Release Summary Sheet

Contract (PO) Number: 15878

Release Number: 54

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: $838,518.74

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

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

<table>
<thead>
<tr>
<th>RELEASE DATE</th>
<th>PURCHASE ORDER</th>
<th>RELEASE NUMBER</th>
<th>SPECIFICATION NUMBER</th>
<th>VENDOR NUMBER</th>
<th>SITE NAME</th>
<th>DELIVERY DATE</th>
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<td>3/15/2012</td>
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<td>58904</td>
<td>528125</td>
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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: 742-0326

PO DESCRIPTION: CDT-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

<table>
<thead>
<tr>
<th>PO Line</th>
<th>Ship Line</th>
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<th>UOM</th>
<th>UNIT COST</th>
<th>TOTAL COST</th>
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<td>USD</td>
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CDT-JOC REPAIR, RECONSTRUCTION & REHABILITATION OF FLAT WORK SPACE, SITE WORK SPACE & STRUCTURES

REQ# 68831; 09-84-9-059A; PO# 15878

<table>
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<th>FUND</th>
<th>COST</th>
<th>CTR</th>
<th>APPR</th>
<th>ACCNT</th>
<th>ACTV</th>
<th>PROJECT</th>
<th>RPT CAT</th>
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SHIPMENT TOTAL: 838,518.74

RELEASE TOTAL: 838,518.74

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.
### 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 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:

1. This Disclosure relates to the following transaction:
   - Project name: 09-84-9-059.A North Halsted Street Bridge Rehabilitation - Extra Work
   - Specification, loan or other identifying number: 58004
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):

<table>
<thead>
<tr>
<th>Name</th>
<th>BUSINESS ADDRESS</th>
<th>MBE WBE or Non</th>
<th>RelationShip (attorney, lobbyist, subcontractor, etc.)</th>
<th>$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brandenburg Industrial Service Company</td>
<td>2825 S. Loomis St. Chicago, IL, 60608</td>
<td>Non</td>
<td>Subcontractor</td>
<td>$65,025.00 Est.</td>
</tr>
<tr>
<td>Metropolitan Steel, Inc.</td>
<td>1931 East 177th St.</td>
<td>MBE</td>
<td>Subcontractor</td>
<td>$441,000.00 Est.</td>
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<tr>
<td>Midwest Fence Corporation</td>
<td>900 N. Kedzie Ave.</td>
<td>Non</td>
<td>Subcontractor</td>
<td>$32,329.20 Est.</td>
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<tr>
<td>Crown Painting, Inc.</td>
<td>10124 W. 187th St.</td>
<td>WBE</td>
<td>Subcontractor</td>
<td>$19,320.00 Est.</td>
</tr>
<tr>
<td>Stevenson Crane Service</td>
<td>410 Stevenson Dr.</td>
<td>WBE</td>
<td>Subcontractor</td>
<td>$28,262.50 Est.</td>
</tr>
<tr>
<td>MQ Construction</td>
<td>665 Roppolo Lane Elk Grove Village, IL, 60007</td>
<td>Non</td>
<td>Subcontractor</td>
<td>$212,505.64 Est.</td>
</tr>
</tbody>
</table>

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 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: [Signature]

Date: [3/7/12]

Vito Guaranta

Disclosure Statement
Subscribed and sworn to before me
this 11th day of March, 2012

Notary Public Signature

OFFICIAL SEAL
JOANNA N. SYME
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES APRIL 14, 2013
February 17, 2012
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: 09-84-9-059-A
Project Title: North Halsted Street Bridge Rehabilitation
Estimated Cost: $1,500,000.00
P.O. Number: MQ Construction Company - 15878
Funding Source: TIF Funds

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

Reviewed by: Raymund Sagun

*MBE AND WBE GOALS MUST BE MET OR EXCEEDED.*

30 NORTH LASALLE STREET, SUITE 1100, CHICAGO, ILLINOIS 60602
1. Please describe the major features of this project.

CDOT expected to carry out the replacement of the sidewalk with the In-House forces, immediately following the completion of the roadway rehabilitation scheduled on April 30, 2012. It has come to our attention that In-House personnel does not have the manpower to properly staff a crew and complete the sidewalk in a timely manner. Both movable sidewalks are in critical condition, and present multiple significant tripping hazards. The access doors to the centerlock platforms are not sitting properly in their frames, have loose hinges, and present tripping and fall hazards. The original concrete filled steel grating panels are either severely deteriorated, and are detached from the top flanges of the sidewalk stringers at many locations, or have been replaced with temporary timber. This results in uneven surfaces, creating tripping hazards. The movable sidewalks current condition presents a significant safety concern. The sidewalks will need immediate replacement prior to or upon completion of the roadway. Some pictures showing the condition of the sidewalk are attached to this request. The rehabilitation project includes the complete replacement of the movable sidewalks stringers, the replacement of the current grating with fiberglass grating, the replacement of the movable roadway curb, the replacement of the railing with an architectural railing on both the movable and the fixed part of the bridge, and the installation of a traffic guardrail along the movable curb to protect pedestrians from vehicular traffic. In addition, during the floor beams removal, we were able to look at the bridge truss members. Our inspection indicates that truss repairs are required. All work shall be completed within one month upon completion of the on-going roadway replacement. The work shall be performed with one lane of traffic opened in each direction upon completion of the roadway. The scope of the work is too large for City forces to perform with the required time limit. CDOT does not have enough iron workers to properly staff a crew and complete the rehabilitation as soon as the roadway is completed. In addition, work barges and a tug will be required to complete this project. In summary the required bridge repairs are: replacement of top flanges angles of several movable sidewalk brackets, complete replacement of all movable sidewalk stringers, complete replacement of the movable grating, complete replacement of the movable and fixed handrails, installation of traffic guardrails along the curbs, replacement of several gusset plates and lacing bars on the bottom chord of the truss, repairs of the bottom chord between the live load bearing and the counterweight.

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.

Due to the following reasons, the traditional bid process was not chosen: a) the contractor will only provide labor and equipment. All materials for the movable part are being 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 sidewalk and truss rehabilitation work in coordination with the roadway rehabilitation as soon as possible. c) By allowing the contractor to work concurrently on the sidewalk and roadway rehabilitation, CDOT will generate significant cost savings. Indeed the contractor will be able to use the equipment that is already on site, and will not have to pay to mobilize a crane, barges and man lifts for the sidewalk rehabilitation. In addition, the project will be completed in a shorter amount of time, so that we can restore all normal pedestrian and vehicular traffic on the bridge by May 30, 2012. The City's traditional bid process would delay this work by several months. These items are not covered by an existing term agreement.
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:

The majority of the work shall be performed by iron workers. In addition, a hoisting engineer will be required to operate a crane and painters will be required to handle the lead abatement per OSHA requirements. 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. 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 length of construction would be contingent upon whether City crews are available or not, it would require a closure of the bridge for an undetermined period of time. It would not only negatively impact all traffic on Halsted Street, but also impact traffic on other arterial streets in the vicinity of the project.

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.

Not Applicable

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.

Not Applicable
TO: Raymund Sagun  
Fiscal Administrator  
Chicago Department of Transportation

FROM: Dan Burke  
Acting Deputy Commissioner  
City of Chicago - Department of Transportation Division of Engineering

RE: JOC Project Number: 09-84-9-059-A  
Project Title: North Halsted Street Bridge Rehabilitation  
Estimated Cost: $1,500,000.00  
P.O. Number: MQ Construction Company - 15878  
Contractor: MQ Construction Company  
Funding Source: TIF Funds

DATE: February 17, 2012

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

Description of JOC Project:
CDOT expected to carry out the replacement of the sidewalk with the In-House forces, immediately following the completion of the roadway rehabilitation scheduled on April 30, 2012. It has come to our attention that In-House personnel does not have the manpower to properly staff a crew and complete the sidewalk in a timely manner. Both movable sidewalks are in critical condition, and present multiple significant tripping hazards. The access doors to the centerlock platforms are not sitting properly in their frames, have loose hinges, and present tripping and fall hazards. The original concrete filled steel grating panels are either severely deteriorated, and are detached from the top flanges of the sidewalk stringers at many locations, or have been replaced with temporary timber. This results in uneven surfaces, creating tripping hazards. The movable sidewalks current condition presents a significant safety concern. The sidewalks will need immediate replacement prior to or upon completion of the roadway. Some pictures showing the condition of the sidewalk are attached to this request. The rehabilitation project includes the complete replacement of the movable sidewalks stringers, the replacement of the current grating with fiberglass grating, the replacement of the movable roadway curb, the replacement of the railing with an architectural railing on both the movable and the fixed part of the bridge, and the installation of a traffic guardrail along the movable curb to protect pedestrians from vehicular traffic. In addition, during the floor beams removal, we were able to look at the bridge truss members. Our inspection indicates that truss repairs are required. All work shall be completed within one month upon completion of the on-going roadway replacement. The work shall be performed with one lane of traffic opened in each direction upon completion of the roadway. The scope of the work is too large for City forces to perform with the required time limit. CDOT does not have enough iron workers to properly staff a crew and complete the rehabilitation as soon as the roadway is completed. In addition, work barges and a tug will be required to complete this project. In summary the required bridge repairs are: replacement of top flanges angles of several movable sidewalk brackets, complete replacement of all movable sidewalk stringers, complete replacement of the movable grating, complete replacement of the movable and fixed handrails, installation of traffic guardrails along the curbs, replacement of several gusset plates and lacing bars on the bottom chord of the truss, repairs of the bottom chord between the live load bearing and the counterweight.

Is this additional work on an existing JOC Project - Yes or No:
Yes
Has the work been completed for this JOC Project? - Yes or No:
No

Method of Selection for JOC Contractor:
Lowest JOC bidder

Prior approval to start JOC work:
N/A

Did work start prior to submission of Memorandum of Authorization - (MOA):
No
### Section I: General Contract Information

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<th>Department Name</th>
<th>Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department Contact Name</td>
<td>Emilie Becq-Giraudon</td>
</tr>
<tr>
<td>Department Contact Number</td>
<td>312-742-0326</td>
</tr>
<tr>
<td>Department Contact Email</td>
<td><a href="mailto:Emilie.Giraudon@cityofchicago.org">Emilie.Giraudon@cityofchicago.org</a></td>
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<tr>
<td>Contract Number</td>
<td>15878</td>
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<tr>
<td>Contract Subject Name</td>
<td>CDOT-JOC REPAIR, NORTH HALSTED STREET BRIDGE OVER CHICAGO RIVER – MQ Construction Company</td>
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<td>Contract Initiation Date</td>
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<td>Original Contract Expiration Date</td>
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<td>Budgeted amount for current year</td>
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<td>If contract modification or task request is approved, will department have enough funds to cover new expenditure?</td>
<td>YES</td>
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### Section II: Contract Modifications

Complete this section if you are modifying the value of an existing contract.

| Contract Value Increase | $1,500,000.00 |
| New total contract amount | $30,000,000.00 |
| New contract expiration date | Until Project Completion |
| Goods/services provided by this contract | Emergency structural repairs to North Halsted Street Bridge, includes all required structural steel, concrete and sidewalk repairs |
CDOT expected to carry out the replacement of the sidewalk with the In-House forces, immediately following the completion of the roadway rehabilitation scheduled on April 30, 2012. It has come to our attention that In-House personnel does not have the manpower to properly staff a crew and complete the sidewalk in a timely manner. Both movable sidewalks are in critical condition, and present multiple significant tripping hazards. The access doors to the centerlock platforms are not sitting properly in their frames, have loose hinges, and present tripping and fall hazards. The original concrete filled steel grating panels are either severely deteriorated, and are detached from the top flanges of the sidewalk stringers at many locations, or have been replaced with temporary timber. This results in uneven surfaces, creating tripping hazards. The movable sidewalks current condition presents a significant safety concern. The sidewalks will need immediate replacement prior to or upon completion of the roadway. Some pictures showing the condition of the sidewalk are attached to this request. The rehabilitation project includes the complete replacement of the movable sidewalks stringers, the replacement of the current grating with fiberglass grating, the replacement of the movable roadway curb, the replacement of the railing with an architectural railing on both the movable and the fixed part of the bridge, and the installation of a traffic guardrail along the movable curb to protect pedestrians from vehicular traffic. In addition, during the floor beams removal, we were able to look at the bridge truss members. Our inspection indicates that truss repairs are required. All work shall be completed within one month or less upon completion of the on-going roadway replacement. The work shall be performed with one lane of traffic opened in each direction upon completion of the roadway. The scope of the work is too large for City forces to perform with the required time limit. CDOT does not have enough iron workers to properly staff a crew and complete the rehabilitation as soon as the roadway is completed. In addition, work barges and a tug will be required to complete this project. In summary the required bridge repairs are: replacement of top flanges angles of several movable sidewalk brackets, complete replacement of all movable sidewalk stringers, complete replacement of the movable grating, complete replacement of the movable and fixed handrails, installation of traffic guardrails along the curbs, replacement of several gusset plates and lacing bars on the bottom chord of the truss, repairs of the bottom chord between the live load bearing and the counterweight.

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**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

<table>
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<td>Justification of need to issue request for services</td>
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<td>Impact of denial</td>
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**Section IV: Assessment of Office of Budget and Management Analyst**

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<th>Reason The scope of work has been approved and the project is funded.</th>
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<tr>
<td>OBM Analyst Name/number</td>
<td>Beth O’Reilly 744-9571</td>
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