



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: September 10, 2013
Re: CMAQ Project Change Requests

Five projects have submitted requests for approval. Three projects requested cost increases for \$18,342,771 total (\$828,816 federal). One project requested to transfer funds, another to be moved from the "B" list into FFY 2013 and one requested to be divided into 2 projects along with a scope change. The sponsors' requests are attached.

For Committee Consideration:

Algonquin - Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd (TIP ID 11-12-0006)

The sponsor is requesting to transfer \$112,000 total (\$90,000 federal) from construction to phase II engineering. This project is currently programmed for \$3,950,000 total (\$3,160,000 federal). The transfer of funds is being sought to ensure that the Pedestrian Bridge project and the larger Randall Road project are properly coordinated with adjacent landowners so that Right of Way (ROW) can proceed in a coordinated manner.

Recommendation to the CMAQ Project Selection Committee: Consider approval of the request to transfer \$112,000 total (\$90,000 federal) from construction to phase II engineering for Algonquin - Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd (TIP ID 11-12-0006).

Crystal Lake – Various Routes through Crystal Lake (TIP ID 11-12-0004)

The sponsor is requesting a cost increase of \$46,771 total (\$11,816 federal). This project received a cost increase of \$75,585 total (\$60,468 federal) in December 2012. This project was let in August and bids came in higher than anticipated necessitating a cost increase. If the requested cost increase is granted the programmed amount would increase to \$188,281 total (\$125,024 federal).

A re-ranking was completed with the project ranking unchanged at 2nd among all 2012-2016 Bicycle Improvement proposals. The ranking among GO TO 2040-supportive projects also was unchanged at 2nd.

Recommendation to the CMAQ Project Selection Committee: Consider approval of the cost increase of \$46,771 total (\$11,816 federal) or a total project cost of \$188,281 total (\$125,024 federal) for Crystal Lake – Various Routes through Crystal Lake (TIP ID 11-12-0004).

Tinley Park – Oak Park Ave. Complete Streets (TIP ID 07-13-0019)

The sponsor has completed Engineering I and is requesting to be taken off the “B” list, along with a cost increase. Since this project is on the B list it is currently not in the CMAQ multi-year program. The sponsor is requesting that the project be moved from the “B” list and to the 2014 federal fiscal year. The original cost associated with this project, as outlined in the sponsor’s application was \$709,000 total (\$567,000 federal). The cost increase being sought is \$311,000 total (\$177,000 federal). The increase being sought is due to revised engineer’s estimates for construction. If the requested cost increase is granted the project cost would increase to \$1,020,000 total (\$744,000 federal). The sponsor has indicated that this project is on target for March 7th 2014 letting thus the entire project amount of \$1,020,000 total (\$744,000 federal) would need to be moved into FFY 2014.

A reranking was completed with the dollars per kilo of VOC eliminated changing from \$4,805 to \$6,913 and the project ranking from 35th to 46th among Bicycle Facilities projects that applied for inclusion in the 2012-2016 program.

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the request to move this project from the B list to FFY 2013 and a cost increase in the amount of \$311,000 total (\$177,000 federal) for a project cost of \$1,020,000 total (\$744,000 federal) for Tinley Park – Oak Park Ave. Complete Streets (TIP ID 07-13-0019).

CDOT – Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly (TIP ID 01-09-0002)

The sponsor is requesting a cost increase in the amount of \$17,985,000 total (\$640,000 federal) and to transfer \$1,100,000 total (\$880,000 federal) from right of way acquisition (ROW) to phase II engineering. The sponsor has stated that design changes, contract negotiations and work on the Bloomingdale Trail has led to revised costs for Phase I and Phase II engineering. If the requested cost increase and transfer of funds is granted the project cost would increase to \$27,195,000 total (\$2,880,000 federal). Funding by phase would be as follows; Phase I engineering \$1,634,000 total (\$1,307,000 federal), Phase II engineering \$1,966,000 total (\$1,573,000 federal), ROW \$1,100,000 total (\$0 federal), construction (including construction engineering) \$22,495,000 total (source of funding to be determined).

A reranking was completed with the project ranking changing from 14th to 25th among Bicycle Facilities projects that applied for inclusion in the 2009 program.

The sponsor is also requesting that currently deferred funds, including the requested increases, for the Engineering I and Engineering II phases be reinstated so that those phases can be completed concurrently in FFY 2013. Staff has determined that these phases are ready to be reinstated and that funds are available.

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the cost increase of \$17,985,000 total (\$640,000 federal) and to transfer \$1,100,000 total (\$880,000 federal) from right of way acquisition (ROW) to phase II engineering for CDOT – Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly (TIP ID 01-09-0002).

Waukegan - Waukegan/North Chicago Lake Front Bike Path (TIP ID 10-06-0065)

The sponsor is requesting to divide this project into 2 separate projects along with a scope change for each project. Waukegan is the sponsor for this project, which is also being done in conjunction with North Chicago as this project goes through both communities. The segment that is in North Chicago is further along and will likely be ready for construction in FFY 2015, while the Waukegan segment is more likely to have construction occur in FFY 2016. So as not to delay the segment in North Chicago both Waukegan and North Chicago have agreed to split this project into 2 projects and to divide the original CMAQ funds of \$1,137,380 total (\$909,908 federal) as follows:

Phase	Municipality	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Actual or Anticipated federal authorization date*
ENG 1	N Chicago	2014	\$20,700	\$16,560	80%	02/14
ENG 2	N Chicago	2014	\$35,400	\$28,320	80%	07/14
CONST	N Chicago	2015	\$283,000	\$226,400	80%	01/15
CE	N Chicago	2015	\$28,300	\$22,640	80%	01/15
Total			\$367,400	\$293,920	80%	
ENG 1	Waukegan	2014	\$206,420	\$165,140	80%	04/14
ENG 2	Waukegan	2015	\$106,000	\$84,800	80%	04/15
CONST	Waukegan	2016	\$416,000	\$332,800	80%	04/16
CE	Waukegan	2016	\$41,560	\$33,248	80%	04/16
Total			\$769,980	\$615,988	80%	
Grand Total:			\$1,137,380	\$909,908	80%	

The Waukegan project will retain TIP 10-06-0065 while the North Chicago project will request a new TIP ID. In addition to splitting the project into 2 projects, scope changes have also been requested. As seen in the map attached with the sponsor’s request it has been requested that the North Chicago segment be extended south to connect with the Robert McClory Trail.

A scope change has also been requested for the Waukegan segment. The original multi-use path was to be along the lakefront between North Chicago and Waukegan. This alignment had to be revised because Abbott Labs would not allow the path to utilize any of their property along the lakefront. Numerous alternates were developed and analyzed. The currently proposed alignment has been revised to utilize a segment of the Robert McClory Trail and still connect to the Waukegan Commuter Station (as seen in the map attached with the sponsor's request).

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the request to split this project into 2 projects with the funding for each project/phase as shown in the chart above along with the scope changes to the route of the path in both North Chicago and in Waukegan for Waukegan - Waukegan/North Chicago Lake Front Bike Path (TIP ID 10-06-0065).

DuPage DOT Fabyan Parkway at IL Route 38 (Roosevelt Rd) (TIP ID 08-12-0006)

The sponsor is requesting a cost increase of \$3,348,000 total (\$1,287,000 federal) and a reallocation of currently programmed phase II engineering funds for right of way acquisition (ROW) and construction. The sponsor has stated that additional ROW is needed to accommodate drainage, sidewalks and bike paths and that profile changes and updated plan quantities and unit costs have increased the construction cost estimate. If the requested cost increase is granted the programmed amount would increase to \$11,224,000 total (\$7,587,000 federal).

A re-ranking was completed with the project ranking changing from 68th to 70th among all 2012-2016 Intersection Improvement proposals. The ranking among GO TO 2040 supportive projects remained the same at 33rd.

Recommendation to the CMAQ Project Selection Committee:

Consider approval of the cost increase of \$3,348,000 total (\$1,287,000 federal) and to transfer \$0 total (\$223,000 federal) from phase II engineering to right of way acquisition for DuPage DOT Fabyan Parkway at IL Route 38 (Roosevelt Rd) (TIP ID 08-12-0006).