 66% of motorists exceed speed limit before installation, only 26% after
- *New York City - Prospect Park West*
 - Average motorist speed 34 mph before, 27 mph after
 - 75% of motorists exceed speed limit before installation, only 20% after
- Studies have shown slower motor vehicle speeds exponentially increase crash survival rates for pedestrians and bicyclists
 - At 20 mph, pedestrian or bicyclist has a 98% survival rate, at 30 mph 80%, at 40 mph only 30%¹

Safety in Numbers

- Studies from cities across the world report as ridership grows, the risk of injury or death in a crash with motor vehicle declines^{2, 3, 4}
 - Portland OR, Berkeley CA, Davis, CA, NYC
 - Australia, Canada, Europe
- Chart at left compares ridership and annual bike casualties in NYC for 10 year period 1998-2008⁵



1. Petro, J. Ganson, L. "Vision Zero: How Safer Streets in New York City Can Save More Than 100 Lives a Year." *Drum Major Institute for Public Policy, Transportation Alternatives*. (2011).
2. Jacobsen PL. "Safety in numbers: more walkers and bicyclists, safer walking and bicycling." *Injury Prevention*. (2003). 9: 205-9. <http://ip.bmjournals.com/cgi/content/full/9/3/205>
3. Portland Bureau of Transportation. "Portland Bicycle Count Report 2009." *Portland Bureau of Transportation*. (2009). <http://bikeportland.org/wp-content/uploads/2010/01/bikecount2009reportfinal.pdf>
4. Marshall, W. Garrick, N. "Evidence on Why Bike-Friendly Cities Are Safer for All Road Users." (2011). *Environmental Practice*. 13: 16-27.
5. Transportation Alternatives. "Safety in Numbers." *StreetBeat*. (2009). http://www.transalt.org/files/newsroom/streetbeat/2009/June/0604.html#safety_in_numbers



Section I: General Contract Information	
Department Name	Transportation – Division of Project Development – Bicycle Program
Department Contact Name	Ben Gomberg/Mike Amsden
Department Contact Number	312-742-2973
Department Contact Email	mike.amsden@cityofchicago.org
Contract Number	15878 – Modification 2 (MQ Sewer & Water Contractors)
Contract Subject Name	CDOT-JOC Repair, Reconstruction and Rehabilitation of Flat Work/Site Work and Structures
Contract Initiation Date	11/13/2007
Original Contract Amount	Up to \$20,000,000.00
Original Contract Expiration Date	12/9/2011
Budgeted amount for current year	\$198,000 (total budget for this JOC)
Year to date expenditure	\$12,638,969.64
Are funds <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> TIF <input type="checkbox"/> Grant	
What is the funding strip?	2011-215-84-2125-9041-0540
If contract modification or task request is approved, will department have enough funds to cover new expenditure?	Yes
If no, what is the plan to address the short fall?	n/a
Section II: Contract Modifications	
Complete this section if you are modifying the value of an existing contract.	
Contract Value Increase	\$
New total contract amount	\$
New contract expiration date	
Goods/services provided by this contract	

Justification of need to modify this contract	
Impact of denial	
Section III: Issue a Request for Services to a Master Consulting Agreement	
Complete this section if you want to issue a request for services to a Master Consulting Agreement	
Value of planned task order request	\$198,000
Expiration date of planned task order request	11/30/11 estimate
Scope of services	The scope of work includes the creation of Chicago's second protected bike lane along Jackson Boulevard between Damen and Halsted (1.5 miles), two popular bikeways in Chicago. The bike lane will be located immediately adjacent to the north curb. The parking lane will be relocated away from the curb (where applicable) and separated from the bike lane with a buffer zone and flexible delineator posts, creating a protected space for bicyclists to ride. Pavement will be colored green in conflict areas to highlight the need for heightened awareness for motorists and bicyclists. This is the first phase of a proposed protected bike lane on Jackson, with Phase II extending east to Jefferson, and Phase III possibly extending further east through Chicago's Loop.
Justification of need to issue request for services	CDOT is resurfacing Jackson Boulevard this fall and has an opportunity to reconfigure the roadway to better accommodate bicyclists by constructing Chicago's second protected bike lane. This project falls directly in line with Chicago's Complete Streets Policy, which states that during any transportation project, roadways should be made safe, comfortable and convenient for all users; pedestrians, bicyclists and motorists.
Impact of denial	Lost opportunity to create a protected bike lane and a safer street for all roadway users.
Section IV: Assessment of Office of Budget and Management Analyst	
<u>Approve</u> /Deny	Reason This project is approved and is funded.

OBM Analyst Initials	BO'R
OBM Analyst Name/number	Beth O'Reilly 744-9571