

Release Summary Sheet

Contract (PO) Number: 15878

Release Number: 43

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: \$120,758.67

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
6/6/2011	15878	43	58904	528125	A		1

DELIVER TO: 84-A05

A05
BUREAU OF HIGHWAYS
30 N LASALLE ST - STE 400
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	120,758.67	USD	1.00	120,758.67
JOC # 11-84-9-008 - Kinzie Cycle Track - PO # 15878 MQ						
1		Dist BFY FUND COST CTR APPR ACCNT ACTV PROJECT RPT CAT GENRL FUTR				
		1 011 0M10 0842145 0540 220540 0000 M9019763 000000 00000 0000				120,758.67
						SHIPMENT TOTAL: 120,758.67
						RELEASE TOTAL: 120,758.67

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 over shipments 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: June 06, 2011

Sub-Order Total: 120,758.67

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 includes 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: 11-84-9-008 Kinzie Cycle Track
 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 (attach additional pages if necessary):

Name	BUSINESS ADDRESS	MBE WBE or Non	RelationShip (attorney, lobbyist, subcontractor, etc.)	FEE (indicate whether paid or estimated)
Fibergrate Composite Structures, Inc.	5151 Beltline Rd., Suite 700 Dallas, TX, 75254	Non	Subcontractor	\$29,362.00 Est.
Gallagher Asphalt	18100 S. Indiana Ave. Thomton, IL, 60476	Non	Subcontractor	\$31,860.00 Est.
RoadSafe	12225 Disk Drive Romeoville, IL, 60446	Non	Subcontractor	\$49,098.50 Est.
MQ Construction	665 Roppolo Lane Elk Grove Village, IL, 60007	Non	Subcontractor	\$10,438.17 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

Vito Quaranta

Name (Type or Print)

6/6/11

Date

President

Title

Subscribed and sworn to before me

this 6th day of June 2011

[Signature]
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

June 01 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: 11-84-9-008
Project Title: Kinzie Cycle Track
Estimated Cost: \$400,000.00
P.O. Number: MQ Construction Company - 15878
Funding Source: TBD

Dear Ms. Rhee:

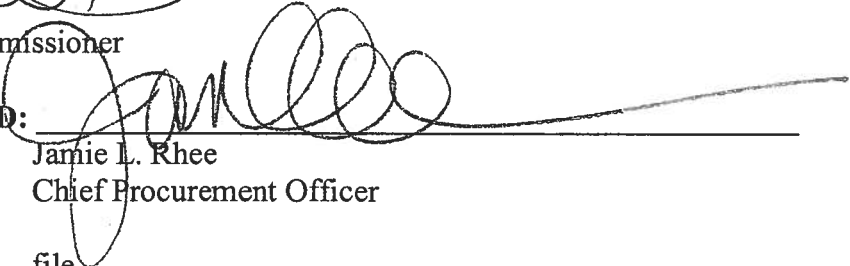
We request that the above referenced project be contracted under the Job Order Contracting (JOC) Method. Attachment A describes the scope of work and the appropriateness for using JOC for this project.

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

Sincerely,



Gabe Klein
Acting Commissioner

APPROVED: 

Jamie L. Rhee
Chief Procurement Officer

Approved: file
jlm

Reviewed by: Lou Langone 

TO: Lou Langone
Director of Administration
Chicago Department of Transportation

FROM: Luann Hamilton 
Deputy Commissioner
City of Chicago - Division of Project Development

Division of Project Development

RE: JOC Project Number: 11-84-9-008
Project Title: Kinzie Cycle Track
Estimated Cost: \$400,000.00
P.O. Number: MQ Construction Company - 15878
Contractor: MQ Construction Company
Funding Source: TBD

DATE: June 01, 2011

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

Description of JOC Project:

The Kinzie Cycle Track will connect Milwaukee Avenue and Wells Street, Chicago's two most popular bike lanes. The scope of work will include the creation of the first protected bike lane in Chicago, located immediately adjacent to the existing roadway curb along both sides of Kinzie.

The parking lane will be relocated away from the curb (where applicable), and a new protected bike lane established between the relocated parking and the existing curb. Flexible delineator posts and modular curb segments 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 to highlight the need for heightened awareness for motorists and bicyclists. Supplementary bridge decking will be placed over the existing open grate bridge decking to provide a safe surface for bicycling.

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

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

No



Chicago Department of Transportation (CDOT)

Attachment A

Utilizing JOC For City Construction Projects

Project Number: 11-84-9-008

Department: Transportation

Project Manager: David P. Miller

Telephone #: (312) 777-2900

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 Kinzie Cycle Track will connect Milwaukee Avenue and Wells Street, Chicago's two most popular bike lanes. The scope of work will include the creation of the first protected bike lane in Chicago, located immediately adjacent to the existing roadway curb along both sides of Kinzie.

The parking lane will be relocated away from the curb (where applicable), and a new protected bike lane established between the relocated parking and the existing curb. Flexible delineator posts and modular curb segments 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 to highlight the need for heightened awareness for motorists and bicyclists. Supplementary bridge decking will be placed over the existing open grate bridge decking to provide a safe surface for bicycling.

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. The new cycle track must be installed by Bike to Work Day on June 17, 2011 to demonstrate the new administration's commitment to bicycling infrastructure. 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:

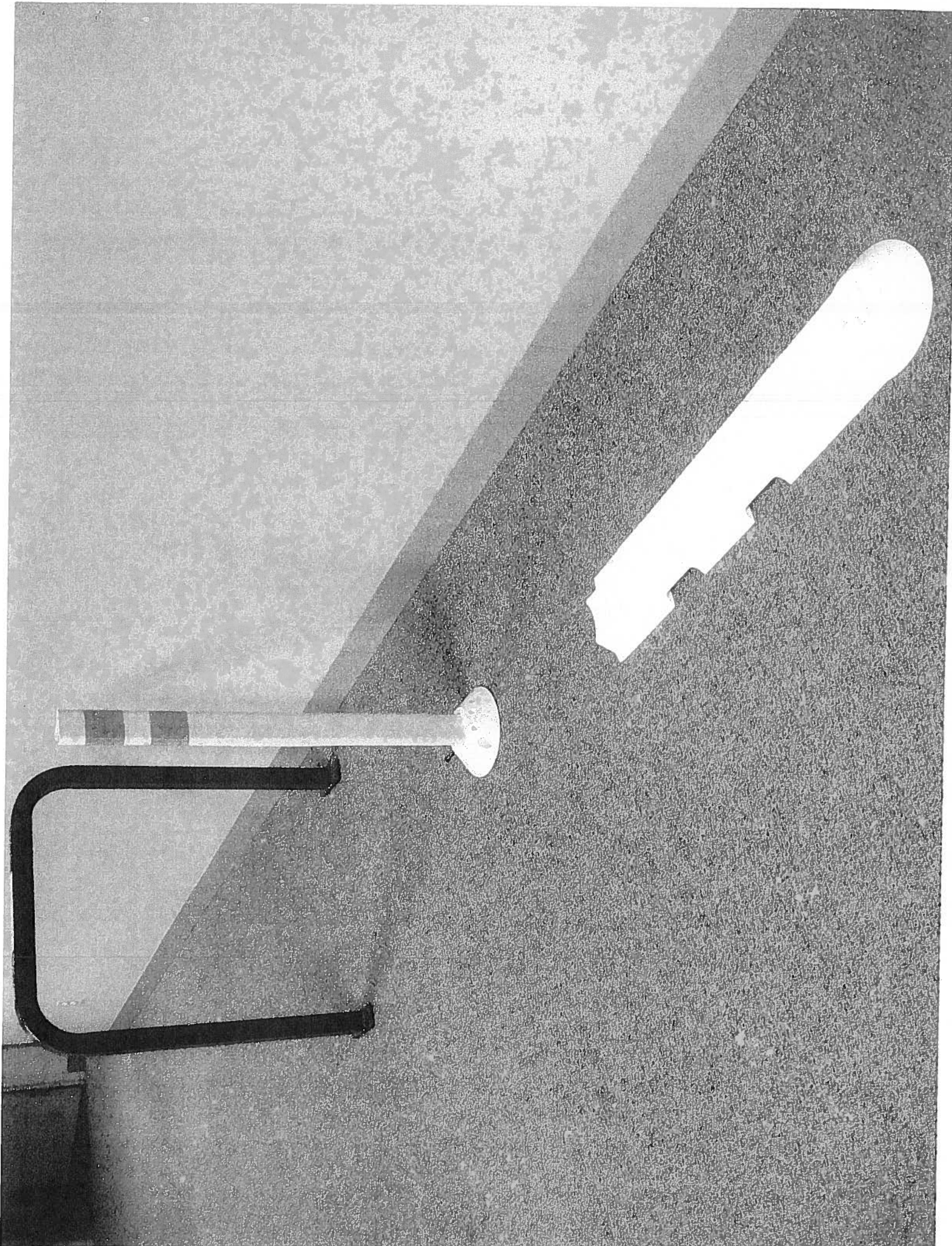
Multiple Trades will participate

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, and the supplementary bridge decking. These delineator posts, curbs, and colored pavement are necessary to visibly separate and safely protect the bike lane from adjacent motorists and are necessary for the project. The supplementary bridge decking is necessary to provide a safe surface for bicycling.

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, curbs, and bridge decking required to safely identify and protect the cycle track and provide a safe surface for bicycling.



CYCLE TRACKS

“Cycle Tracks” provide bicyclists with exclusive space in the roadway by separating bicyclists from motor vehicle traffic with raised medians, on-street parking or bollards. Cycle tracks offer a higher level of comfort to bicyclists and encourage more people to bicycle.

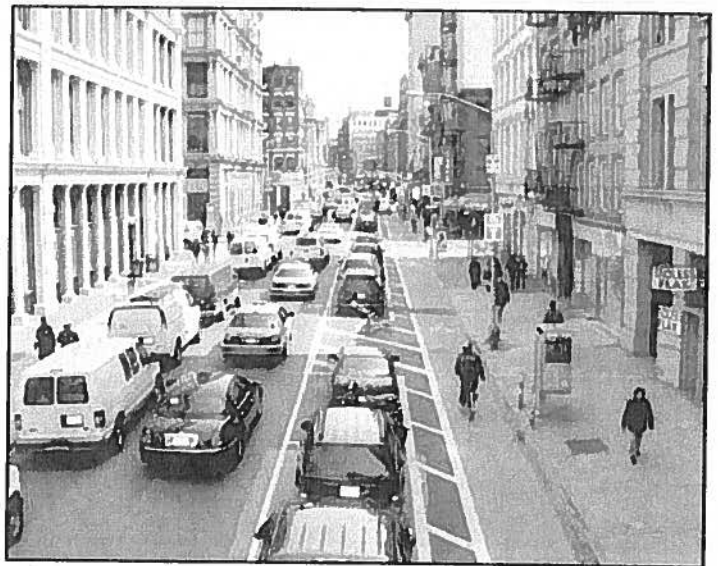
Advantages

- Increases perceived safety and comfort of bicyclists
- Eliminates over-taking crashes with motor vehicles
- Reduces dooring crashes and eliminates driver-side dooring crashes in which bicyclists are at danger of being run over by a motor vehicle
- Prevents double-parking in the bike lane
- Encourages more people to ride

Experiences in Other Cities

New York City – Grand Street

- Separated by on-street parking
- 5’ bike lane with 3’ buffer
- Ridership increased by 28.5%
- Reportable crashes down 25%



Washington D.C. - 15th St NW

- Separated by on-street parking
- 8’ contra-flow bike lane
- Ridership increased by 40%
- Sidewalk riding down 14%



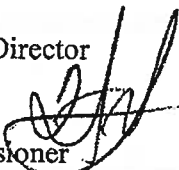
Other Cities with Cycle Tracks

- Boulder, CO • Cambridge, MA • Portland, OR • San Francisco, CA



CHICAGO DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO

TO: Alexandra Holt
Acting Budget Director

FROM: Gabe Klein 
Acting Commissioner
Department of Transportation

DATE: June 1, 2011

RE: Kinzie Street Protected Bike Lanes (Cycle Tracks)

Mayor Emanuel is committed to creating a world-class bike network in Chicago. As such, he has tasked the Department of Transportation (CDOT) with constructing 100 miles of bike lane within the City's limits over the next four years. The Department has been given the added responsibility of improving bike safety throughout the bicycle network. A key component in building a safer bike lane is separating the bicyclists from motor vehicle traffic. This separation can be achieved by a new and innovative bike lane design called cycle tracks. Cycle tracks create an independent bike passage between the sidewalk and the street parking lane (see attached photos). Chicago's first cycle track will be installed on Kinzie Street, connecting Milwaukee Avenue and Wells Street, Chicago's most popular bike lanes.

Components of the project include: curbs and posts to separate the bike lane from motor vehicle traffic, colored pavement, thermoplastic pavement markings, special pavement markings, signage, bridge deck improvements and possibly bicycle signal heads. The cost for this work is estimated at \$400,000.

Construction of the Kinzie cycle track will begin the week of June 6th, with construction completion by Chicago's Bike to Work Day on June 17th. Funding for this project is necessary immediately because the work must begin as soon as possible to meet this accelerated schedule. CDOT will use contract construction through a job order contract which requires a funding source as part of our contract submission to Procurement Services.

CDOT has the following recommendations for funding sources.

100% of the Kinzie project falls within the boundaries of the River West TIF. The next TIF Task Force meeting is scheduled for June 20 and CDOT would like to add this project to the agenda for funding. Although this will not meet the time frame for immediate funding, CDOT could front fund the project from salvage and at a later date transfer the expense to the TIF.

A second option is to provide salvage dollars from completed CDOT projects. Attached are four potential salvageable projects totaling over \$400,000. Upon your approval, CDOT will submit budgetary documents (CPR-1) to your office.

A third option is to provide funding from our MFT Traffic Calming funding, although the remaining funds available fall short of the needed total and would exhaust our program resources.

Your help in providing funding for this fast tracked project would be greatly appreciated. If you need additional information, please contact me at 744-3600.

cc: Beth O'Reilly
Cecily Millerick
Leah Treat

