



CMAQ Project Selection Committee Meeting

Annotated Agenda

Thursday September 15, 2011

2:00 p.m.

**Cook County Conference Room
CMAQ Offices**

1.0 Call to Order and Introductions 2:00 p.m.
Ross Patronsky, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Approval of July 21, 2011 Minutes
The draft minutes for the July 21, 2011 meeting are attached.

ACTION REQUESTED: Approval of the minutes.

4.0 FY 2012-2016 CMAQ Program

4.1 Missing Proposal Applications

It came to the attention of staff that two applications were missing from the projects considered for funding. The two applications were from Hillside and Northlake and both had been submitted on time. Staff analyzed both projects for air quality benefits and the results are available in a memo in your packet.

4.2 Public Comments on Proposed CMAQ FY 2012-2016 Program

The public comment period for the proposed FFY12-16 CMAQ program ended on September 3, 2011. A summary of the comments received and proposed response to those comments is available in your packet for discussion.

ACTION REQUESTED: Recommendation of proposed program and multi-year B list to Transportation Committee for their recommendation to the MPO Policy Committee and CMAP Board.

5.0 Project Changes

5.1 IDOT - IL 64 from Tyler Rd to 7th Ave (TIP ID 09-00-0012)

The sponsor is requesting a cost increase of \$185,000 total (\$148,000 CMAQ federal) and a scope change. Staff recommends approval.

5.2 DuPage County DOT – Thorndale Ave from I-290 Entrance Ramp to Park Blvd (TIP ID 08-07-0003)

This request was tabled at the July 21, 2011 meeting. The sponsor is requesting a cost increase of \$4,560,000 total (\$3,648,000 federal). Staff requests consideration.

5.3 Homewood - Village of Homewood Bicycle Network - Near and Mid-Term Priorities (TIP ID 07-08-0009)

The sponsor is requesting to move all funding into Construction. Staff undertook this as an administrative modification.

5.4 Buffalo Grove – Dundee Rd Sidewalk (TIP ID 03-09-0012)

The project sponsor is requesting a scope change to increase the width of the sidewalk from 5 foot to 8 foot. Staff undertook this as an administrative modification.

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

The sponsor is requesting to withdraw \$691,845 total (\$553,476 federal) due to lack of local match. Staff undertook this as an administrative modification.

6.0 Active Program Management

6.1 May status updates

Staff has been conducting follow up on projects included in the May status updates that have already had at least one one-time move and were not obligated as of May. The October status updates will be discussed at your November meeting.

6.2 Transit Status Report Update

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

ACTION REQUESTED: Discussion

7.0 Other Business

8.0 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.

9.0 Next Meeting

The next meeting is scheduled for November 3, 2011.

10.0 Adjournment

CMAQ Project Selection Committee Members:

___ Ross Patronsky, Chair	___ Mark Pitstick	___ Jeff Schielke
___ Martin Buehler	___ Mike Rogers	
___ Luann Hamilton	___ Susan Stitt	



Minutes

CMAQ Project Selection Committee Meeting

Thursday, July 21, 2011

CMAP Offices

Members Present: Chairman Ross Patronsky – CMAP, Marty Buehler – Counties, Larry Keller – Council of Mayors, Mark Pitstick - RTA, Luann Hamilton - City of Chicago, Susan Stitt - IDOT

Members Absent: Mike Rogers – IEPA

Others Present: David Albers, Mike Albin, Louis Arrigoni, John Beissel, Bruce Carmitchel, Bruce Christensen, Michael Connelly, Chalen Diagle (via phone), John Donovan, Chris DiPalma, Jonathon Doshier, Laura Fedak, Sharon Feigon, Jim Fiorito, Tara Fifer, Melody Geraci, Nancy Goodman, Tim Grzesiakowski, Jan Hincapie, Russ Jensen, Jim LaMantia, Bill Lenski, Randy Neufeld, Eve Pytel, Keith Privett, Tom Rickert, Brian Sabina, Chris Staron, David Tomzik, Gerry Tumbali, Brian Urbaszewski, Mike Walczak, Jan Ward (via Phone), Thomas Weaver, David Werner

Staff Present: Randy Blankenhorn, Patricia Berry, Prem Devarasetty, Doug Ferguson, Don Kopec, Tom Murtha, Holly Ostdick, Russell Pietrowiak, Joy Schaad, Todd Schmidt, Max Shmaltsuyev

1.0 Call to Order and Introductions

Committee Chair Ross Patronsky called the meeting to order at 2:05 p.m. Members and attendees introduced themselves.

2.0 Agenda Changes and Announcements

Chairman Patronsky informed the Committee that FFY 2012-16 applicants would be allowed to speak about their proposals during agenda item 5.1 rather than wait until the public comment item; than a fifth presenter had asked to speak to the FFY 2012-2016 project rankings. He continued by stating that representations of much of the work of the four Focus Groups was

posted on the walls of the conference room. He thanked those groups and involved staff for all the work, introduced Todd Schmitt of the CMAP staff who did much of the mapping and analysis, and encouraged members to view the materials after the meeting.

3.0 Approval of July 7, 2011 Minutes

Mr. Pitstick requested that the record of his comments on the *Chicago Commute Options* project's ranking include that he supports the project because of its high level of benefit and high cost effectiveness. On a motion by Mr. Pitstick and a second by Mr. Buehler, the draft minutes for the July 7, 2011 meeting were approved with that revision.

4.0 Project Changes

Ms. Ostidick reviewed the six Kane County requests and why staff recommends approval. She stated all but one project did not fall below projects that were unfunded. Mr. Rickert pointed out that such a move helps the region reduce its risk in the potential FFY 2013 funding lapse. It was decided to consider them as a package.

4.1 Kane County DOT - Orchard Road/Randall Road to Rochester Drive (TIP ID 09-09-0011).

Kane County requested a cost increase of \$81,100 total (\$64,880 federal) to amend the construction contract for this March 2011 let project to bring the share of CMAQ funds up to 80%.

4.2 Kane County DOT – Randall Road at Bolcum Road/Ridgewood Drive (TIP ID 09-06-0002)

Kane County requested a cost increase of \$515,909 total (\$412,727 federal) for a new total project cost of \$1,031,309 (\$825,047 federal). The cost increase being requested is to bring the federal share of the construction cost to the maximum allowable 80%.

4.3 Kane County DOT - Randall Road/Dean Street to Main Street (TIP ID 09-09-0012)

Kane County requested a cost increase of \$125,125 total (\$100,100 federal) for a total project cost of \$1,127,000 (\$901,600 federal). The cost increase being requested is to bring the federal share of the construction cost to the maximum allowable 80%. This project was let for construction on January 21, 2011, and if approved the construction funding agreement will be amended.

4.4 Kane County DOT – Dunham Road/Kirk Road from Stearns Road to IL 56/Butterfield Road (TIP ID 09-10-0005)

Kane County requested a cost increase of \$202,100 total (\$161,680 federal) to add construction engineering to the CMAQ funded portion of the project, for a total project cost of \$2,373,100 (\$1,898,480 federal).

4.5 Kane County DOT – Arterial Operations Center (TIP ID 09-11-0013)

Kane County requested a transfer of \$140,473 (\$112,388 federal) from project 09-09-0013 (IL 64 from Randall Road to Burlington Road Signal Interconnect) into construction and a cost

increase of \$230,103 total (\$184,082 federal) for a total project cost of \$1,069,000 (\$855,200 federal). The project was originally programmed as part of project 09-09-0013, and was separated earlier this year to accommodate a request from IDOT to let the signal interconnect project separately from the arterial operations center.

4.6 Kane County DOT – Randall Road at US 20/Foothill Road (TIP ID 09-06-0003)

Kane County requested a funding increase of \$983,573 total (\$786,858 federal) to accommodate increased construction costs and to add construction engineering to the CMAQ funded portion of the project.

On a motion by Mr. Buehler and a second by Mayor Keller, all six Kane County requests were approved.

4.7 DuPage County DOT – Thorndale Ave from I-290 Entrance Ramp to Park Blvd (TIP ID 08-07-0003)

DuPage County requested a cost increase of \$4,560,000 total (\$3,648,000 federal) and a transfer of \$330,000 total (\$264,000 federal) from phase 2 engineering to construction for a total project cost of \$5,140,000 (\$4,112,000 federal). The cost increase being requested would replace \$3.2 million in STP funds programmed by the DuPage Council and add construction engineering funds which were not included by the DuPage Council. The project is scheduled for a March 2012 letting. There was discussion on the appropriateness of such a swap including the benefit of obligating CMAQ unspent balance prior to the potential FFY 2013 lapse and the fact that the DuPage Council is overspent on STP funds, and is currently using advanced funding to obligate projects. On a motion by Ms. Hamilton and a second by Mr. Pitstick, the DuPage County request was tabled to the September Committee meeting

4.8 CTA – Fuel Cell Bus Program (TIP ID 16-95-0039) transfer to Western Ave Express Bus Stops (TIP ID 16-00-0001)

The CTA requested a transfer of \$100,000 (\$80,000 federal) from Ethanol Fuel Cell Bus Program (TIP ID 16-95-0039) to CTA's Western Ave Express Bus Stops project (TIP ID 16-00-001). The additional funds are to expand the Western Ave Bus Stops project by approximately ten stops so the project would maintain its original cost/benefit ranking. The Committee approved a transfer of \$100,000 (\$80,000 federal) from the Ethanol Fuel Cell Bus Program to a different project in September of 2003, but the project that the funds were to be transferred to encountered problems and the CTA decided not to make the transfer, thus the funds are still available to be transferred. On a motion by Mr. Pitstick and a second by Ms. Hamilton, the CTA's request was approved.

4.9 CTA – Transfer of four CMAQ projects to CTA TIGGER Electric Buses (TIP ID 16-96-0061)

The CTA requested the transfer of \$1,942,500 (\$1,554,000 federal) in CMAQ funding from four 2009 projects (#X49 Western Ave. Express Bus Weekend Service (TIP ID 16-09-0005) for \$881,250 (\$705,000 federal); #125 Water Tower Express Midday and Weekend Service (TIP ID 16-09-0002) for \$653,750 (\$523,000 federal); the #152 Addison Weekend and Evening Service (TIP ID 16-09-0004) for \$178,750 (\$143,000 federal) and New Bus Service between Navy Pier and Museum Campus (TIP ID 16-09-0001) for \$228,750 (\$183,000 federal) to supplement TIGGER funding for the purchase all electric, battery powered buses in a

demonstration project (TIP ID 16-96-0061). As a CMAQ-eligible demonstration project it does not require an analysis of air quality benefits in advance. The project's resultant air quality benefits will be quantified and reported to the FTA and CMAP after the buses are put into service. On a motion by Mr. Pitsstick and a second by Mayor Keller, the CTA's request was approved.

4.10 Villa Park - Villa Park - Roosevelt Road Sidewalk From Ardmore to Michigan (TIP ID 08-02-0008)

Villa Park requested a cost increase of \$75,635 total (\$60,508 federal) for construction cost increases due to new clean construction and demolition debris regulations. On a motion by Mayor Keller and a second by Mr. Buehler, the Villa Park request was approved.

4.11 DuPage County DOT – Geneva Rd from President St to Swift Rd (TIP ID 08-10-0004).

DuPage County requested a scope change without an increase in cost which was processed as an administrative modification.

5.0 FY 2012-2016 CMAQ Program

5.1 Staff Proposed Program and Marks

Chairman Patronsky presented the staff recommendation for FFY 2012 through 2016 programming marks. A revised marks table was distributed and reflects the impact of the recently-announced rescission (\$39.4 million), which reduced the marks by \$7.81 million each year. The new five year total is \$403.779 million. Ms. Ostdick noted that the rescission reduces the region's FFY 2013 lapse potential to \$150 million. On a motion by Mr. Buehler and a second by Ms. Stitt the programming marks were approved for use in developing the proposed FFY 2012-2016 program.

Chairman Patronsky presented the staff recommendation for the FFY 2012-2016 CMAQ program and explained how it was developed. The staff strongly considered the recommendations from the four focus groups. Project readiness and effectiveness in supporting GO TO 2040 were central to the focus group recommendations. Where those recommendations overlapped with high air quality cost/benefit rankings, the projects were included to the extent fiscally allowable; others were placed on the MYB list. Mr. Patronsky provided comments on a few of the projects that had unusual characteristics including CDOT's Clark and Division Station project which is included at 100% CMAQ funding. He then recognized the five project applicants who had requested to speak about their projects.

Mr. Russ Jensen, Village Engineer for Glenview, provided information on the status of, importance of, and local commitment to the Waukegan Road at Chestnut intersection improvement which was not in the staff recommendation for funding. He urged reconsideration.

Ms. Jan Hincapie of Lincolnwood spoke on two bicycle facility projects in that village: the Touhy Ave overpass and the Union Pacific bike path from Touhy Ave to Devon Ave, both of which are in the staff recommendation for funding. She commented on how valuable the projects are and thanked the Committee for considering them.

Mr. Mike Walczak of the Northwest Municipal Conference distributed an exhibit on the Conference's December 2010 Bicycle Plan and explained that of the 13 high priority projects from the conference, 12 were recommend for full funding by the Bike/Ped Task Force, while the staff recommendation is for full funding of only five and the MYB list for the other eight. He asked for further consideration based on the assertion that the 13 projects submitted fit together as three corridors that should be implemented together. One of the members pointed out that a project sponsor may request that any project be moved off of the MYB list for funding if the sponsor undertakes the early phases of the project.

Ms. Feigon of the Center for Neighborhood Technology spoke on the *I-GO Peer to Peer Car Sharing* project which submitted for \$500,000 in federal funding. She pointed out that it was highly ranked in the "other" category and that traditional car sharing has proven to dramatically increase walking, biking and transit use. This more innovative approach – utilizing vehicles already in private use – is even more cost effective and more suitable to less densely developed areas such as Chicago's suburbs.

Ms. Geraci of Active Transportation Alliance spoke on the RTA's *Chicago Commute Options* proposal for five years of comprehensive demand management. She pointed out that it was the top-ranked application in the "other" category, that this type of program is included in several regional plans, there have been few effective incentives for drivers to give up single occupant vehicles in the past, and that these kinds of programs have a lot of synergy and been shown to be very effective in other regions. Mr. Pitstick voiced his agency's support for this comprehensive, cost effective approach to travel demand management as did Ms. Hamilton.

Ms. Hamilton said that CTA's submittal for improvements to the Clark and Division Station on the Red Line requests 100% CMAQ funding because the City does not have a source for the 20% local match. They would prefer to use tax increment financing (TIF) but there isn't a TIF district in the vicinity. She pointed out the project's high regional value, high cost, imminent readiness (2012 construction) and the fact that it helps spend down the unobligated CMAQ balance before the FFY 2013 deadline without using any state appropriation. There was discussion on the project's importance and the appropriateness of utilizing CMAQ funds at 100%. Mr. Buehler asked the Pace representative if the local match was readily available for the *Enhanced I-90 Corridor Markets* project. Mr. Tomzik stated that Pace would delay or drop other projects to accommodate the match. After discussion it was suggested that the City choose projects to be moved to the MYB list for approximately \$7.8 million in order to allow *Enhanced I-90 Corridor Markets* to be funded at 100%. Ms. Hamilton said that the city would be amenable to that. Subsequent to the meeting the following projects were moved to the MYB list: 01-97-0085-CDOT-Streeterville-Illinois Center Signal Interconnect, 01-02-0032 - CDOT-Midway Airport Corridor Signal Interconnect (Central from Stevenson to 55th and on 63rd St.) and 01-03-0004 - Roosevelt Rd from Western Ave to US 41/Lake Shore Dr.

Mr. Pitstick stated that the RTA Chicagoland Commute Options should also be included in the proposed program using the remaining available mark and placing the remainder on the MYB list. Ms. Hamilton agreed.

On a motion by Ms. Hamilton and second by Mr. Pitstick, the Committee approved sending the staff recommended program to the Transportation Committee for release for public comment with the following revisions:

- Include 100% funding for Pace's *Enhanced I-90 Corridor Markets* (The City of Chicago will identify projects to remove from the proposed program or current program to allow for the \$7,672,070 in funds to stay within the mark.)
- To add the remaining portion of the mark (\$988,608 federal) to OT13123598 – RTA – Chicagoland Commute Options and place the remainder of that project on the MYB list (\$1,091,392 federal).

5.2 Proposed MYB list

Mr. Patronsky presented the staff-recommended MYB list which contains approximately \$150 million (federal) in proposals. He said that factors staff used to develop it were the focus group recommendations, the air quality cost/benefit ratios and each project's readiness. He reminded the Committee that projects showing enough progress in phases done at the sponsor's own cost could petition the committee to be considered for a move into the program. Ms. Berry clarified that RTA or IDOT would have to confirm each project's readiness before it could be added to the TIP. The MYB list will be considered at the October MPO Policy Committee meeting along with the full five year program. There was discussion of the contingency projects discussed at the July 7 Committee meeting and Ms. Ostlick stated that the decision was to revisit the issue when the lapse potential is more imminent. All agreed that the priority is for project sponsors to move forward expeditiously with programmed CMAQ projects. There was discussion of adding Pace's Milwaukee and Dempster corridors arterial rapid transit project to the MYB list.

On a motion by Mr. Pitstick and second by Ms. Hamilton, the Committee voted to send the staff recommended MYB list with a revision to include Pace's Milwaukee and Dempster corridors arterial rapid transit project at \$5.6 million federal funds, to the CMAP Transportation Committee for consideration of public review.

6.0 Other Business

Mr. Rickert complimented the Committee on the FFY 2012 to 2016 programming process and the projects recommended and suggested in the next programming round, in light of the heavy emphasis on regional projects, it should be clarified to potential applicants that projects of local or subregional benefit will not be given much consideration. Mr. Privett added that the Program Focus Groups provided clear reasons for what they recommended and what they did not and that their language could be used to inform applicants during the next round. Ms. Stitt suggested that it would be desirable to get that type of feedback to applicants sooner than the next call for projects.

7.0 Public Comment

A member of the audience echoed Mr. Rickert's accolades to staff, and suggested that the next call for projects provide a longer schedule for the application process. Chairman Patronsky responded that staff agrees.

8.0 Next Meeting

The next meeting was scheduled for September 15, 2011 at 2:00 p.m. at CMAP.

9.0 Adjournment

The meeting was adjourned at 4:00 p.m.



MEMORANDUM

To: CMAQ Project Selection Committee

From: Douglas Ferguson, Senior Planner

Date: September 8, 2011

Re: FY 2012 – FY 2016 CMAQ Program Missing Applications

During the public review and comment period on the Proposed FY 2012-2016 CMAQ Program it was discovered that two applications were missing from the list of proposals considered for funding.

Northlake - Sandra Av Sidewalk from Grand Av to Diversey Pkwy
Hillside - Wolf Road Sidewalk from Harrison to Roosevelt

Both projects are pedestrian facility proposals and copies of the applications are attached to this memo.

In the interest of fairness and to keep an open process, staff felt that these applications should be brought to the Committee's attention for possible inclusion in the Proposed Program. Both proposals met all of the application submittal guidelines and arrived before the application deadline.

An emissions and congestion benefit analysis was conducted for both proposals and the results are as follows.

	Total Cost	Federal Application	\$ per Kg of VOC Eliminated	Pedestrian Facility Application Ranking
Sandra Av Sidewalk	\$100,400	\$80,200	\$33,775	36 th
Wolf Rd Sidewalk	\$1,000,000	\$200,000	\$1,289	9 th

While the Bicycle and Pedestrian Task Force did not evaluate these proposals, they did review and evaluate 40 pedestrian proposals. The recommendations of the Task Force did not include any sidewalk proposals, noting that sidewalk projects for the most part are local projects and

lack regional benefits. The pedestrian proposals that are recommended for funding involve innovative treatments for street crossings, advancing the use of best practices in the region.

At this time, based upon the project emissions benefit rankings and the focused programming work of the Bicycle and Pedestrian Task Force, staff does not recommend inclusion of the two subject proposals in the CMAQ FY 2012-2016 Proposed Program.

CMAQ FY 2012-2016 CMAQ PROJECT APPLICATION FORM BICYCLE AND PEDESTRIAN FACILITIES

I. PROJECT IDENTIFICATION					
PROJECT SPONSOR Village of Hillside	CONTACT INFORMATION – NAME, TITLE, AGENCY, ADDRESS, PHONE, E-MAIL (e-mail required)				
OTHER AGENCIES PARTICIPATING IN PROJECT	Dave Peters, Village Engineer Hanson Professional Services Inc. 815 Commerce Drive, Suite 200 Oak Brook, Illinois 60523 Tel: 630-990-3800 ext. 6219 Email: DPeters@hanson-inc.com				
TIP PROJECT ID, IF PROJECT IS ALREADY IN TIP					
II. PROJECT LOCATION Note: Projects not readily identified by location should provide a project title on the last line of the Project Location section					
NAME OF STREET OR FACILITY TO BE IMPROVED Wolf Road			MARKED ROUTE #		
PROJECT LIMITS: NORTH/WEST REFERENCE POINT/CROSS ST/INTERSECTION Harrison Street		MARKED ROUTE #	MUNICIPALITY & COUNTY Hillside & Cook		
PROJECT LIMITS: SOUTH/EAST REFERENCE POINT/CROSS ST/INTERSECTION Roosevelt Road		MARKED ROUTE #	MUNICIPALITY & COUNTY Hillside & Cook		
OTHER PROJECT LOCATION INFORMATION OR PROJECT TITLE Wolf Road Sidewalk Project					
III. PROJECT FINANCING & CMAQ FUNDING REQUEST					
	STARTING YEAR	TOTAL PHASE COSTS (THOUSANDS)	CMAQ FUNDS REQUESTED (THOUSANDS)	OTHER FEDERAL FUNDS <small>List prior CMAQ funding here.</small>	
				FUND TYPE	AMOUNT
ENGINEERING PHASE 1	2012	\$50	\$40		\$
ENGINEERING PHASE 2	2013	\$60	\$0		\$
RIGHT-OF-WAY ACQUISITION	2013	\$200	\$160		\$
CONSTRUCTION (INCLUDING CONST ENG)	2015	\$690	\$0		\$
ENGINEERING (FOR IMPLEMENTATION PROJECTS)		\$	\$		\$
IMPLEMENTATION		\$	\$		\$
ALTERNATIVES ANALYSIS		\$	\$		\$
TOTAL PROJECT COSTS		\$1,000	\$200		
SOURCE OF LOCAL MATCHING FUNDS:		Village of Hillside General Funds			
NOTE: IF SOFT MATCHING FUNDS ARE INTENDED TO BE USED, PLEASE CONTACT CMAP STAFF.					
HAVE THE MATCHING FUNDS BEEN SECURED (PROVIDE DETAILS):		The Village will pass a Board Resolution to allocate local funds for the match requirements.			

CMAP FY 2012-2016 CMAQ PROJECT APPLICATION FORM BICYCLE AND PEDESTRIAN FACILITIES – PAGE 2

IV. PROJECT EMISSIONS BENEFIT DATA

TYPE OF PROJECT (CHECK PRIMARY USE): BICYCLE FACILITY PEDESTRIAN FACILITY

MILES OF EXISTING BICYCLE/PEDESTRIAN FACILITIES INTERSECTING THE PROPOSED FACILITY: 5+

IDENTIFY INTERSECTING FACILITIES:

Sidewalks on Harrison Street; Sidewalks on Roosevelt Road

TRIP ATTRACTORS LINKED DIRECTLY TO THE PROPOSED FACILITY:

High school, retail/ commercial, motel

OFF-STREET BICYCLE FACILITY - PROVIDE TRAFFIC VOLUMES, SPEEDS AND PERCENT TRUCKS ON ADJACENT ROADWAY. IN ADDITION, PLEASE IDENTIFY EXISTING DESIGNATED BICYCLE FACILITIES IN THE PROXIMITY OF THE PROPOSED FACILITY. SUPPLY A MAP FROM RELEVANT BICYCLE PLAN(S), IF AVAILABLE.

V. PROGRAM MANAGEMENT INFORMATION

IS RIGHT-OF-WAY ACQUISITION REQUIRED FOR THIS PROJECT? YES NO

IF SO, HAS RIGHT-OF-WAY BEEN ACQUIRED? YES NO

INDICATE THE STATUS OF THE PRELIMINARY DESIGN: N.A. Not Begun Underway Submitted Approved

ESTIMATED COMPLETION YEAR: 2015

VI. PROJECT DESCRIPTION AND MAP

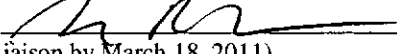
1. PLEASE DESCRIBE PROJECT. FOR OUTREACH, PROMOTION OR MARKETING EFFORTS GIVE SPECIFIC DETAILS OF THE CAMPAIGN. DESCRIBE THE COORDINATION OF THESE EFFORTS WITH RESPECT TO OTHER SUCH CAMPAIGNS (SEE SECTION I.6 ON PAGE 34 OF THE INSTRUCTIONS):

The Village of Hillside proposes to construct a new sidewalk on Wolf Road from Harrison Street to Roosevelt Road. The Village is requesting CMAQ assistance for Phase I engineering and right-of-way acquisition costs. Currently, Proviso High School owns and maintains its own sidewalk along a portion of the roadway for access to school grounds, outside of Village right-of-way, near this area. First, the general public is unable to use this sidewalk for the distance that it covers, and second, there are no existing sidewalks along Wolf Road that the general public can use for the entire length of the roadway between Harrison Street to Roosevelt Road.

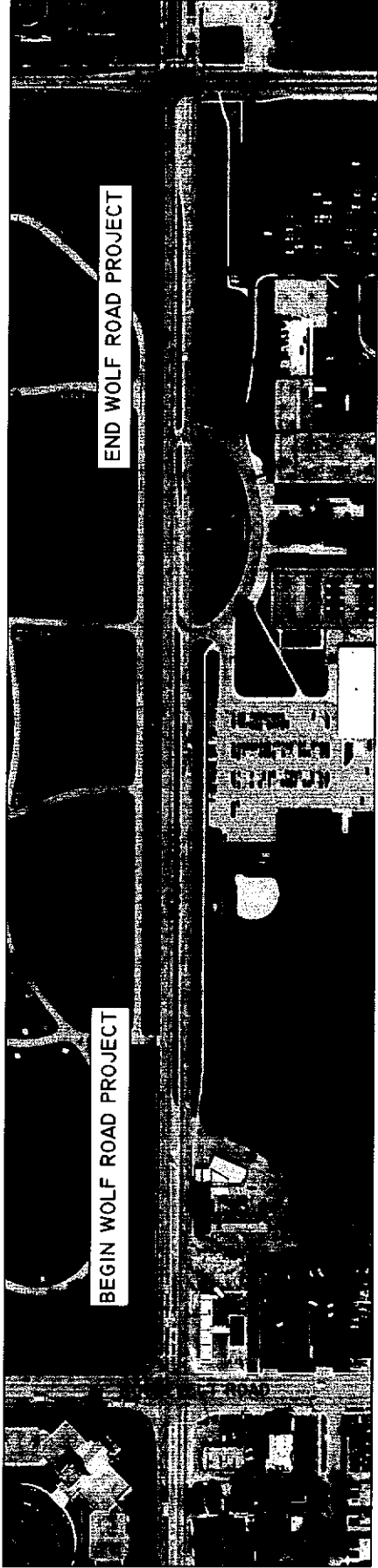
The proposed project will establish a complete sidewalk along Wolf Road and also allow non-school related pedestrian traffic to utilize the new public sidewalk for travel to Harrison without trespassing on school property. The project will also provide continuity along Wolf Road for those students that do walk to school. The proposed sidewalk will be 5' wide and a total length of 2,200 feet. Construction will include implementation of all ADA requirements at intersections.

2. PROJECT MAP. PLEASE ATTACH A MAP TO THE APPLICATION FORM. INFORMATION MUST BE SUFFICIENT TO ACCURATELY LOCATE THE PROJECT ON A LOCAL STREET MAP. HAND DRAWN MAPS OR MAPS PRODUCED BY GIS SYSTEMS ARE ACCEPTABLE. MAPS FROM TELEPHONE BOOKS WILL NOT BE ACCEPTED.

3. CMAQ FY 2008 PEDESTRIAN FACILITY SUPPLEMENT. IF THE PROPOSED FACILITY IS PRIMARILY A PEDESTRIAN FACILITY, COMPLETE THE PEDESTRIAN FACILITY SUPPLEMENT.

4. Planning Liaison Reviewed  (see pp 20-22 of application book for your Liaison; applications are due to the Liaison by March 18, 2011)

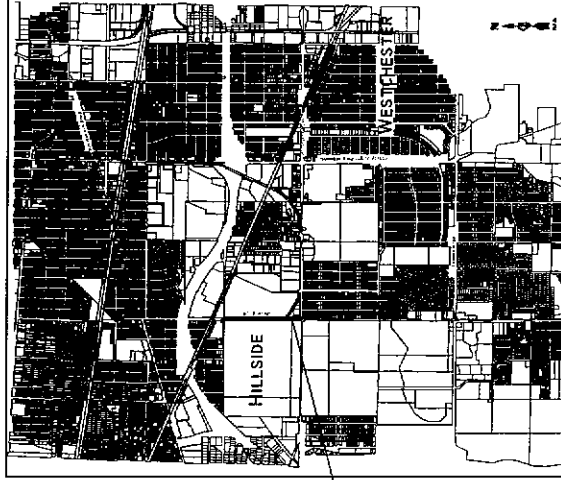
Complete Missing information – must be completed before application will be processed
 Missing information that will result in immediate rejection



Project Limits



Regional Context Map



Project Location Map

USER NAME: _____ PLOT SCALE: _____ / in. PLOT DATE: _____		DESIGNED: _____ DRAWN: _____ CHECKED: _____ DATE: _____	DWP DWP NYC DZ2/HJ	REVISIONS REVISION REVISION REVISION	HANSON HANSON ENGINEERING & ARCHITECTURE, P.C. 1150 N. LAUREL STREET CHICAGO, IL 60610	ATTACHMENT: LOCATION MAP VILLAGE OF HILLSIDE WOLF ROAD PROJECT SHEET NO. 01 OF 01 SHEETS 37A TO 37L	COUNTY: COOK SECTION: _____ CONTRACT NO.: _____
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CMAQ FY 2012-2016 PROJECT SCOPING REPORT

FOR PROPOSED INTERSECTION IMPROVEMENTS, BOTTLENECK ELIMINATIONS, BICYCLE/PEDESTRIAN, AND
COMMUTER PARKING FACILITY PROJECTS

FOR PROJECTS FOR WHICH A PROJECT DEVELOPMENT REPORT IS NOT NOW BEING REVIEWED

PART I. OVERVIEW

COMMON ROUTE NAME: Wolf Road ROUTE MARKING: _____

LIMITS: FROM: HARRISON STREET TO: ROOSEVELT ROAD

COUNTY: Cook

FIELD/SITE REVIEW DATE: March 17, 2011

FIELD REVIEW PARTICIPANTS: Dave Peters

JURISDICTIONS INVOLVED:

Village of Hillside _____

KEY PEOPLE:

Name Joe Pisano

Name Dave Peters

Title Director of Public Works

Title Village Engineer

Phone/fax 708-202-3452

Phone/fax 630-990-3800 ext. 6219

PART II. EXISTING CONDITIONS

VERTICAL CLEARANCE RESTRICTIONS (existing profile/overhead structures):

None

HORIZONTAL RESTRICTIONS (ROW/sidewalks/curb & gutter/buildings):

ROW: The existing ROW varies from 77' to 83' between Roosevelt and Harrison.

UNUSUAL SOIL CONDITIONS (CHECK ALL THAT APPLY):

- wetlands cattails in ditches bogs dry land bridges contaminated soil

UTILITIES INVOLVED (CHECK ALL THAT APPLY):

- electrical gas telephone cable sewer water pipelines other

SPECIAL SAFETY CONSIDERATIONS (high accident spots and sections):

Currently, there are no sidewalks along Wolf Road that allow pedestrians to walk safely from Harrison Street to Roosevelt Road. The new sidewalk will remove vehicular-pedestrian conflicts and promote safe travel.

CROSSED OR ADJACENT BRIDGES:

- Applicable (**Complete and include one or more copies of Attachment 1**)
 Not Applicable

SIGNALIZED INTERSECTIONS:

- Applicable: **Complete and include for each intersection:**
- **one copy of Attachment 2**
 - **two Input Module Worksheets (one for current conditions and one for conditions after the proposed project)**
 - **if signals are actuated, the Actuated Controller Properties page of the Input Module Worksheet**
 - **As many Actuated Controller Coordination pages of the Input Module Worksheet as warranted, i.e., based on extended side-street leading left-turn phases**
- Not Applicable

UNSIGNALIZED INTERSECTIONS NEEDING UPDATE:

- Applicable: **Complete and include for each intersection:**
- **one copy of Attachment 3**
 - **two Input Module Worksheets (one for current conditions and one for conditions after the proposed project)**
- Not Applicable

DRAINAGE DATA:

- Complete and include one or more copies of Attachment 4**

RAILROADS:

- Applicable (**Complete and include one or more copies of Attachment 5**)
 Not Applicable

PART III. ENVIRONMENTAL AND SPECIAL DATA

Documented (IDNR) or possible wetlands: Yes No:

Location(s) _____

Parks or Forest Preserve: Yes No:

Location(s) _____

4(f) Involvement Definite Possible

Cultural resource involvement (check all that apply):

- Historic district Historic structure Historical marker
 Other eligible historic designations Other cultural resources

Location(s) _____

Adjacent land use (Check all that apply)

- Residential Office/Retail Schools
 Industrial Park or Forest Preserve Other Institutional

Hazardous materials (UST, LUST, other hazardous waste sites) Yes No

Potential contaminated soils: None

Local Acceptability *(a federally accepted public involvement program will be prepared during project development)*

Is there local public support, generally? Yes No

Has the affected public been involved/informed? Yes No

How? The Village will communicate with the public through the Village website and Village newsletter.

PART IV. PROPOSED SCOPE OF WORK

Engineering (Enter cost if eligible for federal funding):

Phase I (preliminary design) \$50,000 % complete 0 Months to complete 6
 Phase II (plans, specs and estimates) \$60,000 % complete 0 Months to complete 6

Right of way needed: No Yes: Estimated cost \$200,000

Utility Relocation No Yes: Cost \$ _____

Construction: Cost \$690,000 Months to complete: 1 Calendar Year 2015

(INCLUDE DETAILED COST ESTIMATE FOR CONSTRUCTION ITEMS ON FOLLOWING PAGE).

Proposed cross section(s)/dimensions (If applicable):

Number of through lanes (Roads): _____
 Pavement width _____
 Shoulder or parkway width: 12'
 Median: None Raised Flush Mixed
 Square feet (Parking) _____

Project Length: 2,200 L.F.

Check all that apply, and complete number where applicable.

- | | |
|--|---|
| <input type="checkbox"/> Intersection improvements (Number _____) | <input type="checkbox"/> Bottleneck elimination |
| <input type="checkbox"/> New traffic signals (Number _____) | <input type="checkbox"/> Traffic signal modernization (Number _____) |
| <input type="checkbox"/> Signals to be interconnected (Number _____) | <input type="checkbox"/> Structural improvements |
| <input checked="" type="checkbox"/> Pedestrian/bicycle accommodations (Describe below. Include limits and connecting facilities) | <input type="checkbox"/> Roadside Improvements (Retaining walls, positive barriers, etc.) |
| <input type="checkbox"/> Train Station Improvements | <input type="checkbox"/> New/Relocated Train Station |
| <input type="checkbox"/> Railroad Grade Crossing Improvements | <input checked="" type="checkbox"/> ADA Access Improvements |
| <input checked="" type="checkbox"/> Landscaping | <input type="checkbox"/> Commuter Parking (Number of spaces _____) |

For all items checked above, describe improvements in the space below. Attach additional sheets if necessary.

The Village of Hillside proposes to construct a new sidewalk on Wolf Road from Harrison Steet to Roosevelt Road. The Village is requesting CMAQ assistance for Phase I engineering and right-of-way acquisition costs. Currently, Proviso High School owns and maintains its own sidewalk along a portion of the roadway for access to school grounds, outside of Village right-of-way, near this area. First, the general public is unable to use this sidewalk for the distance that it covers, and second, there are no existing sidewalks along Wolf Road that the general public can use for the entire length of the roadway between Harrison Street to Roosevelt Road.

The proposed project will establish a complete sidewalk along Wolf Road and allow non-school related pedestrian traffic to utilize the new public sidewalk for travel to Harrison without trespassing on school property. The project will also provide continuity along Wolf Road for those students that do walk to school. The proposed sidewalk will be 5' wide and a total length of 2,200 feet. Construction will include implementation of all ADA requirements at intersections and restoration of the landscape to its original condition

Drainage:

- Urban (Enclosed) Rural (Open)
 Is detention required? No Yes (If yes, check type below)
 In line detention New outlets (Where?) _____
 Detention basin Detention off-site _____

ATTACHMENT 4 – DRAINAGE DATA
COMPLETE FOR EACH DRAINAGE BASIS (2 PER PAGE)

Location: Wolf Road between Harrison Street and Roosevelt Road

a. Existing drainage type (Open/closed): Closed with drainage into existing structures with open lids

b. Existing drainage problems: None

c. Flood plains (Transverse/longitudinal): None

d. Regulatory (FEMA) Floodways: None

e. Major drainage structures: None

f. Outfall conditions: N/A

g. Comments (Realignment/cost participation/jurisdictional transfer): N/A

Location: _____

a. Existing drainage type (Open/closed): _____

b. Existing drainage problems: _____

c. Flood plains (Transverse/longitudinal): _____

d. Regulatory (FEMA) Floodways: _____

e. Major drainage structures: _____

f. Outfall conditions: _____

g. Comments (Realignment/cost participation/jurisdictional transfer): _____

PROJECT MILESTONE SCHEDULE

Municipality: Village of Hillside
 Project: Wolf Road Sidewalk Project
 Scope of Work: Sidewalk Construction
 TIP #: _____
 TIP Years (Ph II / Const): _____
 Section #: _____
 Last Constr & E3 Cost (March 17, 2011): \$690,000
 Current Constr & E3 Cost (date: _____): \$ _____

Contact Information

Municipality _____
 Council/Liaison _____
 Consultant _____
 IDOT _____

Date Prepared: _____ Date Revised: _____

Projected Dates

	Initial Est.	Kick-Off	Revised/Actual	Notes
1. Project Scoping	1/2012			
2. IDOT Phase I Kick-off Meeting	1/2012			
3. 1st State/Federal Coordination Meeting	2/2012			
4. Categorical Exclusion Concurrence	7/2012			
5. Design Variance Concurrence	7/2012			
6. Submit Draft Phase I Report (PDR) to IDOT (a)	7/2012			
7. Public Hearing/Meeting (or N/A)	N/A			
8. Right-of-Way Kick-off Meeting (or N/A)	9/2012			
9. Submit Final Phase I Report (PDR) to IDOT (b)	1/2013			
10. Submit Phase II Engr. Agrcm't to IDOT (or N/A)	N/A			
11. Phase I Design Approval	4/2013			
12. ROW Acquisition Initiation (or N/A) (c)	8/2013			
13. Phase II Engr. Agreement Approval (or N/A)	N/A			
14. Submit Pre-Final Plans and Estimates (d)	6/2014			
15. Submit Phase III Engr. Agreement to IDOT	6/2014			
16. Submit Final Plans, Specs & Estimates (PS&E) (e)	10/2014			
17. ROW Acquisition Complete	12/2014			
18. Construction Letting	3/2015			

1. Project Scoping
2. IDOT Phase I Kick-off Meeting
3. 1st State/Federal Coordination Meeting
4. Categorical Exclusion Concurrence
5. Design Variance Concurrence
6. Submit Draft Phase I Report (PDR) to IDOT (a)
7. Public Hearing/Meeting (or N/A)
8. Right-of-Way Kick-off Meeting (or N/A)
9. Submit Final Phase I Report (PDR) to IDOT (b)
10. Submit Phase II Engr. Agrcm't to IDOT (or N/A)
- 11. Phase I Design Approval**
12. ROW Acquisition Initiation (or N/A) (c)
13. Phase II Engr. Agreement Approval (or N/A)
14. Submit Pre-Final Plans and Estimates (d)
15. Submit Phase III Engr. Agreement to IDOT
16. Submit Final Plans, Specs & Estimates (PS&E) (e)
17. ROW Acquisition Complete
- 18. Construction Letting**

Notes:

- (a) 3 to 6 month review required per complexity and submittal quality
- (b) 1 to 3 month review
- (c) Minimum 9 to 18 months required from plats to acquisition
- (d) 1 to 4 month review
- (e) 7 to 10 days before Springfield BLR due date

See IDOT Local Roads' **Mechanics of Project Management**
 "Federal Aid Project Initiation to Completion" Flow Chart for
 sequence of events and estimated review times.

Prepared by: CATS-Comm. Liaison / IDOT-BLRS (7-11-02, 5-03)

GO TO 2040 Support Information Form

Village of Hillside – Wolf Road Sidewalk Project

1. Briefly describe your project: provide type of work and limits of project:

The Village of Hillside proposes to construct a new sidewalk on Wolf Road from Harrison Street to Roosevelt Road. The Village is requesting CMAQ assistance for Phase I engineering and right-of-way acquisition costs. Currently, Proviso High School owns and maintains its own sidewalk along a small portion of the roadway, outside of Village right-of-way, near this area. The proposed project will establish a complete sidewalk along Wolf Road and also allow non-school related pedestrian traffic to utilize the new public sidewalk for travel to Harrison without trespassing on school property. The project will also provide continuity along Wolf Road for those students that walk to school. The proposed sidewalk will be 5' wide and a total length of 2,200 feet. Construction will include implementation of all ADA requirements at intersections.

2. Describe how the proposed project helps implement the goals and objectives of GO TO 2040. Please see the instructions for specific action areas and recommendations from GO TO 2040 that apply to the CMAQ program.

This project supports the GO TO 2040 goal of *livable communities* and *regional mobility*. The specific CMAQ program-related action areas that the project supports are:

- *Support for livability through increased transportation options that include walking, bicycling and transit.*
- *Establish seamless coordination between modes.*

The proposed sidewalk will connect commercial areas, schools, residential areas and a major shopping center. Those living and working south of Roosevelt Road will be able to walk safely instead of driving to the West Point Shopping Center, Proviso West High School, Hillside School and retail businesses on Harrison Street and further north. Those living and working north of Harrison Street will also be able to walk safely to the businesses and restaurants along Roosevelt Road. The sidewalk will also support transit users traveling to the area for work via the PACE bus route along Wolf Road. By supporting walking and transit options, this project will reduce vehicle use and emissions and ultimately improve air quality.

3. Please identify any local or sub-regional plan containing this proposed project. Describe how that plan is consistent with the overall recommendations of GO TO 2040. Please provide a link to the plan (if available online) or a copy (or relevant excerpts) of the plan or program if it is not available online.

Hillside does not yet have an updated comprehensive plan, but the Village is making effort to implement redevelopment strategies based on principles of livability and sustainability which align with GO TO 2040. These strategies include mixed-use developments and a transportation infrastructure that supports alternative modes of travel, reduces congestion and improves road safety.

4. Identify any phase of work (phase I engineering, phase II engineering, ROW, construction, implementation, engineering for non-highway projects) of this project currently in an adopted program. Please provide a link to the program if available online, or a copy of the relevant excerpts otherwise.

Preliminary conceptual designs have been completed. Phase I engineering is not yet underway.

Congestion Mitigation/Air Quality Improvement Program

Transportation Control Measure Committal Agreement

One copy of this page must be completed and signed by each sponsor of proposed FY 2012-2016 CMAQ projects.

The project sponsor certifies that it is willing and able to manage, maintain, and operate the project(s).

The project sponsor possesses legal authority to nominate the CMAQ project proposal(s) and to finance, acquire, and construct the proposed project(s); and by this committal agreement the sponsor authorizes the submittal of the CMAQ project(s), including all understanding and assurances contained therein, and authorizes the person identified as the project contact to act in connection with the proposal(s) and to provide such additional information as may be required.

The project sponsor will cause work on the project(s) to be commenced within a reasonable time after receipt of notification from the Chicago Metropolitan Agency for Planning that the project has been selected and that the project will be carried to completion with reasonable diligence.

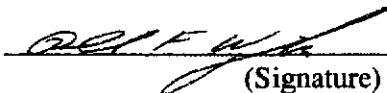
Whereas the CMAQ program funds transportation control measures (TCM), the sponsor agrees that, if selected, the project(s) may be included as a TCM in the State Implementation Plan (SIP) for attaining the applicable national ambient air quality standards. Inclusion of CMAQ projects in the SIP will follow procedures established by the CMAQ Project Selection Committee. The sponsor will provide any tracking information required in a timely fashion.

Name: Russ Wajda

(Please print)

Title: Village Administrator

(Please print)



(Signature)

3/18/11

(Date)

Project Sponsor: Village of Hillside

CMAP FY 2012-2016 CMAQ PROJECT APPLICATION FORM BICYCLE AND PEDESTRIAN FACILITIES

I. PROJECT IDENTIFICATION					
PROJECT SPONSOR City of Northlake		CONTACT INFORMATION – NAME, TITLE, AGENCY, ADDRESS, PHONE, E-MAIL (e-mail required)			
OTHER AGENCIES PARTICIPATING IN PROJECT		Mark E. Wrzeszcz, City Engineer Christopher B. Burke Engineering, Ltd. 9575 W. Higgins Road, Suite 600 Rosemont, IL 60018			
TIP PROJECT ID, IF PROJECT IS ALREADY IN TIP		Phone: (847) 823-0500 E-Mail: mwrzeszcz@cbbel.com			
II. PROJECT LOCATION Note: Projects not readily identified by location should provide a project title on the last line of the Project Location section					
NAME OF STREET OR FACILITY TO BE IMPROVED Sandra Avenue			MARKED ROUTE #		
PROJECT LIMITS: NORTH/WEST REFERENCE POINT/CROSS ST/INTERSECTION Grand Avenue		MARKED ROUTE #	MUNICIPALITY & COUNTY Northlake & Cook County		
PROJECT LIMITS: SOUTH/EAST REFERENCE POINT/CROSS ST/INTERSECTION Cul de Sac connecting to a pedestrian path connecting to Diversey Parkway		MARKED ROUTE #	MUNICIPALITY & COUNTY		
OTHER PROJECT LOCATION INFORMATION OR PROJECT TITLE Sandra Avenue Sidewalk Project					
III. PROJECT FINANCING & CMAQ FUNDING REQUEST					
	STARTING YEAR	TOTAL PHASE COSTS (THOUSANDS)	CMAQ FUNDS REQUESTED (THOUSANDS)	OTHER FEDERAL FUNDS <small>List prior CMAQ funding here.</small>	
				FUND TYPE	AMOUNT
ENGINEERING PHASE 1		\$	\$		\$
ENGINEERING PHASE 2	2012	\$8.4	\$6.6		\$
RIGHT-OF-WAY ACQUISITION		\$	\$		\$
CONSTRUCTION (INCLUDING CONST ENG)	2012	\$ 92	\$73.6		\$
ENGINEERING (FOR IMPLEMENTATION PROJECTS)		\$	\$		\$
IMPLEMENTATION		\$	\$		\$
ALTERNATIVES ANALYSIS		\$	\$		\$
TOTAL PROJECT COSTS		\$100.4 (\$100,414.80)	\$80.2 (\$80,200.00)		
SOURCE OF LOCAL MATCHING FUNDS:		City of Northlake General Funds			
NOTE: IF SOFT MATCHING FUNDS ARE INTENDED TO BE USED, PLEASE CONTACT CMAP STAFF.					
HAVE THE MATCHING FUNDS BEEN SECURED (PROVIDE DETAILS):		The City of Northlake will be passing a resolution to allocate matching funds for this project.			

CMAP FY 2012-2016 CMAQ PROJECT APPLICATION FORM BICYCLE AND PEDESTRIAN FACILITIES – PAGE 2

IV. PROJECT EMISSIONS BENEFIT DATA

TYPE OF PROJECT (CHECK PRIMARY USE): BICYCLE FACILITY PEDESTRIAN FACILITY

MILES OF EXISTING BICYCLE/PEDESTRIAN FACILITIES INTERSECTING THE PROPOSED FACILITY: 2+

IDENTIFY INTERSECTING FACILITIES:

Sidewalk on Grand Avenue; pedestrian path from cul de sac to sidewalk on Diversey Parkway

TRIP ATTRACTORS LINKED DIRECTLY TO THE PROPOSED FACILITY:

Sidewalks, pedestrian path and PACE bus routes directly going to elementary school, high school, library, work centers, retail businesses, and restaurants.

OFF-STREET BICYCLE FACILITY - PROVIDE TRAFFIC VOLUMES, SPEEDS AND PERCENT TRUCKS ON ADJACENT ROADWAY. IN ADDITION, PLEASE IDENTIFY EXISTING DESIGNATED BICYCLE FACILITIES IN THE PROXIMITY OF THE PROPOSED FACILITY. SUPPLY A MAP FROM RELEVANT BICYCLE PLAN(S), IF AVAILABLE.

V. PROGRAM MANAGEMENT INFORMATION

IS RIGHT-OF-WAY ACQUISITION REQUIRED FOR THIS PROJECT? YES NO

IF SO, HAS RIGHT-OF-WAY BEEN ACQUIRED? YES NO

INDICATE THE STATUS OF THE PRELIMINARY DESIGN: N.A. Not Begun Underway Submitted Approved

ESTIMATED COMPLETION YEAR: 2013

VI. PROJECT DESCRIPTION AND MAP

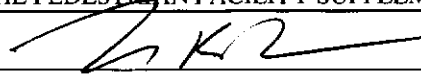
1. PLEASE DESCRIBE PROJECT. FOR OUTREACH, PROMOTION OR MARKETING EFFORTS GIVE SPECIFIC DETAILS OF THE CAMPAIGN. DESCRIBE THE COORDINATION OF THESE EFFORTS WITH RESPECT TO OTHER SUCH CAMPAIGNS (SEE SECTION I.6 ON PAGE 34 OF THE INSTRUCTIONS):

This project consists of constructing 6,290 square feet of Portland Cement Concrete sidewalk along the east and west sides of Sandra Avenue. The sidewalks will be located between the property line and back-of-curb, and bituminous driveway aprons will be replaced where the newly constructed sidewalk extends through each asphalt driveway. Storm sewer structures and pipes will also have to be installed due to the fact that the existing front yard swale system will need to be filled in for proper installation of the sidewalk. Existing manholes that cannot be relocated will be adjusted to the finished grade of the new sidewalk. The existing curb and gutter where the sidewalk meets the street will be removed and replaced with depressed curb and gutter. The street will be striped with a crosswalk to provide a safe path of travel. Finally, landscape restoration will be completed following construction.

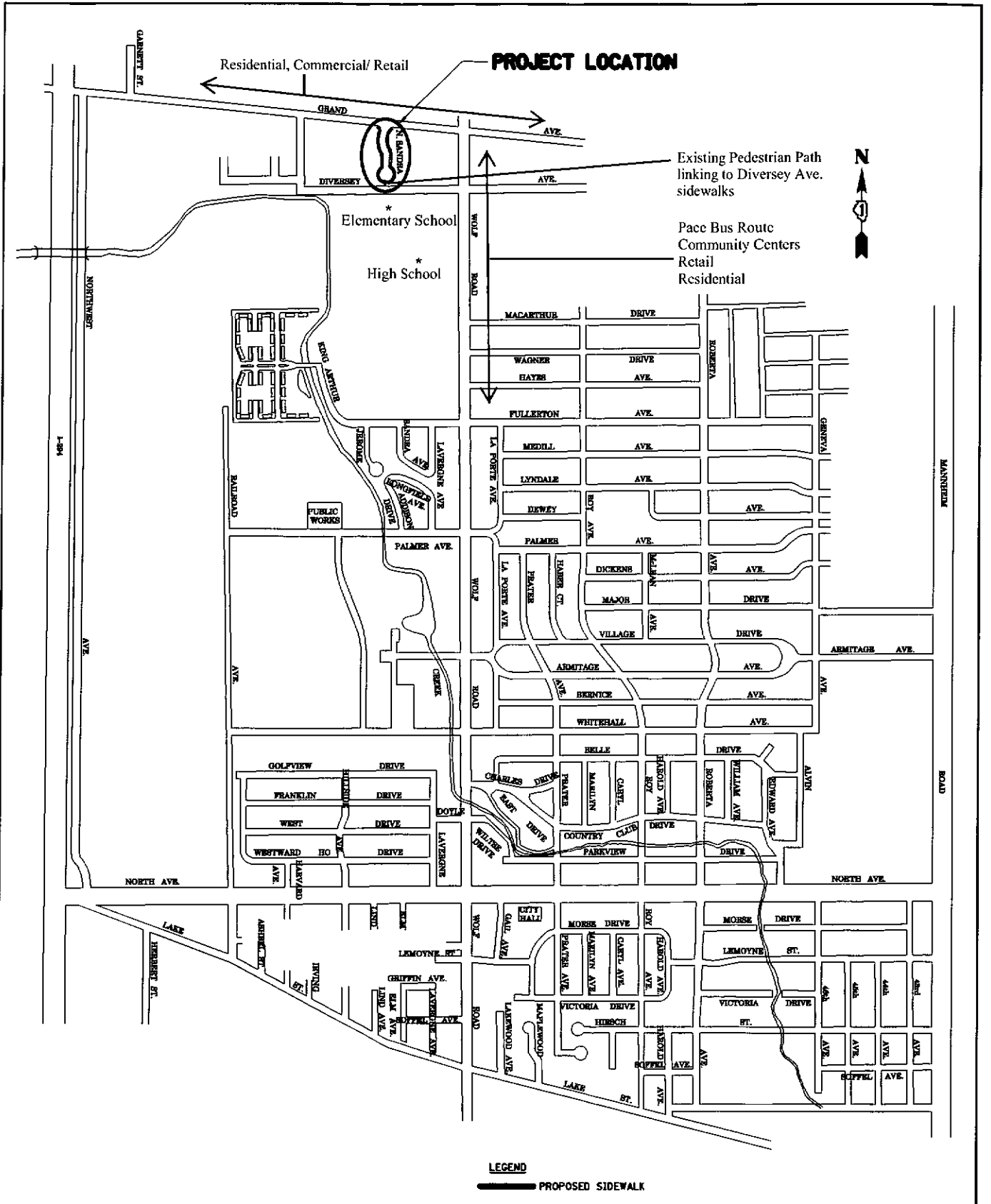
Sandra Avenue, as it exists, does not provide a safe means of travel for pedestrians. Although the road ends in a cul de sac, there is a connecting segment – a pedestrian path – that leads directly south from the cul de sac to sidewalks on Diversey Parkway. An elementary school and a high school are directly opposite this path. In addition, sidewalks on Diversey Parkway facilitate pedestrian movement to other important community locations including churches, a library and local businesses. On the north end, the proposed sidewalks connect to sidewalks on Grand Avenue. Not only does this project address the needs of residents living on Sandra Avenue, but it fills a critical gap in walkability for the residents north of Grand Avenue and south of Diversey Parkway. The project will increase walking as a transportation option in the area, especially for students going to the elementary school and high school directly south of the connecting segment from the cul de sac on Sandra Avenue.

2. PROJECT MAP. PLEASE ATTACH A MAP TO THE APPLICATION FORM. INFORMATION MUST BE SUFFICIENT TO ACCURATELY LOCATE THE PROJECT ON A LOCAL STREET MAP. HAND DRAWN MAPS OR MAPS PRODUCED BY GIS SYSTEMS ARE ACCEPTABLE. MAPS FROM TELEPHONE BOOKS WILL NOT BE ACCEPTED.


3. CMAQ FY 2008 PEDESTRIAN FACILITY SUPPLEMENT. IF THE PROPOSED FACILITY IS PRIMARILY A PEDESTRIAN FACILITY, COMPLETE THE PEDESTRIAN FACILITY SUPPLEMENT.

4. Planning Liaison Reviewed  (see pp 20-22 of application book for your Liaison; applications are due to the Liaison by March 18, 2011)

Complete Missing information – must be completed before application will be processed
 Missing information that will result in immediate rejection



CB **CHRISTOPHER B. BURKE** ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018 (847) 823-0500

CLIENT:  **CITY OF NORTHLAKE**
 66 E. NORTH AVENUE
 NORTHLAKE, ILLINOIS 60164
 (708) 348-8700

CMAQ SIDEWALKS - SANDRA COURT

PROJECT NO.
94-32AA

3/16/2011

EXHIBIT 1

CMAQ FY 2012-2016 PROJECT SCOPING REPORT

FOR PROPOSED INTERSECTION IMPROVEMENTS, BOTTLENECK ELIMINATIONS, BICYCLE/PEDESTRIAN, AND
COMMUTER PARKING FACILITY PROJECTS

FOR PROJECTS FOR WHICH A PROJECT DEVELOPMENT REPORT IS NOT NOW BEING REVIEWED

PART I. OVERVIEW

COMMON ROUTE NAME: Sandra Avenue ROUTE MARKING: _____

LIMITS: FROM: GRAND AVENUE TO: CUL DE SAC/ PEDESTRIAN PATH

COUNTY: Cook County

FIELD/SITE REVIEW DATE: March 15, 2011

FIELD REVIEW PARTICIPANTS: Mark Wrzeszcz, City Engineer, Christopher Burke Engineering and Karyn Romano, Metro Strategies, Inc.

JURISDICTIONS INVOLVED:

City of Northlake _____

KEY PEOPLE:

Name Jeffrey Sherwin

Name Mark Wrzeszcz

Title Mayor

Title City Engineer

Phone/fax 708-343-8700/ 708-343-8708

Phone/fax 847-823-0500/ 847-823-0520

PART II. EXISTING CONDITIONS

VERTICAL CLEARANCE RESTRICTIONS (existing profile/overhead structures):

None

HORIZONTAL RESTRICTIONS (ROW/sidewalks/curb & gutter/buildings):

None

UNUSUAL SOIL CONDITIONS (CHECK ALL THAT APPLY):

wetlands cattails in ditches bogs dry land bridges contaminated soil

UTILITIES INVOLVED (CHECK ALL THAT APPLY):

electrical gas telephone cable sewer water pipelines other

SPECIAL SAFETY CONSIDERATIONS (high accident spots and sections):

The lack of sidewalks prevents residents living on Sandra Avenue from walking safely and residents north of Grand Avenue and south of Diversey Avenue from using this segment as a connecting path for walking to community destinations.

CROSSED OR ADJACENT BRIDGES:

- Applicable (**Complete and include one or more copies of Attachment 1**)
 Not Applicable

SIGNALIZED INTERSECTIONS:

- Applicable: **Complete and include for each intersection:**
- **one copy of Attachment 2**
 - **two Input Module Worksheets (one for current conditions and one for conditions after the proposed project)**
 - **if signals are actuated, the Actuated Controller Properties page of the Input Module Worksheet**
 - **As many Actuated Controller Coordination pages of the Input Module Worksheet as warranted, i.e., based on extended side-street leading left-turn phases**
- Not Applicable

UNSIGNALIZED INTERSECTIONS NEEDING UPDATE:

- Applicable: **Complete and include for each intersection:**
- **one copy of Attachment 3**
 - **two Input Module Worksheets (one for current conditions and one for conditions after the proposed project)**
- Not Applicable

DRAINAGE DATA:

- Complete and include one or more copies of Attachment 4**

RAILROADS:

- Applicable (**Complete and include one or more copies of Attachment 5**)
 Not Applicable

PART III. ENVIRONMENTAL AND SPECIAL DATA

Documented (IDNR) or possible wetlands: Yes No:

Location(s) _____

Parks or Forest Preserve: Yes No:

Location(s) _____

4(f) Involvement Definite Possible

Cultural resource involvement (check all that apply):

- Historic district Historic structure Historical marker
 Other eligible historic designations Other cultural resources

Location(s) _____

Adjacent land use (Check all that apply)

- Residential Office/Retail Schools
 Industrial Park or Forest Preserve Other Institutional

Hazardous materials (UST, LUST, other hazardous waste sites) Yes No

Potential contaminated soils: _____

Local Acceptability (*a federally accepted public involvement program will be prepared during project development*)

Is there local public support, generally? Yes No

Has the affected public been involved/informed? Yes No

How? Residents have requested sidewalks and have been supporting of the City's efforts to construct sidewalks to promote walkability and access to community amenities and facilities. The City keeps residents informed through the City newsletter, Council meetings and the web site.

PART IV. PROPOSED SCOPE OF WORK

Engineering (Enter cost if eligible for federal funding):

Phase I (preliminary design) \$ _____ % complete _____ Months to complete _____

Phase II (plans, specs and estimates) \$8,367.90 % complete 0 Months to complete 3

Right of way needed: No Yes: Estimated cost \$ _____

Utility Relocation No Yes: Cost \$ _____

Construction: Cost \$92,046.90 (incl. constr. eng) Months to complete: 3 Calendar Year 2012 (FY 2013)

(INCLUDE DETAILED COST ESTIMATE FOR CONSTRUCTION ITEMS ON FOLLOWING PAGE).

Proposed cross section(s)/dimensions (If applicable):

Number of through lanes (Roads): _____

Pavement width _____

Shoulder or parkway width: 10 + feet

Median: None Raised Flush Mixed

Square feet (Parking) _____

Project Length: 580 L.F.

Check all that apply, and complete number where applicable.

- | | |
|--|---|
| <input type="checkbox"/> Intersection improvements (Number _____) | <input type="checkbox"/> Bottleneck elimination |
| <input type="checkbox"/> New traffic signals (Number _____) | <input type="checkbox"/> Traffic signal modernization (Number _____) |
| <input type="checkbox"/> Signals to be interconnected (Number _____) | <input type="checkbox"/> Structural improvements |
| <input checked="" type="checkbox"/> Pedestrian/bicycle accommodations (Describe below. Include limits and connecting facilities) | <input type="checkbox"/> Roadside Improvements (Retaining walls, positive barriers, etc.) |
| <input type="checkbox"/> Train Station Improvements | <input type="checkbox"/> New/Relocated Train Station |
| <input type="checkbox"/> Railroad Grade Crossing Improvements | <input checked="" type="checkbox"/> ADA Access Improvements |
| <input checked="" type="checkbox"/> Landscaping | <input type="checkbox"/> Commuter Parking (Number of spaces _____) |

For all items checked above, describe improvements in the space below. Attach additional sheets if necessary. This project consists of constructing 6,290 square feet of Portland Cement Concrete sidewalk along the east and west sides of Sandra Avenue. The sidewalks will be located between the property line and back-of-curb, and bituminous driveway aprons will be replaced where the newly constructed sidewalk extends through each asphalt driveway. Storm sewer structures and pipes will also have to be installed due to the fact that the existing front yard swale system will need to be filled in for proper installation of the sidewalks. Existing manholes that cannot be relocated will be adjusted to the finished grade of the new sidewalk. The existing curb and gutter where the sidewalk meets the street will be removed and replaced with depressed curb and gutter. The street will be striped with a crosswalk to provide a safe path of travel. Finally, landscape restoration will be completed following construction.

Drainage:

Urban (Enclosed) Rural (Open)

Is detention required? No Yes (If yes, check type below)

In line detention New outlets (Where?) _____

Detention basin Detention off-site _____

DETAILED ESTIMATE OF CONSTRUCTION COSTS

Item	Description	Unit	Quantity	Unit Price	Total
1	TREE ROOT PRUNING	EACH	6	\$100.00	\$600.00
2	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CY	145	\$35.00	\$5,075.00
3	TRENCH BACKFILL	CY	10	\$35.00	\$350.00
4	SEEDING, CLASS 1A	ACRE	0.3	\$4,000.00	\$1,200.00
5	SEEDING, CLASS 7	ACRE	0.3	\$2,500.00	\$750.00
6	NITROGEN FERTILIZER NUTRIENT	POUND	20	\$2.00	\$40.00
7	PHOSPHORUS FERTILIZER NUTRIENT	POUND	20	\$2.00	\$40.00
8	POTASSIUM FERTILIZER NUTRIENT	POUND	20	\$2.00	\$40.00
9	MULCH, METHOD 3	ACRE	0.3	\$1,500.00	\$450.00
10	SUPPLEMENTAL WATERING	UNIT	10	\$100.00	\$1,000.00
11	INLET AND PIPE PROTECTION	EACH	8	\$100.00	\$800.00
12	SUB-BASE GRANULAR MATERIAL, TYPE B	CY	60	\$35.00	\$2,100.00
13	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SY	8	\$48.00	\$384.00
14	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SF	5385	\$5.00	\$26,925.00
15	PORTLAND CEMENT CONCRETE SIDEWALK, 7 INCH	SF	905	\$7.00	\$6,335.00
16	DRIVEWAY PAVEMENT REMOVAL	SY	220	\$10.00	\$2,200.00
17	SIDEWALK REMOVAL	SF	110	\$2.00	\$220.00
18	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	65	\$30.00	\$1,950.00
19	STORM SEWER CLASS A, TYPE 1, 10"	FOOT	45	\$30.00	\$1,350.00
20	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	9	\$200.00	\$1,800.00
21	CATCH BASINS, TYPE C, TYPE I FRAME, OPEN LID	EACH	7	\$900.00	\$6,300.00
22	CATCH BASINS TO BE ADJUSTED	EACH	2	\$300.00	\$600.00
23	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE I FRAME, CLOSED LID	EACH	2	\$450.00	\$900.00
24	MANHOLES TO BE ADJUSTED	EACH	1	\$300.00	\$300.00
25	VALVE VAULTS TO BE ADJUSTED	EACH	1	\$300.00	\$300.00
26	REMOVING CATCH BASINS	EACH	2	\$200.00	\$400.00
27	CHAIN LINK FENCE, 4'	FOOT	20	\$20.00	\$400.00
28	CHAIN LINK FENCE REMOVAL	FOOT	20	\$5.00	\$100.00
29	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L. SUM	0.2	\$15,000.00	\$3,000.00
30	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L. SUM	0.2	\$15,000.00	\$3,000.00
31	THERMOPLASTIC PAVEMENT MARKING LINE 6"	FOOT	490	\$1.50	\$735.00
32	THERMOPLASTIC PAVEMENT MARKING LINE 24"	FOOT	120	\$3.00	\$360.00
33	TREE, ACER PLATANOIDES CRIMSON KING, (CRIMSON KING NORWAY MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	1	\$400.00	\$400.00
34	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	1	\$400.00	\$400.00

Item	Description	Unit	Quantity	Unit Price	Total
35	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	15	\$175.00	\$2,625.00
36	CONSTRUCTION LAYOUT	L. SUM	0.2	\$22,750.00	\$4,550.00
37	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	15	\$100.00	\$1,500.00
38	TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH	CY	140	\$30.00	\$4,200.00
TOTAL COST OF CONSTRUCTION ITEMS					\$83,679.00

ESTIMATES MUST BE BASED UPON QUANTITIES AND UNIT COSTS WHENEVER POSSIBLE.
LUMP SUM AMOUNTS ARE NOT ACCEPTABLE.

ATTACHMENT 4 – DRAINAGE DATA
COMPLETE FOR EACH DRAINAGE BASIS (2 PER PAGE)

Location: Sandra Avenue

- a. Existing drainage type (Open/closed): Closed drainage into existing drainage structures with open lids.
- b. Existing drainage problems: None
- c. Flood plains (Transverse/longitudinal): N/A
- d. Regulatory (FEMA) Floodways: N/A
- e. Major drainage structures: None
- f. Outfall conditions: N/A
- g. Comments (Realignment/cost participation/jurisdictional transfer): _____

Location: _____

- a. Existing drainage type (Open/closed): _____
- b. Existing drainage problems: _____
- c. Flood plains (Transverse/longitudinal): _____
- d. Regulatory (FEMA) Floodways: _____
- e. Major drainage structures: _____
- f. Outfall conditions: _____
- g. Comments (Realignment/cost participation/jurisdictional transfer): _____

PROJECT MILESTONE SCHEDULE

Municipality: City of Northlake
 Project: Sandra Avenue Sidewalks
 Scope of Work: Engineering, Construction
 TIP #: _____
 TIP Years (Ph II / Const): 2012
 Section #: _____
 Last Constr & E3 Cost (d): 18-Mar-11 \$92,046.90
 Current Constr & E3 Cost (date): _____): \$ _____

Contact Information

Municipality _____
 Council/Liaison _____
 Consultant _____
 IDOT _____

Date Prepared: _____ Date Revised: _____

Projected Dates

	Initial Est.	Kick-Off	Reviscd/Actual	Notes
1. Project Scoping	10/2011			
2. IDOT Phase I Kick-off Meeting	10/2011			
3. 1st State/Federal Coordination Meeting	10/2011			
4. Categorical Exclusion Concurrence	10/2011			
5. Design Variance Concurrence	N/A			
6. Submit Draft Phase I Report (PDR) to IDOT (a)	N/A			
7. Public Hearing/Meeting (or N/A)	N/A			
8. Right-of-Way Kick-off Meeting (or N/A)	N/A			
9. Submit Final Phase I Report (PDR) to IDOT (b)	N/A			
10. Submit Phase II Engr. Agreement to IDOT (or N/A)	12/2011			
11. Phase I Design Approval	12/2011			
12. ROW Acquisition Initiation (or N/A) (c)	N/A			
13. Phase II Engr. Agreement Approval (or N/A)	1/2012			
14. Submit Pre-Final Plans and Estimates (d)	3/2012			
15. Submit Phase III Engr. Agreement to IDOT	3/2012			
16. Submit Final Plans, Specs & Estimates (PS&E) (e)	5/2012			
17. ROW Acquisition Complete	N/A			
18. Construction Letting	8/2012			

Notes:

- (a) 3 to 6 month review required per complexity and submittal quality
- (b) 1 to 3 month review
- (c) Minimum 9 to 18 months required from plats to acquisition
- (d) 1 to 4 month review
- (e) 7 to 10 days before Springfield BLR due date

See IDOT Local Roads' Mechanics of Project Management "Federal Aid Project Initiation to Completion" Flow Chart for sequence of events and estimated review times.

Prepared by: CATS-Comm. Liaison / IDOT-BLRS (7-11-02, 5-03)

GO TO 2040 Support Information Form

1. Briefly describe your project: provide type of work and limits of project:

This project consists of constructing 6,290 square feet of Portland Cement Concrete sidewalk along the east and west sides of Sandra Avenue from Grand Avenue to a cul de sac. The street will be striped with a crosswalk to provide a safe path of travel, and landscape restoration will be completed following construction.

2. Describe how the proposed project helps implement the goals and objectives of GO TO 2040. Please see the instructions for specific action areas and recommendations from GO TO 2040 that apply to the CMAQ program.

This project supports the GO TO 2040 goal of *livable communities*. The specific CMAQ program-related action area that this project supports is: *Support for livability through increased transportation options that include walking*. Sandra Avenue, as it exists, does not provide a safe means of travel for pedestrians. Although the road ends in a cul de sac, there is a connecting segment – a pedestrian path – that leads directly south from the cul de sac to sidewalks on Diversey Parkway. An elementary school and a high school are directly opposite this path. In addition, sidewalks on Diversey Parkway facilitate walking to other important community locations including churches, a library and local businesses.

On the north end, the new sidewalks will connect to sidewalks on Grand Avenue. Not only does this project address the needs of residents living on Sandra Avenue, but it fills a critical gap in walkability for the residents north of Grand Avenue and south of Diversey Parkway. The project will increase walking as a transportation option in the area, especially for students going to the elementary school and high school directly south of the connecting segment from the cul de sac on Sandra Avenue. By promoting walking, this project will ultimately help reduce vehicle emissions locally and improve air quality.

3. Please identify any local or sub-regional plan containing this proposed project. Describe how that plan is consistent with the overall recommendations of GO TO 2040. Please provide a link to the plan (if available online) or a copy (or relevant excerpts) of the plan or program if it is not available online.

The proposed project is not yet included in any local plans. Northlake's comprehensive plan is 15 years old and does not address current and emerging needs. However, the City has been approved to have its comprehensive plan updated through CMAP's Local Technical Assistance Program. The planning process will confirm some of the existing issues regarding land use, housing and transportation needs in Northlake. Northlake faces unique transportation challenges as a result of its geographic location. The City is located along North Avenue, a principal east-west state route originating on Chicago's North Side. Situated just east of major interstate I-294, City residents have limited transportation or transit choices other than automobiles. Ninety-four percent of Northlake residents use automobiles. There is a high volume of traffic through Northlake as a result of the North Avenue transport corridor and the presence of a large Union Pacific intermodal facility in the City.

The nearest Metra stations are several miles away in the neighboring towns of Elmhurst, Berkeley, Franklin Park, and Melrose Park. However, it is very difficult for Northlake residents to access these stations, especially for those living in the lower income neighborhoods. There are limited means of connecting to public transit points other than automobiles. There are few sidewalk connections making it difficult to walk in the community or cross major arterials, and limited bike paths that provide a safe means of travel.

An updated comprehensive plan will address these issues and prioritize sidewalk projects, including the proposed improvements, which help create complete streets that support livability and the overall principles of GO TO 2040.

4. Identify any phase of work (phase I engineering, phase II engineering, ROW, construction, implementation, engineering for non-highway projects) of this project currently in an adopted program. Please provide a link to the program if available online, or a copy of the relevant excerpts otherwise.

Preliminary conceptual designs and cost estimates have been completed for the project.

Congestion Mitigation/Air Quality Improvement Program

Transportation Control Measure Committal Agreement

One copy of this page must be completed and signed by each sponsor of proposed FY 2012-2016 CMAQ projects.

The project sponsor certifies that it is willing and able to manage, maintain, and operate the project(s).

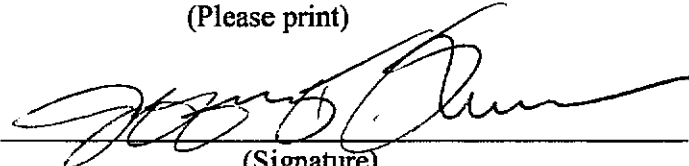
The project sponsor possesses legal authority to nominate the CMAQ project proposal(s) and to finance, acquire, and construct the proposed project(s); and by this committal agreement the sponsor authorizes the submittal of the CMAQ project(s), including all understanding and assurances contained therein, and authorizes the person identified as the project contact to act in connection with the proposal(s) and to provide such additional information as may be required.

The project sponsor will cause work on the project(s) to be commenced within a reasonable time after receipt of notification from the Chicago Metropolitan Agency for Planning that the project has been selected and that the project will be carried to completion with reasonable diligence.

Whereas the CMAQ program funds transportation control measures (TCM), the sponsor agrees that, if selected, the project(s) may be included as a TCM in the State Implementation Plan (SIP) for attaining the applicable national ambient air quality standards. Inclusion of CMAQ projects in the SIP will follow procedures established by the CMAQ Project Selection Committee. The sponsor will provide any tracking information required in a timely fashion.

Name: Jeffrey Sherwin
(Please print)

Title: Mayor
(Please print)


(Signature)

3/17/11
(Date)

Project Sponsor: City of Northlake



MEMORANDUM

To: CMAQ Project Selection Committee

From: Douglas Ferguson, Senior Planner

Date: September 8, 2011

Re: Public Comments on Proposed FY 2012 – FY 2016 CMAQ Program

The following is a summary of comments received on the proposed FY 2012 – 2016 CMAQ program and staff recommendations with regard to those comments. 17 comments on specific proposals and one general comment on the program were received. Copies of the individual comments are available at <http://www.cmap.illinois.gov/cmaq/2012-2016-program-information> or by selecting the links within the memo. Based on the comments received, staff recommends that the Project Selection Committee make two revisions to the Multi-Year B list: 1) Revise Pace's I-90 Corridor proposal in the Multi-Year B list to 100 percent funding to match the funding percentage in the Proposed Program for the proposal, and 2) include Aurora's intersection improvement proposal on Eola Rd from 83rd St/Montgomery Rd to 87th St in the Multi-Year B-list as a corridor-level proposal with the Eola Rd signal interconnect proposal that is included in the Proposed Program.

Several of the comments received made reference to the GO TO 2040 Focused Programming Approach and the recommendations of the individual Focus Groups. The role of the Focus Groups' priority recommendations to the Project Selection Committee was to assist them in the development of a focused program that helps to implement the vision of GO TO 2040. The Focused Programming Approach recognizes that some projects recommended by the program focus groups may not, in the final analysis, end up being good CMAQ projects, or there may be insufficient funds to program all good CMAQ candidate projects.

David Tomzik, Pace Suburban Bus

TI13123713-Pace-I-90 Corridor Enhanced Markets

Mr. Tomzik submitted a verbal comment requesting the funding included in the Multi-Year B List for the subject transit proposal be changed to 100 percent funding to match the funding levels included in the Proposed Program.

- The proposed program has been revised and staff recommends that the subject project be listed in the Multi-Year B list at 100 percent funding (\$10,360,350).

Matt Mann, Director of Public Works, Village of Streamwood

[BP03123735-Streamwood-IL19/Irving Park Rd from Schaumburg Rd to Park Blv](#)

Mr. Mann submitted a letter requesting the inclusion of the subject bicycle facility proposal in the Proposed Program or the Multi-Year B list. The project is being engineered as part of a roadway project on IL 19.

- The proposal was not a recommendation of the Bicycle and Pedestrian Task Force and the project ranked 31st among 102 bicycle facility proposals. Staff recommends that the proposed program not be updated to include BP03123735.

David R. Inman, Director of Sustainability, Wilbur Wright College

[OT13123629-IEPA-Partners for Clean Air](#)

Mr. Inman submitted a letter in support of the subject project.

- The subject project continues to be included in the proposed program for FY2012-2016.

Angela Aye Tin, Vice President Environmental Health, American Lung Association of the Upper Midwest

[OT13123629-IEPA-Partners for Clean Air](#)

Ms. Tin submitted a letter in support of the subject project.

- The subject project continues to be included in the proposed program for FY2012-2016.

Akram Chaudhry, Vice President, HRGreen (on behalf of the City of Aurora)

[II09123762-Aurora-Eola Rd from 83rd St/Montgomery Rd to 87th St](#)

Mr. Chaudhry submitted a letter on behalf of the City of Aurora requesting the inclusion of the subject intersection improvement proposal in the Proposed Program or the Multi-Year B list. The engineering for this project is being completed with STP and City funds.

- The proposal was not recommended by the Regional Transportation Operations Coalition and ranked 23rd among 118 Intersection Improvement proposals. The review by the Regional Transportation Operations Coalition did not identify it as being in the middle of a signal interconnect proposal on Eola Rd that was recommended and included in the proposed program. Staff recommends that the project be added to the proposed program in the Multi-Year B list as a new corridor project with the Eola Rd signal interconnect proposal.

Scott Marquardt, Village Engineer, Village of Carpentersville

[II09123773-Carpentersville-L W Besinger Drive from Maple Av to IL 25/JFK Memorial Drive](#)

Mr. Marquardt submitted a letter requesting the inclusion of the subject intersection improvement proposal in the Proposed Program. The Village indicated that the proposal was not analyzed fully for the bicycle facility benefits included in the scope.

- The proposal was not recommended by the Regional Transportation Operations Coalition and ranked 56th among 118 Intersection Improvement proposals. The analysis for emissions benefits did include the bicycle facility benefits as proposed. Staff recommends that the project not be added to the proposed program.

Dewey Pierotti, President, Forest Preserve District of DuPage County

[BP09123633- Forest Preserve District of DuPage County-Winfield Mounds Segment – West Branch Regional Trail](#)

[BP08123632- Forest Preserve District of DuPage County-Mallard Lake – North Central DuPage Regional Trail](#)

Mr. Pierotti submitted a letter requesting the subject bicycle facility proposals be reconsidered for inclusion in the Proposed Program. The Winfield Mounds proposal has local match budgeted by the Forest Preserve District and the Village of Winfield to commence engineering. The Forest Preserve District has acquired property for the Mallard Lake proposal and has completed preliminary engineering.

- Both proposals were recommended by the Bicycle and Pedestrian Task Force and continue to be included in the Multi-Year B list. The Winfield Mounds proposal ranked 34th and the Mallard Lake proposal ranked 48th among 102 Bicycle Facility proposals.

Curt Barrett, Village Manager, Village of Winfield

[BP08123633- Forest Preserve District of DuPage County-Winfield Mounds Segment – West Branch Regional Trail](#)

Mr. Barrett submitted a letter requesting the subject bicycle facility proposal be reconsidered for inclusion in the Proposed Program. The Village is participating with the Forest Preserve District of DuPage County and currently has funding committed to the proposal. The project is a connector for western DuPage County with the Illinois Prairie Path trail network and the Naperville trail network to the south. The Village further commented on the bicycle facility portion of the Proposed Program, stating that there is a preponderance of funding in Cook County, and there should be more equity among geographic areas in the region with regard to the bicycle facility portion of the proposed program.

- The proposal was recommended by the Bicycle and Pedestrian Task Force and continues to be included in the Multi-Year B list. The Bicycle and Pedestrian Task Force, along with the other three focus groups, was asked to develop packages of projects to address the goals of GO TO 2040. It was made clear by all that the focus groups were not tasked

with programming CMAQ funds. The proposal ranked 34th among 102 Bicycle Facility proposals. The CMAQ Project Selection Committee considers regional equity as a minor overall consideration (i.e., among all project categories) when proposing a program of projects. Staff does not review individual project categories for equity – different parts of the region have historically exhibited different levels of congestion and emphasized different project types in their proposals.

Mark R. Avery, Planning Division Manager, DuPage County Economic Development and Planning

[BP08123633- Forest Preserve District of DuPage County-Winfield Mounds Segment – West Branch Regional Trail](#)

Mr. Avery submitted a letter in support of the subject bicycle facility proposal and requests the Committee reconsider the proposal for inclusion in the proposed program. The County is disappointed that no bicycle facility proposals in DuPage County were included in the proposed program.

- See staff notes from the previous comment from Mr. Barrett.

Bob Sobie, President, The Illinois Prairie Path not-for-profit corporation

[BP08123633- Forest Preserve District of DuPage County-Winfield Mounds Segment – West Branch Regional Trail](#)

Mr. Sobie submitted a letter requesting reconsideration of the subject bicycle facility proposal for inclusion in the proposed program. He also calls for equitable geographic division of bicycle facility resources throughout northeastern Illinois and supports a regional trail system that links counties together.

- See staff notes from the previous comment from Mr. Barrett.

Christopher Canning, President, Village of Wilmette

Kerry Cummings, President, Village of Glenview

Sandra Frum, President, Village of Northbrook

Fred Gougler, President, Village of Northfield

[BP02123698-Wilmette-Skokie Valley Trail from Lake Cook Rd to Old Orchard Rd](#)

The Village Presidents from Wilmette, Glenview, Northbrook and Northfield submitted a letter requesting reconsideration of the subject bicycle facility proposal to include phase I funding in the amount of \$500,000 in the proposed program. The Villages have had success engaging the Union Pacific Railroad in converting the abandoned railroad right-of-way for the proposed project. Funding has been secured through an Illinois Department of Commerce and Economic Opportunity grant to fund legal services necessary for land acquisition.

- The proposal was recommended by the Bicycle and Pedestrian Task Force and ranked 37th among 102 bicycle facility proposals. It is included in the Multi-Year B list.

Michael Hankey, Director of Transportation and Engineering Division, Village of Hoffman Estates

[BP03123555-Hoffman Estates-Shoe Factory Rd/I-90 Bicycle and Pedestrian Project](#)

[BP03123557-Hoffman Estates-Harmon Blv/Huntington Blv Corridor Bicycle Project](#)

Mr. Hankey submitted a letter that supports the following three projects which are currently included in the proposed program.

- TI13123713-Pace-I-90 Corridor
- II03123503-IDOT-Barrington Rd at Bode Rd
- II03123469-IDOT- IL 62/Algonquin Rd at Barrington Rd

The letter also offers thoughts on the Bicycle and Pedestrian Task Force review process, regional equity among bicycle/pedestrian projects. Mr. Hankey requests that the subject bicycle facility proposals be reconsidered for inclusion in the proposed program.

- The Shoe Factory Rd/I-90 Bicycle and Pedestrian proposal was recommended by the Bicycle and Pedestrian Task Force and continues to be included in the Multi-Year B list. The project ranked 40th among 102 bicycle facility proposals.
- The Harmon Blv/Huntington Blv Corridor proposal was not recommended by the Bicycle and Pedestrian Task Force and ranked 15th among 102 bicycle facility proposals. Staff does not recommend that this proposal be added to the program.

Irvana K. Wilks, Mayor, Village of Mount Prospect

[BP03123618-Mount Prospect-Kensington Rd Shared Use Path fromUS12/Rand Rd to Burning Bush Ln](#)

[BP0312123617-Mount Prospect-New Bicycle/Pedestrian Bridge Across US 14 and UPRR Tracks](#)

[BP03123624-Mount Prospect-Golf Rd Alt 3 Regional Bike Route](#)

The Mayor of Mount Prospect submitted a letter supporting the inclusion of the Golf Rd Alternative 3 bicycle facility proposal. The Mayor also requested inclusion of the Kensington Rd and US 14 bridge proposals in the proposed program.

- The Golf Rd proposal continues to be included in the proposed program.
- The Kensington Rd and US 14 bridge proposals were not recommended by the Bicycle and Pedestrian Task Force and rank 67th and 80th respectively among 102 bicycle facility proposals. Staff does not recommend that this proposal be added to the program.

Christopher S Canning, President, Northwest Municipal Conference and President, Village of Wilmette

[Various Projects](#)

President Canning submitted a letter supporting the intersection improvement proposals included in the proposed program along the Lake-Cook Rd, Dundee Rd and Illinois Route 59 corridors along with Pace's I-90 corridor proposal. He expressed concerns with regard to the number of bicycle facility proposals recommended by the Bicycle and Pedestrian Task Force that were not included in the proposed program. The Northwest Municipal Conference (NWMC) requests that the Committee reconsider the six bicycle facility proposals on Tier One regional bicycle corridors in the NWMC Bike Plan and recommended by the Bicycle and Pedestrian Task Force for inclusion in the proposed program. A listing of these projects is below. While understanding that these projects were included in the Multi-Year B list, NWMC believes that this creates an unreasonable burden to fund engineering without federal assistance. Concerns were also expressed on the percentage of funding for municipally-sponsored proposals in the proposed program.

BP03123555-Hoffman Estates-Shoe Factory Rd/I-90 Bike and Ped Project

BP03123561-Des Plaines-US 12/Rand Rd Sidepath

BP03123732-Rolling Meadows-IL 58/Golf Rd Bike Path Extension

BP03123563-Schaumburg-Higgins, Golf, and Roselle Rd Corridor Bikeways

BP03123695-Elk Grove Village-Busse Woods Trail Overpass

BP02123698-Wilmette-Skokie Valley Trail

- The six proposals above were recommended by the Bicycle and Pedestrian Task Force and are included in the Multi-Year B list.
- The issue of equity at the project category level was discussed above. Regional equity is a minor consideration and no level of funding is guaranteed to any group of sponsors.

Mark Baloga, Executive Director, DuPage Mayors and Managers Conference

Various Projects

Mr. Baloga submitted a letter supporting the several DuPage (County) and DuPage Mayors and Managers Conference member proposals that were included in the proposed program. Mr. Baloga requested further information from staff on the evaluation and selection process used in the development of the proposed program.

- Staff will participate in the DuPage Mayors and Managers Conference Transportation Policy Committee as requested.

Ron Burke, Executive Director, Active Transportation Alliance

Various Projects

Mr. Burke submitted a letter indicating his concern that the proposed program does not provide adequate funding for priority regional projects in suburban communities. In particular he referenced the proposals submitted by suburban communities that were part of the bike plan for the Northwest Municipal Conference. Other projects of concern that were not included in

the proposed program were BP07123587 Park Forest's bicycle parking proposal, BP06123571 Blue Island's Cal-Sag East Segment proposal the BP08123633 Forest Preserve District of DuPage County's Winfield Mounds Segment of the West Branch Regional Trail proposal, and BP02123698 Wilmette's Skokie Valley Trail proposal. Mr. Burke asked that these proposals be reconsidered for inclusion in the proposed program and that the Committee review the funding split between bike, pedestrian and transit projects and non-active transportation projects. Of particular concern to ATA is the proposed funding for TI01123760 CDOT's Clark/Division Station proposal.

- The proposals referenced from communities in the Northwest Municipal Conference were recommended by the Bicycle and Pedestrian Task Force and included in the Multi-Year B list along with the Forest Park proposal, the Forest Preserve District of DuPage County's proposal and Wilmette's proposal.
- The proposal from Blue Island for the Cal-Sag East Segment was not recommended by the Bicycle and Pedestrian Task Force and ranked 29th among 102 bicycle facility proposal. Staff recommends that the project not be added to the proposed program.
- The Clark/Division station on the CTA red line serves residents, downtown workers and visitors and has an average weekday boarding of 7,679. To put that into perspective, the Jackson/State station on the Red line has an average weekday boarding of 11,372. The station connects with not only the Clark #22 bus but also the Division #70 and Broadway #36 buses. The Clark/Division Station proposal has received prior CMAQ funding; the funds recommended in this program should be sufficient to finish the project and will obligate more than \$90 million in CMAQ funds. Completing projects with existing CMAQ funding is a priority in programming decisions, to achieve the air quality benefits and obligate previously-programmed funds. This proposal was one of six recommended by the Transit Focus Group. The project, once completed, will be adding a new, accessible entrance to this station on LaSalle St. and providing additional bus connections beyond the existing Clark St. connections.

Jason Duba, Master's Candidate, Urban Planning and Policy, University of Illinois at Chicago

General Program

Mr. Duba submitted an email comment supporting projects to enhance bike infrastructure and facilities, encourage biking and integrate biking with public transit.

Brian Urbaszewski, Director, Respiratory Health Association of Metropolitan Chicago

Lynda DeLaforge, Co-Director, Citizen Action/Illinois

William McNary, Co-Director, Citizen Action/Illinois

Various Projects

Mr. Urbaszewski, Ms. DeLaforge and Mr. McNary submitted a letter supporting the diesel emissions reduction proposals included in the proposed program that will reduce the harmful

emissions linked to diesel exhaust. They also support the inclusion of the Pace 2015 and 2016 diesel retrofit projects included in the Multi-Year B list.

- All proposals referenced in the letter were recommended by the Direct Emission Reduction Focus Group and were included in either the proposed program or the Multi-Year B list.



MEMORANDUM

To: CMAQ Project Selection Committee

From: Douglas Ferguson, Senior Planner

Date: September 14, 2011

Re: Addendum to Public Comments on Proposed FY 2012 – FY 2016 CMAQ Program

The following comment was received after the deadline for Public Comments on the proposed FY 2012 – 2016 CMAQ program.

Al Larson, Village President, Village of Schaumburg

[BP03123563-Schaumburg-Higgins and Roselle Rds Corridor Bikeways](#)

[BP03123562-Schaumburg- Martingale Road Bikeway](#)

The President of Schaumburg submitted a letter requesting the inclusion of the Higgins and Roselle Rds Corridor proposal in the Proposed Program along with the Martingale Road Bikeway. The letter encourages the Project Selection Committee to fund more of the projects that received recommendation from the Bicycle and Pedestrian Task.

- The letter makes reference to a Higgins, Golf and Roselle Road Bike Path proposal. The Golf Rd portion of the proposal was spun off and combined with Village of Rolling Meadow's IL 58/Golf Rd Bike Path Extension proposal which was included in the Multi-Year B list.
- The Higgins and Roselle Rds Corridor Bikeways proposal was recommended by the Bicycle and Pedestrian Task Force and continues to be included in the Multi-Year B list. The proposal ranked 76th among 102 bicycle facility proposals.
- The Martingale Road Bikeway proposal was not recommended by the Bicycle and Pedestrian Task Force and ranked 62nd among 102 bicycle facility proposals. Staff recommends that the proposed program not be updated to include BP03123562.



Chicago Metropolitan Agency for Planning

CMAQ Multi-Year Program for Northeastern Illinois - FY 2012-2016

Proposed Program Revised Following Public Review and Comment Period

CMAQ ID	Sponsor	Description	GO TO 2040 Program Focus Groups Recommends	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Proposed CMAQ Funding
Bicycle Encouragement						
BP01123589	CDOT	Chicago Bikes Marketing Campaign-Phase IV-TravelSmart		\$29,897	0.24	\$2,000,000
BP03123585	Schaumburg	Bike-to-Metra Guides: Round 2 (Regionwide)	Bike/Ped	\$76,489	0.01	\$76,800
BP08123577	Wheaton	Wheaton Bikeway Signage and Bicycle Map	Bike/Ped	\$11,560	0.01	\$144,160
Bicycle Facilities						
BP11123534	Algonquin	Edgewood Dr from Hanson Rd to Main St		\$6,048	0.01	\$554,000
BP11123537	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd		\$37,721	0.01	\$3,160,000
BP06123627	Alsip Park District	Cal-Sag Trail (West) Project - Alsip/Palos Park Segment	Bike/Ped	\$3,510	0.10	\$326,000
BP07123666	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham	Bike/Ped	\$6,236	0.08	\$3,161,600
BP01123688	CDOT	Streets for Cycling/Bike 2015 Plan Implementation - 2014-2016 Series	Bike/Ped	\$692	1.39	\$32,000,000
BP01123637	CDOT	Bloomingtondale Trail	Bike/Ped	\$7,193	0.97	\$36,540,000
BP01123825	CDOT	Lakefront Trail-Navy Pier Flyover	Bike/Ped	\$18,754	0.27	\$11,328,000
BP11123538	Crystal Lake	Crystal Lake Bikeway Corridor Improvements	Bike/Ped	\$173	0.05	\$60,468
BP03123548	Des Plaines	Ballard Rd from Bender Rd to Good Av	Bike/Ped	\$1,878	0.03	\$426,000
BP01123518	Forest Preserve District of Cook County	North Branch Bike Trail Extension (East Segment)	Bike/Ped	\$2,481	0.34	\$3,402,000
BP12123634	Forest Preserve District of Will County	DuPage River Trail - Segment 5	Bike/Ped	\$3,004	0.06	\$1,372,000
BP12123619	Frankfort	St. Francis Rd Multi-Use Trail		\$564	0.03	\$142,000
BP04123676	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	Bike/Ped	\$212	0.56	\$452,000
BP12123556	Homer Glen	Homer Glen Community Trail - South Extension	Bike/Ped	\$1,166	0.05	\$422,000
BP02123725	Lincolnwood	Touhy Avenue Overpass (Skokie Valley Bike Trail)	Bike/Ped	\$2,266	0.08	\$1,432,000
BP02123702	Lincolnwood	Union Pacific Bike Path from Touhy Av to Devon Av	Bike/Ped	\$20,981	0.03	\$688,000
BP03123624	Mount Prospect	Golf Rd Alt. 3 Regional Bike Route	Bike/Ped	\$916	0.05	\$292,000
BP04123678	Northlake	Northwest Av from Grand Av to North Av		\$738	0.13	\$744,000
BP04123826	Oak Park	Madison St from Home Av to Lombard Av	Bike/Ped	\$806	0.07	\$456,000
BP09123711	Oswego	Mill Rd Multi-use Path	Bike/Ped	\$3,105	0.01	\$230,400
BP06123532	Palos Heights	Cal Sag Greenway Trail West from Southwest Hwy/IL83 to IL83/South Ridgeland Av	Bike/Ped	\$3,536	0.08	\$181,000
BP02123659	Skokie	Skokie Valley Trail from Oakton St to Village Limits	Bike/Ped	\$564	0.15	\$544,000

CMAQ ID	Sponsor	Description	GO TO 2040 Program Focus Groups Recommends	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Proposed CMAQ Funding
BP02123652	Skokie	Old Orchard Rd from Skokie Blv to Gross Point Rd		\$2,446	0.03	\$461,000
BP09123697	St. Charles	Red Gate Rd Bridge - Bicycle/Pedestrian Bridge	Bike/Ped	\$96,610	0.00	\$1,920,000
Bicycle Parking						
BP01123591	CDOT	Commuter Bike Parking and Promotion, 2013-2016 Series	Bike/Ped	\$4,890	0.21	\$2,000,000
BP09123569	Elgin	Elgin CBD Bike Racks Program	Bike/Ped	\$4,538	0.01	\$76,800
BP09123829	Kane County DOT	Kane County Bike Rack Program	Bike/Ped	\$18,749	0.00	\$67,200
BP10123655	Lake Forest	Bicycle Parking Facility adjacent to Lake Forest Train Station		\$17,482	0.00	\$47,840
BP04123588	Oak Park	North Blv from Marion St to Forest Av Intermodal Station Bike Parking		\$8,872	0.00	\$80,000
BP04123574	Oak Park	Covered Bike Parking along CTA Blue Line		\$20,032	0.00	\$188,000
BP08123581	Wheaton	Various Downtown Bicycle Racks		\$3,924	0.00	\$36,000
Bottleneck Elimination						
BE10123791	Lake County DOT	Washington St/CH A22 at CN/Metra Crossing	RTOC	\$26,090	0.07	\$16,939,000
Diesel Emissions Reduction						
DR01123614	CTA	Purchase a ZF TopoDyn Program	Direct Emissions	\$28	7.83	\$892,800
DR01123606	CTA	Retrofit of Electronic Engine Cooling Fan/System	Direct Emissions	\$303	5.05	\$6,244,000
DR13123746	IEPA	Chicago Area Clean School Bus Initiative	Direct Emissions	\$23	42.85	\$5,000,000
DR13123843	IEPA	Illinois Clean Diesel Engine Repowers	Direct Emissions	\$86	39.77	\$5,000,000
DR13123744	Metra	Metra UP Automatic Engine Start-Stop System	Direct Emissions	\$12	10.41	\$368,000
DR13123743	Metra	Metra BNSF Replace Main Engine Drive Generator	Direct Emissions	\$19	16.43	\$920,000
DR13123745	Metra	Metra MD Locomotive Repowers	Direct Emissions	\$166	8.25	\$4,000,000
DR13123718	Pace	Transit Diesel Engine Retrofits - 2014	Direct Emissions	\$148	3.76	\$2,280,000
DR13123717	Pace	Transit Diesel Engine Retrofits - 2013	Direct Emissions	\$148	5.05	\$3,060,000
DR13123720	Pace	Transit Diesel Engine Retrofits - 2012	Direct Emissions	\$148	5.05	\$3,060,000
Intersection Improvement						
II10123764	Cook County Highway Department	Lake Cook Rd at IL 83/McHenry Rd	RTOC	\$11,615	0.09	\$2,974,000
II10123765	Cook County Highway Department	Lake Cook Rd at Weiland Rd	RTOC	\$16,075	0.08	\$4,185,000
II10123783	Cook County Highway Department	Lake Cook Rd at Buffalo Grove Rd	RTOC	\$21,104	0.08	\$5,113,000
II08123820	DuPage County DOT	75th St. at Cass Av and Plainfield Rd	RTOC	\$1,275	2.31	\$10,100,000
II08123821	DuPage County DOT	55th St at Main St	RTOC	\$16,476	0.02	\$1,424,000
II08123813	DuPage County DOT	Fabyan Pky/Washington St at Roosevelt Rd	RTOC	\$17,877	0.10	\$6,325,000
II08123642	Elmhurst	IL 56/Butterfield Rd at York St	RTOC	\$4,870	0.08	\$1,503,840
II08123808	Elmhurst	IL 56/Butterfield Rd at Commonwealth Ln	RTOC	\$53,291	0.01	\$377,180
II07123506	IDOT	IL 394 at Sauk Trail	RTOC	\$478	0.37	\$648,000
II03123493	IDOT	IL 68/Dundee Rd at Kennicott Av	RTOC	\$700	0.13	\$336,000
II03123498	IDOT	IL 59 at W Bartlett Rd	RTOC	\$865	0.18	\$576,000
II03123490	IDOT	IL 19/Irving Park Rd at IL 59	RTOC	\$866	0.11	\$336,000
II08123491	IDOT	IL 59 at IL 38 (north ramps)	RTOC	\$902	0.20	\$640,000
II03123448	IDOT	IL 59/Sutton Rd at Stearns Rd	RTOC	\$919	0.41	\$1,360,000
II06123485	IDOT	IL 43/Harlem Av at 143rd St	RTOC	\$1,063	0.14	\$560,000
II06123487	IDOT	IL 43/Harlem Av at 151st St	RTOC	\$1,186	0.19	\$800,000

CMAQ ID	Sponsor	Description	GO TO 2040	\$/Kilogram	Daily VOC	Proposed
			Program Focus Groups Recommends	VOC Eliminated	Eliminated (Kilograms)	CMAQ Funding
II03123512	IDOT	IL 68/Dundee Rd at IL 83	RTOC	\$1,257	0.18	\$840,000
II03123453	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	RTOC	\$1,302	0.46	\$2,160,000
II03123497	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd	RTOC	\$1,331	0.20	\$960,000
II03123449	IDOT	IL 68/Dundee Rd at North Wilke Rd	RTOC	\$2,105	0.05	\$384,000
II03123503	IDOT	Barrington Rd at Bode Rd	RTOC	\$2,171	0.05	\$384,000
II12123489	IDOT	US 30/Lincoln Hwy at I-55 Ramps	RTOC	\$2,266	0.09	\$800,000
II09123478	IDOT	IL 47/72 at US 20	RTOC	\$2,579	0.12	\$1,160,000
II03123505	IDOT	IL 68/E Dundee Rd at S Barrington Rd	RTOC	\$3,335	0.05	\$576,000
II12123488	IDOT	US 6/Southwest Hwy at Gougar Rd	RTOC	\$3,605	0.07	\$960,000
II03123469	IDOT	IL 62/Algonquin Rd at Barrington Rd	RTOC	\$3,631	0.04	\$480,000
II02123454	IDOT	IL 68/Dundee Rd at Landwehr Rd	RTOC	\$4,662	0.03	\$576,000
II08123450	IDOT	IL 59 at IL 38 (south ramps)	RTOC	\$5,451	0.02	\$320,000
II08123475	IDOT	IL 38/Roosevelt Rd at Ardmore Av	RTOC	\$6,504	0.02	\$560,000
II06123451	IDOT	Pulaski Rd at 115th St	RTOC	\$6,852	0.03	\$840,000
II09123468	IDOT	IL47/72/Higgins Rd at US 20	RTOC	\$7,830	0.06	\$1,560,000
II02123470	IDOT	IL68/Dundee Rd at Pfingsten Rd	RTOC	\$8,654	0.03	\$800,000
II12123460	IDOT	US 6/Southwest Hwy at Parker Rd	RTOC	\$285,003	0.00	\$2,560,000
II09123461	IDOT	IL 47 at Plato Rd	RTOC	\$490,755	0.00	\$2,560,000
II09123782	Kane County DOT	Fabyan Pkwy/CH 8 at Kaneville Rd/CH 84	RTOC	\$13,434	0.02	\$1,283,100
II09123781	Kane County DOT	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	RTOC	\$25,252	0.05	\$4,767,000
II10123814	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	RTOC	\$15,796	0.12	\$3,465,000
II12123794	Will County Department of Highways	Bell Rd/CH 16 at 143rd St/CH 37	RTOC	\$4,263	1.39	\$10,384,000
Other						
OT01123607	CDOE	Chicago Area Alternative Fuel Deployment Project, Phase 2	Direct Emissions	\$10,212	1.03	\$15,000,000
OT01123612	CDOT	Arterial Detection System Improvements	RTOC	\$26	18.56	\$975,200
SI01123523	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S)	RTOC	\$108	2.14	\$944,000
OT01123611	CDOT	Arterial VMS Traveler Information System, Phase I	RTOC	\$424	1.01	\$1,313,200
OT01123609	CDOT	Chicago Bike Sharing Program - Startup	Bike/Ped	\$10,992	2.33	\$18,000,000
OT13123629	IEPA	Partners for Clean Air Marketing		\$265	315.04	\$3,000,000
OT10123576	Lake County DOT	Aptakisic Rd Adaptive Traffic Control	RTOC	\$346	0.28	\$390,610
OT10123580	Lake County DOT	Gilmer/Hawley/IL176 Adaptive Traffic Control	RTOC	\$2,386	0.11	\$1,033,110
OT13123598	RTA	Chicagoland Commute Options		\$25	82.60	\$988,608
Pedestrian Facility						
BP09123722	Batavia	Pedestrian Crossings Various (8) Locations along IL 31 and IL 25	Bike/Ped	\$3,059	0.02	\$486,400
BP01123685	CDOT	Walk to Transit - Series 3		\$371	0.88	\$3,120,000
BP03123558	Des Plaines	Des Plaines - Pedestrian Refuge Medians	Bike/Ped	\$270	0.06	\$144,800
BP03123670	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	Bike/Ped	\$1,052	0.01	\$102,000
Signal Interconnect						
SI09123545	Aurora	Eola Rd from E New York St to Wolf's Crossing Rd	RTOC	\$421	0.85	\$1,467,600

CMAQ ID	Sponsor	Description	GO TO 2040 Program Focus Groups Recommends	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Proposed CMAQ Funding
SI09123544	Aurora	McCoy Dr/Commons Dr from Gregory St/New York St to IL 59/US34		\$1,288	0.14	\$737,500
SI09123543	Aurora	Hill Av from Ohio St to Montgomery Rd		\$1,535	0.09	\$586,700
SI01123522	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	RTOC	\$558	0.41	\$928,000
SI08123515	DuPage County DOT	DuPage Co Central Signal System - Phase I	RTOC	\$87	2.03	\$716,000
SI08123516	DuPage County DOT	DuPage Co Central Signal System - Phase II	RTOC	\$241	0.69	\$676,800
SI08123514	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd	RTOC	\$615	0.30	\$744,000
SI08123513	DuPage County DOT	Schmale Rd/CH 38 from Bloomingdale Ct to Fullerton Rd		\$1,209	0.08	\$392,000
SI02123536	Evanston	Dempster St from Fowler Av to Ridge Av		\$1,796	0.11	\$792,000
SI10123560	Grayslake	Lake St from Washington St to Belvidere Rd	RTOC	\$1,911	0.07	\$540,140
SI09123533	Kane County DOT	Stearns Rd/CH 37 from Randall Rd to Kane/DuPage County Line	RTOC	\$1,763	0.25	\$1,788,600
SI04123542	Oak Park	Village of Oak Par Traffic Signal Management System	RTOC	\$78	0.33	\$104,320
Transit Facility Improvement						
TI01123775	CDOT	Consolidate Randolph/Wabash and Madison/Wabash into new Washington/Wabash Station.	Transit	\$6,799	0.76	\$3,600,000
TI01123760	CDOT	Clark/Division, LaSalle/Division Station Improvements	Transit	\$12,763	0.51	\$48,240,000
Transit Service and Equipment						
TI13123570	Pace	Regional Rideshare Program		\$20	46.14	\$350,000
TI13123716	Pace	I-55 Corridor Market Enhancement	Transit	\$2,432	1.45	\$2,157,750
TI13123713	Pace	I-90 Corridor Enhanced Markets	Transit	\$5,938	10.73	\$38,360,350
TI13123796	RTA	Regional Transit Signal Priority Integration Plan, Five Year Implementation: Priority Corridors	Transit	\$259	60.57	\$32,000,000
Transit Transfer						
TI13123798	RTA	Improvements at 19 Priority Interagency Transit Transfer Locations	Transit	\$329	3.08	\$3,360,000
CMAQ Proposed Program Totals:			115 total projects		709.80	\$411,451,876

GO TO 2040 Program Focus Groups

RTOC = Regional Transportation Operations Coalition
Direct Emissions = Direct Emissions Reduction Focus Group
Transit = Transit Focus Group
Bike/Ped = Bicycle and Pedestrian Task Force



Chicago Metropolitan Agency for Planning

CMAQ Multi-Year Program for Northeastern Illinois - FY 2012-2016

Proposed MYB List Revised Following Public Review and Comment Period

CMAQ ID	Sponsor	Description	GO TO 2040 Program Focus Groups Recommends	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Proposed CMAQ MYB Funding
Bicycle Facilities						
BP01123641	CDOT	North Branch Riverwalk - Addison Underbridge Connection	Bike/Ped	\$ 1,835	0.40	\$ 2,824,000
BP10123672	Lake County DOT	Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River	Bike/Ped	\$ 2,783	0.03	\$ 341,000
BP01123640	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly		\$ 3,225	0.30	\$ 5,128,888
BP08123633	DuPage Forest Preserve District	Winfield Mounds Segment - West Branch Regional Trail	Bike/Ped	\$ 4,341	0.09	\$ 2,908,000
BP07123651	Tinley Park	Oak Park Av Complete Streets	Bike/Ped	\$ 4,805	0.02	\$ 567,000
BP02123698	Wilmette	Skokie Valley Trail from Lake Cook Rd to Old Orchard Rd	Bike/Ped	\$ 5,237	0.14	\$ 5,491,000
BP03123561	Des Plaines	US 12/Rand Rd Sidepath-Golf Rd to Elk Blvd	Bike/Ped	\$ 5,250	0.02	\$ 976,000
BP10123748	Buffalo Grove	Weiland Rd/Prairie Rd from IL 22 to Lake Cook Rd	Bike/Ped	\$ 5,326	0.03	\$ 1,075,000
BP03123555	Hoffman Estates	Shoe Factory Road / I 90 Bicycle and Pedestrian Project,	Bike/Ped	\$ 5,706	0.02	\$ 794,300
BP10123833	Lindenhurst Park District	Grass Lake Rd Underpass	Bike/Ped	\$ 5,963	0.02	\$ 949,600
BP10123840	Lake County DOT	Quentin Rd from Main St to White Pine Rd	Bike/Ped	\$ 6,657	0.05	\$ 2,196,800
BP10123836	Lake County DOT	Deerfield Rd from Thornmeadow Rd to Saunders Rd	Bike/Ped	\$ 6,831	0.04	\$ 1,842,000
BP08123632	DuPage Forest Preserve District	Mallard Lake Segment - North Central DuPage Regional Trail	Bike/Ped	\$ 7,043	0.07	\$ 3,520,000
BP10123835	Lake County DOT	Rollins Rd from Hainesville Rd to Hook Dr	Bike/Ped	\$ 7,528	0.01	\$ 641,600
BP03123695	Elk Grove Village	Overpass at IL Route 72 (Higgins Road) in Busse Woods WoodsIL72/Higgins Road Overpass in Busse Woods	Bike/Ped	\$ 8,180	0.06	\$ 3,495,000
BP03123732	Rolling Meadows	IL 58/Golf Rd Bike Path Extension from IL 53 to Busse woods Forest Preserve Trail	Bike/Ped	\$ 11,101	0.01	\$ 632,600
BP08123442	Naperville	N Aurora Rd Multi-use Path from Pennsbury Ln to Weston Ridge Dr	Bike/Ped	\$ 14,940	0.02	\$ 984,000
BP03123563	Schaumburg	Higgins and Roselle Rds Corridor Bikeways	Bike/Ped	\$ 16,215	0.03	\$ 3,980,800
BP09123830	Kane County DOT	Huntley Rd from Sleepy Hollow Rd to Tartan Dr Bike Path	Bike/Ped	\$ 20,135	0.01	\$ 170,000
BP09123723	Elgin	McLean Boulevard Bikeway from Spartan Dr to Bowes Rd	Bike/Ped	\$ 24,931	0.01	\$ 2,249,100
BP09123715	Elgin	Fox River Bike/Pedestrian Bridge	Bike/Ped	\$ 27,658	0.01	\$ 1,902,000
BP08123443	Woodridge	Illinois Route 53 Pedestrian Bridge at Prentiss Creek	Bike/Ped	\$ 34,482	0.02	\$ 1,069,000
Bicycle Parking						
BP07123587	Park Forest	Bicycle Parking for Various Transit Oriented Development in the Southland	Bike/Ped	\$ 29,189	0.00	\$ 107,000
Bottleneck Elimination						
BE03123473	IDOT	Barrington Rd from IL 62/Algonquin Rd to Mudhank Rd	RTOC	\$ 351,809	0.00	\$ 6,960,000

CMAQ ID	Sponsor	Description	GO TO 2040 Program Focus Groups Recommends	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Proposed CMAQ MYB Funding
Diesel Emissions Reduction						
DR13123719	Pace	Transit Diesel Engine Retrofits - 2016	Direct Emissions	\$ 148	5.74	\$ 3,480,000
DR13123761	Pace	Transit Diesel Engine Retrofits - 2015	Direct Emissions	\$ 148	2.48	\$ 1,500,000
Intersection Improvement						
II09123762	Aurora	Eola Rd from 83rd St/Montgomery Rd to 87th St		\$ 1,981	0.57	\$ 4,080,000
II11123459	IDOT	IL 173 at Wilmot Rd	RTOC	\$ 96,951	0.01	\$ 2,560,000
Other						
OT13123598	RTA	Chicagoland Commute Options		\$ 25	82.60	\$ 1,091,392
Pedestrian						
BP08123635	Itasca	Downtown Area Pedestrian Improvements	Bike/Ped	\$ 19,001	0.00	\$ 287,000
Signal Interconnect						
SI08123517	DuPage County DOT	DuPage County Central Signal System - Phase III	RTOC	\$ 172	1.51	\$ 1,060,000
SI10123525	Lake County DOT	US 12/Rand Rd from IL 176 Ramps to Milller Rd	RTOC	\$ 886	0.52	\$ 1,864,160
SI10123524	Lake County DOT	IL 83 from IL 173 to Millstone Dr	RTOC	\$ 1,142	0.35	\$ 1,613,990
SI01123521	CDOT	Ashland Av from Devon Av/Clark St to Fullerton Av/Ashland Av	RTOC	\$ 1,277	0.80	\$ 3,920,000
SI01123520	CDOT	Ashland Av from Roosevelt Rd to Cermak Rd/Blue Island Av	RTOC	\$ 1,642	0.27	\$ 1,840,000
SI10123527	Lake County DOT	Cedar Lake Rd from Rollins Rd to S Rosedale Ct	RTOC	\$ 1,725	0.11	\$ 744,060
SI10123526	Lake County DOT	IL 120/Belvidere Rd from IL 134/Main St to US 45	RTOC	\$ 1,862	0.25	\$ 1,915,310
SI10123818	Lake County DOT	Sunset Av, Glen Flora Av, Jackson St, 10th St and 14th St	RTOC	\$ 1,978	0.29	\$ 2,363,480
SI10123531	Lake County DOT	Sheridan Rd from Wadsworth Rd to Grand Av	RTOC	\$ 2,049	0.37	\$ 3,081,830
SI01123519	CDOT	Cermak Rd from Ashland Av to MLK Jr Dr	RTOC	\$ 2,808	0.23	\$ 2,080,000
SI10123528	Lake County DOT	Waukegan Rd from Casimir Pulaski Dr to Norman Dr South	RTOC	\$ 3,814	0.11	\$ 1,676,900
Transit Facility Improvement						
TI01123775	CDOT	Consolidate Randolph/Wabash and Madison/Wabash into new Washington/Wabash Station.	RTOC	\$ 6,799	0.76	\$ 60,000,000
Transit Service and Equipment						
TI13123570	Pace	Regional Rideshare Program		\$ 20	46.14	\$ 800,000
TI13123713	Pace	I-90 Corridor Enhanced Markets	Transit	\$ 5,938	10.73	\$ 10,360,350
TI13123582	Pace	Milwaukee Av Corridor Pace Route #270 and Dempster Corridor Pace Route #250		\$ 16,701	0.16	\$ 5,600,000
CMAQ Proposed MYB Totals:					155.40	\$162,723,160
			45 MYB projects			

GO TO 2040 Program Focus Groups

RTOC = Regional Transportation Operations Coalition
 Direct Emissions = Direct Emissions Reduction Focus Group
 Transit = Transit Focus Group
 Bike/Ped = Bicycle and Pedestrian Task Force



MEMORANDUM

To: CMAQ Project Selection Committee

Date: September 15, 2011

From: CMAP Staff

Re: CMAQ Project Change Requests

Five projects have been submitted for changes. The net change in the federal CMAQ amount programmed is \$4,053,155 total (\$3,242,524 federal). The sponsors' requests are attached.

For Committee Consideration:

IDOT – IL 64 from Tyler Rd to 7th Ave (TIP ID 09-00-0012)

The sponsor is requesting a cost increase of \$185,000 total (\$148,000 federal) for a total project cost of \$325,000 (\$260,000 federal) and a scope change. This project sponsorship was transferred to IDOT from St. Charles last year. The cost increase and scope change is result of the necessity to upgrade the signals to ensure they are compatible with IDOT's system. The sponsor is also requesting to extend the limits of this project. The current eastern terminus of the project is at Dunham Rd and the sponsor is requesting to extend this to Powis Rd. A re-ranking was not completed because the cost and length of the project have both increased.

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the cost increase of \$185,000 total (\$148,000 CMAQ federal) for a total project cost of \$325,000 (\$260,000 federal) and a scope change that changes the project's eastern limits from Dunham Rd to Powis Rd. for IDOT – IL 64 from Tyler Rd to 7th Ave (TIP ID 09-00-0012)

DuPage County DOT – Thorndale Ave from I-290 Entrance Ramp to Park Blvd (TIP ID 08-07-0003)

The sponsor is requesting to transfer \$330,000 (\$264,000 federal) from Phase 2 Engineering to Construction and a cost increase of \$4,560,000 total (\$3,648,000 federal) for a total project cost of \$5,140,000 (\$4,112,000 federal). The cost increase being requested is to replace \$3.2 million in STP funds programmed by the DuPage Council and add construction engineering funds which were not included by the DuPage Council. The DuPage Council considered the request at their August meeting and gave their consent to switch the funding. The project is expected to be let on March 9, 2012. Expenditures associated with this project total \$153,210 (\$122,568 federal) for

Phase 1 Engineering. Phase 2 Engineering has been funded with local funds. A re-ranking was completed and the rank remained unchanged at 1st among 2009 bottleneck elimination projects.

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the transfer of \$330,000 (\$264,000 federal) from Phase 2 Engineering to Construction and the cost increase of \$4,560,000 total (\$3,648,000 federal) for a total project cost of \$5,140,000 (\$4,112,000 federal) Thorndale Ave from I-290 Entrance Ramp to Park Blvd.

Administrative Modifications:

Homewood – Village of Homewood Bicycle Network – Near and Mid-Term Priorities (TIP ID 07-08-0009)

The sponsor is requesting a transfer of all funding from Phase II engineering \$126,000 total (\$105,000 federal) into construction. Total project cost would remain unchanged at \$136,000 total (\$113,690 federal). Staff undertook this action as an administrative change.

Buffalo Grove – Dundee Rd Sidewalk (TIP ID 03-09-0012)

The sponsor is requesting to change the scope of this project from a 5ft sidewalk to an 8ft multi-use path. Total project cost would remain unchanged at \$650,211 total (\$520,169 federal). Staff undertook this action as an administrative change.

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

The sponsor has requested to withdraw \$691,845 total (\$553,476 federal) from this project due to a lack of local match. This would leave \$663,135 total (\$530,805 federal) remaining. The sponsor will use the remaining funds as intended; to retrofit County owned diesel powered vehicles with advanced pollution controls. Staff undertook this action as an administrative change.

From: Carlson, Brian M <Brian.Carlson@illinois.gov>

Sent: Tuesday, July 19, 2011 3:01 PM

To: Holly Ostdick

Cc: Fortmann, John A; Hooghkirk, Marnie L

Subject: CMAQ Project - IL 64 from 7th Ave to Dunham Rd (TIP ID 09-00-0012)

CMAQ funding for the proposed traffic signal interconnection along Illinois Route 64 from 7th Ave to Dunham Road was secured by the City of St. Charles. At the request of the City of St. Charles, IDOT assumed sponsorship of the CMAQ project (including the provision of the required matching funds) for use in providing the traffic signal interconnection as part of the State let widening and resurfacing project currently targeted for a contract letting later this year. When the project was submitted by the City of St. Charles, the City was apparently unaware that the existing traffic signal systems along Illinois Route 64 were incompatible, thereby requiring upgrades to the controllers and other existing traffic signal equipment in order to facilitate the proposed interconnection. As a result, during the Department's design of the proposed traffic signal interconnection, additional project costs have been identified associated with the initial interconnection project.

Our Department respectfully requests an increase in the approved CMAQ amount in order to facilitate the proposed traffic signal interconnection as initially proposed by the City of St. Charles. The initial approved CMAQ amount for this project is \$140,000 (\$112,000 CMAQ). Based on our design estimate, the cost to facilitate the proposed traffic signal interconnection including the required system upgrades is \$325,000 (\$260,000 CMAQ). In addition to the required system upgrades, based on the proposed interconnection design, the system upgrades will now need to extend beyond the original described project limits. Therefore, in addition to the requested cost increase, our Department also respectfully requests that the limits of the proposed traffic signal interconnection be revised to Illinois Route 64 from 7th Avenue to Powis Road.

Your favorable consideration of the above requests is greatly appreciated.

Kama Dobbs

From: Holly Ostdick
Sent: Wednesday, July 13, 2011 9:23 AM
To: Kama Dobbs
Subject: FW: Thorndale Ave (I-290 to Park) TIP 08-07-0003

Holly A. Ostdick
312-386-8836

From: Snyder, Christopher [mailto:Christopher.Snyder@dupageco.org]
Sent: Friday, July 08, 2011 3:32 PM
To: Holly Ostdick
Cc: Brian.Carlson@illinois.gov; Tam Kutzmark
Subject: Thorndale Ave (I-290 to Park) TIP 08-07-0003

Holly- DuPage County DOT would like to request that E2 CMAQ funding (\$264k) be moved to Construction. E2 will use non-federal funding.

Total construction (\$4,672,700) and construction engineering (\$467,300) cost is estimated to be \$5,140,000. We request an increase in CMAQ construction funds from \$464k (\$264k E2 + \$200K Construction) to \$4,112,000 (80% of total construction/E3 cost). STP funding secured for this project (3,212,000) will be returned to DMMC for re-programming.

Please include this request on the next PSC agenda for consideration. This project is currently targeted for a March, 2012 IDOT letting.

Also note that while DuPage County is the lead for E1 and E2, IDOT will be the lead for Construction/E3. Please advise if we need to do anything more to ensure that the CMAQ funds carry over to IDOT.

Christopher Snyder, P.E.
Chief Highway Engineer- Design and Construction
DuPage County Division of Transportation
630-407-6910

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: **08-07-0003**

Description: **Thorndale Ave from I-290 Entrance Ramp to Park Blvd**

Ranking Computation

	2009	2011
Kg VOC eliminated	7,414.00	7,414.00
Cost	\$ 3,645,000	\$ 5,140,000
\$/Kg VOC eliminated	\$ 492	\$ 693
Rank	1	1

Project Expenses

	Federal Share	Total	Federal %	Basis
2009	\$ 464,000	\$ 3,645,000	12.7%	Approved Projects
2011	\$ 4,112,000	\$ 5,140,000	80.0%	Letter from Sponsor
Increase Amount	\$ 3,648,000	\$ 1,495,000		

FY 2009 CMAQ Program

CMAQ ID	Facility to be Improved	Project Total	Application Federal	\$ Per Kilo VOC Eliminated	Proposed Program	Proposed 2010	Proposed 2011	Proposed 2012
BE08093091	DuPage County DOT-Thorndale Ave from I-290 Entrance Ramp to Park Blvd	\$3,645,000	\$464,000	\$492	\$264,000	\$200,000		
	Revised Rank			\$693				
BE11093057	Crystal Lake-Main St and Crystal Lake Ave Railroad Crossings	\$3,990,000	\$1,010,000	\$1,045	\$72,000	\$938,000		
BE11093061	McHenry County Division of Transportation-Walkup Rd/Crystal Lake Rd from Bull Valley to IL 176	\$27,533,000	\$8,058,000	\$28,961				
BE10093056	Lake County DOT-Washington St from Cedar Lake Rd to Hainesville Rd	\$18,146,000	\$14,233,000	\$34,611				
BE12093055	Grundy County Highway Department-EJ&E Railroad Viaduct over Ridge Rd	\$6,356,100	\$3,200,800	\$186,452				
BE03093090	Park Ridge-Cumberland Ave Extension to Busse Hwy	\$13,255,000	\$60,000	Not Analyzed				

Holly Ostdick

From: Bud Fleming <Bud.Fleming@ssmma.org>
Sent: Thursday, August 18, 2011 9:27 AM
To: Holly Ostdick
Subject: RE: Homewood: On Street Bicycle Network; Section No. 08-00125-00-SG; Contract No. 63634; TIP ID 07-08-0009

Holly,

As discussed in an exchange of e-mails on 4/12/11, there apparently was no consideration for Construction and it was lumped together with Ph.2 Engr.

I have today changed the TIP to reflect PH.1 Engr in PY10 and Construction in PY11 and sent it through for approval. If there are any questions or comments, please advise.

Thanks, Bud

From: Holly Ostdick [mailto:Hostdick@cmap.illinois.gov]
Sent: Wednesday, August 17, 2011 3:36 PM
To: Riddle, Charles F; Massi, Max
Cc: Daniel Drew; Marino, Jim; Ross Patronskey; Bud Fleming
Subject: RE: Homewood: On Street Bicycle Network; Section No. 08-00125-00-SG; Contract No. 63634; TIP ID 07-08-0009

This project was originally programmed for PHI and PHII funding. A TIP change was processed to move the funding into Construction but I do not have a record of the request to move funding into construction. Could you please forward me the request? If neither of us can find it, we will need a request to move all remaining funding into the construction phase.

Additionally, the project is on the CMAQ A list. Please see the attached e-mail regarding the CMAQ A list. Once pre-final plans are submitted to IDOT, the municipality should make a request of the PL to move the project into the current year of the TIP. The PL then requests CMAP to confirm the status.

Since Chad has essentially confirmed this, Bud can you please make the TIP change moving Construction into the current year?

Thanks,
Holly

Holly Ostdick
(312) 386-8836

From: Riddle, Charles F [mailto:Charles.Riddle@illinois.gov]
Sent: Wednesday, August 17, 2011 2:30 PM
To: Massi, Max
Cc: Daniel Drew; Marino, Jim; Ross Patronskey; Holly Ostdick
Subject: RE: Homewood: On Street Bicycle Network; Section No. 08-00125-00-SG; Contract No. 63634

Max-
As this possible delay is due to our internal review, I will coordinate with CMAP to assure that the CMAQ funds do not lapse, as the project is 'this close'.

From: Massi, Max [mailto:mmassi@village.homewood.il.us]
Sent: Wednesday, August 17, 2011 2:26 PM
To: Riddle, Charles F
Cc: Daniel Drew; Marino, Jim
Subject: RE: Homewood: On Street Bicycle Network; Section No. 08-00125-00-SG; Contract No. 63634

Chad,

If we do not make the November letting would the CMAQ funding be available for a January 2012 letting? We did meet the July 1 deadline for Pre-Final Plan submittal with respect to a November 18, 2011 Letting, but the review by Traffic took longer than expected.

Sincerely,

Max Massi

Maximilian Massi, P.E.
Village Engineer
Village of Homewood
Direct Line: (708) 206-2909
Fax Number: (708) 206-3499
mmassi@village.homewood.il.us

From: Skvarla, James D [mailto:James.Skvarla@illinois.gov]
Sent: Wednesday, August 17, 2011 10:08 AM
To: Daniel Drew
Cc: Massi, Max; Riddle, Charles F
Subject: Homewood: On Street Bicycle Network; Section No. 08-00125-00-SG; Contract No. 63634

Dan

Attached are the comments we received from the Bureau of Traffic for the above-referenced project. Based on the comments that we received, you will need to submit revised Plans and Specifications to us for processing to the Bureau of Traffic for approval. With your next submittal, we will need a written disposition of comments.

Without approval of the Bureau of Traffic, we may not be able to make the November letting. If you are concerned relative to the availability of the CMAQ funding for the January letting, please check with Chad Riddle.

<<TrafficComments81511.pdf>>

James Skvarla

(McDonough Associates)

Consulting for Bureau of Local Roads and Streets

Illinois Department of Transportation

201 W. Center Court

Schaumburg, Illinois 60196

Phone: 847-705-4409

Fax: 847-705-4203

Email: James.Skvarla@illinois.gov

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June 25th, 2011

Ms. Holly Ostdick
Chicago Metropolitan Agency for Planning (CMAP)
233 S. Wacker Drive Ste 800
Chicago, Illinois 60606

TIP ID: 03-09-0012; Buffalo Grove – Dundee Road Sidewalk

Dear Ms. Ostdick:

This letter is in regard to the Buffalo Grove CMAQ sidewalk project (TIP ID: 03-09-0012). Currently this project calls for the design of sidewalk facilities along Dundee Road from approximately Arlington Heights Road east to the approximately Huntington Lane. It is the desire of the Village of Buffalo Grove to design a multi-use path along this route instead of the previously proposed sidewalk. The reason for this change is that numerous stretches of the existing sidewalk in poor condition is currently 8-foot multi-use path. In addition, the sections with which the proposed path attaches to is currently 8-foot multi-use path. The route of the proposed improvement is in the Village's bike path plan and therefore it makes sense to propose an 8-foot path in this area. This will allow for a contiguous path for both bicyclists and pedestrians. Attached to this letter is a figure showing the existing Bike Path System in Buffalo Grove, Illinois, which shows that by constructing a bike path along Dundee Road the connectivity and usefulness of the Buffalo Grove Bike Path system is greatly improved.

IDOT has been contacted with regard to this change in project scope, and responded that if this change met with your approval we could proceed with the design as long as no additional funding was requested. No additional funding is being requested for this change in project scope, only the approval of the Chicago Metropolitan Agency for Planning.

Your quick consideration of this request is greatly appreciated. If you have any questions or concerns feel free to call me at (630) 724-3283.

Sincerely,
BURNS & MCDONNELL ENGINEERING CO., INC.



Anthony J. Bryant, P.E.
Senior Civil Engineer

cc: Village of Buffalo Grove
Greg Boysen

From: Erasmo Berrios (Environmental Control)

<erasmo.berrios@cookcountyil.gov>

Sent: Wednesday, August 31, 2011 10:34 AM

To: Holly Ostdick

Cc: Deborah Stone (Environmental Control); Kevin Givens (Environmental Control)

Subject: CCDEC Diesel Retrofit withdrawal 13-09-0001

Cook County Department of Environmental Control wishes to withdrawal \$553,476 federal from 13-09-0001 due to the lack of local match.

Thank you,

Erasmo Berrios

Cook County Environmental Control

312-603-8206



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Willis Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

MEMORANDUM

To: CMAQ Project Selection Committee

Date: September 15, 2011

From: Joy Schaad, Sr. Transportation Planning Engineer

Re: Transit Expenditure Updates – 2nd Quarter 2011

Staff conducted the 2nd quarter of 2011 Transit Expenditure Updates. This effort is being completed to keep track of expenditures of transit projects after the project has been obligated. Compared to last quarter's update, when 71 projects were reported on, 28 have been removed from the update request because the projects are closed out or withdrawn. Ten projects have been added, nine by Metra and one by Pace.

A summary of staff analysis of the projects is attached. For the 52 transit projects reported on this quarter: 13 are complete, 6 of those have been closed out, 38 are considered active and 1 project is now considered dropped (however the drop took place in 2003). For seven of the projects, the outlook/schedule for completion is unclear. Sixteen of the 53 projects have had zero dollars expended.

For those labeled stalled/unclear, 3 are due to problems with local match (2 CTA and 1 Metra) and 4 are commuter parking projects where the next implementation steps are under the control of the local governments and their specific intentions are unclear. The CTA projects have previously been discussed: the 111th St and 115th St Split Route Service and the Purple Line Weekend Express Service. The Metra project is GenSet Installation on Switch Engines and the four commuter parking projects are: Robbins Station Parking, Glen Ellyn Station Parking, Fox Lake Station Parking, and Long Lake Station Parking.

For the one project now reported as dropped, CDOT's Washington-Madison Station improvement on the Red Line/State St Subway, \$10.688 million in CMAQ funds were moved to the Jackson/Dearborn Station within the same grant in 2003, but it is not clear what happened to the remaining \$112,000 of the CMAQ funds originally programmed. We are still working with the sponsor to determine what happened.

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Chicago Metropolitan Agency for Planning

Summary of CMAQ Transit Project Expenditures Updates - 2nd Quarter 2011 September 7, 2011

Agency	Number of Projects in Request*	Number Reported On	Number Active Projects	Number completed projects	Number of Completed Projects "closed out"	Number "stalled / unclear" projects	Number dropped projects	Number of Active Projects w/ zero expenditures
RTA	4	4	4	0	0	2	0	1
CTA	14	14	12	2	2	0	0	5
Metra	4	13	8	5	2	5	0	7
Pace	6	7	4	3	0	0	0	1
CDOT	14	14	10	3	2	0	1	2
Totals	42	52	38	13	6	7	1	16

Notes

Stalled or unclear schedule - 5 Metra (four local parking projects and one Genset (local match) and 2 CTA (local match issues))