

CMAQ Cost Change Request Form

Project Identification

TIP ID	12-12-0004	Sponsor	Village of Frankfort
Project Location Description	St. Francis Road Multi-Use Trail		

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	2013	10	0			Local	<input checked="" type="checkbox"/>
ENG 2	2014	15	12	80	CMAQ	Local	<input type="checkbox"/>
ROW	n/a						<input type="checkbox"/>
CONST	2015	147	118	80	CMAQ	Local	<input type="checkbox"/>
CE	2015	15	12	80	CMAQ	Local	
Total		187	142	76			

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	2013	10	0	0		Local	
ENG 2	2014	15	0	0		Local	
ROW	n/a						
CONST	2015	235	188	80	CMAQ	Local	9/18/2015
CE	2015	15	0	0		Local	9/18/2015
Total		275	188	68			

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	2014	0	-12	0	To CONST
ROW					
CONST	2015	+88	+70	80	From ENG 2 + CE
CE	2015	0	-12	0	
Total		+88	+46	68	

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.

The funding is being moved from the design phase (ENG 2) and construction engineering (CE) to construction because these costs for the multi-use trail will be done in conjunction with the St. Francis roadway improvement and will be funded through both STP and Local dollars. The additional construction cost increase (from \$147,000 to \$235,000 is due to the combined affects of a) additional embankment materials identified during the Phase I Study, b) additional restoration identified during the Phase I Study, and c) additional ADA compliance improvements.

State and Federal Project Information

Select One. (See note under "Additional Comments" below.)

- 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

A PPI Form and Local Agency Agreement have not yet been complete for this project because the Phase I & II Engineering are locally funded. Therefore, Job and Project numbers have not yet been obtained.

CMAQ Cost Change Request Form

Project Identification

TIP ID	08-12-0006	Sponsor	DuPage County Division of Transportation
Project Location Description	Fabyan Parkway/Washington St., @ IL Route 83 (Roosevelt Road)		

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	N/A	461	0	N/A	N/A	LGT	<input checked="" type="checkbox"/>
ENG 2	13	563	450	80%	CMAQ	MFT	<input type="checkbox"/>
ROW	14	1200	960	80%	CMAQ	MFT	<input type="checkbox"/>
CONST	15	8000	5600	70%	CMAQ	MFT	<input type="checkbox"/>
CE	15	1000	800	80%	CMAQ	MFT	
Total		11224	7810	70%			

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	N/A	461	0	N/A	N/A	LGT	
ENG 2	13	686	549	80%	CMAQ	MFT	
ROW	14	1200	960	80%	CMAQ	MFT	
CONST	15	9310	7448	80%	CMAQ	MFT	
CE	15	1000	800	80%	CMQ	MFT	
Total		12,657	9,757	77%			

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	N/A		N/A		
ENG 2	2013	123	99	80%	
ROW	2014	0	0		
CONST	15	1,310	1,848	80%	
CE	15	0	0		
Total		1,433	1,947		

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.

Increase request in Sept. of 2013 requested additional construction dollars at 70% instead of 80% in error; additional construction and design engineering dollars requested due to latest engineer's estimate (pre-final plans) based on current unit prices and final scope of work that includes relocation or adjustment of municipal utilities discovered in the design phase in conflict with the project, additional plats and legals to reflect final row-of-way requirements, and revisions to drainage design to reflect phased implementation of the project. IDOT is securing the right-of-way for this project and is targeting a November 2014 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	Federal Project Number	FTA Grant Number
	X-00-000-00	XXX-0000(000)	IL-XX-XXXX-XX
ENG1			
ENG 2	D-91-145-13	CMM-4003(134)	
ROW	R-91-018-13	CMM-4003(135)	
CONST	C-91-145-13	CMM-4003(136)	
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	03-08-0002	Sponsor	City of Des Plaines
Project Location Description	Central Road Bike Shoulders (Wolf Road to East River Road)		

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							<input checked="" type="checkbox"/>
ENG 2	2013	57	45.6	80	CMAQ	DP-CIP	<input checked="" type="checkbox"/>
ROW	N/A	---	---	---	---	---	<input type="checkbox"/>
CONST	2009	481.5	385.2	80	CMAQ	DP-CIP	<input type="checkbox"/>
CE	2009	53.5	42.8	80	CMAQ	DP-CIP	
Total	----	592	473.6	80	CMAQ	DP-CIP	

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	2008	85.5	0	0	N/A	DP-CIP	N/A
ENG 2	2013	57	45.6	80	CMAQ	DP-CIP	9/12/2013
ROW	N/A	---	---	---	---	---	---
CONST	2015	1158.7	927	80	CMAQ	DP-CIP	9/19/2014
CE	2015	150	120	80	CMAQ	DP-CIP	2015
Total	---	1451.2	1092.6	75	CMAQ	DP-CIP	---

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	2008	0	0	---	---
ENG 2	2013	0	0	---	---
ROW	N/A	---	---	---	---
CONST	2015	677.2	541.8	---	---
CE	2015	96.5	77.2		
Total	---	773.7	619.0		

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.

The reason for the request is a marked increase in the Engineer's estimate of cost between 2009 when the project plans were originally prepared and today. The limits and general scope of the project (construction of paved shoulders for use by bicycles along the planned Barrington-Wilmette Harbor Regional bikeway) remain the same.

By way of background, the City was awarded the CMAQ funds for Phase 2 Engineering and Construction of the bike shoulders project as part of the FY 2008 CMAQ program. In order to accelerate implementation, after award of the grant the City had determined to perform all of the design engineering using City funds and use grant funds only for the construction phase.

The City contracted with SPACECO, Inc. in September of 2008 for the design and permitting of the project. Design was completed and final IDOT approval of the design was secured in April of 2009. However, by that time the recession had hit and in the midst of multiple rounds of layoffs the City was no longer able to provide the local match to allow the project to proceed to construction.

In late 2011, with the economy and City budget stabilizing, the City was able to include the local match for construction of the Central Road bike shoulders in the City's 2012 budget. However, given the time that had passed, IDOT indicated that the design would need to be newly reviewed by IDOT and that the project would have to comply with regulations that had passed since the original design, including PESA regulations. In order to advance the project, the City entered into a limited contract with SPACECO, Inc. for the re-permitting of the design using City funding.

After an additional few months of design review and multiple meetings with IDOT, IDOT determined that significant additional design work would be needed in order to comply with current requirements, including resurveying and detailed cross-sectioning of the entire project limits at an estimated cost of

\$57,000. In order to accommodate the unbudgeted additional expense, the City applied to the CMAP CMAQ Project Selection Committee for a cost increase to cover the additional engineering. The request was approved at the July 12, 2012 meeting.

The design is now complete and Final Plans have been submitted to IDOT for a targeted September 19th letting. The changes in the plans since the 2009 design have resulted in a better facility for bicyclists with improved intersection treatments and better connections to adjacent facilities including a proposed Rectangular Rapid Flashing Beacon to provide a safer crossing and connection to the heavily-used Des Plaines River Trail toward the eastern end of the project. However, the Engineers Estimate of Construction Cost for the project has increased considerably due to a combination of higher unit prices and additional earthwork needed to ensure compliance with floodway/floodplain regulations, which is the reason for this current cost increase request.

In the several years since the inception of this project, based upon constituent requests for safer bicycle access along the east-west Central Road corridor, the Northwest Municipal Conference completed the update to the NWMC Regional Bike Plan which reinforced the demand for the Central Road Regional Bike Corridor (now named the Barrington-Wilmette Harbor Bikeway). In addition, the City of Des Plaines engaged in a year-long Active Transportation Planning process with the Active Transportation Alliance using federal stimulus funds. The planning process included multiple meetings with staff and students from the Oakton Community College as well as other public meetings which again reinforced the demand for the Central Road Bicycle Shoulders project. The Central Road project is included amongst the recommendations in the City's adopted Active Transportation Plan. Oakton Community College is currently building internal bicycle infrastructure in anticipation of and to connect to the paved bicycle shoulders construction.

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-91-034-13	CMM-4003(090)	
ROW	R-		
CONST	C-91-219-09	CMM_-9003(179)	
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	07-12-0001	Sponsor	IDOT – D1
Project Location Description		IL 394 at Sauk Trail	

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						<input checked="" type="checkbox"/>
ENG 2	In-House						<input type="checkbox"/>
ROW	FFY13	135	108	80	CMAQ	State	<input type="checkbox"/>
CONST	FFY14	675	540	80	CMAQ	State	<input type="checkbox"/>
CE							
Total		810	648				

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	In-House						
ENG 2	In-House						
ROW	FFY13	135	108	80	CMAQ	State	
CONST	FFY14	1840	1472	80	CMAQ	State	
CE							
Total		1975	1580				

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	In-House				
ENG 2	In-House				
ROW	FFY13	0	0	80	
CONST	FFY14	1165	932	80	
CE					
Total		1165	932		

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.

Cost of project has increased as a result of the availability of Prefinal Design updated cost estimate based on detailed quantity calculations and current bid tab pricing.

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-90-011-12		
CONST	C-91-304-12		
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	11-03-0007	Sponsor	City of McHenry
Project Location Description	IL 31 from McCullom Lake Rd to IL 120		

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	2007	363	291	80	CMAQ		<input checked="" type="checkbox"/>
ENG 2	2011	618	494	80	CMAQ		<input checked="" type="checkbox"/>
ROW	2012	2244	1795	80	CMAQ		<input checked="" type="checkbox"/>
CONST	2013	3063	2450	80	CMAQ	IDOT	<input checked="" type="checkbox"/>
CE	2013	369	295	80	CMAQ	IDOT	<input checked="" type="checkbox"/>
CONST	2013	3230	1500	46	STP-L	IDOT	<input checked="" type="checkbox"/>
CONST	2013	1025	495	48	STP-E	McHenry	<input checked="" type="checkbox"/>
CE	2013	56	45	80	STP-E	McHenry	<input checked="" type="checkbox"/>
CONST	2013	2314	0	0	Non-participating		<input checked="" type="checkbox"/>
Total		13282	7365	55			

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	2006	359	145	40	CMAQ	IDOT	2/27/2006
ENG 2	2010	617	494	80	CMAQ	IDOT	12/4/2009
ROW	2012	2693	2154	80	CMAQ	IDOT	1/31/2012
CONST	2013	3688	2950	80	CMAQ	IDOT	6/24/2013
CE	2013	369	295	80	CMAQ	IDOT	6/24/2013
ENG 2	2010	79	64	80	STP-E	McHenry	12/4/2009
CONST	2013	942	754	80	STP-E	McHenry	6/24/2013
CONST	2013	4282	1500	50	STP-L	IDOT	6/24/2013
CONST	2013	17	0	0	Non-participating		6/24/2013
CE	2013	55	44	80	STP-E	McHenry	6/24/2013
CE	2013	349	0	0	Non-participating		6/24/2013
Total		13450	8400	62			

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	2006	-4	-146	40	To ROW
ENG 2	2010	-1	0	80	
ROW	2012	4	146	80	From E1
ROW	2012	445	213	80	
CONST	2013	625	500	80	
CE	2013	0	0		
Total		1069	713		

Reason for Request

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

The project is an intersection improvement with the addition of turn lanes and 3 traffic signals; the project also includes widening of IL 31 north of the IL 120 intersection which is being funded with STP-L and State funds. The project is currently under construction and within the intersection limits, the quantity of non-special waste disposal is 2.5 times larger than testing had indicated at a cost of \$229,000 above the bid price, which was higher than the programmed funding, leading to a shortfall of \$1,739,000. Other fund sources will be used along with the request CMAQ increase to meet the shortfall.

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-	CMF-0336(033)	
ENG 2	D-	TE-CMF-0336(035)	
ROW	R-	CMF-0336(036)	
CONST	C-	TE-M-CMF-0336(100)	
ENG			
IMP			

Additional Comments

CMAQ Schedule Change Request Form

Project Identification

TIP ID	10-00-0129	Sponsor	Lake County
Project Location Description	Hart Road @ US Route 14		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	2016
CONST	2016

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW	2014	July 2014
CONST	2016	1/1/2016

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.

Land acquisition process has proceeded more quickly than anticipated.

Additional Comments