

Pre-Application Form for BRIC and FMA

BRIC Pre-Application

[▶BRIC Fact Sheet](#)

FMA Pre-Application**

[▶**FMA Fact Sheet.](#)

Instructions:

1. Entire pre-application form must be completed in order to be considered for federal funding.
2. If you have any questions during the pre-application phase, please contact Sam Al-Basha, the Illinois State Hazard Mitigation Officer at Sam.m.Al-Basha@illinois.gov or (217) 785-9942
3. The deadline to submit your pre-application form to the Illinois Emergency Management Agency (IEMA) is **September 30, 2020 at 5:00 pm CST**. Forms submitted after this time will not be accepted.
4. Submit complete pre-application to ema.mitigation@illinois.gov attention Sam Al-Basha.

Sam Al-Basha, State Hazard Mitigation Officer
 Illinois Emergency Management Agency
 1035 Outer Park
 Springfield, IL 62704-4462

5. Submission of this form does not guarantee federal funding. All pre-applications will be evaluated by IEMA to determine the most appropriate use of funding.

Section 1: Background Information

Applicant
Name of Applicant: Chicago Department of Transportation

Point of Contact	
First Name: Vasile	Last Name: Jurca
Title: Project Manager	
Email: Vasile.jurca@cityofchicago.org	Phone #: 312.744.0646

Agency/Organization		
Address: 2 N. LaSalle Street, Suite 800		
City: Chicago	Zip: Illinois	County: Cook
Phone: 312.744.3600	Fax:	
DUNS #: 781717681	FIPS Code: 17-031	FEIN #: 36-60055820

****FMA Grant Program is for Communities that participate in the National Flood Insurance Program [NFIP] and for structures that have an up to date "Flood Insurance Policy" through NFIP.**

2 | Pre-Application Form for the BRIC and FMA Grant Programs.

Congressional District: 7, 1, 2	House District: 25	Senate District: 13
Has your agency previously received HMGP, PDM or FMA funds?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If yes, please provide relevant Grant #:		

Section 2: Project Specific Information

Community		
Does your community participate in the NFIP?		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Area in the Special Flood Hazard Area (SFHA): Yes		
Does your community have or participate in a local hazard mitigation plan?		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
If yes, please provide the title of your LHMP: 2019 Multi-Jurisdictional Hazard Mitigation Plan		
If yes, please provide plan expiration date: September 25, 2024		
If yes, please provide page # in LHMP where project type is discussed: 409		
Latitude and longitude of the community: 41°48'00"N, 87°34'51"W		
Population: 2.7 million		
Is your community a "small and impoverished community"?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Project

Identify the type of proposed mitigation activity (check all that apply):
<input type="checkbox"/> Acquisition/demolition <input type="checkbox"/> Acquisition/relocation <input type="checkbox"/> Building elevation <input type="checkbox"/> Building retrofit <input checked="" type="checkbox"/> Small levee/floodwall/berm to protect critical facility or single structure <input type="checkbox"/> Stormwater or small drainage project that reduces localized flooding <input type="checkbox"/> Tornado/wind/storm safe room <input type="checkbox"/> Other (please describe):

Description of problem to be solved:

Project Area Overview

South Lake Shore Drive is a critical piece of transportation infrastructure paralleling the shoreline of Chicago. This roadway, along with the paralleling public trail, are critical assets that are relied upon by many daily for commuting, commerce and recreation. The focus of this application is the protection and preservation of these key transportation assets along a nearly 8,000 ft length located within Chicago's Burnham Park (see Exhibit A).

With average daily traffic volumes exceeding 117,000 vehicles, this high-volume roadway lies along one of the most vulnerable sections of Chicago's Lake Michigan coastline. Emergency services, daily commutes, and commerce all rely on it being in place and operation. While the narrow stretch of shoreline that abuts this stretch of Lake Shore Drive includes a critical trail network managed by the Chicago Park District, the land itself and the shoreline protection that once existed is crumbling. This stretch is the last in a series of 23 projects that make up what is called the Chicago Shoreline Protection Project – a partnership between the City of Chicago and the US Army Corps of Engineers to replaced aging shoreline infrastructure. At a total project cost of nearly \$536M, restoration of the shoreline along the historic Promontory Point and Morgan Shoal (see Exhibit B) represents the final investment needed to complete a massive investment critical to keeping Lake Shore Drive and the adjoining trail network free from the need to make routine emergency investment in temporary measures to try to minimize damage from high water levels and the power, resulting flooding, and erosive forces of severe storms.

Summary of the Issues

The Morgan Shoal and Promontory Point shoreline is in poor condition. Assessments performed by the US Army Corps of Engineers, as well as the City of Chicago and the Chicago Park District, have indicated that much of the protective shoreline structures are in a state of disrepair and beyond or nearing the end of their useful life. The relatively sudden increase in Lake Michigan water levels between 2012 and 2020 have accelerated the deterioration and present a recurring hazard with localized flooding resulting from wave overtopping (see Exhibit C). However, the situation is much more severe than that. When first constructed in the 1920s and 1930s in line with Daniel Burnham's "Plan for Chicago", these shoreline segments were intended to be the inner portion of a series of lagoons, with additional protection further offshore. Behind the revetment structures, fill comprising loose dredged material and other unconsolidated fills were placed to create new parkland and support the roadway. Several of these segments of the shoreline protection that once existed are now unrecognizable as structures, with most of the large stone displaced, exposing the underlying erodible material. Estimates provided by the US Army Corps of Engineers indicate that recession rates may reach up to 25 feet for each significant storm – a rate at which would wipe away the shoreline trail in short order and have the potential to undermine Lake Shore Drive in a matter of 2-5 years. The predicted high-water levels that are expected to persist throughout 2020 and beyond, can support destructive waves, even during moderate storms.

Lacking the funds necessary to complete the reconstruction of these last remaining segments of the Chicago Shoreline Protection Project, temporary measures have been deployed on a fairly routine basis to minimize flooding and try to protect these critical community assets. This process has included the installation of concrete jersey barriers and other short-term patches that come at a hefty cost and are limited in their effectiveness. Until funds are found to complete the construction

of this remaining stretch of shoreline, exorbitant amounts of funds will continue to be spent on short term measures.

Exhibit D summarizes some of the key issues along this stretch of unprotected shoreline. Photos that highlight recent damage resulting from a combination of relatively small storm events on top of high water with Lake Michigan can be found in Exhibit E.

Project latitude and longitude (if multiple locations, include property details in attachments)	
Latitude: 41°48'00"	Longitude: 87°34'51"W
Projected population impacted by proposed project: 107,000 Wards 4 & 5; 117, 000 ADT	

Description of alternatives considered:

A variety of detailed alternatives for the various shoreline treatment necessary to stabilize the shoreline have been considered. Evaluation of the specific design for shoreline protection alternatives were completed as part of the Morgan Shoal master planning process (see Attachment 1) and with past work affiliated with the Chicago Shoreline Protection Project. In 2000, a portion of the shoreline between Morgan Shoal and Promontory Point was rebuilt and that design has held up well. At this time, there is no specific design for the necessary shoreline improvements at Promontory Point. However, examples of similar treatments to those that may be employed along this stretch are highlighted in Attachment 2.

Protecting Lake Shore Drive and the adjacent trail network is likely to include raising select areas of the shoreline to minimize overtopping, pushing lakeward in key areas to minimize the potential flooding impact resulting from massive storm events, and the construction of shoreline revetments. Alternatives to making taking this action are summarized below:

- No action – resulting in continued shoreline erosion that will produce the loss of land, destruction of the shoreline trail and potential undermining of Lake Shore Drive with a 2 – 5 year timeframe.
- Continued investment in short-term fixes – requiring rapid response and the expenditure of significant funds on a routine basis (every 2-3 years) to deploy short-term measures to mitigate damage and repair damages.

Neither alternative action is sustainable or prudent. Therefore, this application requests assistance toward the implementation of a long-term fix to address current and future needs for this area.

<p>Project scope of work to be completed (please include additional documentation if needed):</p>			
<p>This Lake Shore Drive Flood Mitigation Project includes construction of improvements along the Morgan Shoal and Promontory Point shoreline that will protect and preserve Lake Shore Drive and the adjacent trail network. The scope of work included as part of this project is summarized below.</p>			
<ol style="list-style-type: none"> 1. Design/Engineering – including the evaluation of alternatives and development of plans and specifications for the restoration of the Promontory Point shoreline. This task also includes preparing final plans for the Morgan Shoal shoreline project. The development of plans for Morgan Shoal involved an extensive public engagement process. A similar public engagement process will be used as plans are developed for Promontory Point. 2. Bidding & Award - Upon completion of the plans, the City of Chicago will solicit bids from qualified contractors and award a construction contract to the successful contractor. 			
<p>Construction and Construction Administration - including building of the improvements and oversight of the construction process to assure compliance with the plans and specifications.</p>			
<p>Property type (if applicable):</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Residential building <input type="checkbox"/> Public building <input type="checkbox"/> Residential vacant lot </td> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> School/hospital/place of worship <input type="checkbox"/> Business/commercial building <input type="checkbox"/> Critical infrastructure </td> </tr> </table> <p><input checked="" type="checkbox"/> Other (please describe): Public shoreline and associated trails; historic landmark in Promontory Point.</p>		<input type="checkbox"/> Residential building <input type="checkbox"/> Public building <input type="checkbox"/> Residential vacant lot	<input type="checkbox"/> School/hospital/place of worship <input type="checkbox"/> Business/commercial building <input type="checkbox"/> Critical infrastructure
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<p>Estimated Total Project Cost: TBD, Range between \$95 million to \$115 million</p>						
<p>Narrative to support total estimated cost (please include or attach a detailed budget):</p>						
<p>As part of the planning and design process for Morgan Shoal, the cost of construction for the proposed shoreline improvements was generated. The total cost of these improvements is anticipated to be approximately \$60-75 Million. Assistance requested as part of this application toward the Morgan Shoal portion of shoreline project is \$4.0M.</p> <p>Costs associated with construction of the Promontory Point shoreline restoration are based on similar Chicago Shoreline Protection Project segments and are anticipated to cost \$35-40 Million. Assistance requested as part of this application toward the Promontory Point portion of shoreline project is \$2.5M.</p> <p>In support of project design and development, the City will solicit bids from consultants to complete the necessary support services. The cost associated with these services for Morgan Shoal is summarized below and included in the overall project costs noted above:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">a) Design/Engineering</td> <td style="width: 50%; text-align: right;">\$ 4,000,000</td> </tr> <tr> <td>b) Bidding & Award</td> <td style="text-align: right;">\$ 150,000</td> </tr> <tr> <td>c) Construction and Construction Administration</td> <td style="text-align: right;">\$ 2,250,000</td> </tr> </table>	a) Design/Engineering	\$ 4,000,000	b) Bidding & Award	\$ 150,000	c) Construction and Construction Administration	\$ 2,250,000
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b) Bidding & Award	\$ 150,000					
c) Construction and Construction Administration	\$ 2,250,000					

In support of project design and development, the City will solicit bids from consultants to complete the necessary support services. The cost associated with these services for Promontory Point is summarized below and included in the overall project costs noted above:

a) Design/Engineering	\$ 2,500,000
b) Bidding & Award	\$ 125,000
Construction and Construction Administration	\$ 1,750,000

Source of matching funds: City Local Funds

Amount of matching funds: \$1,625,000

Additional Considerations:

- | | | |
|--|---|--|
| 1. Do you foresee any historical preservation issues that would affect this project? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| a. Will the project affect undisturbed land? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| b. Will the project affect any archaeologically sensitive areas? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| c. Will the project affect any historically sensitive areas? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| d. Is the project near any known historic structures? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| e. Are there any buildings 50 years or older within the project? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

If **Yes** in any of the above, please explain:

Promontory Point is considered an historic landmark. Other segment so the Chicago shoreline with similar historical designations have been rehabilitated and the City of Chicago is aware of the process needed to address cultural considerations.

- | | | |
|--|---|--|
| 2. Do you foresee any environmental issues that would affect this project? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| a. Will the project affect any waterways or water bodies | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| b. Will the project affect potential wetland areas? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| c. Will the project affect and vegetated areas? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| d. Will the project involve removal of hazardous/toxic materials? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| e. Will the project areas of habitat for threatened or endangered species? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| f. Is the project near a wilderness area or wildlife refuge? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

g. Will the project affect other sensitive areas?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
i. Groundwater aquifers	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
ii. Wild or scenic rivers	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
iii. Prime or important farmland	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
h. Are you aware of any underground storage tanks in the project area?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>


If **Yes** in any of the above, please explain:

State and Federal water resource permits will be required as well as environmental review. The City of Chicago has been involved in similar work along its shoreline and understands the requirements for gaining the necessary approvals to advance with the work.

3. Are there any concentrations of low income or minority populations in or near your project area?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
4. Please attach any maps and/or photos that better describe the project area, past damages, proposed project timeline, or other supporting information.		

Section 3: Sub-Recipient Management Costs		
Do you want to request Sub-recipient management cost?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If Yes, Provide the following information:		
1) Scope of Work for the requested management cost.		
a. Describe how and where this management cost will be implemented. This cost will be implemented for the durations of the anticipated 24 month duration of the design contract until plans and specifications are prepared for open bidding		
b. What Staff and resources will be used to implement this management cost. CDOT engineers/project managers will be the staff resources who will manage design engineering contract through successful bidding. Resources to include general office equipment.		
2) Provide Work Schedule		
a. Description of tasks: Tasks include day to day coordination and contract management of the prospective design consultant, review of reports, plans, specifications and other data compiled by the engineering consultant, coordination with other city departments and sister agencies, coordination with permitting agencies, including but not limited to, U.S. Army Corps of Engineers, Illinois Department of Natural Resources, Illinois Environmental Protection Agency, U.S. Coast Guard, Chicago Department of Buildings, coordination with elected officials and the public, coordination with adjacent property owners, preparation of materials for public meetings.		
b. Duration: Design is anticipated to be completed in 24 months.		
c. Work to be completed: Preparation of reports, permit applications, public meeting and outreach materials, review of plans and specifications, coordination with several agencies, elected officials, and public.		
3) Management Cost Estimate		
a. Salaries: \$600,000		
b. Other Costs		

Section 4: Impoverished Community	
Does your community meet the following criteria for Impoverished Community?	
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
1) A community of 3000 or fewer individuals that is economically disadvantage?	
2) Residents of your community have an average per capita annual income not exceeding 80 percent of the national per capita income based on best available data.**	
Is your Community an Impoverished Community? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
**Data Source:	

Signature of approving official:		
Luis D. Benitez, P.E., S.E. Chief Bridge Engineer		9/30/2020
Printed Name	Signed Name	Date