

Release Summary Sheet

Contract (PO) Number: 16609

Release Number: 2

Specification Number: 57807

Name of Contractor: F.H. PASCHEN/S.N. NIELSEN, INC

City Department: DEPT OF AVIATION

Title of Contract: JOB ORDER CONTRACT FOR REHABILITATION OF AIRPORT
FACILITIES

Dollar Amount of Release: \$1,752,744.35

Release Description: JOC REHABILITATION OF AIRPORT FACILITIES

Procurement Services Contact Person: LYLIANIS RODRIGUEZ

Vendor Number: 1055528

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
8/28/2008	16609	2	57807	1055528	A		1

DELIVER TO: 85-085

085-2015 O'HARE
O'HARE AIRPORT

Chicago, IL 60666

ORDERED FROM:

F.H. PASCHEN/S.N. NIELSEN, INC
O'HARE PLAZA
8725 W. HIGGINS RD STE 200

CHICAGO, IL 60631

DELIVERY CHARGES to be PREPAID
TITLE TO PASS ON DELIVERY

CONTACT: 773-894-2402

PO DESCRIPTION: JOB ORDER CONTRACT FOR REHABILITATION OF AIRPORT FACILITIES

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: 16609

THIS PURCHASE IS FOR DEPARTMENT: 85 - DEPT OF AVIATION

SUBMIT THE ORIGINAL INVOICE TO:

PO Line	Ship Line	COMMODITY INFORMATION	QUANTITY	UOM	UNIT COST	TOTAL COST																							
1	1	96842 JOC REHABILITATION OF AIRPORT FACILITIES JH-6047; GA FUEL FARM WATER MAIN PHASE 1; PO# 16609	#####	USD	1.00	1,752,744.35																							
<table border="1"> <thead> <tr> <th>Dist</th> <th>BFY</th> <th>FUND</th> <th>COST CTR</th> <th>APPR</th> <th>ACCNT</th> <th>ACTV</th> <th>PROJECT</th> <th>RPT CAT</th> <th>GENRL</th> <th>FUTR</th> <th>TOTAL COST</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>008</td> <td>0750</td> <td>0854005</td> <td>9002</td> <td>220540</td> <td>0000</td> <td>H900205E</td> <td>000000</td> <td>00000</td> <td>0000</td> <td>1,752,744.35</td> </tr> </tbody> </table>						Dist	BFY	FUND	COST CTR	APPR	ACCNT	ACTV	PROJECT	RPT CAT	GENRL	FUTR	TOTAL COST	1	008	0750	0854005	9002	220540	0000	H900205E	000000	00000	0000	1,752,744.35
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1	008	0750	0854005	9002	220540	0000	H900205E	000000	00000	0000	1,752,744.35																		
SHIPMENT TOTAL:						1,752,744.35																							

RELEASE TOTAL: 1,752,744.35

APPROVAL:

SIGNATURE

DATE

SIGNATURE

DATE

Payment on this order will be made upon receipt of an original vendor invoice form referencing this order.
Submit the original invoice to the department referenced above.

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 Aviation
 30 North LaSalle Street
 Chicago, IL 60602

To: Department of Aviation

Date: August 22, 2008

Sub-Order Total: 1,752,744.35

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: O'Hare Fire Protection Watermain - Revision 1

Specification, loan or other identifying number: 5780716609

2. Name of Contractor: F.H. Paschen, SN Nielsen & Assoc. LLC.

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) \$
F.H. Paschen, SN Nielsen & Assoc.		Non	Subcontractor	\$356,091.02 Est.
NES Traffic Safety	12225 Disk Drive Romeoville, IL, 60446	Non	Subcontractor	\$8,000.00 Est.
T & N Chicago, Inc.	318 West Adams Street, Suite 1704	MBE	Subcontractor	\$357,300.00 Est.
Kapur & Associates, Inc.	6025 South Pine St. Burlington, WI, 53105	Non	Subcontractor	\$4,800.00 Est.
D N D Electric, Inc.	1569 Harris Drive Aurora, IL, 60502	MBE	Subcontractor	\$42,000.00 Est.
Anchor Mechanical Inc.	910 West Van Buren St. Chicago, IL, 60607	Non	Subcontractor	\$511,682.38 Est.
E. King Construction	3865 W. Columbus Ave. Chicago, IL, 60652	WBE	Subcontractor	\$70,000.00 184,803.95 Est.
Industrial Fence, Inc.	1300 S. Kilbourn Avenue Chicago, IL, 60623	MBE	Subcontractor	\$14,525.00 Est.
Sanchez Construction Services	4335 S. Western Blvd. Chicago, IL, 60609	MBE	Subcontractor	\$140,542.00 Est.
Aldridge Electric	844 E. Rockland Road Libertyville, IL, 60048	Non	Subcontractor	\$133,000.00 Est.
Speedy Gonzalez Landscaping, Inc.	40624 S. Torrence Avenue Chicago, IL, 60617	MBE	Subcontractor	\$114,700.00 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 *[Handwritten Signature]*

Date *8/20/08*

Name (Type or Print) *Leo Wright*

Title *Vice President*

Subscribed and sworn to before me

this *20th* day of *Aug.* 20 *08*

Notary Public Signature *Dawn L. Caporale*





The Department of Aviation

Reason why the MOA differs from the Sub Order

Project No: JH-6047

GA Fuel Farm Water Main Phase 1

1. The Sub Order amount differs from the MOA estimate for the following reasons:

The MOA was based on 60% drawings while the SOR and Contractor estimate is based on 100% drawings.



City of Chicago
Richard M. Daley, Mayor

Department of Aviation

Nuria I. Fernandez
Commissioner

Chicago O'Hare
International Airport
P.O. Box 66142
Chicago, Illinois 60666
(773) 686-2200
(773) 601-8333 (TTY)

Chicago Midway
International Airport
5700 South Cicero Avenue
Chicago, Illinois 60638
(773) 838-0600
(773) 838-0795 (TTY)

www.flychicago.com

08 APR 10 11:17

Memorandum of Authorization (MOA)

April 5, 2008

Mr. Montel Gayles
Chief Procurement Officer
Department of Procurement Services
City Hall, Room 403
121 North LaSalle Street
Chicago, IL 60602

Attn: Carolyn Johnson
JOC Manager

Re: JOC Project Number: JH-6047

Project Title: GA Fuel Farm Water Main System

Estimated Cost: \$1,100,000.00

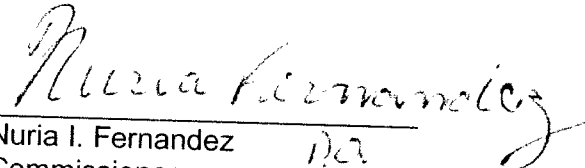
Specification Number: 57807-16609

Funding Source: TBD

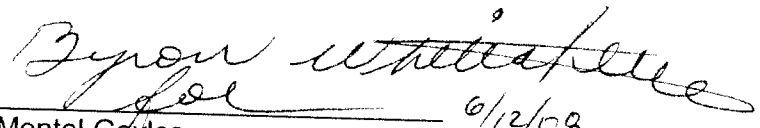
Dear Mr. Gayles:

I request that the above referenced project be contracted under the Job Order Contracting (JOC) Method. The JOC Order Contract Request Form attached describes the scope of work and the appropriateness for using JOC for this project.

Sincerely,


Nuria I. Fernandez
Commissioner

APPROVED:*


Montel Gayles
Chief Procurement Officer
6/12/08

* - MBE GOALS AND WBE GOAL MUST BE MET FOR THIS PROJECT.





Department of Aviation

Attachment A

Utilizing JOC For City Construction Projects

Project Number: JH-6047 - GA Fuel Farm Water Main Phase 1

Project Manager: Tom McFall - (773) 447-4931

Department: Aviation

For all proposed JOC Projects, please complete all items below, questions 1 thru 5.

Attach this document to the Memorandum of Authorization.

1. Describe below the major features of this project:

Supply and install new 18" water main for fire protection service for the GA fuel farm and building 500. This is to include all necessary hydrants, valves, RPZ's and appurtances as needed. This is to also include all excavation and restoration of disturbed areas, all testing and chlorination of new system, sub-grade compaction, asphalt and concrete repair and fencing.

2. Explain below why this project could not be procured using the City's traditional bid process and the need to use JOC Procurement system:

On May 22, 2007, one of the fire hydrants near the tank farm was tested for pressure and flow. The starting pressure was 46 psi without flow. When a 4 1/2" diameter, 10' long hose connected and the fire hydrant valve was opened, the pressure dropped to approximately 18 psi. This test indicated inadequate capacity and pressure for fire protection at the facility. In order to confirm this test, another test was scheduled for May 25, 2007 in which the aircraft rescue and fire fighting (ARFF) staff was requested to test the system capabilities. On May 25, 2007 an open hydrant test with an ARFF vehicle pulling water from the hydrant at the fuel tank farm only yielded 800 gpm of sustained flow. Per conversations with ARFF personnel, an ARFF vehicle is designed to have a flow of 2,200 gpm provided to it when it is operating. As a rule of thumb, a hydrant should be able to supply a minimum of 1,500 gpm of water. Therefore, the flow at the hydrant would not be sufficient for operating an ARFF vehicle or even meet the basic rule of thumb for fire hydrant flow. Per conversations with ARFF personnel, a minimum of three ARFF vehicles would be needed to fight a fire at the fuel tank facility, it should be noted that if additional hydrants are opened, it is expected that their flow would be less than the flow provided by the hydrant during testing. Should a fire occur, there would not be sufficient water pressure to effectively fight the fire. Using the JOC process would provide the most timely method of procuring the work.

3. If the project is a one trade project, provide an explanation why it would be in the best interest of the City to use JOC for this project:

No, multiple trades

4. If it is anticipated that over 25% of the project will consist of Non Pre-priced items, provide an explanation below of why JOC should be used:

Less than 25% non pre-priced

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

The work scope is multi traded and there fore outside the scope of term agreements



DEPARTMENT OF AVIATION
DEVELOPMENT DIVISION
JOB ORDER CONTRACT (JOC)
REQUEST FORM

To: Division of Design and Construction

Date: March 31, 2008

Fr: Division of Facilities

RE: Request for Authorization to Use JOC

Project: GA Fuel Farm Fire Suppression System

Contact Name and Phone Number: Joe Malatesta 773-686-2222

Project Scope of Work:

Supply and install new 18" water main for fire protection service for the GA fuel farm and building 500. This is to include all necessary hydrants, valves, RPZ's and appurtances as needed. This is to also include all excavation and restoration of disturbed areas, all testing and chlorination of new system, sub-grade compaction, asphalt and concrete repair and fencing.

Project History:

On May 22, 2007, one of the fire hydrants near the tank farm was tested for pressure and flow. The starting pressure was 46 psi without flow. When a 4 ½" diameter, 10' long hose connected and the fire hydrant valve was opened, the pressure dropped to approximately 18 psi. This test indicated inadequate capacity and pressure for fire protection at the facility. In order to confirm this test, another test was scheduled for May 25, 2007 in which the aircraft rescue and fire fighting (ARFF) staff was requested to test the system capabilities.

On May 25, 2007 an open hydrant test with an ARFF vehicle pulling water from the hydrant at the fuel tank farm only yielded 800 gpm of sustained flow. Per conversations with ARFF personnel, an ARFF vehicle is designed to have a flow of 2,200 gpm provided to it when it is operating. As a rule of thumb, a hydrant should be able to supply a minimum of 1,500 gpm of water. Therefore, the flow at the hydrant would not be sufficient for operating an ARFF vehicle or even meet the basic rule of thumb for fire hydrant flow. Per conversations with ARFF personnel, a minimum of three ARFF vehicles would be needed to fight a fire at the fuel tank facility, it should be noted that if additional hydrants are opened, it is expected that their flow would be less than the flow provided by the hydrant during testing.

During the field testing, the pressure reading was zero at the ARFF vehicle intake. This means that a vacuum existed in the line. Thus, if more ARFF vehicles were to pull from the fire protection system at the same time, there would be risk of collapsing the existing water main, particularly since a significant portion of the existing water main is PVC.

The next closest source of water is that is entirely separate from the fire protection loop is a water supply loop installed around building 4 that is approximately 2,000 feet away. Per conversations with ARFF personnel, if a fire hose were to be attached to that water supply, an ARFF vehicle would be necessary every 500 feet along the hose for a total of five ARFF vehicles, in order to fight a fire at the tank farm.

Reason's for pressure failure:

1. There are separate domestic and fire protection system water mains. These systems were designed to be completely independent but have been cross connected over the years at locations unknown to the Airport.

2. Due to demolition of existing buildings and facilities, there are many dead-end sections of water main. These dead-end sections cause water quality problems within both the domestic and fire protection Water mains due to the multiple cross connected sections of mains mentioned in item 1 above.
3. Pipes in the system are suspected to be leaking which decreases flows and creates pressure losses.
4. As pipes in the system have aged, the pipes have gotten rougher and rougher, resulting in more pressure loss in the system.
5. All three water reservoirs were taken out of service due to various failures and leaks. Recently, the elevated water reservoir has been temporarily repaired and put back in service for emergency use in order to provide water pressure for fire protection capability.
6. The existing system fire pumps require manual control and operation. During military use, there was an operator assigned to operate the pumps as needed/required. This is no longer the case and these pumps have not been operated or tested in years.
7. Portions of the water main are PVC which does not conform to current code requirements.
8. Testing of the water main capacity and pressure indicate that the system is inadequate for fire protection requirements.

Procurement Options:

This is a JOC Project because: *(Select and **elaborate, i.e. explain in detail**, any of the below as they apply):*

- 1) *It is outside the scope of the in-house forces.*
- 2) *The project is multi-traded and therefore term agreements do not apply.*
- 3) *The project is time sensitive – using the JOC Program is the most time efficient way to procure the work.*
- 4) *The scope of the project is covered by the Construction Task Catalog®.*

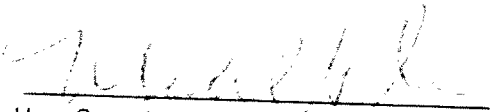
Budget Estimate: \$ 1,100,000.00


See Attached Back-up for Budget Estimate:


Funding Strip:

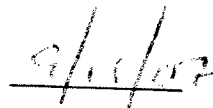
Project: *GA Fuel Farm Fire Suppression System*

Requesting Department Authorization


User Commissioner



Date



User's Project Manger

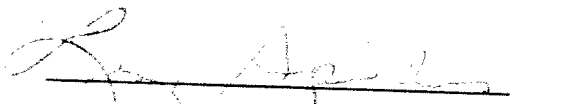

Date

The office of Design and Construction has reviewed the Requesting Department's description of the proposed project and concur that this project is appropriate for JOC.

Design and Construction Authorization


DOA JOC Coordinator


Date


Deputy Commissioner of Design and Construction


Date

cc: CARE – Attn: Ron Marsh