



## MEMORANDUM

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

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

### **For Committee Consideration:**

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

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

#### **Recommendation to the CMAQ Project Selection Committee:**

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

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

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

#### **Recommendation to the CMAQ Project Selection Committee:**

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

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

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

**Recommendation to the CMAQ Project Selection Committee:**

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

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

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

**Recommendation to the CMAQ Project Selection Committee:**

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

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

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

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

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

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

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

**Recommendation to the CMAQ Project Selection Committee:**

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

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

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

**Recommendation to the CMAQ Project Selection Committee:**

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

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

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

**Recommendation to the CMAQ Project Selection Committee:**

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

**Administrative Changes:**

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

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

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

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

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

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

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

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

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

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