



CMAQ Project Selection Committee Meeting
Annotated Agenda
Friday February 25, 2011
10:30 a.m.
Cook County Conference Room
CMAP Offices

- 1.0 Call to Order and Introductions** 10:30 a.m.
Ross Patronsky, Committee Chair
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of December 14, 2010 Minutes**
The draft minutes for the December 14, 2010 meeting are attached.
- ACTION REQUESTED: Approval of the minutes.
- 4.0 Project Changes**
- 4.1 Palos Park - 80th Ave from 121st St to 123rd St (TIP ID 06-09-0007)**
The sponsor is requesting a cost increase. Staff recommends approval.
- 4.2 Franklin Park - Indiana Harbor Belt Railroad Switcher Engine Retrofit (TIP ID 04-09-0003)**
The sponsor is requesting a cost increase. Staff recommends approval.
- 4.3 Oak Forest - Oak Forest Sidewalks to Metra Station (TIP ID 07-06-0065)**
The sponsor is requesting a cost increase. Staff recommends approval.
- 4.4 Schaumburg - Schaumburg Commuter Rail Facility Bikeway Connector - IL 19/Irving Park Rd Bike Path (TIP ID 03-06-0002)**
The sponsor is requesting a cost increase. Staff recommends approval.
- 4.5 CDOE - Chicago Diesel Fleet Retrofit Project (TIP ID 01-06-0074)**
The sponsor is requesting a scope change. Staff recommends approval.
- 4.6 Berwyn - Bicycle Parking and Marketing – (TIP ID 05-10-0001)**
The sponsor is requesting a cost increase. Staff recommends approval.
- 4.7 Oak Park – Bike Lanes – (TIP ID 04-10-0001; 04-10-0002; 04-10-0003)**
The sponsor is requesting to combine the projects and a cost increase. Staff recommends approval.
- 4.8 Carol Stream - Kuhn Rd Bike Path from Lies Rd to The Great Western Trail (TIP ID 08-07-0013)**
The sponsor is requesting to move remaining ROW funding to Construction. Staff undertook this as an administrative modification.

4.9 Oak Forest - Oak Forest Metra Station Bike Access and Parking (TIP ID 07-00-0024)

The sponsor is withdrawing the project from the program. Staff undertook this as an administrative modification.

4.10 Kane County DOT - IL 64 from Randall Rd to Burlington Rd – (TIP ID 09-09-0013)

The sponsor is requesting to put the arterial management center portion of the project into a separate TIP number. Staff undertook this as an administrative modification.

4.11 CDOT-Streeterville-Illinois Center Signal Interconnect – (TIP ID 01-97-0085)

The sponsor is requesting to move funding from construction into engineering. Staff undertook this as an administrative modification.

4.12 Northlake - Grand Ave Sidewalk from Northwest Ave to Rhodes Ave – (TIP ID 04-08-0002)

The sponsor is requesting to reinstate PHI engineering. Staff undertook this as an administrative modification.

5.0 Cook County Department of Environmental Control - Cook County Fleet Diesel Retrofit (TIP ID 13-09-0001)

This project's October status update was deferred because no status update was given, however a representative of Respiratory Health Association of Metropolitan Chicago gave an update at the November meeting where removal from the program was considered. New information has been provided and will be shared with the committee.

ACTION REQUESTED: Direction from Committee

6.0 Plan Focused Program Approach Update

The MPO Policy Committee approved the GO TO 2040 Focused Programming approach at their January 13, 2011 meeting. The directed call for projects has been released and the program focus groups have been meeting. An update will be given on the groups' progress and the status of the call.

ACTION REQUESTED: Discussion

7.0 Transit Status Report Update

Staff has completed the analysis of the quarterly status update. An update will be given.

ACTION REQUESTED: Discussion

8.0 2011 Meeting Schedule

Staff has developed a draft meeting schedule for the remaining portion of 2011. It is based on TIP change due dates, the call for projects schedule, and other factors.

ACTION REQUESTED: Approval

9.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

10.0 Other Business

11.0 Next Meeting

The next meeting is on call.

12.0 Adjournment

CMAQ Project Selection Committee Members:

____ Ross Patronsky, Chair

____ Martin Buehler

____ Luann Hamilton

____ Mark Pitstick

____ Mike Rogers

____ Susan Stitt

____ Jeff Schielke



CMAQ Project Selection Committee Meeting

Annotated Agenda

Tuesday December 14, 2010 - 10:00 a.m.

Cook County Conference Room

CMAQ Offices

DRAFT Meeting Minutes

Members Present: Chair - Ross Patronsky – CMAP, Marty Buehler – Counties, Larry Keller – Council of Mayors, Luann Hamilton— City of Chicago, Mark Pitstick - RTA, Mike Rogers – IEPA (via phone), and Susan Stitt, IDOT (via phone)

Members Absent: None

Others Present: Ed Barsotti (via phone), Joseph Bornstein, Leonard Cannata, Maria Choca Urban, Ashley Collins, Chalen Daigle, Jonathon Doster, Kama Dobbs, John Donovan, Deborah Fagan (via phone), Laura Fedak, Jim Fiorito, Bill Lenski, Keith Privett, Tom Rickert, Briget Schwab, Chris Staron, David Tomzik, Jan Ward, Thomas Weaver, David Werner and Tammy Wierciak

Staff Present: Patricia Berry, Don Kopec, Tom Murtha, John O'Neal, Holly Ostdick, Joy Schaad, Todd Schmidt

1.0 Call to Order and Introductions

Chairman Patronsky opened the meeting at 10:02. Attendees introduced themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of November 30, 2010 Minutes

The November 30, 2010 meeting minutes were approved as presented on a motion by Mr. Buehler and a second by Mr. Pitstick.

4.0 Project Changes

4.1 RTA - Park and Ride Transit for the Northeastern Region TIP ID 13-06-0001

Ms. Ostdick reported that the RTA had requested approval to clarify the scope and transfer the sponsorship of the "Bus on Shoulder" on I-55 from I-355 to Kedzie Avenue project to IDOT for

implementation. The project would allow Pace's 755 and 855 commuter express routes to ride on the shoulders of I-55 between I-355 and Kedzie Avenue when it is under congested conditions. IDOT has concurred with the request and requested the CMAQ funding be moved into TIP ID 01-09-0034, the current IDOT project for resurfacing of I-55. The capital improvements are scheduled for a March 2011 letting. Staff recommended approval. On a motion by Ms. Hamilton and a second by Mr. Buehler, the committee voted to approve the scope clarification and sponsor change.

4.2 Arlington Heights - McDonald Creek Bike Path Improvements TIP ID 03-10-0001

Ms. Ostdick reported that the Village requested the limits be extended to include the side path from the pedestrian bridge on Brookwood Drive to Brighton Place and the park path from Brighton Place to Windsor Drive because the entire path is in need of reconstruction. The project length increased from 0.417 to 0.775 miles. With the increased scope the project sponsor is requesting a cost increase of \$159,854 total (\$141,884 federal). The project was original programmed for \$312,000 total (\$242,000 federal). A re-ranking was completed and the rank remained the same. Staff recommended approval. Ms. Brigit Schwab from the Village answered questions. On a motion Ms. Hamilton and a second by Mayor Keller, the committee voted to approve the scope and cost changes.

4.3 Chicago Park District (CPD) - Jackson Park/59th St Bicycle Path - 01-05-0005

Ms. Ostdick reported that the Park District requested retention in the CMAQ project with an adjustment into FFY2011 for construction. The appropriate staff for the CPD was unaware of the availability of funding until recently. Now that the sponsor understands the funding availability, they have met with IDOT and plan on completing Phase I engineering with local funds to expedite project accomplishment. The project was originally programmed in 2005 for \$795,000 total (\$578,000 federal). In the recent October status updates they reported the funds as obligated but were referencing the wrong project. She said that staff recommended retention. Mr. Bornstein of CPD offered to answer questions, but there were none. On a motion Ms. Hamilton and a second by Mayor Keller, the committee voted to approve the schedule change.

4.4 IDOT - IL 47 from IL 176 South Junction to IL 176 North Junction – TIP ID 11-09-0008

IDOT requested all funds be moved to construction: Engineering-I at \$40,000 total (\$32,000 federal), Engineering-II at \$45,000 total (\$36,000 federal), and ROW at \$90,000 total (\$72,000 federal). The Construction phase is currently at \$450,000 total (\$360,000 federal) and would become \$625,000 total (\$500,000 federal) with construction anticipated in 2011. Staff undertook this as an administrative modification.

4.5 CDOT - BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation TIP ID 01-94-0092

The City of Chicago requested to move \$740,000 federal from construction into engineering. Staff undertook this as an administrative modification. Mr. Buehler asked the representatives if they expected to return for increased funding for the construction phase and Keith Privett explained that they would not ask for more funding for the current segments, but they may apply for further funding to expand the program in the future.

5.0 Plan Focused Program Approach

Chairman Patrosky drew the Committee's attention to the new draft proposal that was posted with the agenda and two new handouts: one on potential goals and the other on alternative treatments of the CMAQ project categories. He asked Mr. Pitstick to brief the Committee on the RTA's suggested treatment of the project types into four categories: bottleneck relief, coordinated operations, mode shift and emissions reduction. Mr. Pitstick explained that he felt consolidating the initial six groups of project types in to four categories based on what the projects aim to accomplish, rather than strictly on work type, would make it easier to see the projects' benefits, focus attention on CMAQ goals, and encourage more coordination.

Upon questioning, Mr. Pitstick clarified that he did not envision that these categories had to be assigned to a specific group that would be making recommendations of potential projects; but that we can use the same groups that have been talked about the last few meetings. It was also clarified that the air quality rankings would still be done in comparison of projects of like work types, because historically some types are just more expensive per kilogram of VOC eliminated. Mr. Pitstick explained that he felt trips eliminated (VMT) should be considered for the work types in mode shift for instance; pointing out that some good CMAQ projects may not rank well on the cost per kilogram of VOC eliminated.

Several members expressed appreciation for the concept of viewing proposed projects by type of benefit as RTA had laid out, but were concerned about the level of complication in implementing the grouping as a structure for the project identification process. It was suggested that these could be very effective if supplied to the focus groups as goals of the program, instead. Mr. Pitstick said he had no problem with calling them goals. It was pointed out that one project type might show benefits in two or more of these goal areas. Because of the RTA's wording of the first goal (*bottleneck relief*) there was a question about a past controversy over the term bottleneck. It was explained that many years ago FHWA clarified that any widening of a non-trivial length was a capacity improvement and was not eligible for CMAQ funding. The practice within the state was to consider any road-widening project of less than a mile to be a bottleneck.

The Committee then looked at where the RTA goals fit in with the potential goals that staff had supplied as a starting point for discussion. Chairman Patrosky explained that the first two listed, improve air quality and reduce congestion, are overarching goals of the CMAQ program, but the other seven potential goals are based on action items found in GO TO 2040. There was considerable discussion on how they fit with the RTA's four. Mr. Rickert expressed his concern about the appropriateness of a goal of "implementing the major capital projects" with CMAQ funding and it was clarified that only discreet, appropriate aspects of a major capital project could be funded with CMAQ money. It was agreed that wording that clarifies such would be helpful, in the same way that the CREATE program is shown in the freight goal (*Create a more efficient freight network, such as implementing the CREATE program*). Ms. Hamilton expressed concern with the goal worded: "*Establish seamless coordination between modes*" because other non-auto goals could be lost, such as increasing capacity of non-motorized and transit, better connections, and implementing the trails plan.

Mr. Buehler asked if someone could express a vision of how to capture what has been said on goals so far, and Chairman Patrosky expressed his thoughts of a hierarchy:

1. Improve air quality and reduce congestion as overarching goals

2. RTA's four categories: bottleneck relief, coordinated operations, mode shift and emissions reduction would be the objectives
3. GO TO 2040 recommendations and Action Areas that can guide CMAQ's role in supporting implementation of GO TO 2040

Chairman Patrosky said that he would prepare another draft of the proposal to send to the committee for review and comment. He said he planned to continue to use the historical categories for analysis of CMAQ benefits which is also a good fit for the program focus groups. He said that he would include language that clarified that we want to encourage multi-modal projects.

There was a comment that we need to lay out where the indicators and other measures of benefits fit in so that we do not get ambiguous responses on benefits in the project applications. It was pointed out that some aspects of the indicators brought up are actually irrelevant in a CMAQ decisions, such as bridge condition and infill. Mr. Kopec responded that the focus groups can hone in on that kind of problem; it may be best to just to provide guidance to these groups that references the indicators and let them work out a full set of measures to use for each work type. Chairman Patrosky pointed out that many GO TO 2040-related benefits may not be quantifiable.

Mr. Buehler said that he thought it would be too confusing to give the focus groups the indicators. Others expressed reluctance to send the indicators to the focus groups both because of potential confusion, the irrelevance of some of indicators, and the expectation that is raised that CMAP staff will be doing a lot of analysis on each project idea. It was agreed that the indicators would be removed from the recommendation. It was agreed to let the focus groups decide which indicators, if any, they would like to evaluate when it pertains to specific projects.

Chairman Patrosky recapped previous discussions on using a broadcast call for projects and using the program focus groups for direct identification of projects. While there was acceptance that the program focus groups could bring in excellent project ideas related to GO TO 2040, there was wide concern that without a full call for projects some better air quality/congestion projects and some smaller communities could be left out. It was agreed that a hybrid including both methods would cover all bases. Mayor Keller commented that only the call for projects really is a bottom up process whereby the communities' interest in pursuing CMAQ funding is the driving factor. He felt this would encourage better "ownership" of the projects, than if a regional group asks a community to sponsor a project.

There was a question on the structure and longevity of the four suggested program focus groups and it was pointed out that the Bicycle-Pedestrian Task Force has been around since the early 1990s and the ROTC is new, but is a standing committee, not a single purpose group; the transit group will be staff who have worked together both as their agencies routinely coordinate and as members of the CMAP Transportation Committee; and the ad hoc committee on diesel retrofits could well find value in meeting together over the longer term. Also, all of the groups will be supported by CMAP staff that will provide continuity and a repository for and decisions and records. Mr. Kopec commented that the hope is that these program focus groups will add value, although if that turns out not to be the case, we can still move on; the CMAQ Project Selection Committee (PSC) has the main role. Also, it is through the PSC that the air quality information gets fully considered in the programming process.

Chairman Patrosky recapped that he heard most committee members looking for a process that includes both a broadcast call for projects and an opportunity for the focus groups to developed

good projects. Mr. Rogers remarked that he felt the former needs to be emphasized over the latter. There was some discussion on the mechanics of using both and the possibility that there will not be enough good to excellent projects to fill a 5 year program. Mayor Keller asked if there wasn't some wisdom in only programming part of the funds for each year to accommodate last minute additions and cost increases.

Chairman Patronsky suggested doing so could leave us in a bad position for getting our obligation rate up and that we should try for 100 percent, but if we don't fill all five years in this round we can pick them up in the next round. Mr. Tomzik suggested that there may be some more complex projects that are good ideas but do not have all the pieces together for the full set of project applications in this round. It was pointed out that such a project could be added in the next round and with the A List procedures in place such a project could move to an early year for implementation.

Mr. Rickert commented that taking ready projects from the four out years of the program to move into the TIP for early implementation makes the CMAQ B List unnecessary and could cause unrealistic expectations. Mr. Murtha pointed out that the B List was helpful in doing agency reviews of ITEP projects and Chairman Patronsky noted that it may help keep the pressure on sponsors for making timely progress on projects, but if the CMAQ B list proves unnecessary, it can be dropped in the future.

Chairman Patronsky said that staff would re-write the proposal to reflect the day's discussion and send it out for review and comment. Once the committee members review and accept it, the proposal will be presented to the MPO Policy Committee on January 13th for approval.

6.0 Public Comment

Deborah Fagan asked if she could get a copy of the new draft proposal on Go To 2040 Plan Focused Programming when it is available. Chairman Patronsky said yes and told the audience members to let him know if they wanted a copy also.

7.0 Other Business

There was no other business.

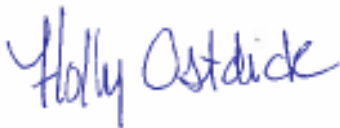
8.0 Next Meeting

It was agreed that the next meeting would be on call.

9.0 Adjournment

On a motion by Mr. Buehler and a second by Ms. Hamilton, the committee voted to adjourn the meeting at 11:46 a.m.

Respectfully Submitted,



Holly Ostidick
CMAQ Program Manager
/JMS **DRAFT version**



MEMORANDUM

To: CMAQ Project Selection Committee
Date: February 25, 2011
From: Holly Ostdick, Associate Planner
Re: CMAQ Project Change Requests

12 projects have been submitted for changes. The net change in the federal CMAQ amount programmed is \$1,414,708 total (\$1,131,766 federal). The sponsors' requests are attached.

For Committee Consideration:

Palos Park - 80th Ave from 121st St to 123rd St (TIP ID 06-09-0007)

The sponsor is requesting a cost increase. The cost of the project has increased due to comments received from IDOT and CCHD. The project was originally programmed for \$134,000 total (\$107,200 federal) for PHII engineering and construction in 2009. Approximately \$11,000 federal has been obligated for PHII engineering leaving a remaining balance of approximately \$96,000 federal. The cost for construction and construction engineering has increased to \$225,000 total (\$180,000 federal). The project is expected to be on a spring 2011 letting. The sponsor is asking for an increase of \$105,000 total (\$84,000 federal). A re-ranking was completed and the project dropped below one other project that had been funded in 2009.

Recommendation to the CMAQ Project Selection Committee:

Recommendation to approve a cost increase of \$105,000 total (\$84,000 federal) for Palos Park - 80th Ave from 121st St to 123rd St (TIP ID 06-09-0007)

Franklin Park - Indiana Harbor Belt Railroad Switcher Engine Retrofit (TIP ID 04-09-0003)

The sponsor is requesting a cost increase because the cost of purchasing GenSet Locomotives had increased during the agreement development time. The project was originally programmed in FFY 2009 and FFY 2010 for \$5,725,000 total (\$3,721,250 federal) (65/35 split). The bid that met all specifications was received for \$6,784,000 total (\$4,409,600 federal). The sponsor is requesting a cost increase of \$1,059,000 total (\$688,350 federal). A re-ranking was completed and the project remained within all funded Diesel Emission Reduction Projects.

Recommendation to the CMAQ Project Selection Committee:

Recommendation to approve the cost increase of \$1,059,000 total (\$688,350 federal) for a total project cost of \$6,784,000 total (\$4,409,600 federal) for Franklin Park - Indiana Harbor Belt Railroad Switcher Engine Retrofit (TIP ID 04-09-0003).

Oak Forest - Oak Forest Sidewalks to Metra Station (TIP ID 07-06-0065)

The sponsor is requesting a cost increase of \$34,750 total (\$27,800 federal) for a total project cost of \$835,000 total (\$668,000 federal). The cost increase is being requested due to additional quantities need for ditch work. A cost increase was requested in 2008 and granted to achieve a total project cost of \$800,250 (\$640,200 federal). Expenditures occurred for phase II engineering in the amount of \$16,618 total (\$13,294 federal). A re-ranking was completed and the rank remained the same.

Recommendation to the CMAQ Project Selection Committee:

Recommendation to approve the cost increase of \$34,750 total (\$27,800 federal) for a total project cost of \$835,000 total (\$668,000 federal) for Oak Forest - Oak Forest Sidewalks to Metra Station (TIP ID 07-06-0065).

Schaumburg - Schaumburg Commuter Rail Facility Bikeway Connector - IL 19/Irving Park Rd Bike Path (TIP ID 03-06-0002)

The sponsor is requesting a cost increase of \$248,358 total (\$198,718 federal) for a total project cost of \$1,333,683 total (\$1,066,986 federal). The project was originally programmed for \$860,875 total (\$688,700 federal). A request to combine 03-06-0001 with this project was approved on 12/11/08 and increased the project by \$167,049 total (\$133,639 federal) for a total project cost of \$1,027,924 total (\$822,339 federal). A cost increase request of \$57,411 total (\$45,929 federal) was approved on 11/18/10 for a total project cost of \$1,085,335 total (\$868,268 federal). The cost increase currently requested is for \$248,358 total (\$198,718 federal) for a total project cost of \$1,333,683 total (\$1,066,986 federal). A re-ranking was completed and the rank remains the same. The project is anticipated for an April 2011 letting.

Recommendation to the CMAQ Project Selection Committee:

Recommendation to approve the cost increase of \$248,358 total (\$198,718 federal) for a total project cost of \$1,333,683 total (\$1,066,986 federal) for Schaumburg - Schaumburg Commuter Rail Facility Bikeway Connector - IL 19/Irving Park Rd Bike Path (TIP ID 03-06-0002).

CDOE - Chicago Diesel Fleet Retrofit Project (TIP ID 01-06-0074)

The sponsor is requesting a scope change to reduce the number of vehicles involved in the project and to change some of the emissions reduction technologies. The project received \$591,000 total (\$472,800 federal) in the 2007 program for the retrofit of 179 diesel vehicles with Diesel Oxygen Catalysts (DOC). In 2008 the project received \$1,405,000 total (\$1,118,000 federal) for the retrofit of 63 vehicles with DOCs and 114 vehicles with Diesel Particulate Filters (DPF).

The 2008 award received a cost increase in 2008 in the amount of \$200,000 to cover an increase in costs. The two years' total funds combine to \$2,241,725 total (\$1,790,800 federal).

The City has already retrofitted 121 vehicles with DOCs but requests to use the remaining funding from 2007 and 2008 for DPF retrofits instead due to the limitations of DOCs. DPFs are able to remove a greater percentage of both VOCs and PM than DOCs and DOCs can only be used on 2004 and earlier vehicles.

The City has also completed field testing of the originally scoped DPFs (\$11,000 unit cost) and has found that due to the duty cycle of the City's diesel vehicles they will require DPFs that have an \$18,000 unit cost. This will reduce the total number of retrofits that the project is able to complete to 83 DPFs.

The project was re-analyzed for the 121 DOCs and 83 DPFs using the EPA's Quantifier software which was not available at the time of the initial rankings for the 2007 and 2008 programs. The Quantifier software has been used in the 2009 and 2010 program years to analyze the diesel emission reduction projects. The results of both the initial analysis and the revised scope are included in the attached spreadsheet. For comparison sake, the \$ per kg of particulate matter eliminated from the revised scope version would have ranked 1st among 2010 applications at \$168 per kg.

Recommendation to the CMAQ Project Selection Committee:

Recommendation to approve the scope change in reducing the number of retrofitted diesel vehicles from 242 with Diesel Oxygen Catalysts and 114 with Diesel Particulate Filters to 121 with Diesel Oxygen Catalysts and 83 with Diesel Particulate Filters Diesel Particulate Filters

Berwyn - Bicycle Parking and Marketing – (TIP ID 05-10-0001)

The sponsor is requesting a cost increase of \$12,200 total (\$9,760 federal) for a total project cost of \$44,500 total (\$35,600 federal). The project was originally programmed in 2010 for \$32,300 total (\$25,840 federal). A scope change to include purchasing signs in place of purchasing bike racks was requested and approved at March 2010 CMAQ PSC. The cost increase is due to a change in the design of bike racks. The project is scheduled for the April letting. A re-ranking was completed; the rank did not change.

Recommendation to the CMAQ Project Selection Committee:

Recommendation to approve the cost increase of \$12,200 total (\$9,760 federal) for a total project cost of \$44,500 total (\$35,600 federal) for Berwyn – Bicycle Parking and Marketing – TIP ID 05-10-0001.

Oak Park – Bike Lanes – (TIP ID 04-10-0001; 04-10-0002; 04-10-0003)

The sponsor is requesting to combine the projects into one TIP ID (04-10-0001) and a cost increase of \$20,600 total (\$14,500 federal) for a total project cost of \$205,000 total (\$162,000 federal). The projects were originally programmed for \$184,400 total (\$147,500 federal). The project is on the March letting. The increase is due to pavement marking materials increasing since the funds were initially requested. A re-ranking was completed and the combined rank was first among projects funded that year.

Recommendation to the CMAQ Project Selection Committee:

Recommendation to approve the cost increase of \$20,600 total (\$14,500 federal) for a total project cost of \$205,000 total (\$162,000 federal) and combination of all projects into TIP ID 04-10-0001 for Oak Park – Bike Lanes – (TIP ID 04-10-0001; 04-10-0002; 04-10-0003).

Administrative Changes:

Carol Stream - Kuhn Rd Bike Path from Lies Rd to the Great Western Trail (TIP ID 08-07-0013)

The sponsor is requesting to move funding from ROW \$92,000 total (\$73,600 federal) into Construction. The project is scheduled for a June 2011 letting. Staff undertook this as an administrative modification.

Oak Forest - Oak Forest Metra Station Bike Access and Parking (TIP ID 07-00-0024)

The sponsor requested to withdrawal the project from the program. The project was programmed in 2000 for \$65,000 total (\$52,000 federal). Staff undertook this as an administrative modification.

Kane County DOT - IL 64 from Randall Rd to Burlington Rd – (TIP ID 09-09-0013)

The sponsor is requesting to separate the Arterial Management Center into TIP ID 09-11-0013. TIP ID 09-09-0013 will be for the signal interconnect and have \$737,825 total (\$590,260 federal) for construction. TIP ID 09-11-0013 will have \$698,425 total (\$558,740 federal) for construction. Staff undertook this as an administrative modification.

CDOT-Streeterville-Illinois Center Signal Interconnect – (TIP ID 01-97-0085)

The sponsor is requesting to move \$80,000 total (\$64,000 federal) of funding from Construction \$4,140,000 total (\$3,312,000 federal) to phase 1/2 engineering. Staff completed this as an administrative modification.

Northlake - Grand Ave Sidewalk from Northwest Ave to Rhodes Ave – (TIP ID 04-08-0002)

The sponsor is requesting to re-instate Phase I engineering funding in the amount of \$175,000 total (\$140,000 federal) in 2011. Staff undertook this as an administrative modification.



JOHN F. MAHONEY
Mayor
MARY A. O'CONNOR
Accounts and Finances, Treasurer
NICOLE MILOVICH-WALTERS
Public Works and Streets, Recreation

Village of Palos Park

*"Service to Our Residents and Dedication
to the Preservation of Palos Park"*

DAN POLK
Public Health and Safety
JAMES PAVLATOS
Building and Public Property
CAROL A. BRYSON
Village Clerk
RICHARD B. BOEHM
Village Administrator

January 10, 2011

Mr. D. Ferguson
Chicago Metropolitan Agency for Planning
233 South Wacker Drive Suite 800
Willis Tower
Chicago, IL 60606

Re: CMAQ Grant for Sidewalk along 80th Avenue TIP 06-~~04~~⁰⁹-0007

Dear Mr. Ferguson,

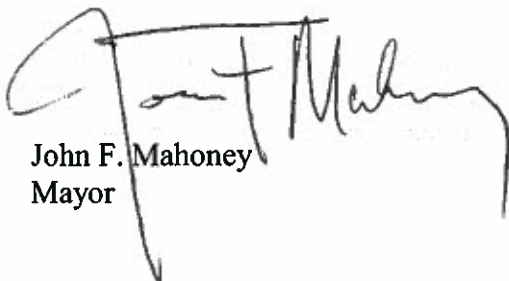
I am writing to formally request consideration to increase the amount of federal monies available for this project.

During the development of bidding documents, comments received from the Illinois Department of Transportation and the Cook County Highway Department, in addition to the development of a more detailed cost estimate, have resulted in the cost of the project exceeding our original grant. The construction estimate is currently \$183,000.00 with the Construction Engineering estimated at \$22,000.00.

I am aware that the remaining federal monies currently available is \$96,000.00. Therefore, I am seeking an increase of federal funding to \$180,000.00. The Village Council and I are willing to commit to the resulting increase in the Village's contribution to \$45,000.00

I therefore respectfully request federal funding for this project in the amount of \$180,000.00 for the construction and construction supervision for the installation of a new sidewalk along 80th Avenue.

Sincerely,



John F. Mahoney
Mayor



JOHN F. MAHONEY
Mayor
MARY A. O'CONNOR
Accounts and Finances, Treasurer
NICOLE MILOVICH-WALTERS
Public Works and Streets, Recreation

Village of Palos Park

January 12, 2011

***"Service to Our Residents and Dedication
to the Preservation of Palos Park"***

DAN POLK
Public Health and Safety
JAMES PAVLATOS
Building and Public Property
CAROL A. BRYSON
Village Clerk
RICHARD B. BOEHM
Village Administrator

Ms. Holly Ostdick
Chicago Metropolitan Agency for Planning
Manager, CMAQ Program
233 S. Wacker Blvd., Suite 800
Willis Tower
Chicago, IL 60606

Re: CMAQ Grant for Sidewalk along 80th Avenue TIP 06-04-0007

Dear Ms. Ostdick,

On January 10, 2011, Mayor John F. Mahoney, Village of Palos Park, sent a letter to Mr. D. Ferguson requesting additional federal funding for the CMAQ Grant for sidewalk installation along 80th Avenue TIP 06-04-0007.

I have been asked by the Southwest Council of Mayors to expand on the reasons for the cost increase for the project. The original grant amount approved on November 19, 2008 will not provide sufficient funds to implement the project. Comments received from the Cook County Highway Department (CCHD) during the permit application review (80th Avenue is under CCHD jurisdiction) and the Illinois Department of Transportation (IDOT), the funding agency, resulted in a scope of work beyond that originally proposed. Changes required a wider sidewalk cross section, B6-24 rather than B-12, curb and gutter, and a more complex drainage system. The revised scope of work results in a longer construction schedule and therefore additional construction engineering.

This project is currently on schedule for an IDOT letting on March 11 or April 29, 2011. The project is important to the Village of Palos Park as it will become an integral portion of a proposed bicycle path which will connect several areas of the Village to the Forest Preserve Bike Path System.

If there are any questions regarding this project please contact me at 708-671-3702 or Mike Sibrava, Public Works Director at 708-671-3720.

Sincerely,

Richard B. Boehm
Village Administrator

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **06-09-0007**

Description: **Palos - Park 80th Ave from 121st St to 123rd St**

Ranking Computation

	2009 Award	2011 Increase
Tons VOC eliminated	118.1665	118.1665
Cost	\$134,000	\$239,000
\$/Ton VOC eliminated	\$1,134	\$2,023
Rank	5	6

Project Expenses

	Federal Share	Total	Fed %
2009 Award	\$ 107,200	\$ 134,000	80.0%
2011 Increase	\$ 191,200	\$ 239,000	80.0%
Increase Amount	\$ 84,000	\$ 105,000	

Chicago Metropolitan Agency for Planning

Resranking of project 06-09-0007: Palos - Park 80th Ave from 121st St to 123rd St

FY 2009 CMAQ Program - Diesel Emissions Reduction

CMAQ ID	Facility to be Improved	Project Total	Application Federal	\$ Per Kilo VOC Eliminated	Proposed Program	Proposed 2010	Proposed 2011	Proposed 2012
BP01093110	CDOT-Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	\$1,210,000	\$968,000	\$91				
BP10093117	Buffalo Grove-Dundee Rd Sidewalk	\$650,211	\$520,169	\$228	\$64,000	\$456,169		
BP10093124	Deerfield-IL 43/Waukegan Rd Pedestrian Walkway	\$124,430	\$99,544	\$474				
BP08093115	Westmont-2010 Westmont Sidewalk Project	\$858,300	\$686,640	\$489				
BP06093100	Palos Park-80th Ave from 121st St to 123rd St	\$134,000	\$107,200	\$1,134	\$107,200			
BP10093116	Round Lake Beach-Various Sidewalks Round Lake Beach	\$781,820	\$491,820	\$1,145	\$491,820			
				\$2,023				
BP12093105	Lockport-IL 7/9th St from Lincoln St to Farrell Rd	\$449,000	\$319,000	\$2,584	\$319,000			
BP08093099	Oakbrook Terrace-Spring Rd and 16th St	\$1,027,000	\$821,600	\$7,542				
BP12093114	Peotone-Wilmington-Peotone Rd Sidewalk from Gull View Dr to Rathje Rd	\$114,000	\$91,200	\$17,299				
BP12093113	Peotone-Rathje Rd Sidewalk from Wilmington-Peotone Rd to Joliet Rd	\$114,000	\$91,200	\$47,910				
BP01093094	CDOT-Queen's Landing Grade Separation	\$41,000,000	\$32,800,000	\$244,196				
BP07093106	Pace-South Suburban Passenger Shelters and Sidewalk Connections	\$504,000	\$403,000	Not Analyzed				

January 12, 2010

Ms. Holly Ostdick
Chicago Metropolitan Agency for Planning
Manager, CMAQ Program
233 S. Wacker Blvd.
Suite 800
Chicago, IL 60606

Re: Acquisition of four (4) GenSet low emissions locomotives by Indiana Harbor Belt
RR Company

Village of Franklin Park
Cook County
Section 09-00069-00-RR
Project CMM-9003(245)
Job No. C-91-332-09

Dear Ms. Ostdick:

This letter is a follow-up to the brief discussion we had last month regarding the difference in the amount of funding granted IHB as a result of its original application for funds under the CMAQ program for GenSet locomotives (Diesel Emissions Reductions) and the amount of the Request for Proposal (RFP) quote from the selected vendor, National Railway Equipment Company of Dixmoor, IL. Please consider this as an official request for CMAQ to reconsider the amount of funding granted to the IHB for the aforementioned project due to the increase in cost per locomotive in today's marketplace versus the cost when the original application was made. Due to the increase in cost per locomotive, there becomes a shift from a 65/35 split to a split of 55/45. IHB is requesting that CMAQ consider increasing the funding of this project to help close the gap caused by the delay in reaching an agreement with IDOT in order to proceed toward purchase of the locomotives.

IHB original application (02/08) for four GenSet locomotives:	\$ 5,668,000
IHB original application (02/09) for one GenSet locomotive:	\$ 1,474,000
CMAQ 2009 award:	\$ 4,251,000
CMAQ 2010 award:	\$ 1,474,000
Total Award	\$ 5,725,000
NRE Bid (9/17/10)	\$ 6,784,000
<i>Difference in bid versus application</i>	<i>\$ 1,059,000*</i>

* IHB understands it is liable for the additional cost unless additional CMAQ funds are made available.

In order to help in the process of rendering a decision for this request I have offered the following as background information in summary format. However, if you have any questions or need additional information please advise and I will get you what you need as soon as possible.

Background:

1. IHB made two applications to CMAQ for funding to assist in the purchase of eight (8) GenSet Locomotives in February of 2008. Four of the units were sponsored by the Village of Franklin Park and four were sponsored by the Village of Riverdale.
2. The Franklin Park application was to replace four (4) Switch type locomotives. That application was for \$ 5,668,000 or \$1,417,000 for each locomotive.
3. The Riverdale application was to replace four (4) General Purpose locomotives. That application was for \$ 6,588,000 or \$ 1,647,000 for each locomotive.
4. In November of 2008, IHB was awarded a grant based for the purchase of three (3) GenSet locomotives (Franklin Park sponsorship) at the amount of the application per locomotive unit. ($\$1,417,000 \times 3 = \$4,251,000$) The CMAQ grant was for 65% with IHB providing 35% of the total anticipated cost. (CMAQ contribution to be \$2,763,150.)
5. In November of 2008 the IHB application with Riverdale was declined.
6. In February of 2009 IHB reapplied for one (1) locomotive from its original Franklin Park sponsored ** application and the same four (4) from its original Riverdale sponsorship. ***
(**) 1 Year Increase in price went from \$1,417,000 to \$1,474,000/ locomotive.
(***) 1 Year Increase in price went from \$1,647,000 to \$1,785,000/ locomotive
7. In November of 2009 IHB was awarded a grant for the purchase of one (1) locomotive (Franklin Park.) for FY 2010 at \$1,474,000. (CMAQ contribution to be \$958,100.)
8. In November of 2009 IHB was also awarded the grant for the other four (4) locomotives (Riverdale) for FY 2011 at \$ 7,140,000. (CMAQ contribution to be \$ 4,641,000.)

9. At this point let me just try to summarize the gap from November 2008 to the present as being a very complex and frustrating time for the IHB trying to reach an agreement with IDOT and then NRE for the purchase of the first four locomotives. I would be glad to share the details but there are three critical events that are worth noting in this chronology.
- a. In December of 2008 IHB was offered 5 GenSet locomotives by a vendor for the price of four. The five locomotives had become available because of a cancelled order. IHB contacted IDOT with the details of the offer but could not convince IDOT that it was in our mutual best interest for IDOT to grant IHB an order to process.
 - b. In February of 2009, IHB furnished an agreement patterned after a similar agreement between IDOT and another class one railroad. That agreement was not acceptable to IDOT. In May of 2009, IDOT supplied an agreement for the Village of Franklin Park and IHB to sign. The Village and IHB signed the agreement but "after further review" IDOT changed their mind and withdrew the agreement in July. A second proposed agreement was not offered to IHB until November of 2009.
 - c. IDOT and IHB could not reach an agreement on the contract language of the revised agreement until July of 2010.
10. IHB put out its RFP and the only bid meeting the specifications of the RFP comes in at \$ 6,784,000 for four locomotives or \$1,696,000 for each one.
11. IDOT State agreement states a project cost not to exceed \$ 5,725,000. **** The NRE bid total is \$6,784,000 or \$1,059,000 above the original application.
- (****) Formula to get that number came from three (3) locomotives at the original application rate of \$ 1,417,000 per locomotive and then adding the application of the single locomotive for FY 2010 which was \$ 1,474,000.
- $(\$ 1,417,000 \times 3 = \$ 4,251,000 + \$ 1,474,000 = \$ 5,725,000)$
12. IDOT State agreement per locomotive \$1,431,250. **** NRE bid \$1,696,000 per locomotive.

The IHB believes it proceeded through this process in good faith. IHB believes that the difference in the application pricing and the bid pricing can be attributed to three items. The first is a factor for inflation. The second is the market place in which the locomotive manufacturing takes place; simple supply and demand. Lastly, changes in government regulations have added to the cost to manufacture an individual locomotive.

Lastly, IHB states that all of the information provided herein is factual and accurate to the best of our knowledge. IHB is requesting that CMAQ consider that difference between IHB's original application and the current bid price by NRE and grant IHB on the same 65/35 basis an increase in funding. If you have any questions, please call or email me.

Thank you very much for your time and consideration and I look forward to your response.

Respectfully yours,

David H Nelson
General Superintendent – Operations
Indiana Harbor Belt Railroad

219-989-4801
dave.nelson@ihbrr.com

cc: Ross Patronsky

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **04-09-0003**

Description: **Indiana Harbor Belt Railroad Switcher Engine Retrofit**

Ranking Computation

	2009 Award	2010 Award	2011 Increase
Kilos VOC eliminated	14,061.3635	10,160.4691	24,221.8326
Cost	\$ 4,251,000	\$ 1,474,000	\$ 6,784,000
\$/Kilo VOC eliminated	\$ 302	\$ 145	\$ 280
Rank	12	5	10

Project Expenses

	Federal Share	Total	Fed %	Basis
2009 Award	\$ 2,763,150	\$ 4,251,000	65.0%	Approved project
2010 Award	\$ 958,100	\$ 1,474,000	65.0%	Approved project
2011 Increase	\$ 4,409,600	\$ 6,784,000	65.0%	Letter from Sponsor
Increase Amount	\$ 688,350	\$ 1,059,000		

2009 Award = 3 engines

2010 Award = 1 engine

FY 2009 CMAQ Program

CMAQ ID	Facility to be Improved	\$ Per Kilo	
		VOC Eliminated	Proposed Program
DR13093149	Cook County Dept of Environmental Control-Cook County Fleet Diesel Retrofit	\$31	\$633,873
DR13093151	Pace-Bus Diesel Engine Retrofits	\$130	\$4,548,080
DR13093150	IEPA-Chicago Area Diesel Retrofit Program	\$111	\$1,000,000
DR01093127	IEPA-Retrofit of Amtrak Switcher Engines	\$190	\$1,200,000
DR01093125	CDOE-Chicago Diesel Emissions Reduction Project	\$275	\$1,739,000
DR04093133	Berkeley-Union Pacific Proviso Railyard Switcher Engine Retrofit	\$212	\$2,080,000
DR01093126	IEPA-Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project	\$213	
DR06093132	Bedford Park-BRC Clearing Yard Switcher Retrofit	\$232	\$2,925,000
DR07093135	IEPA-CSXT Barr Rail Yard Switch Engine Retrofit-Year 2 & 3	\$266	
Revised Rank		\$280	
DR13093148	Riverdale-Indiana Harbor Belt Railroad SD-20 Retrofit	\$320	
DR05093134	Cicero-Cicero Rail Yard Locomotive Diesel Retrofit	\$372	\$1,820,000
DR13093142	Franklin Park-Indiana Harbor Belt Railroad Switcher Engine Retrofit*	\$403	\$2,763,150
DR13093182	IDOT-IDOT Maintenance Fleet Emissions Reduction	\$821	\$800,000
DR07093136	Riverdale-Biofuels Facility for the South Region	Not Analyzed	

*Project was funded at less than requested

FY 2010 CMAQ Program

CMAQ ID	Facility to be Improved	\$ Per Kg	
		VOC Eliminated	Proposed total
DR01103208	Diesel Particulate Filter Retrofit for CTA Buses	\$252	\$11,920,000
DR13103219	Cook County DPF Diesel Retrofit	\$110	\$582,738
DR01103209	Retrofit of Amtrak Switcher Engines	\$131	\$1,200,000
DR07103216	CSXT Barr Rail Yard Switch Engine Retrofit	\$133	\$3,900,000
DR13103211	Indiana Harbor Belt Railroad Switcher Engine Retrofit	\$145	\$958,100
DR04103212	Union Pacific Proviso Railyard Switcher Engine Retrofit	\$168	\$5,200,000
DR13103215	Indiana Harbor Belt Railroad Retrofit	\$176	\$4,641,000
DR06103213	BRC Clearing Yard Switcher Retrofit	\$183	\$2,798,250
DR10103218	Diesel Retrofit Project	\$71	\$23,400
DR13103221	Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project	\$230	\$3,380,000
Revised Rank		\$280	
DR03103210	Diesel Fleet Emissions Reduction Project	\$413	\$221,600
DR13103220	Diesel Engine Retrofits	\$539	\$4,680,000
DR13103381	Installation of GenSets on Two Metra Switch Engines	\$857	\$2,800,000
DR07103214	Diesel Vehicle Replacement Program	\$12,125	\$0
DR08103217	Public Works Diesel Emissions Reduction Project	\$11,482	\$0
DR13103222	IDOT Maintenance Fleet Air Pollution Reduction Effort	\$1,575	\$0

Holly Ostdick
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

December 16, 2010

***Subject: City of Oak Forest – Metra Station Pedestrian Access
Improvements Project - Phase III
Section 07-00087-00-SW***

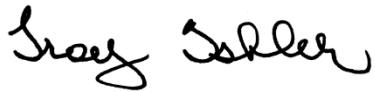
Dear Ms. Ostdick:

The City of Oak Forest has recently completed the construction of the third phase of the Metra Station Pedestrian Access project.

As shown in the attachment, the final cost for the project is \$747,986.10. The City would like to request \$27,800.00 in additional CMAP funds to fully fund the project at the current division of cost. This would increase the project funds to \$818,000.00 (\$654,400.00 Federal share). Additional funds are needed for increased quantities for parkway restoration due to additional ditch regrading, culvert installations, sodding and related items not anticipated at the time the construction drawings were prepared.

If you have any additional information or have any questions please contact me at (708) 705-8826.

Very truly yours,



Troy A. Ishler
Director of Public Works

Enclosure

- C. Christopher Holt, IDOT, District One Local Roads and Streets
Thomas Slattery, P.E. Baxter & Woodman, Inc
John P. Mick, P.E., Baxter & Woodman, Inc.

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **07-06-0065**

Description: **Oak Forest Sidewalks to Metra Station**

Ranking Computation

	2007 Award	2008 Increase	2011 Increase
Kilos VOC eliminated	637.7234	637.7234	637.7234
Cost	\$ 652,000	\$ 800,250	\$ 835,000
\$/Kg VOC eliminated	\$ 1,022	\$ 1,255	\$ 1,309
Rank	8	8	8

Project Expenses

	Federal Share	Total	Fed %	Basis
2007 Award	\$ 521,600	\$ 652,000	80.0%	Approved project
2008 Increase	\$ 640,200	\$ 800,250	80.0%	Letter from Sponsor
2011 Increase	\$ 668,000	\$ 835,000	80.0%	Letter from Sponsor
Increase Amount	\$ 27,800	\$ 34,750		

FY 2007 CMAQ Program

rank	ID	Facility to be Improved	Total \$	Fed \$	\$/Kg Voc	Select 2007	Select 2008	Select 2009
Pedestrian Facility								
1	BP04072693	Oak Park-Variou Sidewalk Projects throughout Oak Park	\$565,074	\$452,059	\$18	\$226,030	\$226,029	
2	BP04072688	Harwood Heights-Union Ridge Elementary School - Pedestrian Facility Improvement Plan	\$103,000	\$82,400	\$23	\$82,400		
3	BP03072691	Des Plaines-Mount Prospect Rd & Wolf Rd Sidewalks	\$230,000	\$184,000	\$147	\$24,000	\$160,000	
4	BP08072703	Westmont-2007 Miscellaneous Sidewalk Connectivity Part 3	\$621,193	\$496,954	\$272			
5	BP10072697	Mundelein-Lake St from Hawthorne Blv to Longwood Ter	\$307,230	\$245,784	\$484	\$245,784		
6	BP08072686	Addison-Mill Rd Bridge Sidewalk Project	\$256,500	\$205,200	\$505	\$15,640	\$15,640	\$173,920
7	BP06072696	Blue Island-Vermont St Corridor	\$425,195	\$340,156	\$945			
8	BP07072699	Oak Forest-Oak Forest Sidewalks to Metra Station	\$652,000	\$521,600	\$1,022	\$13,600	\$508,000	
					↓	\$1,255		
					↓	\$1,309		
Revised Rank 2008								
Revised Rank 2011								
9	BP04072702	Northlake-Wolf Rd Sidewalks at Soffel Ave	\$395,000	\$316,000	\$1,513	\$28,000	\$24,000	\$264,000
10	BP02072785	Glenview-Wagner Rd from Winnetka Rd to East Lake Ave	\$301,950	\$225,800	\$1,605	\$225,800		
11	BP11072690	Crystal Lake-Erick St Sidewalks	\$87,000	\$69,000	\$1,754	\$69,000		
12	BP10072700	Deerfield-Deerfield Rd Sidewalk Improvements and Pedestrian Underpass	\$974,400	\$779,520	\$1,843	\$84,000	\$695,520	
13	BP08072701	Oakbrook Terrace-22nd St Sidewalk from IL 56/Butterfield Rd to IL 83/Kingery Highway	\$472,000	\$377,000	\$2,285	\$49,226	\$328,180	
14	BP05072698	Riverside-Burlington Northern Santa Fe Railroad Pedestrian Tunnel	\$3,354,000	\$2,640,000	\$5,072			
15	BP12072695	Plainfield-IL 59 Sidewalk Improvements	\$3,590,700	\$1,230,000	\$111,135			



VILLAGE OF SCHAUMBURG

ENGINEERING & PUBLIC WORKS DEPARTMENT / 714 S. PLUM GROVE ROAD / SCHAUMBURG, IL 60193-4329
847.895.7100 / TDD 847.923.4105 / FAX 847.895.6086 / WWW.VILLAGEOFSCHAUMBURG.COM

January 14, 2011

Mr. Michael Walczak
Program Manager for Transportation
Northwest Municipal Conference
1616 East Golf Road
Des Plaines, IL 60016

Re: Irving Park Road (IL 19) and Higgins Road (IL 72) Bike Path
Section #: 07-00091-00-BT
TIP ID#: 03-06-0002

Dear Mr. Walczak:

The Village of Schaumburg is in Final Phase II Engineering for the Irving Park Road and Higgins Road Bike Path Project. In order to complete the design phase of the project and prepare the project for an April 2011 letting and spring construction, we would like to request additional funds for the Construction and Construction Engineering Phase. The village previously sent in a request on October 27, 2010 to Ms. Holly Ostdick, Manager of the CMAQ Program. However, the request was not communicated clearly, and the amount added to the project did not match the current cost estimate.

The cost estimate for Construction and Construction Engineering (Federal) remains at \$955,929.00. The total amount currently approved for Construction and Construction Engineering is \$795,929.00 (Federal). The village is requesting additional funds for Construction and Construction Engineering in the amount of \$160,000.00 (Federal). Please find enclosed the Job Request Form and Cost Estimate for the project.

If you have any questions or require additional information, please do not hesitate to contact Margo Killian, Project Manager, at 847-923-6652 or mkillian@ci.schaumburg.il.us.

Sincerely,

Steven R. Weinstock, P.E.
Director of Engineering and Public Works

av

Encl.

K:\EPW\Engineering\Sidewalk and Bikepath Projects\4404 - Irving Park Road and Higgins Road Bikepaths\Correspondence\Letter to CMAP Requesting Additional Funds for Construction.doc



Federally Funded: Yes No Supplement Yes No No. 1 for

Funding Type(s)			
Fund	Percent	Fund	Percent
Cong. Mitigation Air Quality-CMAQ (STA)	80/20		

ITEP Number: _____ HPP Bill Number: _____

Marked Route Designation: FAU 1321 & FAP FAP 0341

Street Name: Irving Park Road Bike & Higgins Road

Limits: Springinsguth Road to Wright Blvd (Irving Park Road); & Verde Drive to Del Lago Drive (Higgins Road)

Type of Work: Bike Path Improvement Bridge Structure Number: _____

County: Kane Lake Cook DuPage McHenry Will Various Regional Council Northwest

Local Agency: Village of Schaumburg

MFT Section Number: 07-00091-00-BT

TIP ID: 03-06-0002

Estimate of Const. Cost: \$1,040,864.00

Target Letting Date: 01/21/2011

Project Funding Table							
	Job Number	Project Number	State Fiscal Yr	Est. Total Cost	Federal Participation	Local Participation	State Participation*
<input type="checkbox"/>	P 91	-173-07	CMM-8003(771)	2007	\$44,900.00	\$35,960.00	\$8,940.00
<input type="checkbox"/>	R 90	-005-10	CMM-9003(540)	2009	\$20,000.00	\$16,000.00	\$4,000.00
<input type="checkbox"/>	D 91	-173-07	CMM-8003(772)	2009	\$73,871.00	\$59,097.00	\$14,774.00
<input checked="" type="checkbox"/>	C 91	-173-07	CMM-8003(773)	2010	\$1,040,864.00	\$832,691.00	\$208,173.00
			Construction Engineering	2010	\$154,048.00	\$123,238.00	\$30,810.00

Contract Number 63355
 State Section Number _____

Contact / General Information

IDOT Engineer: Jay Coleman
Bridge Program Manager: _____ Bridge PM Email: _____
Program Administrator: _____ Administrator Email: _____
Local Agency Contact Name: Margo Killian Local Agency Phone: 847-923-6652
Local Agency Contact Email: mkillian@ci.schaumburg.il.us
Consultant Company Name: Jaymin Patel Consultant Contact: Bollinger Lach & Assoc.
Consultant Contact Email: jayminpatel@bollingerlach.com Consultant Phone: 630-438-6400
Date Submitted: 01/04/2007 Date Revised: 10/01/2010 Date Completed: 10/01/2010

Comments: _____



(Construction) Estimate of Cost

Location and brief description (Sta. and land description of beginning; Sta. only for end for county and road districts; street limits for municipality.)

the proposed Irving Park Rd bike path begins at the intersection of Frontage Rd and Springinsguth Rd and extends in the east direction where it ends at the intersection of Irving Park Rd and Wright Blvd. The proposed Higgins Rd bike path begins west of Verde Drive and extends in the east direction where it ends at Del Lago Drive.

Total Project Length	5628.33 FT
Net Length	5628.33 FT

Surface Type	HMA
Width	8 FT

Shoulder Type	
Width	

Bridge or Culvert	
Length	
Width	

Item Number	Items	Unit	Quantity	Unit Price	Total Cost	EEO % Breakdown
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	230	\$ 20.00	\$ 4,600.00	0.44%
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	53	\$ 30.00	\$ 1,590.00	0.15%
20100500	TREE REMOVAL, ACRES	ACRE	0.063	\$ 45,000.00	\$ 2,835.00	0.27%
20101100	TREE TRUNK PROTECTION	EACH	21	\$ 115.00	\$ 2,415.00	0.23%
20200100	EARTH EXCAVATION	CU YD	430	\$ 32.00	\$ 13,760.00	1.32%
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,190	\$ 25.00	\$ 79,750.00	7.66%
20400800	FURNISHED EXCAVATION	CU YD	2,660	\$ 28.00	\$ 74,480.00	7.16%
20800150	TRENCH BACKFILL	CU YD	306	\$ 33.00	\$ 10,098.00	0.97%
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	12,699	\$ 4.50	\$ 57,145.50	5.49%
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	158	\$ 3.00	\$ 474.00	0.05%
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	158	\$ 3.00	\$ 474.00	0.05%
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	158	\$ 3.00	\$ 474.00	0.05%
25200110	SODDING, SALT TOLERANT	SQ YD	12,699	\$ 4.00	\$ 50,796.00	4.88%
25200200	SUPPLEMENTAL WATERING	UNIT	648	\$ 25.00	\$ 16,200.00	1.56%
28000400	PERIMETER EROSION BARRIER	FOOT	4,316	\$ 4.50	\$ 19,422.00	1.87%
28000510	INLET FILTERS	EACH	48	\$ 145.00	\$ 6,960.00	0.67%
31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	4,750	\$ 20.00	\$ 95,000.00	9.13%
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	49	\$ 90.00	\$ 4,410.00	0.42%
40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2,376	\$ 3.00	\$ 7,128.00	0.68%
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	804	\$ 100.00	\$ 80,400.00	7.72%
42001300	PROTECTIVE COAT	SQ YD	160	\$ 3.00	\$ 480.00	0.05%
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	112	\$ 10.00	\$ 1,120.00	0.11%
42400800	DETECTABLE WARNINGS	SQ FT	288	\$ 30.00	\$ 8,640.00	0.83%
44000100	PAVEMENT REMOVAL	SQ YD	493	\$ 25.00	\$ 12,325.00	1.18%
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	49	\$ 15.00	\$ 735.00	0.07%
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	436	\$ 7.00	\$ 3,052.00	0.29%
44000600	SIDEWALK REMOVAL	SQ FT	807	\$ 3.00	\$ 2,421.00	0.23%
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	27	\$ 200.00	\$ 5,400.00	0.52%
50105220	PIPE CULVERT REMOVAL	FOOT	63	\$ 18.00	\$ 1,134.00	0.11%
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	\$ 700.00	\$ 1,400.00	0.13%
54216185	REINFORCED CONCRETE PIPE TEE, 15" PIPE WITH 12" RISER	EACH	1	\$ 450.00	\$ 450.00	0.04%
54216195	REINFORCED CONCRETE PIPE TEE, 21" PIPE WITH 12" RISER	EACH	2	\$ 800.00	\$ 1,600.00	0.15%
54216231	REINFORCED CONCRETE PIPE TEE, 42" PIPE WITH 12" RISER	EACH	1	\$ 1,500.00	\$ 1,500.00	0.14%
54247130	GRATING FOR CONCRETE FLARED ENDSECTION 24"	EACH	2	\$ 600.00	\$ 1,200.00	0.12%
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	603	\$ 30.00	\$ 18,090.00	1.74%
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	701	\$ 40.00	\$ 28,040.00	2.69%
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	17	\$ 45.00	\$ 765.00	0.07%
550A0110	STORM SEWERS, CLASS A, TYPE 1 21"	FOOT	161	\$ 50.00	\$ 8,050.00	0.77%
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	216	\$ 60.00	\$ 12,960.00	1.25%
550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	110	\$ 65.00	\$ 7,150.00	0.69%
550A0160	STORM SEWERS, CLASS A, TYPE 1 36"	FOOT	135	\$ 70.00	\$ 9,450.00	0.91%
550A0180	STORM SEWERS, CLASS A, TYPE 1 42"	FOOT	195	\$ 75.00	\$ 14,625.00	1.41%
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	216	\$ 40.00	\$ 8,640.00	0.83%
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	142	\$ 45.00	\$ 6,390.00	0.61%
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	53	\$ 50.00	\$ 2,650.00	0.25%
55100500	STORM SEWER REMOVAL 12"	FOOT	50	\$ 10.00	\$ 500.00	0.05%



(Construction) Estimate of Cost

Location and brief description (Sta. and land description of beginning; Sta. only for end for county and road districts; street limits for municipality.)

the proposed Irving Park Rd bike path begins at the intersection of Frontage Rd and Springinsguth Rd and extends in the east direction where it ends at the intersection of Irving Park Rd and Wright Blvd. The proposed Higgins Rd bike path begins west of Verde Drive and extends in the east direction where it ends at Del Lago Drive.

Total Project Length	5628.33 FT
Net Length	5628.33 FT

Surface Type	HMA
Width	8 FT

Shoulder Type	
Width	

Bridge or Culvert	
Length	
Width	

Item Number	Items	Unit	Quantity	Unit Price	Total Cost	EEO % Breakdown
55100700	STORM SEWER REMOVAL 15"	FOOT	331	\$ 15.00	\$ 4,965.00	0.48%
55100900	STORM SEWER REMOVAL 18"	FOOT	388	\$ 20.00	\$ 7,760.00	0.75%
55101200	STORM SEWER REMOVAL 24"	FOOT	22	\$ 25.00	\$ 550.00	0.05%
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	7	\$ 2,000.00	\$ 14,000.00	1.35%
60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	1	\$ 2,000.00	\$ 2,000.00	0.19%
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	\$ 2,000.00	\$ 2,000.00	0.19%
60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	2	\$ 3,500.00	\$ 7,000.00	0.67%
60205030	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	1	\$ 3,500.00	\$ 3,500.00	0.34%
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	6	\$ 1,500.00	\$ 9,000.00	0.86%
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	2	\$ 1,800.00	\$ 3,600.00	0.35%
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	\$ 2,500.00	\$ 2,500.00	0.24%
60221000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	3	\$ 3,500.00	\$ 10,500.00	1.01%
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	\$ 3,500.00	\$ 14,000.00	1.35%
60221102	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	4	\$ 9,000.00	\$ 36,000.00	3.46%
60255500	MANHOLES TO BE ADJUSTED	EACH	8	\$ 350.00	\$ 2,800.00	0.27%
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2	\$ 450.00	\$ 900.00	0.09%
60500040	REMOVING MANHOLES	EACH	3	\$ 400.00	\$ 1,200.00	0.12%
60500050	REMOVING CATCH BASINS	EACH	7	\$ 400.00	\$ 2,800.00	0.27%
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	4	\$ 700.00	\$ 2,800.00	0.27%
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	44	\$ 30.00	\$ 1,320.00	0.13%
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	451	\$ 30.00	\$ 13,530.00	1.30%
60620000	CONCRETE MEDIAN, TYPE SB-6.24	SQ FT	911	\$ 16.00	\$ 14,576.00	1.40%
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	\$ 2,500.00	\$ 7,500.00	0.72%
67100100	MOBILIZATION	L SUM	1	\$ 20,000.00	\$ 20,000.00	1.92%
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	\$ 5,000.00	\$ 5,000.00	0.48%
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	\$ 10,000.00	\$ 10,000.00	0.96%
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	\$ 5,000.00	\$ 5,000.00	0.48%
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	\$ 5,000.00	\$ 5,000.00	0.48%
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	\$ 5,000.00	\$ 5,000.00	0.48%
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	70	\$ 100.00	\$ 7,000.00	0.67%
72000300	SIGN PANEL - TYPE 3	SQ FT	122	\$ 45.00	\$ 5,467.50	0.53%
72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	122	\$ 10.00	\$ 1,215.00	0.12%
72700100	STRUCTURAL STEEL SIGN SUPPORT -BREAKAWAY	POUND	924	\$ 6.00	\$ 5,544.00	0.53%
73400100	CONCRETE FOUNDATIONS	CU YD	2	\$ 800.00	\$ 1,600.00	0.15%
73700100	REMOVE GROUND-MOUNTED SIGN SUPPORT	EACH	2	\$ 150.00	\$ 300.00	0.03%
73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	2	\$ 500.00	\$ 1,000.00	0.10%
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	276	\$ 1.50	\$ 414.00	0.04%
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	795	\$ 2.00	\$ 1,590.00	0.15%
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	962	\$ 2.50	\$ 2,405.00	0.23%
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	181	\$ 4.00	\$ 724.00	0.07%
78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	100	\$ 3.00	\$ 300.00	0.03%
78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	132	\$ 4.00	\$ 528.00	0.05%
78300100	PAVEMENT MARKING REMOVAL	SQ FT	759	\$ 4.00	\$ 3,036.00	0.29%
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	46	\$ 25.00	\$ 1,150.00	0.11%
81400115	HANDHOLE TO BE ADJUSTED	EACH	5	\$ 800.00	\$ 4,000.00	0.38%



(Construction) Estimate of Cost

Location and brief description (Sta. and land description of beginning; Sta. only for end for county and road districts; street limits for municipality.)

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Total Project Length	5626.33 FT
Net Length	5626.33 FT

Surface Type	HMA
Width	8 FT

Shoulder Type	
Width	

Bridge or Culvert	
Length	
Width	

Item Number	Items	Unit	Quantity	Unit Price	Total Cost	EEO % Breakdown
83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	7.5	\$ 150.00	\$ 1,125.00	0.11%
84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	1	\$ 4,500.00	\$ 4,500.00	0.43%
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	\$ 1,500.00	\$ 1,500.00	0.14%
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	274	\$ 2.50	\$ 685.00	0.07%
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	288	\$ 2.50	\$ 720.00	0.07%
87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1	\$ 1,200.00	\$ 1,200.00	0.12%
87800100	CONCRETE FOUNDATION, TYPE A.	FOOT	4	\$ 160.00	\$ 640.00	0.06%
87900200	DRILL EXISTING HANDHOLE	EACH	1	\$ 250.00	\$ 250.00	0.02%
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE,BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	3	\$ 1,500.00	\$ 4,500.00	0.43%
88102757	PEDESTRIAN SIGNAL HEAD, LED, 3-FACE,BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	1	\$ 2,800.00	\$ 2,800.00	0.27%
88800100	PEDESTRIAN PUSH-BUTTON	EACH	4	\$ 400.00	\$ 1,600.00	0.15%
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	\$ 2,500.00	\$ 2,500.00	0.24%
X0322936	REMOVE EXISTING FLARED END SECTION	EACH	7	\$ 250.00	\$ 1,750.00	0.17%
X6660410	REMOVE RIGHT-OF-WAY MARKERS	EACH	3	\$ 110.00	\$ 330.00	0.03%
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	72	\$ 3.00	\$ 216.00	0.02%
XX000061	STUMP REMOVAL	EACH	1	\$ 125.00	\$ 125.00	0.01%
XX002852	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1	\$ 6,000.00	\$ 6,000.00	0.58%
XX006044	WOOD FENCE TO BE REMOVED AND REPLACED	FOOT	48	\$ 110.00	\$ 5,280.00	0.51%
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	\$ 12,000.00	\$ 12,000.00	1.15%
	GUTTER OUTLET REMOVAL	EACH	3	\$ 350.00	\$ 1,050.00	0.10%
	PORTLAND CEMENT CONCRETE MEDIAN REMOVAL & REPLACEMENT	SQ FT	95	\$ 45.00	\$ 4,275.00	0.41%
	5% PROJECT CONTINGENCY				\$ 49,564.95	4.76%
Total Estimated Cost					\$ 1,040,863.95	100.00%

Made by LUKASZ POCIECHA

Date 08/27/2010

Checked by JAYMIN PATEL

Date 08/27/2010

03-06-0002 request2 addition

From: Jaymin Patel <JayminPatel@bollingerlach.com>
Sent: Wednesday, January 26, 2011 1:51 PM
To: Holly Ostdick; Margo Killian; Walczak, Mike (mwalczak@NWMC-COG.ORG)
Cc: Scott Kasper
Subject: RE: IL 19 and Higgins Rd Bikepaths

Hi Holly,
Thanks for clarifying a few things this morning. Margo and I have revisited the numbers and your findings are correct.

The Village would like to request a cost increase of \$248,358 total (\$198,718 federal) for a total project cost of \$1,333,683 total (\$1,066,986 federal) based on the Job Request Form. Please process accordingly for the approval.

Please let me know if you need further more information.

Thanks.

Jaymin Patel, P.E.
Project Manager
Bollinger, Lach & Associates, Inc.
333 Pierce Road, Suite 200
Itasca, IL 60143
630-438-6400
630-438-6444 Fax

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-----Original Message-----

From: Holly Ostdick [mailto:Hostdick@cmap.illinois.gov]
Sent: Tuesday, January 25, 2011 1:59 PM
To: Margo Killian; Walczak, Mike (mwalczak@NWMC-COG.ORG)
Cc: Jaymin Patel; Scott Kasper
Subject: RE: IL 19 and Higgins Rd Bikepaths

Margo/Mike:

I am trying to straighten out this request and am comparing the Job Request Form numbers with the CMAQ programmed amount (including the cost increase of \$200,000 total (\$160,000 federal)).

This is the history I have developed about this project:

"The sponsor is requesting a cost increase of \$200,000 total (\$160,000 federal) for a total project cost of \$1,285,335 total (\$1,028,268 federal). The project was originally programmed for \$860,875 total (\$688,700 federal). A request to combine 03-06-0001 with this project was approved on 12/11/08 and increased the project by \$167,049 total (\$133,639 federal) for a total project cost of \$1,027,924 total (\$822,339 federal). A cost increase request of \$57,411 total (\$45,929 federal) was approved on 11/18/10 for a total project cost of \$1,085,335 total (\$868,268 federal). The cost increase currently requested is for \$200,000 total (\$160,000 federal) will lead to a total project funding of \$1,285,335 total (\$1,028,268 federal)."

03-06-0002 request2 addition

When looking at the Job Request Form you have included in your request, the total cost for all phases is \$1,333,683 total (\$1,066,986 federal), which is more than what the request leads too. I want to make sure that the numbers are correct. Please let me know if your records indicate different amounts for the requests/approvals/programmed amount.

Thank you,
Holly

Holly A. Ostdick
312-386-8836

-----Original Message-----

From: Margo Killian [mailto:mkillian@ci.schaumburg.il.us]
Sent: Friday, January 14, 2011 2:13 PM
To: Walczak, Mike (mwalczak@NWMC-COG.ORG); Holly Ostdick
Cc: Patel, Jaymin (jpatel@bollingerlach.com); Scott Kasper
Subject: IL 19 and Higgins Rd Bikepaths

Good Afternoon Mike and Holly,

Please find attached correspondence that was sent today to Mike regarding the above project. We apologize for the confusion in the original request for transfer and increase of funds. The village understands that this request for increase of funds will be discussed and hopefully approved at a Feb. meeting. We have moved this project to an April, 2011 letting.

Thank you again for your assistance with this project, Margo

Margo L. Killian, P.E.
Civil Engineer

Village of Schaumburg
Engineering and Public Works Department
714 S. Plum Grove Road
Schaumburg, IL 60193
(p) 847.923.6652
(f) 847.923.2465
mkillian@ci.schaumburg.il.us

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03-06-0002 request2 addition

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Chicago Metropolitan Agency for Planning

CMAQ Scope Change Analysis

TIP ID: **03-06-0002**

Description: **Schaumburg Commuter Rail Facility Bikeway Connector - IL
19/Irving Park Rd Bike Path**

Ranking Computation

	2006 Award	2009 combination with 03-06-0001	2010 Cost Increase	2011 Cost Increase
Tons VOC eliminated	0.4448	0.5504	0.5504	0.5504
Cost	\$ 860,875	\$ 1,027,924	\$ 1,085,335	\$ 1,333,683
\$/Ton VOC eliminated	\$ 1,935,544	\$ 1,867,755	\$ 1,972,072	\$ 2,423,324
Rank				

Project Expenses

	Federal Share	Total	Fed %	Basis
2006 Award	\$ 688,700	\$ 860,900	80.0%	Approved Project
2009 Combination	\$ 822,339	\$ 1,027,924	80.0%	Letter from City
2010 Cost Increase	\$ 868,268	\$ 1,085,335	80.0%	Letter from City
2011 Cost Increase	\$ 1,066,986	\$ 1,333,683	80.0%	Letter from City
Increase Amount	\$ 198,718	\$ 248,348		

FY 2006 CMAQ Proposed Program - CMAQ Project Committee Revised Recommendation

SubType	CMAQ ID		Application Total	Application	\$ Per Ton VOC Eliminated
Bicycle Facilities	BP01062571	CDOT-Barrier-Free Cycling Chicago: Metal Grate Bridge Safety - Series II	\$955,000	\$764,000	\$1,109,324
Bicycle Facilities	BP01062560	Forest Preserve District of Cook County-North Branch Bicycle Trail Extension	\$ 4,200,000	\$3,360,000	\$1,277,391
		2009 combination with 03-06-0001			\$1,867,755
Bicycle Facilities	BP03062553	Schaumburg-Del Lago Bikeway Connector	\$ 203,200	\$162,600	\$1,924,587
Bicycle Facilities	BP03062563	Schaumburg-Schaumburg Commuter Rail Facility Bikeway Connector	\$ 860,900	\$688,700	\$1,935,600
		2010 Cost Increase			\$1,972,072
		2011 Cost Increase			\$2,423,324
Bicycle Facilities	BP08062566	Woodridge-Woodridge Heritage Pwy Bike Path Links	\$ 50,000	\$40,000	\$2,803,338
Bicycle Facilities	BP12062567	Homer Glen-Homer Glen Community Bike Trail	\$ 410,920	\$328,730	\$2,872,824
Bicycle Facilities	BP01062570	CDOT-Navy Pier Flyover Stage I	\$ 6,056,000	\$4,844,800	\$3,493,689
Bicycle Facilities	BP10062548	Wauconda-Garland Rd from Gossell Rd to Old Rand Road	\$ 300,550	\$251,640	\$4,391,315
Bicycle Facilities	BP08062558	IDOT-IL56/Butterfield Rd from Naperville Rd to IL59	\$ 987,000	\$790,000	\$4,454,127
Bicycle Facilities	BP10062568	Waukegan-Waukegan/North Chicago Lakefront Bike Path	\$ 2,728,000	\$2,182,400	\$5,258,172
Bicycle Facilities	BP03062565	Schaumburg-Martingale Road Bikeway	\$ 1,308,000	\$1,046,400	\$6,481,444
Bicycle Facilities	BP01062543	CDOT-Lakefront Trail Underpass of Solidarity Dr	\$ 10,480,000	\$8,672,000	\$7,033,889
Bicycle Facilities	BP06062544	Orland Park-Commuter & Bicycle Bridge over LaGrange Rd/US45 at IL7/Southwest Hwy	\$ 580,000	\$464,000	\$7,631,976
Bicycle Facilities	BP12062550	New Lenox-Metra South West Station Bike Path	\$ 670,000	\$536,000	\$8,936,493
Bicycle Facilities	BP07062545	University Park-Community Area Share Use Path	\$ 741,850	\$593,480	\$14,304,803
Bicycle Facilities	BP01062561	CDOT-43rd St Bicycle-Pedestrian Bridge	\$ 4,440,000	\$3,552,000	\$15,119,919
Bicycle Facilities	BP12062552	New Lenox-Nelson Rd South Bike Path	\$ 1,147,000	\$918,000	\$17,681,863
Bicycle Facilities	BP12062555	Wilmington-RiverGrass Bikeway	\$ 440,000	\$340,000	\$88,492,298
Bicycle Facilities	BP09062554	St. Charles Park District-Bike/Ped Bridge over Randall Rd at Silver Glen Rd	\$ 416,168	\$332,934	\$100,084,785
Bicycle Facilities	BP06062559	Lemont-Lemont Bike Path Connection	\$ 4,660,000	\$3,728,000	\$442,256,323

↑ 1
↓ 2
↓ 3



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

January 5, 2011

Mr. Ross Patronsky
Ms. Holly Ostidick
CMAQ Program
Chicago Metropolitan Agency for Planning
233 S. Wacker, Suite 800
Chicago, Illinois 60606

Subject: Scope Change for TIP# 01-06-0074

Dear Mr. Patronsky and Ms. Ostidick:

The Chicago Department of Environment requests to revise the scope of the Diesel Fleet Retrofit Program (TIP 01-06-0074) to utilize Diesel Particulate Filters instead of Diesel Oxygen Catalysts.

As indicated in the attached memo to CDOT staff, fewer vehicles will be modified but the volume of emissions reduced for each vehicle will be dramatically greater, resulting in increased benefits and project lifespan.

No additional funding is requested at this time.

Thank you for your consideration of this request. If you have further questions, you may contact me at 312-744-1987, Keith Privett at 312-744-1981, or Joyce Coffee of CDOE at 312-742-0151.

Sincerely,

A handwritten signature in cursive script, appearing to read "Luann Hamilton".

Luann Hamilton
Deputy Commissioner

KP

Cc: Joyce Coffee, CDOE
Samantha Bingham, CDOE



MEMORANDUM

TO: Keith Privett
Coordination Planner I
Department of Transportation

FROM: Samantha Bingham
Environmental Policy Analyst

DATE: December 17, 2010

RE: Technology Modification for 2007 and 2008 Congestion Mitigation and Air Quality Projects

The purpose of this memo serves to inform you of a technology modification for implementation of the Department of Environment's (DOE) 2007 and 2008 Illinois Department of Transportation Congestion Mitigation and Air Quality (CMAQ)-funded diesel emissions reduction projects.

DOE and the Department of Fleet Management (DFM) were awarded 2007 and 2008 CMAQ funding in 2007 and 2008 to retrofit an estimated 242 City of Chicago diesel-powered fleet vehicles with Diesel Oxidation Catalysts (DOC). Since the award, DFM and DOE re-evaluated the original proposal to consider the best technologies available and recommend that the project be completed with Diesel Particulate Filters (DPF) rather than DOCs based on the following findings.

1) DPFs Yield Additional Air Quality Benefits

DPFs can reduce approximately 90% of diesel vehicle emissions while DOCs can reduce only 40 to 50% of emissions. DPFs also trap greater than 90% of particulate matter (PM) from diesel exhaust while DOCs capture less than 20% of PM. It is anticipated that DPF retrofits would increase the air quality benefits of this project by 443% without increasing the project's budget.

Estimated Annual Emissions Reductions (pounds per year)			
	Particulate Matter	Hydrocarbons	Carbon Monoxide
DOC Retrofits	385	3,612	6,846
DPF Retrofits	2,939	8,575	47,364

2) DPFs Yield Long-Term Air Quality Benefits

Due to technology compatibility restrictions, DOCs can only be used to retrofit 2004 and earlier vehicle models while DPFs comply with 2007 and earlier models. DOCs will have less long-term benefits due to natural attrition of the City's fleet, and the benefits of DPFs will outlast any DOC installations because they are installed on newer vehicles.

The cost to install DPFs in the City's fleet is approximately \$18,000 while DOC installations would cost approximately \$2,200. In addition, although the change in diesel emissions reduction technology will reduce the number of vehicles retrofit with the 2007 and 2008 diesel project funding from 242 to 83 vehicles, the project

yields greater emission reduction benefits. Analysis comparing the benefits of DOC retrofits versus DPF retrofits was conducted using the U.S. Environmental Protection Agency's Diesel Emissions Quantifier.

Due to the additional air quality benefits of using DPFs rather than DOCs, DOE and DFM will proceed with retrofitting the City's diesel-powered vehicles with DPFs with the 2007 and 2008 CMAQ funds.

Please contact me if you have any questions or would like additional information.

City of Chicago Department of Environment
 FY 2007 CMAQ Project Proposal
 Chicago Diesel Fleet Retrofit Project – Revised October 26, 2007

Detailed Estimate of Project Budget

Item	Description	Quantity	Unit	Unit Price	Total
	CMAQ Funding				
1.	Oxidation Catalysts	179		\$1990	\$356,210
2.	Installation	179		\$210	\$37,590
3.	Indirect Cost	1	20% of capital cost (oxidation catalysts + installation)		\$78,760
	Subtotal				\$472,560
					(not to exceed \$472,800)
	Local Match (Exxon SEP)				
4.	Oxidation Catalysts	69		\$1990	\$137,310
5.	Installation	69		\$210	\$14,490
	Subtotal				\$151,800
				Total	\$624,360

Note:

1. Price estimates of Items 1, 2, 4 & 5 are based on previously received quotes from emission reduction technology vendor.

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **01-06-0074**

Description: **CDOE-Chicago Diesel Fleet Retrofit Project**

Ranking Computation

	2007 Award	2008 Award w/ 08 Inc.	Combined 2007 & 2008	2011 Scope Change
Kilos VOC eliminated	7,868	11,788	19,655	48,322
Cost	\$ 591,000	\$ 1,650,725	\$ 2,241,725	\$ 2,241,725
\$/Kilo VOC eliminated	\$ 75	\$ 140	\$ 114	\$ 46
Rank	1	3		

Project Expenses

	Federal Share	Total	Fed %
2007 Award	\$ 472,800	\$ 591,000	80.0%
2008 Award w/ 08 Inc.	\$ 1,318,000	\$ 1,650,725	79.8%
2011 Scope Change	\$ 1,790,800	\$ 2,241,725	79.9%
Increase Amount	\$ -	\$ -	

Note: The revised scope project would result in 13,329 kg of Particulate Matter being eliminated at a cost of \$168 per kg.

05-10-0001_Request2011

From: Tammy Wierciak <twierciak@westcook.org>
Sent: Wednesday, January 19, 2011 12:37 PM
To: Holly Ostdick
Subject: cmaq request

05-10-0001 Bicycle Parking and Marketing

The City of Berwyn and Village of Riverside would like to request a cost increase to their Bicycle

Parking and Marketing CMAQ project.

Due to an increase in cost and change in bike rack design the City of Berwyn and Village of

Riverside would like to request an additional \$6,000 in federal funds to cover the additional

racks. The new bike rack design will require less actual bike racks but will hold approximately

the same number of bikes. All final plans have been submitted to IDOT and if approved this

project will be let by IDOT in March. We would also formally request that this project be moved

off of the CMAQ A list and into the current TIP FY11.

Thank you for your consideration.

Tammy Wierciak

Tammy Wierciak
Planning Coordinator
Central Council of Mayors
West Central Municipal Conference
2000 Fifth Avenue, Building N
River Grove, IL 60171
Phone (708) 453-9100 x252
Fax (708) 453-9101

05-10-0001 2011 request clarification

From: Tammy wierciak [mailto:twierciak@westcook.org]
Sent: Tuesday, February 08, 2011 3:59 PM
To: Holly Ostdick
Subject: FW: cmaq draft - let me know if it sounds right

Holly,
I need to amend my CMAQ cost increase request. Below is a more accurate breakdown of the additional needed money to complete this project, please let me know if I should rewrite my original email with the new/corrected cost shown.

Tammy wierciak
Planning Coordinator
West Central Municipal Conference
Central Council of Mayors
2000 Fifth Avenue, Building N
River Grove, IL 60171
Ph (708) 453-9100 x 252
Fax (708) 453-9101
twierciak@westcook.org
www.westcook.org

From: John E. Fitzgerald [mailto:JFitzgerald@franknovotnyengineering.com]
Sent: Tuesday, February 08, 2011 9:26 AM
To: Tammy wierciak
Subject: RE: cmaq draft - let me know if it sounds right

Hi Tammy,
I'm treating the 2 projects separately. The total grant amount was \$25,840 (\$6,000 for Maps and \$19,840 for Racks).
The estimated construction cost for just the racks is currently \$37,000 which makes the federal share of the racks short by the \$9,760 referenced below.
A summary of each project budget is as follows:

Racks

Original Estimated Cost	\$24,800
Original Federal Share of Cost	\$19,840
Original Local Share	\$4,960
Current Estimated Cost	\$37,000
Current Federal Share of Cost	\$29,600
Current Local Share	\$7,400
Amount of Federal Share Shortage	\$9,760

Maps

Original Estimated Cost	\$7,500
Original Federal Share of Cost	\$6,000
Original Local Share	\$1,500
Current Estimated Cost	No Change
Current Federal Share of Cost	No Change
Current Local Share	No Change
Amount of Federal Share Shortage	None

Hopefully this helps clarify the specifics. Sorry about the confusion and sorry about approving your original email without making the right calculations.
If Berwyn/Riverside can get additional \$9,760 from the CMAQ committee we are golden.
Thanks for your help!

05-10-0001 2011 request clarification

John E. Fitzgerald, P.E.

Frank Novotny & Associates, Inc.
825 Midway Drive
Willowbrook, IL. 60527
630-887-8640 Office
630-887-0132 Fax

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From: Tammy Wierciak
Sent: Friday, January 07, 2011 3:18 PM
To: 'John E. Fitzgerald'
Subject: cmaq draft - let me know if it sounds right

05-10-0001 Bicycle Parking and Marketing
The City of Berwyn and Village of Riverside would like to request a cost increase to their Bicycle Parking and Marketing CMAQ project. Due to an increase in cost and change in bike rack design the City of Berwyn and Village of Riverside would like to request an additional \$6,000 in federal funds to cover the additional racks. The new bike rack design will require less actual bike racks but will hold approximately the same number of bikes. All final plans have been submitted to IDOT and if approved this project will be let by IDOT in March. We would also formally request that this project be moved off of the CMAQ A list and into the current TIP FY11.

Thank you for your consideration.
Tammy Wierciak

Tammy Wierciak
Planning Coordinator
West Central Municipal Conference
Central Council of Mayors
2000 Fifth Avenue, Building N
River Grove, IL 60171
Ph (708) 453-9100 x 252
Fax (708) 453-9101
twierciak@westcook.org
www.westcook.org

05-10-0001 2011 request clarification

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Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **05-10-0001**

Description: **Berwyn - Bicycle Parking and Marketing**

Ranking Computation

	2010 Award	2011 Increase
Kilos VOC eliminated	13,6981	13,6981
Cost	\$ 32,300	\$ 44,500
\$/Kilo VOC eliminated	\$ 2,358	\$ 3,249
Rank	2	2

Project Expenses

	Federal Share	Total	Fed %	Basis
2010 Award	\$ 25,840	\$ 32,300	80.0%	Approved project
2011 Increase	\$ 35,600	\$ 44,500	80.0%	Letter from Sponsor
Increase Amount	\$ 9,760	\$ 12,200		

2010 CMAQ Program

CMAQ ID
05-10-0001

Bicycle Parking and Marketing

Project ID	Sponsor	Proposed Project	\$ Per Kg VOC Eliminated	Proposed Total
BP13103373	CTA	Suburban Station Bike Parking Improvements	\$581	\$19,200
BP05103374	Berwyn	Berwyn and Riverside Bicycle Parking and Marketing	\$2,358	\$25,840
		Revised Ranking	\$3,249	
BP03103375	Arlington Heights	Green Bike Facility	\$7,293	\$112,000
BP01103379	CDOT	Congress Parkway Bike Center	\$10,850	\$0
BP07103376	Matteson	Old Plank Rd Trail Enhancements	\$147,634	\$0



The Village of Oak Park
Department of Public Works
201 South Boulevard
Oak Park, IL 60302

708.358.5700
Fax 708.358.5711
TTY 708.383.0048
publicworks@oak-park.us

January 25, 2011

Leonard Cannata
North Central Council of Mayors
2000 Fifth Avenue, Building N
River Grove, Illinois 60171

Re: TIP numbers 04-10-0001; 04-10-0002 and 04-10-0003
CMAQ Project BP 04103258; BP 04103259 and BP 04103260
Bike Lane Projects

Dear Lenny:

This letter is to request that the CMAQ Committee consider additional funding for the above referenced Bike Lane Projects.

The final plans, specifications and estimates have been submitted to IDOT and are scheduled for the March 11, 2011 letting.

Attached herewith is a spreadsheet summarizing the overall projects costs. Since the Phase II Engineering Agreement was not approved until November, 2010 we expect the cost we can be reimbursed for will be much less than we anticipated. These savings in Phase II costs we are hoping to have shifted to Phase III. The Village of course would cover the additional matching costs over the 80% Federal participation.

Should you need any further information please let me know.

Sincerely,

Jim Budrick
Village Engineer

Bike Lane Project Increased Funding Request

1/25/2011

CMAQ Project ID	Street	Original Funding Allocation	Federal Share
BP 04103258	Divison Street	\$ 48,000.00	\$ 38,400.00
BP 04103259	Chicago Ave	\$ 82,400.00	\$ 65,900.00
BP 04103260	Augusta Street	<u>\$ 54,000.00</u>	<u>\$ 43,200.00</u>
Total		\$ 184,400.00	\$ 147,500.00

<i>Phase II Engineering (Agreement Executed 11-29-10)</i>	\$ 24,800.00	\$ 19,840.00
Phase II Engineering Estimated Costs	\$ 10,000.00	\$ 8,000.00
Construction Estimate	\$ 180,000.00	\$ 144,000.00
Phase III Engineering Estimate	<u>\$ 15,000.00</u>	<u>\$ 12,000.00</u>
Revised Total	\$ 205,000.00	\$ 162,000.00
Additional Funds Requested	\$ 20,600.00	\$ 14,500.00

04-10-0001_04-10-0002_04-10-0003 requesttocombine

From: Budrick, Jim [mailto: Budrick@oak-park.us]
Sent: Friday, February 04, 2011 3:26 PM
To: Lenny Cannata
Cc: McKenna, Ellen
Subject: RE: CMAQ Committee Item for Consideration

Lenny, since IDOT has this listed as one single contract I would prefer to have it set up as a single TIP. I don't have a problem doing another JNRF.

Jim Budrick,
Village of Oak Park / Village Engineer
201 South Boulevard / Oak Park, IL 60302
phone: 708-358-5722 fax: 708-434-1600
e-mail budrick@oak-park.us
Please consider the Environment before printing this e-mail

From: Lenny Cannata [mailto:lcannata@westcook.org]
Sent: Friday, February 04, 2011 7:58 AM
To: Budrick, Jim
Cc: Lenny Cannata
Subject: FW: CMAQ Committee Item for Consideration
Hey Jim,

See below and please advise on a course of action. They have the cost increase but would need it broken down by project. Or we can combine them all under one TIP, but I believe that would also constitute us needing to re-fill out JNRF's with the single consolidated TIP number. Keep me posted

LC

Leonard B. Cannata
West Central Municipal Conference
North Central Council of Mayors
2000 Fifth Avenue, Building N
River Grove, Illinois 60171
Office: (708) 453-9100 Ext. 241
Fax: (708) 453-9101
Cell: (708)705-0790
E-Mail: lcannata@westcook.org

From: Holly Ostdick [mailto:Hostdick@cmap.illinois.gov]
Sent: Tuesday, February 01, 2011 10:58 AM
To: Lenny Cannata
Subject: RE: CMAQ Committee Item for Consideration

That would be my recommended course of action. Please have Oak Park reply to all on their transmittal e-mail requesting all the projects be combined into one TIP ID.

Holly A. Ostdick
312-386-8836

From: Lenny Cannata [mailto:lcannata@westcook.org]
Sent: Tuesday, February 01, 2011 10:32 AM
To: Holly Ostdick
Subject: RE: CMAQ Committee Item for Consideration

Yep, all on one letting so maybe we should combine them?

Leonard B. Cannata
West Central Municipal Conference
North Central Council of Mayors
2000 Fifth Avenue, Building N
River Grove, Illinois 60171
Office: (708) 453-9100 Ext. 241
Fax: (708) 453-9101
Cell: (708)705-0790
E-Mail: lcannata@westcook.org

From: Holly Ostdick [mailto:Hostdick@cmap.illinois.gov]
Sent: Friday, January 28, 2011 3:07 PM
To: Lenny Cannata
Subject: RE: CMAQ Committee Item for Consideration

Lenny-

Since this for 3 separate projects, I need the cost broken down by those individual projects. Another option is to request that all the projects be combined, they are all under one item on the letting correct?

Thanks,
Holly

Holly A. Ostdick
312-386-8836

From: Lenny Cannata [mailto:lcannata@westcook.org]
Sent: Friday, January 28, 2011 11:28 AM
To: Holly Ostdick
Subject: FW: CMAQ Committee Item for Consideration

See below and attached, let me know what else you need

Leonard B. Cannata
West Central Municipal Conference
North Central Council of Mayors
2000 Fifth Avenue, Building N
River Grove, Illinois 60171
Office: (708) 453-9100 Ext. 241
Fax: (708) 453-9101
Cell: (708)705-0790
E-Mail: lcannata@westcook.org

From: Budrick, Jim [mailto:Budrick@oak-park.us]
Sent: Tuesday, January 25, 2011 5:12 PM
To: Lenny Cannata
Cc: wielebnicki, John
Subject: CMAQ Committee Item for Consideration

Lenny, we kindly ask that you submit the attached request for additional CMAQ funds for our Bike Lane project. If you need any additional information please let me know.

Jim Budrick,
Village of Oak Park / Village Engineer
201 South Boulevard / Oak Park, IL 60302
phone: 708-358-5722 fax: 708-434-1600
e-mail budrick@oak-park.us
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Chicago Metropolitan Agency for Planning

CMAQ Cost Decrease Analysis

TIP ID: **04-10-0001; 04-10-0002; 04-10-0003**

Description: **Oak Park - Bike Lanes**

Ranking Computation

	2010 Award	2011 Increase
Kilos VOC eliminated	6,167.5900	6,167.5900
Cost	\$ 184,400	\$ 205,000
\$/Kilo VOC eliminated	\$ 30	\$ 33
Rank	1,2,3	2

Project Expenses

	Federal Share	Total	Fed %	Basis
2010 Award	\$ 147,500	\$ 184,400	80.0%	Approved project
2011 Increase	\$ 162,000	\$ 205,000	79.0%	Letter from Sponsor
Increase Amount	\$ 14,500	\$ 20,600		

FY 2010/11 CMAQ Program

Sponsor	Facility to be Improved	Proposed Program	\$ Per Kg VOC Eliminated
Oak Park	Augusta St bike lane from IL 43/Harlem Ave to Austin Blv	\$43,200	\$13
	Revised Rank		\$33
Oak Park	Division St from IL 43/Harlem Ave to Austin Blv -- on-street facility	\$38,400	\$49
Oak Park	Chicago Ave bike lane from IL 43/Harlem Ave to Austin Blv	\$65,900	\$75
Arlington Heights	McDonald Creek Bike Path Improvements (sidepath and park path)	\$242,000	\$318
Sleepy Hollow	Bike Path (multiuse sidepath) Parallel to Sleepy Hollow Rd south to Township Property	\$9,600	\$653
Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	\$28,000	\$686
Des Plaines	Des Plaines River Trail Improvements from Touhy Ave to Algonquin Rd		\$740
Hoffman Estates	Harmon Blv / Huntington ROW / Huntington Blv from Bode Rd to Hassell Rd		\$998
Arlington Heights	Creekside Park Bike Path (sidepath and park path)		\$1,133
Grayslake	Washington St Bike Path (sidepath)	\$59,200	\$1,203
Schaumburg	Martingale Road Bikeway		\$2,029
Carol Stream	Fair Oaks Rd Sidepath from St Charles Rd to Oxford St		\$2,297
Rolling Meadows	Rolling Meadows-Euclid Ave Bike Path From Plum Grove Road to Hicks Road		\$2,313
Mundelein	Mudelein Bike (Multiuse) Trail System sidepath (Butterfield Rd)		\$2,534
Lakewood	Huntley Rd Bikepath Improvements (on-street bike lanes)		\$2,543
Lockport	Division St / Farrell Rd Bicycle and Pedestrian facility Improvement Project (from Briggs St w to Farrell, then north to 7th st)		\$2,557
Rolling Meadows	Quentin Rd Bike Path from Silentbrook Ln to Hartung Rd		\$2,714
Homer Glen	Homer Glen Community Trail - South Extension		\$3,126
Wilmette	Skokie Valley Trail from Lake Cook Rd to Old Orchard Rd		\$3,328
Rolling Meadows	Euclid Ave Bike Path from Rohlwing Rd to Salt Creek Ln		\$3,691
Yorkville	IL 47/Bridge St sidepath from IL 71 to Kennedy Rd		\$3,729
Hoffman Estates	I-90 Bicycle/Pedestrian Underpass at CN Railroad ROW		\$3,974
Bensenville	Redmond Park Bike-Ped Path Improvements		\$4,086
Mount Prospect	Bike/Ped Bridge across US 14 (Northwest Highway) and Union Pacific RR tracks		\$4,176
Orland Park	Commuter & Bicycle Bridge over LaGrange Rd/US 45 at IL 7/Southwest Hwy		\$4,340
Lake County	Prairie Crossing Bike Path/Midlothian Rd sidepath	\$134,400	\$4,466

McHenry County Conservation District	Oak St to Veterans Acres Park Bikepath (multi-use)	\$440,960	\$4,599
Carpentersville	Maple Ave from Washington St to L W Besinger Dr		\$4,962
Glenview	Techny Trail Segment 4 - Two Sections		\$5,396
Minooka	Wapella St Bike Path from Wabena St to Rivers Edge Dr		\$5,523
Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	\$36,000	\$5,553
CDOT	Lakefront Trail-Navy Pier Flyover	\$6,496,000	\$5,754
Yorkville	US 34/Veterans Prk sidepath from Center Prk to Eldamain Rd		\$5,774
Romeoville	Bike (Multiuse) Path in ComEd ROW connecting Romeoville and Plainfield		\$5,895
Crystal Lake	Pingree Rd Segment 3 Bike Path		\$8,370
Yorkville	Kennedy Road sidepath from Bailey Rd to IL 47/Bridge St		\$10,298
Kane County DOT	Stearns Road Bicycle and Pedestrian Bridge		\$13,028
Minooka	Lion's Park Bike Path		\$13,806
Forest Preserve District of Will County	Veterans Memorial Trail from International Dr to Centennial Trail		\$14,205
Wauconda	Garland Rd from Gossell Rd to Old Rand Rd/Main St		\$15,033
South Elgin	Collins St Bicycle and Pedestrian Bridge from Wills to State St		\$15,775
Elgin	Elgin Bikeway Plan Sherman Hospital-Metra Station Sidepath from Lyle Ave (Big Timber Metra Station) to Randall Rd/Big Timber Rd		\$17,552
Sugar Grove	Blackberry Creek Shared -Use Path Bridge		\$30,330
Woodridge	Woodridge Bicycle/Pedestrian Bridge over IL 53		\$32,993
CDOT	35th St Bicycle-Pedestrian Bridge		\$62,559
Yorkville	Somonauk St/Game Farm Rd Sidepath from IL 47 to US 34		\$203,586
Lake County Forest Preserves	Gilmer Road Bike (Multiuse) Path Underpass		\$912,854

08-07-0013 Request

From: Kama Dobbs <KDobbs@dmmc-cog.org>
Sent: Monday, December 20, 2010 7:49 AM
To: Holly Ostidick
Subject: Fwd: Kuhn Road Bike Path - Section 08-00052-00-BT (TIP #08-07-0013)
Attachments: Text.htm; ATT00001.jpg; TIP 08-07-0013.pdf

Holly,

Per the e-mail below, the Village of Carol Stream is requesting to transfer unused CMAQ funding from the ROW phase to the Construction phase for project 08-07-0013. ROW acquisition is in progress, and the project is targeting a June 17, 2011 letting. This project also has federal STP-L funding through DMMC for construction.

If you have any questions, let me know, otherwise I will proceed with the administrative change upon your approval.

Thanks,

Kama

KAMA DOBBS
Transportation Project Manager

DuPage Mayors and Managers Conference
1220 Oak Brook Road
Oak Brook, Illinois 60523-2203

Phone: 630-571-0480 x. 232
Fax: 630-571-0484
kdobbs@dmmc-cog.org

>>> <dwbblock@transystems.com> 12/17/2010 5:27 pm >>>

Kama,

On behalf of the Village of Carol Stream, we are requesting that \$73,600 of the current \$96,000 of CMAQ funding for ROW ACQUISITION be transferred to CONSTRUCTION. ROW costs are significantly less than originally expected. The remaining \$22,400 of CMAQ funding for ROW will be matched by the Village of Carol Stream (\$5,600) for an anticipated new total of \$28,000.

The \$73,600 moved to CONSTRUCTION will be matched by the Village of Carol Stream (\$18,400) for an anticipated CMAQ CONSTRUCTION total of \$92,000.

Please let me know if you need anything else to process this request.

Thanks,
Dave

David W. Block, PE
Project Manager

TransSystems
1475 East Woodfield Road, Suite 600

08-07-0013 Request

Schaumburg, IL 60173-5440

Main: 847-605-9600

Direct: 847-407-5313

Fax: 847-605-9610

www.transystems.com

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Holly Ostdick

From: Bud Fleming <Bud.Fleming@ssmma.org>
Sent: Monday, December 13, 2010 3:31 PM
To: Holly Ostdick
Subject: FW: Oak Forest - Central Park Shared Use Path (CMAQ)

Holly,

Please accept this communication from Steve Amann, Village Engineer for Oak Forest, as the letter indicating the CMAQ project for sidewalks is no longer necessary as they have already been created. Therefore, please cancel project #07-00-0024. Thank you,

Bud

From: Stephen R. Amann [mailto:samann@baxterwoodman.com]
Sent: Wednesday, December 08, 2010 4:42 PM
To: bud.fleming@ssmma.org
Cc: Marquart, John
Subject: Oak Forest - Central Park Shared Use Path (CMAQ)

Bud,
The City of Oak Forest requested, and received approval of, a "No Build Waiver" from the FHWA for this project. In short, the Oak Forest Park District (on whose property much of the path was to be built) completed the path themselves, so there was no need for the City to build it under CMAQ.
Could you please forward this to CMAP as requested by IDOT, so they know to remove it from their programming?
Please let me know if you have any questions or need any additional information.
Thanks,
Steve A

PS: If I don't talk with you soon, Merry Christmas!

Stephen R. Amann, P.E., CFM
Baxter & Woodman, Inc.
(708) 478-2090

KANE COUNTY

DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer



41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

February 10, 2011

Ms. Holly Ostdick
Manager, CMAQ Program
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

RE: *Illinois Route 64 from Randall Road to Burlington Road Project (TIP #09-09-0013)*
Request to Separate Project Components and Establish a New TIP Number

Dear Ms. Ostdick:

In 2009, the CMAQ Project Selection Committee (PSC) awarded Kane County Division of Transportation (KDOT) a total of \$1,389,000 for the *IL 64 from Randall Road to Burlington Road Signal Interconnection Project*. The funding was provided for Phase II Engineering (\$240,000) and the construction of fiber optics for the interconnection of three (3) signalized intersections as well as an Arterial Operations Center (\$1,149,000). Following the approved scope of work for this improvement, completion of the fiber optics along IL 64 and Burlington Road to the KDOT offices will allow for the construction of and connection to the Arterial Operations Center (AOC). The AOC is an operations center used to monitor and manage traffic and coordinate traffic signal operations and ITS systems on major arterial routes within Kane County.

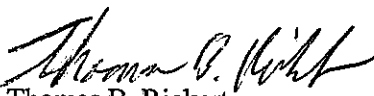
Recently, the Illinois Department of Transportation (IDOT) requested the separation of the signal interconnect and AOC project components. KDOT is seeking approval to proceed with the establishment of two distinct CMAQ projects and TIP numbers.

The proposed project budget allocations are as follows.

Project	TIP Number	Original CMAQ Allocation	New Project Budget/Funding Allocation	Letting Schedule
Signal Interconnect	09-09-0013	Combined below	\$ 590,260	June 17, 2011
Arterial Operations Center	TBD	Combined below	\$ 558,740	August 5, 2011
Total	--	\$1,149,000	\$ 1,149,000	--

If you have any questions concerning this request or require additional information, feel free to contact me at 630-406-7305 or via email at rickerttom@co.kane.il.us.

Sincerely,


Thomas B. Rickert
Deputy Director of Transportation

Holly Ostdick

From: Privett, Keith <keith.privett@cityofchicago.org>
Sent: Thursday, February 10, 2011 4:09 PM
To: Holly Ostdick; Ross Patronsky
Cc: Hamilton, Luann; Cecchin, John; Bieszczat, Matthew
Subject: Request for Reallocation of Funds within TIP# 01-97-0085

Dear Mr. Patronsky and Ms. Ostdick:

The Chicago Department of Transportation requests to reallocate funds within the Streeterville/Illinois Center Signal Interconnect project (TIP# 01-97-0085). Specifically, we request to move \$64,000 (federal share of funds) from construction to Phase I/II Engineering.

This will allow us to better balance the needs for engineering and construction funds within the project and to complete Phase I/II Engineering.

Thank you for your consideration of this request. If you have further questions, you may contact me at 312-744-1981.

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City of Northlake

"50 Years of Friendliness"

JEFFREY T. SHERWIN
MAYOR

JOANNE FLOISTAD
CLERK

FRED J. PAUL
TREASURER

ALDERMEN 1ST WARD
PAUL T. STRAUBE, SR.
PENNY FELDMANN

ALDERMEN 2ND WARD
THOMAS PADILLA
SANDY DELGADO

ALDERMEN 3RD WARD
RICHARD RIESTERER
~~**JIM NESSING**~~
MARK WERBA

ALDERMEN 4TH WARD
FRANCINE PATTI
RICH GROCHOWSKI

February 8, 2011

Chicago Metropolitan Agency for Planning
233 South Wacker drive
Suite 800, Willis Tower
Chicago, IL 60606

Attention: Ross Patronsky, Chief of CMAQ Program

Subject: City of Northlake
Grand Avenue CMAQ Sidewalk Project
TIP Project ID No. 04-0002
(CBBEL Project No. 94-32HR188)

Dear Mr. Patronsky:

In a letter dated May 22, 2008 we explained that per the Illinois Department of Transportation Phase 1 Engineering would not be required for the subject improvement. Further discussions with IDOT and agencies with input on the projects development have resulted in funding that a Phase 1, Project Development Report will be required.

On behalf of the City of Northlake I am respectfully requesting that the entire existing funding package for the project be kept in place with the exception of the change in Fiscal years noted.

<u>Phase</u>	<u>Fiscal Year (FY)</u>	<u>Total Cost</u>	<u>Federal Cost</u>
ENG-1	2008 to 2011	\$175,000	\$140,000
ENG-2	2009 to 2012	\$175,000	\$140,000
CONST	2010 to 2013	\$2,116,000	\$1,693,000

While the project has not been active for some time it is hoped that this has not been an inconvenience to you and your staff.

We appreciate your consideration of this request. If you have any questions please contact Andrew Pufundt with Christopher B. Burke Engineering, Ltd. at (847) 823-0500.

Regards,

Jeffrey T. Sherwin
Mayor

cc: Molly Ostidick, CMAP
Andy Pufundt, CBBEL

Proposed 2011 CMAQ Project Selection Committee Meeting Dates

CMAQ PSC Meeting (Thursday 2:00 p.m. except as noted)	TIP Revis'n due date (2 wks prior to TC)	Transp. Comtte Dates (Fri.)	MPO Policy Committee Dates	Federal Authorization	IDOT Letting Dates	Notes
2/25/2011	2/18/2011	3/4/2011	3/10/2011	3/18/2011	4/29/2011	10:30 a.m.
4/14/2011	4/15/2011	4/29/2011		5/6/2011	6/17/2011	
6/2/2011	6/3/2010	6/17/2011	6/9/2011	6/24/2011	8/5/2011	May 15 status updates
7/7/2011						2011-15 project rankings
7/21/2011	7/22/2011	8/5/2011		8/12/2011	9/23/2011	2011-15 initial project selection
						(Public Comment 8/5 to 9/4)
9/22/2011	9/16/2010	9/30/2011		10/7/2011	11/18/2011	Recom. Program to TC
			10/13/2011			
11/3/2011	11/4/2011	11/18/2011		12/2/2011	1/20/2012	Oct 15 status updates
1/5/2012	1/6/2012	1/20/2012	1/12/2012	1/27/2012	3/9/2012	2012 - tentative

2010 PSC meeting schedule for reference:

Feb 11, March 25, May 6, June 24, July 29, Aug 19, Oct 21, Nov 18 & 30, Dec 14