



MEMORANDUM

City of Chicago
Richard M. Daley, Mayor

Department of
Procurement Services

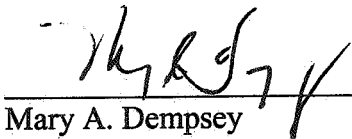
Mary A. Dempsey
Interim Chief Procurement Officer

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

Date: May 26, 2005

To: John Roberson, Commissioner
Department of Aviation

Attn: Valerie Walker

From: 
Mary A. Dempsey
Interim Chief Procurement Officer

Re: Emergency Purchase Order Authorization

Pursuant to Section 2-92-644 of the Municipal Purchasing Act, I am authorizing you to make an Emergency purchase from Rampart Construction. Based upon information received from members of your staff, I have determined that this procurement is necessary to meet bona fide operating emergencies.

You are hereby authorized to purchase Rubber Removal Services in the amount of \$250,000.00 as requested in your letter of May 24, 2005. Any amount in excess of the \$250,000.00 approved here shall be subject to additional authorization and shall be limited so as not to exceed the \$250,000 limit established by statute.

cc:S. Geocaris
B. Humphrey





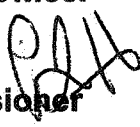
DEPARTMENT OF AVIATION

MEMORANDUM

Date: May 27, 2005

To: Mary Dempsey
Interim Chief Procurement Officer

Attention: Kerwen Whatley
Deputy Procurement Officer

From: Patrick J. Harney 
First Deputy Commissioner

Subject: Request for Emergency Authorization
Runway Rubber Removal Services
Vendor: Rampart Construction
Value: Not to Exceed \$250,000.00

cc: Commissioner Roberson
V. Walker
D. Ochal
W. Lonnergan

The Department of Aviation (DOA) requests emergency authorization for Rubber Removal Services for O'Hare International Airport's runways. Procurement was in the process of awarding a contract to Ackerman and Sons, the lowest bidder. However, because the contractor has been unable, over the past two months, to provide the documents required by DPS including C1's, insurance and most recently a performance bond, DPS has found the lowest bidder to be non-responsive and has rejected all bids.

DOA is requesting that Rampart Construction be issued the emergency authorization as they are available to do the work in the next week. Obtaining multiple quotes is not possible as only Rampart and Ackerman & Sons have been performance tested by DOA. Rampart previously provided these services to DOA in the past and Ackerman & Sons was tested in December 2004 when it was determined that they were the lowest bidder. As no other companies have been tested by the DOA, we are requesting approval to proceed with Rampart.



CHICAGO O'HARE
BEST AIRPORT IN NORTH AMERICA
1998 1999 2000 2001 2002 2003



Rubber builds up on the arrival end of the runways from the tires hitting the pavement at a high rate of speed. The friction causes the rubber to melt off the tire and build up on the runway. When more and more rubber builds up on a runway, the length of runway, and the time required for an aircraft to slow down becomes longer.

If the rubber build-up on the runways is not immediately addressed, O'Hare will risk failure to comply with FAA Part 139, AC#150/5320-12, which requires airports to maintain the friction level of 0.6 or greater when they have greater than 210 flight operations per day. Currently, O'Hare is handling approximately 2500 operations daily. The current friction levels are greater than 0.6, but after rubber removal, the numbers greatly increase to over 90%.

Rubber build-up on the runways can create a public safety issue. As the air temperature rises, the rubber build-up will continue to increase and our friction levels will continue to decrease, thereby creating a safety hazard for arriving and departing aircraft because runways become more slippery as friction levels drop. With lower "Q" numbers the amount of time between arrivals will increase, due to the fact that the aircraft will need more time to slow down. This will increase delays to ORD. Since we are already in discussions with the FAA on the proposed Notice of Proposed Rule Making, we do not want to introduce any delays at the airport.

We typically begin removing the rubber from the runways in early spring through the fall to maintain adequate friction levels. However, we have been unable to begin this process as we have been awaiting the award of the rubber removal contract.

Rampart is currently in Chicago but indicated that they have another job in Texas and will have to leave in the next couple of days. Airside Operations wanted them to remove the rubber from our runways before they relocated all of their equipment to Texas. There are not a lot of firms that perform this work. Rampart is a company that most large airports use.

This emergency authorization will be utilized until a new term contract is awarded.

In addition, I certify that this emergency poses a clear and imminent danger, requiring immediate procurement of services, supplies or equipment to prevent or mitigate the loss or impairment of life, health, property, or essential public services and would not have been avoided by due care and diligence

Please contact Valerie Walker, Assistant Commissioner of Procurement, at (773) 686-3594 if you require additional information regarding this emergency request.

Thank you for your cooperation and prompt attention to this matter.

Attachment: Rampart Construction's proposal

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SEND VIA FAX: 773-894-3281

Hari Vegesna
Facility Mgt. H&R Bldg.-O'Hare
PO Box 66142
Chicago, IL 60666
773-686-4988

May 23, 2005

RE: HydroCleaning for O'Hare and Midway International Airports - REVISED

A. SCOPE OF WORK TO BE PERFORMED BY RAMPART

1. Rampart is pleased to present its proposal for HydroCleaning of the O'Hare and Midway International Airports. The contract total for work to be done in 2005 is estimated at \$250,000.
2. HydroCleaning of airfield surfaces to remove existing rubber deposits as directed for an area of approximately 5,348,837 square feet at a unit price of \$0.043 per square foot. Acceptance of the work shall be determined at 95% rubber removal. The production is estimated at 100,000 square feet per shift. The work will be done according the scope outlined in the City of Chicago Specification No. 20984 sections 11.1 - 11.13.
3. HydroCleaning of sidewalk surfaces as directed for an area of approximately 133,333 square feet at a unit price of \$0.15 per square foot. The work will be done to the satisfaction of Chicago Airport Operations.
4. Equipment mobilizations to the airport are included in the unit price above.
5. The above pricing is valid for three-years with the option for a two-year extension beginning in 2008. There will be a 4% increase to the unit price above during the two-year renewal option beginning in 2008.

B. CONTRACTOR TO PROVIDE AT NO COST TO RAMPART:

1. A source of potable water, such as a fire hydrant, to provide water to the HydroCleaning unit.
2. The approximate daily water consumption will be 5,000 gallons.
3. Access to site and all required permits.
4. Disposal of water and debris from the HydroCleaning operation.

ULTRA HIGH-PRESSURE HYDRODEMOLITION HYDROCLEANING COATING REMOVAL



C. SCHEDULE

1. Estimated start date is June of 2005.

D. TERMS:

1. This proposal is made for the purpose of defining the scope of work, providing pricing for the work. A commitment by Rampart to perform this work is contingent upon: (a) availability and scheduling of manpower and equipment; (b) acceptance of contractual terms and conditions.

We are confident in our ability to perform and stand ready to make this a successful project for both of us. We look forward to working with you on this project.

Sincerely,

Rampart Hydro Services

A handwritten signature in black ink, appearing to read "B. Fenters", written over a horizontal line.

Brian Fenters

ULTRA HIGH-PRESSURE HYDRODEMOLITION HYDROCLEANING COATING REMOVAL

530 Moon Clinton Road. Conspolis, PA 15108. 412-262-4511 FAX: 412-262-6188. www.rampart-hydro.com

RUNWAY FRICTION TESTS

MARCH 2005

DATE	RUNWAY	SIDE	AVERAGE	FT. 03/04
3-27-05	4L	Left C/L	.819	FT03.KJ
3-27-05	4L	Right C/L	.821	FT03.KJ
3-27-05	22R	Left C/L	.762	FT03.KJ
3-27-05	22R	Right C/L	.849	FT03.KJ
3-26-05	4R	Left C/L	.721	FT03.KJ
3-26-05	4R	Right C/L	.732	FT03.KJ
3-26-05	22L	Left C/L	.792	FT03.KJ
3-26-05	22L	Right C/L	.783	FT03.KJ
3-27-05	14L	Left C/L	.935	FT03.KJ
3-27-05	14L	Right C/L	.900	FT03.KJ
3-27-05	32R	Left C/L	.910	FT03.KJ
3-26-05	32R	Right C/L	.765	FT03.KJ
3-26-05	9R	Left C/L	.674	FT03.KJ
3-26-05	9R	Right C/L	.656	FT03.KJ
3-26-05	27L	Left C/L	.701	FT03.KJ
3-26-05	27L	Right C/L	.709	FT03.KJ
	9L	Left C/L		FT03.KJ
3-27-05	9L	Right C/L	.680	FT03.KJ
	27R	Left C/L		FT03.KJ
3-27-05	27R	Right C/L	.806	FT03.KJ
3-26-05	14R	Left C/L	.725	FT03.KJ
3-26-05	14R	Right C/L	.781	FT03.KJ
3-26-05	32L	Left C/L	.844	FT03.KJ
3-26-05	32L	Right C/L	.765	FT03.KJ

4/12/2005

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NOISE TEST RESULTS

APRIL 2005

DATE	RUNWAY	SIDE	AVERAGE	FT. 03/04
5-1-05	4L	Left C/L	.869	FT03.KJ
5-1-05	4L	Right C/L	.770	FT03.KJ
5-1-05	22R	Left C/L	.632	FT03.KJ
5-1-05	22R	Right C/L	.727	FT03.KJ
	4R	Left C/L		FT03.KJ
5-1-05	4R	Right C/L	.720	FT03.KJ
5-1-05	22L	Left C/L	.849	FT03.KJ
5-1-05	22L	Right C/L	.641	FT03.KJ
5-1-05	14L	Left C/L	.868	FT03.KJ
5-1-05	14L	Right C/L	.900	FT03.KJ
5-1-05	32R	Left C/L	.877	FT03.KJ
5-1-05	32R	Right C/L	.936	FT03.KJ
5-11-05	9R	Left C/L	.658	FT03.KJ
5-11-05	9R	Right C/L	.690	FT03.KJ
5-11-05	27L	Left C/L	.701	FT03.KJ
5-11-05	27L	Right C/L	.691	FT03.KJ
5-1-05	9L	Left C/L	.857	FT03.KJ
5-1-05	9L	Right C/L	.705	FT03.KJ
5-1-05	27R	Left C/L	.674	FT03.KJ
5-1-05	27R	Right C/L	.773	FT03.KJ
5-11-05	14R	Left C/L	.725	FT03.KJ
5-11-05	14R	Right C/L	.724	FT03.KJ
5-11-05	32L	Left C/L	.759	FT03.KJ
5-11-05	32L	Right C/L	.645	FT03.KJ

5/13/2005

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