

Release Summary Sheet

Contract (PO) Number: 15880

Release Number: 37

Specification Number: 58904

Name of Contractor: FH PASCHEN SN NIELSEN&ASS LLC

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: \$561,018.23

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

Procurement Services Contact Person: LYLIANIS RODRIGUEZ

Vendor Number: 50167025

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
8/31/2011	15880	37	58904	50167025	A		1

DELIVER TO: 84-A06

ORDERED FROM:

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

FH PASCHEN SN NIELSEN&ASS LLC
O'HARE PLAZA (EFT)
8725 W HIGGINS
SUITE 200
CHICAGO, IL 60631

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

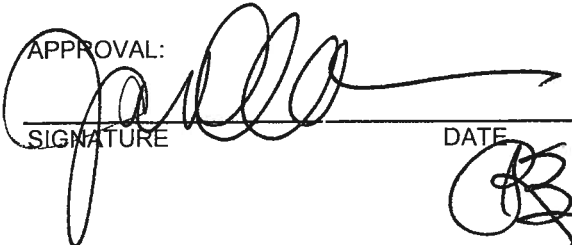
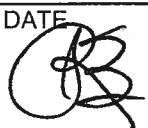
THIS SIGNED RELEASE IS YOUR AUTHORITY TO FURNISH THE SPECIFIED SUPPLIES AND /OR SERVICES IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF THE BLANKET AGREEMENT NUMBER: 15880

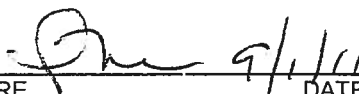
THIS PURCHASE IS FOR DEPARTMENT: 84 - CHICAGO DEPARTMENT OF TRANSPORTATION

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 REPAIRS, RECONSTRUCTION & REHABILITATION OF FLAT WORK SPACE, SITE WORK SPACE & STRUCTURES	561,018.23	USD	1.00	561,018.23					
REQ# 62758; 09-84-11-036; 92NS ST BRIDGE-MACHINERY AND GEAR REPAIRS; PO# 15880											
Dist	BFY	FUND	COST CTR	APPR	ACCNT	ACTV	PROJECT	RPT CAT	GENRL	FUTR	TOTAL COST
1	011	0M10	0842125	0540	220540	0000	M9021763	000000	00000	0000	561,018.23
SHIPMENT TOTAL:											561,018.23

RELEASE TOTAL: 561,018.23

APPROVAL: 
SIGNATURE _____ DATE 


SIGNATURE _____ DATE 9/1/11

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: June 16, 2011

Sub-Order Total: 561,018.23

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: 09-84-11-036 92nd Street Bascule Bridge
 Specification, loan or other identifying number 15880

2. Name of Contractor: F.H.Paschen, S.N.Nielsen & Assoc. Inc

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):

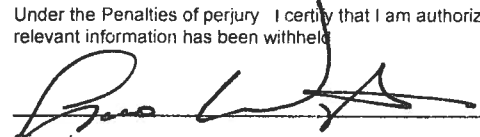
Name	BUSINESS ADDRESS	MBE WBE or Non	Relationship (attorney, lobbyist, subcontractor, etc.)	FEE (indicate whether paid or estimated)
Walbridge Equipment Installation, L.	1275 Aurora Ave Lane Aurora, IL, 60505	Non	Subcontractor	\$110,643.00 Est.
F.H.Paschen, S.N.Nielsen & Assoc.	8725 W Higgins O'Hare Plaza Suite 200	Non	Subcontractor	\$148,355.23 Est.
Steward Machine Co., Inc.	3931 13th Avenue North Birmingham, AL, 35234	Non	Subcontractor	\$302,020.00 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

6/16/11

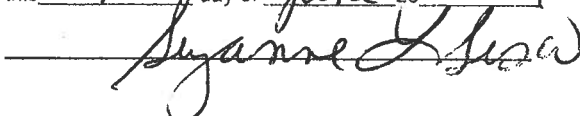
 Date

Leo Wright

 Name (Type or Print)

Vice President

 Title

Subscribed and sworn to before me
 this 16th day of June 20 11






City of Chicago
Richard M. Daley, Mayor

Department of Transportation

30 North LaSalle Street
Suite 1100
Chicago, Illinois 60602-2570
(312) 744-3600
(312) 744-7215 (TTY)
www.cityofchicago.org/transportation

December 08 2010

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

DEC 10 10 00 AM
By *Judy Alvarez* - top
Rich top
Byron

Attn: Carolyn Johnson
City JOC Manager

Re: JOC Project Number: 09-84-11-036
Project Title: 92nd Street Bridge-Machinery and Gear Repairs
Estimated Cost: \$985,000.00
P.O. Number: F.H.Paschen, S.N.Nielsen & Assoc., Inc. - 15880
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,

Bobby L. Ware

Bobby L. Ware
Commissioner *kg*

APPROVED: *Jamie Rhee*

Jamie L. Rhee
Chief Procurement Officer *RB 1223*

Approved: file
jlm

Reviewed by: Lou Langone *12/13/10*

*IF MBE/WBE GOALS ARE IMPACTED BY THE LARGE PERCENTAGE OF NON-PRC PRICE ITEMS FOR THIS PROJECT PLEASE provide justification memo.





Chicago Department of Transportation (CDOT)

Attachment A

Utilizing JOC For City Construction Projects

Project Number: 09-84-11-036 Department: Transportation
Project Manager: Vasile Jurca Telephone #: (312) 744-0646

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 92nd Street Bascule Bridge is a critical two leaf bascule bridge across the heavily-navigated Calumet River. This bridge operates approximately 6000 times a year providing access to the nearby ports to commercial and recreational craft. The bridge has been struck by vessels on several occasions, severely damaging the southwest rack and pinion gear drive machinery. The misaligned southwest rack and pinion gear has been disconnected allowing the west leaf of the bridge to be operated with only the northwest rack and pinion (see attached photos). The stress caused by this unbalanced drive situation caused damage to the pinion gear and loosened the journal block that secures the pinion gear and shaft to the main girder, threatening the integrity of the west leaf. In response, the City immediately closed the bridge to all traffic leaving both leafs in the fully open position while an interim repair could be performed. City in-house forces performed the interim repairs on the northwestern pinion gear journal block and returned the bridge to limited operation while a more permanent repair to the gears and machinery could be designed. However, if the current one-sided operation of the west leaf continues much longer, there is a chance of re-stressing the operational gear or the possibility of a failure of the gear and rack during a lift, which may cause considerable damage to machinery and structure of the bridge. The failure of the single operational gear would mean that the west leaf of the bridge will be stuck in the down position for an undetermined amount of time until new gears can be machined and the racks rehabilitated. In order to properly design a permanent repair, CDOT performed a precision survey of the bridge machinery and gears on both racks and pinion gears of the west leaf. This survey revealed that the pitch circles of the racks and pinions were between 1.5" and 2" apart (the ideal distance between the pitch circles is zero). This discrepancy between the pitch circles caused significant wearing of ductile metal of the pinion and rack teeth on both the north and south rack/pinion assemblies of the west leaf. The only solution to rectify such large pitch circle discrepancies is to replace both pinion gears and shop repair the racks of the west leaf with castings that are properly machined to account for the measured pitch circle discrepancies. CDOT proposes to use the JOC process to procure and install the necessary replacement parts for the west leaf machinery. This involves extracting the worn pinion gears and racks from the west leaf, procuring new castings and installing the new gears and rehabilitated racks in the west leaf. Extraction and installation of gears and racks are complex procedures that cannot be performed by city in-house forces due to limited experience and availability of city personnel and there is no term agreement for this kind of repair. To perform this type of work it is crucial to have a firm with extensive knowledge and experience that understands all the aspects of a bascule bridge to the minutest detail. Due to the critical condition of the bridge and the complex procedures involved in the process, the JOC procurement process is the most efficient way to repair the machinery in a timely manner.

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 situation with this structure is urgent and the machinery is in need of immediate repairs to avoid a failure of the west leaf of the bridge. If we cannot open the bridge to river traffic, the U.S. Coast Guard will fine the City of Chicago \$10,000 per day, for every day the bridge is inoperable. In addition, the City may be liable and have to pay restitution for commercial vessels not having access to and from ports in the Calumet River. The ports in the Calumet River are a major destination for cargo vessels in this area. The need for an immediate repair requires a swift procurement process; the JOC Procurement is the quickest method to perform the repairs.

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:**

N.A.

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.**

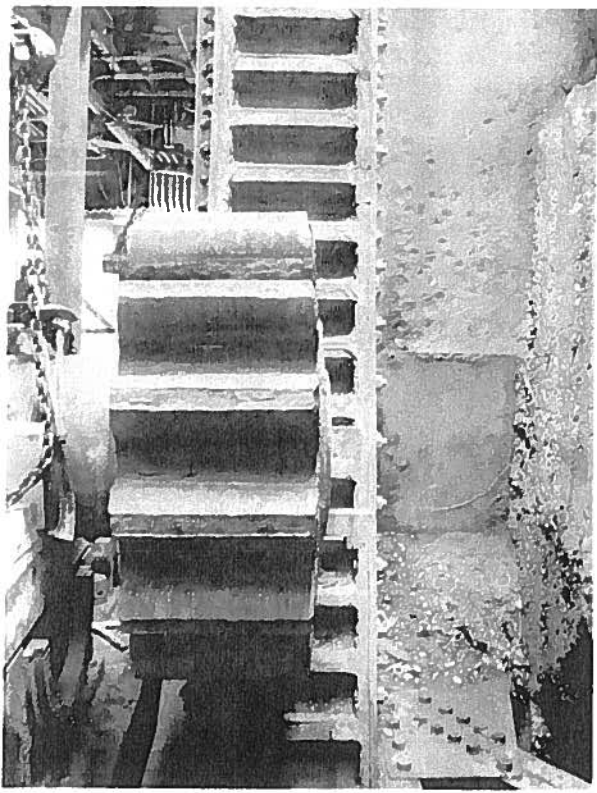
The manufacture of the pinion gears and the refurbishing of the racks are not in the Construction Task Catalog. We estimate that a minimum of 50% of this project will be non-prepriced.



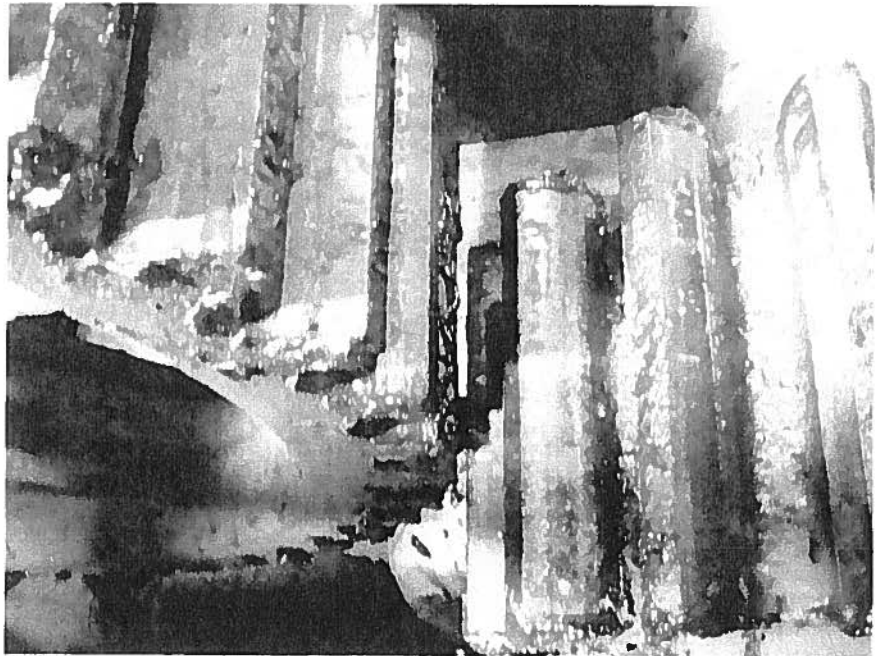
5. **If some elements of the proposed JOC project scope of work are covered by city term agreements, explain why they are included in this JOC project instead of being procured through the term agreements.**

N.A.

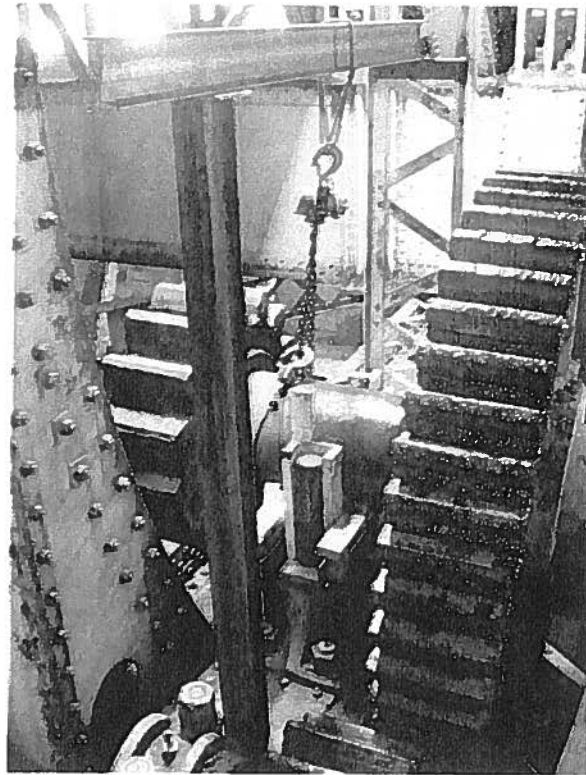
**92nd Street Bascule Bridge
Damaged Bridge Machinery**



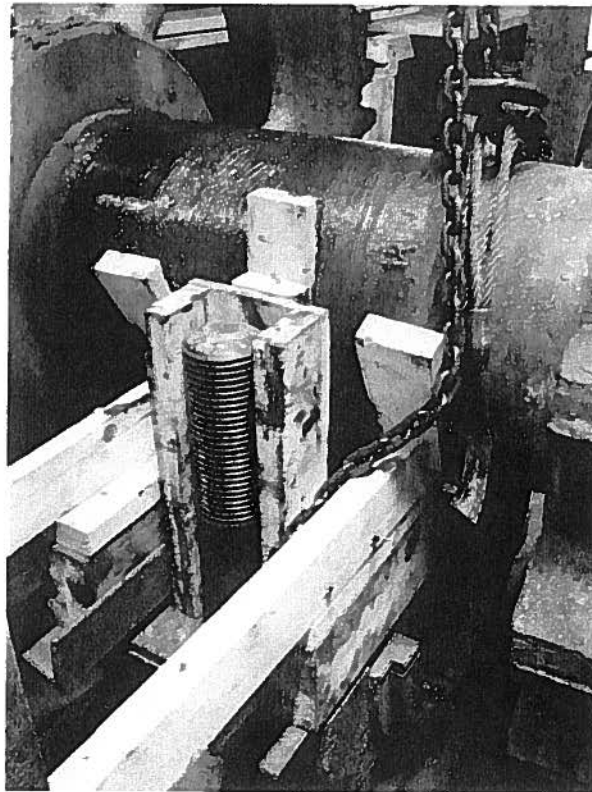
Damaged Pinion Gear Removed from the Rack



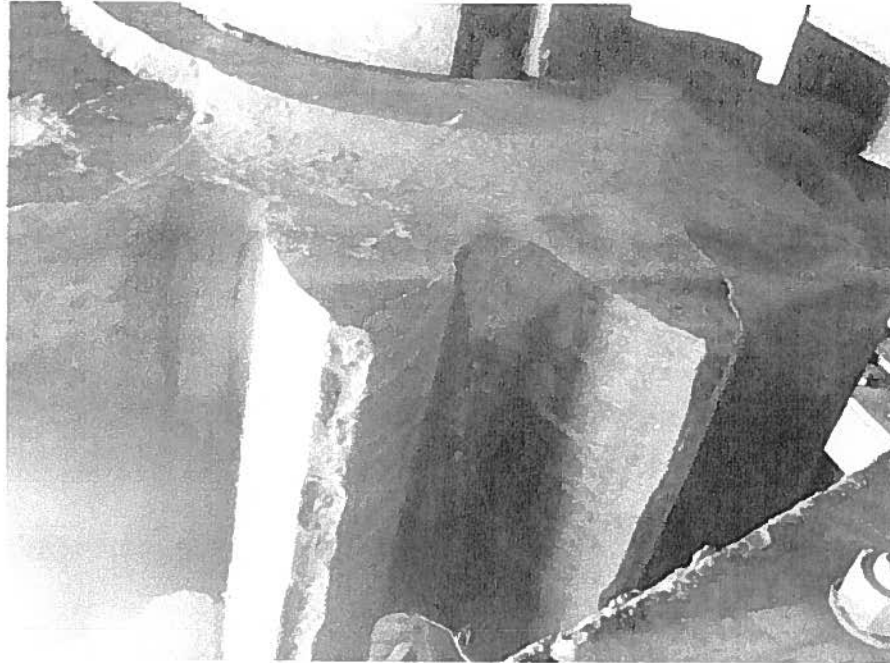
Close-up of Damaged Gear Teeth



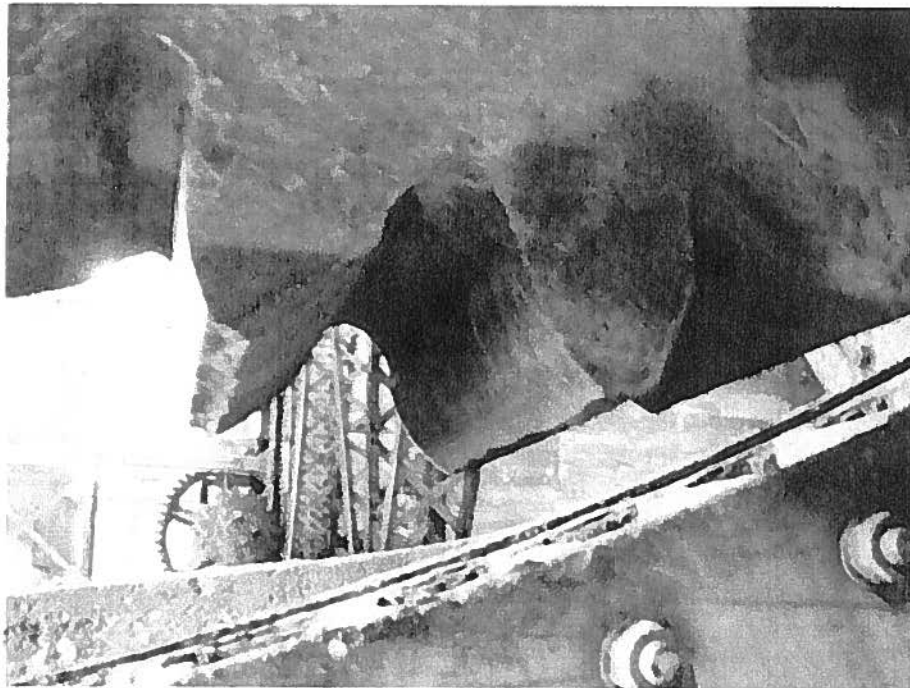
Damaged Pinion Gear and Shaft on Temporary Hoist Disconnected from Rack



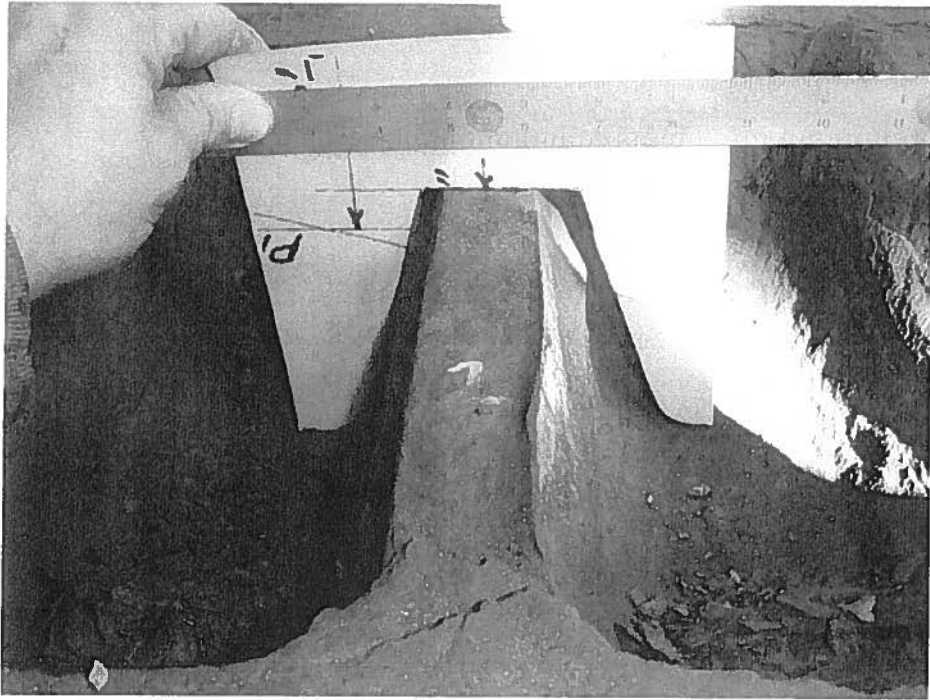
Close-up of Disconnected Pinion Shaft



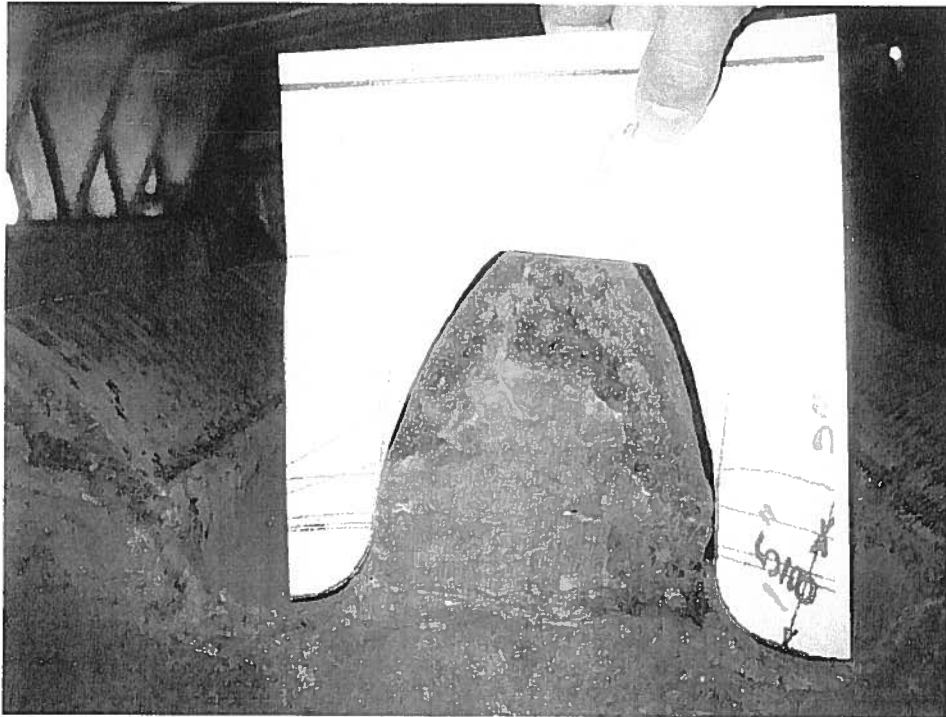
Dented and Damaged Pinion Gear Teeth



Alternate View of Dented and Damaged Pinion Gear Teeth



Rack Tooth Wear (Note Section Loss Compared to Design Template)



Pinion Tooth Wear (Note Deformation of Tooth Compared to Design Template)

TO: Lou Langone
Director of Administration
Chicago Department of Transportation

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

RE: JOC Project Number: 09-84-11-036
Project Title: 92nd Street Bridge-Machinery and Gear Repairs
Estimated Cost: \$985,000.00
P.O. Number: F.H.Paschen, S.N.Nielsen & Assoc., Inc. - 15880
Contractor: F.H.Paschen, S.N.Nielsen & Assoc., Inc.
Funding Source: TBD

DATE: December 08, 2010

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

Description of JOC Project:

The 92nd Street Bascule Bridge is a critical two leaf bascule bridge across the heavily-navigated Calumet River. This bridge operates approximately 6000 times a year providing access to the nearby ports to commercial and recreational craft. The bridge has been struck by vessels on several occasions, severely damaging the southwest rack and pinion gear drive machinery. The misaligned southwest rack and pinion gear has been disconnected allowing the west leaf of the bridge to be operated with only the northwest rack and pinion (see attached photos). The stress caused by this unbalanced drive situation caused damage to the pinion gear and loosened the journal block that secures the pinion gear and shaft to the main girder, threatening the integrity of the west leaf. In response, the City immediately closed the bridge to all traffic leaving both leaves in the fully open position while an interim repair could be performed. City in-house forces performed the interim repairs on the northwestern pinion gear journal block and returned the bridge to limited operation while a more permanent repair to the gears and machinery could be designed. However, if the current one-sided operation of the west leaf continues much longer, there is a chance of re-stressing the operational gear or the possibility of a failure of the gear and rack during a lift, which may cause considerable damage to machinery and structure of the bridge. The failure of the single operational gear would mean that the west leaf of the bridge will be stuck in the down position for an undetermined amount of time until new gears can be machined and the racks rehabilitated. In order to properly design a permanent repair, CDOT performed a precision survey of the bridge machinery and gears on both racks and pinion gears of the west leaf. This survey revealed that the pitch circles of the racks and pinions were between 1.5" and 2" apart (the ideal distance between the pitch circles is zero). This discrepancy between the pitch circles caused significant wearing of ductile metal of the pinion and rack teeth on both the north and south rack/pinion assemblies of the west leaf. The only solution to rectify such large pitch circle discrepancies is to replace both pinion gears and shop repair the racks of the west leaf with castings that are properly machined to account for the measured pitch circle discrepancies. CDOT proposes to use the JOC process to procure and install the necessary replacement parts for the west leaf machinery. This involves extracting the worn pinion gears and racks from the west leaf, procuring new castings and installing the new gears and rehabilitated racks in the west leaf. Extraction and installation of gears and racks are complex procedures that cannot be performed by city in-house forces due to limited experience and availability of city personnel and there is no term agreement for this kind of repair. To perform this type of work it is crucial to have a firm with extensive knowledge and experience that understands all the aspects of a bascule bridge to the minutest detail. Due to the critical condition of the bridge and the complex procedures involved in the process, the JOC procurement process is the most efficient way to repair the machinery in a timely manner.

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:

FH Paschen is uniquely qualified to perform this work due to their extensive past work experience on Chicago bascule bridges. FHP has previously performed several successful emergency repairs to bascule bridges under tight deadlines. In addition, FHP staff is very familiar with the bascule bridge machinery and its intended safe operation. FHP personnel also have the necessary supervisory experience to manage the complex profiling and machining operations. FHP has been the general contractor on both the Roosevelt Road and Michigan Avenue Bascule Bridge reconstruction projects. Due to the highly-specialized nature of the work, it is CDOT Division of Engineering's opinion that F.H. Paschen is uniquely qualified to perform this work safely and in the time required. This complex work cannot be performed by City Forces due to the complexity of the work and there is no term agreement for this kind of repair. Due to the critical condition of the bridge, the JOC procurement process is the most efficient way to repair the machinery

Prior approval to start JOC work:

Work has not started.

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

Work has not started.



City of Chicago
Richard M. Daley, Mayor

Department of
Procurement Services

Jamie L. Rhee
Chief Procurement Officer

City Hall, Room 403
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4900
(312) 744-0010 (FAX)
(312) 744-2949 (TTY)
<http://www.cityofchicago.org>

Date

To: Bobby Ware
Commissioner
Chicago Department of Transportation (CDOT)

Attn.: John Yonan
Deputy Commissioner
CDOT

From: 
Jamie L. Rhee
Chief Procurement Officer

Subject: Critical Repairs to Bridges

The Department of Procurement Services (DPS) recently received two (2) Job Order Contract (JOC)'s Memorandum of Authorization (MOA) requests for bridges that have shown a rapidly advancing degree of deterioration. Additionally, CDOT previously submitted two other JOC-MOA requests in 2010 (Madison Street Bridge House and South Canal Street Bridge over the Chicago River) for similar occurrences. In order to determine the appropriate procurement method in a timely manner, DPS is requesting that CDOT take the necessary action to identify all bridges that are in danger of becoming a critical repair.

Your prompt attention to this matter is greatly appreciated and it is hoped that identification of any such bridges may be completed within the next sixty (60) days or sooner. During this process, if CDOT determines there to be a bridge in need of emergency repairs, the department should immediate contact DPS to discuss and seek the appropriate actions that should be taken to address this concern.

Thank you for your assistance. Please contact Richard E. Butler, 1st Deputy Procurement Officer, at 312-742-4500 or Byron Whittaker at 312-744-4926 if you have any questions.

JLR/BW/bw

CC: R. Butler
L. Langone, CDOT
Dwayne Pierre-Antoine, TGG

NEIGHBORHOODS

