

CMAQ/TAP Scope Change Request Form

Project Identification

TIP ID	02-14-0003	Sponsor	Village of Skokie
Project Location Description	Church Street from Linder Avenue to McCormick Blvd		

Revised Project Scope

The original CMAQ grant was for pavement markings only to convert the existing vehicle and parking lane to a narrower vehicle and parking lane with an added 5' wide on-street bike lane in each direction.

During the Phase I process it was determined that a 5' wide bike lane could not physically be provided through the three signalized intersections of Gross Point Road, Skokie Boulevard and Niles Center Road. The Village and their consultant coordinated potential "road diets" at these 3 intersection with IDOT to eliminate a through lane in each direction and add a separate left turn lane along with buffered 5' wide bike lanes in each direction (i.e. going from 4-5 lane sections to 3-lane section with buffered bike lanes) Preliminary capacity analysis of the road diets showed that the intersections will operate an acceptable level of service while providing safer bicycle facilities through the intersections. Formal Intersection Design Studies have subsequently been submitted to IDOT. Because the traffic signals and pedestrian signals are outdated and do not line up with the proposed new lane configurations, modernizing and reconfiguring the traffic signals and pedestrian signals is required.

More recently, IDOT Central Office has rejected the Village's request for a variance for a 7' wide parking lane (8' standard) adjacent to the proposed 5' wide bike lanes between Niles Center Road and Keystone Avenue (3,500'). To provide the standard 8' wide parking lane the pavement requires widening and new curb and gutter on both side within this stretch. This will provide additional space between the parked cars and the bike lanes which will improve safety.

Changes to Location/Limits (if applicable)

☐ Map Attached

Name of Street or Facility to be Improved	Marked Route #	
North/West Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information		

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

Changes to Emissions Benefit Analysis – Bike/Ped and Commuter Parking

BICYCLE AND PEDESTRIAN FACILITIES
Miles of existing bicycle/pedestrian facilities intersecting the proposed facility: _____ Identify intersecting facilities:
Trip attractors linked directly to the proposed facility. For a pedestrian facility, identify transit service to which direct access is provided.
Indicate safety and attractiveness improvements Proposed bike lanes will be standard width and safer with reduction in traffic lanes.
Off-Street Bicycle Facility - Provide traffic volumes, speeds and percent trucks on adjacent roadway.

BICYCLE PARKING & ENCOURAGEMENT
Number of New Bicycle Spaces Racks: _____ Lockers: _____ Other:

COMMUTER PARKING
Project Location: <input type="checkbox"/> City Of Chicago <input type="checkbox"/> Suburban
Net Number Of New Vehicle Spaces: _____ Net Number Of New Bicycle Spaces: _____
Utilization Rate: <input type="checkbox"/> New Lot <input type="checkbox"/> Existing Lot (Indicate Actual Utilization): _____ Percent
Existing Parking Spaces And Price:
_____ SPACES at \$ _____ PER _____ (hr/day/mo) _____ SPACES at \$ _____ PER _____ (hr/day/mo)
_____ SPACES at \$ _____ PER _____ (hr/day/mo) _____ SPACES at \$ _____ PER _____ (hr/day/mo)
Line-Haul Trip Length (One-Way Miles to the Nearest Tenth):
If line haul trip length is not a milepost figure, provide basis for value provided:
COMMUTER PARKING STRUCTURES
NET GAIN IN SPACES AVAILABLE TO TRANSIT USERS – deduct spaces removed within 1,800 feet of project site from gain
PROPOSED DAILY FEE TO BE CHARGED

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	02-14-0003	Sponsor	Village of Skokie
Project Location Description	Church Street from Linder Avenue to McCormick Blvd		

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	2020	\$166.342	\$133.07	80	CMAQ	Village	<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	MYB	\$550	\$440	80	CMAQ	Village	<input type="checkbox"/>
CE							
Total		\$716.34	\$573.07				

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							
ENG 2	2023	\$251.34	\$201.07	80	CMAQ	Village	01/2020
ROW							
CONST	2024	\$2,000.00	\$1,600.00	80	CMAQ	Village	01/2024
CE	2024	\$115.00	\$92.00	80	CMAQ	Village	01/2024
Total		\$2,366.34	\$1,893.07				

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	2023	\$85	\$68		
ROW					
CONST	2024	\$1,450.00	\$1,160		
CE	2024	\$115.00	\$92.00		
Total		\$1,650.00	\$1,320		

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.

Additional funds required for Scope Change. 3 road diets, modernized traffic signals and road widening. During the Phase I process it was determined that a 5' wide bike lane could not physically be provided through the three signalized intersections of Gross Point Road, Skokie Boulevard and Niles Center Road. The Village and their consultant coordinated potential "road diets" at these 3 intersection with IDOT to eliminate a through lane in each direction and add a separate left turn lane along with buffered 5' wide bike lanes in each direction. Because the traffic signals and pedestrian signals are outdated and do not line up with the proposed new lane configurations, modernizing and reconfiguring the traffic signals and pedestrian signals is required.

IDOT Central Office has rejected the Village's request for a variance for a 7' wide parking lane (8' standard) adjacent to the proposed 5' wide bike lanes between Niles Center Road and Keystone Avenue (3,500'). To provide the standard 8' wide parking lane the pavement requires widening and new curb and gutter on both side within this stretch.

*See attached detailed cost estimate.

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-91-169-19	XEV 3080	
ROW	R-		
CONST	C-91-382-19	940K189	
ENG			
IMP			

Additional Comments

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