

CMAQ/TAP Scope Change Request Form

Project Identification

TIP ID	16-19-0036	Sponsor	CTA
Project Location Description	Bus Slow Zone Elimination Program - Design Phase (CMAQ)		

Revised Project Scope

CTA requests the addition of two corridors into the Bus Slow Zones Elimination project and the expansion of two existing corridors. Since the grant application was initially submitted, CTA and CDOT have been able to implement several of the planned bus priority improvements on three routes included in the application, #49 Western, #66 Chicago and #79 79th, through separate funding sources. While additional bus priority treatments will still be needed on these three corridors, the reduced scope under this project provides the opportunity to expand bus priority treatments to additional routes, ensuring the project will improve a robust network of bus routes that serve CTA's riders in an equitable way. As is the case with the original corridors, the new corridors/segments all serve high ridership bus routes having speed and reliability issues that would benefit from bus priority infrastructure. Below are the corridors and segments CTA is requesting to add to the project.

- Ashland corridor (proposed new corridor) – this corridor serves the #9 Ashland and X9 Ashland Express bus routes between 104th/Vincennes and Clark/Belle Plaine (north of Irving Park), primarily along Ashland Avenue. CTA has performed work identifying priority areas for improvement and has developed initial plans for bus priority treatments at these locations.*
- 63rd St. corridor (proposed new corridor) – this corridor serves the #63 63rd bus route between Midway Terminal (near Cicero Ave) and 63rd/Stony Island, primarily along 63rd Street. CTA has performed work identifying priority areas for improvement and has developed initial plans for bus priority treatments at these locations.*
- Halsted St. corridor (proposed expansion of corridor in original scope) – this would extend the original #8 Halsted corridor south from 79th St. to 95th St. to include part of the #8A South Halsted route. CTA, together with Pace, have identified priority areas for improvement in this segment and developed initial plans for bus priority treatments at these locations as part of the South Halsted Bus Corridor Enhancement Project. Extending the Halsted corridor south to 95th will strengthen the corridor for CTA customers and, together with Pace's planned improvements south of 95th Street, will result in a seamless bus priority corridor on Halsted serving Chicago and its south suburbs.*
- Chicago Ave. corridor (proposed expansion of corridor in original scope) – this would add a segment of the Grand/Illinois pair of streets between Fairbanks Court and the Kennedy Expressway (just west of Halsted Street). CTA and CDOT have identified priority areas for improvement and identified initial plans for bus priority treatments in this segment as part of the River North-Streeterville Transit Study. Adding this segment will augment treatments to the Grand/Illinois pair east of Fairbanks which are within the original study area as part of the #66 Chicago bus route; the segment east of Fairbanks has several other bus routes as Well. Expanding the study area to the west along Grand/Illinois will leverage existing project limits and further extend bus priority improvements to two high ridership bus routes already covered in the segment east of Fairbanks: #29 State and #65 Grand.*

Changes to Location/Limits (if applicable)

Map Attached

<p>Name of Street or Facility to be Improved Additional locations:</p> <ul style="list-style-type: none"> - #9 Ashland and X9 Ashland Express bus routes between 104th/Vincennes and Clark/Belle Plaine (north of Irving Park), primarily along Ashland Avenue - #63 63rd bus route between Midway Terminal (near Cicero Ave) and 63rd/Stony Island, primarily along 63rd Street - Expand #8 Halsted corridor south from 79th St. to 95th St. to include part of the #8A South Halsted route - Expand #66 Chicago corridor to add a segment of the Grand/Illinois pair of streets between Fairbanks Court and the Kennedy Expressway (just west of Halsted Street) 	<p>Marked Route #</p> <p>FAU 2853</p> <p>FAU 1519</p> <p>FAU 3730</p> <p>FAU 1401, FAP 385, FAP 387</p>	
<p>North/West Reference Point/Cross St/Intersection Various</p>	<p>Marked Route # N/A</p>	<p>Municipality & County Chicago / Cook</p>
<p>South/East Reference Point/Cross St/Intersection Various</p>	<p>Marked Route # N/A</p>	<p>Municipality & County Chicago / Cook</p>
<p>Other Project Location Information Project scope will refine recommendations and locations for bus priority treatments at points or short segments along the corridors included; specific limits of treatments within each corridor TBD.</p>		

Changes to Emissions Benefit Analysis (not required of TAP projects)

- The proposed scope change will not affect the emissions benefits of the project.
- The proposed scope change will affect the emissions benefits of the project – continue to next page.

Cost/Schedule Changes

- The scope change will result in a cost change. A [Cost Change Request](#) form was submitted.
- The scope change will result in a schedule change. A [Schedule Change Request](#) form was submitted.

Additional Comments

There will be no change to the cost of the project.