

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-21-0006	Sponsor	Village of Niles
Project Location Description	North Branch Trail Connection from Caldwell/Touhy to Bunker Hill Forest Preserve		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2019	21.228				Local	<input checked="" type="checkbox"/>
ENG 2	2023	47.122	15	32	TAP-L	Local/Invest in Cook	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2023	410	328	80	TAP-L	Local/Invest in Cook	<input type="checkbox"/>
CE	2023	40	32	80	TAP-L	Local/Invest in Cook	
Total		518.35	375	72			

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2019	21.228				Local	N/A
ENG 2	2022	47.122				Local/Invest in Cook	N/A
ROW							
CONST	2022	428.75	343	80	TAP-L	Local/Invest in Cook	06/2022
CE	2022	40	32	80	TAP-L	Local/Invest in Cook	06/2022
Total		537.1	375	70			

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: Cost Increase Transfer of Funds Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2		-18.75	-15	0	To CON
ROW					
CONST		+18.75	+15	80	From ENG2
CE					
Total					

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change and complete a [Scope Change Request](#) form.

Village is funding Phase II engineering locally in order to expedite project in time for June 2022 letting.

State and Federal Project Information

Select One.

- State/Federal Project or Grant Numbers Provided Below
 Most recently *approved* PPI Form Attached
 Local Agency Agreement Attached

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		

ROW	R-		
CONST	C-		
ENG			
IMP			

Additional Comments

Village has yet to submit a PPI so no state/federal job #s have been assigned.

CMAQ/TAP Schedule Change Request Form

Project Identification

TIP ID	03-21-0006	Sponsor	Village of Niles
Project Location Description	North Branch Trail Connection from Caldwell/Touhy Ave to Bunker Hill Forest Preserve		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	2019
ENG2	2022
ROW	
CON	2023

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	2019	10/2021
ENG2	2022	01/2022
ROW		
CON	2022	06/2022

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

Reason for Request

Check here if the reason is a scope change and complete a [Scope Change Request](#) form.

Project sponsor has elected to fund Phase II engineering locally in order to expedite project in time for June 2022 letting.

Additional Comments

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	13-19-0005	Sponsor	IDOT – D1
Project Location Description	IL 64 From Smith / Kautz Rd to IL 50 (Cicero Ave)		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	In-house	759,929	0	0	NA	State	<input checked="" type="checkbox"/>
ENG 2	2022	1,121,000	896,800	80%	CMAQ	State	<input type="checkbox"/>
ROW	2022	100,000	80,000	80%	CMAQ	State	<input type="checkbox"/>
CONST	2023	14,009,000	11,207,000	80%	CMAQ	State	<input type="checkbox"/>
CE	2023	1,401,000	1,121,000	80%	CMAQ	State	
Total	2022/2023	17,390,929	13,304,800	76%	CMAQ	State	

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG	2022	1,880,929	896,800	48%	CMAQ	State	<input type="checkbox"/>
IMP	2022/2023	15,510,000	12,408,000	80%	CMAQ	State	<input type="checkbox"/>
Total	2022/2023	17,390,929	13,304,800	76%	CMAQ	State	

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	In-house	759,929	0	0			
ENG 2	2022	2,500,000	2,000,000	80%	CMAQ	State	Pending
ROW	2022	285,000	228,000	80%	CMAQ	State	
CONST	2023	14,009,000	11,207,000	80%	CMAQ	State	9/20/2024
CE	2023	1,401,000	1,121,000	80%	CMAQ	State	
Total	2022/2023	18,954,929	14,556,000	77%	CMAQ	State	

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG	2022	3,259,929	2,000,000	61%	CMAQ	State	Pending
IMP	2022/2023	15,695,000	12,556,000	80%	CMAQ	State	9/20/2024
Total	2022/2023	18,954,929	14,556,000	77%	CMAQ	State	

Requested Cost Changes (+/-)

Check all that apply: Cost Increase Transfer of Funds Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2	2022	1,379,000	1,103,200	80%	
ROW	2022	185,000	148,000	80%	
CONST					
CE					
Total	2022	1,564,000	1,251,200	80%	

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG	2022	1,379,000	1,103,200	80%	
IMP	2022	185,000	148,000	80%	
Total	2022	1,564,000	1,251,200	80%	

Reason for Request

Check here if the reason is a scope change and complete a [Scope Change Request](#) form.

The proposed work consists of preparation of contract plans, specifications, and cost estimates for the proposed IL 64 Smart Corridor Implementation Plan. The additional work includes DMS sign structures, additional ADA corners, and ROW review, barrier warrant analysis with cross sections, coordination with local agencies counties, PACE, CTA, connection to counties' systems, and DMS tech memo.

IDOT estimate was \$1,992,584 (difference of \$463,187) Design believes construction cost is low and more accurate cost is likely around \$17.6M for this project since many of the scope items were detailed during phase 2 (see attached detailed cost). An approximate 14% engineering fee would be more accurate for this work since many of the improvements have low construction cost but significant engineering effort. For example, fiber and conduit installation cost is very low, but since it requires drawings to be prepared for 27 miles of installation significant engineering effort is involved. Kimley-horn overhead rate is 194.77% which is extremely high (typical design firm is 130%). this increases costs significantly (by about 272k) This project does not contain the typical Hot Mix Asphalt pay item that tends to be the majority of construction cost for typical roadway projects. Thus, the relationship from construction cost and engineering fee is different than a typical roadway project. This project is broken into 4 contracts (2 on this PTB) and covers over 50 miles (over 27 miles on this PTB) of various types of infrastructure smart improvements that requires significant coordination with over 20 entities and significant design engineering effort. coordination with over 20 entities is significantly more than a typical roadway project. All scope and manhour listed in this proposal are accurate and required to complete this project. In Design's manhours, field survey, ROW review, fiber connections at railroads/bridges, IDOT/county systems, communication single line diagrams, DMS tech memo, structure geotech report, and cross sections for barrier warrant analysis, were forgotten. Coordination with local agencies counties, PACE, CTA, various meetings was underestimated. signal and cable plans, interconnect plan sheets, fiber assignments were underestimated by design.

State and Federal Project Information

Select One.

- State/Federal Project or Grant Numbers Provided Below
- Most recently *approved* PPI Form Attached
- Local Agency Agreement Attached

Phase	State Job Number	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1	P-91-140-17		
ENG 2	D-91-081-21	G36K(567)	
ROW	R-91-027-19	NLZE(776)	
CONST	C-91-101-21	2JSY(870)	
ENG			
IMP			

Additional Comments

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