

CMAQ/TAP FY 2016-2020 CMAQ PROJECT APPLICATION

BICYCLE FACILITY

I. PROJECT IDENTIFICATION							
Project Sponsor Kane County		Contact Information – Name, Title, Agency, Address, Phone, e-mail (e-mail required) Mike Sullivan Chief of Planning and Programming Kane County Division of Transportation 41W011 Burlington Road St. Charles, Illinois 60175 Phone: (630) 444-3142 sullivanmike@countyofkane.org					
Other Agencies Participating in Project Project has support from 10 surrounding municipalities and McHenry County.		TIP ID for Existing Project 09-96-0017					
<input type="checkbox"/> New Project							
<input type="checkbox"/> Existing CMAQ/TAP Project							
<input checked="" type="checkbox"/> Add CMAQ/TAP to Existing Project							
II. PROJECT LOCATION							
<ul style="list-style-type: none"> • Projects not readily identified by location must provide a title on the last line of this section • Attach a map sufficient to accurately locate this project in a GIS system 							
Name of Street or Facility to be Improved Longmeadow Parkway			Marked Route # CH 30				
Project Limits: North/West Reference Point/Cross St/Intersection Huntley Road at Boyer Road east to Randall Road at Longmeadow		Marked Route # CH 30	Municipality & County Kane				
Project Limits: South/East Reference Point/Cross St/Intersection White Chapel Road to IL Rt 31 & IL 25 to IL 62		Marked Route # IL 62	Municipality & County Kane				
Other Project Location Information or Project Title West and east segment extensions to existing bike path associated with the Longmeadow Parkway bridge corridor improvements							
III. PROJECT FINANCING AND CMAQ FUNDING REQUEST							
Please review the instructions .							
	Starting Federal Fiscal Year*	Total Phase Costs	(New) CMAQ/TAP Funds Requested	Other Federal Funds Including prior CMAQ/TAP awards			
				Fund Type	Amount		
Engineering Phase 1	2012	\$38,200	\$		\$		
Engineering Phase 2	2013	\$42,900	\$0		\$		
Right-Of-Way Acquisition		\$0	\$0		\$		
Construction (Including Construction Engineering)	2016	\$1,750,029	\$1,400,023		\$		
Engineering (For Implementation Projects)		\$	\$		\$		
Implementation		\$	\$		\$		
Alternatives Analysis		\$	\$		\$		
*Phase must be accomplished within 3 years		\$1,831,129	\$1,400,023				
Total Project Costs							
*For TAP funds, cost increases beyond the initial programmed amounts will be the responsibility of sponsors.							
Source Of Local Matching Funds		KDOT Gen Op funds					
If Soft Matching Funds Are Intended To Be Used, Please Contact CMAP Staff.							

Have The Matching Funds Been Secured?
(Provide Details):

This project is a component of the larger Longmeadow Parkway bridge corridor project and is part of the County's TIP and CIP. Gen Op funds will be programmed as needed.

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IV. PROJECT EMISSIONS BENEFIT DATA

Indicate the current status of the bicycle environment where the proposed facility will be constructed. Are bike lanes present? If so, give width.

There is an existing bike/ped path located on Longmeadow Parkway between Randall Road and White Chapel Lane. This project will extend that path and make a connection to the regional Fox River Trail. It will also make a connection to a path along Sleepy Hollow Road that runs from County Line Road on the north to Grandview Drive on the south.

Indicate the connectivity of bikeways resulting from the project:

- Project fills a gap between existing bikeways Project intersects an existing bikeway
 Project extends an existing bikeway Project is a new isolated bikeway segment

Describe how the proposed bicycle facility integrates with transit service.

There is currently transit service on the west end of the project location near IL Rt 62. In addition, Pace is considering expanding bus service along Randall Road north into McHenry County.

Provide the following for the road(s) of the facility or adjoining to the off-road facility (use separate sheet for multiple roads):

Traffic volumes (AADT): **13,750**, # of Thru Lanes **4**, Lane Width: **11**,
Width of Outside Paved Shoulder: **2**, Speed Limit: **45**, % of Heavy Vehicles: **3**, Pavement Condition : **New Roadway**,
% of On-street Parking Occupied: **No parking**.

Is the project identified in an approved or adopted plan: Yes No

Attach documentation of the plan or provide a link to the document on a publicly available website.

[Identified as a 'Regional Corridor' in the Kane County Bicycle and Pedestrian Plan](#)
[Identified in the Northeastern Illinois Regional Greenways and Trails Plan](#)
[Identified as a proposed bike route in Carpentersville Comprehensive Plan \(pg 17\)](#)
[Identified as a proposed bike route in Algonquin Comprehensive Plan \(pg 26\)](#)

V. PROGRAM MANAGEMENT INFORMATION

Is Right-Of-Way Acquisition required for this project? Yes No If so, has it been acquired? Yes No

Preliminary Design Status: N.A. Not Begun Agreement executed by Central Office Engineering Underway
 Submitted for review Responding to review comments
 Agreement sent to District I for signatures Design approval granted
Date approval is anticipated or was granted: **December 4, 2013**

Estimated Completion (Construction) Year: **2016**

VI. PROJECT DESCRIPTION

Please describe improvements, including how the project integrates in to the area with regard to different trip attrators.

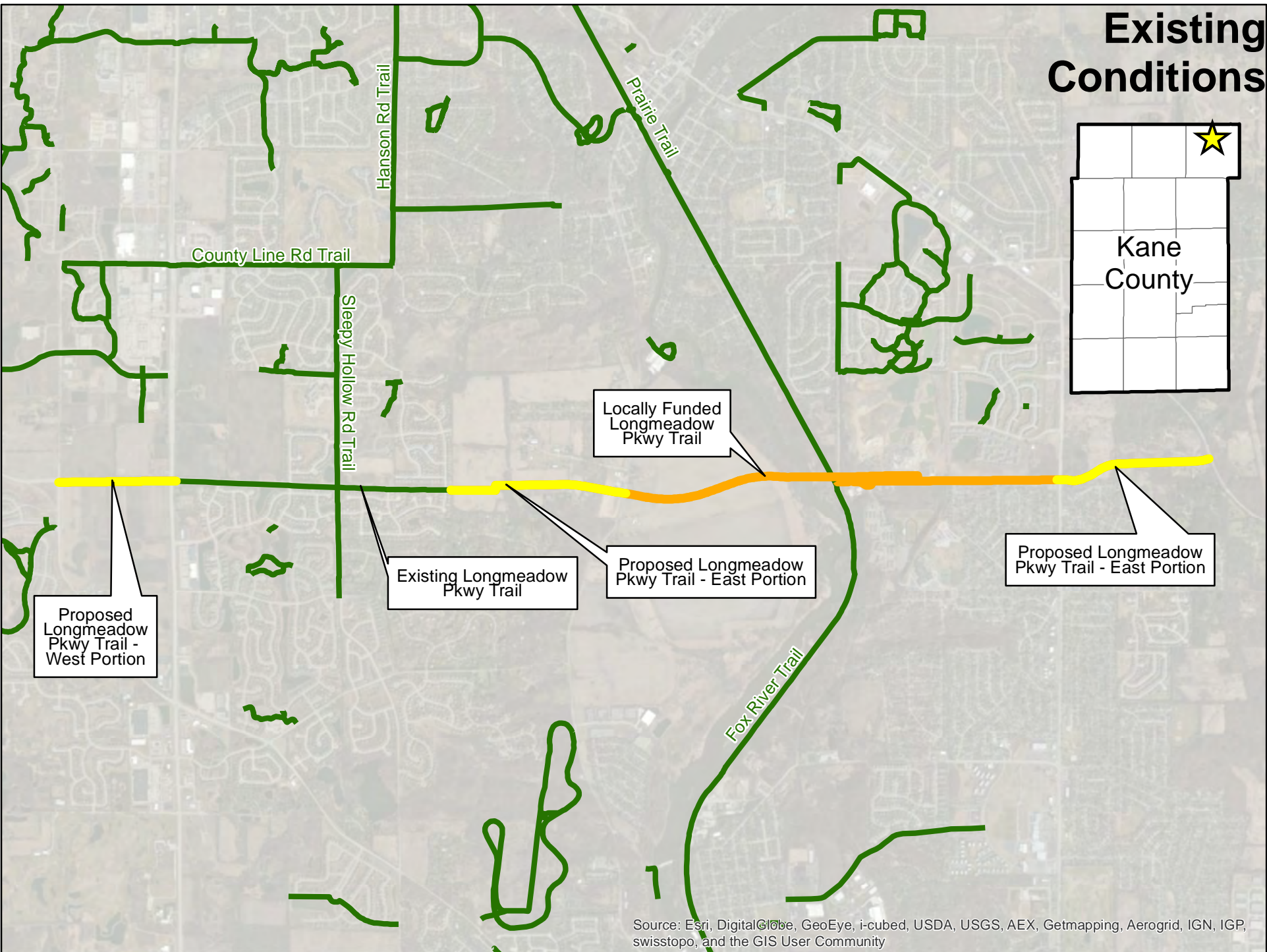
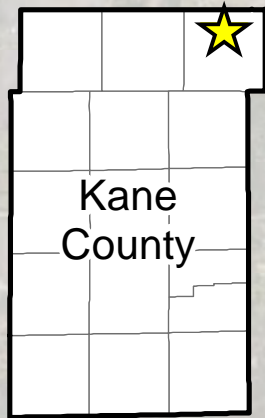
The sections of the path proposed in this application will link the far western portion of the Longmeadow Parkway Bridge Corridor along from Huntley Road to Randal Road and the existing path along Longmeadow Parkway and then extend the path westerly across the Fox River to IL Rt 62. This linkage will connect the residential areas in western Carpentersville and Algonquin with the large employment center located along Randall Road in the Algonquin area. The Algonquin Corporate Campus is also located within this quadrant, and the extension of the bike path across Randall Road will offer greater accessibility for bike/ped traffic in an area currently underserved. Improvements such as pedestrian signal installation and ADA ramps will be made to the existing path along Longmeadow Parkway. The section of the path between IL 31 and IL 25 will be constructed with local funding.

The extension of the path eastward will connect this western part of the corridor with the Fox River Trail and the new 3 mile trail thought the Brunner Forest Preserve. The full connection will allow bike/ped traffic to traverse the upper Fox River Valley and will connect the large residential areas of northern Carpentersville and eastern Algonquin with the employment center along Randall Road.

The proposed westerly and easterly extensions of the Longmeadow Parkway bike/ped path are an integral part of the Longmeadow Parkway Bridge Corridor. The Corridor is identified as a 'Regional Corridor' in the Kane County Bicycle and Pedestrian Plan. The Kane County Bicycle and Pedestrian Plan identifies regionally significant corridors that connect major destinations and neighborhoods with work, school, and recreation.

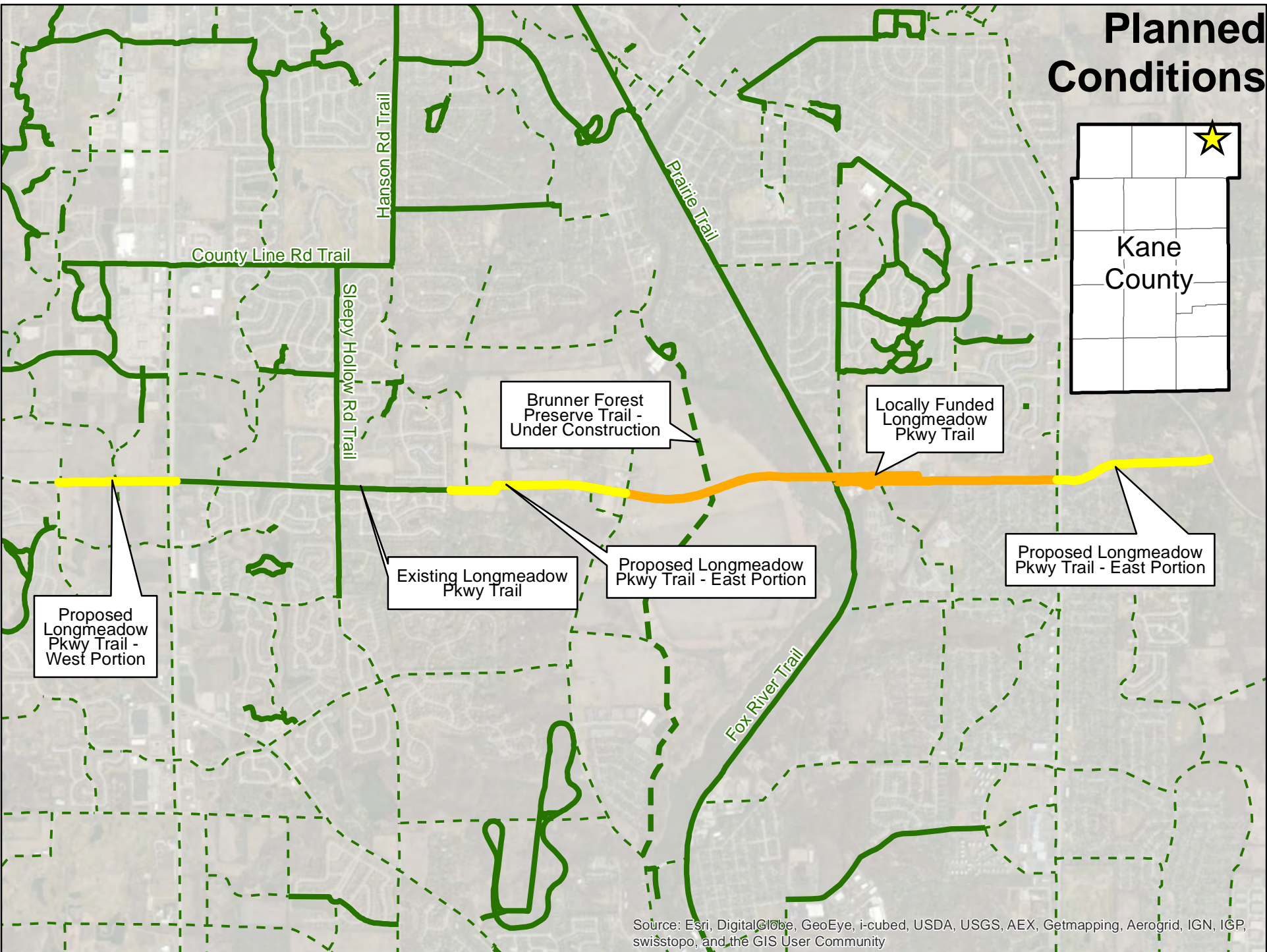
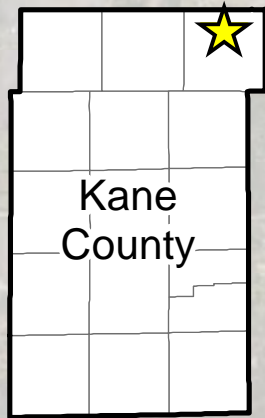
This project will be constructed in stages along with the accompanying roadway. The first stage is anticipated to be let in Novemeber of 2015 with additional stages occurring in 2016 and 2017.

Existing Conditions



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Planned Conditions



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Bikepath along Longmeadow Parkway from Huntley Road to 500' east of IL 31, and from 500' west of IL 25 to DTPD access east of IL 62
(Omitting the 6550 feet of existing bikepath along Longmeadow Parkway in the Village of Algonquin)
Engineer's Opinion of Probable Construction Costs

	UNIT	TOTAL	UNIT PRICE	TOTAL PRICE
TREE REMOVAL	ACRE	0.8	\$10,000.00	\$8,000.00
20200100 EARTH EXCAVATION	CY	5970	\$32.00	\$191,040.00
21101615 TOPSOIL, FURNISH AND PLACE, 4"	SY	19170	\$5.00	\$95,850.00
25000110 SEEDING, CLASS 1A	ACRE	1	\$4,000.00	\$4,000.00
SEEDING, CLASS 2A	ACRE	3	\$4,000.00	\$12,000.00
25000400 NITROGEN FERTILIZER NUTRIENT	LBS	360	\$5.00	\$1,800.00
25000500 PHOSPHORUS FERTILIZER NUTRIENT	LBS	360	\$5.00	\$1,800.00
25000600 POTASSIUM FERTILIZER NUTRIENT	LBS	360	\$5.00	\$1,800.00
25100630 EROSION CONTROL BLANKET	SY	19170	\$4.00	\$76,680.00
35101800 AGGREGATE BASE COURSE, TYPE B, 6"	SY	19170	\$12.00	\$230,040.00
40603310 HMA SURFACE COURSE, MIX "D", N50	TONS	3220	\$80.00	\$257,600.00
42400800 DETECTABLE WARNINGS	SF	174	\$54.00	\$9,396.00
87301215 ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FT	1500	\$0.95	\$1,425.00
87301225 ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FT	1500	\$0.95	\$1,425.00
81001000 CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FT	450	\$40.00	\$18,000.00
81000700 CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FT	450	\$20.00	\$9,000.00
88102717 PEDESTRIAN SIGNAL HEAD, LED, 1 FACE. BRACKET MOUNTED WITH COUNTDOWN TIMER	EA	12	\$1,300.00	\$15,600.00
88800100 PEDESTRIAN PUSH BUTTON	EA	12	\$355.00	\$4,260.00
87502440 TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EA	12	\$1,550.00	\$18,600.00
87800100 CONCRETE FOUNDATION, TYPE A	FT	48	\$200.00	\$9,600.00
BIKEPATH ON STRUCTURE	L.SUM	1	\$312,000.00	\$312,000.00
			SUBTOTAL	\$1,279,916.00
* Z0013798 CONSTRUCTION LAYOUT (3%)	L.SUM	1	\$38,397.48	\$38,397.48
67100100 MOBILIZATION (5%)	L.SUM	1	\$63,995.80	\$63,995.80
* 70101700 TRAFFIC CONTROL AND PROTECTION (5%)	L.SUM	1	\$63,995.80	\$63,995.80
			SUBTOTAL	\$166,389.08
CONTINGENCY (10%)	L.SUM	1	\$144,630.51	\$144,630.51
			CONSTRUCTION TOTAL	\$1,590,935.59
Phase 3 Engineering (10%)				\$159,093.56
			GRAND TOTAL	\$1,750,029.15

PROJECT MILESTONE SCHEDULE

Municipality: Kane County
 Project: Longmeadow Parkway Corridor Bike Path
 Scope of Work: Extension of existing bicycle path
 TIP #: 09-96-0017
 TIP Years (Ph II / Const): 2014 / 2016
 Section #:
 Last Constr & E3 Cost (date): \$ _____
 Current Constr & E3 Cost (date): \$ _____

Contact Information

Municipality	<u>KDOT</u>
Council/Liaison	<u>KKCOM / Patrick Knapp</u>
Consultant	_____
IDOT	<u>Marilin Solomon</u>

Date Prepared: 2/13/2015 Date Revised: _____

Projected Dates

	Initial	Est.	Kick-Off	Revised/Actual	Notes
1. Project Scoping					
2. IDOT Phase I Kick-off Meeting					
3. 1st State/Federal Coordination Meeting					
4. Categorical Exclusion Concurrence					
5. Design Variance Concurrence					
6. Submit Draft Phase I Report (PDR) to IDOT (a)					
7. Public Hearing/Meeting (or N/A)					
8. Right-of-Way Kick-off Meeting (or N/A)					
9. Submit Final Phase I Report (PDR) to IDOT (b)					
10. Submit Phase II Engr. Agreem't to IDOT (or N/A)					
11. Phase I Design Approval	<u>10/1/13</u>			<u>12/4/13</u>	
12. ROW Aquisition Initiation (or N/A) (c)					
13. Phase II Engr. Agreement Approval (or N/A)	<u>N/A</u>				<u>Locally funded</u>
14. Submit Pre-Final Plans and Estimates (d)	<u>6/12/15</u>				
15. Submit Phase III Engr. Agreement to IDOT	<u>8/10/15</u>				
16. Submit Final Plans, Specs & Estimates (PS&E) (e)	<u>8/10/15</u>				
17. ROW Acquisition Complete	<u>9/23/15</u>				
18. Construction Letting	<u>11/1/15</u>				<u>The project will be constructed in stages with the first stage being let in November 2015. Additional stages will be let in 2016 and 2017.</u>

Notes:

- (a) 3 to 6 month review required per complexity and submittal quality
- (b) 1 to 3 month review
- (c) Minimum 9 to 18 months required from plats to acquisition
- (d) 1 to 4 month review
- (e) 7 to 10 days before Springfield BLR due date

See IDOT Local Roads' **Mechanics of Project Management** "Federal Aid Project Initiation to Completion" Flow Chart for sequence of events and estimated review times.