CMAQ Project Selection Committee Meeting
Annotated Agenda
November 15, 2007
1:00 p.m.

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Sears Tower
Chicago, Illinois

Note: the meeting materials can be found at http://www.chicagoareaplanning.org/cmaq/min-cmaq.asp

1.0 Call to Order and Introductions 1:00 p.m.
Ross Patronsky, Committee Chair

2.0 Agenda Changes and Announcements

3.0 FY 2008 CMAQ Program
3.1 FY 2008-2012 CMAQ program eligibility status
   Staff will update the committee on the eligibility determination and sponsor notification.

4.0 Project Changes
4.1 Schiller Park – Crystal Creek Ped Bridge and Sidewalk Improvements (TIP ID 04-06-0002)
   The sponsor is withdrawing the project.
4.2 Chicago Transit Authority – Chinatown/Pilsen Summer Shuttle (TIP ID 16-04-0003)
   and North/South Lake Shore Improvements and Marketing of CTA Service Improvements (TIP ID 16-04-0001)
   The sponsor requests a withdrawal of the second two years of 16-04-0003, and a reprogramming of the funds to 16-04-0001.
4.3 Kane County DOT – Randall Rd from Silver Glen Rd to Red Haw La (TIP ID 09-06-0004) and Randall Rd from Binnie Rd to IL 72 (TIP ID 09-06-0005)
   The sponsor requests a cost increase for the two projects, which are being let jointly.
4.4 North Chicago – IL 137/Sheridan Rd 10th St - 22nd St/MLKing Dr (TIP ID 10-04-0003)
   The sponsor requests a scope change and cost increase.
4.5 CDOT – Bike Transit Connection (TIP ID 01-01-0013)
   The sponsor requests a cost increase.

5.0 FY 2009 CMAQ Program
5.1 FY 2009 CMAQ program development schedule
   Staff will present a draft schedule for discussion.
5.2 FY 2009 CMAQ application packet
   Staff will present proposed revisions to the application materials for discussion.

6.0 Project Monitoring
   The status of active project monitoring will be discussed.

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 will be on call.

10.0 Adjournment

CMAQ Project Selection Committee Members:
   ___Ross Patronsky, Chair  ___Les Nunes  ___Jeff Schielke
   ___Martin Buehler  ___Mark Pitstick
   ___Luann Hamilton  ___Mike Rogers

Attending CMAQ Project Selection Committee Meetings at Sears Tower:
CMAQ Project Selection Committee meetings are public meetings; the public is invited to attend. Passes are available for people attending these meetings at the CMAP offices. If you wish to attend but have not attended meeting regularly, please call or e-mail Doug Ferguson (312-386-8824, dferguson@cmap.illinois.gov) in advance to be added to the list. For requests or problems on the day of the meeting, please call the CMAP main reception desk at 312-454-0400. A driver’s license, state ID, or passport will be required to enter.
Memorandum

To: CMAQ Project Selection Committee
From: Doug Ferguson, Associate Planner
Subject: CMAQ Project Change Requests
Date: November 9, 2007; revised November 12, 2007

Five sponsors have requested project changes. The net change in the federal amount programmed resulting from the requests is $926,615. The sponsors’ requests are attached.

**Schiller Park – Crystal Creek Ped Bridge and Sidewalk Improvements (TIP ID 04-06-0002)**

The sponsor is withdrawing the project, which was programmed in 2006 for $137,200 federal.

A combination of factors, including increased costs and the availability of an alternative pedestrian facility, lead to the withdrawal. These factors are detailed in their letter.

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

- Accept the withdrawal of Schiller Park – Crystal Creek Ped Bridge and Sidewalk Improvements (TIP ID 04-06-0002), in the amount of $137,200 federal.

**Chicago Transit Authority – Chinatown/Pilsen Summer Shuttle (TIP ID 16-04-0003)**

and **North/South Lake Shore Improvements and Marketing of CTA Service Improvements (TIP ID 16-04-0001)**

The sponsor is withdrawing the Chinatown/Pilsen Summer Shuttle (TIP ID 16-04-0003) project, which was programmed for $125,238 federal for the second and third years of operation. The full project was included in the FY 2004, 2005 and 2006 CMAQ programs.

The local supporters of the service were unable to provide the local match following the first year of operation. As a result, CTA has discontinued the service.
To facilitate use of the funds (which are in an FTA grant), CTA is requesting that they be applied to the North/South Lake Shore Improvements and Marketing of CTA Service Improvements (TIP ID 16-04-0001) project. This project was also included in the FY 2004, 2005 and 2006 CMAQ programs for a total of $7,680,000 federal. These improvements are still in operation.

Recommendation to the CMAQ Project Selection Committee:

- Accept the withdrawal of the Chinatown/Pilsen Summer Shuttle (TIP ID 16-04-0003) project for $125,238 federal.
- Consider approving the application of the withdrawn funds to North/South Lake Shore Improvements and Marketing of CTA Service Improvements (TIP ID 16-04-0001), in the amount of $125,238 federal for a total federal cost of $7,805,238.

Kane County DOT – Randall Rd from Silver Glen Rd to Red Haw La (TIP ID 09-06-0004) and Randall Rd from Binnie Rd to IL 72 (TIP ID 09-06-0005)

The sponsor is requesting a cost increase for the subject projects which are being let jointly. The two interconnects were originally approved in the FY 2006 CMAQ program for a combined total of $891,160 federal ($1,113,950 total).

As indicated in the request letter, technology changes and the inclusion of a signal inadvertently omitted from the application have resulted in the increased cost.

A re-analysis of the cost per ton of volatile organic compounds eliminated shows that the combined projects would have ranked 4th in 2004, and would rank 7th with the cost increase. The three projects that would now rank higher than the combined project were all funded in FY 2006.

Recommendation to the CMAQ Project Selection Committee:

- Consider approving the cost increase for Kane County DOT – Randall Rd from Silver Glen Rd to Red Haw La (TIP ID 09-06-0004) and Randall Rd from Binnie Rd to IL 72 (TIP ID 09-06-0005), in the amount of $433,201 federal for a combined CMAQ funding of $1,334,361 federal ($1,667,951 total).

North Chicago – IL 137/Sheridan Rd 10th St - 22nd St/MLKing Dr (TIP ID 10-04-0003)

The sponsor is requesting a scope change and cost increase for the subject project. This project was initially approved in the FY 2004 CMAQ program for $895,000 federal
($1,119,000 total). The initial scope was for a 1.5-mile segment of IL 137/Sheridan Rd within the limits of North Chicago (10th St is the North Chicago/Waukegan border).

Waukegan approached North Chicago requesting that two additional signals in Waukegan be included in the project. North Chicago is agreeable to this, as are IDOT and Lake County DOT. The additional signals will result in a 2.6-mile segment being interconnected. The additional cost for the revised scope is $275,517 total ($220,615 federal). IDOT will be funding the cost of upgrading the two signals in Waukegan.

The project as revised was reranked against other FY 2004 signal interconnects. As the attached analysis shows, the rank actually improved from 26th to 21st.

Recommendation to the CMAQ Project Selection Committee:

• Consider approving the cost increase and scope change for North Chicago – IL 137/Sheridan Rd 10th St - 22nd St/MLKing Dr (TIP ID 10-04-0003), extending the northern limit to 120/Belvidere, and increasing the cost in the amount of $220,614 federal for total CMAQ funding of $1,115,614 federal ($1,394,517 total).

CDOT – Bike Transit Connection (TIP ID 01-01-0013)

The sponsor is requesting a cost increase of $400,000 federal ($500,000 total).

The project was programmed in 2001 for $540,000 federal ($675,000 total). In 2005 the project was granted a cost increase for increases in material costs. The bid opening for this project resulted in a higher cost than is currently funded.

The project’s benefit ranking was re-evaluated. With the cost increase, the cost per ton of VOC eliminated increased from $113,595 to $195,318; its rank was unchanged.

Recommendation to the CMAQ Project Selection Committee:

• Consider approving the cost increase for CDOT – Bike Transit Connection (TIP ID 01-01-0013), in the amount of $400,000 federal for total CMAQ funding of $956,000 federal ($1,195,000 total).
October 26, 2007

Ms. Tara Fifer
Associate Analyst
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

Re: Village of Schiller Park
Crystal Creek Ped. Bridge and Sidewalk Improvements

Dear Ms. Fifer:

We have prepared this correspondence to provide a status report on the above referenced project. Our original understanding for the project was that no Phase I Report would be required or at the most a small-scale report would be necessary. However, in discussions with IDOT during the kick-off meeting for the project, they indicated the fact that since the proposed bridge and appurtenant work would take place within the floodway as it is currently mapped, a very detailed hydraulic study would need to be undertaken as part of a Phase I. The Village would be responsible for the cost of the Phase I Report and hydraulic study. It is estimated that the cost of the Phase I Report, including the hydraulic study, would be $55,000.

The Village also recently completed some roadway improvements within the area, which will allow the Village to install a sidewalk adjacent to 25th Avenue as it crosses Crystal Creek. This sidewalk will allow pedestrians to cross Crystal Creek, which would eliminate the need for the pedestrian bridge. The Village has also been able to secure different funding for the remaining sidewalk along 25th Avenue that was to be included with the pedestrian bridge project.

The combination of these factors has led the Village of Schiller Park to formally request that the above referenced project be cancelled. No federal money has been spent on this project to date.

If you should have any questions, please feel free to contact me.

Sincerely,

VILLAGE OF SCHILLER PARK

Kevin S. Barr
Village Manager

Cc: Mr. James Goumas, Edwin Hancock Engineering Co.
Mr. Ross Patronsky  
Chief of the CMAQ Program  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

October 19, 2007

Re: Transfer of funds from  
Chinatown/Pilsen Shuttle to North/South  
Lake Shore Improvements & Marketing  
of CTA Service Improvements

Dear Mr. Patronsky:

The CTA is proposing a transfer of CMAQ funds from the project Chinatown/Pilsen Shuttle to the project North/South Lake Shore Improvements & Marketing of CTA Service Improvements.

- Chinatown/Pilsen Shuttle - Year 2 - 20723 (16-04-0004) funded in FY 2005 transfer balance of $46,014 to 29371 (16-04-0001) North/South Lake Shore Improvements & Marketing of CTA Service Improvements - Year 2;

- Chinatown/Pilsen Shuttle Year 3 - 20724 (16-04-0004) funded in FY 2006 transfer balance of $81,158 to 20723 (16-04-0001) North/South Lake Shore Improvements & Marketing of CTA Service Improvements - Year 3;

Because the Chinatown Chamber of Commerce and the Latino Information Center has been unable to provide supplemental funding for the Chinatown/Pilsen Shuttle for the summers of 2006 and 2007 CTA was unable to continue the Chinatown/Pilsen Shuttle. CTA requests a transfer of funds to the North/South Lake Shore Improvements & Marketing of CTA Service Improvements project.

If you have any questions, please contact Mike Connelly at 312-681-3452 or Laura Fedak at 312-681-3480.

Sincerely,

Paul F. Fish

Vice President,
Capital Investment
November 7, 2007

Mr. Ross Patronska
Chief of CMAQ Program
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

RE: Randall Road Interconnect; Silver Glen Rd to Red Haw Ln and Binnie Rd to IL 72
Request for Increase in CMAQ Funds and
Request to Combine TIP ID numbers
TIP ID Number 09-06-0004 and 09-06-0005

Dear Mr. Patronska:

The Kane County Division of Transportation (KDOT) was awarded $891,160 in CMAQ funding for Fiscal Year 2007 for the engineering and construction of the above referenced signal interconnect improvement. KDOT is requesting $443,201 in additional CMAQ funds for the completion of the project, for a new total of $1,334,361 of CMAQ funds.

In 2005, the estimated total cost for engineering and construction was $1,113,950. This original estimate was very preliminary, and new technology developments have resulted in changes to the project's total cost. Currently Kane County is pursuing the creation of an ethernet based virtual traffic management center that will allow for the monitoring and control of our system from an internet based program. In order for the Randall Road Interconnect project to be compatible with the new ethernet based virtual traffic management center significant upgrades are required at 26 of the 28 intersections in the design corridor, resulting in $265,388 of additional construction costs.

Also, the original cost estimate from 2005 omitted a proposed permanent signal at one intersection, Crane Road at Randall Road. This accounts for $275,000 in increased construction costs. Including a new traffic signal at this intersection is integral to attaining the goal of the Randall Road Interconnect project. Once complete, this improvement will increase the safety and capacity of a vital artery for industrial, commercial and residential traffic within Kane County. The revised estimated total cost for engineering and construction is $1,667,951. (See Exhibit A attached.)

Due to budgetary restrictions, it will be difficult for KDOT to proceed to construction without additional CMAQ funds. The Randall Road Interconnect is an important safety and capacity improvement to a Strategic Regional Arterial, and we encourage the CMAQ Committee to support our request for additional funds.
In 2005 when these two projects were initiated their applications were submitted simultaneously. Since both sections were approved we selected a single firm to prepare a single set of plans that would cover both segments. At this time we would like to request a single combined TIP ID number that would encompass both limits along Randall Road.

If you have any questions or require additional information, please contact me at 630-406-7333.

Best Regards,

Paul Holcomb
Chief of Design

c: file
   Steve Coffinbargar
   Holly Smith
   Enclosures
Randall Road Interconnect  
Silver Glen Road to Red Haw Lane and Binnie Road to IL 72

Original Project Costs per January 10, 2005 CMAQ Application

<table>
<thead>
<tr>
<th>Task</th>
<th>Total</th>
<th>CMAQ (80%)</th>
<th>KDOT (20%)</th>
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<td>Phase II Engineering</td>
<td>$82,053.50</td>
<td>$65,642.80</td>
<td>$16,410.70</td>
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<td>Phase III Engineering</td>
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<td>Construction</td>
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<td>Total</td>
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Revised Project costs

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<th>Task</th>
<th>Total</th>
<th>CMAQ (80%)</th>
<th>KDOT (20%)</th>
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<td>Construction</td>
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<td>Total</td>
<td>$1,667,951.02</td>
<td>$1,334,360.82</td>
<td>$333,590.20</td>
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Additional CMAP funds requested  $443,200.82
Chicago Area Transportation Study
CMAQ Cost Increase Analysis

TIP ID: 09-06-0004, 09-06-0005
Description: Randall Rd from Silver Glen Rd to Red Haw La
Randall Rd from Binnie Rd to IL 72

Ranking Computation

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<th>2006 Awards</th>
<th>2007 Request</th>
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<tr>
<td>Tons VOC eliminated</td>
<td>9.2319</td>
<td>9.2319</td>
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<tr>
<td>Cost</td>
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<td>$/Ton VOC eliminated</td>
<td>$120,663</td>
<td>$180,672</td>
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<td>Rank</td>
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Project Expenses

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<th>Federal Share</th>
<th>Total</th>
<th>Federal % Basis</th>
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<tr>
<td>2006 Awards</td>
<td>$891,160</td>
<td>$1,113,950</td>
<td>80.0% Approved Projects</td>
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<td>2007 Request</td>
<td>$1,334,361</td>
<td>$1,667,951</td>
<td>80.0% Letter from Sponsor</td>
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<td>Increase Amount</td>
<td>$443,201</td>
<td>$554,001</td>
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Note:
The projects were originally ranked 2nd and 9th. The combined project would have ranked 4th.
<table>
<thead>
<tr>
<th>ID</th>
<th>Facility to Be Improved</th>
<th>Total $</th>
<th>Fed $</th>
<th>$/Ton Voc</th>
<th>Select</th>
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<td>SI04062509</td>
<td>IDOT-IL 171/Cumberland Ave from Fullerton Ave to Foster Ave</td>
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<td>Joliet-Essington Rd from Hennepin Dr to US-52/Jefferson St</td>
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<td>IDOT-US 41/Skokie Hwy from Amhurst Pwy to IL 137</td>
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<td>$354,384</td>
<td>$115,985</td>
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<td><strong>Combined projects</strong></td>
<td><strong>$1,113,950</strong></td>
<td><strong>$891,160</strong></td>
<td><strong>$120,663</strong></td>
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<td>IDOT-IL 83/Robert Kingery Hwy from Central Rd to Bluff Rd</td>
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<td>SI04062531</td>
<td>Oak Park-Chicago Ave from Marion St to Ridgeland Ave</td>
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<td>IDOT-US 43/Waukegan Rd from Half Day Rd to Deerfield Rd</td>
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<td><strong>Combined projects with cost increase</strong></td>
<td><strong>$1,667,951</strong></td>
<td><strong>$1,334,361</strong></td>
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<td>SI10162511</td>
<td>CDOT-Congress Parkway ITS Smart Corridor</td>
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<td>IDOT-IL 83/Antioch Rd from Washington St to Shorewood (Change to Rollins - add 200K)</td>
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<td>IDOT-IL 171/IL 83/Calumet Sag Rd from IL 83/Robert Kingery Hwy to Bell Rd</td>
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<td>CDOT-Stony Island Ave from Midway Plaisance to US 12/US 20/95th St</td>
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<td>Waukegan-Lewis Ave from 14th St to Yorkhouse Rd</td>
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<td>IDOT-US 6/Channahon Rd from McClintock to Caterpillar</td>
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<td>CDOT-Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave</td>
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<td>IDOT-IL 120/Belvidere Rd from IL 134/Main St to Hainesville Rd</td>
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**FY 2006 CMAQ Program**

**09-06-0004 09-06-0005 revised rank.xls 11/9/2007**
September 20, 2007

Mr. Ross Patronsny
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, Illinois 60606

Subject: IL 137 (Sheridan Road) Traffic Signal Interconnect Improvement
Martin Luther King Drive to 10th Street
CMAQ Project ID SI10040779
TIP ID 10-04-0003

Dear Mr. Patronsny:

We support the City of Waukegan’s request to add two signalized intersections, IL 137 (Sheridan Road) at South Avenue and IL 137 (Sheridan Road) at South Genesee Street, to the subject North Chicago IL 137 (Sheridan Road) Traffic Signal Interconnect Improvement (Martin Luther King Drive to 10th Street). We concur with the potential traffic operational benefits, expressed in Mr. Moore’s letter of August 31, 2007 regarding the addition to the project scope. It is our understanding the IL 137 (Sheridan Road) at South Avenue and IL 137 (Sheridan Road) at South Genesee Street traffic signals need to be modernized and may be eligible for safety funding. Furthermore, we support interconnecting the IL 137 (Sheridan Road) traffic signals to the existing IL 120 (Belvidere Street) traffic signal system, providing additional communication benefits with Lake County’s PASSAGE network and Traffic Management Center.

Since the traffic signals on IL 137 (Sheridan Road) are under the jurisdiction of the Illinois Department of Transportation (IDOT), we have copied you on a separate letter requesting IDOT’s approval for the expanded traffic signal interconnect. A preliminary construction cost estimate is included for your information. If you have questions or require additional information, please contact me at (847) 596-8691. Thank you for your assistance in this matter.

Sincerely,

Bruce Burris
City Engineer

Cc: John Moore, City Engineer, City of Waukegan
    Steve Travia, Bureau Chief of Traffic, IDOT
    Susan Palmer, Area Programmer-Bureau of Programming, IDOT
    Martin G. Buehler, Director of Transportation/County Engineer, Lake County DOT

E-Mail Address - cityhall@northchicago.org    Web Address - www.northchicago.org
## IL 137 (Sheridan Road) Traffic Signal Interconnect Improvement

### CMAQ Project ID SI10040779

### TIP ID 10-04-0003

#### Preliminary Construction Cost Estimate for Additional Work

**City of Waukegan Traffic Signal Interconnect**

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**Subtotal**

$199,650.00

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**Construction Contingency 15%**

$29,947.50

**Total Construction Cost**

$229,597.50

**Phase II Engineering (10%)**

$22,959.75

**Phase III Engineering (10%)**

$22,959.75

**Construction & Engineering Total**

$275,517.00

---

Project Length = 1.1 MILE
September 25, 2007

Mr. Ross Patronskey
Senior Planner
Programming and Operations
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear Mr. Patronskey:

The Lake County Division of Transportation supports the City of Waukegan’s request to add two signalized intersections, Illinois Route 137 (Sheridan Road) at South Avenue and Illinois Route 137 (Sheridan Road) at South Genesee Street, to the subject North Chicago Illinois Route 137 (Sheridan Road) Traffic Signal Interconnect Improvement, from Martin Luther King Drive to 10th Street.

We concur with the potential traffic operational benefits, expressed in the correspondence from John Moore, City of Waukegan, dated August 31, 2007 to your attention, regarding the addition to the project scope. It is our understanding the Illinois Route 137 (Sheridan Road) at South Avenue and Illinois Route 137 (Sheridan Road) at South Genesee Street traffic signals need to be modernized and may be eligible for safety funding.

Furthermore, we support interconnecting the Illinois Route 137 (Sheridan Road) traffic signals to the existing Illinois Route 120 (Belvidere Street) traffic signal system, providing additional communication benefits with Lake County’s PASSAGE network and Traffic Management Center.

If you have questions or require additional information, please contact me at (847) 362-3950. Thank you for your assistance in this matter.

Very truly yours,

[Signature]
Martin G. Buehler, P.E.
Director of Transportation/County Engineer

MGB:mam

Cc: John H. Moore, P.E., City Engineer, City of Waukegan
    Bruce Burris, P.E., City Engineer, City of North Chicago
    Stephen M. Travia, P.E., Bureau Chief of Traffic, Illinois Department of Transportation
    Susan Palmer, Area Programmer-Bureau of Programming, Illinois Department of Transportation
Re: IL Rte 137 (Sheridan Road) Traffic Signal Interconnect Improvement

October 15, 2007

Mr. Bruce Burris
City Engineer
City of North Chicago
1850 Lewis Avenue
North Chicago, IL 60064-2098

Mr. Burris:

This is in response to your letter dated September 20, 2007 concerning traffic signal interconnect on IL Rte 137 (Sheridan Road). We have a safety project currently scheduled for a March 2008 letting that includes reconstruction of the existing traffic signal at South Avenue, installation of LED type signal heads with a new controller at Genesee Street and a short section of pavement resurfacing at these intersections. Interconnecting South Avenue and Genesee Street was not included in the funding of this project and therefore not part of the scope of work.

We agree that interconnecting South Avenue and Genesee Street to the proposed North Chicago traffic signal interconnect project on IL Rte 137 (Sheridan Road) from Martin Luther King Drive to 10th Street would be beneficial. Our current CMAQ program does not include this work, but we suggest the local agencies consider extending the proposed locally initiated CMAQ interconnect project on IL Rte 137 to the north or that Lake County include the interconnect work in their traffic management system program.

Anticipating that South Avenue and Genesee Street will be part of a future traffic signal interconnect system, we will specify Econolite controllers at both intersections in our safety project to assure coordination with the proposed North Chicago system to the south. We will also stub out conduits from our far-out handholes for future raceway connections. Once our traffic signal plans are complete we will forward copies for your reference.
Mr. Bruce Burns  
October 15, 2007  
Page 2

If you have any questions or needed addition information, please contact Lisa Heaven-Baum, Traffic Programs Engineer, at 847/705-4158.

Very truly yours,

Diane M. O'Keefe, P.E.  
Deputy Director of Highways,  
Region One Engineer

By: [Signature]  
Stephen M. Travia, P.E.  
Bureau Chief of Traffic

cc: Martin Buehler, Director of Transportation, Lake County DOT  
John Moore, City Engineer, City of Waukegan  
Ross Patronsy, Chicago Metropolitan Agency for Planning
August 31, 2007

Mr. Ross Patrosky  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive, Suite 800  
Chicago, Illinois 60606

Subject: IL 137 (Sheridan Road) Traffic Signal Interconnect Improvement  
Martin Luther King Drive to 10th Street  
CMAQ Project ID SI10040779  
TIP ID 10-04-0003

Dear Mr. Patrosky:

The City of Waukegan is interested in adding two signalized intersections, IL 137 (Sheridan Road) at South Avenue and South Genesee Street, to the subject North Chicago IL 137 (Sheridan Road) Traffic Signal Interconnect Improvement (Martin Luther King Drive to 10th Street).

The two signalized intersections are just north of the Waukegan/North Chicago city limit at 10th Street and are the remaining two traffic signals on IL 137 (Sheridan), before the Amstutz Expressway. The existing traffic signal hardware is dated and is in need of modernization for both intersections.

Regarding traffic flow efficiency and safety on IL 137 (Sheridan Road), a scope change to include the modernization and interconnection of the IL 137 (Sheridan Road) at South Avenue and South Genesee Street traffic signals, to the subject North Chicago CMAQ project, is rational. It will interconnect the remaining two traffic signals along Sheridan Road.

If you have questions or require additional information, please contact me at (847) 625-6858. Thank you for your assistance in this matter.

Sincerely,

John H. Moore, P.E.  
City Engineer

Cc: Bruce Burr, City Engineer, City of North Chicago  
Steve Travia, Bureau Chief of Traffic, IDOT  
Susan Palmer, Area Programmer-Bureau of Programming, IDOT

JHM:ms
Chicago Area Transportation Study  
CMAQ Cost Increase Analysis  
TIP ID:  10-04-0003  
Description:  IL 137/Sheridan Rd 10th St - 22nd St/MLKing Dr  
(adding 120/Belvidere to 10th St)  

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**Project with revised scope and cost**

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November 13, 2007

Mr. Ross Patronskey  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
300 W. Adams Street  
Chicago, IL 60606

Subject: Cost Increase for Bike to Transit

Dear Mr. Patronskey:

The Chicago Department of Transportation requests to add $500,000 in CMAQ funds ($400,000 federal) to the Bike to Transit Project (TIP# 01-01-0013). The project is currently funded at $695,000 (matched). After no bids were received in February 2007, the project was re-bid and the lower of the two bids was $469,573 over the engineers estimate, due to inflated costs for construction wage rates, steel and other raw materials, and conditions at one of the four installation sites. The remaining funds are for construction supervision and contingency.

This increase will allow CDOT to utilize an existing bid and initiate construction for a Summer 2008 completion. Due to the difficulty of securing bidders for such a unique project we do not believe a third call for bids on this scope would reduce costs. The only other alternative would be to reduce the scope and rebid, further delaying the project and reducing the air quality benefits.

Thank you for your consideration of this request. If you have further questions you may contact me at 312-744-1987 or Keith Privett at 312/744-1981.

Sincerely yours,

Luann Hamilton  
Deputy Commissioner

cc: Ben Gomberg  
    Grant Davis  
    Keith Privett

LH:KP
Chicago Area Transportation Study  
CMAQ Cost Increase Analysis  
TIP ID: 01-01-0013  
Description: Bike Transit Connection

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<td>BP01B6</td>
<td>CDOT-Commuter Bike Parking and Encouragement</td>
<td>$425,000</td>
<td>$340,000</td>
<td>$69,465</td>
</tr>
<tr>
<td>BP01B5</td>
<td>CDOT-Bike Transit Connection</td>
<td>$675,000</td>
<td>$540,000</td>
<td>$110,326</td>
</tr>
</tbody>
</table>

Revised Rank - 2005
- $695,000
- $556,000
- $113,595

Revised Rank - 2007
- $1,195,000
- $956,000
- $195,318
Memorandum

To: CMAQ Project Selection Committee
From: Tara Fifer, Associate Analyst
Subject: Status of CMAQ Projects with completion years in 2006 or before
Date: November 6, 2007

In an effort to identify projects that required active management and projects that could be used to evaluate actual program benefits, CMAP staff began in August 2007 acquiring the status of projects with completion years of 2006 or before. There were 112 total projects that had past completion years; 49 of these projects belonged to major sponsors. Major Sponsors and their corresponding number of projects are listed below:

<table>
<thead>
<tr>
<th>Sponsors</th>
<th>Number of Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>IDOT</td>
<td>7</td>
</tr>
<tr>
<td>CDOT</td>
<td>19</td>
</tr>
<tr>
<td>DuPage County DOT</td>
<td>1</td>
</tr>
<tr>
<td>Kane County DOT</td>
<td>4</td>
</tr>
<tr>
<td>Lake County DOT</td>
<td>4</td>
</tr>
<tr>
<td>CTA</td>
<td>5</td>
</tr>
<tr>
<td>Metra</td>
<td>4</td>
</tr>
<tr>
<td>Pace</td>
<td>5</td>
</tr>
</tbody>
</table>

CMAP has received updates on 104 projects; the status is listed as follows:

<table>
<thead>
<tr>
<th>Status</th>
<th>Number of Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completed</td>
<td>70</td>
</tr>
<tr>
<td>Have Not Been Completed</td>
<td>32</td>
</tr>
<tr>
<td>Possible Withdrawals</td>
<td>2</td>
</tr>
</tbody>
</table>

For the 32 projects that have not been completed, the completion schedule is:

<table>
<thead>
<tr>
<th>Number of Projects</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>2008</td>
</tr>
<tr>
<td>7</td>
<td>2009</td>
</tr>
<tr>
<td>3</td>
<td>2011</td>
</tr>
<tr>
<td>2</td>
<td>No year provided</td>
</tr>
</tbody>
</table>
CMAP staff is still waiting for the responses from:

- IDOT (Traffic Systems Center: TIP ID 13-98-0018)
- City Of Oak Lawn (Parking and Commuter Transportation: TIP ID 06-05-0003)
- City of Oak Forest (Police Bicycle Patrol Program: TIP ID 07-96-0017)
- Village of Clarendon Hills (Chicago Avenue Sidewalk: TIP ID 08-05-0001)
- Village of North Aurora (Ruby Bikeway: TIP ID 09-05-0005)
- City of McHenry (IL 31 at McCullom Lake Road: TIP ID 11-00-0409)
- Village of Olympia Fields (Metra Station: TIP ID 18-00-0557)
- Village of Western Springs (Station at Hillgrove Avenue: TIP ID 18-03-0506).
FY 2009 CMAQ Program Development Schedule

Monday, December 3, 2007  
CMAP will begin the call for FY 2009 project proposals.

Friday, February 1, 2008  
Submission deadline for all FY 2009 project proposals.

February – June 2008  
CMAP will develop FY 2009 project proposal rankings and meet with project sponsors.

CMAQ Project Selection Committee meets to select proposed FY 2009 program.

July 25, 2008  
Transportation Committee considers releasing the proposed FY 2009 program for public comment.

July 28, 2008  
Public comment period on the proposed FY 2009 program begins.

August 26, 2008  
Public comment period on the proposed FY 2009 program ends.

September, 2008  
CMAQ Project Selection Committee meets to review and respond to comments on the proposed FY 2009 program.

September 26, 2008  
Transportation Committee considers the proposed FY 2009 program.

October, 2008  
Programming Coordinating Committee considers the proposed FY 2009 program.

October 8, 2008  
CMAP Board considers the proposed FY 2009 program.

October 9, 2008  
MPO Policy Committee considers approval of the proposed FY 2009 program.

October – November 2008  
Federal determination of FY 2009 projects’ eligibility.

November 2008  
CMAP notifies sponsors of project eligibility and funding availability.

Note: For additional information, please call Doug Ferguson of the CMAP staff at (312) 386-8824.
Memorandum

To: CMAQ Project Selection Committee
From: Ross Patronsky, Senior Planner
Subject: FY 2009 CMAQ Call for Projects – Instruction and Form Revisions
Date: November 12, 2007

The FY 2009 CMAQ instruction booklet and forms will be released shortly. No significant changes are proposed for the instructions or forms, but several minor revisions are planned:

Major Investment Studies
Since Major Investment Studies are not eligible for CMAQ Funding, references to them will be removed. Alternatives Analyses are applicable only to Transit Facility Improvements; forms for other project types will be revised to omit this phase.

Project Financing and CMAQ Funding Information
This section was revised last year to provide more detailed information on multi-year funding. A review of applications submitted showed that many applicants were putting information in twice, confusing the section on CMAQ funding with the section on other funding. For FY 2009, these sections will be combined, so each phase’s financing, whether CMAQ or not, will be entered once.

Proposals without FY 2009 funding
The instructions will be revised to make it clear that proposals without CMAQ funding in the year being programmed will not be selected.

Proposals with no benefit
Proposals with no emissions benefits are currently noted as such in the rankings, and the sponsor is sent a letter advising them of this. However, sponsors will sometimes resubmit the same proposal in subsequent years. The instructions will be revised to state that proposals found to have no benefit, or that could not be analyzed and which got a letter in the prior year will not be processed. Proposals that fall into this category will be advised via letter in the Spring that they will not be processed.

Soft Match
The instructions will be revised to note that soft match is generally not acceptable. The FHWA Metro Office will be asked for help with specific language.
Commuter Parking Spaces and Fees
The forms will be revised to include the current number of spaces and fee structure in commuter parking and parking deck applications. These are required when proposals are approved and entered in the TIP; asking for them with the application will save staff time.

Traffic Flow Improvement and Bottleneck Elimination Data
Although the current Input Module Worksheet contains most of the information needed to analyze these types of proposals, applicants do not always complete the entire form, sometimes from a lack of data, sometimes from a lack of care.

In the past, staff have worked with the information available to analyze projects. However, recent discussions with the developer of the simulation software used (CORSIM, part of the TSIS package) have emphasized the need to have complete information. In addition, information on actuated signals is currently not collected, but can have a significant effect on the simulation results.

The instructions will be revised to emphasize to sponsors the need to included complete information, and the Input Module Worksheet will be supplemented to request actuated signal data.

Fine Particulate Emissions Benefits
At the September meeting, staff were asked to add fine particulates to the rankings of CMAQ proposals. Since then, it has been learned that the current model of fine particulate emissions is significantly in error. Specifically, the MOBILE model issued by USEPA does not differentiate between emission rates at different speeds. This is not the case in actual measurements of fine particulate emissions.

Since the emission rates for fine particulates are speed-insensitive, traffic flow improvement, bottleneck eliminations and signal interconnects will not show any benefit. Although rough estimates of benefits for other types of proposals could be made, those aimed at reducing auto travel (bicycle, pedestrian, commuter parking and transit proposals) will not show significant benefits, since fine particulates are overwhelmingly associated with diesel engines.

The next emissions model, known as MOVES, is scheduled for draft release roughly a year from now. This model is expected to model fine particulates in a more realistic fashion. Staff recommends that, until then, only proposals specifically targeted at reducing fine particulate emissions (diesel retrofits, anti-idling measures, locomotive engine replacements) have their fine particulate benefits evaluated.

In addition, proposals targeting diesel emission reductions will be asked for information so that the USEPA emissions calculator can be used to estimate the benefits.

Coordinating Air Quality Campaigns
At the October Transportation Committee meeting, staff were asked to address the issue of coordination among CMAQ proposals for air quality campaigns. For the 2009 applications, promotional and outreach campaigns will be asked to provide more
detailed budgets indicating their planned materials to be developed (e.g., themes, target markets), media buys, and other efforts. They will also be asked to specifically identify similar campaigns and the coordination efforts that have been made prior to application submission.